



February 20, 2007
Amended: March 14, 2016
City of Trinity
Land Development Plan



Adopted by the Trinity City Council on February 20, 2007
Amended on September 20, 2011
Amended on May 18, 2015
Amended on March 14, 2016



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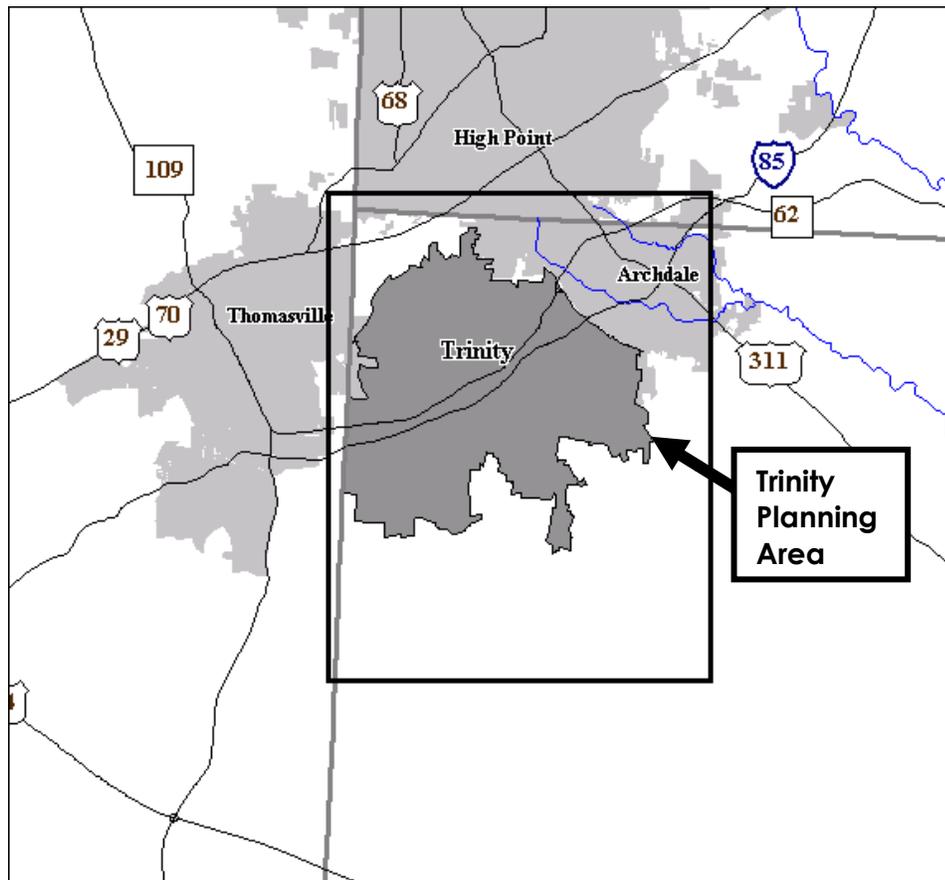
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COMMUNITY OVERVIEW

1.1 THE PLANNING AREA

The City of Trinity is situated in the North Carolina Piedmont – part of the Piedmont Plateau that extends from New York to Alabama, where the terrain rises gradually from the coastal plain to the base of the Appalachian Mountains. Located in the northwest corner of Randolph County, Trinity is adjacent to Thomasville to the west, High Point to the north and Archdale to the east. The planning area encompasses the current boundaries of the City and its surroundings – an area of approximately 38 square miles in size.

Figure 1.1 – Planning Area



1.2 HISTORICAL CONTEXT

The Keyauwee Indians, the primary inhabitants of the northwestern corner of Randolph County area preceding and into the 1800s, utilized the fertile hunting grounds paralleling the Deep and Uwharrie Rivers (Rights, 1957, 116). A Keyauwee village site was rediscovered and excavated in the 1930s on the Carraway Mountains east of Archdale. Amid a triumvirate of three Indian tribes of the Keyauwee, Eno and Saura, tax records indicate the residency of nearly twenty-five English and Dutch farming families had settled in the Trinity region prior to the 1780s. (Randolph County Historical Society, 1979, 117).

Settled predominantly by Methodists, early residents of the area advocated literacy by formalized classroom instruction. As early as 1835, the Brown Schoolhouse, a one-room private school, flourished in the community. By 1839, the Union Institute Educational Society founded the Union Institute, representing the melding of the Methodist majority with the Quaker minority. The Union Institute, led by Methodist minister and administrative president Braxton Craven, became Normal College in 1851. Trinity College was chartered by the state in 1859 (1979, 116). Trinity College became known as North Carolina's first Methodist, state accredited teachers' college whose namesake was inspired by Trinity College of Cambridge, England.



Trinity College Site
Courtesy, www.randolphlibrary.org

The municipality 'received a charter' as Trinity College in 1869 from the North Carolina General Assembly under the provisions of the new state constitution (1979, 118). Beginning in 1872 elected officials in Trinity College included a mayor and town commissioners. The municipal charter was allowed to lapse in 1924. Duke University was formally founded in Durham that same year. Randolph County Board of Education leased the property from 1909 to 1924 (RCHS, 1979, 117). A new high

school was erected on the same site using columns from the old college in the auditorium of the new school; the new facility served local K-12 students (RCHS, 1979, 117). The Trinity School building with gracious columns was torn down and rebuilt in the 1970s at its present location on the ridge behind Braxton Craven Elementary School.

By 1865, not only did Trinity College's community cater to academia, the region attracted larger scale commercial operations of cotton-ginning, grain-milling, general stores, and smaller proprietorships of millinery, tailoring, bookkeeping, insurance and medicine. A network of railroad and stage-coaches provided the college community with transportation to and from the surrounding vicinities. Chair manufacturing began and continues at the site of Trinity Furniture. Trinity Broom Works and the Eshelman Cigar Factory were founded in the early 1900s (RCHS, 1979, 119). Farming consistently remained a primary occupation of the area residents. Throughout the nineteenth century the fortunes of the college and community were inseparably linked. The relocation of Trinity College to Durham was traumatic for the residents in 1892. In the aftermath, the facility of Trinity College was revitalized as Trinity High School, a preparatory school for the Durham campus and eventually became Trinity's public high school.

Amid the devastation of the Civil War and the departure of Trinity College, Trinity's residents remained steadfast in their efforts to recover and prosper into the twentieth century.

Among Trinity's many historical architectural resources are six well-known, two-story Victorian boarding houses once used as Trinity College dormitories. In addition, the historic homes of former college Professors and boarding houses along the NC Highway 62 corridor serve as lasting reminders of the community's rich heritage and highlight some of Trinity's long-time families and educators. Normet McCanless, local physician at the turn of the century, built a dual purpose medical office and homeplace on the east side of NC Route 62, south of Meadowbrook Road. The John F. Heitman House, dating from 1860, stands across from the Trinity Post Office. Heitman was a professor and headmaster of the preparatory Trinity High School. Next to the Leach & Wagner grocery is located the Stephen B. Weeks House (1870), a two-story home that housed the college's library. A one-time hotel for visitors and dormitory for students, the Trinity Inn exists as a vestige to its past next to the bustling restaurant, the Trinity Grill. The Lemuel Johnson House, located at the corner of Meadowbrook Road and NC Highway 62, is tucked behind the present-day Trinity Community Park and predates the Civil War. Lewis Morgan Leach planned and built his home from handmade brick around 1845. The Leach home still stands on Meadowbrook Road at the top of a knoll that allows visitors a breathtaking view of the Uwharries to the southeast. The home of Braxton Craven hosted dignitaries from the legislature and academia. Unfortunately, his home which was adjacent to Trinity College burned in the 1940s.



Trinity College Dormitory
Courtesy, www.randolphlibrary.org

Historical events and personalities have always been important to the identity of Trinity's residents. In honor of Trinity's incorporation in 1997, a hand-painted mural, designed by Jeremy Sams and Phil Christman, was painted on the former site of Trinity College and on the present-day exterior wall of Braxton Craven Elementary School's gymnasium (Tatum, 1997, B1).

