VISION TRINITY

YESTERDAY, TODAY & TOMORROW

COMPREHENSIVE LAND USE PLAN

ADOPTED September 11, 2023

ACKNOWLEDGMENTS

MAYOR AND CITY COUNCIL

Richard McNabb, Mayor

Bob Hicks, Mayor Pro Tem   **Jack Carico**   **Tommy Johnson**

Ed Lohr   **Robbie Walker**

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Linda Gantt	**Jonathan Orlofsky**	**Curtis Wilson**
Zachary Hicks	**Danny Phillips**	

CITIZENS OF THE CITY OF TRINITY

Thank you for your participation in the development of the Vision Trinity Comprehensive Plan!

CONSULTANT

Inspire Placemaking Collective

Sarah Sinatra Gould, Project Manager

SPECIAL THANKS TO COMMUNITY ORGANIZATIONS AND ADVISORS THAT CONTRIBUTED COMMENTS:

State House Representative Brian Biggs, Randolph County Commissioners, Randolph County Economic Development Commission, Archdale Trinity Chamber of Commerce, Randolph County Planning Department, High Point Metropolitan Planning Organization, Randolph County Trails Coordinator Mary Joan Pugh, High Point Metropolitan Realtor Association, North Carolina Department of Transportation, Davidson Water, Inc., DR Horton, Glover Engineering and Keystone Homes, and the Trinity High School Students.

THANK YOU!

In June 2022, the City Council approved funding for the development of a new Comprehensive Land Use Plan for the City of Trinity that is now known as Vision Trinity. The City Council and Staff sought to make this a citizen-driven process that would be a guidebook for the growth and development of Trinity over the next 20 years. The City decided to hire a consulting firm to guide the City through the development of this plan.

In August 2022, the City Council approved and awarded this project to the planning team of S&ME (now known as Inspire Placemaking Collective) to guide the development of a Comprehensive Plan. They developed a website that would be interactive for all residents to participate in and provide comments that we were able to collect and input into the Plan. The City Council selected a group of residents that were both long-time residents and residents who have only lived in the City for less than five years to serve on the Steering Committee. In addition, there was a Stakeholders Committee that was comprised of various members of our business community, developers, realtors, state, and local representatives. This collective input has provided us with a true for how Trinty will grow in the future.

I would like to thank Trinity resident Jonathan Orlofsky of Orlosky's House of Design for preparing and directing the introductory video for the Comprehensive Plan that features the City Manager and myself. The video paints a great picture of all the positive things that we like about Trinity and how we will see it in the future. In addition, Mr. Orlofsky took all the professional photography that is included in the plan. I want to thank the countless number of Trinity residents who participated in the steering committee meetings, stakeholders meeting, open house and the Trinity High School students who are the future of our City.

I would like to thank Sarah Sinatra – Gould and her team with Inspire Placemaking Collective for working with the City Staff to develop a Comprehensive Plan that we can all be proud of. This has been a joint effort by our City Staff with the assistance of State Code Enforcement, Inc. Finally, I would like to thank the City Council for their vision and input. Therefore, it is my pleasure to present to you the new Vision Trinity Comprehensive Land Use Plan.

Sincerely,

Richard McNabb, Mayor

City of Trinity

Table of Contents

INTRODUCTION TO THE PLAN

PURPOSE

The purpose of the Comprehensive Land Use Plan is to serve as the foundation of the City of Trinity's long-term planning strategy, the framework for zoning regulations, a guide to local government decisions, and a resource for developers and property owners. The Comprehensive Plan illustrates Trinity's vision for the City's next 20 years. The Plan represents the interests of many contributors, including Trinity government staff, a steering committee, a technical stakeholder's group, and the City's residents. The Comprehensive Plan should be reviewed annually to determine if the Plan's policies are steering decisions toward the future land use plan and still reflect the community's needs and desires.

This Comprehensive Land Use Plan is organized into ten chapters.

- The first chapter is the Community Profile and includes the project background, the history of the City, and demographics of City residents.
- The second chapter is Future Land Use which provides current and future land use data, population projections, and a discussion of the future land use categories.
- The third chapter is Public Services which provides data and analysis as it relates to infrastructure and services provided in the City.
- The fourth chapter is Transportation and analyzes the transportation network and infrastructure in and around the City.
- The fifth chapter is Economic Development which discusses employment, income, and regional impacts to the City's residents.
- The sixth chapter is Housing which discusses the inventory of housing within the City and its affordability.
- The seventh chapter is conservation and provides information regarding the environment in and around the City.
- The eighth chapter is Recreation and Open Space and discusses park infrastructure in the City.
- Chapter 9 has the Goals and Policies for the Comprehensive Land Use Plan.
- The final chapter is the Appendix which provides information summarizing previous planning documents and public engagement throughout this plan update.

PROJECT BACKGROUND

The City of Trinity retained Inspire Placemaking Collective (formerly the planning team of S&ME, Inc.) to prepare a Comprehensive Land Use Plan to replace their existing Land Development Plan. Shifts in the economic conditions and the pressures of development within and around Trinity necessitated the preparation of a comprehensive planning document with up-to-date data and projections.

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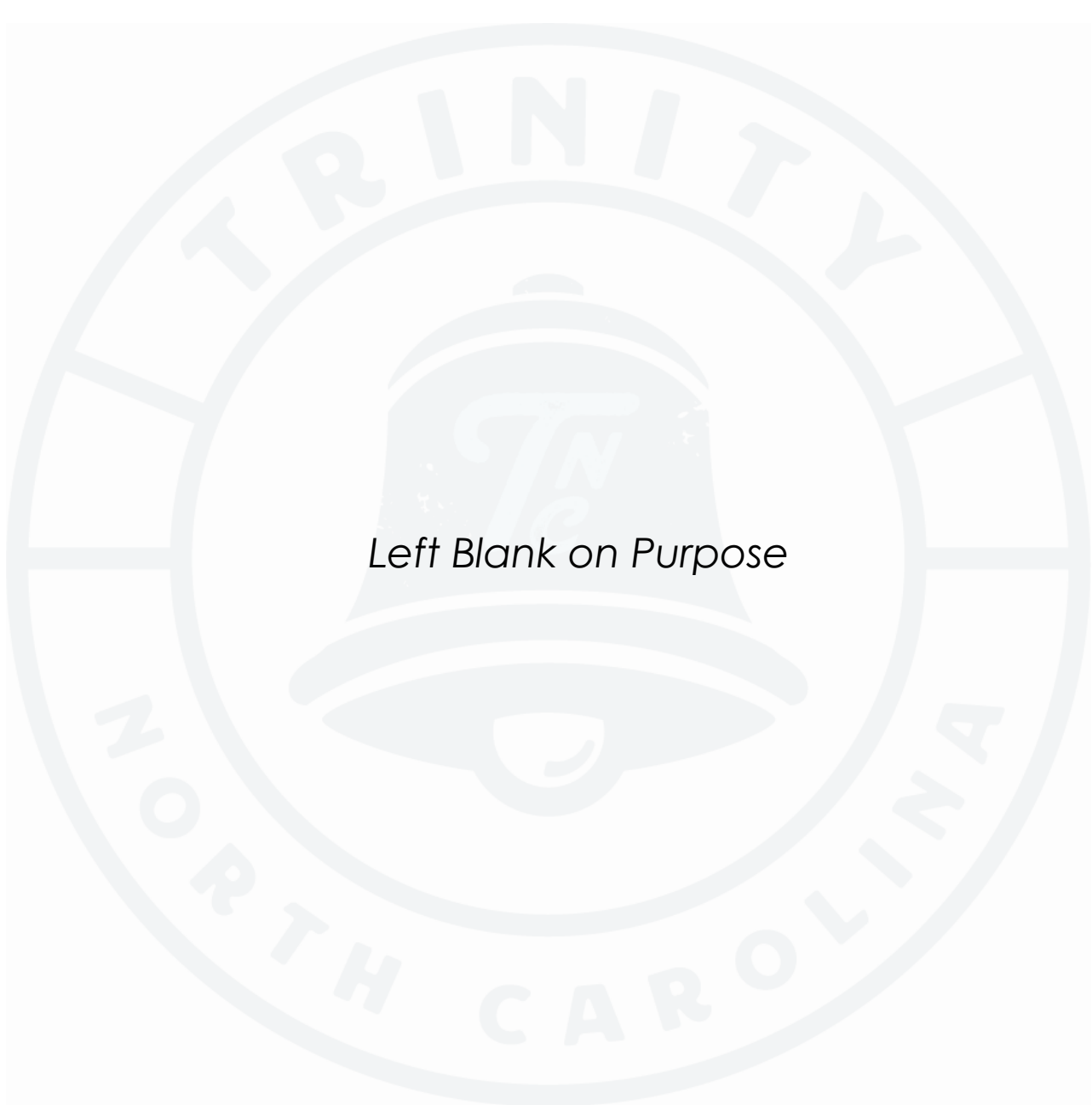
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CHAPTER

COMMUNITY PROFILE

HISTORY OF TRINITY

The aspects of a city's "Yesterday" form an integral part of its profile today. A comprehensive description of a city that includes past events, settlement patterns, and leadership decisions helps to create a more accurate picture and understanding of a city as it evolves. It is especially important to remember the history of a place that is evolving and growing as quickly as the City of Trinity.

Trinity's earliest documented inhabitants were the Keyauwee Native Americans, along with the Eno and Saura Native American tribes. European settlers arrived in the area shortly before the 1776 signing of the United States Declaration of Independence.

One of the most significant components of the historical character of Trinity was molded by a focus on formal education and religion. The presence of a majority of Methodist settlers, as well as a Quaker minority, dictated much of how the area now known as the City of Trinity developed. A focus on formal classroom education would lead to the foundation of Trinity College, present day Duke University. Trinity College's early roots rest in Brown's Schoolhouse, which opened in the early 1830s. Through a partnership between the Methodists and the Quakers in the area, Brown's Schoolhouse became Union Institute in 1839.[1],[2]. The administrative president was Braxton Craven, a Methodist minister and respected educator. He would lead the school through its transition from Union Institute to Normal College in 1851 and finally Trinity College in 1859. Trinity College was chartered by the state of North Carolina and was North Carolina's first state accredited Methodist teacher's college. It was decided that the college needed to be moved to an urban setting. There was a competition among piedmont cities to

acquire Trinity college resulting in Trinity College moving to Durham in 1892 and ultimately becoming Duke University in 1924. Braxton Craven died in 1882 and is buried in the historic community cemetery located off NC Highway 62.

The Trinity College Bell, cast in 1876, at the site of the original Trinity College

The presence of a college community attracted business activity within Trinity and surrounding areas, including milling, retail, furniture making, and medicine. The community also enjoyed a network of railroads and stagecoach routes that tied it to other communities. The township of Trinity College was created when it received a charter from the North Carolina General

Assembly in 1869 and a governing board was first elected in 1872. The municipal charter elapsed in 1924. Despite the variety of new and growing enterprises in the region attracted to servicing the Trinity College community, most of the City's residents worked in farming. Farms primarily produced food crops, with only 10% of agricultural wealth coming from cotton or tobacco. With

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[1] https://library.duke.edu/rubenstein/uarchives/history/articles/narrative-history
[2] https://archives.lib.duke.edu/catalog/uatrinityrc

the departure of the college after the Civil War, Trinity residents continued their farming community as they moved into the 20th Century. The area was known for its natural beauty and in the early 20th century the Trinity area was home to Fairview Park, a hunting lodge for the wealthy elite. The lodge itself was a massive structure with a double basement that featured an indoor swimming pool. Sadly, the lodge would be lost to fire in 1922.

Trinity would again be incorporated in 1997 as the City of Trinity. Trinity is the largest city by area in Randolph County. The City still maintains a number of its historic structures, including remnants of Trinity College, and other sites for those who wish to explore the fascinating and unique history of the City.

TRINITY'S GEOGRAPHY

Trinity is in the northwest corner of Randolph County, and its borders run along both Davidson County to the west and Guilford County to the north. The City also shares borders with the municipalities of Archdale and Thomasville. High Point lies directly to Trinity's north, and Asheboro lies about 20 miles to the Southeast. Trinity is located within the Piedmont Triad region, roughly 20 miles from its center. The Piedmont Triad region encompasses the major cities of Winston-Salem, High Point, and Greensboro. Major highways and interstates which cross Trinity include NC Highway 62 and Interstate 85. Interstate 85 Business runs north of Trinity and Interstate 74 runs though Forsyth County and High Point, east of Trinity. Figure 1& Figure 2 show the boundaries of the City as well as the regional context.
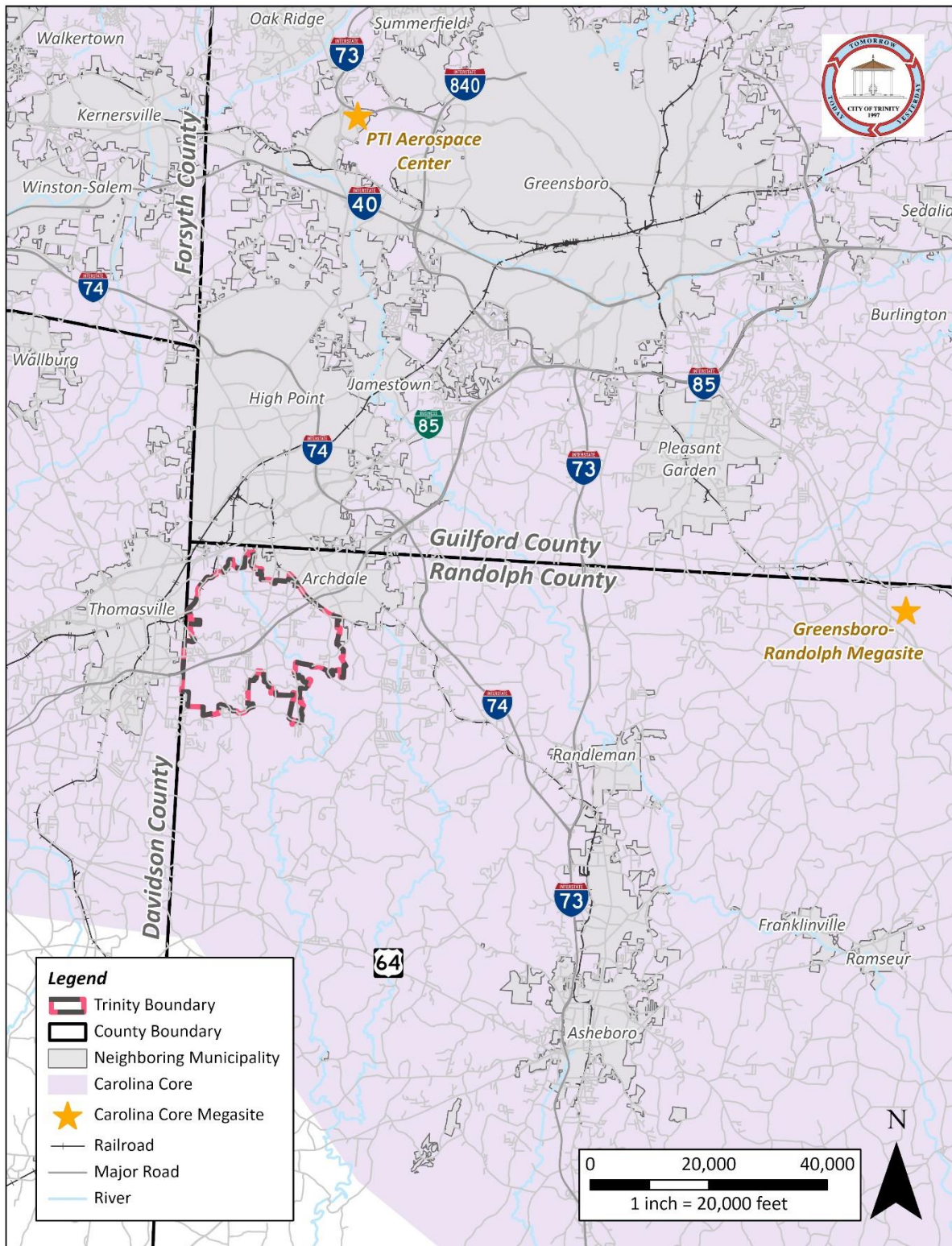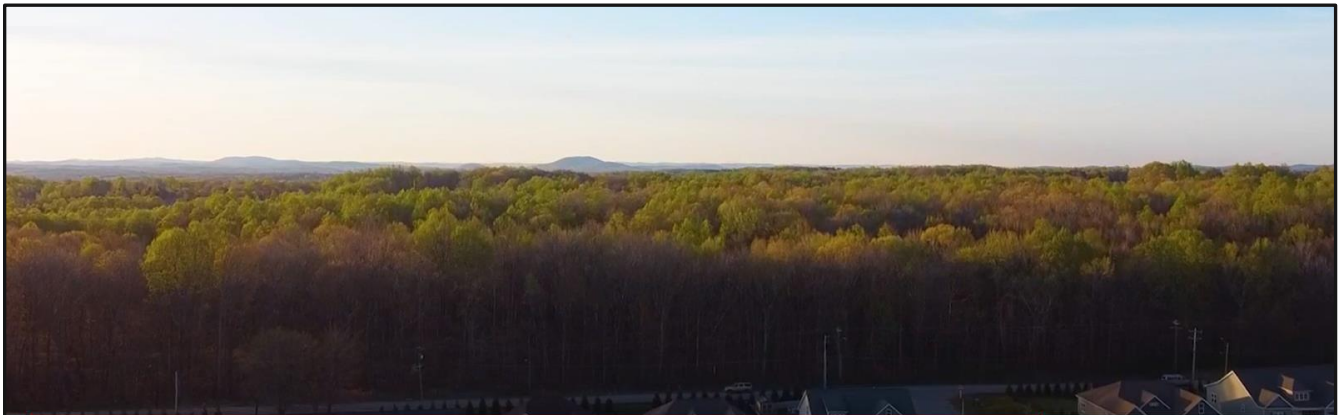
Figure 1 City Boundary
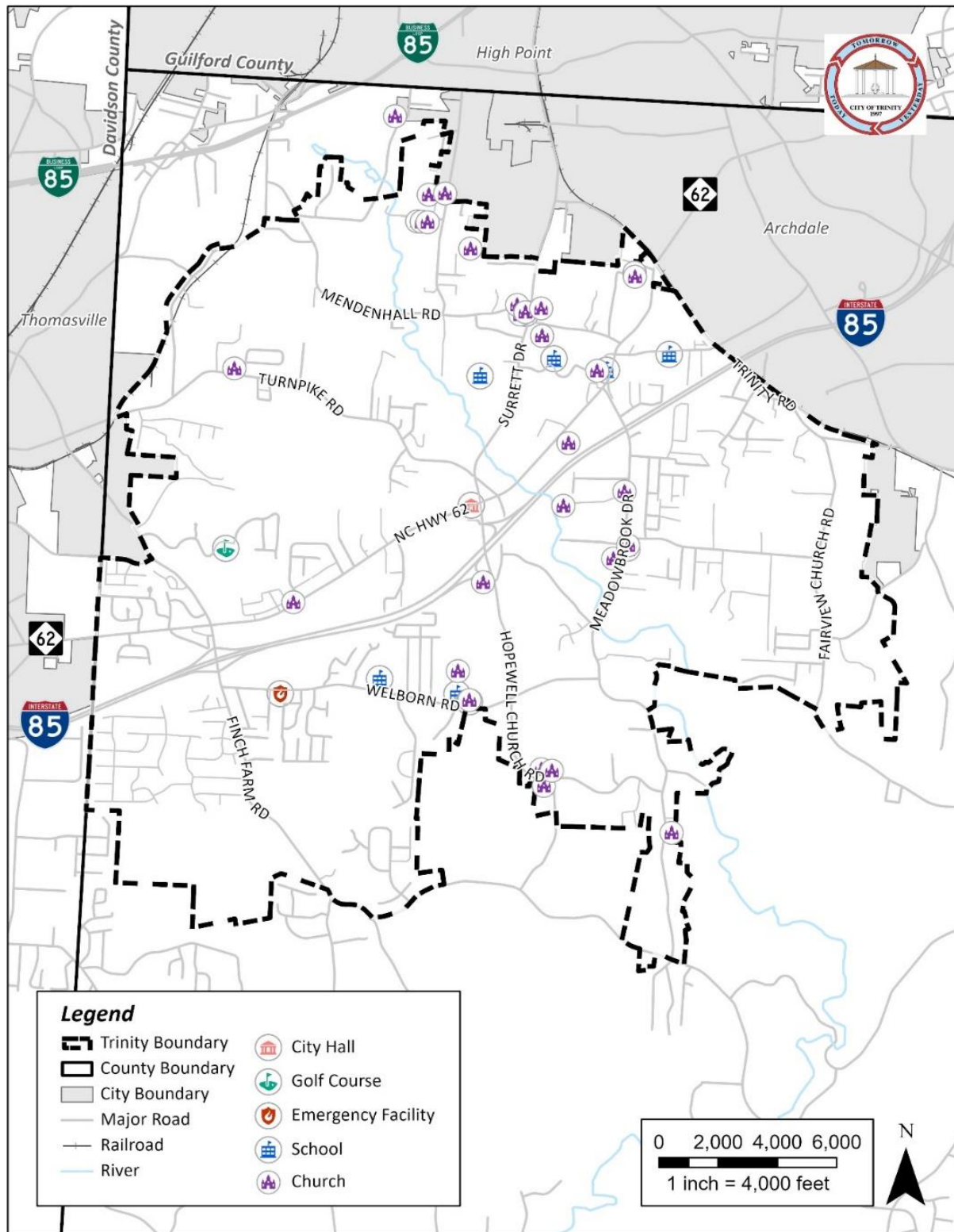
Sources: City of Trinity, NCDOT, NC One Map, Randolph County

Figure 2 Trinity Region

Sources: NCDOT, NC One Map, Randolph County

COMMUNITY CHARACTER

The City of Trinity is a small community with suburban and rural development. The City is a bedroom community with access to several large cities in the region by way of major roadways, including Interstate 85. There is no downtown core, and commercial development is limited throughout the City. Agricultural uses are prominent along the edges of the City. Residential uses (mostly single-family houses in subdivisions) account for most land use, and there is a high proportion of undeveloped parcels which provide ample opportunities for further development, whether residential or nonresidential.

Small Town Atmosphere

Trinity has a small-town atmosphere with many residential neighborhoods consisting of single-family residences, mobile homes, and some multiple-family structures. Most of these neighborhoods feature a more disconnected, suburban roadway network without connections to other developments. Commercial development is limited. Agricultural development throughout the City provides another link to the City's history. Many community members love Trinity for its small-town atmosphere and want to preserve it while allowing opportunities for future growth.

Baseball field at Trinity High School

Neighborhood Commercial Growth Opportunities

While the City of Trinity has a small-town atmosphere, there is no defined historic downtown. Community members, through the public engagement process, expressed their desires for further commercial development within the City, including neighborhood-serving amenities. There are portions of the City which are locally considered food deserts, meaning there is limited access to fresh and affordable food, and could benefit from a grocery store or local farmer's market. Community members also mentioned a desire for clustered commercial development along the I-85 corridor and in the northern area of the City, near the high school. Establishing an area with neighborhood-serving amenities which could also serve as a downtown core could improve future economic development and quality of life.

DEMOGRAPHICS

To better understand the current needs of a community, it is necessary to understand who makes up the community and what their basic characteristics are. The subsections below detail Trinity's current population, as well as important information regarding their age, race, and ethnicity.

Trinity Population

YEAR	2010	2016	2021
POPULATION	6,628	6,651	7,058
PERCENT CHANGE	n/a	0.35%	6.1%

Source: 2021 American Community Survey (ACS) 5-year estimate

Population in Randolph County

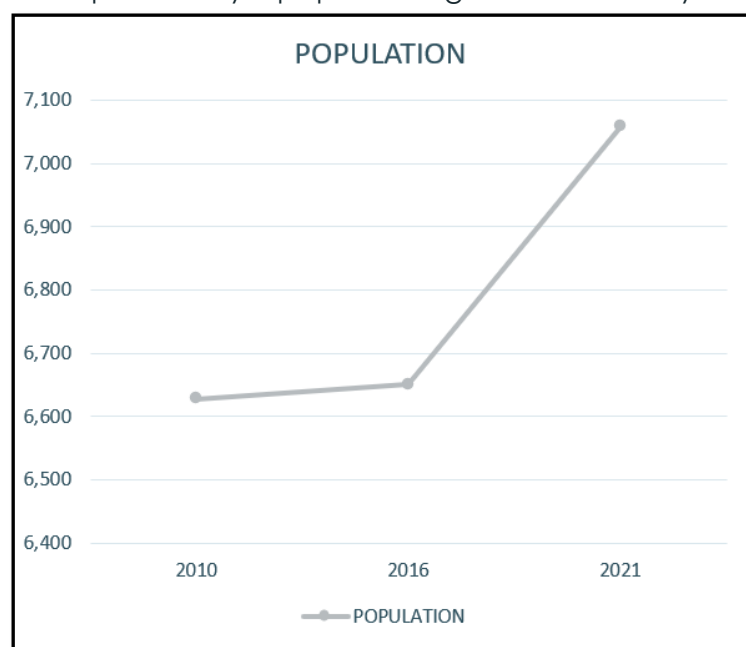| YEAR	2010	2016	2021
POPULATION	140,034	142,588	145,172
PERCENT CHANGE	n/a	1.82%	1.81%

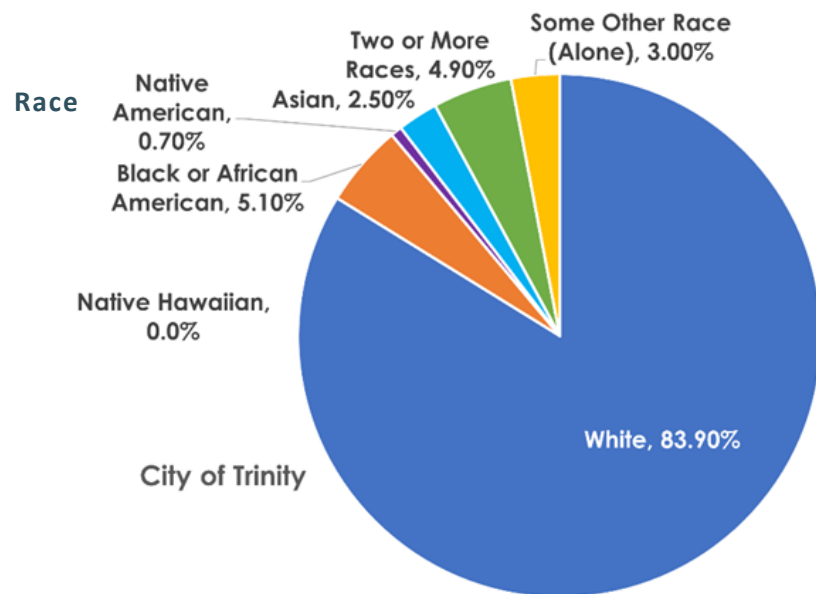*Source: 2021 American Community Survey (ACS) 5-year estimate*

According to the North Carolina State Demographer population estimate, the current population of Trinity is 7,058. The population in the City has steadily increased since 2010, with a larger jump from 2016 to 2021 of about 6%. Randolph County's population grew at a steady rate over the past 11 years, whereas Trinity's population grew much more slowly from 2010 to 2016, and then saw a dramatic increase from 2016 to 2021.

Sex

SEX	CITY (%)	COUNTY (%)
Male	47.9%	49.6%
Female	52.1%	50.4%

Source: 2021 American Community Survey (ACS) 5-year estimate

POPULATION

Race

City of Trinity

Some Other Race (Alone), 3.00%
Two or More Races, 4.90%
Asian, 2.50%
Native American, 0.70%
Black or African American, 5.10%
Native Hawaiian, 0.0%
White, 83.90%

County

Native Hawaiian, 0.10%
Two or More Races, 4.40%
Some Other Race (Alone), 4.80%
Asian, 1.20%
Native American, 0.30%
Black or African American, 6.00%
White, 83.10%

RACE	CITY (%)	COUNTY (%)
White	83.9%	83.1%
Black or African American	5.1%	6.0%
Native American	0.7%	0.3%
Asian	2.5%	1.2%
Native Hawaiian	0.0%	0.1%
Two or More Races	4.9%	4.4%
Some Other Race (Alone)	3.0%	4.8%

Source: 2021 American Community Survey (ACS) 5-year estimate

Ethnicity

ETHNICITY	CITY (%)	COUNTY (%)
Hispanic or Latino	5.6%	12.0%
Not Hispanic or Latino	94.4%	88.0%

Source: 2021 American Community Survey (ACS) 5-year estimate

The population of Trinity is nearly evenly split between males and females. Almost 84% of the population is White, 5.1% is Black or African American, and 2.5% is Asian. Residents who are two or more races account for 4.9% of the population. Trinity has a small Hispanic or Latino population, with 5.6% of the population identifying their ethnicity as Hispanic or Latino. Randolph County has a higher proportion of Hispanic or Latino residents than the City.

Age

AGE CATEGORY	CITY (%)	COUNTY (%)
Under 5 years	5.3%	5.6%
5 to 9	8.4%	6.5%
10 to 14	6.1%	6.3%
15 to 19	5.2%	6.5%
20 to 24	4.1%	5.7%
25 to 34	12.0%	11.7%
35 to 44	9.8%	11.5%
45 to 54	10.7%	14.3%
55 to 59	7.9%	7.5%
60 to 64	6.9%	6.7%
65 to 74	16.9%	10.6%
75 to 84	5.0%	5.2%
85 and older	1.7%	1.9%

Source: 2021 American Community Survey (ACS) 5-year estimate

Age

Source: 2021 American Community Survey (ACS) 5-year estimate

The largest age group in Trinity is 65 to 74 years old, and the median age for the City is 44 years. The median age in North Carolina and Randolph County is 39 and 41.6 years old, respectively, making Trinity's average age higher than both the county and the state.

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CHAPTER

LAND USE

INTRODUCTION

The Land Use chapter is intended to describe the existing land use and to designate future land use patterns. Existing land use as it is used in this chapter describes how the land is currently being used, regardless of consistency with land use or zoning. Future land use describes the proposed land use configuration, that will minimize adverse impacts on natural resources and maintain essential public facilities and services. The corresponding Future Land Use Map should be utilized to determine if a proposed development is consistent with the Comprehensive Plan and is the goal in achieving a land use pattern that will best accommodate the projected population and development.

The chapter consists of an inventory and analysis of existing land use data and patterns, the projection of future land needs, as well as a land use map series. The Future Land Use Map and associated policies will guide development in a 20-year planning horizon. Land development regulations and other tools will be used to implement the plan.

LAND USE DATA, INVENTORY, AND ANALYSIS

A. EXISTING LAND USES

To better guide and direct future land uses (FLU) within the City of Trinity, it is necessary to understand the present land use patterns. Figure 3 depicts the existing land use and development patterns by parcel in the City of Trinity. This information is based upon Department of Revenue (DOR) tax codes as interpreted by Randolph County. As previously described, the existing land use is a representation of current conditions and should not be used for future development. The Future Land Use Map is the tool for determining the appropriate locations for future growth.

Table 1 Existing Land Uses

Existing Land Use Category[1]	Acres	Percentage
Single Family Residential	4,501.9	45.1%
Vacant	2,503.0	25.1%
Agriculture	1,912.8	19.2%
Public/Semi-Public	395.2	4.0%
Industrial	362.6	3.6%
Recreation	183.6	1.8%
Commercial	62.6	0.6%
Two-Family & Multifamily Residential	33.2	0.3%
Office/Professional	13.8	0.1%
Right-of-Way & Utilities	6.6	0.1%
Total	**9,975.3**	**100%**

[1]The ELU categories shown above are derived from the Department of Revenue (DOR) land use codes provided within the most recent version of the County's parcel shapefile.

Table 1 shows the acreage of land use by category. This table and Figure 3 show that the predominant use of land in the City is currently Single Family Residential, covering 4,501.9 acres or about 45.1% of the land area. The second most predominant land use is Vacant, covering approximately 25.1% of the City, or 2,503.0 acres. A brief description of each land use category, along with their typical uses, is provided below.

1. **Single Family Residential**

   The Single-Family residential land use category includes residential development located throughout the City with major concentrations in the southwest and northwest areas.

2. **Vacant (Undeveloped)**

   The vacant classification refers to undeveloped or unimproved parcels. This includes lots in subdivisions that have already been platted, but are not developed, as well as lands that currently have no active uses. As shown on the ELU map, the vacant lands are scattered throughout the City, though there are large concentrations along the I-85 corridor.

3. **Agriculture**

   This designation represents areas used for agricultural activities and rural residential development located on the fringes of the urban areas. Uses found in the agriculture areas may include vegetable farms, livestock ranches, plant nurseries, and silviculture activities, as well as kennels, and farm equipment storage and sales. As shown on the Existing Land Use map below, agricultural land uses are located throughout the City.

4. **Public/Semi-Public**

   Public/Semi-Public uses consist of public, semi-public, and private not-for-profit uses, such as civic and community centers, parks, hospitals, libraries, police and fire stations, and government administration buildings, as well as churches, social service facilities, emergency shelters, and similar uses. Educational facilities, such as public or private schools (primary or secondary), vocational and technical schools, and colleges and universities, are also included in this category. This land use is primarily located in the northern half of the City, near Surrett Drive.

5. **Industrial**

   Industrial uses typically include warehouses, wholesale/distribution centers, heavy equipment repair, assembly, processing, motor vehicle impoundment facilities, and outdoor storage. This use is primarily located in the area north of the I-85 corridor, with the heaviest concentration near the City's boundary with Thomasville.

6. **Recreation**

This ELU category contains lands within the City of Trinity which provide private recreational opportunities to residents. The private recreational use within the City is a golf course, located along Finch Farm Road.

7. **Commercial**

The commercial land use category consists of a variety of restaurant and retail uses including, but not limited to fast-food establishments, clothing stores, automobile service facilities, and more. As shown on the ELU map, commercial uses are located along major roads such as I-85 and NC HWY 62, and along the City's northern boundary. Commercial land accounts for less than one percent of the City's total land area.

8. **Two-Family & Multifamily Residential**

The two-family & multifamily residential land use category includes attached housing accommodations such as duplexes, triplexes, and quadplexes. This ELU category is primarily near NC HWY 62 and Finch Farm Road.

9. **Office/Professional**

This ELU designation describes land that contains professional offices including medical complexes, office buildings, and doctor's offices. Office/Professional uses are scattered throughout the City.

10. **Right-of-Way & Utilities**

The Utility and Right-of-Way ELU category contains infrastructure designed to accommodate the City's residential and nonresidential uses. This designation includes uses such as public utilities, railroads, stormwater facilities, and a limited number of roadways. This land use is found scattered throughout the City.

Figure 3 Existing Land Use
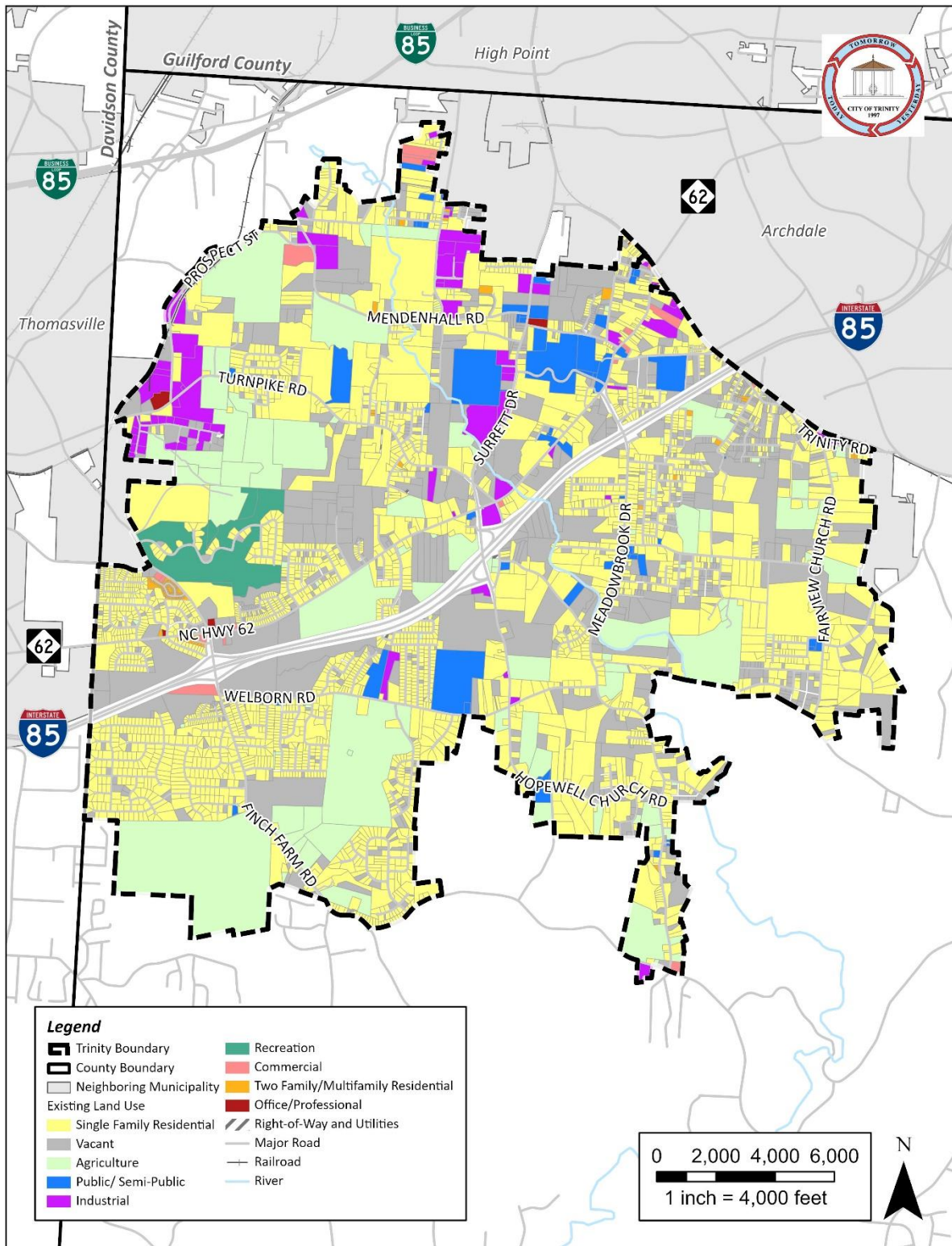
Sources: City of Trinity, NCDOT, NC One Map, Randolph County Sept 20, 2022

B. PROJECTED POPULATION

Future population growth is the driving force behind future facility needs and land requirements. The 2010 population for the City of Trinity was 6,614 residents, 7,006 in 2020, and 7,058 in 2021. To determine the City's estimated current and future populations, a step-down analysis was utilized using Randolph County's population projections retrieved from the Office of State Budget and Management (NC OSBM). This form of analysis determines an area's population by examining the City's proportionate share of Randolph County's projected growth. The results of which are found in Table 2 below. As these population projections are based upon past growth rates and may not account for all current growth trends, the projections may under-account for new residents within the City. Due to the availability of developable land in and near the City and the influence of the adjacent Carolina Core megasite, Trinity is likely to see increased population growth and development over the planning horizon. The City is also experiencing development constraints from environmental pressures (the City is fully within a watershed). **Information regarding housing, economic development, and environmental pressures is addressed in further chapters.**

Table 2 Population Projections, 2025-2045

	Population Projections	
Year	**Randolph County**	**Trinity**
2025	147,820	7,175
2030	151,192	7,338
2035	154,566	7,502
2040	157,940	7,666
2045	161,313	7,830

This method assumes that Trinity's population remains at 4.854% of the County's total population growth year-over-year, based upon OSBM's and Census estimated population for Randolph County (144,346) and Trinity (7,006) in 2020.

Growth is anticipated to be greater than this considering there are over 1,300 new homes expected to be built out in expanding or proposed subdivisions over the next five years.

Sources: Census Bureau, NC OSBM

FUTURE LAND USE CATEGORIES

Along with the Goals and Policies of the plan, individual rezoning decisions within each Growth Area should consider the scale of the development, the impact of the development to surrounding properties and the specific nature and location of the site. The future land use map of the City (see Figure 4) is designed to guide landowners and developers on the growth potential of different areas of the City. The following is a description of the growth areas:

Primary Growth Area: This primary growth area is located along the I-85 and NC Highway 62 corridors. This area is generally aligned with the City's phased sewer expansion plan to direct the majority of public service demand to a manageable area. It includes areas that are likely to have access to urban infrastructure services, such as water and sewer, within the foreseeable future. The Primary Growth Area is predominately mixed use that will include residential and commercial uses. Development adjacent to existing neighborhoods should be designed and scaled to serve those neighborhoods and establish walkable connections with them. Development surrounding the intersections is intended to be of a higher density serving the region as well as the City.

Sheetz on NC 62 near the intersection of I-85 and Finch Farm Rd.

PRIMARY GROWTH AREA CHARACTERISTICS:

- Close to I-85 and NC Highway 62.
- Likely to have access to sewer in the foreseeable future.
- Predominately mixed use including residential, office, and commercial.
- Highest density residential development.

Secondary Growth Area: Transitional residential development is predominant in this area with major subdivisions scattered between agricultural and commercial land use patterns. Public sewer infrastructure access is not prioritized for these areas. Conventional and low-density open space residential subdivisions are expected with neighborhood-serving commercial uses where appropriate.

SECONDARY GROWTH AREA CHARACTERISTICS:

- Medium Density
- Unlikely to have access to sewer within the foreseeable future.
- Predominately residential.
- Contains scattered agricultural areas.
- Includes land available for development.
- Transitional land use patterns likely.

Rural Growth Area: This area is characterized by traditional agricultural operations, pastureland, forestry, residential subdivisions, and open space scattered non-farm residences on large tracts of land. Rural scenic vistas are a natural part of the landscape. Rural growth areas contain scenic, historic, and other natural heritage assets that contribute to the unique characteristics of the land. Large lot residential subdivisions are anticipated in the Rural Growth Area with special designs to sustain groundwater recharge capacity, stormwater retention, and rural character. Sustainable rural economic growth, environmental protection, and rural quality of life shall be pursued together as mutually supporting growth management goals.

RURAL GROWTH AREA CHARACTERISTICS:

- Rural density.
- Predominately agricultural and rural residential development.
- Unlikely to have access to sewer.
- Large undeveloped tracts.
- Undisturbed natural areas.
- Prime agricultural operations.
- Large residential lots.
- Contains natural scenic, historic, or other heritage assets.

Municipal Growth Area: This growth area is located on the northwest border of the City and includes the extraterritorial planning & zoning jurisdiction area. Transitional residential development is anticipated in this planning area. Coordinated intergovernmental planning between the City, Randolph County, and neighboring municipalities for land use, transportation, sewer infrastructure, scenic heritage asset preservation, and economic development is expected.

MUNICIPAL GROWTH AREA CHARACTERISTICS:

- Transitional residential development with higher density.

- Includes land within the City and extraterritorial planning & zoning jurisdiction area

DEVELOPMENT SITE | AERIAL MAP

INTERSTATE 85 & FINCH FARM ROAD | EXIT 106 | TRINITY, NORTH CAROLINA
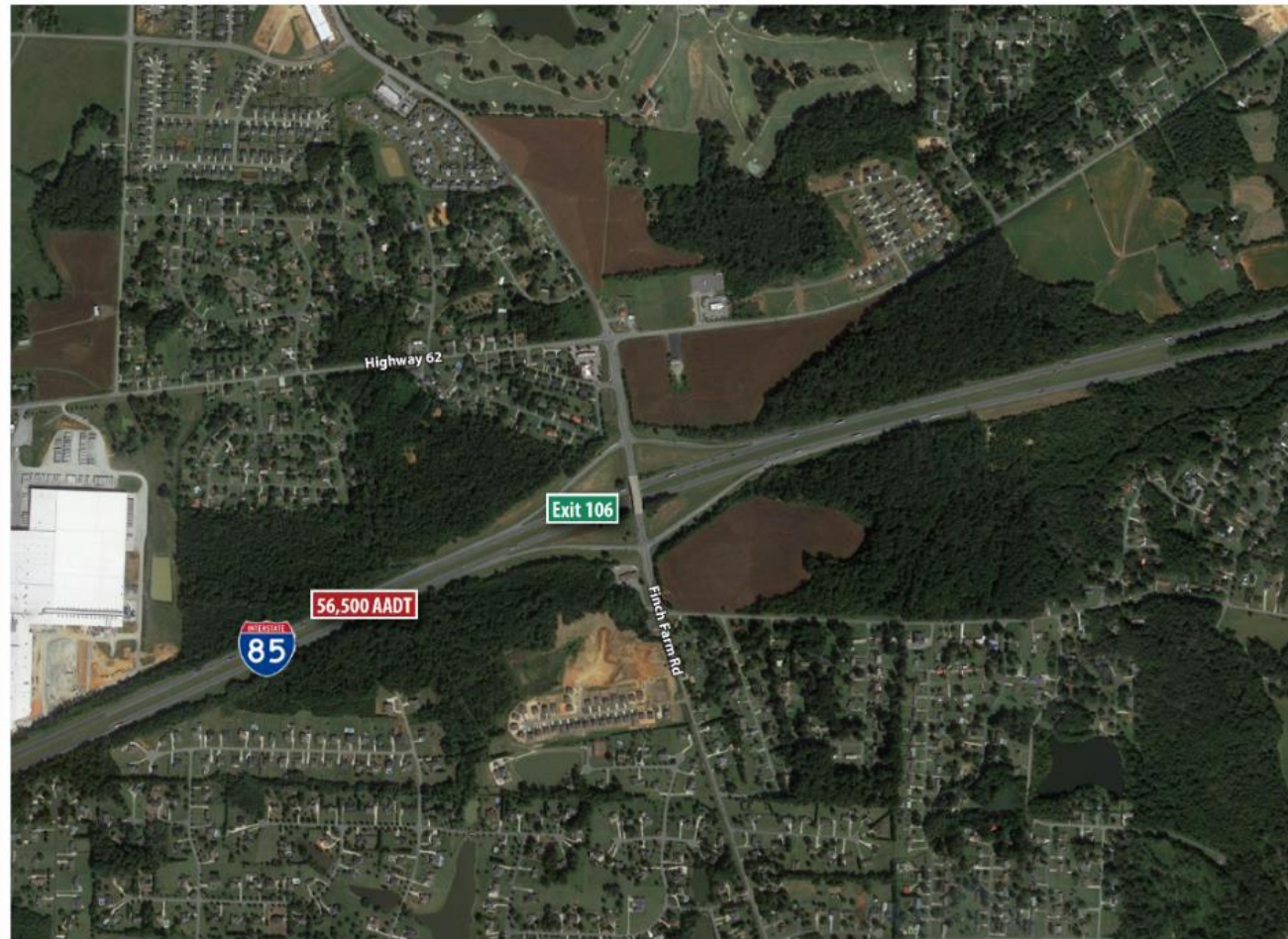
AADT (Annual Average Daily Traffic) for I-85 at the Primary Area intersection of Finch Farm Rd.

Figure 4 Future Land Use
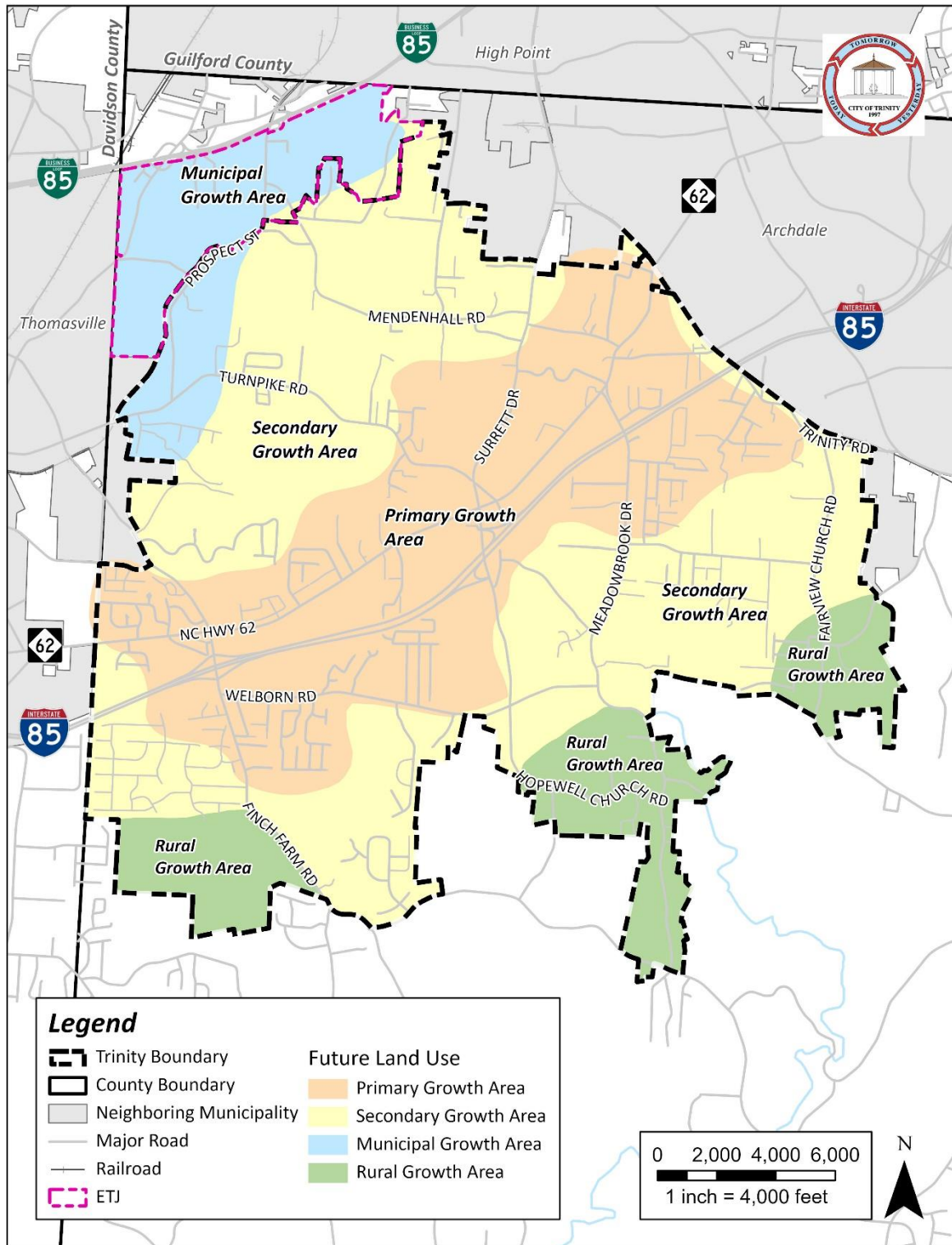
Sources: City of Trinity, NCDOT, NC One Map, Randolph County

3

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CHAPTER

PUBLIC SERVICES

INTRODUCTION

The Public Services Chapter provides an inventory and analysis of potable water, wastewater treatment, and other public facilities and services within the City of Trinity. The City provides wastewater, Davidson Water, Inc. provides water service, and other public services are contracted through Randolph County or other contract providers.

INVENTORY & ANALYSIS

A. POTABLE WATER

Davidson Water, Inc. (DWI) provides water service for the City of Trinity. Davidson Water, Inc. originally formed as North Davidson Water, Inc. in 1968 and helped create four other systems, these five systems were then combined to form Davidson Water, Inc. in 1973. Based on the DWI 2022 Annual Report, DWI has 62,000 connections with 1,900 miles of pipelines covering 578 square miles. DWI is a member of Yadkin-Pee Dee Water Management Group (YPDWMG) which is a group of 18 governmental, public water utility, and reservoir operator parties and in 2022 approved a Basin Plan for its members.

DWI is also a founding member of the North Carolina Rural Water Association, Inc. (NCRWA). Davidson Water, Inc. also has emergency water lines connections with the City of Winston-Salem, City of High Point, City of Lexington, City of Thomasville, and the Handy Sanitation District.

Capacity for DWI is now at 27 million gallons a day, and in 2022 average daily flow was 10.9 million gallons per day and peak flow was just under 17.5 million gallons per day. The City of Trinity water demand averages less than half a million gallons per day, with the highest demand typically being in June and July.

Trinity is part of a single pressure zone for Davidson Water. Recently Davidson Water added another pump station to serve the Trinity area as well as approximately 40,000 feet of pipe in the area to serve the City and surrounding area.

Table 3 CURRENT POTABLE DEMAND

Year	Population	Average Day Demand (mgd)
2021	7,058	0.446

Sources: Davidson Water, Inc.

B. WASTEWATER

The City of Trinity provides wastewater services through agreements with the City of Thomasville and the City of Archdale. Trinity owns the infrastructure but sends the wastewater outside the City to be treated. This is an efficient arrangement, and the City does not plan to build treatment facilities at this time. The system is currently expanded through the development of new major subdivisions, which are required to install the wastewater lines as the subdivisions are developed. The City takes over the lines as they are completed.

Thomasville operates the Hamby Creek Wastewater Treatment Plant (WWTP). Hamby Creek WWTP is a 6.0MGD capacity grade 4 wastewater treatment. In 2019 the Hamby Creek WWTP treated 1,041.7 million gallons of wastewater at an average daily flow of 2.85 MGD and there were 29 sanitary sewer overflows. The City of Thomasville continues to address overflow issues by continuing to provide infrastructure rehabilitation projects and by increasing the amount of maintenance done to the system.

The City of Trinity is currently utilizing American Rescue Plan Act of 2021 funds to help finance the Steeplegate Lift Station and Force Main Capital Project which will provide upgrades that allow for an additional interconnection with the City of High Point to treat Trinity's wastewater and increase Trinity's capacity by 1 million gallons.

All owners of improved real property located within the City, whose property abuts a public sewer line and whose premises of said property are located within 200 feet of the public sewer line and can be served by gravity flow are required to connect to the sewer line. Figure 5 is a map of existing public sewer lines.

The Sewer Fund is used to record all resource inflows and outflows that are associated with wastewater treatment and is an enterprise fund used by the City. The activities being paid for through the sewer fund constitute the core administrative and operational tasks of the government entity for installation and maintenance of the wastewater system (e.g., wastewater mains, wastewater service connections, wastewater manholes, wastewater outfalls, and wastewater pumping stations) and any other necessary capital improvements.

Figure 5 Sewer Infrastructure

Legend
- Trinity Boundary
- County Boundary
- City Boundary
- Major Road
- Sanitary Sewer
- Gravity Sewer

0 2,000 4,000 6,000
1 inch = 4,000 feet

N
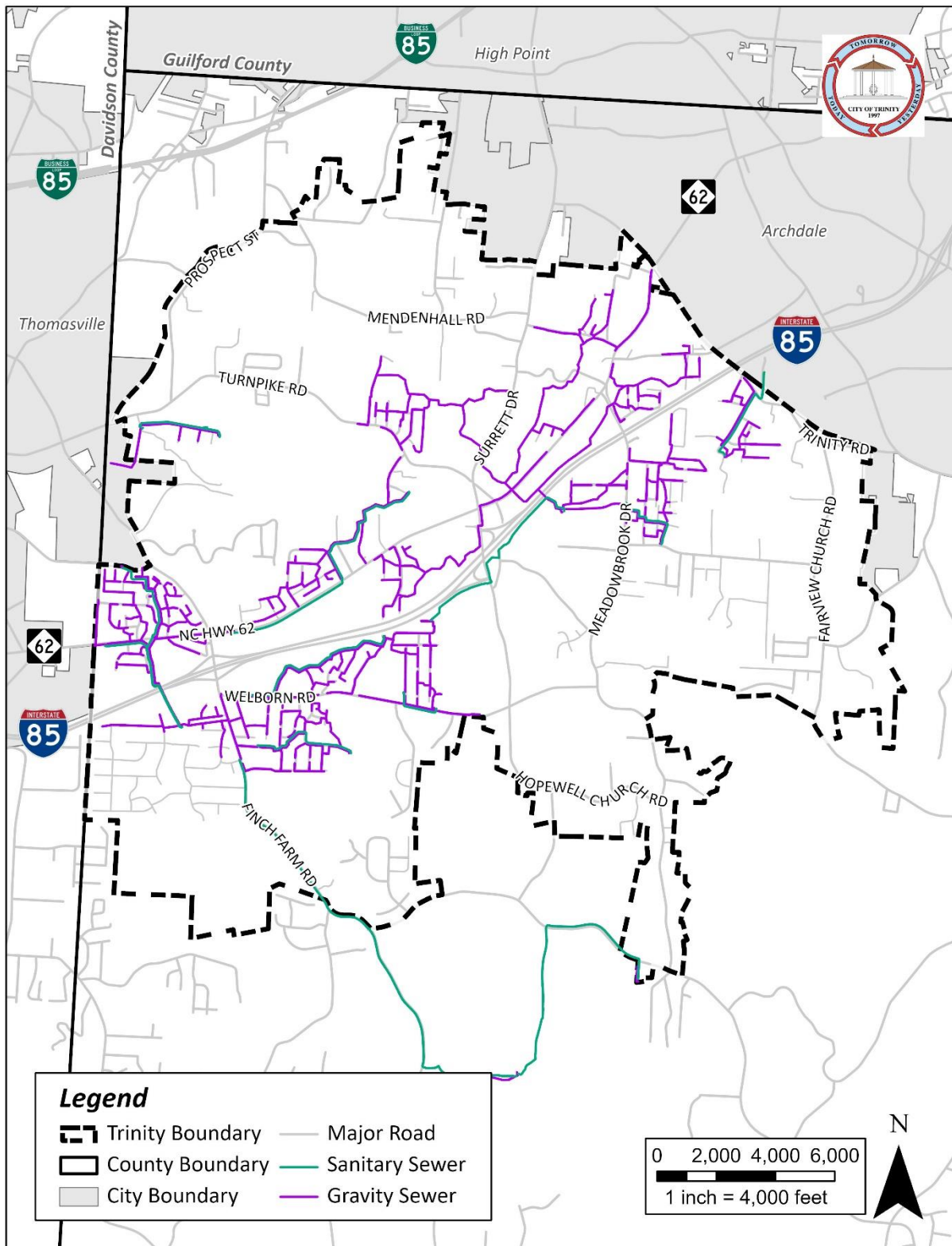
Sources: City of Trinity, Randolph County

C. STORMWATER

Stormwater runoff is created when rain or melted snow flow over land or surfaces where the water does not soak into the ground. Pollutants such as sediment, bacteria, litter, and vehicle fluids can get mixed in with this stormwater runoff and some may eventually make their way to local streams, lakes, rivers, and estuaries. Undeveloped land and vegetated buffers along streams act as filters to help protect the quality of the water traveling through them. As land within the watershed becomes developed, the amount of impervious ground surface to allow filtration is reduced and the protective buffers along streams are threatened.

Figure 6 MS4 Permits
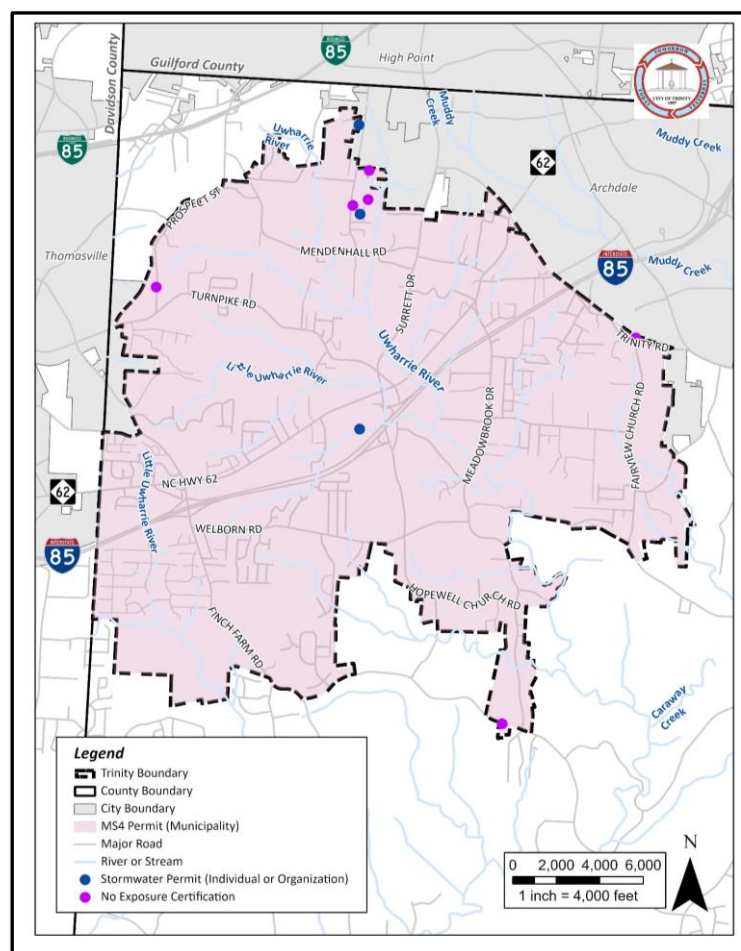
The National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Program is mandated under the federal Clean Water Act and delegated to the North Carolina Department of Environmental Quality (NCDEQ) for implementation. An NPDES MS4 permit is required to allow discharges of stormwater from sewer systems to surface waters. The NC Division of Energy, Mineral and Land Resources handles these permits and renewals. Figure 6 is a map that shows the location of the MS4 permits within the City of Trinity. The City has a municipal permit that covers the entire City, and some individual businesses have permits as well.

The quality of water in areas that eventually drain to sources of drinking water through watersheds is especially important to protect. Trinity adopted a Watershed Protection Ordinance when the City's Zoning Ordinance was first adopted in 1997.

Sources: NC Department of Environmental Quality, Randolph County

More information about watersheds is included in Chapter 7 Conservation. In 2009, Trinity established a stormwater ordinance to protect, maintain, and enhance the stormwater system by establishing minimum requirements and procedures to control the adverse effects of increased post-development stormwater runoff and nonpoint and point source pollution.

D. FIRE AND EMERGENCY SERVICES

The Guil-Rand Fire Department provides the primary fire service for the city. Randolph County Emergency Medical Services (EMS) provide emergency services for the City of Trinity. Additionally, Randolph County EMS is supported by two franchised EMT-Intermediate ambulance services: Ash-Rand Rescue & EMS, Inc. and Piedmont Triad Ambulance and Rescue, Inc. Fair Grove Fire and Rescue also serves the area.

E. POLICE SERVICES

The City of Trinity contracts with Randolph County deputies to provide police services within the City. For the 2022-2023 Fiscal budget a Sergeant and a total of 5 deputies are assigned to the area.

F. SOLID WASTE COLLECTION

The City of Trinity provides solid waste collection services through a contract with Green For Life.

RECOMMENDATIONS

It is important to identify areas that could support additional commercial development based on available infrastructure. This will create a land development pattern that prioritizes growth in areas with infrastructure availability. Maintaining strong lines of communication with neighboring cities and service providers will be critical in ensuring public services will continue to be provided for Trinity residents. As Trinity continues to grow, having capacity to handle the influx of new residents and businesses will be critical to keep changing and evolving.

Name of Company	Address	Type of Company
Superior Carriers Inc.	2831 Uwharrie Rd	Trucking Company
Guil-Rand Auto Salvage	304 Cir Dr	Auto Parts store
Jowat Corporation	6058 Lois Ln	Adhesive manufacturing plant

TRINITY
NORTH CAROLINA

CHAPTER

TRANSPORTATION

INTRODUCTION

The Transportation Chapter is the blueprint to plan for and enhance the mobility of not only goods and services but also to provide for the needs of pedestrians, bicyclists, and automobiles. This chapter analyzes the current performance and capacity for the existing transportation facilities and provides recommendations and information regarding future system improvements.

The safety and accessibility of transportation infrastructure impact community residents every day. Therefore, it is essential to accurately describe and understand the state of Trinity's transportation infrastructure to gauge the mobility needs of the community and its access to neighboring cities and regions.

Improving transportation connections that provide options to all residents, such as new greenways, can increase neighborhood connections and improve community wellbeing.

INVENTORY & ANALYSIS

A. ROADWAYS

Inventory of Roadways

Trinity has one (1) US interstate, I-85, and one (1) North Carolina State Highway, NC Highway 62, running through its borders. Interstate 85 has four (4) exit ramps in Trinity, two (2) from I-85 North and two (2) from I-85 South. The northernmost ramps exit onto Hopewell Church Road, and the southernmost ramps exit onto Finch Farm Road. The City's positioning and access along I-85 offer Trinity the strategic advantages of a robust interstate system that has been facilitating growth in the region. Just to the north of the City, Interstate 85 Business Loop services High Point and Thomasville. NC Highway 62 creates a major east-west corridor through the City connecting Trinity to numerous key destinations within the growing Piedmont Triad region. There are several important secondary routes that create connections in the City, including Finch Farm Road, Surrett Drive, Meadowbrook Drive, Welborn Road, and Turnpike Road.

The major and secondary roadways within the City of Trinity (Figure 7) are as follows:

- Interstate 85 is under the jurisdiction of the North Carolina Department of Transportation (NCDOT) and is a limited access 6 lane divided interstate highway. It provides connections to municipalities to the northeast and southwest of the City. There are four exit ramps providing access to the City. I-85 connects the three most populous metropolitan areas of North Carolina: the Charlotte Metropolitan area, Piedmont Triad including the City of Trinity, and Research Triangle, as well as nine of the 20 largest municipalities in the state.
- North Carolina Highway 62 is maintained by NCDOT and runs parallel to I-85. It is a two-lane undivided state highway running from Thomasville (west of the City) northeast to the Virginia state boundary.

- Finch Farm Road is a two lane, undivided route providing connections throughout the City. It connects the city of Thomasville with areas to the south of Trinity.
- Welborn Road is a two lane, undivided route providing connections between Finch Farm Road and Meadowbrook Drive.
- Surrett Drive is a two-lane undivided route which connects NC-62 with the city of High Point.
- Turnpike Road is a two lane, undivided route providing connections between Thomasville and Surrett Drive near the I-85 interchange.
- Meadowbrook Drive is a two lane, undivided route providing connections between NC-62 and the southern boundary of Trinity.

Roadway Trends

Based on NCDOT data (2021), the road with the highest annual average daily traffic (AADT) is I-85 with approximately 55,000 to 84,999 drivers. A segment of Finch Farm Road at the I-85 interchange also experiences a higher AADT than other roads within the City. NC-62, Surrett Drive, Finch Farm Road all have highly traveled segments. Figure 8 shows traffic volumes within and around the City.

As the City and surrounding areas continue to develop, traffic volumes will also increase. During the public engagement process, participants highlighted areas with congestion and suggested improvements to alleviate traffic. As the majority of all roadways in the City are owned and maintained by NCDOT, potential improvements may not occur as quickly as residents would prefer.

Figure 9 shows future NCDOT transportation projects that have been identified by the Metropolitan Transportation Plan from the High Point Metropolitan Planning Organization (HPMPO). Within Trinity's boundaries, future transportation projects include the widening of Finch Farm Road, Surrett Drive, and NC-62, as well as the extension of Uwharrie Road. I-85 pavement will also be improved within the City's boundaries. Just outside of Trinity's City limits Eden Terrace Road will be widened. There will also be intersection improvements at Archdale's Main Street and I-85 as well as at I-85 Business and US-29 and US-70. Although these projects are not within Trinity's City limits, they could potentially impact traffic in and around the City, as well as travel time for Trinity residents.

Maintenance and Responsibility

Most roads within the City are owned and maintained by NCDOT. Exceptions include roads which were developed as part of subdivisions. As the City continues to grow, the City has begun to take over subdivision roads and maintain them after they are built. As mentioned above, the HPMPO helps to plan for maintenance using federal and state funding. Figure 10 shows the roads which are maintained by NCDOT and those roads which are maintained locally.

B. PEDESTRIAN SYSTEM

The pedestrian system within the City is fragmented and lacks significant connectivity necessary for meaningful linkages between residential and non-residential uses. There are limited sidewalks within the City, even in areas with potentially heavy pedestrian traffic (near schools). Participants in the public engagement process highlighted the need for further investment in pedestrian infrastructure.

The City recently implemented an ordinance which requires new residential neighborhoods to provide sidewalks. An ordinance that requires new developments along planned greenway corridors to connect could provide recreational opportunities as well as necessary linkages to important points in the community.

C. BICYCLE AND TRAIL SYSTEM

There are no official bike lanes within the City of Trinity, though residents may choose to bike along neighborhood streets or low-traffic areas. There are also no trails within the City. The City may want to consider potential opportunities by working with Piedmont Legacy Trails, a trails collective in the Piedmont Triad working to connect trails throughout the region.

D. RAILWAY NETWORK

Trinity has three (3) railways in its vicinity which form part of a large regional railway system (see Figure 7). The City shares its northeastern and northwestern border with two (2) freight railways which pass through High Point and connect to neighboring cities (Asheboro and Thomasville). The third railway is to the northwest of the City, connecting Guilford County to Randolph and Davidson County, and it also provides Amtrak service along the Crescent Route (connecting New York City to New Orleans) as well as freight service.

FUTURE NEEDS

The City and its neighboring municipalities are experiencing an increase of both residential and non-residential development. Trinity residents highlight infrastructure improvements, particularly road infrastructure to minimize congestion in heavily traveled areas. However, most roads are state owned and maintained. The City may orient development within its limits to prevent over-congestion of roadway infrastructure. Emphasizing other forms of transportation, such as walking or biking, may provide alternative routes for local trips. An ordinance to connect residential developments to greenway corridors, along with collaborative planning efforts with Piedmont Legacy Trails and the HPMPO, could potentially provide this infrastructure for many residents and can provide a healthy, safe, and local option for exercise.