The Trinity History Mural features an 'open book' depicting scenes from Trinity's past such as the Brown Schoolhouse, Union Institute, Normal College, Trinity College and Trinity High School. The left side of the page depicts the Old Schoolhouse, a cabin of round logs established in the 1830s. Brantley York's portrait, honored as the first teacher in Trinity, hired Braxton Craven as headmaster is in the upper right corner of the left page. The Craven portrait appears on the lower-left hand corner. Braxton Craven, by uniting the Quakers and Methodists, established the Union Institute in 1839. Later, the Union Institute became Normal College, the predecessor to Trinity College. A replica of Trinity College is at the bottom right-hand side of the left page. This building fell into disrepair in the 1920s and was replaced with Trinity High School (top drawing on the right page). At the bottom of the mural is a depiction of the Trinity Football Team from 1988. A final photo peeks out from the pages of the present on the right hand side of the book, a picture of Duke Chapel as it appears today.



Trinity History Mural at Braxton Craven School
Courtesy, PTCOG

Highlighting the entrance to the Braxton Craven Elementary School campus is the Trinity College Memorial Gazebo. The roof of the gazebo is supported by ten columns salvaged from Trinity College. Sheltered underneath the gazebo is a cast-iron bell that once rang on the Trinity College campus (King, 1988, 11). The Bathing Rock, a rock formation fed by a natural spring, can be found on a secluded wooded parcel behind City Hall. The rock basin is fed by a spring and has been a popular summertime destination for many. Off the beaten path, Trinity's cemetery sits quietly off NC Highway 62. Braxton Craven, Trinity College's President who guided Trinity College through adversity, prosperity, war and peace, is buried in the cemetery under a tall, white obelisk. His grave is surrounded by those of other notable local citizens and nationally prominent educators (McRary, 1978, 1).

Trinity enters the twenty-first century facing a variety of decisions about commercial and residential development. Modern businesses such as Labonte Racing, Jowat Adhesives, the Assurance Group and the Morgan Manor Party Center underscore Trinity's historic roots while promoting a promising future. The City's ongoing investment in a public wastewater collection system will serve multiple existing neighborhoods and open large parcels of the community to land development. Standing at the crossroads of change, Trinity is charting a course for its future growth – seeking to preserve cherished community resources while encouraging development that enhances the community's identity and quality of life.

1.3 PURPOSE OF THE PLAN

The primary purpose of this plan is to provide guidance for making strategic decisions about future growth and development in the community. The plan also serves as:

- A source of factual information
- A guide to local government decisions
- An opportunity for community involvement
- An outline for strategic action



The City of Trinity I-85 welcome sign.
Courtesy, PTCOG

The plan is intended to serve as a guide to the property owners and developers who propose site improvements, the staff who review and comment on these proposals and the elected and appointed officials who consider these requests.

1.4 PLANNING PROCESS AND METHODOLOGY

A detailed analysis of existing conditions was conducted to ensure the plan responds adequately to the most relevant and current land development issues and trends facing the City. Computerized mapping and database technology known as geographic information systems (GIS), was used to map and analyze a wide variety of demographic, economic, environmental and urban service growth factors.

Extensive input from the Land Development Plan Advisory Committee and the public was used to identify core community values, and to build support for the plan. This framework of community values was applied to the detailed analysis of existing conditions and growth factors to draw conclusions and make recommendations about future development patterns. Recommended land use designations were developed to provide a strategic, proactive vision of where and how the City of Trinity wishes to grow in the future.



EXISTING CONDITIONS

2.1 DEMOGRAPHICS

Trinity is a new city in comparison to other municipalities, because of this, the historical data we will be using only goes back to 2000. For this reason, the demographic analysis relies more heavily on benchmark data for similar towns. The following statistics highlight the demographic factors which impact growth and development, and may influence land use priorities.

Table 2.1 – City of Trinity Demographic Overview

City of Trinity Demographic Overview	
Demographic Feature	Statistic
Population, 2000	6690
Population, 2010	6614
Population, 2015	6652
Total Area (Square Miles)	16.8
Population gain 2000 - 2015	-38
Population growth rate 2000 - 2015	-0.04%
Median Age, 2000	39.7
Median Age, 2010	44.3
Median Age, 2015	43.7
Percent Minority Residents, 2000	7.50%
Percent Minority Residents, 2010	9.50%
Percent Minority Residents, 2015	5.70%
Average Household Size, 2000	2.54
Average Household Size, 2010	2.50
Average Household Size, 2015	2.56
Homeownership Rate, 2000	80.40%
Homeownership Rate, 2010	87.10%
Homeownership Rate, 2015	83.60%
% of Adults with a High School Diploma, 2000	70.10%
% of Adults with a High School Diploma, 2010	76.90%
% of Adults with a High School Diploma, 2015	84.20%
Median Household Income, 2000	\$43,277
Median Household Income, 2010	\$45,526
Median Household Income, 2015	\$48,357
Poverty Rate, 2000	8.60%
Poverty Rate, 2010	13.90%
Poverty Rate, 2015	14.80%

Sources: NC Office of State Budget and Management, State Demographer, 2015 estimates released in September 2016 and the US Census Bureau, American FactFinder, US Census Bureau, NC Department of Revenue, Sales & Use Tax Reports for Fiscal Year 2014-2015.

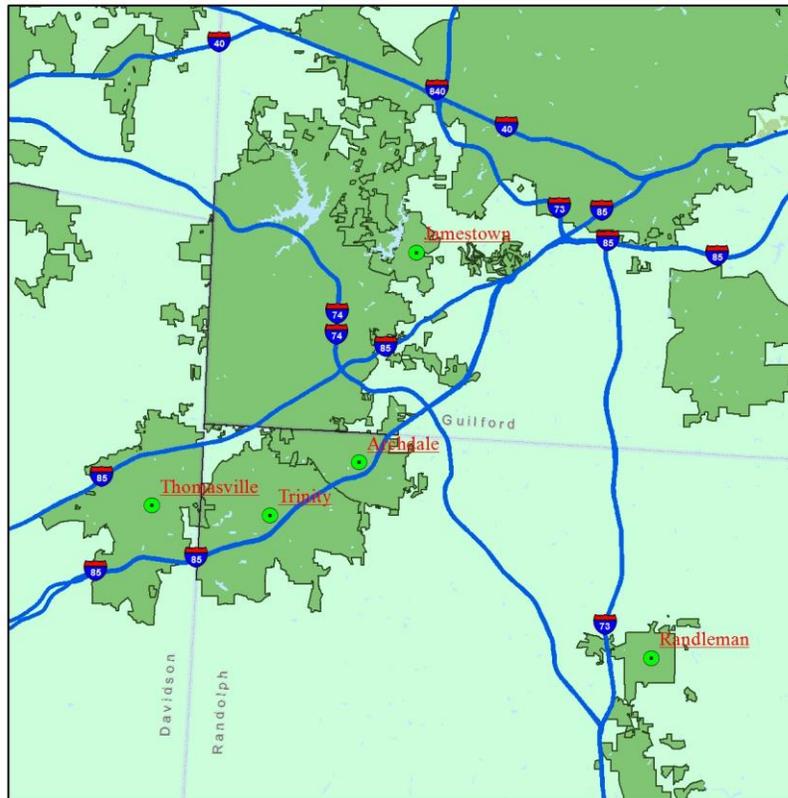
PEER COMMUNITIES

Comparing the characteristics of the City of Trinity to peer communities in North Carolina provides the City with valuable insight into trends, patterns and issues that are unique to the community. Therefore, statistical information of four comparison communities has been included in this analysis. Selection of the comparison towns was based on population size, geographical attributes, and distance from City of Trinity municipal limits. In addition, benchmark data for Randolph County and for the state of North Carolina as a whole are included where appropriate. Peer communities selected for this study include the following four towns of similar size:

- **Archdale** – Located adjacent and east of Trinity, has portions in Randolph and Guilford County.
- **Jamestown** – Located in southwest Guilford County.
- **Randleman** – Located in central Randolph County.
- **Thomasville** – Located adjacent and west of Trinity, has portion in Davidson, Guilford, and Randolph County.