Figure 7 Roadway & Railway Network
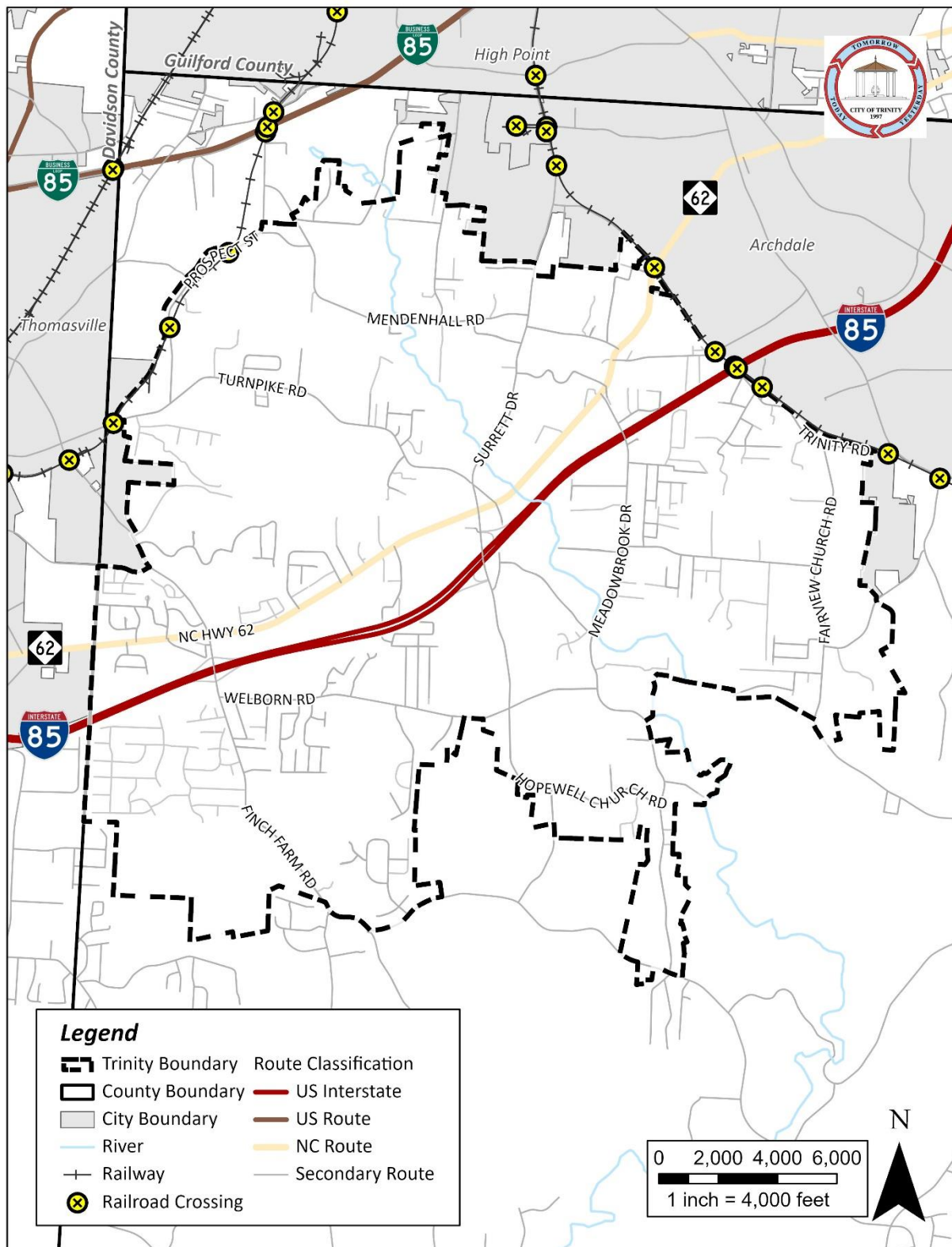
Sources: NCDOT, NC One Map, Randolph County

Figure 8 Average Daily Traffic on Road Network
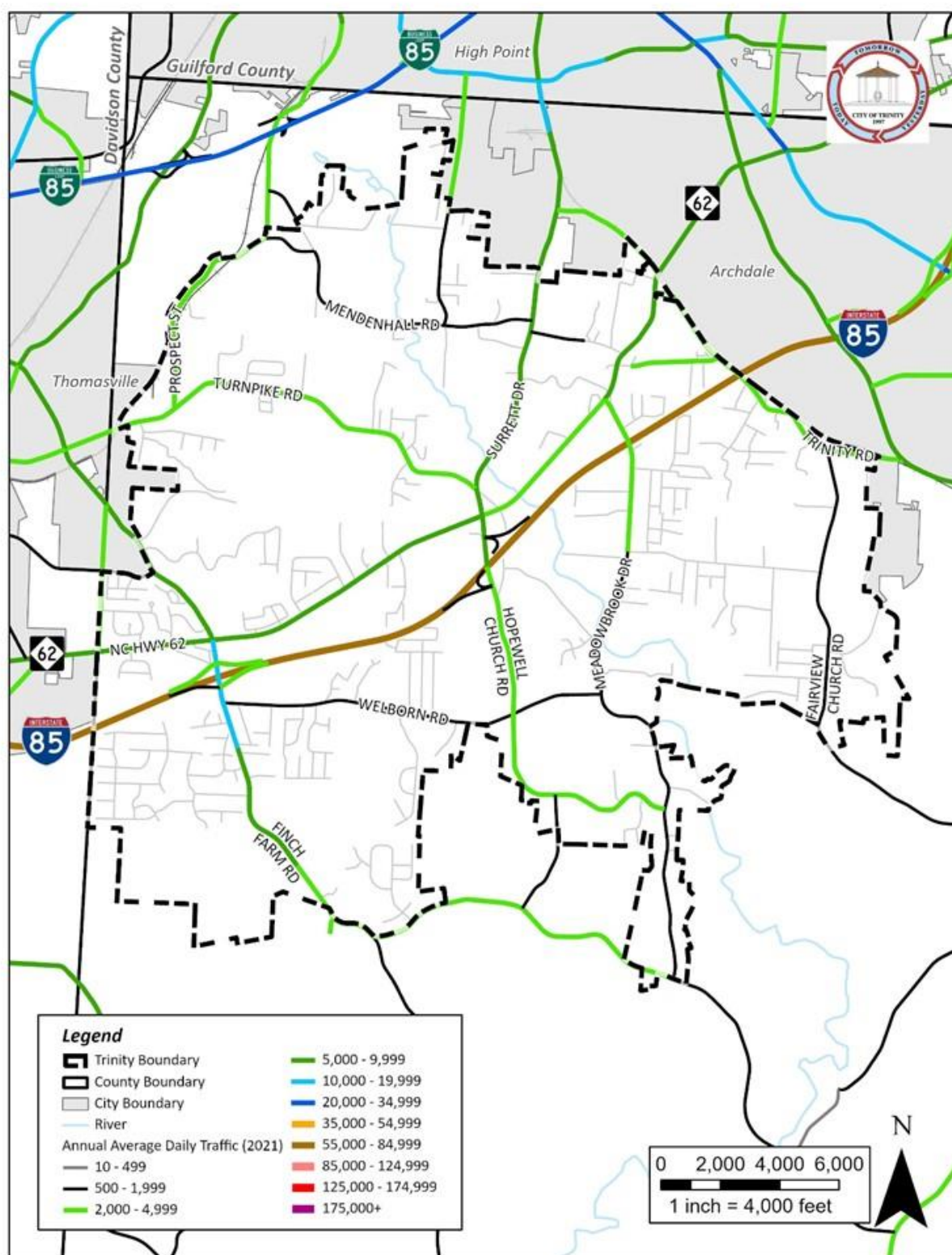
Sources: NCDOT, NC One Map, Randolph County

Figure 9 Roadway Improvements
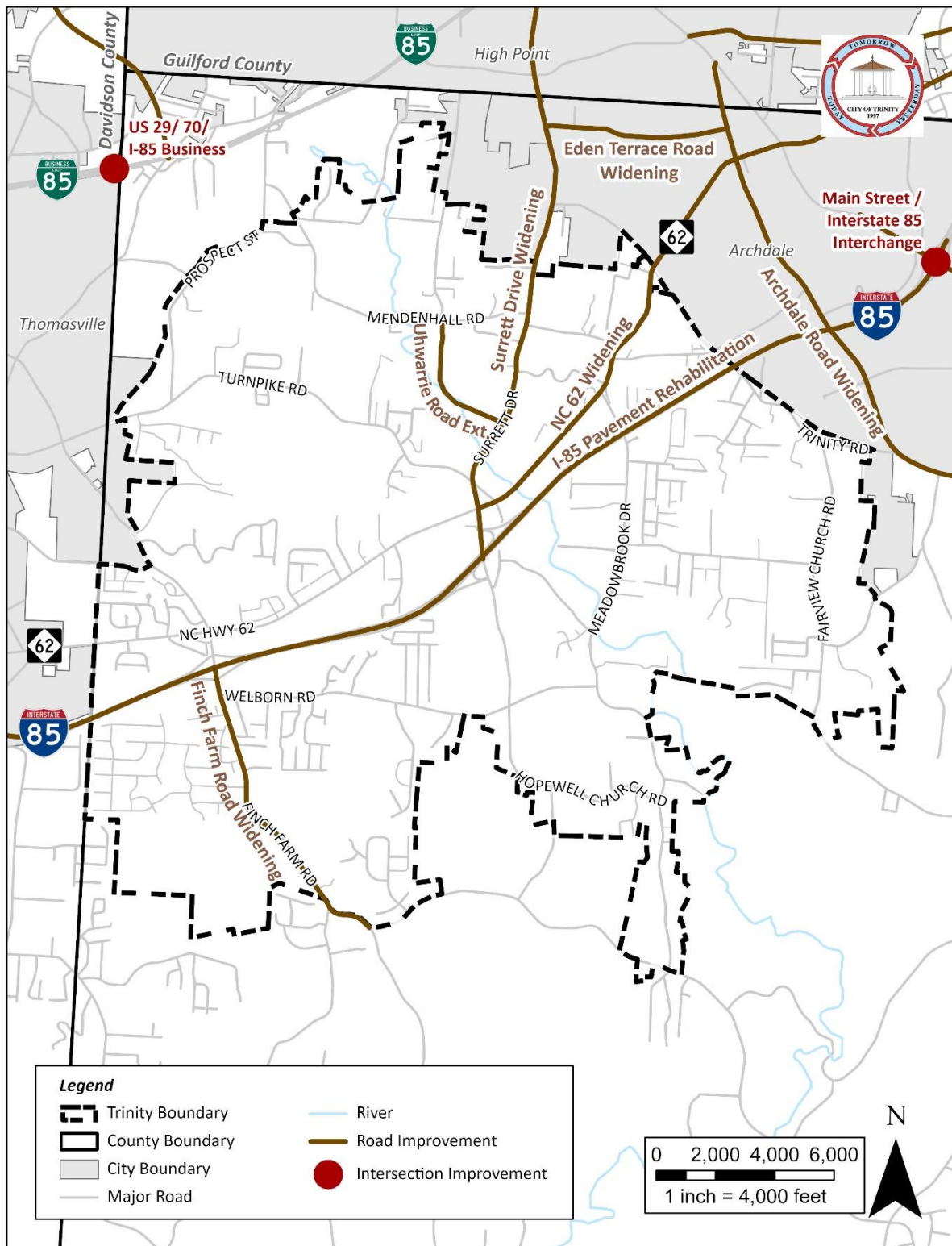
Sources: NCDOT, NC One Map, Randolph County, High Point MPO

Figure 10 Road Maintenance Responsibility
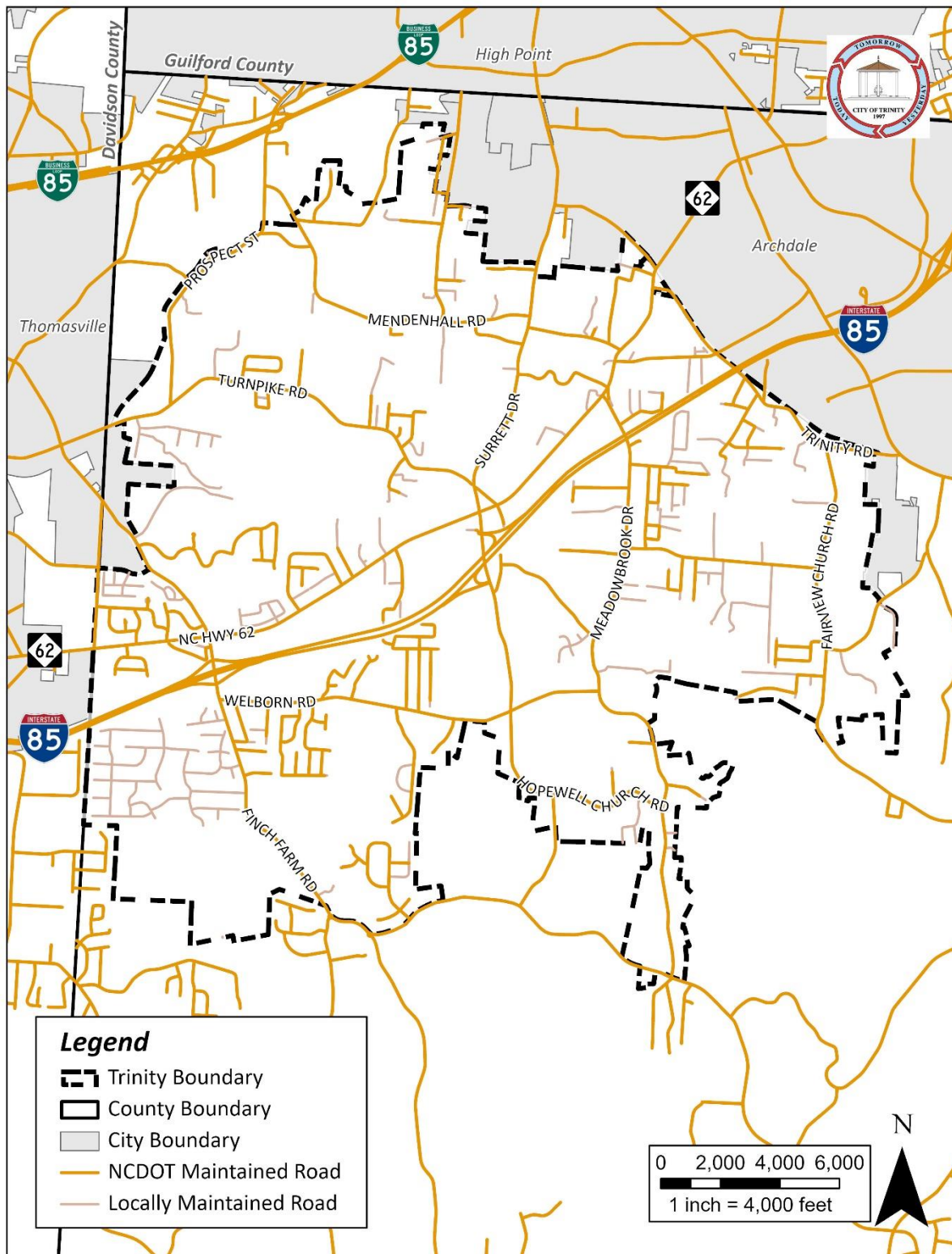
Sources: NCDOT, NC One Map, Randolph County

CHAPTER

ECONOMIC DEVELOPMENT

INTRODUCTION

The purpose of the economic development chapter is to address the prevalent economic issues of today and the anticipated challenges facing the City's future. Through this review, the comprehensive plan will be able to act as a guide for the future growth of the City's local economy and its part in the regional economy.

Trinity is in an economically rich region of North Carolina, with furniture and textile industries dominating the economy for decades. Due to its location near the border of Thomasville, Archdale, and High Point as well as its proximity to Winston-Salem, Greensboro, Burlington, and Asheboro, Trinity residents have easy access to several major job centers located within easy commuting distance due to the highway network.

A. DESCRIPTION OF LOCAL ECONOMY

The following analysis examines the status of Trinity's current economic conditions through the lens of industry diversity, major employers, educational attainment, cost of living, and unemployment metrics using data collected from industry-leading sources, such as the American Community Survey, Census Data, and Sperling's Best Places.

Locally owned businesses are an integral part of Trinity's economy

Industry Diversity

Table 4 and Figure 11 identify the businesses located within the City as generally classified by their Standard Industrial Classification (SIC) code using 2021 population and employment forecasts provided by ESRI Business Analyst (Esri BAO). As shown below, the two (2) largest industries located within the City are Private Services and Retail Trade at 54 and 32 businesses, respectively. The Private Services industry represents a large proportion of employees (38.2%), and retail trade employs a smaller proportion of people (11.1%). Manufacturing has a much larger proportion of employees (36.7%). The 164 companies within the City employ 2,000 people.

Table 4 Companies Located in Trinity By Industry

SIC Code	Businesses		Employees	
	#	%	#	%
Agriculture & Mining	3	1.8	6	0.3
Construction	16	9.8	55	2.8
Manufacturing	16	9.8	734	36.7
Transportation	4	2.4	33	1.6
Communication	0	0.0	0	0.0
Utility	0	0.0	0	0.0
Wholesale Trade	9	5.5	97	4.8
Retail Trade[3]	32	19.5	221	11.1
Finance, Insurance, & Real Estate[4]	11	6.7	60	3.0
Private Services[5]	54	32.9	765	38.2
Government	1	0.6	22	1.1
Unclassified	18	11.0	6	0.3
TOTAL	164	100	2,000	100

Figure 11 Companies Located in Trinity By Industry

COMPANIES BY INDUSTRY

	# OF BUSINESSES	# OF EMPLOYEES
Agriculture & Mining	3	6
Construction	16	55
Manufatcturing	16	734
Transportation	4	33
Wholesale Trade	9	97
Retail Trade[1]	32	221
Finance, Insurance, & Real Estate[2]	11	60
Private Services[3]	54	765
Government	1	22
Unclassified	18	6

TOP INDUSTRIES IN TRINITY WITH MOST EMPLOYEES

37%
14% other
11%
38%
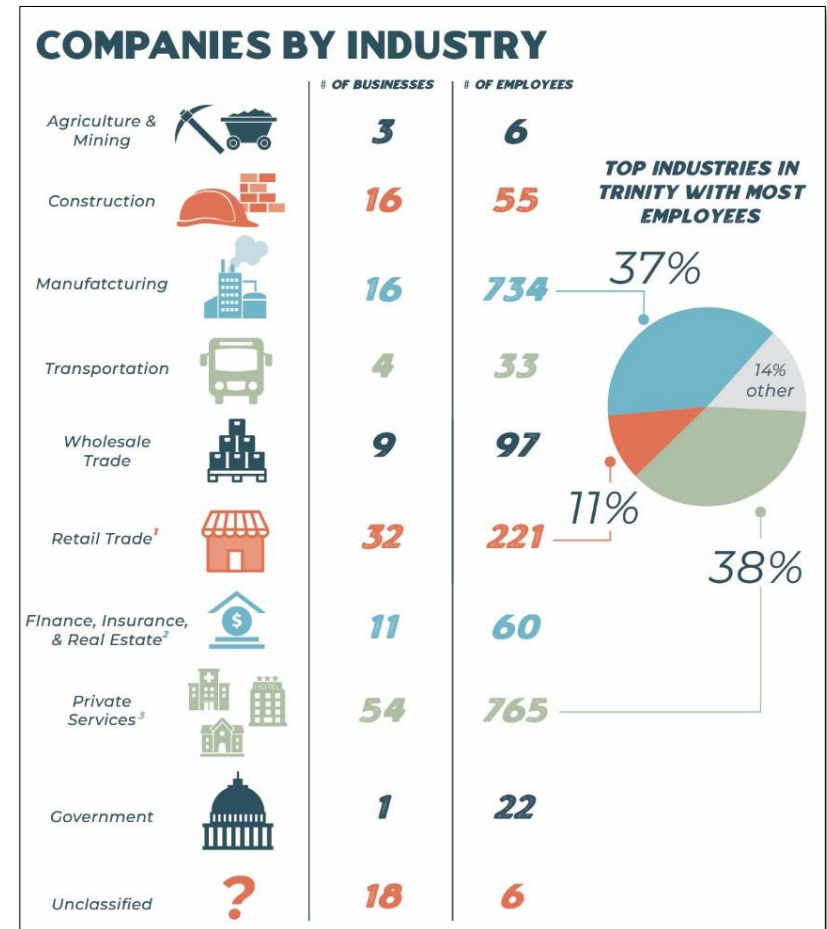
[3] Retail Trade groups together the following industries: (1) Home Improvement, (2) General Merchandise Stores, (3) Food Stores, (4) Auto Dealers, Gas Stations, and Auto Aftermarket, (5) Apparel and Accessory Stores, (6) Furniture and Home Furnishings, (7) Eating and Drinking Places, and (8) Miscellaneous Retail.
[4] Finance, Insurance, & Real Estate groups together the following industries: (1) Banks, Savings, and Lending Institutions, (2) Securities Brokers, (3) Insurance Carriers and Agents, and (4) Real Estate, Holding, and Other Investment Offices.
[5] Private Services groups together the following industries: (1) Hotel and Lodging, (2) Automotive Services, (3) Motion Pictures and Amusements, (4) Health Services, (5) Legal Services, (6) Education Institutions and Libraries, and (7) Other Services.

While Table 4 above shows the types of businesses located within the City, Table 5 shows the most common industries for residents of the City. This represents people who work within Trinity as well as those who commute outside of the City for their employment.

Table 5 Trinity Employed Population by Industry, 2022

INDUSTRY	NUMBER EMPLOYED	PERCENT EMPLOYED
Agriculture/Mining	14	0.4%
Construction	263	7.7%
Manufacturing	740	21.7%
Wholesale Trade	126	3.7%
Retail Trade	546	16.0%
Transportation/Utilities	249	7.3%
Information	72	2.1%
Finance/Insurance/Real Estate	157	4.6%
Services	1,225	35.9%
Public Administration	24	0.7%
TOTAL	**3,411**	**100%**

Jobs in the services and manufacturing industries are the most common for Trinity's employed population. The services industry includes professional, scientific, management, education, healthcare, social, accommodation, and food services. With 3,411 employed residents and 2,000 jobs from Trinity businesses, a large proportion (40%) of Trinity residents are commuting outside of the City for their employment. Because of Trinity's regional placement, residents can reasonably commute to Guilford, Randolph, or Davidson County employers. Therefore, it is necessary to compile the lists of major employers for all three (3) counties, as many may employ Trinity residents (See Table 6, Table 7, and Table 8).

Locally owned BBQ Joes with Bellawood in the background

Manufacturing, education, and healthcare are major industries within the three counties. Notable manufacturing facilities located within or near Trinity's borders include Mohawk Industries and Jowat Corporation, which makes several products, but the facilities in Trinity mainly produce adhesives. Mohawk Industries specializes in carpet and flooring. Their facilities are located in Thomasville currently, but the company plans to expand into Trinity in the coming years.

Trinity falls within the Carolina Core, a state economic development initiative which spans from Dunn and Fayetteville in the east to Winston-Salem and Yadkinville in the west[6]. The corridor spans approximately fifty miles, north to south, and over one hundred miles east to west. The Carolina Core includes several large cities (metropolitan Raleigh, Greensboro, High Point, Winston-Salem, and Fayetteville) with four strategically located megasites (Piedmont Triad International Airport Megasite, Greensboro Randolph Megasite, Chatham Advanced Manufacturing Megasite, and Triangle Innovation Point). Companies in various industries are finding the Core to be affordable and to provide a skilled workforce. Trinity will benefit from its proximity to three of the four megasites through increased employment opportunities and economic activity.

Figure 12
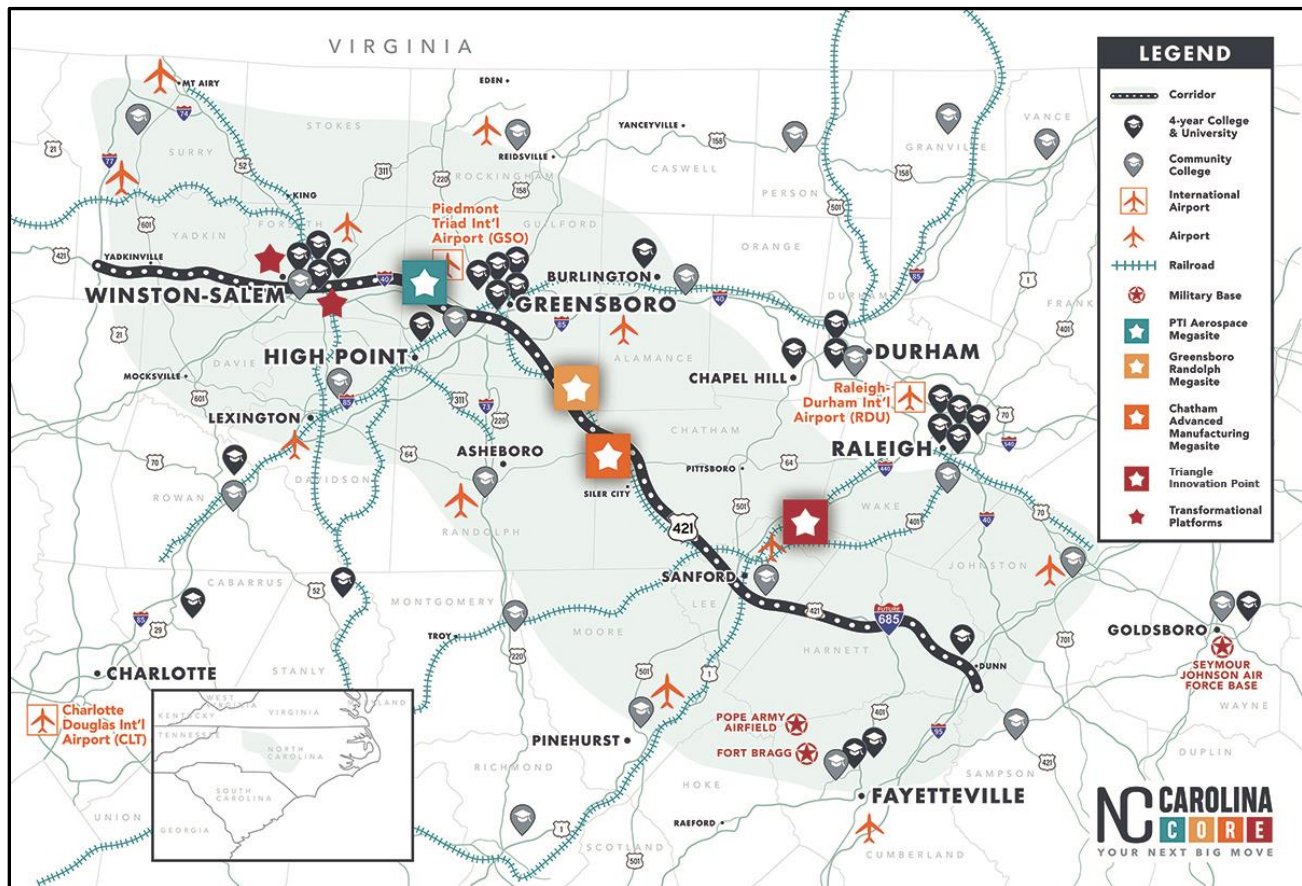
Source: NC Carolina Core

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[6] NC Carolina Core. https://nccarolinacore.com/

Table 6 Top 10 Largest Employers in Randolph County

COMPANY NAME	EMPLOYEES	INDUSTRY
Randolph County Schools	2,066	Educational Services
Technimark	1,300	Manufacturing
Randolph Health	1,115	Health Care
Hughes Furniture Industries	834	Manufacturing
County of Randolph	734	Government
Asheboro City Schools	625	Educational Services
Dart Container	446	Manufacturing
NC Zoological Park & Society	440	Science/Recreational
Energizer Battery	405	Manufacturing

Source: Randolph County Economic Development Corporation (RCEDC)

Table 7 Top 10 Employers in Davidson County

COMPANY NAME	EMPLOYMENT RANGE	INDUSTRY
Davidson County Schools	1000+	Educational Services
County Of Davidson	1000+	Public Administration
Atrium Corporation	500-999	Manufacturing
Old Dominion Freight Line Inc	500-999	Management of Companies and Enterprises
Wal-Mart Associates Inc.	500-999	Retail Trade
Bradley Personnel Inc	500-999	Administrative and Support and Waste Management and Remediation Services
Food Lion	500-999	Retail Trade
Jeld-Wen Inc T/A	500-999	Manufacturing
Asco Power Technologies	500-999	Manufacturing
Pergo	500-999	Manufacturing

Source: North Carolina Department of Commerce

Table 8 Top 10 Employers in Guilford County

COMPANY NAME	EMPLOYMENT RANGE	INDUSTRY
Guilford County Board of Education	1000+	Educational Services
Cone Health	1000+	Health Care and Social Assistance
City Of Greensboro	1000+	Public Administration
UNC Greensboro	1000+	Educational Services
United Parcel Service Inc	1000+	Transportation and Warehousing
U.S. Postal Service	1000+	Transportation and Warehousing
Guilford County Government	1000+	Public Administration
Wal-Mart Associates Inc.	1000+	Retail Trade
Wake Forest University Baptist Medical	1000+	Health Care and Social Assistance
Harris Teeter	1000+	Retail Trade

Source: North Carolina Department of Commerce

Education

When looking at local, regional, and state educational attainment estimates from 2021 (Table 9), it is apparent that City residents have a higher educational attainment than Randolph County, as a whole, and Davidson County. Guilford County and the State have higher educational attainment than the City with lower proportions of people who did not receive a high school degree (or equivalent) and higher proportions of people who attained bachelor's degrees or Graduate/Professional degrees.

In general, individuals with higher levels of educational attainment are more economically mobile than their less formally educated counterparts. Expanded further, a well-educated community is significantly more likely to attract higher-paying industries in need of a well-educated workforce, such as biotech, software development, research, and logistical services. The City has a well-educated workforce compared to the County at large and neighboring Davidson County.

Trinity Middle School built in 2021

In addition, because of the City's proximity to larger cities, specifically those with university presences, Trinity is postured for continued benefit from the nearby location of high-paying industries.

Table 9 Educational Attainment Comparison

Education Level (Residents over 24 years in age)	City of Trinity	Randolph County	Guilford County	Davidson County	State of North Carolina
	%	%	%	%	%
Less than 9th Grade	4.7	5.5	3.7	4.1	4.1
9th-12th Grade	7.1	10.6	6.1	10.1	6.8
High School Graduate	31.7	34.9	23.0	32.4	25.2
Some College, No Degree	24.0	22.7	20.6	23.3	20.8
Associate's Degree	11.3	10.2	9.3	10.9	10.0
Bachelor's Degree	16.5	11.5	23.8	13.9	20.9
Graduate/Professional Degree	4.7	4.5	13.4	5.3	12.1
Did not receive High School degree or equivalent	11.8	16.1	9.8	14.2	10.9
Bachelor's Degree or higher	21.2	16.1	37.2	19.3	33.0
Total	**100**	**100**	**100**	**100**	**100**

Sources: American Community Survey, 5-year estimate, 2017-2021

Household Income

Table 10 Annual Household Income

Income Range	Percent of Households
Less than $10,000	7.7%
$10,000 to $14,999	4.7%
$15,000 to $24,999	7.3%
$25,000 to $34,999	7.0%
$35,000 to $49,000	13.8%
$50,000 to $74,999	19.6%
$75,000 to $99,000	12.3%
$100,000 to $149,999	14.9%
$150,000 to $199,999	9.1%
$200,000 or more	3.5%

Source: 2021 American Community Survey (ACS) 5-year estimate
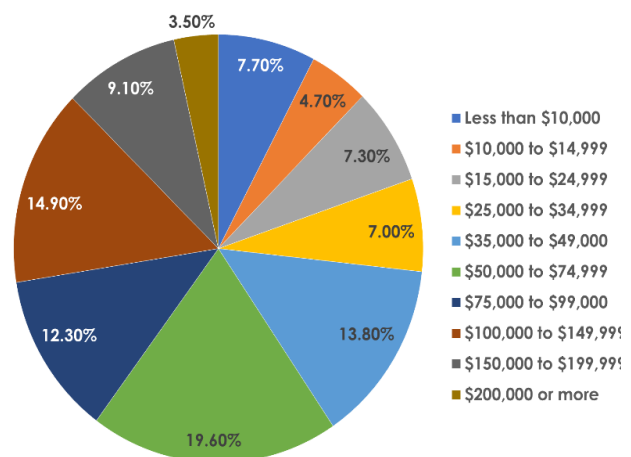
The most common household income range in Trinity is $50,000 to $74,999, as shown in Table 10. A large group of Trinity residents (45.7%) earn incomes between $35,000 and $99,999. Almost 20% of Trinity residents have an annual household income of under $25,000. Per the Census Bureau, the median annual household income in Trinity is $64,676, which is greater than

Randolph County ($51,598), Guilford County ($58,646), Davidson County ($53,083), and North Carolina median household income ($60,516).

Financial Health and Cost of Living

Figure 13 shows the 2023 cost of living for Trinity residents and compares it to the national average, along with several other geographic areas at varying scales.

Table 11 further examines this comparison with an analysis of several metrics. The metrics used for this analysis include: the average cost of groceries, health care, housing, utilities, and transportation. In addition to including the State of North Carolina for this comparison, the cost of living for the Greensboro-High Point Metropolitan Area is also analyzed, as it provides context for the municipalities and counties surrounding Trinity. These cost of living indices are based on a US average of 100. An amount below 100 means that a location is less expensive than the US average, while a value higher than 100 means the location is more expensive.

Figure 13 Cost of Living Comparisons

COST OF LIVING COMPARISON

As compared to the US Avg Cost of Living (value=100)

	Trinity	Winston-Salem / Greensboro / High Point / Durham	North Carolina
OVERALL¹	82	82.6	91
Groceries	95	95.2	96.5
Health Care	94.5	93.6	107.2
Housing	65	66	83
Utilities	100.4	97.9	99
Transportation	75.5	77.2	83.9
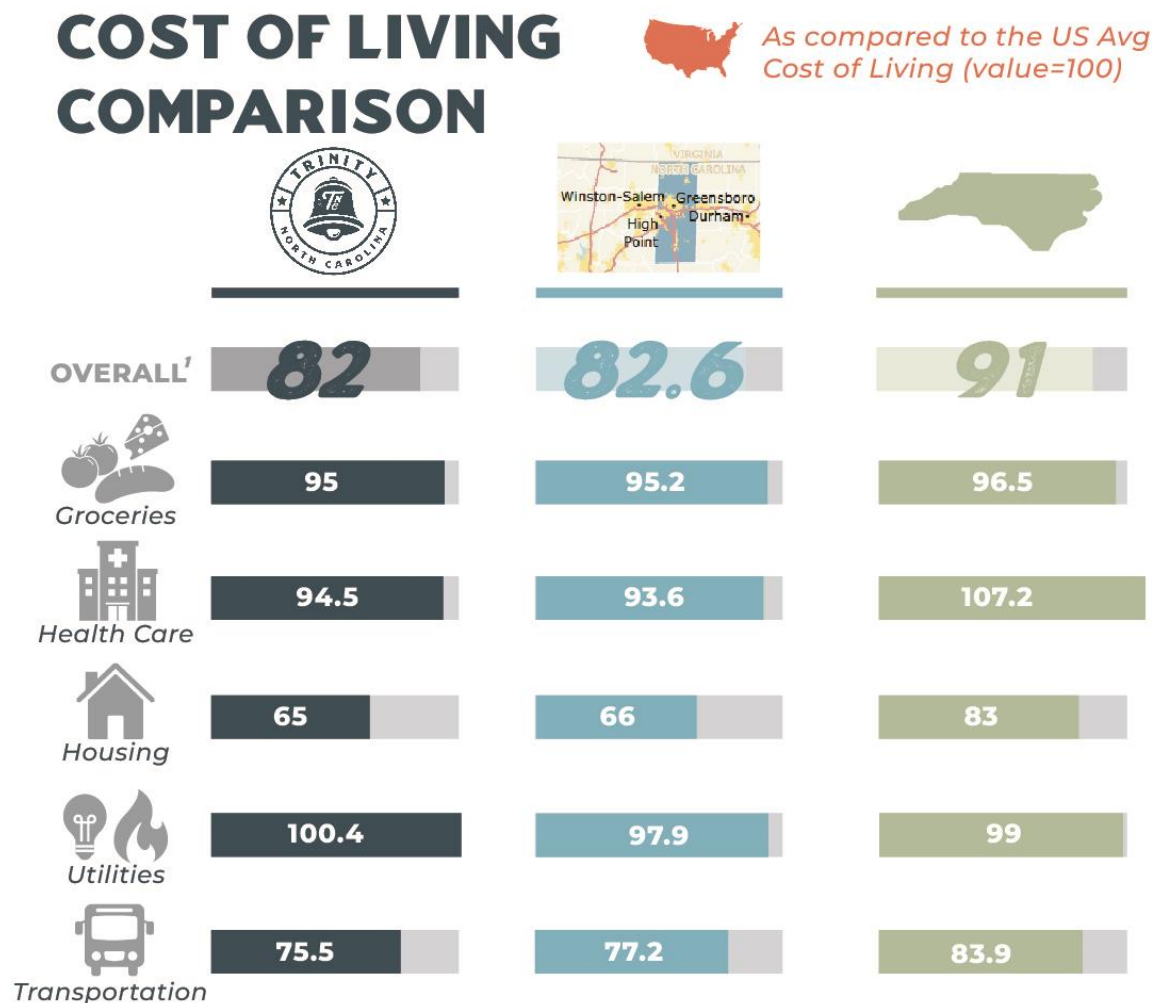
Table 11 Cost of Living Comparisons

Cost of Living Categories	Trinity	Greensboro-High Point Metro Area	North Carolina	U.S.
Overall[1]	82	82.6	91	100
Groceries	95	95.2	96.5	100
Health Care	94.9	93.6	107.2	100
Housing	65	66	83.1	100
Utilities	100.4	97.9	99.2	100
Transportation	75.5	77.2	83.9	100
Miscellaneous[2]	81.3	100.5	89.2	100
[1]The total of all cost of living categories are weighted subjectively as follows: Groceries (15%), Health Care (7%), Housing (30%), Utilities (6%), Transportation (10%), and other Miscellaneous spending (32%).[2]Includes clothing, restaurants, repairs, entertainment, and other general services.				

Source: Sperling's Best Places, 2023

As shown in Figure 13 and Table 11, the City of Trinity has a lower cost of living than the Greensboro-High Point Metro Area, the State, and the US in most categories, apart from health care and utilities. These lowered costs help make the City more attractive to existing and new residents and businesses looking to remain or relocate within city limits.

Unemployment

According to the ACS estimates, the City has an estimated unemployment rate of 2.7% as of 2021. When compared to unemployment rates for Randolph County, Guilford County, Davidson County, and the State of North Carolina as a whole, the City's rate is 1.9% lower than the County (4.6%) and 2.6% lower than the State (5.3%).

B. ECONOMIC CHALLENGES TO ADDRESS

Traffic Capacity and Roadway Expansions

The ability to move people, goods, and services efficiently throughout the community is an integral component of a successful economy and addressed in this plan. Like many small, southeastern cities, Trinity's existing transportation network is based around the automobile. As public and private sector investment continues to occur throughout the region, traffic flow within the City will likely increase, forcing the expansion of the roadway network and/or make significant investments in improving local multi-mobility opportunities and access.