Each of the peer communities are considered residential (bedroom) communities in which most residents work in neighboring urban areas.

Figure 2.1 – Location of North Carolina Peer Communities



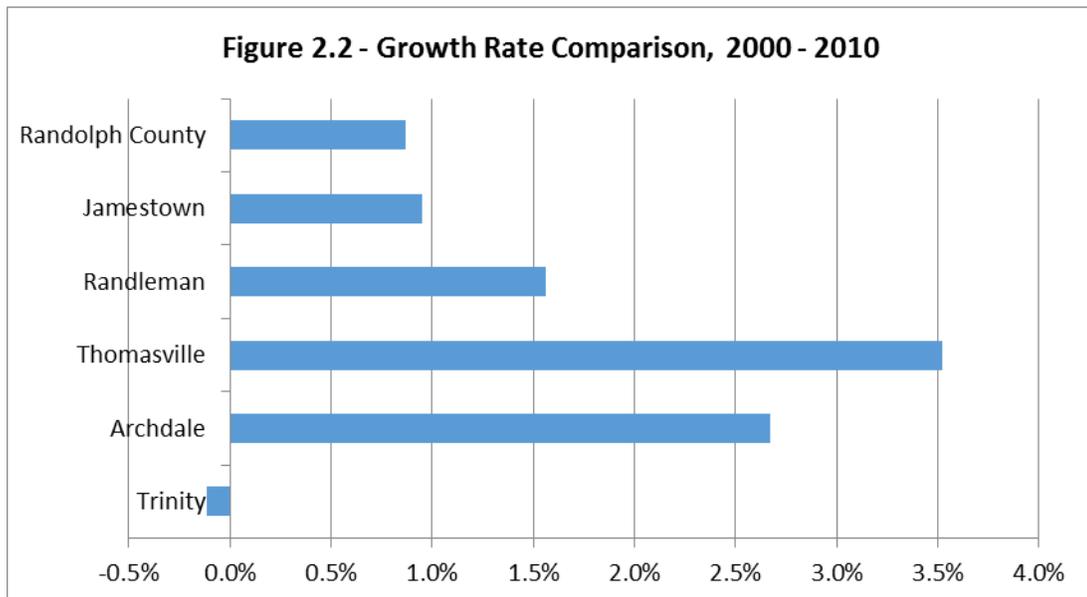
POPULATION AND GROWTH

Trinity has slightly fewer than 7,000 residents, making it the third largest city in Randolph County and the 121st largest in NC. The land area of Trinity is approximately 17 square miles. Measured by land area, Trinity is the largest city in Randolph County and the 51st largest in NC. Population growth rates in Trinity are the lowest among the comparison areas. In the 2000s, Trinity's growth decreased. From 2010 – 2015, the population is growing, but Randolph County's growth rate is twice that of Trinity.

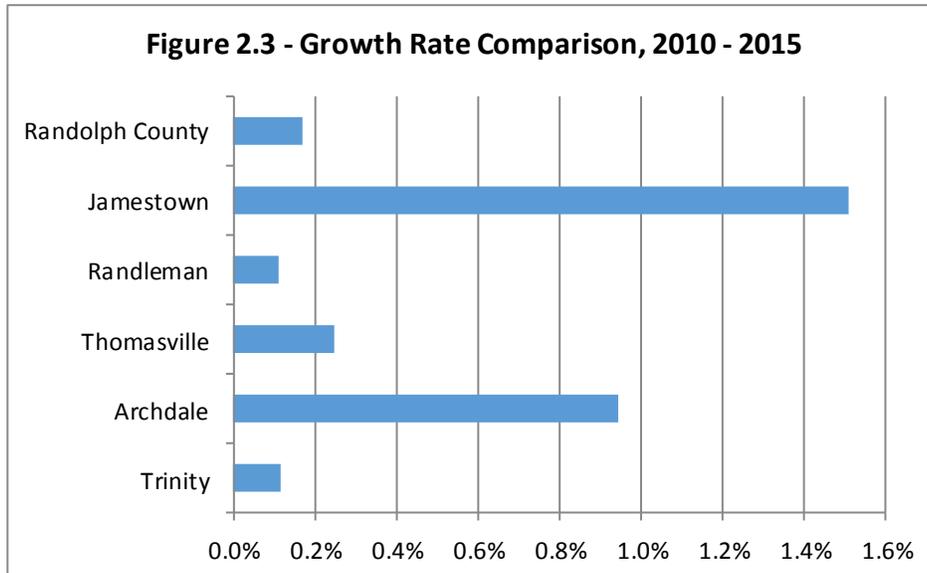
Table 2.2 – Population Growth Comparison, 2000 – 2015

<u>Municipality</u>	<u>2000</u>	<u>2010</u>	<u>2015</u>	<u>Growth Rate, 2000 - 2010</u>	<u>Growth Rate, 2010 - 2015</u>
Trinity	6,690	6,614	6,652	-0.1%	0.1%
Archdale	9,007	11,415	11,954	2.7%	0.9%
Thomasville	19,788	26,757	27,084	3.5%	0.2%
Randleman	3,557	4,113	4,136	1.6%	0.1%
Jamestown	3,088	3,382	3,638	1.0%	1.5%
Randolph County	130,454	141,752	142,953	0.9%	0.2%

Source: US Bureau of the Census, American Fact Finder, 2015 American Community Survey.



Source: US Bureau of the Census, American Fact Finder, 2010 American Community Survey.



Source: US Bureau of the Census, American Fact Finder, 2015 American Community Survey.

LAND AREA AND POPULATION DENSITY

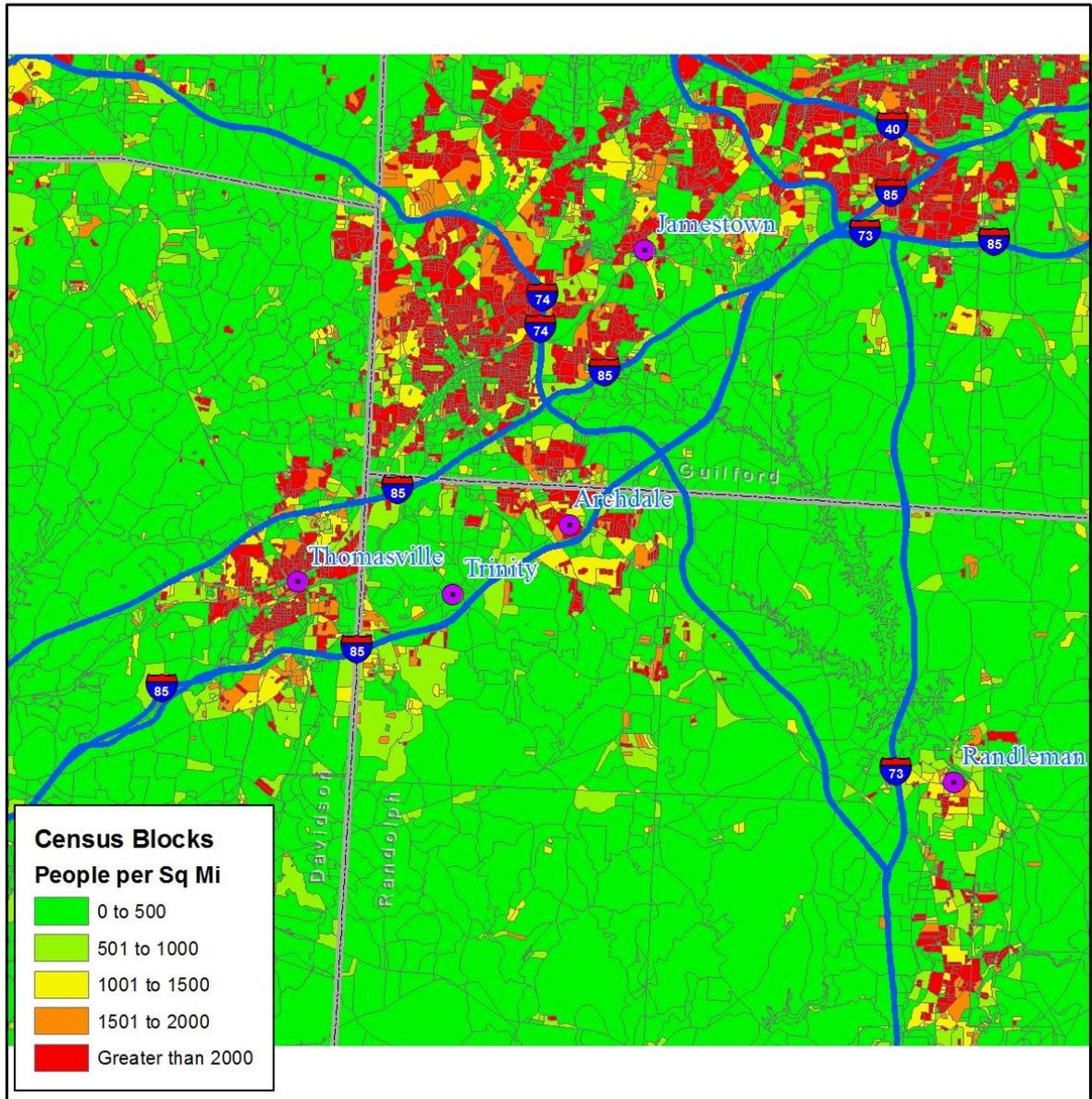
Trinity is tied with Thomasville with the largest land area among the comparison cities. Population density is by far lower than any other comparison city..