The High Point Metropolitan Planning Organization (HPMPO) has roadway and intersection improvements planned for portions of Trinity (see the Transportation Chapter). As these plans develop, the City of Trinity must remain proactive in addressing the City's transportation needs, while also capitalizing on the economic development potential that may result from increased regional traffic.

Neighborhood-Serving Commercial Development

The Future Land Use Chapter discussed the lack of commercial development within the City, which was highlighted by participants during public engagement. There are significant opportunities within the City to develop neighborhood-serving commercial, especially as some of the City is considered to be in a food desert[7]. The City commissioned a retail market profile study that was undertaken by **The Retail Coach** in 2022. The following is only a portion of their results. This includes Figure 14 below. More information is available for review at City Hall. Figure 14 shows the existing grocery market around the City, highlighting the lack of fresh food access within a large part of the City. With the development of a local grocery store and/or a local farmer's market, residents would have greater access to fresh and healthy food, instead of needing to drive outside of the City for fresh food access. Having greater food access and options can help to prevent chronic health conditions such as diabetes and obesity.

Figure 14 Development Site – Existing Grocery Market
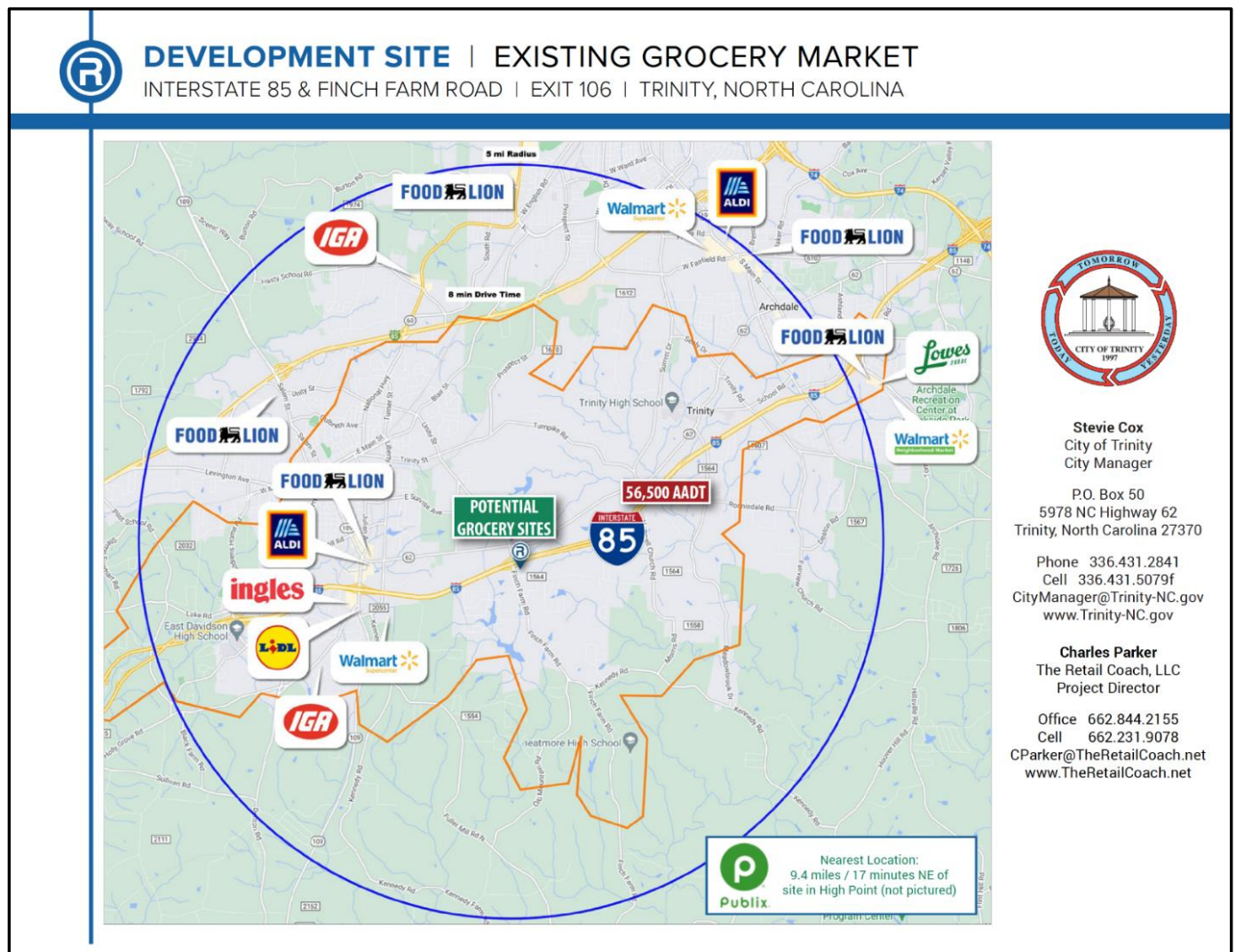
Source: The Retail Coach

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[7] Economic Research Service. USDA. https://www.ers.usda.gov/data-products/food-access-research-atlas/go-to-the-atlas.aspx

Town Center

Trinity does not have an established downtown core, nor is there an area of the City where a historic downtown once existed. Participants in the public engagement process highlighted their desire for the development of a town center or downtown. The development of one of the interstate intersections has the potential to create a Town Center as a destination for residents and visitors alike, as well as provide a clustered location for business owners to increase their access to customers.

C. ECONOMIC DEVELOPMENT INITIATIVES

Targeted Industry Identification

The Randolph County Economic Development Corporation (RCEDC) provides information regarding industry clusters, business resources, and county demographics. These industries have been identified based on their suitability for the region and their ability to employ and attract a highly skilled labor force to locate within the county. The targeted industry list is as follows:

- Automotive & Aerospace
- Plastics
- Food & Beverage
- Metals
- Furniture
- Textiles and Apparel

Figure 15 Targeted Industry Clusters

INDUSTRY CLUSTERS (RANDOLPH COUNTY)
Avg Salary in North Carolina

$62,470 — AUTOMOTIVE & AEROSPACE

$42,702 — PLASTICS

$41,006 — FOOD & BEVERAGE

$43,062 — METALS

$39,604 — FURNITURE

$35,115 — TEXTILES & APPAREL

Economic Development Incentives

The RCEDC, Randolph County, and the State of North Carolina offer a number of local, regional, and state-wide incentives to encourage firms to relocate or expand within the Trinity area[8]. There are also several resources for small businesses which are available to County residents or business owners. The RCEDC hopes to partner with local governments to attract businesses with incentives related to taxes and infrastructure.

The State has a tier system which addresses economic disparity in development among its counties. The least economically prosperous counties (Tier 1) receive different levels or types of incentives to encourage economic growth and investment. Randolph County is a Tier 1 county, while its neighbors are either Tier 2 or Tier 3. This system may provide more opportunities for Randolph County in comparison to its neighbors.

1. **Job Development Investment Grant (JDIG)**
   The JDIG is a performance-based, discretionary incentive program that provides cash grants directly to new and expanding companies to help offset the cost of locating or expanding a facility in the State.
2. **One North Carolina Fund (OneNC)**
   OneNC is a discretionary cash-grant program that allows the Governor to respond quickly to competitive job-creation projects.
3. **Tax Exemptions**
   Manufacturing:

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[8]   https://www.rcedc.com/business-resources/incentives-and-grants

The State offers sales and use tax exemptions for manufacturing machinery and equipment, power utilities for manufacturing facilities, and raw material for manufacturing.

Large Fulfillment Facility:

Equipment or associate part sales or repair for parts of equipment that is sold to a large fulfillment facility is exempt from sales and use tax.

Pollution Abatement Equipment and Recycling:

The State offers property tax exclusions for pollution control and abatement equipment and recycling, as well as sales and use exemption for pollution control and abatement equipment.

4. **Historic Preservation Tax Credit**

For qualifying historic structures, property owners may qualify for rehabilitation of an income-producing structure.

5. **Community Development Block Grants (CDBG)**

Economic Development Program:

The CDBG Economic Development Programs (administered by the NC Department of Commerce) provides grants to local governments for public infrastructure development.

Building Reuse Program:

The CDBG Building Reuse Program (administered by the NC Department of Commerce) provides funding to renovate and redevelop vacant industrial and commercial buildings for economic development purposes.

6. **Utility Account**

North Carolina's Utility Account provides infrastructure grants to local governments in Tier 1 and Tier 2 counties (includes Randolph County).

7. **Rural Division, Economic Infrastructure Program**

The Economic Infrastructure Program is administered by the Rural Division of the NC Department of Commerce and provides grants to local governments to assist with public infrastructure projects which lead to job creation.

8. **Joint Economic Development Program, NC Departments of Commerce and Transportation**

The Economic Infrastructure Program is administered by the Rural Division of the NC Department of Commerce and provides grants to local governments to assist with public infrastructure projects which lead to job creation.

9. **North Carolina Department of Transportation Rail Industrial Access Program**

Run by the NCDOT, state funds are used to construct or refurbish railroad spur tracks for new or expanding company facilities.

10. **NCRR Invests, North Carolina Railroad Company**

North Carolina Railroad Company provides assistance to companies which locate or expand in the State.

TRINITY

TNC

NORTH CAROLINA

CHAPTER

HOUSING

INTRODUCTION

The purpose of this chapter is to provide information regarding the range of housing options and affordability within the City of Trinity. This chapter contains the background information used to develop the Housing Goals and Policies.

INVENTORY

The data for this chapter has been collected, analyzed, and extrapolated from various databases and reports, including decennial census data from the U.S. Census Bureau, five-year estimates (2017-2021) derived from the American Community Survey (ACS), housing and population reports from the Environmental System Research Institute (ESRI)'s Business Analyst Online (BAO) software, Randolph County, and the North Carolina Housing Coalition. Wherever possible, the best available data is utilized to provide this analysis, opting for local data as opposed to estimated data from national resources (ACS) to ensure further accuracy.

While population projections, as shown in the future land use chapter, estimate a 5% growth rate over the next 20 years, residential development permits show that the City may experience faster growth. In 2016, there were 33 residential permits issued compared to 54 permits issued in the first four months of 2023 (City of Trinity, 2023). Residential permits have been issued at increasing rates since 2021. See Figure 16 for residential permitting from 2016 to the first four months of 2023.

According to parcel data provided by Randolph County, there were approximately 3,181 housing units (often referred to as 'dwelling units' throughout this document) within the City of Trinity as of 2022. This data is based upon taxation codes and may have slight fluctuations depending upon county classification. Residential development within the City is rapidly increasing with new subdivision and residential permit approvals. There are approximately 1300 housing units under construction or in development stages in Trinity at the time of adoption of this plan. This large number of new homes will significantly impact the overall housing unit count.

While new housing units are becoming available within the City, the average cost of these homes is also increasing as part of an overarching trend seen throughout the country.[9] Generally, the price of a new townhome purchased in Trinity in 2023 will start around $250,000, and for a new single family home, the price starts at approximately $350,000. New subdivisions in the City will often have single family homes starting well above this price point. As of 2021 data from the American Community Survey, the average home value in the City was approximately $164,000. Home value and sale price are different metrics, but the difference illustrates a larger trend in the City that newer homes are costing more for homeowners than in years previously. It is anticipated that this trend will continue as the City is very attractive to new home buyers due to its proximity to job opportunities and employment centers.

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[9] S&P Dow Jones Indices LLC, S&P/Case-Shiller U.S. National Home Price Index [CSUSHPISA], retrieved from FRED, Federal Reserve Bank of St. Louis; https://fred.stlouisfed.org/series/CSUSHPISA, July 12, 2023.

Figure 16 Residential Permit Approvals Growth Over Time

RESIDENTIAL PERMIT APPROVALS

110% increase from 2020 to 2021

Number of Residential Permits

200
150
100
50
0

2016 2017 2018 2019 2020 2021 2022 2023 (Projected)

Year
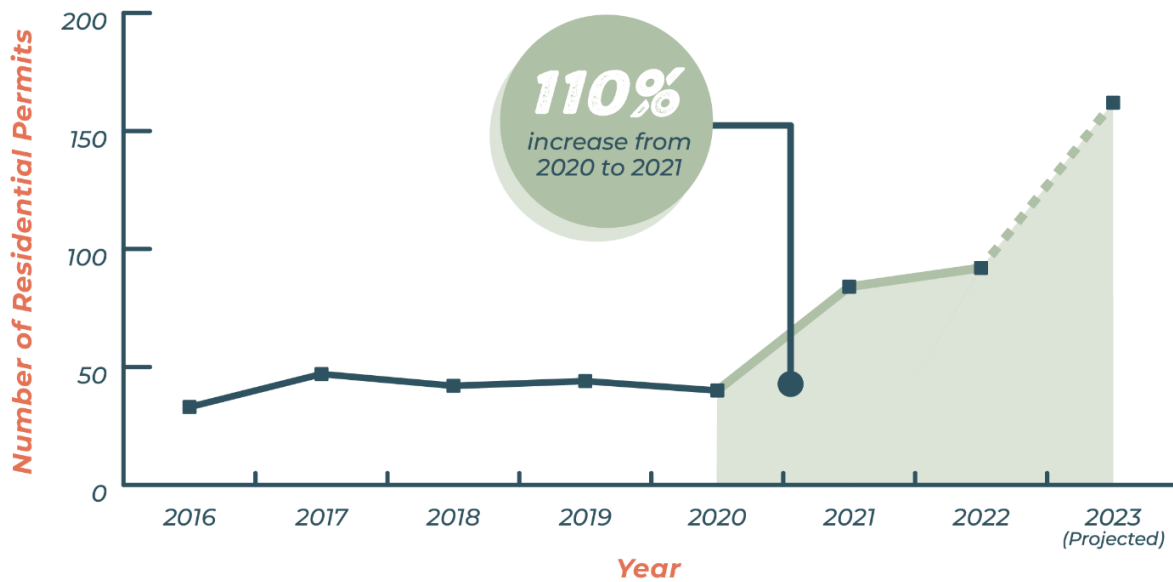
Phased construction of housing at Bellawood

A. HOUSING UNITS BY TYPE AND CAPACITY

Per County data, housing units within the City of Trinity vary in both type and structural capacity. Like most suburban communities, the overwhelming majority (88%) of the City's housing unit inventory is comprised of '1-unit, detached' housing at 2,794 units. Mobile homes and duplexes account for approximately 9% and 1.8%, respectively, of the housing units. 1-unit attached housing, such as townhomes, account for 1.3% of the housing units in the City. A summary of this data can be found in Table 12 and Figure 17.

Bellawood

Steeple Gate Village

Stone Gables

Steeple Gate

The variety of housing in Trinity includes townhomes and both large and small lot subdivisions

Table 12 Housing Units by Units in Structure

Type of Housing	# of Units	% of Total
1-unit, detached	2,794	87.8%
1-unit, attached	41	1.3%
2 units	58	1.8%
3 or 4 units	6	0.2%
Mobile home	282	8.9%
TOTAL	3,181	100%

Source: ACS, 2021

Figure 17 Housing Units by Units in Structure

HOUSING UNITS BY TYPE

1-UNIT, DETACHED

%OF TOTAL HOUSING

2,794

87.8%

1-UNIT, ATTACHED

41

1.3%

2–4 UNITS

64

2%

MOBILE HOME

282

8.9%

TOTAL **= 3,181**
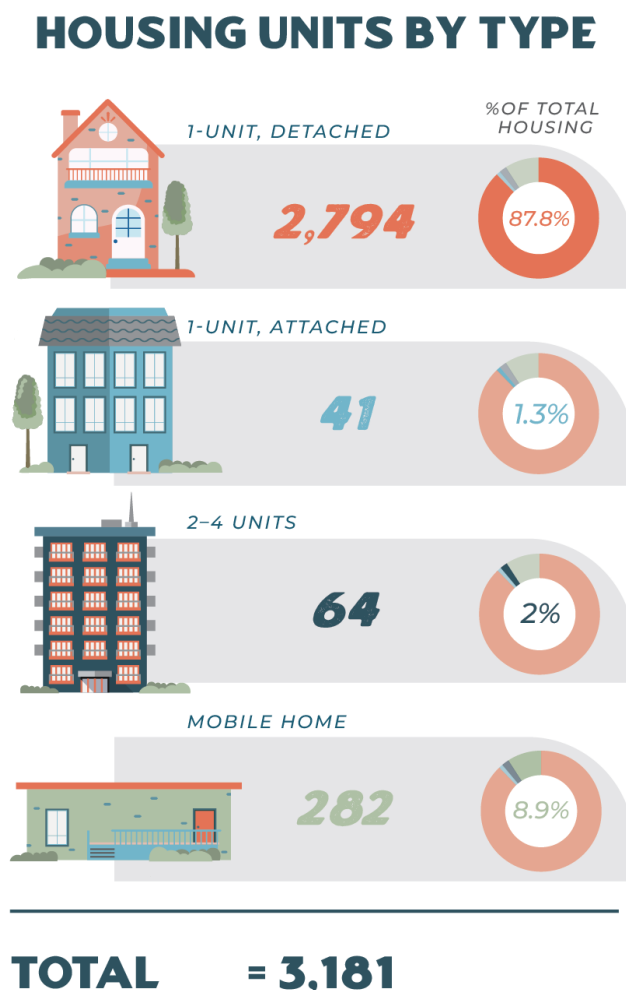
B. HOUSING TENURE AND AVAILABILITY

According to ACS estimates from 2021, approximately 6.7% of the city's estimated dwelling units are vacant and 93.3% are occupied by either an owner or a renter. Of the occupied units, 75.9% are owner occupied with 24.1% occupied by a renter. Approximately. As the region continues to grow, there will be less housing availability and options for current and potential residents.

C. AGE OF HOUSING

Randolph County tracks the years in which housing structures are built, which provides insight to the City's residential building patterns. Approximately 24% of the City's dwelling units have been built in the last twenty years (since 2000), and 55% of dwelling units were built between 1960 and 1989. As new subdivisions are approved, as is the current trend in the City, the proportion of newer homes will increase. Residents who live in older homes may need to contribute more of their incomes to maintenance and improvements, which may decrease the ability for homeowners to remain in their homes as they age and retire. The City's older housing units may

become cost-prohibitive for its current and prospective owners as properties continue to age. Table 13 identifies the age of housing units found within the City based upon data provided by Randolph County.

Table 13 Proportion of Residential Structures, Built by Decade

Period	Percent
Built 2020 or later	4.9%
Built 2010 to 2019	9.6%
Built 2000 to 2009	9.1%
Built 1990 to 1999	10.3%
Built 1980 to 1989	14.6%
Built 1970 to 1979	23.6%
Built 1960 to 1969	16.8%
Built 1950 to 1959	5.0%
Built 1940 to 1949	3.1%
Built 1939 or earlier	3.0%

Source: Randolph County, 2022

D. OWNERSHIP COSTS

Homeownership can be a costly endeavor. In addition to the relatively reliable costs associated with taxes, insurance, utilities, and association fees, maintenance costs for repairs and improvements tend to increase as structures age. The costs to maintain an aging structure can be cost-prohibitive for both current and prospective residents. Another significant cost to home ownership is mortgage payments, which can influence decisions to either buy or rent property. Of the owner-occupied housing units within the City, 57% were purchased using a mortgage loan or contract. These ownership costs, particularly when combined with monthly mortgage payments, can be significant. As discussed previously, the cost of new houses within the City is trending higher than in previous years. However, this trend is consistent throughout the region, especially when municipalities are located within a reasonable distance to new job creation, as in the case of Trinity, particularly with the megasites coming online.

New residents relocating to Trinity are often doing so with the knowledge of the cost of living for housing and therefore choose to take on the ownership costs. While existing residents, who may have purchased a home prior to the steep increase in sales prices, may find purchasing a newer home challenging due to affordability constraints. The monthly ownership cost as a percentage of their household income is shown in Table 14.

Table 14 Monthly Owner Costs as a Percentage of Household Income

With Mortgage Payments	% of Total Units
Less than 20.0 percent	61.6%
20.0 to 24.9 percent	10.6%
25.0 to 29.9 percent	9.2%
30.0 to 34.9 percent	3.6%
35.0 percent or more	15.0%
Not Computed	-
Subtotal	*57.2%*
Without Mortgage Payments	**%**
Less than 20.0 percent	72.1%
20.0 to 24.9 percent	7.9%
25.0 to 29.9 percent	15.1%
30.0 to 34.9 percent	0.0%
35.0 percent or more	3.7%
Not Computed	1.1%
Subtotal	*42.8%*
Total	**100%**

Source: ACS, 2021

E. RENTAL COSTS

Renting is often considered to be an affordable alternative to homeownership, however, when a high demand for rental housing units exceeds an affordable local supply, the cost of renting can escalate quickly. According to ACS data, the median gross rent (which includes the cost of both rent and utilities) for a household in Trinity is $786. Table 15 shows the range of gross rents throughout the City.

Table 15 Housing Rentals by Gross Rent

With Cash Rent	%
Less than $500	2.4%
$500 to $999	72.6%
$1,000 to $1,499	8.1%
$1,500 or more	2.0%
Subtotal	*85.2%*
No Cash Rent	*14.8%*
Total	**100%**

Source: ACS, 2021

F. GOVERNMENT ASSISTANCE

There is no Public Housing Authority within the City, though several of the neighboring municipalities and counties provide this service. In partnership with the federal and state

government, Randolph County administers several affordable housing programs to area residents. A listing of these programs is provided below:

Emergency Assistance

Emergency Assistance aids families with sporadic emergency needs such as eviction notices or notices of a pending water service cut-off. Households must have an eligible child to be assisted.[10]

Low Income Energy Assistance Program (LIEAP)

The program is federally funded and allows eligible families to receive a one-time vendor payment to help pay heating bills.

Crisis Intervention Program (CIP)

The program is federally funded and provides emergency assistance to eligible households that are in a heating or cooling related emergency. The program helps to reduce the risk of health and safety problems such as illness, fire, or eviction.

Low-Income Housing Tax Credits (LIHTC)

The LIHTC was created to provide an incentive for the development and rehabilitation of affordable rental housing. These federal housing tax credits are awarded to developers of qualified projects via a competitive application process administered by state housing finance authorities (HFAs). Developers either use the credits or sell them to investors to raise capital for real estate projects, which, in turn, reduces the debt or equity contribution that would otherwise be required of developers. With lower financing costs, tax credit properties can potentially expand the supply of affordable rental housing.

Section 8

The housing choice voucher program (Section 8) provides assistance to very low-income families to afford decent, safe, and sanitary housing. Housing can include single-family homes, townhouses and apartments and is not limited to units located in subsidized housing projects. A family that is issued a housing voucher is responsible for finding a suitable housing unit of the family's choice where the owner agrees to rent under the program. A housing subsidy is paid to the landlord directly by the local housing authority on behalf of the participating family. The family then pays the difference between the actual rent charged by the landlord and the amount subsidized by the program.

G. MANUFACTURED HOMES

A manufactured home (formerly known as a mobile home) is built to the Manufactured Home Construction and Safety Standards (HUD Code) and displays a red certification label on the

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[10] https://www.randolphcountync.gov/312/Emergency-Assistance

exterior of each transportable section. Manufactured homes are built in the controlled environment of a manufacturing plant and are transported in one or more sections on a permanent chassis. These structures are traditionally provided on individually platted lots or within a mobile home park under unified ownership. According to Randolph County data, approximately 8.9% of the housing stock in the City (approximately 280) consists of manufactured homes. Some of these manufactured homes are on individual lots, and some are part of mobile home parks.

HOUSING TRENDS

There are several housing trends within the City which will impact the development of well-established neighborhoods and provide for a growing community. The City and community members want to preserve open space, while allowing for residential development to accommodate population growth. This can be accomplished through cluster development, or conservation subdivisions, which incorporate smaller lot sizes to allow for open spaces within the development. Municipalities find this type of development to benefit residential well-being due to the access to recreational areas and decreases in infrastructure costs.

The City provides naturally affordable housing options compared to the High Point-Greensboro region. "Naturally affordable" housing indicates that an area may have less barriers to development (regulatory barriers or natural barriers, such as a lack of developable land), and that a City may have the opportunity to provide a wide array of housing options for different types of households and levels of income. As the region continues to grow in population, Trinity will also grow, due to its easy access to employment and regional services. To preserve the natural affordability of housing, the City should continue to encourage the development of a range of housing types, such as townhomes, accessory dwelling units, duplexes, triplexes, and quadplexes.

Not only will a range of housing types provide for affordability in the future, but it will also assist with the provision of housing for all life stages. As populations age, communities should shift to accommodate different housing needs. Retired or single-person households may prefer a smaller home with fewer associated costs, and without those options, these households may opt to move elsewhere if they can no longer afford their properties.

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TRINITY
NORTH CAROLINA

CHAPTER

CONSERVATION

INTRODUCTION

This chapter is meant to identify natural and cultural resources; and establish policies that would protect and conserve environmentally sensitive lands and sites that represent the history and culture of the City. This chapter will take inventory and discuss natural resources, hazard mitigation, and historic landmarks.

INVENTORY OF NATURAL RESOURCES

This section identifies key natural resources located within the City of Trinity.

A. SURFACE WATERS

Figure 18 shows the streams, rivers and creeks that flow through the City of Trinity. The major river that flows through the City is the Uwharrie River. The river is roughly 62 miles long, rising just south of High Point and flowing down into the Uwharrie National Forest in Montgomery County, North Carolina. The Uwharrie is a tributary that flows into the Pee Dee River at the confluence of the Yadkin River, which connects to the Atlantic Ocean in South Carolina. Little Uwharrie River also flows through the City and Caraway Creek and Muddy Creek are in close proximity to the City. The City also has several small bodies of water, including Wheatmore Pond, Lower Lake, Middle Lake, and Upper Lake, as well as streams and creeks throughout the City as shown in Figure 18.

The City of Trinity is located within the Yadkin Pee Dee River Basin. This entire basin spans three states, Virginia, North Carolina, and South Carolina. In North Carolina, this basin encompasses 18,864 square miles and is located in all or a portion of 24 counties.

The "Bathing Rock", used by students of Trinity College from 1838 to 1892, is located adjacent to city-owned property along a tributary of the Uhwarrie River

The North Carolina Department of Environmental Quality (NCDEQ) develops standards, rules and management strategies to protect water quality, carries out water supply planning, provides guidance to local water systems and monitors drought conditions. These levels are meant to take into consideration all relevant environmental values in relation to water resources.

Water Quality

Water pollution is categorized as point-source or nonpoint-source. Point source pollutants originate from one particular identifiable site or source in large quantities, while nonpoint-source pollutants are derived from many dispersed sources. Point source water pollutants are primarily associated with wastewater and stormwater discharges from municipal or industrial wastewater treatment facilities. Land use coverage is a significant factor for nonpoint-source water pollution. Nonpoint-source water pollution can also be difficult to monitor because of the number of activities and land uses, not all of which are permitted or registered. Most nonpoint sources come from construction and land clearing activities, agriculture, golf courses, mining operations, solid waste disposal sites, urban landscapes, and septic systems which can eventually leak into a waterbody if not properly maintained.

The majority of buildings in the City rely on private wastewater systems contributing nutrients, sediment, bacteria, heavy metals, oil, and grease into waterbodies. Wastewater systems leach both nitrogen and phosphorus gases which travel readily through the soil into a water body and can continue to travel years after a system is shut down.

One of the ways NCDEQ protects water quality is through the watersheds. NCDEQ defines watershed as the geographic region within which water drains to a particular river, stream of body of water. The City of Trinity is primarily located within the Uwharrie River (Lake Reese) watershed with a small portion of the northeast being a part of the Deep River (Randleman Lake) watershed, as shown on Figure 18. The Uwharrie River (Lake Reese) watershed area is approximately 60,260 square feet and is considered a protected area. Watersheds are classified by the Division of Water Quality and the Uwharrie River Lake Reese watershed is considered a Water Supply III (WS-III). Water Supply classifications are labeled one through five, with one having the highest quality and five being the lowest. Water supply classification allows the surface water to be used for aquatic life propagation, survival and maintenance of biological integrity, wildlife, secondary contact recreation (i.e., boating), agriculture. Having the third classification means the surface water is also a water supply source for drinking, culinary, or food processing. The protection of this watershed has a large impact on development in the City.

North Carolina law limits the amount of development that can occur on parcels within a watershed region. Since the Uwharrie River Lake Reese watershed is considered a WS-III there are requirements for a half-mile critical area and the rest of the protected area. There are no critical watershed areas located within Trinity. The rest of the watershed allows domestic and non-process industrial discharges. Watershed low density is limited to two dwelling units per acre (2 du/ac) and watershed high density is limited to 24-50% of the built upon area.

Cities like Trinity are responsible for managing and enforcing programs that follow those laws, and the state investigates towns and cities annually to ensure the laws are being followed. Each parcel of land in the watershed is regulated as to the amount of impervious surface allowed to be developed. Home sites, pools and storage buildings, driveways, parking areas, and decks and patios all contribute to impervious area. It is the City's responsibility to limit impervious area according to state law.

Figure 18 Surface Waters and Watershed

Figure 18 Surface Waters and Watershed
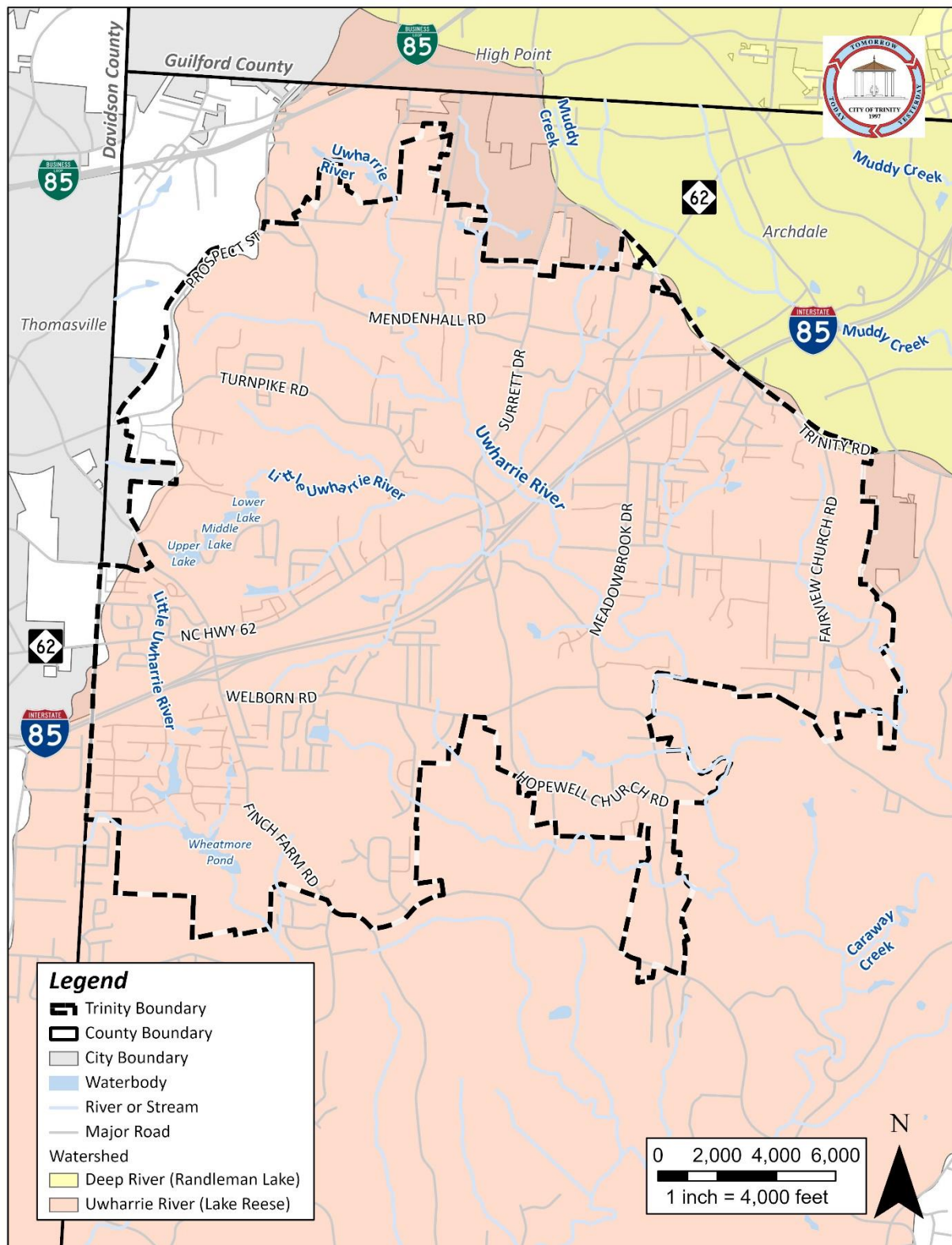
Sources: NCDOT, NC One Map, Randolph County, NC Department of Environmental Quality

B. SOILS AND SOIL EROSION

Trinity is located in the Piedmont region of North Carolina within the Charlotte and Carolina terrane. The City of Trinity has gently sloping areas with pockets of severe sloping areas closer to the rivers and streams.

The primary soil types found in this region are Mecklenburg loam, Mecklenburg clay loam, Wilkes-Poindexter-Wynott complex and Wynott-Enon complex. Mecklenburg soil, Mecklenburg clay loam, and Wynott-Enon complex are soils that are suitable for farmland and are well drained. Wilkes-Poindexter-Wynott complex soil is not considered to be prime farmland soil but is considered to be well draining soil.

According to the North Carolina Agricultural Extension Service, high quality farmland in Randolph County generally consists of loam and sandy loam soils, with a slope of less than 8 percent. Farmland soil should also be well draining soil. The City of Trinity contains pockets of high-quality farmland based on these two criteria. Steeply sloping topography is generally concentrated along multiple stream banks and tributaries, especially along the banks of the Uwharrie River, making these areas less suitable for intense urban uses.

Some soil conditions can make potential land development more difficult or more expensive. In the Piedmont region, dominant soil limitations include hydric/ wetland soil, high rock context, and high clay context. Soils that contain high moisture content and clay content are more resistant to erosion.

Soil Erosion along waterways and major sloped areas can lead to clogged and polluted waterways and increased chances of flooding. As soil erosion occurs nutrients and pollutants from the ground may wash into streams and waterways. This pollution and sediments can damage the waterbodies freshwater habitats as well as spread pollutants into the water system. Soil erosion can also lead to more downstream flooding. According to the United States Natural Resource Conservation Service, there are no major soil erosion problems within the City.

C. WETLANDS INVENTORY

Wetlands are generally identified as areas where the water table is at, or above, the land surface for a significant part of most years. As seen in Figure 19, wetlands cover a small portion of the City. Wetlands have varying classifications, including freshwater emergent, freshwater forested/shrub, freshwater pond, lake, and riverine. The wetlands areas in the Northern half of Trinity are mostly riverine, ponds, and freshwater forested/shrub. The wetlands in the southern half are mostly riverine and freshwater ponds. There are two wetlands classified as lakes in Trinity, one located behind Adaumont Farm named Wheatmore Pond and one in the Colonial Country Club named Lower Lake.

Wetland areas within vacant land areas largely remain in their natural state. The potential future land uses of the City's wetlands are limited due to the integral role these areas provide in the hydrological balance. Wetlands serve as natural water retention systems, regulate the flow of water and remove excess nutrients and particulates from stormwater. When the weather is wet or areas experience flooding, wetlands accept the excess water, and when drought conditions exist, wetlands keep the surrounding area from becoming parched. Wetlands are also fragile

ecological communities supporting an assortment of plants and wildlife. The alteration of the natural topography and character of these areas may cause a great expense both monetarily and physically to the surrounding natural environment and community at large.

Figure 19 Wetlands
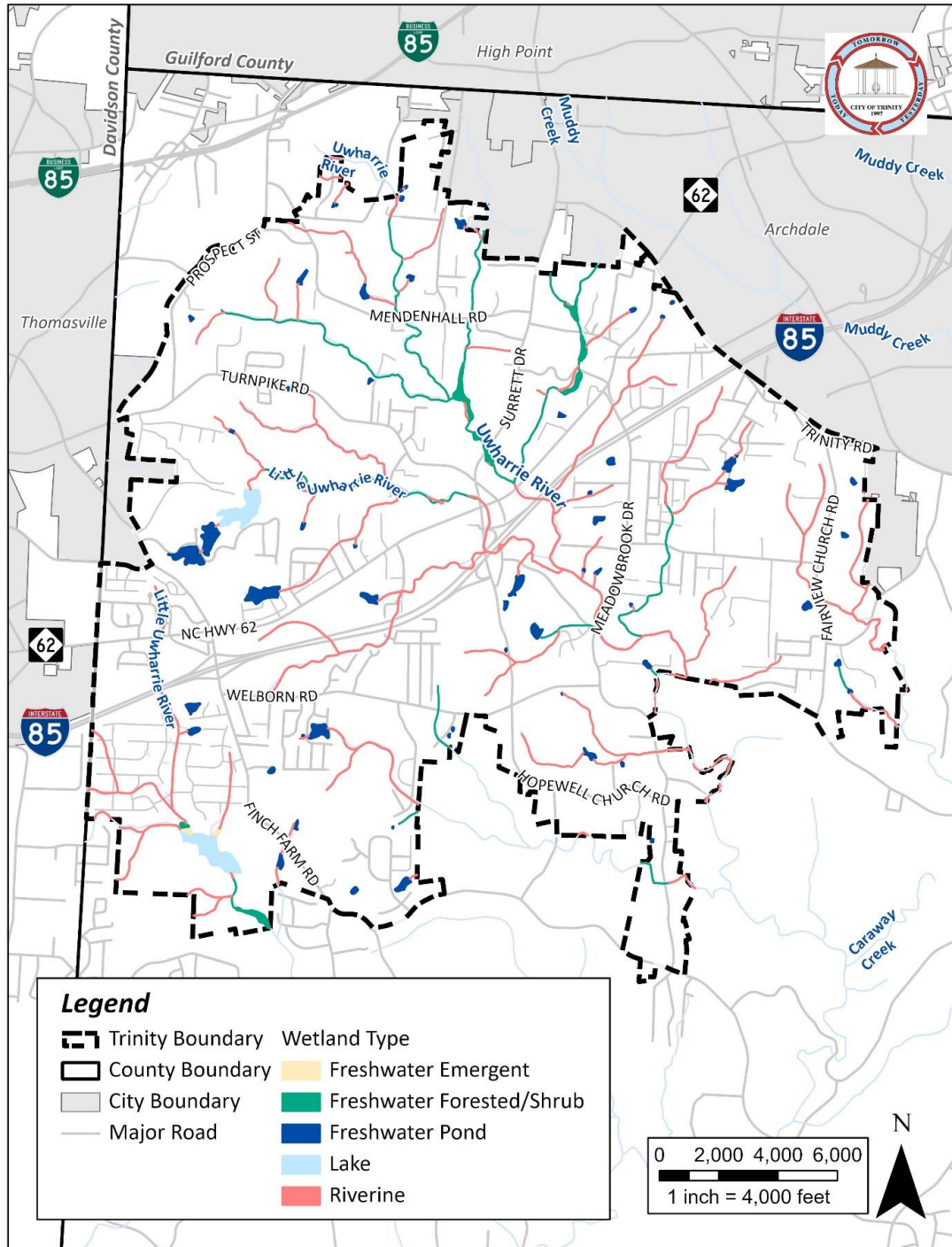
Sources: NCDOT, NC One Map, Randolph County, US Fish and Wildlife Service

D. FLOODPLAINS

During significant rain events flood plains provide a crucial area for water storage, in the City of Trinity the areas designated as floodplains are a very small portion of the entire City. Figure 20 shows areas of high flood risk in Trinity. Floodplain is either classified by FEMA as having a 0.2% risk of flooding (500-year flood) or a 1% risk of flooding (100-year flood). All other land is classified as not having a significant flood risk. Creeks, streams, and banks flowing to the Uwharrie River and Little Uwharrie River are classified as having a higher flood risk than other land in Trinity.

The City participates in the National Flood Insurance Program to promote sound development practices within areas of potential flood risk. The City participation allows individual homeowners the opportunity to obtain flood insurance. In 2008, Trinity updated the Flood Damage Prevention Ordinance that required all buildings in special flood hazard areas to be a minimum of two feet above base flood elevation. In areas where base flood elevation data is not available, Trinity requires the lowest floor elevation, including basements, to be at least three feet above the highest adjacent grade.

Figure 20 Flood Risk
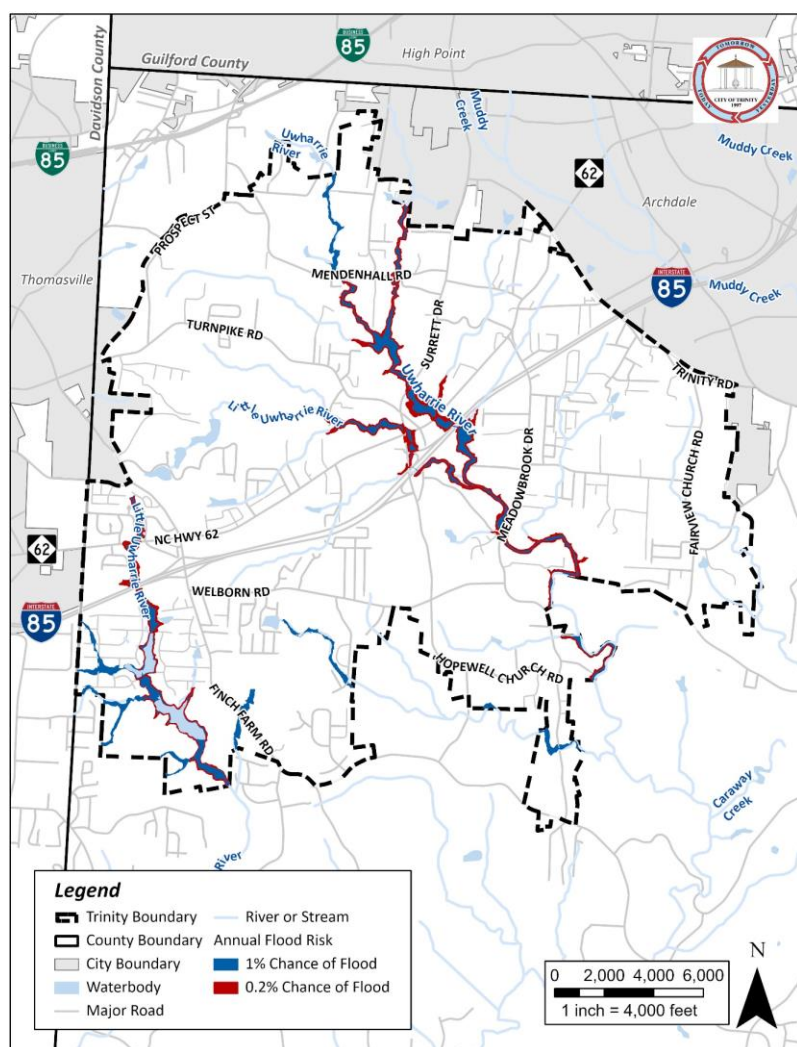
Sources: NCDOT, NC One Map, Randolph County, NC Flood Plain Mapping Program

E. LAND USE/ LAND COVER

Vegetative communities within the City limits are documented and classified using 2019 USGS Land Use and Land Cover GIS data. The prominent three land use cover classes in Trinity are Developed, Open Space, Deciduous Forest and Hay/Pasture. Development of high and medium intensity is concentrated north of I-85, especially along major thoroughfares and areas with access to wastewater services. Cultivated crop land use area is primarily concentrated in the west and southwest portions of the City. While the City has large portions of land being used for agricultural production (hay/pasture and cultivated crops) or is already developed open space, there is still a lot of land that could potentially be used for development. Figure 21 below is a map that shows City of Trinity Land uses in relation to Land cover.

Figure 21 Land Use/ Land Cover
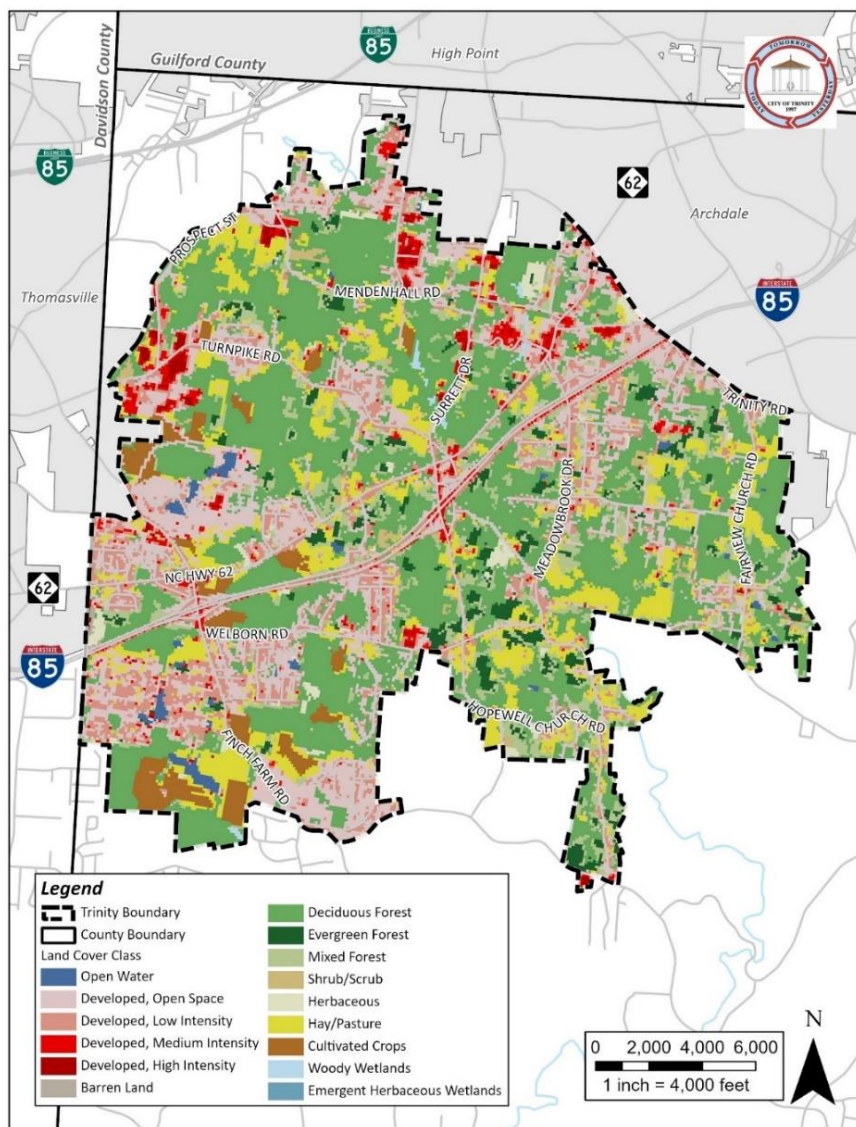
Sources: US Geological Survey, Randolph County, City of Trinity

HAZARD MITIGATION

In 2020, Davidson and Randolph counties and all municipalities located within them collaborated and produced a Regional Hazard Mitigation plan. In this plan, hazards that were identified included dam/levee failure, drought, earthquakes, extreme heat, hurricane/ tropical storm, flooding, severe weather (thunderstorm, wind, lightning, and hail), tornadoes, wildfire, and winter weather. Table 16 shows the probability of these hazards occurring in the City of Trinity and whether the hazard has a low, medium, or high chance of occurring in the City.

Table 16 Probability of Future Hazard Occurrence in City of Trinity

Hazard	Probability of Future Occurrence	Notes
Dam Failure	Low	Less Than 1% Of Buildings Are In 100-Year Floodplain
River Flooding	Low	Less Than 1% Of Buildings Are In 100-Year Floodplain
Tornado	Low	Less Than 1% Annual Probability of Ef2 Event
Wildfire	Low	Less Than 1% Annual Probability
Earthquake	Medium	Between 4% And 20% Annual Probability of 500-Year Earthquake
Extreme Heat	Medium	Between 1% to 10% annual probability
Hurricane/ Tropical Storm	Medium	Between 0.2% And 2% Annual Probability Of 50-Year Event
Severe Weather	Medium	Between 0.2% And 2% Annual Probability Of 50-Year Event
Winter Storm/ Snow	Medium	Between 1% to 10% annual probability

Source: Davidson Randolph Hazard Mitigation Planning Committee, 2020.

HISTORIC LANDMARKS

While planning for future development and growth, it is important to honor the region's history and respect the community's roots. During public outreach many residents wanted to highlight the City's rich history and maintain landmarks for future generations. At the time of the public open house, when residents were asked what they would change in Trinity a few people mentioned highlighting the historic landmarks, repurposing these building, or establishing a downtown and using these building as an anchoring point. Acknowledging the community landmarks and history will be key in making sure these areas are preserved and highlighted for future residents and generations.

Strategies for preserving historic landmarks or heritage features often include a commitment to maintain an inventory of historic features, establish historic neighborhood districts, develop plans or policies to preserve unique architecture of older neighborhoods, and pursue a regular schedule of surveying significant features in the City. Trinity could benefit from strengthening historic preservation policymaking with the addition of these more specific strategies.

Trinity is home to several notable landmarks, five (5) in the northeastern corner of the City and two (2) in the southwestern corner. The North Carolina Department of Natural and Cultural Resources (NC DNCR) classifies these landmarks according to their status and the registry on which they are listed. The Harper House is listed on the National Registry of Historic Places and was built in approximately 1800 and was the home of LT Col. Jeduthan Harper who served as Randolph County Justice of the Peace, Register of Deed, Clerk of Court and member of the state legislature. Underwood Farm is classified as being eligible for the National Registry of Historic Places. Other sites in Trinity are classified as potentially meeting the criteria for the National Registry, and the rest are sites that have been surveyed by NC DNCR but are not listed on any registry of historic places. The sites that are listed as "surveyed only" are the previous site of Trinity High School, which has been replaced with another Trinity High School building, and the former site of Trinity College, which has been demolished. Trinity Highschool was built in 1924 and was demolished in 1980. The high school was built on the site of the old three-story brick college site and at the time was known for having a great auditorium. Another historic surveyed site is the Trinity Memorial United Methodist Church which was built in the 1930s. Figure 22 shows the location of the landmarks on the NC DNCR list, while the table lists the names of the landmarks.

Figure 22 Historic Landmarks

NUMBER	LANDMARK NAME
1	Braxton Craven Grave
2	Richardson Furniture Complex
3	Trinity High School (replaced)
4	Trinity College Site (demolished)
5	Trinity Memorial United Methodist Church
6	Underwood Farm
7	Harper House
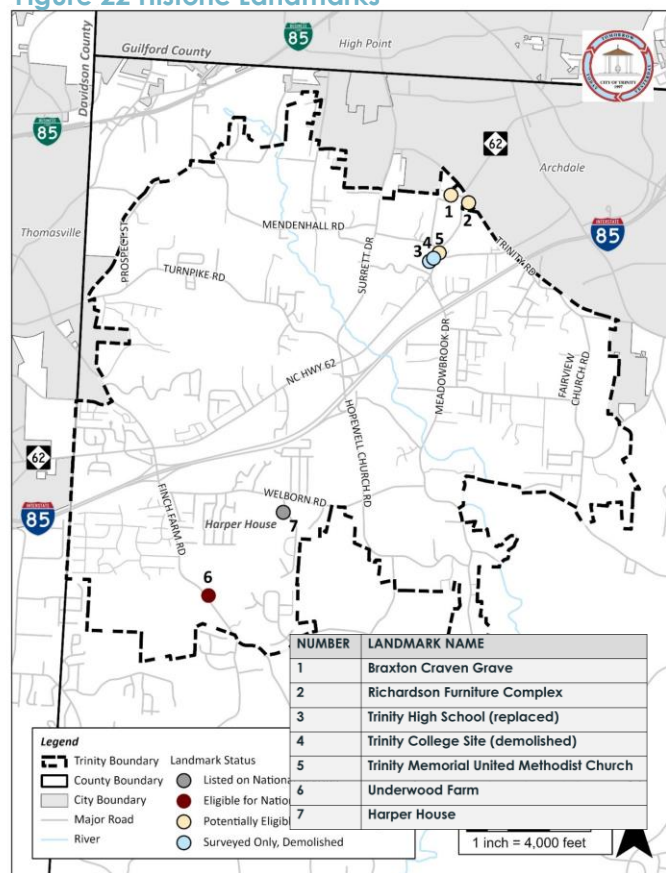
Sources: NCDOT, NC One Map, Randolph County, NCDNCR, City of Trinity

RECOMMENDATIONS

As the City of Trinity continues to develop, protecting and maintaining the natural and built environment becomes a critical point for the community. Acknowledging hazards in the area and planning for them becomes critical in order to protect investment in the community. While watershed regulations limit the density and intensity that development can occur, understanding the areas prone to flooding or which contain wetlands can provide a better picture of development potential. These sensitive areas should have limited development, which will ultimately guide development to more appropriate areas of the City. The City may require an environmental assessment of the land in conjunction with major land development proposals in an effort to preserve the areas of most environmental sensitivity. Finally, the community has expressed their desire to preserve historic sites and homes to protect Trinity's history. The City can also explore funding opportunities with state and local Historic Preservation offices and trusts to preserve the historic sites around Trinity that residents are passionate about preserving.

CHAPTER

RECREATION & OPEN SPACE

INTRODUCTION

The Recreation and Open Space chapter is intended to steer the City of Trinity in providing a safe recreational environment that offers diversified activities for all area residents and generations. The City can achieve these efforts by providing continued expansion and maintenance of a recreation and open space system.

Recreation opportunities and open space are critical for communities to thrive. Both passive and active open space elevate the quality of life of a city's residents by offering spaces to gather, play, and be physically fit without regard to socio-economic barriers or income. They offer both mental and physical health benefits as well. According to studies by the Centers for Disease Control and Prevention, creating physically active spaces can improve individual and community health which results in a 25 percent increase of residents who exercise at least three times per week. There is also a correlation between exercise and lower levels of stress. Access to recreational places and open space is critical for a community's residents' overall well-being.

Many communities also highlight the economic value of recreation and open space as evident by higher property values and the local tax base when these amenities are provided. Fees may be charged for the use of amenities such as fields or pavilions, but the true economic value comes from a desire to move to a community that values the importance of a healthy lifestyle for its residents.

These opportunities can come in many different forms: programmed active parks, preserved natural areas, or even walking paths providing recreation as well as connectivity throughout the community. This chapter will identify the importance of recreation and open space and discuss recreation and open space desires of the community as described within the public engagement process.

INVENTORY & ANALYSIS

Park spaces can provide many benefits to a community, including the conservation of open spaces, the preservation of natural resources, and the provision of venues for recreational activities. It should be noted that only officially designated public parks have been included in this section. Thus, vacant public lands and open space typically found in medians, buffers, retention areas, and similar facilities are not included as part of this analysis.

Currently, the City of Trinity only has one area available to the public, the Trinity Community Park. Located in the northeastern part of the City at the intersection of NC Highway 62 and Meadowbrook Drive, the park is approximately half an acre and contains a walking path and a gazebo. Figure 23 below highlights the location of the park.

The following facilities provide City residents with various recreational facilities but are either owned by the school district or privately owned: Hopewell Elementary School, Trinity Elementary School, Braxton Craven Middle School, Trinity Middle School, Trinity High School, Grubb Soccer Complex, and Colonial Country Club. While some of these recreational spaces may be opened to the public on a limited basis, these areas are not all open to the public.

The Recreational Master Plan from 2009 recommended that a City park be constructed in the center of the City. As the number of residents continues to increase so will the desire for a park.

Figure 23 City-Provided Recreation and Open Space Facilities, 2023.
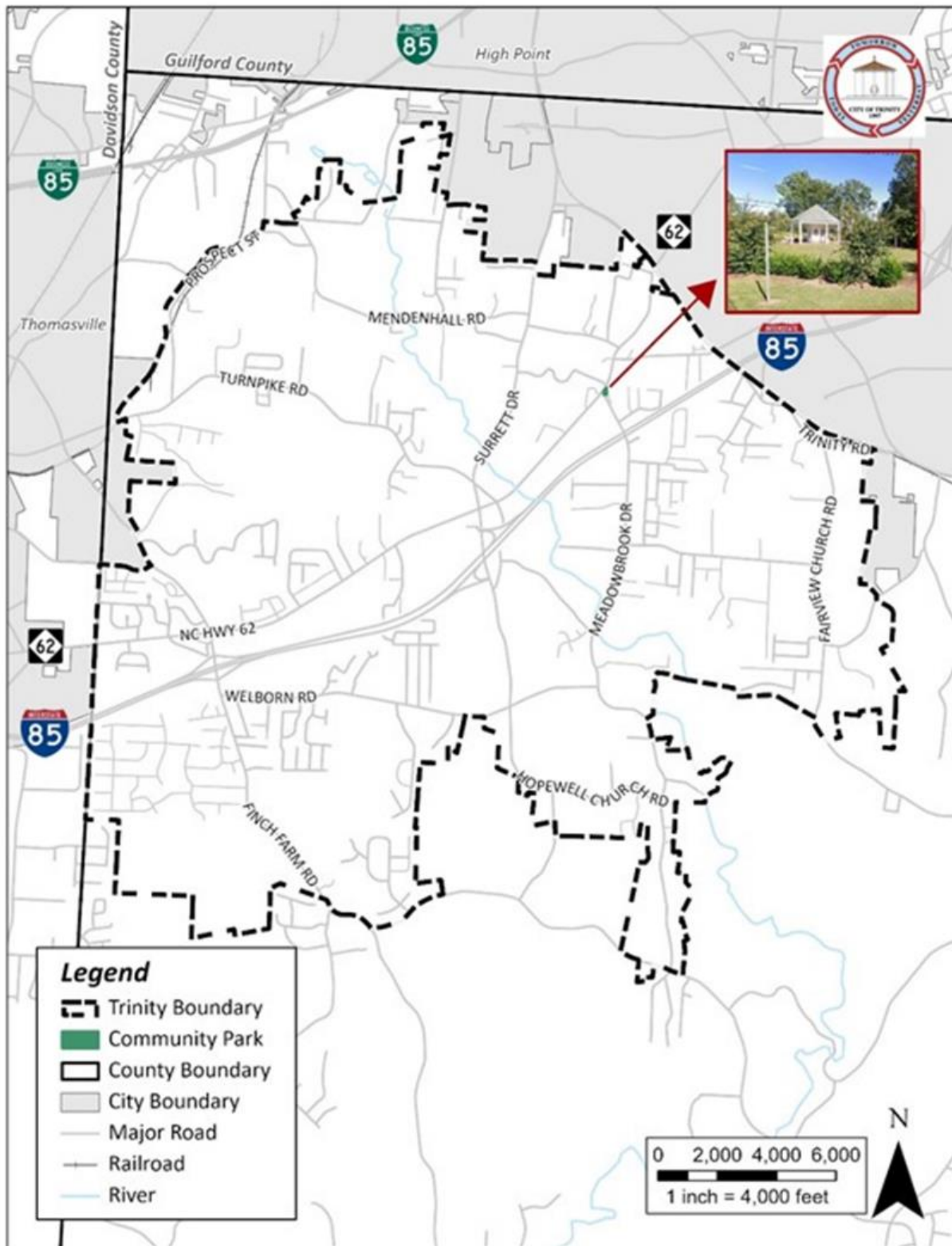
Sources: NCDOT, Sources: NCDOT, NC One Map, Randolph County, Inspire Placemakin

Parks and trails not only provide an area where residents can gather and spend time with their families and friends, but these spaces can provide a multitude of benefits that can positively affect the community. Benefits of parks and trails include alternative modes of transportation, connecting communities, economic impacts with recreational businesses, improving the health and fitness of the community, and environmental protection and education. The American Heart Association found that for every $1 spent on biking and walking trails, approximately $3 in medical expenses can be saved[11]. In Trinity, the sewer easement parallel to Highway 62 includes a dedicated greenway easement. This allows for the potential development of a public greenway for the benefit of Trinity residents.

These amenities come in many different forms. Even small, passive style parks provide a benefit for residents as they are places to enjoy the outdoors as well as a place to gather. Trails and greenways are a safe and convenient way to get outdoors and exercise as well. Having access to places for physical activity encourages residents to participate in physical activity and do so on a continual basis. If residents live closer to parks, they are more likely to walk or bike to the park as well as use the park for exercise. Having designated bike paths and walking paths that are separated from traffic will also encourage more users as they feel safer when they are not next to vehicular traffic. Walking is the most reported form of physical activity[12], and having separated trails and paths for walkers to use is important for their safety and use of the paths.

Today many Americans of all ages do not get the daily amount of physical activity recommended and having better access to parks and trails will encourage people to get outside and achieve this result. Physical activity can help control weight, reduce risk of cardiovascular disease, reduce risk of type 2 diabetes, reduce certain cancer risk, strengthen bones and muscles, improve mental health and mood, increase chances of living longer, and in elderly population improve ability to do daily tasks and prevent falls[13].
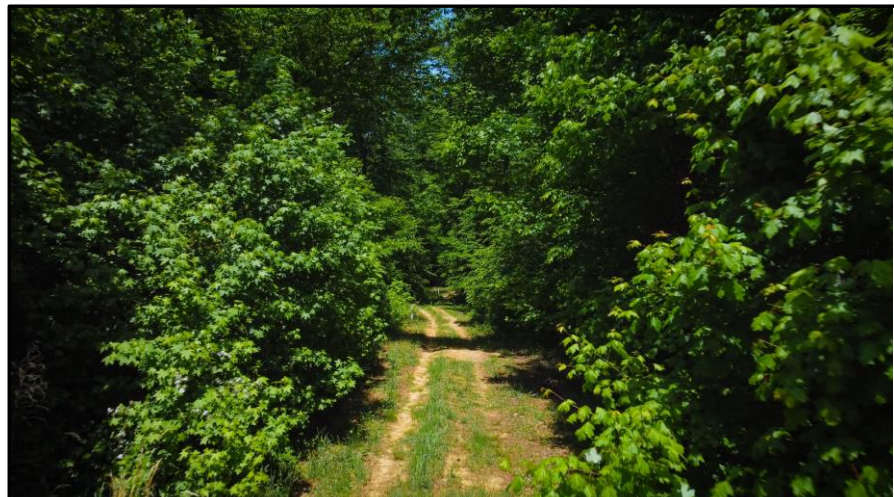
The beginnings of a trail located at the City Hall Annex

A survey by the Outdoor Foundation found that 90 percent of Americans who recreate outdoors were introduced to outdoor activities between the ages of five and 18. Having youth participate in outdoor activities is crucial for future generations, and as time spent on video games and other electronics increases, having accessible parks and trails for youth will be critical for the present and in the future.

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[11] North Carolina Outdoor Recreation Plan 2020-2025
[12] National Center for Environmental Health
[13] Centers for Disease Control and Prevention

Another benefit of trails is they can reduce traffic-related air pollution. If pedestrians and cyclists were able to walk or cycle to the places they needed to go to, air pollutants such as ozone and particulate matter could be lowered.

RECOMMENDATIONS

The City is experiencing growth in residential and non-residential development. Trinity residents highlight the need for more recreation space, greenways, and recreation activities for all ages, especially the youth. Residents throughout public participation in creating this comprehensive plan, wanted more recreation spaces in planned parks.

The City should prioritize the creation of parks and trails throughout the community. The City should consider adopting a greenway ordinance requiring new residential subdivisions to provide greenway connectivity to surrounding developments. This type of ordinance has the potential to provide recreational opportunities for people throughout the community. Additionally, the City should consider providing greenways on additional utility easements throughout the area to further enhance the greenway connectivity. The City should continue to look for funding and partner opportunities to locate recreational spaces throughout the City as well as prioritizing the need for additional park spaces. After this update, a more detailed parks and trail master plan is recommended to be undertaken in the near future, which will establish community preferences for specific recreational elements within the City of Trinity.

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TRINITY

NORTH CAROLINA

CHAPTER

GOALS & POLICIES

INTRODUCTION

The true purpose of a Comprehensive Plan is to craft a vision for the community, based on public engagement and to set up a framework for implementation. The Goals and Policies section of the Comprehensive Plan provides the implementation mechanisms by suggesting policies to implement short term such as revising development regulations, and policies to enact appropriately over time. In order to ensure that the Plan continues to stay relevant and useful, the City should Review the Comprehensive Plan annually to determine if the policies are steering decisions toward the future land use plan, and still reflect the community's needs and desires. The timeline should be revised to bring action-oriented policies forward. Further, the projections in the Comprehensive Plan should be updated regularly as a result of the development of nearby megasites to recognize the impact these projects may have on the City. The Plan should also continue to focus on providing Trinity residents and visitors the ability to travel to goods and services without requiring the operation of a motor vehicle and improve the pedestrian experience to strengthen the goal of becoming more walkable and sustainable.

The public engagement process identified six areas of focus for the residents of Trinity. These six topics represent shared ideas and concerns that came out of the survey, meetings and listening to public input. They are considered to be Guiding Principles of the Comprehensive Plan: key ideas held in common by citizens that participated in the process. The following goals and policies of the Plan have been tagged to identify which Guiding Principle they address. The Guiding Principles and their symbols are identified below in alphabetical order and do not represent any particular priority:

 Environmental Stewardship

 Expanded Utilities

 Neighborhood Commercial Services

 Quality of Life

 Recreational Space

 Safe Streets

Future Land Use							
Goals and Associated Policies	**Timeframe**		**Capital Projects**	**Department Collaboration**			**Guiding Principles**
	Short Term	**Ongoing**		**P&Z**	**Admin**	**Utilities**	
GOAL FLU 1 - Create a strong sense of place, quality of life, and community pride through new development that implements the City's overall vision for the future.							
FLU 1.1. Encourage development that fits the small-town character, preserves natural and cultural resources, enhances quality of life, and is consistent with the City's ability to provide adequate public services and infrastructure.		✓		✓			
FLU 1.2. Create site and building design standards for development of other than one- and two-unit residences to ensure new development is consistent with the City's rural nature.	✓			✓			
FLU 1.3. Promote a high-quality land development pattern by focusing growth in areas with existing infrastructure and available capacity.		✓		✓		✓	
FLU 1.4. Amend the development regulations to require all proposed major development or changes in existing uses to be evaluated for estimated impacts to roadway traffic and utility service capacity. The analysis is to be performed at the expense of the site owner, developer, or agent.	✓			✓		✓	
FLU 1.5. Review the land development regulations to identify conflicts between the regulations and the Comprehensive Plan.	✓			✓			

Policy							
FLU 1.6. Encourage the location of parking lots behind storefronts to create and maintain a charming, walkable, small-town aesthetic.	✓	✓		✓			
FLU 1.7. Maintain Trinity's current pattern of development through attractive, low-density neighborhoods that enhance the City's rural appeal including encouraging Low-Impact rural neighborhoods.		✓		✓			
FLU 1.8. Encourage alternative types and patterns of development [mixed-use, residential conservation subdivisions, Planned Unit Developments (PUD), Traditional Neighborhood Developments (TND)] to reduce development costs, to reduce traffic, to increase convenience and a sense of community, to protect environmentally sensitive areas, and to provide more parks and open space close to where people live and work.	✓	✓		✓			
FLU 1.9. Identify transitional areas (future growth areas) around the City's borders, to manage future development that may eventually become part of the City's municipal limits.		✓		✓			
FLU 1.10 Continue to evaluate the potential for a viable, downtown heart of the City that represents Trinity's small-town personality.		✓		✓	✓		
FLU 1.11. Encourage on-street parking spaces and give credit toward minimum parking space requirements in mixed-use areas.	✓			✓			
FLU 1.12. Review the Comprehensive Plan annually to determine if the Plan's policies are steering decisions toward future land use plan, and still reflect the community's needs and desires. This would include comparing evolving land use patterns to the Future Land Use Map to track growth.		✓		✓	✓		

FLU 1.13 Modify the land development regulations to identify ranges in the low, medium and high-density categories.	✓			✓		

GOAL FLU 2 - Support the redevelopment or re-purposing of underutilized areas and buildings that can be used in a manner that complements modern development needs and desires.

FLU 2.1. Locate appropriate area(s) to encourage redevelopment that may provide community resources such as a park, gathering space, community center or similar.	✓			✓		
FLU 2.2. Review land development regulations to identify obstacles to redevelopment and evaluate ways to provide incentives that support redevelopment.	✓			✓		
FLU 2.3 Pursue grant funding opportunities relating to developing or redeveloping properties to provide facilities and gathering spaces for the community.		✓	✓	✓	✓	

GOAL FLU 3 - Support the development of mixed-use designed to be compatible with Trinity's rural lifestyle and discourage urban sprawl.