Table 2.3 - Population Density & Land Area Comparison

Municipality	Density	Land Area (Square Miles)
Trinity	396.0	16.8
Archdale	1513.2	7.9
Thomasville	1612.1	16.8
Randleman	1148.9	3.6
Jamestown	1254.5	2.9

Source: US Bureau of the Census, American Fact Finder, 2015 American Community Survey

Figure 2.4 – Population Density for Trinity & Surrounding Area, 2015



Source: 2015 US CENSUS TIGER FILES.
Data mapped at a block group level by City of Trinity.

RACE AND ETHNICITY

Relatively few minorities live in Trinity. 94.3% of residents are non-Hispanic whites. The next closest comparison municipality is Archdale and they have more than twice that number of minorities than Trinity.

Race	% of Population
White	94.3%
African American	2.5%
American Indian	0.1%
Asian	0.5%
Pacific	0.0%
Other	1.2%
Multiple	1.3%
Hispanic	5.7%

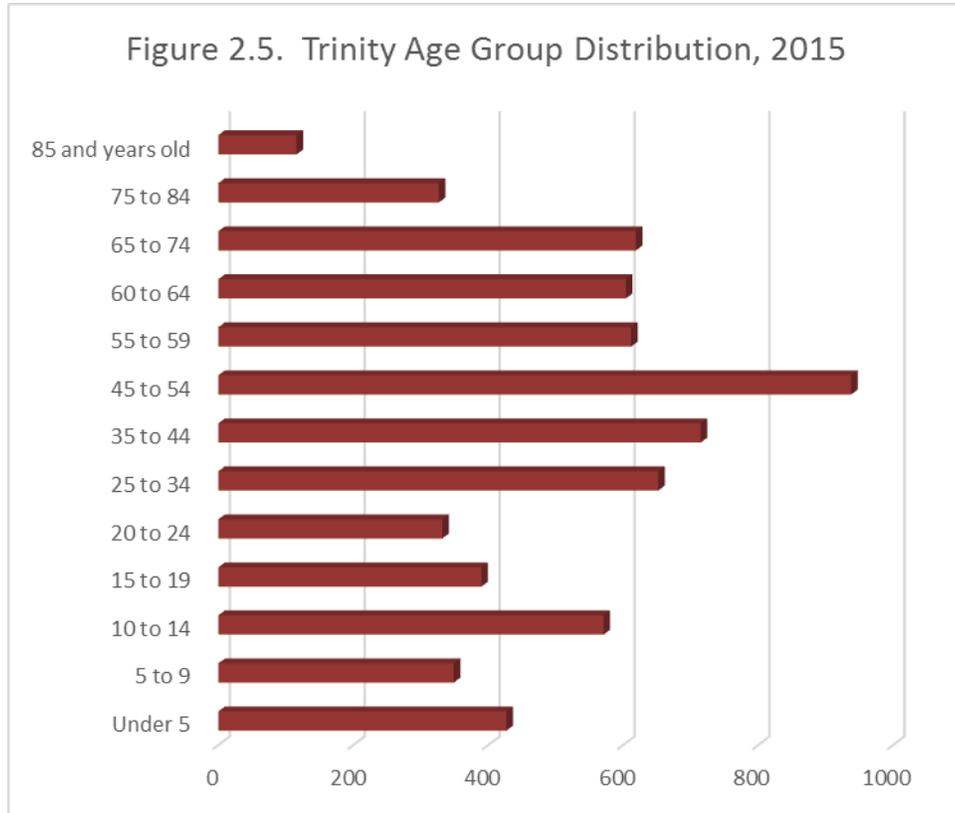
Source: US Bureau of the Census, American Fact Finder, 2015 American Community Survey.

	Minority Comparison
Trinity	5.7%
Archdale	13.2%
Jamestown	20.3%
Randleman	15.6%
Thomasville	27.3%
Randolph County	12.5%

Source: US Bureau of the Census, American Fact Finder, 2015 American Community Survey.

AGE

The largest single age group within Trinity is persons age 45-54. 25% of all City residents are between the ages of 35-55.



Source: US Bureau of the Census, American Fact Finder, 2015 American Community Survey.

With a median age of 39.7, Trinity's population is slightly older than the comparison towns studied and also older than the median age of the population in Randolph County and North Carolina as a whole.

Trinity	43.7
Archdale	41.8
Jamestown	46.7
Randleman	40.9
Thomasville	38.9
Randolph County	41.2

Source: US Bureau of the Census, American Fact Finder, 2015 American Community Survey.

HOUSING

The 2015 Census recorded 2,833 housing units in Trinity. There were 243 vacant units and 2,590 occupied units. The homeowner vacancy rate is similar to Archdale and Trinity.

	Vacant	Occupied	Rental
Trinity	8.6%	91.4%	16.4%
Archdale	7.0%	93.0%	27.9%
Jamestown	7.1%	92.9%	17.9%
Randleman	13.1%	86.9%	48.2%
Thomasville	12.9%	87.1%	42.9%
Randolph County	11.0%	89.0%	27.3%

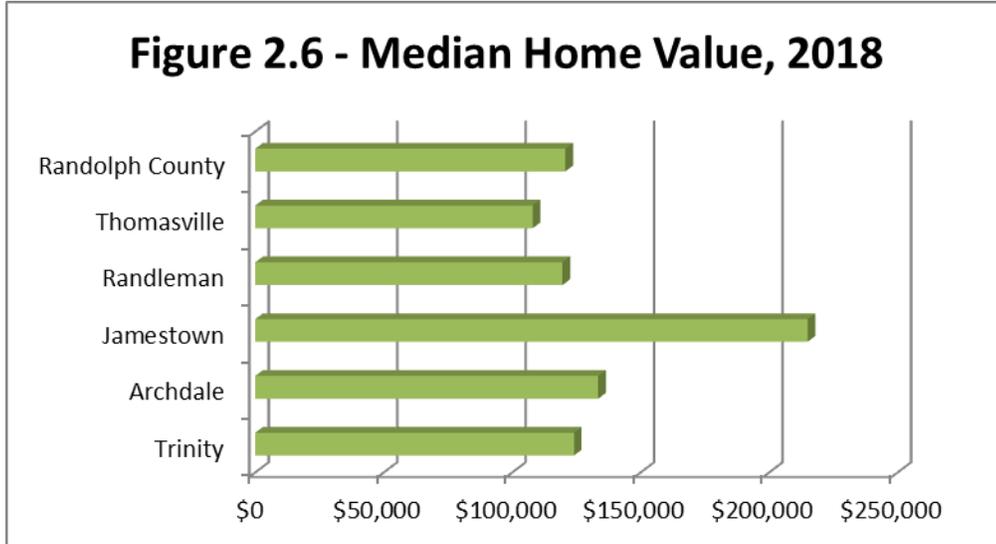
Source: US Bureau of the Census, American Fact Finder, 2015 American Community Survey.