FLU 3.1. Amend the zoning regulations to allow mixes of land uses within zoning districts and create walkable communities.	✓			✓		
FLU 3.2. Encourage shared parking with connecting sidewalks to provide pedestrian connections between existing and new uses. Give credit toward minimum parking space requirements.	✓			✓		

Goal/Policy							Icons
FLU 3.3. Consider amending the zoning regulations to allow small-scale neighborhood commercial services in proximity to residential developments.	✓			✓			
FLU 3.4. Consider amending the zoning regulations to add creative zoning strategies that will provide flexibility in layout and design for new mixed-use communities and create walkable communities.	✓			✓			
FLU 3.5. Encourage development of activity centers around both I-85 interchanges that fits our small-town character, preserves our most cherished natural and cultural resources, enhances our quality of life, and is consistent with our ability to provide adequate public services and infrastructure.		✓		✓			
GOAL FLU 4 – Provide a development pattern consistent with the characteristics of the described Growth Areas.							
FLU 4.1. The Primary Growth Area should minimize retail strip development, promote neighborhood commercial, direct development to areas with existing or planned sewer, and should promote both non-residential and residential development.		✓		✓			
FLU 4.2 Use transitional developments as a buffer between incompatible uses as a segway between less intense and more intense development in all growth areas.	✓	✓		✓			
FLU 4.3. The Secondary Growth Area should protect the character of established residential areas and utilize buffering between commercial and residential areas. Both conventional and cluster residential subdivisions are supported in this growth area.		✓		✓			

FLU 4.4 Evaluate modifications to the zoning regulations to require dedicated open space as a buffer between incompatible land uses in all growth areas.	✓			✓			🌱 💙
FLU 4.5. Scenic vistas in the Rural Growth Area should be protected by transitioning higher density subdivisions away from roadways.		✓		✓			🌱 💙
FLU 4.6. Provide intergovernmental planning in the Municipal Growth Area for land use, transportation, sewer and economic development.		✓		✓	✓		🌱 💙 🚲 🚰 🚰
FLU 4.7 Coordinate with the counties relating to development in the Municipal Growth Area to avoid incompatible development		✓		✓	✓		🌱 💙
FLU 4.8 Areas of the Secondary Growth Area in near proximity to Primary and Rural Growth Areas should be developed with similar characteristics to those areas.		✓		✓			🌱 💙

Economic Development

Goals and Associated Policies	Timeframe		Capital Projects	Responsible Department			Guiding Principles
	Short Term	Ongoing		P&Z	Admin	Utilities	
GOAL ED 1 - Support the development of commercial uses to provide needed services for residents and add to the City's tax base.							
ED 1.1. Continue to partner with the Randolph County Economic Development Corporation to identify potentially desirable sites for industrial development.		✓		✓	✓		🏪 🤲
ED 1.2. Evaluate the potential for commercial development in Trinity and identify sites that would be most attractive to development and convenient to residents.		✓		✓	✓		🚰 🤲
GOAL ED 2 - Actively participate in land development planning with surrounding jurisdictions and local agencies, so that new businesses and new commercial and industrial development fits into the regional context, in a way that maintains and enhances the quality of life for the citizens of Trinity.							
ED 2.1. Build cooperative partnerships with local organizations, agencies and businesses to achieve the goals and policies of Trinity's Land Use Plan.		✓			✓		🚰 🤲
ED 2.2. Continue to partner with Randolph County Economic Development Corporation, county Tourism Development Authority and Archdale-Trinity Chamber of Commerce to make sure Trinity is adequately showcased and represented in economic development, marketing, and recruiting efforts.		✓			✓		🚰 🤲

ED 2.3. Partner with the County School System to meet common educational goals that support the regional workforce.		✓		✓	
ED 2.4. Recognize the development of nearby megasites and consider the impact these large development projects may have on the City. Update the projections in the comprehensive plan regularly as a result of these projects.		✓	✓	✓	
ED 2.5. Market the City to attract business that may employ local youth workers and provide needed services to the community.		✓		✓	
GOAL ED 3 - Encourage commercial services to locate in Trinity.					
ED 3.1. Evaluate the development regulations to determine if there are obstacles in the regulations that are limiting the development of neighborhood commercial services.	✓			✓	✓
ED 3.2. Encourage businesses in the service and retail industries to locate closer to the City to reduce commuting times.		✓		✓	✓
ED 3.3. Market the City to attract business that may employ local youth workers and provide needed services to the community.		✓			✓
ED 3.4. Support local job fairs for youth workers who wish to be employed in Trinity.		✓			✓
ED 3.5 Create a new Central Business zoning district with emphasis on design, flexibility, and a mix of uses.	✓			✓	

Housing

Goals and Associated Policies	Timeframe		Capital Projects	Responsible Department			Guiding Principles
	Short Term	Ongoing		P&Z	Admin	Utilities	
GOAL H 1 – Prioritize the preservation and enhancement of established neighborhoods while providing for housing stock to accommodate the needs of current and future residents and maintain Trinity as a lifelong community.							
H 1.1. Encourage the provision of housing variety for all residents to accommodate a range of ages, lifestyles and income levels.	✓	✓		✓			
H 1.2. Coordinate the provision of sewer infrastructure with the demand for new housing.	✓	✓		✓			
H 1.3. Seek to eliminate substandard dwelling conditions through appropriate programs and regulations, and to encourage the maintenance and repair of the existing housing stock. Seek grant opportunities to achieve this policy.		✓	✓	✓			
H 1.4. Support the viability of older established neighborhoods that represent the City's culture.		✓		✓	✓	✓	
H 1.5. Direct higher density residential development toward areas of existing or potential mixed use such as neighborhood centers, Central Business Districts, and new mixed-use communities.	✓	✓		✓			
H 1.6. Create residential building type standards other than one- and two-unit residences to encourage a mix of housing types focused on design.	✓			✓			
H 1.7. Watch aging trends in Trinity's population to determine housing needs for Trinity's younger and older population.	✓	✓		✓			

Transportation							
Goals and Associated Policies	**Timeframe**		**Capital Projects**	**Responsible Department**			**Guiding Principles**
	Short Term	**Ongoing**		**P&Z**	**Admin**	**Utilities**	
GOAL T 1 - Encourage the development of well-designed streets that are safe, connected, and welcoming for all users.							
T 1.1. Prioritize the provision of sidewalks or other pedestrian pathways to connect neighborhoods to businesses and connect businesses to each other.	✓	✓				✓	
T 1.2. Consider revising land development regulations to improve connectivity within and between housing developments.	✓			✓		✓	
T 1.3. Continue to partner with the High Point MPO to include Complete Streets design in the development and widening of roadways.		✓		✓	✓	✓	
T 1.4. Carefully manage access along major thoroughfares and road entranceways, to protect public safety, road function, and community aesthetics.	✓	✓		✓	✓	✓	
T 1.5. Provide an adequate transportation system that supports new land development in the most appropriate places, keeps pace with the City's growth, decreases congestion, increases mobility for people and goods, and provides a network of interconnected streets, sidewalks, greenways and bike lanes.		✓		✓	✓	✓	

Policy							Icons
T 1.6. Protect and improve the appearance and function of entrance road corridors, through the use of corridor studies, design guidelines, development standards, landscaping & beautification efforts, and overlay district regulations.		✓		✓			
T 1.7. Evaluate new roadway projects for opportunities to achieve these goals and policies and support the future land use map.		✓		✓	✓	✓	
T 1.8 Continue to Partner with the High Point MPO and NCDOT to support highway projects to increase safety and decrease congestion, especially along the Finch Farm Rd/Unity St, Highway 62 corridors and Surrett Dr.		✓		✓	✓	✓	
GOAL T 2 - Support the development of greenways, trails and bicycle paths to provide alternative modes of transportation and enhance connectivity.							
T 2.1. Connect neighborhoods to parks, schools, and other community-oriented uses through a network of greenways, trails and bike lanes.	✓	✓				✓	
T 2.2. Expand upon landscape design standards for new major residential developments.	✓					✓	
T 2.3. Continue to partner with the High Point MPO to prioritize multimodal projects.		✓		✓	✓	✓	
T 2.4. Actively participate in regional transportation discussions to coordinate projects and information about transportation initiatives for the City to be involved at a regional level.		✓		✓	✓	✓	
T 2.5 Discuss opportunities for public transit stops serving Trinity with High Point Transit.		✓		✓			
T 2.6. Pursue grant funding opportunities relating to greenway and trail development.		✓	✓	✓	✓	✓	

Recreation & Open Space							
Goals and Associated Policies	**Timeframe**		**Capital Projects**	**Responsible Department**			**Guiding Principles**
	Short Term	Ongoing		P&Z	Admin	Utilities	
GOAL R 1 - Seek opportunities for parks and trails to provide active and passive recreational amenities for the residents of Trinity.							
R 1.1. Investigate grant funding opportunities for the acquisition and development for active recreation, and open space for passive recreation and preservation.		✓	✓		✓		
R 1.2. Investigate opportunities to acquire property for the development of a multi-use community center catering to all ages. Uses could include City hall activities, community meetings, and other uses catering to the community as a whole.		✓			✓		
R 1.3. Prepare a parks and trails master plan to identify and address current deficiencies and potential locations for new recreation facilities and amenities throughout the City.		✓	✓	✓		✓	
R 1.4. Encourage new subdivisions to provide connections to proposed greenways and trails.	✓	✓		✓			
R 1.5. Amend development regulations to offer incentives for new subdivisions to provide park and trail amenities within the neighborhood and require recreational facilities in larger and planned communities.	✓			✓			
R 1.6. Consider a fee in lieu program whereby development that requires recreational facilities may contribute to the City parks and recreation fund.		✓		✓	✓		

Recreation & Open Space

Goals and Associated Policies	Timeframe		Capital Projects	Responsible Department			Guiding Principles
	Short Term	Ongoing		P&Z	Admin	Utilities	
R 1.7. Encourage the development of residential conservation subdivisions where appropriate.	✓	✓		✓			🌱 🙌 🚰
R 1.8. Pursue grant funding opportunities relating to the preservation of natural, cultural, and historic resources.		✓	✓	✓			🌱 🙌 🚰 🏪
GOAL R 2 - Protect natural, cultural & historic resources and open space as Trinity grows.							
R 2.1. Maintain a list of cultural & historic assets and coordinate the list with the North Carolina State Historic Preservation Office to ensure protection of resources.		✓		✓	✓		🌱 🙌 🚰
R 2.2. Coordinate with Community and Civic organizations to establish a process for identifying cultural and historic resources for preservation purposes.		✓		✓	✓		🙌
R 2.3. Evaluate open space opportunities annually to identify any growth impacts and evaluate ways to preserve as needed.		✓		✓	✓		🌱 🙌

Conservation							
Goals and Associated Policies	**Timeframe**		**Capital Projects**	**Responsible Department**			**Guiding Principles**
	Short Term	**Ongoing**		**P&Z**	**Admin**	**Utilities**	
GOAL C 1 - Preserve, protect, and restore natural resources for the benefit and enjoyment of current and future generations.							
C 1.1. Educate citizens on the importance of water quality protection.		✓			✓	✓	
C 1.2 Encourage cluster development to provide open space and avoid disturbance in environmentally sensitive areas.	✓	✓		✓			
C 1.3. Bolster water quality protection and enhancement initiatives by coordinating growth management efforts with the County and surrounding municipalities through regional coordination.		✓				✓	
C 1.4. Revise existing development ordinances for strong and enforceable regulation that protects the community from excessive noise, light, and vibration by including requirements for adequate setbacks, buffers and dark-sky lighting.	✓			✓			
C 1.5. Support efforts to protect local farmland through development of new, diverse markets for local foods and produce, such as additional farmers' markets, grocery stores, community-supported agriculture programs, farm-to-institution programs, etc.	✓	✓			✓		

C 1.6. Ensure development design respects the area's environmental assets and resource base, including watershed protection areas, unique landscapes, and mature trees, especially where there is potential for greenway development.	✓	✓		✓	✓		
C 1.7. Coordinate with outside agencies to leverage conservation areas and nature preserves for passive recreation – seeking trails/facilities/amenities.		✓			✓		
C 1.8. Encourage public sewer service over private wastewater systems.	✓	✓		✓	✓	✓	
C 1.9. Encourage the development of residential conservation subdivisions where appropriate.	✓	✓		✓			
C 1.10. Encourage the inclusion of open space in new residential neighborhoods for preservation and passive recreation.	✓	✓		✓			

TRINITY
NORTH CAROLINA

CHAPTER

APPENDIX

SUMMARY OF PAST PLANNING DOCUMENTS

Before composing a new Comprehensive Plan for Trinity, it is necessary to first review the most recent versions of existing local and regional planning documents. This literature review is intended to summarize adopted plans and other planning materials to provide an understanding of the City's planning history and context.

The City's documents most relevant to this effort include the Land Development Plan (2007, amended 2021), the Trinity City Park PARTF Site Plan (2007), and the Recreational Master Plan (2009). The County and regional documents most relevant to this effort include the High Point Urban Area Metropolitan Planning Organization (HPMPO) 2045 Metropolitan Transportation Plan (MTP) (2015, updated 2020) the Randolph County Strategic Plan (2016), and the Randolph County Growth Management Plan (2002, updated 2009). Randolph County is currently updating this plan to reflect changes in the northeast quarter of the county. This review provides takeaways that identify key trends, successes, and challenges regarding development in the City of Trinity. In conjunction with data gathered from public engagement and development trends analysis results, the lessons within this review will play a role in ensuring the Comprehensive Plan addresses set goals relevant to the community.

Land Development Plan (2007, amended 2021)

Trinity's Land Development Plan (LDP) currently functions as a Comprehensive Plan. The current plan was written in 2007 and has since been amended twice – in 2017 and 2021. The amendment in 2017 was significant, replacing most of Chapter 2's data and analysis with updated numbers and different peer cities (for regional comparison). The 2021 amendment retained the changes made in 2017, except the 2021 amendment combines the "*Finch Farm Regional Center*" and "*Hopewell Church Road Regional Center*" land use categories into "*Regional Center*". Each section of the current LDP is summarized in the appendix.

Most of the policy recommendations from the LDP are contained in Chapter 4, summarized in the appendix of this document. The recommendations aim to promote partnership with external agencies, preserve the character of the City, create high-quality housing, expand parks and recreation facilities, and facilitate organized development around the City. The LDP is currently the premier planning document for Trinity.

Comprehensive System-wide Parks and Recreation Plan (2010)

The development of the 2010 Parks and Recreation Plan for the City of Trinity resulted from previous planning exercises including the City of Trinity Land Development Plan (2007), the Center City Plan (unknown, estimated 2009), and the "Plan Our Park Day" event (2010).

The 2010 Parks and Recreation Plan has three (3) primary recommendations:

- Construct a park in the center of the City.

- Construct natural trails/walkways/greenways that are connected to key areas, including Trinity's K-12 schools, Archdale's recreation sites, the proposed Trinity Center City Park (Trinity City Park), and other places throughout Trinity.

- Compile a City-wide inventory of recreational facilities and services.

REGIONAL AND COUNTY PLANNING EFFORTS

High Point Urban Area MPO 2045 Metropolitan Transportation Plan (2015)

The 2045 Metropolitan Transportation Plan (MTP), approved in 2015 and updated in 2020, defines a vision for the multimodal transportation system in the metropolitan planning area. The High Point Urban Area MPO plans for portions of Randolph County, Davidson County, Forsyth County, and Guilford County, including the City of Trinity and its neighbors (Archdale, High Point, and Thomasville). The plan is based upon regional and statewide collaboration and envisions the future of the transportation system over a 20-year planning horizon.

MTPs from around the state are submitted to the State Transportation Improvement Plan (STIP) for prioritization and funding. The currently adopted STIP prioritizes funding for 2020 – 2029 and includes several projects located within Trinity. The STIP includes one project projected for construction in 2025: the widening of Finch Farm Rd from I-85 in Trinity to Kennedy Rd south of Trinity.

This widening will include bike and pedestrian infrastructure. Project U-5864 widening Surrett Dr from I-85 in Trinity to W. Fairfield Rd in High Point is projected for construction in 2029. One project is projected for construction in 2030: Project U-6191 modernizing NC 62 from Surrett Dr. in Trinity to N. Main St in Archdale.

Another project in the High Point Urban Area Metropolitan Transportation Plan would extend Uwharrie Road from Mendenhall Road to Surrett Drive, but is considered "illustrative," meaning it falls beyond the planning horizon (2045) and has not been included in the state's current prioritization plan.

Because Trinity is considered a "bedroom community" and many workers commute to surrounding areas for work, the road improvements outlined in the MTP and prioritized by the state are likely to impact the community regardless of the project's location. The regional transportation planning done by the MPO is likely to improve the quality of life of many Trinity residents.

SUMMARY OF THE EXISTING LAND DEVELOPMENT PLAN

Organization of the LDP

The existing LDP is organized into five (5) chapters which introduce readers to the community and its current conditions (Chapters 1 and 2), the public input process to guide the plan's development (Chapter 3), the adopted policy and strategy recommendations for land use (Chapter 4), and how the LDP's recommendations will be implemented (Chapter 5).

Overview (Chapter 1)

Chapter 1 overviews the settlement and development history and then introduces the approach to preparing the LDP in 2007 (the original publishing date).

Preparing an LDP, a type of comprehensive planning document, is best when desires and needs of the community are identified with input gathered in a way that is inclusive and adequately accessed by all community members. Section 1.4 introduced the planning process and

methodology but does not provide metrics regarding the frequency of public input opportunities.

Existing Conditions (Chapter 2)

Following the summary of Trinity's community history and the planning process in Chapter 1, Chapter 2 presents Trinity's "Existing Conditions." The Existing Conditions are the analysis of current and projected data about population, housing, finances, utility and transportation infrastructure, parks and recreation, natural and historical features, and the regulatory environment for land development.

There has been significant development since the last adoption of the Land Development Plan (LDP), which could not have been projected. Therefore, the usefulness of the current LDP is limited. Further, the last update to the Plan in 2021 serves as a basis for understanding Trinity's past but does not adequately facilitate planning for the future as there is a lack of data as well as implementation strategies.

Comparison to Peer Communities

The *Peer Communities* section compares trends between Trinity's identified peer cities, Archdale, Jamestown, Randleman, and Thomasville. These peer communities have been identified by Trinity because of their adaptations, model planning, and growth and development. Like Trinity, the peer cities are considered "bedroom communities," residential communities in which most residents commute to a nearby city for work. At the time of preparation, Archdale and Jamestown were most similar to Trinity, especially in median age, housing type diversity, and housing occupancy. However, Trinity stands out from its peers as a population with a significantly higher percentage of White residents and significantly lower rates of residents working within the City limits.

Workforce Trends

The LDP indicates that while most residents in the peer communities work within their County of Residence (mostly Randolph County), most of Trinity's residents did not work within Randolph County. Nearly 30% were employees in Randolph County in 2015, and the top 25 Randolph County employers did not have Trinity residents as employees. The *Labor Force & Earnings* section, where this data point is presented, implies that Trinity residents may work in neighboring Guilford and Davidson counties and that Trinity residents' occupations do not match the employment needs of Randolph County. More information, such as information about the residents of Randolph County (or other neighboring Counties), will help to extrapolate theories about Trinity's work preferences. In order to further understand the trends, as well as commuting tendencies for Trinity residents, a study should be considered.

Municipal Finances

Highlighting how low Trinity's tax rate is compared to peer cities and the entire state of North Carolina is a particularly informative and predictive feature of Chapter 2. The comparison may attract the development community to select land within the City instead of land within nearby cities due to the potentially lower expenses of development. In addition, despite having the lowest tax rate, Trinity ranks third in property valuation, compared to the four (4) peer cities. This implies that Trinity's land provides lower-cost tax assessments for would-be developers or property owners, positioning the City as an attractive choice for development.

Urban Services/Utility Services

Trinity's water services come from Davidson Water, Inc. (DWI) pipelines. The water lines were extended from County Line Road to Meadowbroook Road (on Highway 62), across Interstate 85 to Ronniedale Road, to facilitate commercial and industrial growth along the portion of the I-85 corridor. The extension was expected to increase water pressure in the service areas, creating a better quality of life for Trinity residents.

The sewage treatment plants in Thomasville, the city that treats some of Trinity's water, exceed operational capacity during wet weather due to excess infiltration and inflow from stormwater entering the sewage system. Wastewater services provided by the City of Thomasville planned for improvements include wastewater plan upgrades and wastewater capacity increases. In addition, the LDP states that Trinity was in the process of having a wastewater collection system designed to enhance the transport of wastewater discharge, especially in Trinity's future higher-density areas. The improvements were planned to expand over seven (7) phases - some of the phases include receiving additional wastewater treatment services from other cities besides Thomasville. This expansion plan will diversify and strengthen Trinity's ability to provide adequate levels of service to incoming residents and businesses. The Plan suggests that the easements acquired in Trinity's wastewater treatment expansion initiatives can simultaneously be used to develop greenways and a recreational trail in the future. Greenways were not planned for development at the time of the LDP's update.

Transportation System

Shortly before the LDP was first published in 2007, Trinity's Metropolitan Planning Organization (MPO), High Point Urban Area MPO adopted a Long-Range Transportation Plan (LRTP). The LRTP identified road corridors projected to exceed capacity and decrease in levels of service (LOS) between 2004 and 2030. The LDP lists roadways within or directly impacting Trinity, including recommended roadway changes and estimated project costs. Information derived from the High Point Urban Area MPO also includes recommendations for the location and type of pedestrian sidewalk improvements. A key initiative listed in the proposed transportation system improvements is developing the proposed Westside Thoroughfare to connect I-85 and the US-311 Bypass, as well as provide a travel route that is outside the concentrated urban areas of High Point and the Piedmont Triad. In addition, roadway access and roadway encroachment by new development were identified as immediate challenges for current roadway users and for future development.

Parks and Recreation System

The LDP provides a list of the City's schools as the primary resources for recreation access within the City's boundaries but does not confirm whether the school grounds are available to the public or only to students. In comprehensive planning, school facilities are typically excluded from inventory counts of an area's parks and recreation facilities since schools often limit access to students during school-sponsored activities for safety reasons. The section proposes the development of a Parks and Recreation Master Plan and the development of a park at the City Hall property along NC 62. Both recommendations have been addressed.

Land Development Suitability

To determine the suitability of vacant land for urban development, this section analyzed three environmental growth factors applicable to Trinity: topographic slope limitations, soil limitations, and floodplain areas. At the time of the Plan, more than half of Trinity's land was determined to be vacant or underutilized, with nearly 75% of the land within the "Future Growth Area (FGA)" considered vacant. Much of this same land faces the challenges of poor soils, location within flood zones, and slope conditions requiring extensive grading, which may limit the location and size of structures that can be built, presenting a potential detractor to incoming development activity.

Existing Land Use

Towards the end of the chapter, Trinity's land is organized into 11 existing land use categories. The summaries explain the typical development in each category and what percentage of Trinity's land is assigned to each. As mentioned in the previous section, *Land Development Suitability*, this *Existing Land Use* analysis emphasizes that most of Trinity's land is vacant or underused and within the Future Growth Area (FGA). Of the land that had been developed and was not considered underutilized, most of it was classified as Single-Family Residential (28%) or Agricultural (21%).

Regulatory Factors Analysis

Trinity's land development is subject to the Zoning Ordinance and the Subdivision Regulations. This section explains how the regulations are used to implement the community's LDP. The section's analysis suggests that Trinity should consider revising its current conventional zoning ordinance with considerations of compatibility between uses, street design, school sites, and other features, which the conventional zoning ordinance did not yet factor. Other analysis noted that most of Trinity's single-family residential subdivisions are zoned as R-40 (the highest-density single-family zoning district), which may attract incoming development.

This section also summarizes Trinity Flood Damage Prevention Ordinance but provides little analysis to the conditions within the City.

Land Use Recommendations (Chapter 4)

The Land Use Recommendations Section has five (5) groups of goals and policies: Growth Management, Planning Coordination, Community Appearance, Quality of Life, and Public Services and Facilities. The existing policies have each been reviewed in an independent exercise that was submitted to the City in the form of a matrix during the Comprehensive Plan update process. The policies were evaluated for their applicability to current conditions within Trinity, and suggestions were made to improve the implementation of policies. Some recommendations suggested more mixed-use considerations and the encouragement of higher-density development in strategic locations. The City proposed deferring the review of some policies to the public, and the policies are planned to be presented to the public at future community workshops.

In addition to the policies, Chapter 4 overviews Trinity's growth management strategy, which includes identifying areas for concentrated growth, areas to serve as transitions between urban and rural areas, as well as areas for conservation practices. The summary of each strategic area is accompanied by a map, indicating that Primary Growth Areas (PGAs) and Secondary Growth

Areas (SGAs) are clustered around the I-85 corridor. In addition, the map identifies places within and outside of the City boundaries for future growth, potentially identifying areas desired for annexation. However, the map does not contain an accompanying narrative to explain the "Future Growth" category. Nearly all the areas identified for conservation are outside of the City's limits, therefore, Trinity's growth management strategy communicates the City's encouragement of development.

Land Use Maps (Various Chapters)

The following maps are included within the Land Development Plan: the Existing Land Use Map, the Future Land Use map (FLUM), the zoning map, the Growth Strategy map, various utilities maps, transportation maps, and geomorphology/geological maps. The FLUM and Existing Land Use map are useful for determining levels of development that are currently permitted as well as where concentration of development is desired. Referencing these two (2) maps would be one of the first steps in making development decisions as an owner or would-be owner. In particular, the FLUM helps a user envision the future of Trinity. The FLUM could inform a homeowner on potential future development, enabling that individual to evaluate their future residence and potential impacts on their home's value.

Community Values (Chapter 3)

Titled *Community Values*, this chapter of the LDP discusses public input and preferences during the 2007 LDP planning process. In addition to public input, this chapter contains a copy of the City's vision, the community core values, and the 2020 vision for the City.

Implementation (Chapter 5)

The *Implementation* chapter educates users on how to use the LDP, particularly the Future Land Use Map and the policies in Chapter 4. Section 5.2 informs what types of events may trigger a need to update the plan, such as major changes in roadway infrastructure. Supplementing the Land Development Policies in Chapter 4, Section 5.3 provides additional action items concerning potential new programs, infrastructure and facility projects, and policy development in the future.

PUBLIC ENGAGEMENT SUMMARY

It is essential to include the community in the drafting of a Land Use Plan. Trinity's community has actively engaged with the project, providing useful feedback and guidance since the Plan's kickoff in October of 2022. Public engagement took place through online and in-person platforms. Online engagement was available through the Vision Trinity website, which included an interactive map, a survey, a document library, and a word association game. As of January of 2023, the site had received over 235 unique visitors.

To further encourage involvement, the City took the initiative of creating a high-quality video. The video included the Mayor and City Manager explaining the project and ways to participate. It also showcased the already great features of Trinity while describing the importance of having the public contribute to planning the City's future.

Trinity successfully hosted a series of public engagement events, including a stakeholder's meeting, two steering committee meetings, and a public open house. The stakeholder meeting was comprised of technical experts in fields related to the Comprehensive Plan, including real estate, education, development, and transportation. The steering committee was comprised of Trinity residents. The public open house was made accessible to all residents of Trinity and included activities and other opportunities for residents to give feedback on Trinity's development. At the conclusion of all Vision Trinity's public engagement efforts, a Public Engagement Summary was prepared, shared on the project's website, and included in the Plan, as public feedback informed the updated plans' recommendations and policies.

Effective public engagement for a visioning study is paramount in developing a plan that truly encapsulates the desires of the community. Trinity's public engagement plan centered around professionally accepted planning and visioning practices. Steering committee meetings, a stakeholder workshop, a public open house, and a community engagement webpage with multiple interactive exercises were the cornerstones of the engagement plan.

The following sections will summarize;

- input received from the public
- groups of people reached, and
- methods of engagement.

WHAT WAS SAID:

A consistent theme was everyone's love of Trinity – its history, its quality of life, its people. The participants of the events shared their passion, their vision, and suggestions for keeping Trinity charming, while making it the best place for them to call home. What resulted from the public engagement process was six overall themes:

Recreational Space

Neighborhood Commercial Services

Safe Streets

Expanded Utilities

Environmental Stewardship

Quality of Life

LIKES, DISLIKES & WANTS

LIKES

- Small-town atmosphere
- Being the best residential community

DISLIKES

- Concern the development is out-pacing infrastructure
- Worry that the impacts of the developments have not been properly planned

WANTS

- More amenities- pedestrian and green space
- Interest in developing a Main Street

Trinity's goal was to get everyone in the community involved. This included those who work within the City, provide services to the City, and those who simply enjoy the beautiful community. A series of steering committee and stakeholder meetings, as well as a public open house were held with the opportunity to share feedback on the City's present and future. The website was also an avenue to educate the general public and gain input.

DEMOGRAPHICS

Age
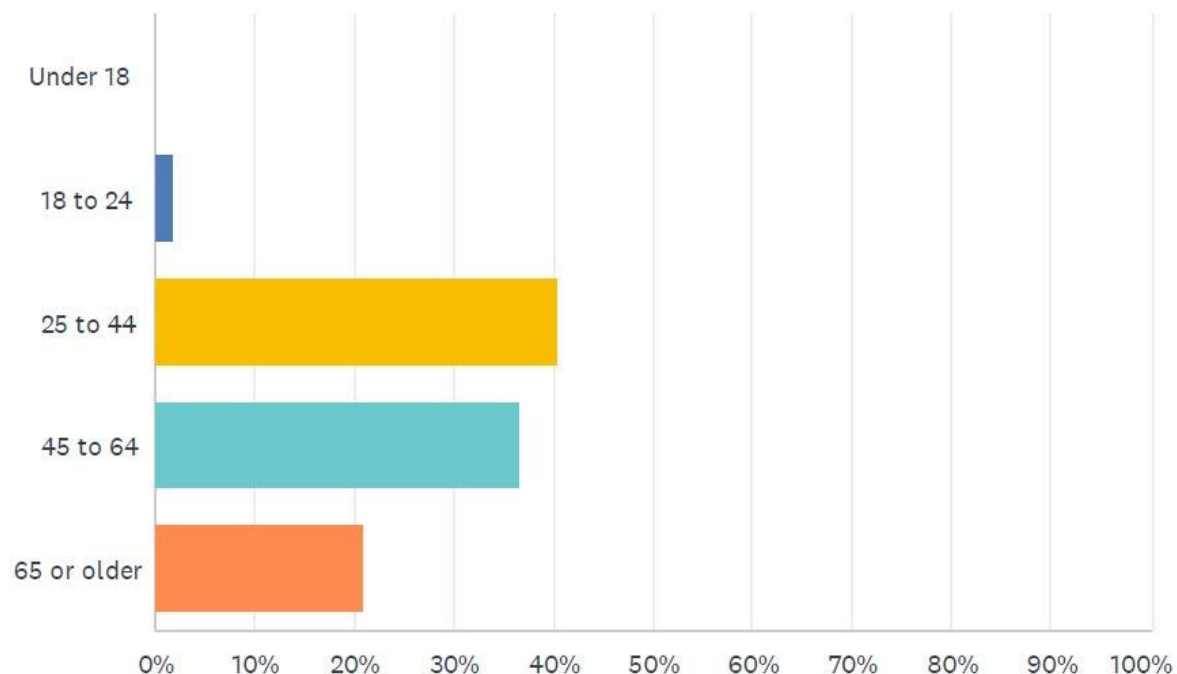
Relationship to Trinity
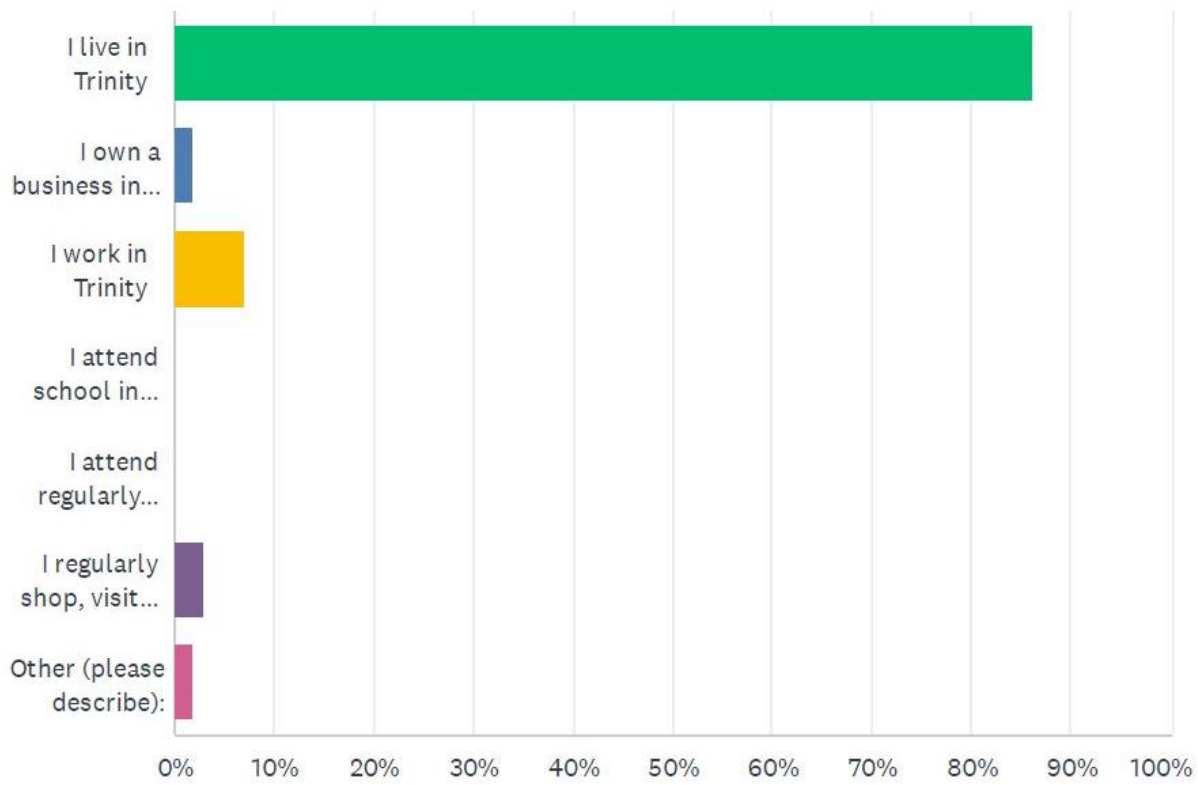
Highest Educational Attainment
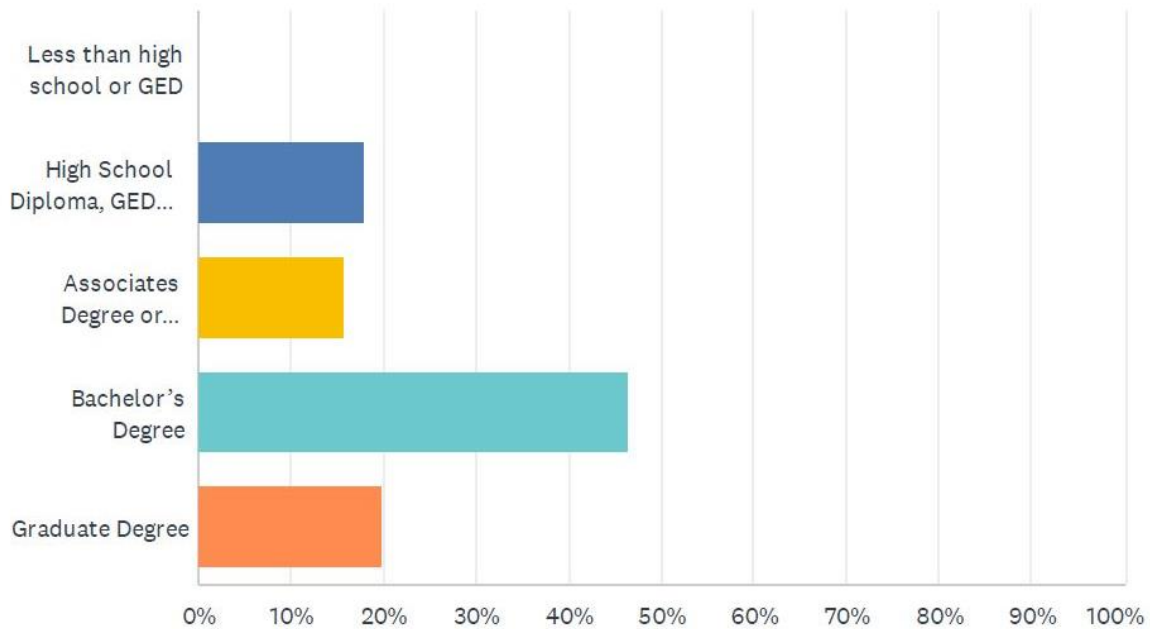
HOW WE ENGAGED:

ADVERTISEMENTS

Postcards advertising the project were provided to the public at community events, City Council meetings, and City Hall inviting the public to participate in the interactive project website.

PROJECT WEBSITE

https://smeinc.mysocialpinpoint.com/trinity-comp-plan

STEERING COMMITTEE

As part of Trinity's Comprehensive Plan Update, a group of citizens was nominated to be on a steering committee for the project. The purpose of the steering committee is to guide the project's visions from a high level and ensure that the updated Plan is an accurate reflection of the community. The first meeting of the steering committee took place on October 17, 2022.

The event was organized to include an introduction from the City Manager, a presentation from the consultant, a structured discussion amongst committee members, and a group mapping exercise.

Trinity held a second steering committee meeting on January 19, 2023. The team utilized this meeting as an opportunity to gauge the steering committees' feedback specifically on the activities proposed for the open house.

A final steering committee meeting was held on February 23, 2023. The purpose of this meeting was to demonstrate the conclusions found through the public engagement process. It also afforded the committee members an open forum to discuss their vision for Trinity and an opportunity to provide their feedback on the process. This resulted in a collaborative dialogue about the future of the City and ways to keep involving residents in the conversation.

A detailed summary of the steering committee meetings are provided later in this document.

TECHNICAL STAKEHOLDERS

The technical stakeholders committee was comprised of professionals within the real estate development, economic development, engineering, education, and public government service industries and areas of expertise. The intent of this group of people was to provide feedback about how the current and proposed Comprehensive Plan impacts the ability to provide development services

within the City of Trinity. A detailed summary of the technical stakeholders committee is provided later in this document.

How do you feel about the way Trinity is developing? What would you change, and what would you keep the same?

- Desire to manage growth properly – there have been between 1,200-1,300 residential dwelling units approved to be built in the near future
- Lack of water/sewer infrastructure impacting growth as applicants expect water and sewer to be ready before they move to the site
- A member of the Randolph Economic Development Council stated that industrial companies are looking for "speed to market", how quickly they can get on and off the interstate, so the site searches are focused on the outskirts of the interstate.
- The Randolph EDC has to turn down site applications all the time because there are not enough sites available with sufficient infrastructure and an amenable landowner or developer.
- Focus on Residential Development, not Job Creation
- It was stated that developers are focusing on development around the industrial mega sites, despite the lack of sufficient infrastructure, and Trinity would be best served as a premier residential area to support the jobs that are being created nearby. High-quality commercial development right off the interstate would be ideal.

PUBLIC OPEN HOUSE

The Open House was hosted from 12pm – 8pm in which the local community could visit at any time and participate in engagement activities to learn more and share their opinions about the update of Trinity's Comprehensive Plan. The Open House was available to the public throughout the day to allow people with various schedules to have an equitable opportunity to participate in the in-person activities. The Open House venue was set up with seven (7) activity stations that featured a different aspect of the Comprehensive Plan update process.
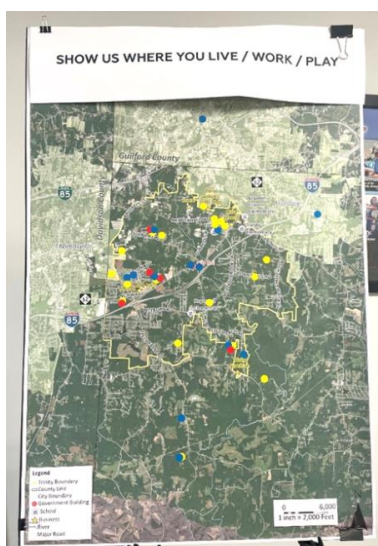
The Live-Work-Play Map demonstrated that the majority of attendees work within the center of Trinity off Highway 62, in the southernmost tip of Trinity near the Trinity Furniture store, and outside of the City. Most residents in attendance live in the northeast and northwest corners of Trinity, on the borders of neighboring municipalities, Archdale (in the Braxton Craven area of Trinity) and Thomasville (near Sheetz and BBQ Joes). Entertainment and recreation by attendees concentrated near the western border of Trinity nearby Thomasville, primarily in the area between Highway 62 and Turnpike Road.

Where do you want to see growth? What type of growth do you want to see there?
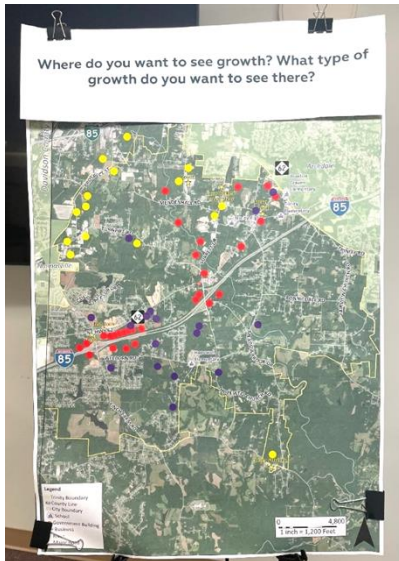
The development map results show that most attendees prefer industrial and commercial development to be concentrated along the Interstate 85 and Highway 62 corridors. In addition, some commercial development is desired at the center roadways between parts of Trinity along Mendenhall Road on the north side of Trinity. Residential development is preferred to be near the edges of the City limits bordering the City of Thomasville in the northwest, near Archdale in the northeast corner of Trinity, and a bit of development in the southernmost point of Trinity's borders near the Trinity Furniture store.

A preference board was also provided where the public could select preferred styles or amenities using buttons as markers. Below provides the number of votes for each category and topic.

TOWN CENTER

Strip Mall 8

Rural Downtown 13

Interstate Commercial 6

OPEN SPACE

Greenways/ Bike Paths 11

Planned Parks 13

Preserved Open Space 11

HOUSING

Apartments or Townhomes 5

Agricultural land/large housing plots 9

Subdivisions with Single Family Homes 11

AMENITIES

Commercial Center 18

Community Gathering Space 12

Pedestrian and Bike Connectivity 8

Category		Number of Votes
Town Center	Strip mall	8
	Rural downtown	13
	Interstate commercial	6
Open Space	Greenways/Bike paths	11
	Planned parks	18
	Preserved open Space	11
Housing	Apartments or townhomes	5
	Agricultural land/large housing plots	9
	Subdivisions with single-family homes	11
Amenities	Commercial Center	18
	Community Gathering Space	12
	Pedestrian and bike connectivity	8

There were also a number of free response questions and some of the responses are below:

What are opportunities and benefits for residents in Trinity?

- Small-town environment
- Consistently located near 3 major metropolitan areas
- Quiet neighborhoods
- Low crime rate
- It has low taxes, which, with the right infrastructure and commercial development, can make it an even better place to live
- Great opportunities with mega-site coming
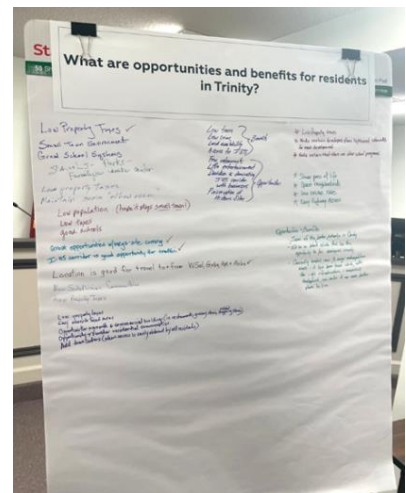
What are challenges for residents in Trinity?

- "Downtown" strip (Highway 62 through town) needs beautification and a plan for some shops, bar/grill, and a drug store.
- Historic sites and homes need to be preserved to protect Trinity's rich history.
- No youth facilities
- Needs infrastructure
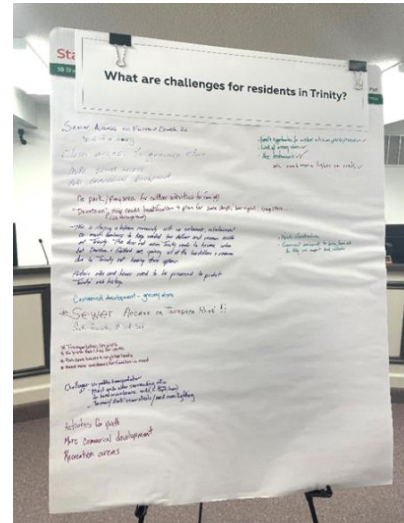
If money or time were not limitations, what would you change in Trinity?

- Trinity would have a park, specifically for children 1-14 years old, also with walking paths
- Convert Braxton Craven school into a mixed-use facility
- Find or raise money to help Trinity High School upgrade the football stadium → site of the first football game between colleges here in NC.
- Sidewalks, curbing, and street lighting needed
- To have a downtown and a park for families
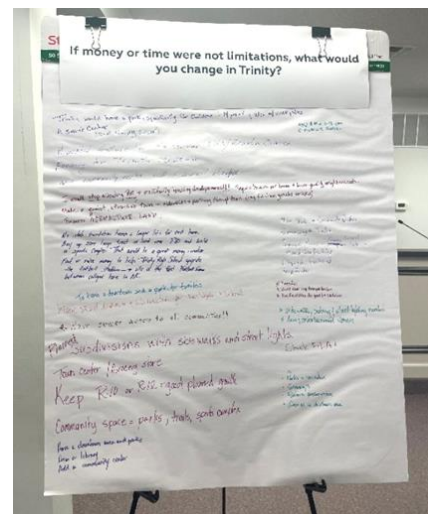
Lastly, an idea wall allowed for additional feedback for the public:
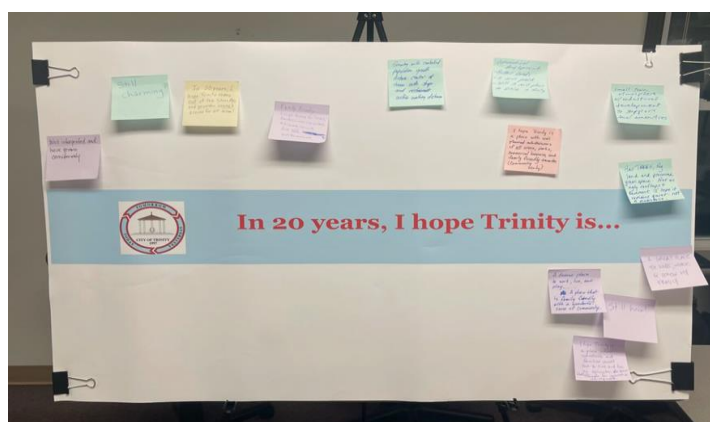
A detailed summary of the open house is provided later in this document.
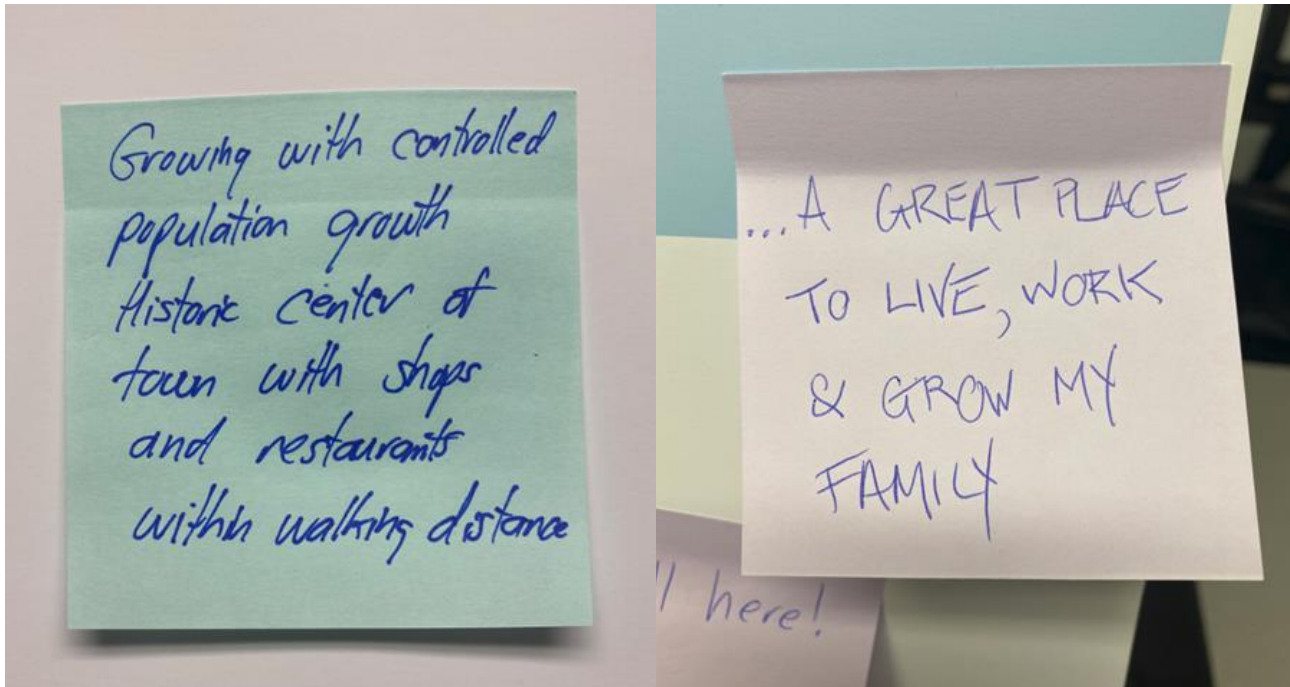
STUDENT OPEN HOUSE

From the onset of the project the City wanted to engage the future of Trinity – the youth. To facilitate this, the City set up an open house on March 22, 2023 at Trinity High School to gain feedback from a group of students.

The students were broken into discussion groups. The most common negative responses were not having parks, attractions, meeting places, activities, restaurants or retail. The most common positive responses were relating to having a scenic community and good access to the highway. A detailed summary of the open house is provided later in this document.

An interesting takeaway was a discussion about what the students do after school, which most responded that they work, but not always in Trinity. They would like more job opportunities locally, for businesses to stay open later so they could be scheduled for longer hours, and not to have to travel to neighboring cities to find after school jobs.

STEERING COMMITTEE SUMMARY

As part of Trinity's Comprehensive Plan Update, a group of citizens was nominated to be on a steering committee for the project. The purpose of the steering committee is to guide the project's visions from a high level and ensure that the updated Plan is an accurate reflection of the community. The first meeting of the steering committee took place on October 17th, 2022, at the City Hall Annex from 5:30 PM-7:30 PM. The event was organized to include an introduction from the City Manager, a presentation from S&ME (now Inspire Placemaking Collective), a structured discussion amongst committee members, and a group mapping exercise.

DISCUSSION SUMMARY

The meeting began with a brief welcome from Stevie Cox, Trinity's City Manager. Sarah Sinatra- Gould followed with an educational presentation to orient the steering committee on the goals of the comprehensive planning process and the responsibilities of a steering committee. Sarah then had the committee members go around the table, introduce themselves, and share anything that would be useful for the committee to know. The members spoke about their concerns about the City. Most agreed that they are concerned about the pace of development in Trinity. The discussion continued with questions developed by Inspire Placemaking staff to guide the conversation.

QUESTION 1: CAN WE HEAR ABOUT WHAT YOU DO LIKE ABOUT TRINITY? WHAT DON'T YOU LIKE? AND WHAT ARE THE CHALLENGES? WHAT KEEPS YOU IN TRINITY?

More Amenities

Residents expressed that they wanted a grocery store and other amenities in Trinity instead of having to drive to other cities like Archdale or Greensboro for food and supplies. Specifically, they want to see a concentration of development around the Sheetz, as that area is already amenable to commercial uses. Currently, the City does not have a grocery store, and residents have to drive to other cities to do their shopping. Residents have been told by store chains that they need more "rooftops" before a grocery store will want to locate in Trinity.

Pedestrian Amenities and Green Space

Residents expressed that there are not many sidewalks or pedestrian paths for those that live in Trinity, and there are no safe places for kids to play or for families to participate in recreational activities. They also agreed that it would be nice to see more connectivity between the subdivision developments to provide more space for kids to play in the street and more opportunities for neighbors to socialize and get to know one another. With the new housing approved, committee members acknowledged that more families are going to be moving to the City, and there will be more children looking for places to play. There will be an increased need for green space as time goes on. Most in attendance at the meeting agreed that walking paths and greenways to connect neighborhoods and green spaces would be a welcome addition to the community.

Small Town Atmosphere

Committee members agreed that they all loved living in Trinity and cared about its future. They like living in Trinity because they enjoy the small town living and the quiet atmosphere. They feel safe in the City and most have raised or are raising children in Trinity.

Development Out-Pacing Infrastructure

There is concern amongst the committee that the development in Trinity is going to out-pace the City's infrastructure. Specifically, there is concern about development around Highway 62 and burdening that roadway. There is especially concern about increased traffic. The committee knows that over 1,100 new homes are approved to be developed in Trinity, and there are additional developers wanting to build even more.

Dissatisfaction with Approved Applications

The committee voiced their concern that too many new housing developments have been approved and felt potential impacts of the developments have not been properly planned. Committee members expressed that they need to make sure their concerns are represented by officials.

Lack of a Main Street

Committee members mentioned that some surrounding cities do not have a main street, just like Trinity, and they would like to see Trinity develop a main street. The site that they were interested in is where the old high school building is located, and they wanted to see amenities like local stores, a farmers' market, a park, an amphitheater, and other community-serving stores. They agreed that adding a main street commercial center could provide amenities that the City is currently lacking and that the center could help keep money in the City.

QUESTION 2: HOW DO YOU FEEL ABOUT THE DENSITY OF HOUSING CURRENTLY?

Some members of the committee expressed concern about the increased density of housing developments in Trinity, as well as their appearance. The consultant team reminded committee members that the law prohibits regulating the appearance of housing, but it is possible to legislate buffers, setbacks, and other aesthetic elements through the zoning code.

A few other members of the committee shared that while they may not be interested in living in housing developments with units closer together, they know other buyers are interested in those neighborhoods. Committee members expressed that there are positives and negatives to higher and lower-density housing, and new residents should have the option to have a smaller yard and be closer to their neighbors if they prefer.

GROUP WORK AND PRESENTATIONS

After the conclusion of the group discussion, committee members were split up into four groups to look at a map of Trinity and discuss where they would implement changes. Photos of the maps used in group work can be found at the end of the document.

They were asked to respond to the following prompts:

Transportation:
- Think about Trinity's existing transportation network. Are there any areas in need of improvements (road widening, pavement improvements, added bike lanes, etc.)? Mark those roadway segments on the map and add comments as needed.

Land Use:
- Where do you want to see commercial, residential, and industrial development in Trinity? Mark those areas on the map. Make sure to distinguish between the types of development.

Housing:
- If Trinity was looking to increase the supply of housing, where would be the best place to develop more dense residences like townhomes or duplexes? Mark those places on the map.

Future Development:
- What aspects of Trinity do you like the most, especially the manner in which the City has evolved with regard to development? Any other areas of special interest? Mark those areas on the map and add comments as necessary.
- How do you feel about the current development pattern? Are there nodes of activity that should be emphasized in the future? Indicate those areas on the map.

Group 1:
Transportation:
The group would like to see Highway 62 getting an additional lane, maybe two.
Future Development:

The group would like to see more commercial around Sheetz and BBQ Joes. Maybe toward Oakville Church Road area. Ideally, the area near Sheetz where there are a projected 500 homes.

Housing:

The group wants to see more housing but wonders if the City could spread out more homes and developments. They understand rooftops are required to attract commercial. They think there is plenty of room in the schools for additional households.

Sense of Community:

The group expressed they have a great community. They think it would be nice to have some brick homes and a greenway. They also want to see a main street from Oak Hill Road all the way up to the railroad.

Group 2:

Transportation:

The group wants to see a park and sidewalks down 62 near Braxton-Craven. They also want to see a widening of Surrett Road.

Future Development:

The group wants to see new commercial property behind Colonial Meats, and down Unity Road. They believe this would be a good place to see mixed uses. They would also like to see the City do something with the property currently occupied by the old high school.

Group 3:

Transportation:

The group feels that Welborn Road and Hopewell Elementary Road get jammed up because of school traffic. They believe there needs to be a center lane, and 50 miles an hour is too fast, the City speed limit has to be brought down.

Future Development:

The group says that everyone is talking about putting a store on Highway 62 but is concerned about affecting the existing businesses. They also indicated there is vacant farmland further down 62 where a park and bike trails could be located, allowing access to Sheetz and back. They want to be fair to everyone.

Housing:

The group does not want to see any more housing around Highway 62, and they want to avoid any more congestion on that road. They do really want to see more housing generally, to encourage more amenities, and bring people into the City with attractions and places to spend their money.

Group 4:

Future Development:

The group would like to see the development of a Main Street near City Hall, and although they are in favor of development, they also want to see the conservation of as much farmland as possible.

Photos of Group Maps:

The map used for the group activity came from the updated 2021 Land Use Development Map. The consultant team marked the maps to show the location of important landmarks in the city such as schools and municipal buildings. The maps were used to help community members orient themselves and to show them how the land in Trinity is currently designated for future development. The maps show areas where participating community members from the 4 groups would like to see changes.
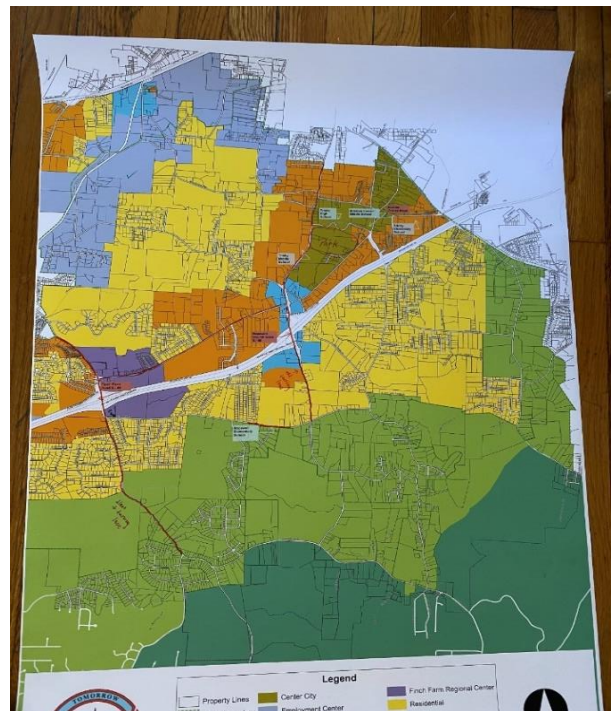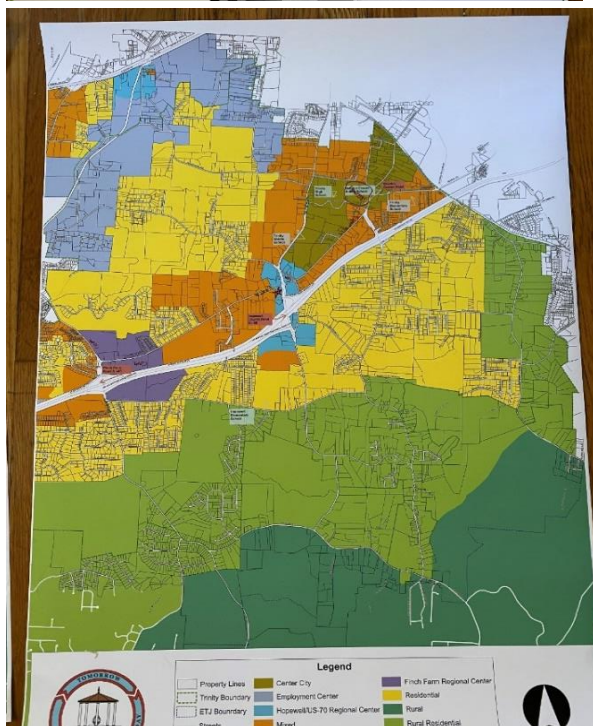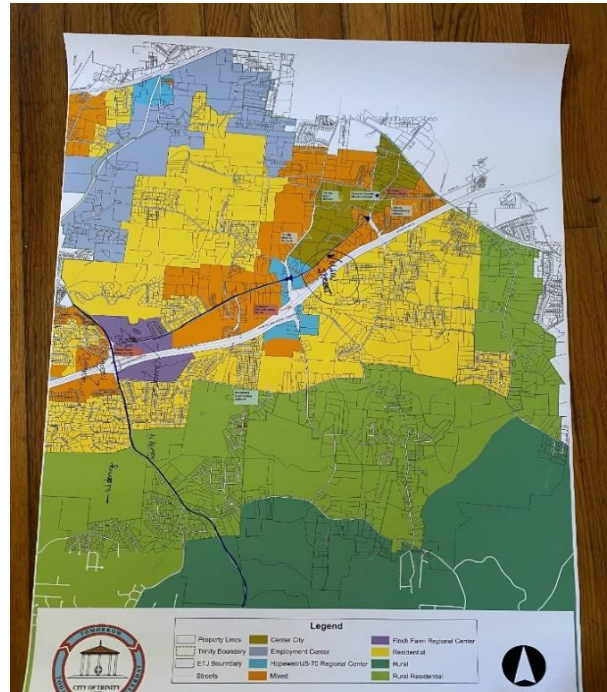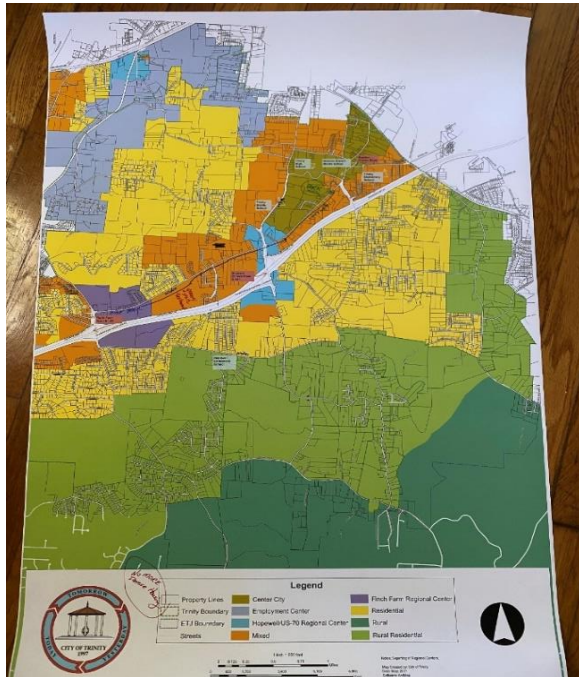
STAKEHOLDER MEETING SUMMARY

Meeting Information

Date: Friday, December 2nd, 12 PM – 1:45 PM

Location: Colonial Country Club, 7047 Colonial Club Drive, Thomasville, NC 27360

Introduction

As part of Trinity's Comprehensive Plan update, members of the economic development, local government, real estate/construction, development, utilities, environmental, and transportation community were invited to form a technical stakeholders committee for the project.

The purpose of the technical stakeholders committee is to guide the project's vision from the lens of professionals who are familiar with the trajectory of Trinity's development, Trinity's existing Comprehensive Plan, and conditions important to preparing for and managing growth in Trinity. Prior to this Technical Stakeholders Committee meeting, the project team hosted the first meeting for the Steering Committee, which is a group of involved citizens guiding the project from a community input standpoint. There will be three additional Steering Committee meetings to maintain the focus of the project as a resident-driven initiative.

The event was organized to include an introduction from the City Manager and the Mayor, a presentation from S&ME (now Inspire Placemaking Collective), and a structured discussion among committee members.

Workshop Attendees

- Rich McNabb, City of Trinity, Mayor
- Stevie Cox, City of Trinity, City Manager
- Jill Wood, City of Trinity
- Jay Dale, City of Trinity
- Crystal Powell, City of Trinity
- Rodney Johnson, City of Trinity
- Sarah Sinatra Gould, Inspire Placemaking Collective, Project Manager
- Jalisa Harris, Inspire Placemaking Collective
- Crystal Getty, Randolph County Economic Development Council
- Darrell Frye, Randolph County Board of Commissioners
- Robert Walters, Davidson Water, Inc.
- Brad Yoder, DR Horton

- Marty Jones, DR Horton
- Mary Joan Pugh, Randolph County Trails
- Scott Wallace, Keystone Homes
- Brian Biggs, Real Estate Broker / NC House of Representatives
- Jeron (RJ) Monroe, North Carolina Department of Transportation (NCDOT)
- Rich Glover, Glover Engineering (Engineering Land Consultant to the City of Trinity)

Discussion Summary

The meeting began with introductions by the City Manager, Stevie Cox, who described the purpose of the Comprehensive Land Use Plan and the process undergone to select the consulting firm to lead the project's efforts. City Manager Cox then introduced S&ME (now Inspire Placemaking Collective), at which point Sarah Sinatra Gould introduced the project team and invited attendees to introduce themselves. The stakeholder attendees introduced themselves by stating their names, their relationship to the City, and their experiences with previous planning efforts.

Once introductions concluded, Ms. Sinatra Gould took the attendees through a brief presentation introducing the project, the role of stakeholders, the comprehensive planning

process, public engagement efforts, and an outline of topics to consider during the following group discussion. The committee spoke about a number of topics and provided input on the direction of Trinity from their perspective. The discussion ended with closing remarks from the City Manager.

Comprehensive Planning Process

Sarah Sinatra Gould stated that the Comprehensive Plan is a big-picture process and that it is not focused on zoning and other land development regulations – those being the aspect of planning that most people are familiar with. With regard to the public engagement process, Ms.

Sinatra Gould explained that the goal is to have an informed community that feels included in the planning process and can provide useful feedback. She explained that the purpose of the stakeholders meeting was to get input from people with technical expertise in professions that use or are directly affected by the Comprehensive Plan. The group discussion about the Comprehensive Plan by these professionals is summarized in the following section.
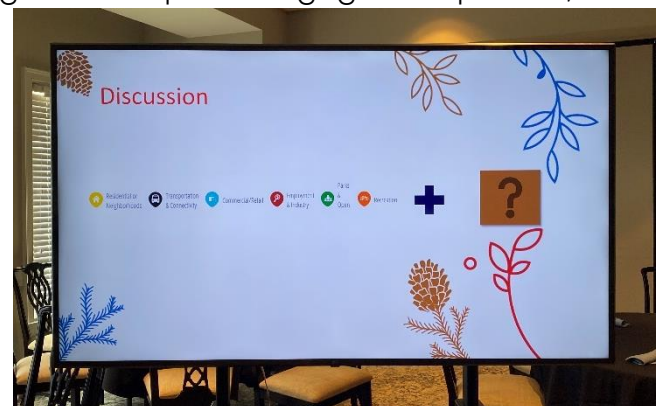
How do you feel about the way Trinity is developing? What would you change, and what would you keep the same?

Growth Expectations

In response to this question, stakeholders first inquired about the level of growth, especially job growth, that the City of Trinity expects. The City communicated that growth estimates vary between different stakeholders in local government agencies. It was explained that factors in job growth expectations, such as approved building permits, household size changes, and other factors impact the difference in numbers.

The City Manager, Stevie Cox, shared that they have about 1,200 or 1,300 dwelling units that will be built in the near future. Mr. Cox said the City had previously used an estimate of 3.5 people per household for its calculations but has more recently considered using the revised multiplier of 2.5 people per household. Using the household size multipliers, the houses planned to be built would take the population from approximately 7,500 to around 12,000 people. Ultimately, the City is going through this Comprehensive Plan process because the City wants growth that is managed appropriately. The group was reminded that Trinity has sufficient land to accommodate the growth that has already been approved.

Lack of Water/Sewer Infrastructure Impacting Growth

The conversation was directed to the provision of infrastructure, and this topic was returned to several times throughout the session. It was noted that the location of growth is one of the key considerations in Trinity's planning. Due to existing sewer connections, Finch Farms and Highway 62 are currently considered the primary areas of growth. With the extension of water and sewer connections in the future, growth would expand to those locations.

Stakeholders discussed that industrial development has greater demands for infrastructure and services than residential development. Crystal Getty, a member of the Randolph County Economic Development Council (RCEDC), provided insight regarding the targeting of sites for industrial development. Ms. Getty specified that industrial companies are looking for "speed to market", how quickly they can get on and off the interstate, so the site searches are focused on the outskirts of the interstate.

Ms. Getty said that the RCEDC has to turn down site applications all the time because there are not enough sites available with sufficient infrastructure and an amenable landowner or developer. Ms. Getty emphasized that applicants expect water and sewer to be ready before they move to the site. Stakeholders agreed, commenting that water and sewer infrastructure is the biggest challenge for Randolph County. Another stakeholder pointed out that manufacturing plants are the largest taxpayers. Sinatra Gould asked the group if there was an appetite for industrial development and if the City of Trinity had the infrastructure for such development. Ms. Getty responded that Trinity does not have any available sites or infrastructure but has great interstate access.

The Mayor commented that there is an existing industrial park without much activity but has existing water and sewer that could potentially have its water lines doubled through a partnership with the County. Ms. Getty added that for a site to be "ready," there needs to be significant, upfront investment in infrastructure and ownership of the site's land so that sites are ready to be marketed. However, Ms. Getty notes that the financial returns may take 10, 15, or 20 years to be realized. This comment was followed by a brief, unstructured discussion among stakeholders about various potential funding sources, water/sewer capacities in the areas within the County, and various potential pipe connection routes for adding additional capacity.

Impacts of Growth Nearby Trinity

Jill Wood, one of the City's planners stated that nearby developments are expanding in the region, specifically mentioning the approved developments in Guilford County (UPS) and northern Randolph County (Toyota manufacturing plant).

Commissioner Frye brought up the Mohawk development, inquiring about sufficient supply infrastructure, water supply, building sizes, and residential development. Mr. Frye said that if Trinity provides the necessary supply, the development will certainly come.

The Mayor followed by discussing the Vietnam-based automaker, VinFast, building its auto plant in Chatman County, noting that they're 45 minutes from Trinity, and that Wolfspeed, a Durham-based silicon chip manufacturer, is building a chip plant in the same area as VinFast. Agreeing with Commissioner Frye about Trinity making investments that attract development, the Mayor specified that "if you give them a good ride, they will come."

Ms. Wood mentioned that the creation of appropriate access to sites needs to be managed. To which Commissioner Frye agreed, noting that Trinity is in an ideal location and that the area's workforce is willing to drive a distance to work. Commissioner Frye reminded the group that the incoming Toyota development will consider a workforce that is within 45 (minutes or miles) from the plant when the company evaluates workforce potential. The Mayor added that Wolfspeed would have an even greater need for a workforce than the auto and battery companies.

Is Trinity currently well-positioned to attract and accommodate new development? What about redevelopment? If not, what would need to change?

Focus on Residential Development, not Job Creation

Following the conversation, Sinatra Gould confirmed with the attendees that the focus is on residential development and that the City's goal is to provide housing to support the job growth areas surrounding Trinity. Sinatra Gould inquired if the group knew about any other industries coming to the area.

Beyond providing housing for the incoming jobs, Trinity's biggest need is providing services that are not currently available to residents, such as grocery stores. Stakeholders commented that due to the lack of services, tax money is leaving the area and going to nearby areas. Examples given were Jamestown selling alcohol, people doing their shopping in cities around Trinity, and Trinity does not have any businesses besides BBQ Jones, Dollar General, and the Sheetz gas station. Representative Briggs added that while industrial development is not needed in Trinity, commercial development certainly is. Representative Briggs notes that developers are focusing on development around the industrial mega sites, despite the lack of sufficient infrastructure, and Trinity would be best served as a premier residential area to support the jobs that are being created nearby Briggs added that high-quality commercial development right off the interstate would be ideal.

Stakeholders suggested ideas, such as establishing a certain design within a planned development that will ensure incoming businesses operate within high-quality buildings with an appealing aesthetic that complements Trinity's community character. Stakeholders emphatically agreed that Trinity is a great place to live and that focusing on the City's strength as a residential community should be a greater factor in planning decisions.

Growth Factors: Interstate 85 and Low Tax Rate

Trinity City Staff shared that they expect the City to expand, especially on the southeast side of I-85. They also shared that developing in Trinity is desirable because of the City's low tax rate. In the discussion, it was communicated that the southeast side of I-85 has more available infrastructure (than the north of I-85) near the highway, making that side more amendable to development.

In response, the staff shared that they have an additional growth management priority of balancing new development in Trinity with the older, existing development containing long-term and life-long residents. However, it was identified that there is a great need for a shopping center and convenient services nearby, especially considering the influx of new housing developments.

It was asked if the Comprehensive Plan process would establish commercial corridors and residential corridors. Ms. Sinatra Gould responded that doing so is one of the goals of the Plan and that corridor planning would be associated with the development of the new Future Land Use Map (FLUM) during the Comprehensive Plan's update.

Redevelopment Sites

Mayor McNabb mentioned the industrial park as a potential redevelopment site. Stakeholders discussed whether there was sufficient space at the park for redevelopment. Also, Representative Biggs mentioned an area near a fire station that is underdeveloped but may be good for industrial development.

Do you think the City should develop a city center or traditional "downtown"? If so, what kind of development would you like to see there? What would your idea of Trinity's downtown look like?

Ms. Sinatra Gould asked if there should be a town center and what it should look like so that it fosters community. DR Horton's Brad Yoder responded that they'd love to have housing integrated into a town center. Ms. Sinatra Gould confirmed with Mr. Yoder that this integration would be a mixed-use development style.

Is Trinity business-friendly? If not, what could it do better?

In lieu of discussion, the stakeholders provided the following quoted responses:

- *"Yes, but it needs to be packaged well"*
- *"Location is important"*

Should there be parks and greenways to support residential development?

In lieu of discussion, the stakeholders provided the following quoted responses:

- *"No parks. We don't want to compete with Creekside, which is Trinity's sister city"*
- *"Mini Parks"*
- *"Greenways"*

How do you feel about residential densities in Trinity? Just right, need greater density, less density?

Higher Residential Density to Encourage the Provision of Services

Scott Wallace, from Keystone Homes, said that there's certainly some land they (Keystone Homes) would love to have a higher density on. It was emphasized by Mr. Wallace that there is not enough density and consumers to support the level of quality of a neighborhood center that can be provided. Particularly, they are interested in providing residences in the immediate area of the commercial. However, more rooftops (more homes) need to be constructed before neighborhood services come.

Commissioner Frye added that in other regions, people are amenable to selling their land, which would allow for more housing development. However, it is felt that many people in Randolph

County are not amenable to selling. Jill Wood reminded the group that the problem is stormwater and other site development considerations. Ms. Wood added that many people are in the watershed area, and that developers see open space requirements and stormwater programs being made necessary for the development of communities.

Mr. Wallace commented that Finch Farm Road is a potential location for high-class homes, both for sale and for rent, especially since there are people working in the area as far as working in the City of Charlotte. Mr. Wallace suggests that there will eventually be development of job centers in Trinity as growth continues. Commissioner Frye added that thousands of people leave Randolph County and go to Guilford to work each day and that they might prefer to work more locally.

Mary Joan Pugh emphasized that Trinity needs to find its niche, and that the niche may be residential and commercial development. Ms. Pugh said that people can continue to go out for work and come home to a wonderful little community. She emphasized that it seems that commercial and retail is really what's lacking, not so much industrial. It was discussed that sewer needs to be increased to meet the development needs of neighborhoods and that Trinity needs to have mixed use.

Additionally, Trinity needs to have enough room for impervious surfaces to address watershed, and cluster development should be considered. It was added that Trinity needs parks, recreation, and green space. Focusing on residential development is a great opportunity for Trinity since the level of fire protection capacity needed for industrial is not necessary for neighborhood development. Trinity should be focused on being a good home.

Ms. Wood commented that developers have been good about creating spaces where trails or sidewalks could possibly be added in the future. Ms. Pugh added that the Comprehensive Plan is a guide so that developers and everyone else are on the same page as to where things are going to be. Ms. Pugh stated that adding a town center would allow people to reside in Trinity without having to go to other places for amenities. Stakeholders agreed that Trinity residents go outside Trinity for everything except living. They added that many people drive on the interstate and stop in Archdale for conveniences. Mayor McNabb added that the people coming into these new houses are not locals and want services nearby and that getting buy-in from long-time locals has been difficult.