	Single-Family	Multi-Family	Mobile Home
Trinity	88.0%	1.6%	10.4%
Archdale	97.5%	1.9%	0.6%
Jamestown	82.2%	17.8%	0.0%
Randleman	68.7%	26.8%	4.5%
Thomasville	73.6%	21.2%	4.2%
Randolph County	70.2%	10.4%	19.4%

Source: US Bureau of the Census, American Fact Finder, 2015 American Community Survey.

Trinity has a low proportion of renter occupied dwelling units relative to the comparison areas. However, the rest of the area has more multi-family housing units than Trinity. Multi-family units tend to be primarily renter occupied.

The median value of all dwellings in Trinity is \$124,100. This is third among the comparison areas, and is slightly higher than the Randolph County median. Trinity has had the least amount of houses built since 2000.



Source: US Bureau of the Census, American Fact Finder, 2015 American Community Survey.

Table 2.9 - Age of Housing Stock Comparison, 2015

	Built before 1970	Built b/w 1970 and 2000	Built after 2000
Trinity	25.6%	63.4%	11.0%
Archdale	31.1%	46.1%	22.7%
Jamestown	18.7%	60.8%	20.6%
Randleman	43.1%	33.9%	23.0%
Thomasville	43.1%	42.5%	14.4%
Randolph County	30.2%	52.1%	17.6%

Source: US Bureau of the Census, American Fact Finder, 2015 American Community Survey.

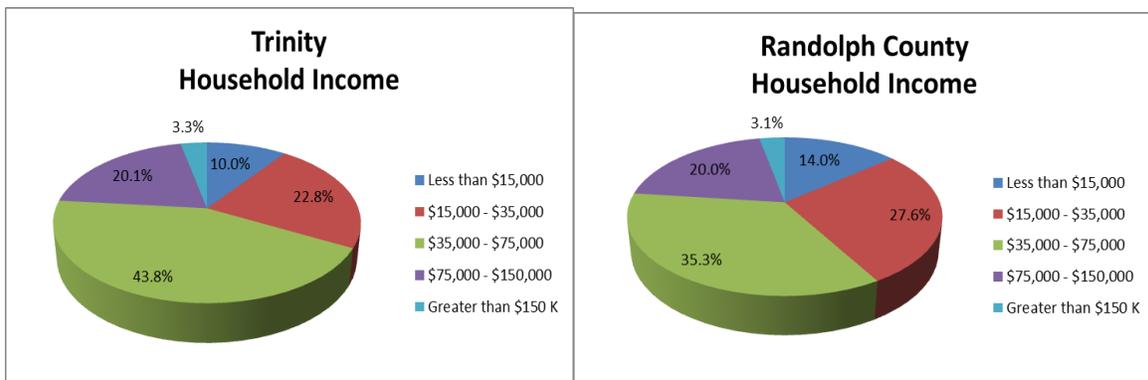
INCOME AND POVERTY

The median household and family income in Trinity is higher than the county average but and in the middle of the comparison areas.

<u>Municipality</u>	<u>Median Income</u>
Trinity	\$ 48,357
Archdale	\$ 50,420
Jamestown	\$ 71,648
Randleman	\$ 33,512
Thomasville	\$ 35,554
Randolph County	\$ 41,947

Source: US Bureau of the Census, American Fact Finder, 2015 American Community Survey.

Figure 2.7 – Household Income Comparison, 2015



Source: US Bureau of the Census, American Fact Finder, 2015 American Community Survey.

The overall poverty rate in Trinity is lower than the county average. However, poverty rates of children are the same as the county average. The poverty rate of older adults is much lower than the county average displaying a difference income based on age in Trinity.

	Overall	Children	Elderly
Trinity	14.8%	27.0%	5.9%
Archdale	10.5%	13.0%	8.6%
Jamestown	8.0%	11.0%	4.2%
Randleman	25.5%	47.1%	4.1%
Thomasville	23.8%	39.1%	11.2%
Randolph County	17.6%	27.5%	9.8%

Source: US Bureau of the Census, American Fact Finder, 2015 American Community Survey.

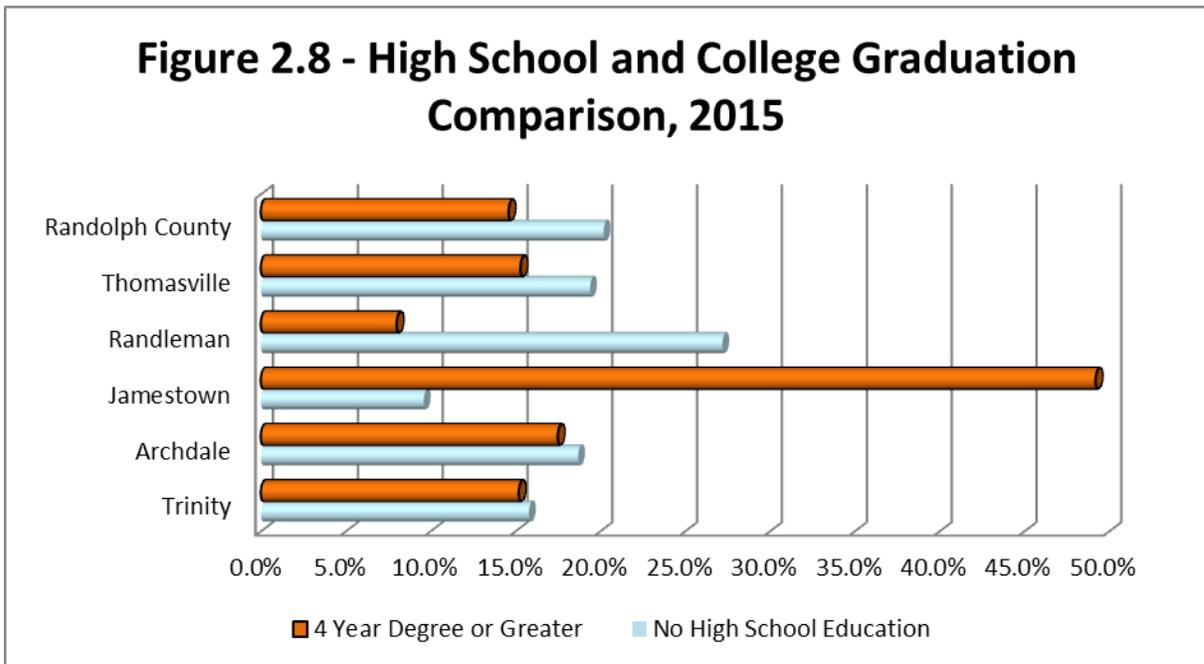
EDUCATIONAL ATTAINMENT

Trinity's educational attainment rates among adults are very similar to Randolph County. Compared to Archdale, it has less people without a high school diploma, but also less people without a 4 year degree.

TABLE 2.12 - EDUCATION ATTAINMENT COMPARISON, 2015

	No High School Education	High School Graduate	Some College	4 Year Degree or Greater
Trinity	15.8%	33.8%	35.1%	15.2%
Archdale	18.7%	32.2%	31.7%	17.5%
Jamestown	9.6%	16.9%	24.2%	49.2%
Randleman	27.2%	37.6%	27.3%	8.0%
Thomasville	19.4%	35.4%	29.9%	15.3%
Randolph County	20.2%	35.1%	30.2%	14.6%

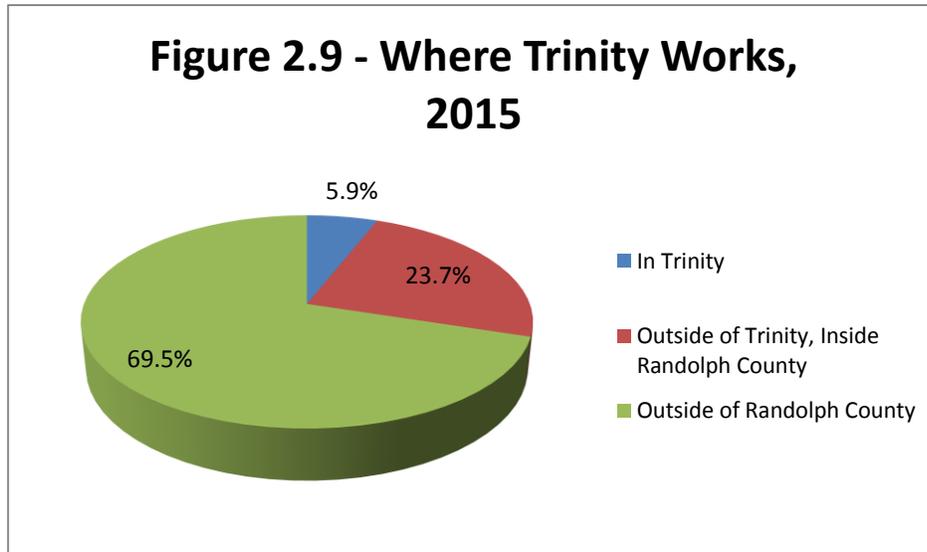
Source: US Bureau of the Census, American Fact Finder, 2015 American Community Survey.



Source: US Bureau of the Census, American Fact Finder, 2015 American Community Survey.

LABOR FORCE & EARNINGS

Almost 63% of adults in Trinity are in the labor force. Unemployment in 2015 was 4.0% -- typically a figure low enough to warrant full employment. Most Trinity residents, however, do not work in Trinity. Top 25 employers in Randolph County did not have anyone in the City of Trinity (Source: Randolph County EDC).



Source: US Bureau of the Census, American Fact Finder, 2015 American Community Survey.

Trinity has the lowest number of people working in the city it lives in and the lowest number of people who work in the county it works in. However, the commute time is very similar and shows how interconnected Trinity is with outlying counties such as Guilford and Davidson.

TABLE 2.13 - COMMUTING COMPARISONS, 2015

	% Working in City of Residence	% Working in County of Residence	Commute Time (Min)
Trinity	5.9%	29.6%	20.5
Archdale	19.0%	28.6%	19.8
Jamestown	13.7%	80.1%	18.6
Randleman	14.7%	61.6%	18.1
Thomasville	32.4%	46.0%	20.9

Source: US Bureau of the Census, American Fact Finder, 2015 American Community Survey.

More than sixty percent of Trinity residents work in Management/Professionals or Sales. The number of people who work in production has dropped significantly since 2000. Trinity did have 30.9% of workforce in transportation or production and now it is 16.6%. Trinity has the largest proportion of sales employment of the comparison area. This data suggests that Trinity was primarily a blue-collar town, but now it is becoming a white collar town.

Table 2.14 – Occupation of Residents Comparison, 2000

	Management/ Professional	Service	Sales/ Office	Construction/ Maintenance	Production/ Transportation
Trinity	20.7%	10.0%	27.9%	10.4%	30.9%
Archdale	24.6%	8.6%	31.3%	9.0%	26.5%
Summerfield	45.9%	8.7%	27.1%	8.2%	9.8%
Pleasant Garden	27.2%	10.5%	31.2%	14.3%	16.7%
Lewisville	47.9%	8.9%	27.8%	7.5%	7.7%
Randolph County	21.5%	10.9%	23.3%	12.5%	31.4%

Source: 2000 Census of Population & Housing, SF3 file.

TABLE 2.15 - OCCUPATION OF RESIDENCE COMPARISON, 2015

	Management/Professional	Service	Sales	Construction/Farming	Production/ Transportation
Trinity	30.5%	9.0%	34.9%	9.0%	16.6%
Archdale	30.0%	12.0%	28.1%	8.5%	21.9%
Jamestown	44.2%	9.8%	28.1%	5.8%	12.2%
Randleman	28.6%	11.6%	25.6%	13.6%	20.6%
Thomasville	20.6%	15.5%	26.5%	8.6%	28.8%
Randolph County	26.1%	14.6%	24.3%	10.6%	24.4%

Source: US Bureau of the Census, American Fact Finder, 2015 American Community Survey.

MUNICIPAL FINANCES

Trinity's tax rate is the second lowest in the state at .10 and the lowest of the comparison cities.

TABLE 2.16 - TAX RATE PER \$100 VALUATION, 2015		
	Tax Rate	Effective Tax Rate
Trinity	0.10	0.10
Archdale	0.29	0.28
Jamestown	0.46	0.44
Randleman	0.63	0.60
Thomasville	0.56	0.54

Source: NC Department of State Treasurer, Local Government Division, 2015

Trinity's revenue and expenditures were lower than its comparison cities and the fund balance and property valuations were third.

TABLE 2.17 - MUNICIPAL FINANCIAL COMPARISON, 2015				
	Revenues per Capita	Expenditures per Capita	Fund Balance	Property Valuations
Trinity	\$592	\$586	\$4,580,953	\$563,469,984
Archdale	\$1,017	\$853	\$8,242,402	\$928,499,086
Jamestown	\$2,018	\$1,527	\$3,017,292	\$402,057,088
Randleman	\$1,568	\$1,874	\$2,785,658	\$393,326,623
Thomasville	\$1,259	\$1,152	\$6,706,132	\$1,710,028,092

Source: NC Department of State Treasurer, Local Government Division, 2015.

2.2 ANALYSIS OF URBAN SERVICE GROWTH FACTORS

WATER SYSTEM

ANALYSIS

Property owners within and outside Trinity receive water service from Davidson Water Inc. (DWI). DWI is a non-profit corporation chartered to construct and operate a water system originally intended for northern Davidson County. The location of existing water lines is shown on the attached map (see *Water System Map*). DWI draws raw water from the Yadkin River through three intakes that can remove 31 million gallons per day. The DWI water plant is located off of Koontz Road near Highway 64 West and has a present design flow capacity of 20.0 million gallons per day (MGD). The plant provides an annual average of about 10.4 MGD of potable water to serve residential, commercial and industrial customers. DWI has emergency water line connections with the following water systems: City of Winston-Salem, City of High Point, City of Lexington, City of Thomasville and the Handy Sanitation District. A recent agreement between Davidson Water Inc., Trinity, Archdale and Randolph County allows for the construction of a major water transmission line from County Line Road to Meadowbrook Road on Highway 62. The line will then be continued across Interstate 85 to Ronniedale Road. The line will increase the water pressure in the area and also allow for commercial and industrial growth along the corridor.

CONCLUSIONS

With an excess water treatment capacity of around 9.6 MGD, Davidson Water Inc.'s water system is likely to continue to provide excellent water service to existing customers, and accommodate a significant amount of new development over the next ten to twenty years. In addition, continued improvements and expansions to the system within and around the City of Trinity will continue to be beneficial.

WASTEWATER SYSTEM

ANALYSIS

Existing Wastewater Treatment System: The City of Thomasville currently treats a portion of Trinity's wastewater. Thomasville owns and operates a sewage treatment plant located on Hamby Creek with a capacity of 4.0 million gallons per day (MGD). The annual average daily flow through Thomasville's sewage treatment plant is approximately 3.11 MGD. The treatment plant experiences high flow volumes during wet weather, due to excess infiltration and inflow that causes operation problems. Wet weather flows exceed dry weather flows by up to 400% and peak flows sometimes reach 8.0 MGD. Such significant fluctuations indicate the need for Thomasville to continue to address in-flow and infiltration into its wastewater collection system. Through an inter-local agreement, planned upgrades to the Thomasville plant will provide Trinity with a 1 MGD reservation and expand capacity of the plant to 6 MGD.