Population Projection Methods

It was asked if the Comprehensive Plan would contain population projections. Ms. Sinatra Gould explained the method of extrapolating Census Data. A discussion followed about projection methods and challenges between different types of software choices. Ms. Sinatra Gould added that building permit data is also used to help support population projections and that the projections for this Comprehensive Land Use Plan will be made for the next 20-year period of growth change. Representatives from DR Horton were asked about their estimate of completing the buildings permits were currently issued for, and the response was 18-20 months.

Retain Local Character

Representative Biggs said that planning and development activities need to consider and remember the reason why people want to move to Trinity. Representative Biggs emphasized that Trinity should not be changed too much and it needs to retain its character. He gave examples of other communities from which people are leaving and said that people come to Trinity for its continued sense of safety and small-town feel. However, Representative Biggs agrees that commercial development is necessary and asserted that incoming commercial development should be high-quality.

Also, he noted that while multi-family housing may be necessary, there is still a stigma against multi-family housing. The Mayor emphasized that he hears people say they want to keep their "ruralism."

What should be developed or invested in the next five (5) years?

In lieu of discussion, the stakeholders provided the following quoted responses:

- "Somewhere to shop."
- "Sewer to all the interchanges"
- "Finch Farm is just blowing up, and we get all kinds of complaints about the traffic"
- "Commercial is all concentrated in the same area because other places don't have sewer"
- "If we have sewer, Hopewell would be great"

OPEN HOUSE SUMMARY

Meeting Setting

Thursday, January 27, 10 AM – 8 PM
Trinity City Hall Annex Building, 6703 NC Highway 62, Trinity, NC 2737

Overview

Open House event was hosted as an all-day event in which the local community could visit at any time and participate in engagement activities to learn more and share their opinions about the update of Trinity's Comprehensive Plan. The Open House was available to the public all day to allow people with various schedules to have an equitable opportunity to participate in the in-person activities. The Open House venue was set up with seven (7) activity stations that featured a different aspect of the Comprehensive Plan update process.
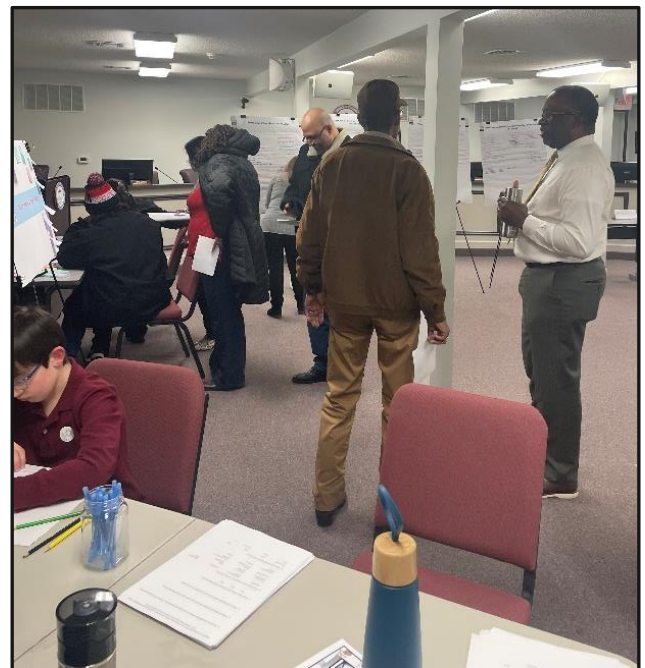
Public Engagement Activities

Station 1: Welcome Table

The table at the entryway had a sign-in sheet and someone to greet people and explain the organization of the room, as well as postcards advertising the project's website. The table also had a crossword puzzle and drawing sheets for any children who attended.

Station 2: Tell us where you live, work, and play!

Live 🟡
Work 🔵
Play 🔴

Station 2 had a map of the City and surrounding areas on an easel, and attendees were asked to use colored stickers to indicate where they live, where they work, and where they do recreational activities. The intention behind this activity was to assess how many attendees live in Trinity, how many people work in Trinity or commute outside of the City, and where people conduct their recreational activities.

Station 3: Development Map

Station 3 contained a map of Trinity with instructions for Open House attendees to indicate where (on the map) they would like to see commercial, residential, or industrial development. People were given stickers with different colors – each color was matched to a different type of development category. Commercial development stickers were red, Industrial development stickers were yellow, and Residential development stickers were purple.

Commercial 🔴

Industrial 🟡

Residential 🟣

Station 4: Amenity Preference Boards

The fifth station was an amenity preference board activity. Participants were asked to consider options in four (4) categories and vote for their preferences in each. In the first category, Town Center, participants were asked to vote on if they would prefer a strip mall, rural downtown, or a commercial area near the interstate. The second category was Open Space, in which participants were asked to choose between greenway/bike paths, planned parks, or preserved open space. The third category was Housing, and the options were apartments/townhomes, agricultural land/large housing plots, or subdivisions with single-family homes. The fourth category was Amenities, and the options were a commercial center, a community gathering space, or pedestrian and bike connectivity. Participants voted for their favorite option in each category by placing a button in the jar next to their preference. The buttons were tallied up at the end of the open house to determine which option under each category had the most votes.

Station 5: Free Response Questions

*Station 5* had four (4) large poster-size notepads with a series of questions that Open House attendees could choose to answer. The questions are designed to gather some of the desires and concerns of Trinity's residents in a manner that allows them to share their ideas in a free-response format. The questions are as follows:

- If money or time were not limitations, what would you change in Trinity?

- What are opportunities and benefits for Trinity residents?
- What are challenges for residents in Trinity?
- Other ideas:

Station 6: Idea Wall

Station 7 had a blank poster for participants to add their answers to the prompt, "In 20 years, I hope Trinity is…". Square adhesive note sheets were available for participants to write their answers on. Then, participants could stick the note sheet directly onto the poster to create a collage of responses.
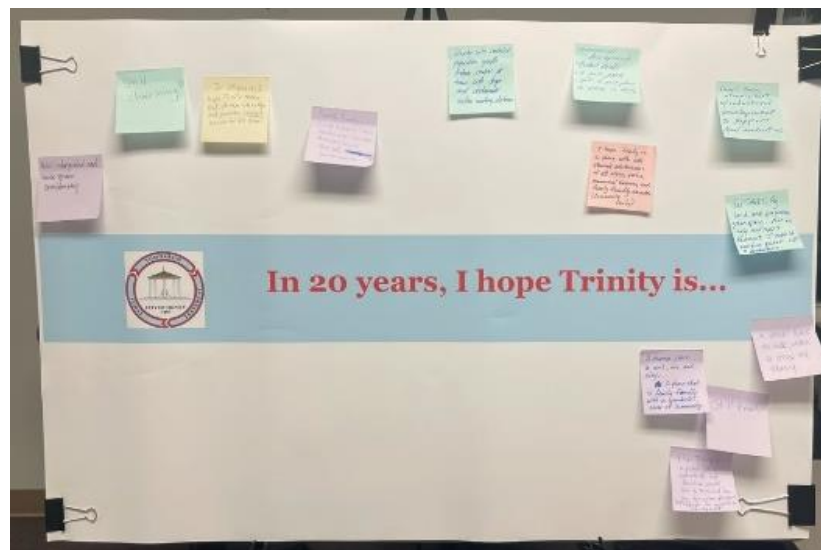
Station 7: Exit Survey

Before leaving, participants were asked to fill out an exit survey which asked how the activities went and for any further comments or suggestions. There were also three demographic questions at the end of the survey to understand whether the open house effectively engaged with a cross-section of the community.

Other Engagement Opportunities

Community members unable to attend the Open House are able to share their input on the project website, which is active until April 2023. The community can access the site at their convenience and leave comments on an interactive map or respond to a survey that asks more specific questions about future development in Trinity.

Summary of Public Feedback

LIVE, WORK, PLAY MAP

The Live-Work-Play Map, as seen above, shows where attendees live (yellow stickers), work (blue stickers), and play (red stickers). As seen from the map, the majority of attendees work within the center of Trinity off Highway 62, in the southernmost tip of Trinity near the Trinity Furniture store, and outside of the City. Most residents in attendance live in the northeast and northwest corners of Trinity, on the borders of neighboring municipalities, Archdale (in the Braxton Craven area of Trinity) and Thomasville (near Sheetz and BBQ Joes). Entertainment and recreation by attendees concentrated near the western border of Trinity nearby Thomasville, primarily in the area between Highway 62 and Turnpike Road.
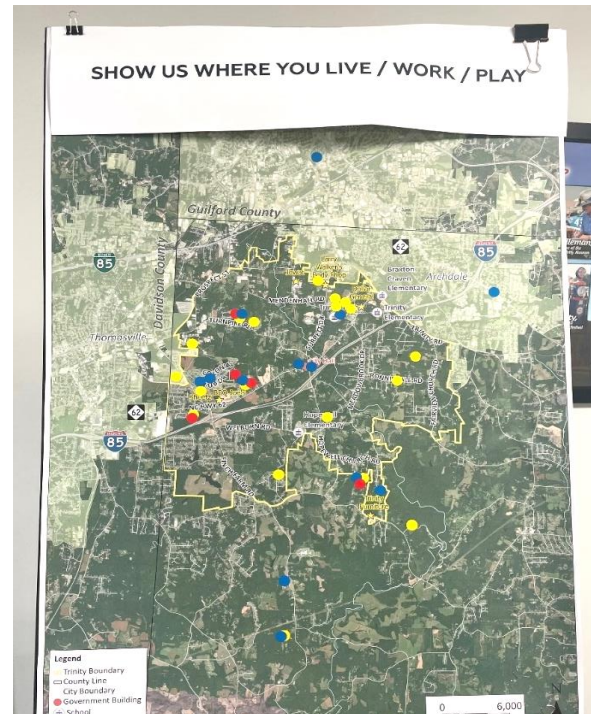
DEVELOPMENT MAP

The results of the Development Map show that most attendees prefer industrial and commercial development to be concentrated along the Interstate 85 and Highway 62 corridors. In addition, some commercial development is desired at the center roadways between parts of Trinity along Mendenhall Road on the north side of Trinity. Residential development is preferred to be near the edges of the City limits bordering the City of Thomasville in the northwest, near Archdale in the northeast corner of Trinity, and a bit of development in the southernmost point of Trinity's borders near the Trinity Furniture store.
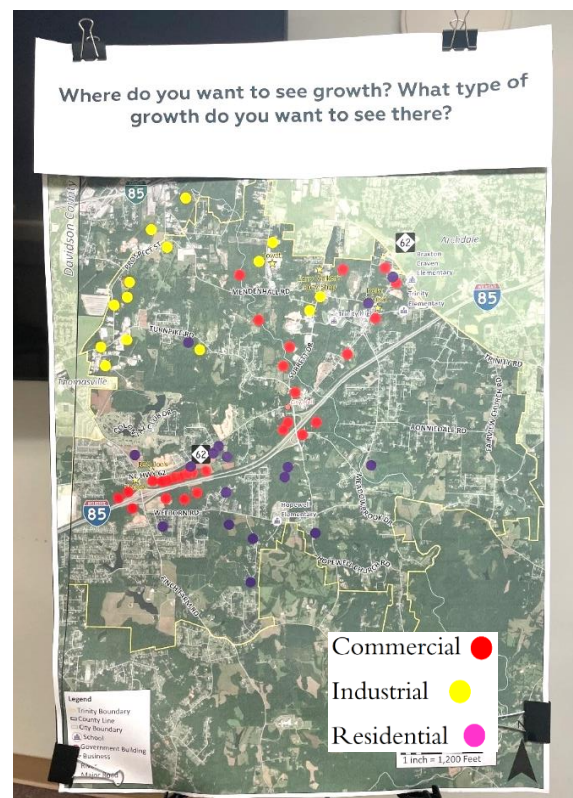
AMENITY PREFERENCES
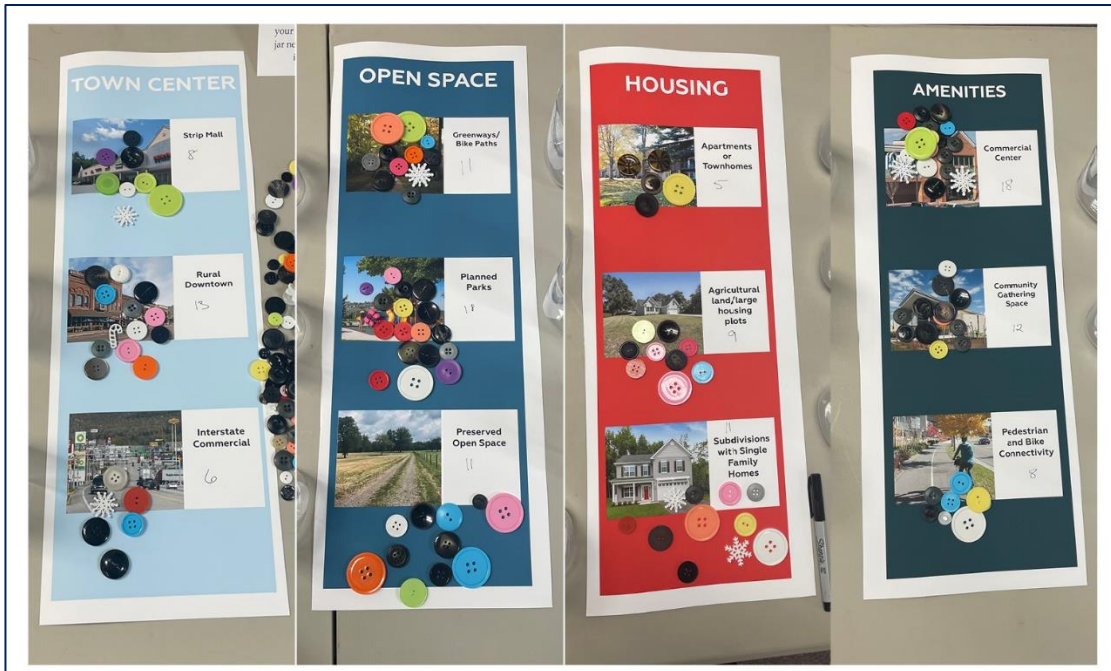
Category	Number of Votes	Category	Number of Votes
Town Center		**Housing**	
Strip mall	8	Apartments or townhomes	5
Rural downtown	13	Agricultural land/large housing plots	9
Interstate commercial	6	Subdivisions with single-family homes	11
Open Space		**Amenities**	
Greenways/Bike paths	11	Commercial center	18
Planned parks	18	Community gathering space	12
Preserved open space	11	Pedestrian and bike connectivity	8

FREE-RESPONSE QUESTIONS

Free response – what are opportunities and benefits for residents in Trinity?

- Low property taxes/low taxes*********
- Small-town environment
- Great schools/school systems** *
- Parks
- Family events center
- Maintain some "elbow room"
- Low population (hope it stays a small town!)
- Great opportunities with mega-site coming
- I-85 corridor is good opportunity for traffic**
- I-85 corridor with businesses
- Preservation of historic sites
- Local is good for travel to and from Winston-Salem, Greensboro, High Point, and Asheboro / Triad areas**
- New residential / subdivision communities*
- Opportunities / Growth commercial buildings (i.e., restaurants, grocery stores, retail shopping stores, etc)
- Add town centers (where access is easily obtained by all residents)
- Few restaurants
- Little entertainment

- Davidson is dominating
- Land availability
- Make certain developers place lights and sidewalks for new development
- Make certain there are after-school programs
- Slower pace of life
- Quiet neighborhoods
- Some of the better schools in the County
- Consistently located near 3 major metropolitan areas
- It has low taxes, which, with the right infrastructure and commercial development, can make it an even better place to live
- Close to metro areas
- Reasonable land value
- Nice place to live
- Friendly
- Easy access to interstate / I-85**
- Blank slate for guiding development / wise development*
- Low crime rate**
- Services, like the police force
- Opportunities for citizens to be involved
- Rural setting with wildlife
- Agriculture – working farms
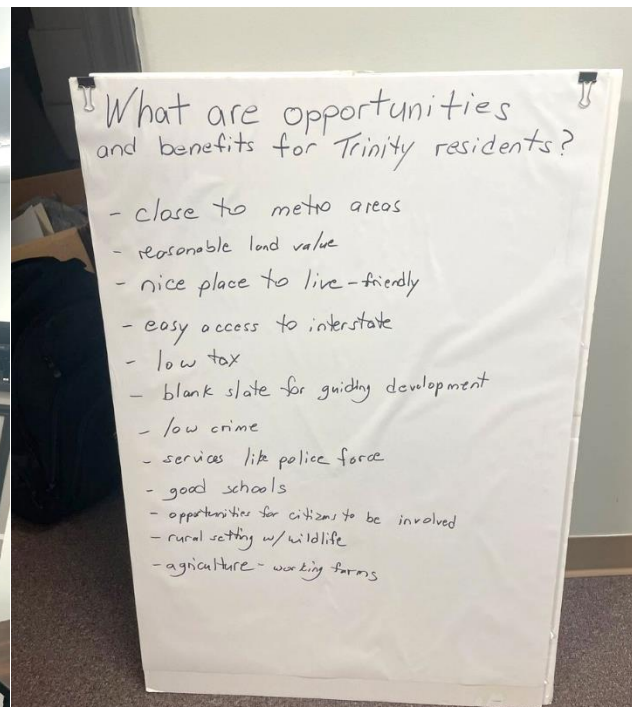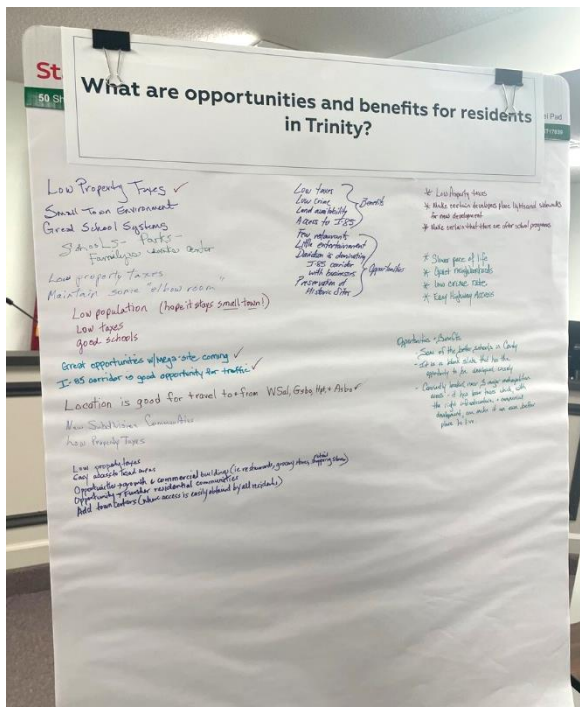
Free response – what are challenges for residents in Trinity?

- Sewer
    - Access on Fairview Church Road
    - Sewer department
    - More access
    - Access on Turnpike Road
- Need a library
- Needs infrastructure
- Closer access to grocery store***
- Nice restaurants**
- More commercial development**
- Commercial development to bring taxes into the City and support local residents
- "Downtown" strip (Highway 62 through town) needs beautification and a plan for some shops, bar/grill, and a drug store
- This is staying a bedroom community with no restaurants, entertainment, or much business to keep needed tax dollars and revenue inside of Trinity. This does not mean Trinity needs to become urban, but Davidson and Guilford are gaining all of the tax dollars and revenue due to Trinity not having these options.
- Historic sites and homes need to be preserved to protect Trinity's rich history.

- Too many dark main streets / need more lighting**
- No grocery or restaurants
- Maintaining rural setting during growth
- Anti-growth mindset
- Transportation services / Public transportation*
- Must go to surrounding cities for home maintenance needs (ie, Home Depot, Lowe's)
- No youth facilities
- Activities for youth
- Family opportunities for outdoor activities, parks, recreation
- No activity area [and] park**
- Water and watershed protection
- Safe opportunities to walk [and] bike
- Run-down houses and neighborhoods
- Need more assistance for families in need
- Safer streets (dark [and] poorly marked)
- Traffic
- School traffic – Wellborn, Hopewell Elementary, etc.
- Lack of camaraderie on [City] Council
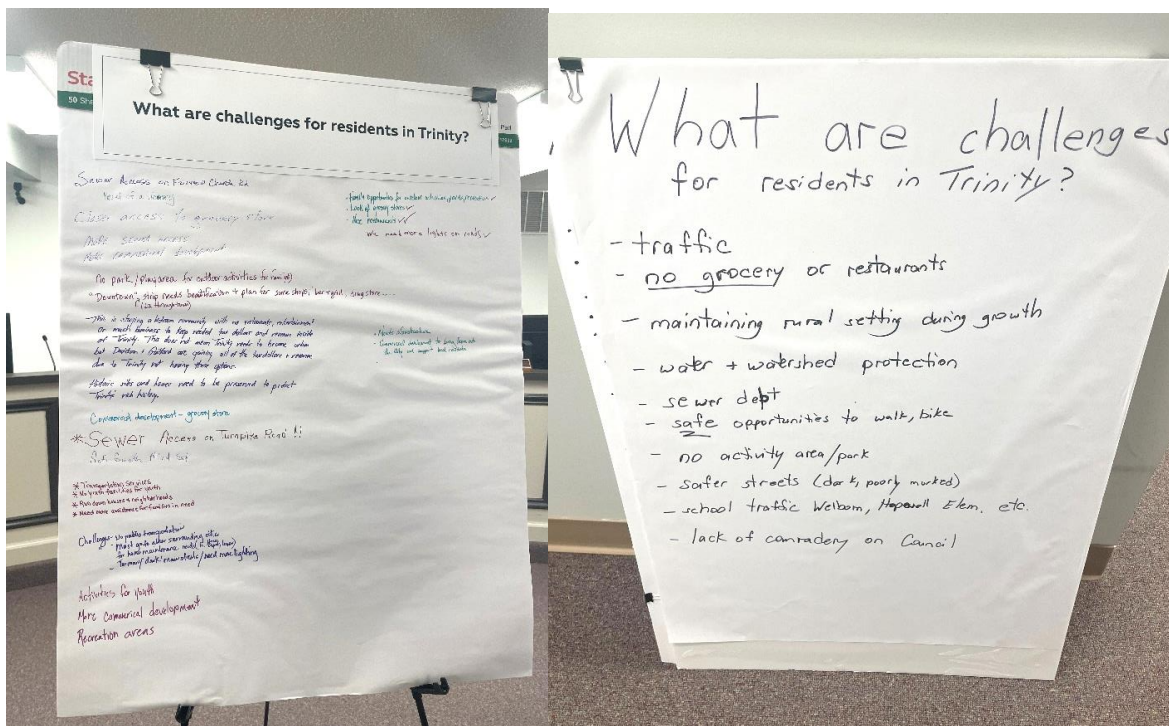
Free response – if money or time were not limitations, what would you change in Trinity?

- Trinity would have a park, specifically for children 1-14 years old, also with walking paths
- A senior center
- A useful future for former THS/Braxton Craven
- Braxton-Craven school for community
- Convert Braxton Craven school into a mixed-use facility
- Find or raise money to help Trinity High School upgrade the football stadium → site of the first football game between colleges here in NC.
- Funding for Trinity museum
- Historic preservation
- New community center with a council and a chamber
- Community space = parks, trails, sports complex
- To have a downtown and a park for families*
- Develop a downtown area
- Have a library
- Add a community center
- Athletic park – active uses with trails, dog park, gathering, pool, trail, events
- Citywide festival
- Parks and recreation
- Amphitheater, theater, arts & entertaining venues
- Would have city transportation
- Fun facilities for youth & children
- New park & community center

- Greenway & trails*
- Town center/grocery store
- I would stop allowing R-10 and multifamily housing developments! Require ½ acre per house and better-quality neighborhoods.
- Keep R-10 or R-12 = good planned growth
- Make a quaint, attractive town – sidewalks and parking through town (Hwy 62, from gazebo to RRx)
- Sidewalks, curbing, and street lighting needed
- Preserve agriculture land!
- No slab foundation houses; larger lots for each house
- Buy up some large tracts or land near I-85 and build a sports complex. That would be a great money-maker.
- Have street lights on Wellborn Road for fire departments and school
- Have sewer access to all communities!
- Planned subdivisions withs sidewalks and street lights.
- Mess coming through RR <-> Braxton – clean up
- Finch Farm @ Wellborn (BP) – bad traffic
- Trinity Road traffic
- Dilapidated homes
- Turnpike Road – clean up
- Menderhall Extension
- Commercial development at Keystone
- Wegman's!
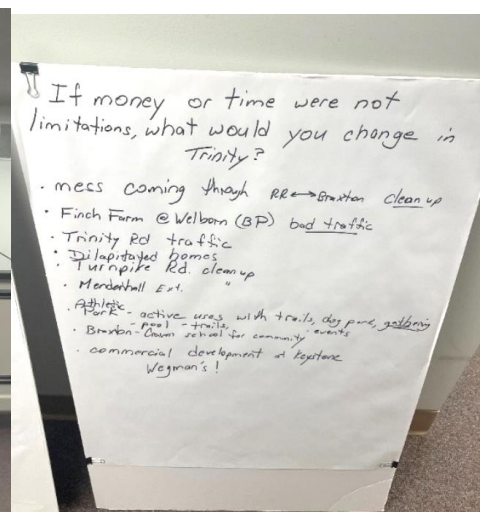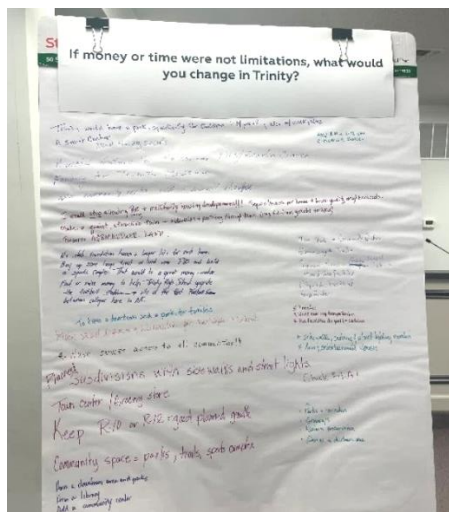
Free response – other ideas:

- A better-kept museum
- Speed mounds in residential areas
- Expand industrial park off Turnkpike Road
- New park*
- Commercial development*
- A more professionally-behaved City Council and Mayor*
- More community activity (holiday décor on [highway] 62 through town, for example)
- Encourage keeping Trinity a "small, rural town" (stop overdeveloping our space! Too much happening too fast!)
- Cracker Barrel? Archdale & Asheboro both turned them down, so Trinity could capitalize on this
- I-85 should have more commercial
- "Downtown" around Braxton Craven school could turn into an older, more traditional area
- Trinity was
- Do an annual event to commemorate the City's connection to Duke University
- Establish a multi-racial community
- Hire fresh blood with new ideas
- Promote growth for the City of Trinity
- Need big sports complex for the youth

- Community center for events
- Begin community bonding events
- Phone tree to announce town planning & council meetings for encouragement of attendance
- Planned subdivisions with open space and parks
- Smart growth is a good thing. It allows for a well-rounded community as well as increase revenue.
- Community events = we need some!
- Commercial development – grocery stores, restaurants, shopping
- Community events to celebrate the history, holidays, etc.
- Family-friendly entertainment – parks & rec, theaters, greenways
- Famer's market
- Amphitheater
- Disc golf
- Sidewalks (new or existing subdivisions; connections)
- Decorating town for the holidays
- Safe bike trail
- Community events
- Allow golf carts in subdivisions
- Clean up road sides
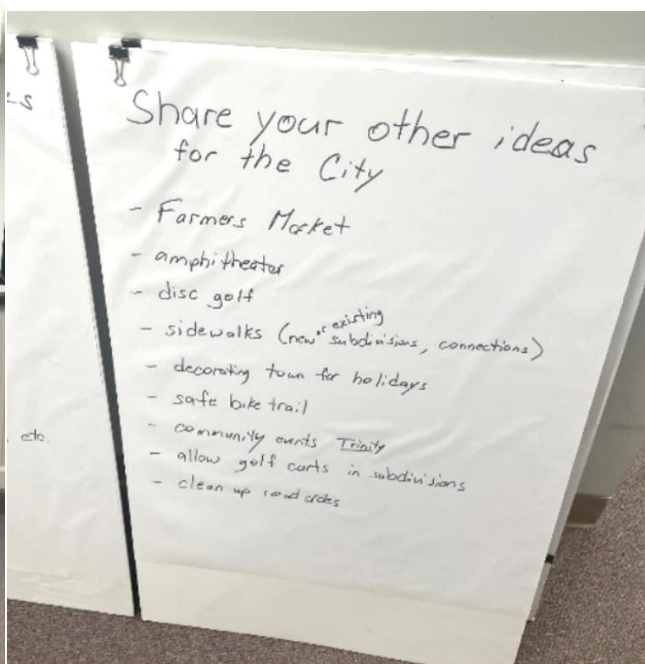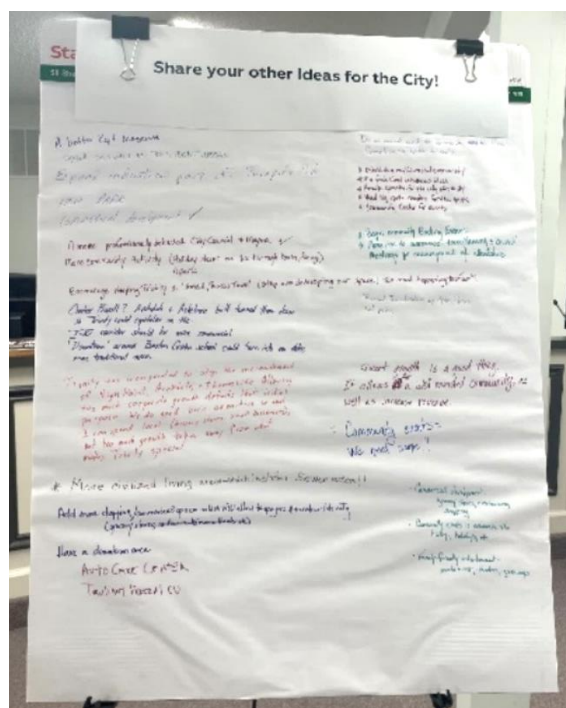
IDEA WALL
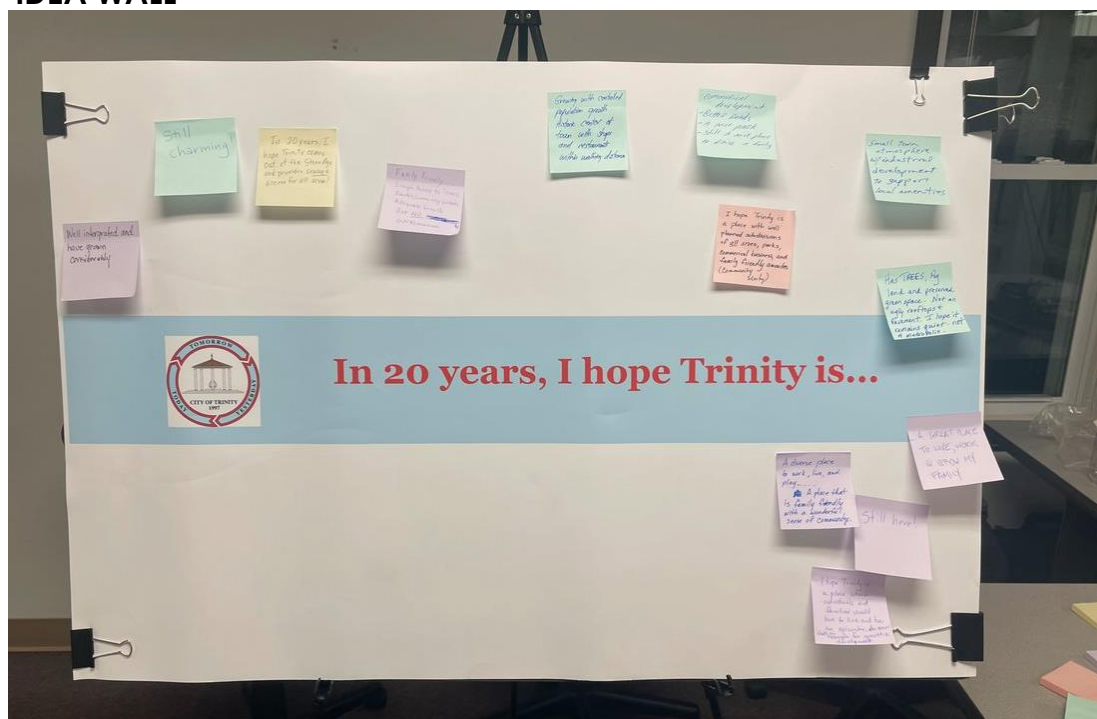
In 20 years, I hope Trinity is….
- Well integrated and have grown considerably
- Still charming!
- In 20 years, I hope trinity comes out of the Stone Age and provides sewage access for all areas!
- Family-friendly
- Enough access to stores, banks, community center, [and] adequate growth, but NO overcrowding
- Growing with controlled population growth
- Historic center of town with shops and restaurants within walking distance
- [Has] commercial development, better roads, a nice park, [and] still a nice place to raise a family
- A place with well-planned subdivisions of <u>all</u> sizes, parks, commercial business[es], and family-friendly amenities (community unity)
- Small-town atmosphere with industrial development to support local amenities
- Has trees, agricultural land, and preserved green space.
- Not all ugly rooftops and pavement.
- Quiet – not a metropolis.
- A great place to live, work, and grow my family.
- A diverse place to work, live, and play.
- A place that is family-friendly with a wonderful sense of community.
- Still here!
- A place where individuals and families would love to live and be an epicenter.

A consistent theme was everyone's love of Trinity – its history, its quality of life, its people. The participants of the events shared their passion, their vision, and suggestions for keeping Trinity charming, while making it the best place for them to call home. What resulted from the public engagement process was six overall themes:
- Recreational Space

- Neighborhood Commercial Services
- Safe Streets
- Expanded Utilities
- Environmental Stewardship
- Quality of Life

STUDENT OPEN HOUSE SUMMARY

Twenty-six students were broken into 5 groups with the task of answering 2 questions: "What do you like about Trinity?" and "What do you dislike about Trinity?" Some of the responses were combined into similar subject areas. Many responses were repeated by more than one group.

The number under the "Guiding Principle" column represents the number of likes and dislikes that apply to the principle drafted by the consultant. The students were not aware of the Guiding Principles.

The students' comments considered to represent Quality of Life were so varied that they were broken down into 4 aspects to offer a more focused result. Each aspect is of near importance to the students.

Although Quality of Life received the most comments, several specific comments were repeated by more than 2 groups, with the comment: "No attractions, meeting places, or activities" mentioned by 4 of the 5 groups. Those comments repeated by more than 2 groups are highlighted.

Guiding Principle applied to like/dislike	Likes		Dislikes	
	Number of groups with this like			Number of groups with this dislike
Safe Streets: 5	3	Highways are close by	Bad roads	
			No public transportation	
Recreational Space: 9	2	Creekside in nearby city	No park	3
		County Club	No attractions, meeting places, or activities	4
Neighborhood Commercial Services: 14		Grocery stores in nearby cities	No chick-fil-a	3
		Local coffee and BBQ restaurants	No department stores and other stores	3
		Small family owned restaurants	Duplicated chain restaurants	
		Landscaping along retail properties	Need more auto shops	
			Need to travel to meet daily needs	
			Need job resources located closer to Trinity that do not close early[1]	
Quality of Life Total: 21				
Quality of Life- School: 5		Good teachers	Need kicker for football team[2]	
			Need better softball team[2]	
			Low school funding	2
Quality of Life- Housing: 6		Many neighborhoods	A lot of houses look the same	
		Big houses	Rundown places	
		Organized, attractive, well planned neighborhoods	Trash around	
Quality of Life- Character: 7	4	Empty land		
	2	Tree lined and otherwise scenic areas		
		Not a lot of factories		
Quality of Life- Population: 4		Not crowded	Poverty	
		Small population		
		Diversity		

1 Students with after-school jobs have limited hours due to the time to travel to the job, and 8pm business closings.
2 City maintained athletic fields with sports programs feed sport enthusiasts into the school.

TRINITY

NORTH CAROLINA

TNC