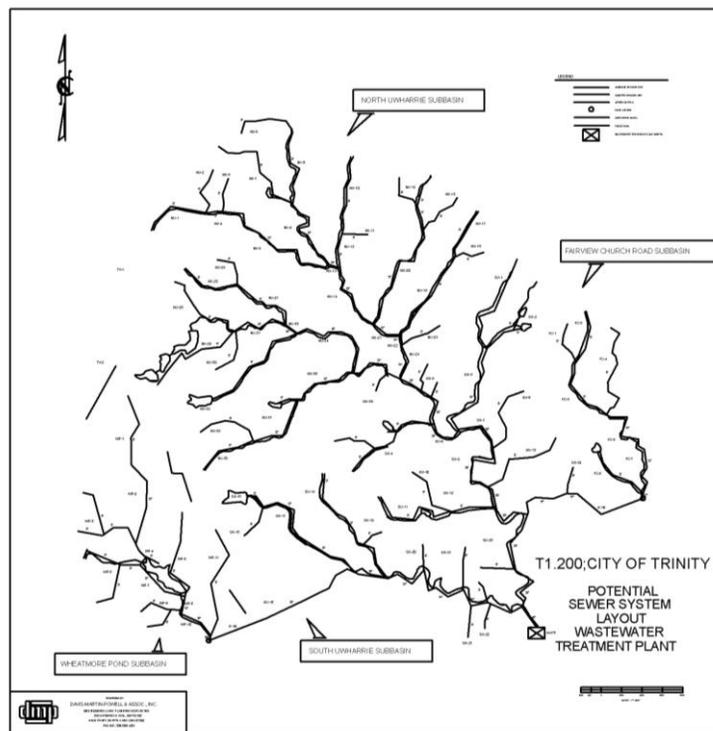
Planned Wastewater Collection System – Under Construction: Trinity is currently implementing a wastewater collection system designed by the City's consulting

engineering firm, Davis-Martin-Powell & Associates, Inc. The system is being developed in seven phases over the next five to ten years (see *Sewer System Improvements Map*).

When completed, the phased sewer system will serve about 1,550 customers. A series of pump stations and force mains will be used to send the wastewater to Thomasville's sewage treatment plant. When Phase 2 is completed the initial connection point (NC Highway 62 at County Line Road) will be replaced with a line at the Thomasville city limits adjacent to Sunrise Avenue Extension. When the entire system is completed, the maximum daily average wastewater discharge into Thomasville's system is limited to 1.0 MGD plus the wastewater flow from Trinity's portion of Colonial Village. The peak flow rate of wastewater discharge is not to exceed 2.5 times the maximum daily average. In addition, a small portion of Trinity's wastewater will be pumped to the High Point Eastside wastewater treatment plant through an inter-local agreement with Archdale.

Potential Future Wastewater System Improvements: Trinity's wastewater collection system is designed to accommodate the City's areas of greatest density. Implementation of the phased sewage collection system will open significant portions of the City to potential land development. Large portions of the City's jurisdiction and the unincorporated areas surrounding Trinity will continue to rely on individual septic systems in the near future. Several factors impact the performance and long-term viability of septic systems, including: undersized septic tanks unable to handle peak loads; undersized leaching fields; poorly performing leaching fields due to high clay and/or hydric soil conditions; inadequate septic system maintenance; potential migration of pollutants into groundwater and/or adjacent streams; high concentrations of urban development; and water supply watershed protection requirements. City engineers provided a potential layout for the City's [gravity fed] wastewater system including a potential treatment plant location.

Figure 2.15 – Potential Sewer System Layout Map



Map provided by the City's engineering firm, Davis-Martin-Powell & Associates, Inc.

The creation of a citywide wastewater collection and treatment system is one of the biggest expenses most municipalities incur. Therefore, the provision of sewer services is likely to be a key growth factor influencing the development of future urban uses. This is especially true in piedmont river valleys like the one in which Trinity is located, that contain high clay and/or hydric soil types and limit the successful long-term use of septic systems. To facilitate Trinity's planning of potential future sewer service extensions, eight sewer service basins were identified on the attached map (see *Potential Sewer Service Basins Map*), and are described below:

North: This basin includes property located north of Turnpike Road and Interstate 85. Currently, there is no sewer service located within this basin. The City of Trinity has plans to extend sewer service into this basin by the year 2012 through the use of pump stations and force mains.

West: This basin includes land south of Turnpike Road, east of Unity Street, west of Hopewell Church Road and north of Wellborn Road. Sewer service is currently being extended to this basin and should be completed by 2006-2008.

Central: Located primarily north and east of Hopewell Church Road, south of Interstate 85 and west of Fairview Church Road. Sewer service is currently being designed for the Darr Road area of the basin. Additionally, sewer service is planned for much of the basin and should be completed by 2014.

East: Located in the eastern portion of the planning area and is bound by Archdale Road to the north, Fairview Church Road to the west and south and by the planning area boundary to the east. No sewer service exists or is planned for this basin.

Southwest: The Southwest service basin straddles the Davidson County line and is located south and west of Unity Street, west of Finch Farm Road and Old Mountain Road and north of the Uwharrie River. The first phase of Trinity's sewer system is being constructed in the extreme northern portion of this basin and will provide Trinity with the necessary link to the Thomasville Wastewater Treatment Plant.

South Central: Located north of Kennedy Road, west of Meadowbrook Drive, south of Hopewell Church Road and Welborn Road and east of Finch Farm Road. No sewer service currently exists within the service basin. Sewer service will be provided to the northwestern portion of the basin as part of Phase 5 of Trinity's sewer plan.

Southeast: Located north and east of Kennedy Road, north and west of Hoover Hill Road, west of the eastern planning area boundary and southeast of the Central service basin. No sewer service currently exists or is planned for this service basin.

South: Located south and west of Kennedy Road, east of Old Mountain Road, and north of the southern planning area boundary. No sewer service currently exists or is planned for this service basin. The Uwharrie River flows from east to west through the basin and offers the most logical potential wastewater treatment plant site.

Over the next 5 to 10 years Trinity will rely on pump stations and force mains to transmit its wastewater to neighboring municipal treatment plants. As Trinity continues to grow, however, the identification of potential sewer service basins provides the City with an opportunity to begin planning for the long-term disposal of wastewater within the planning area. These service basins provide the information necessary for the logical development of a gravity-fed wastewater collection system and the potential location of a wastewater treatment plant at one of the confluence points south of the City along the Uwharrie River.

WASTEWATER SYSTEM – CONCLUSIONS

The City of Trinity currently relies on neighboring municipalities to provide wastewater treatment services. Through this ongoing arrangement Trinity appears able to provide excellent sewer service to existing customers and new customers within its planned service areas over the next 5 to 10 years. However, as new land development occurs throughout this portion of the region, additional demand will be placed on both the Thomasville and High Point wastewater treatment plants. The Thomasville waste water treatment plant is currently being expanded from 2.0 MGD to 4.0 MGD. Final capacity will be 6.0 MGD with Trinity purchasing a 1.0 MGD reserve for about 30% of the expansion project construction costs. It is in Trinity's best interest to develop a plan for accommodating growth over the next 10 to 20 years. The potential sewer service basins described above and illustrated on the attached map (see *Potential Sewer Service Basins Map*), are provided to help the City identify logical and cost-efficient ways to expand its sewer collection system over time. The City can use this information to coordinate the provision of sewer services with existing and future land development within each basin. The City may also consider making strategic investments in additional sewer lines, to encourage new land development in the most appropriate locations, and to reduce the need for costly pump stations and force mains, as new development occurs. Additionally, Trinity may want to look into constructing its own wastewater treatment plant or begin discussions with surrounding jurisdictions about the potential development of a regional wastewater collection and/or treatment system.

In addition, as the City acquires sewer easements for its planned wastewater collection system it can simultaneously acquire rights for future greenway and recreational trail system development, to provide safe and convenient pedestrian access among public uses, neighborhoods and businesses.



Uwharrie River tributary at the NC62 Bridge
Courtesy, PTCOG

Figure 2.16 – Water System Map

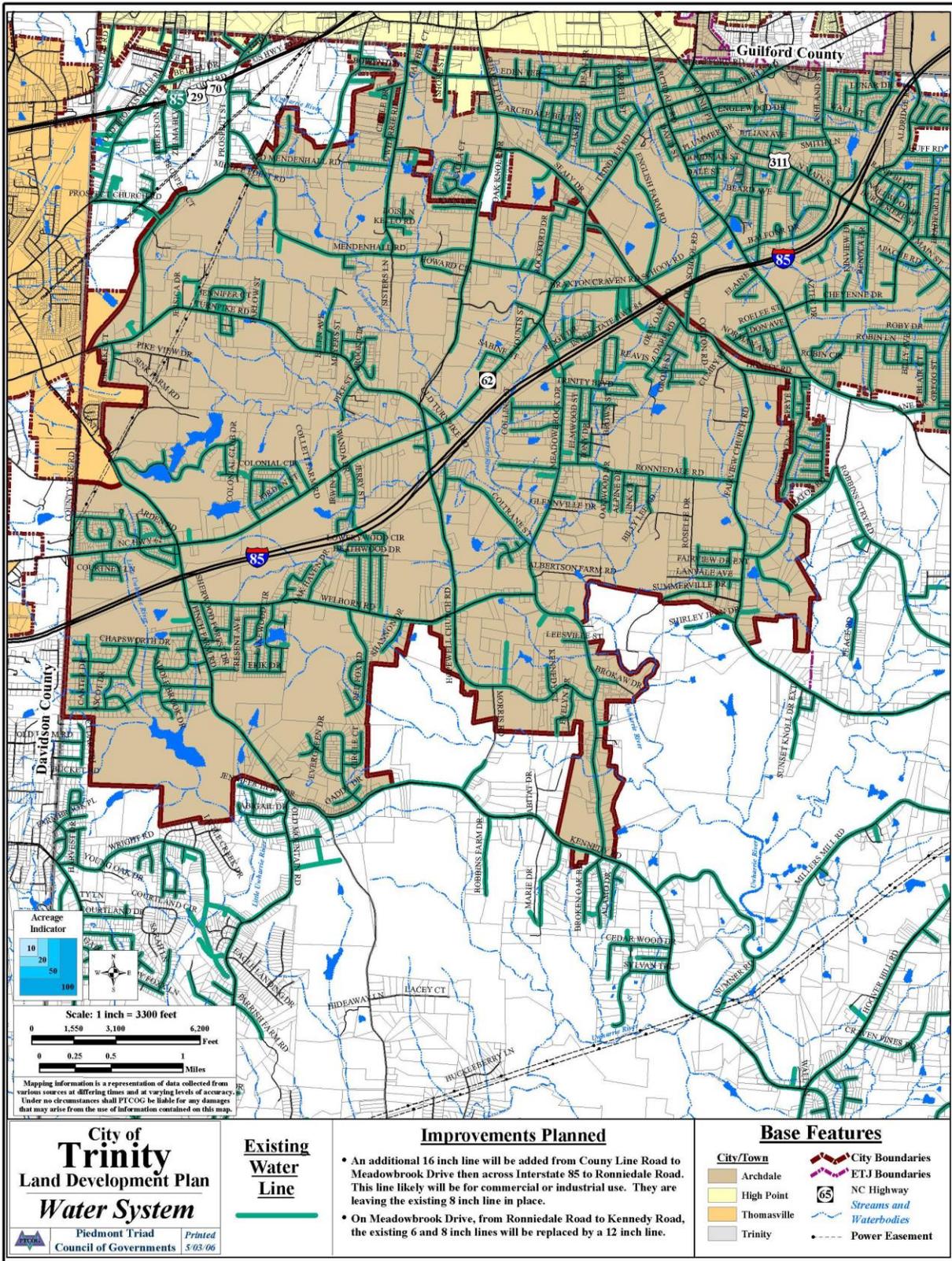


Figure 2.17 – Sewer System Improvements Map

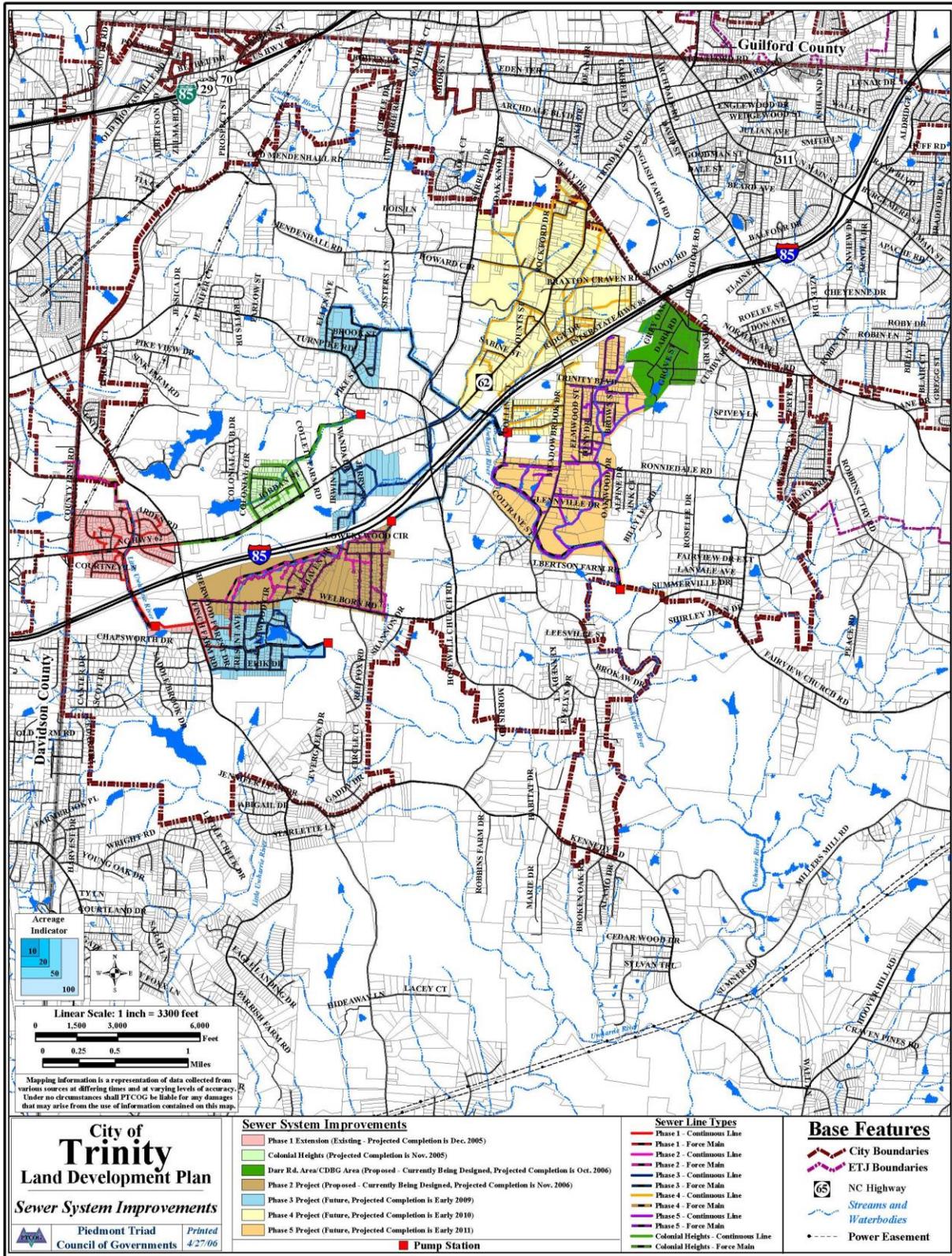
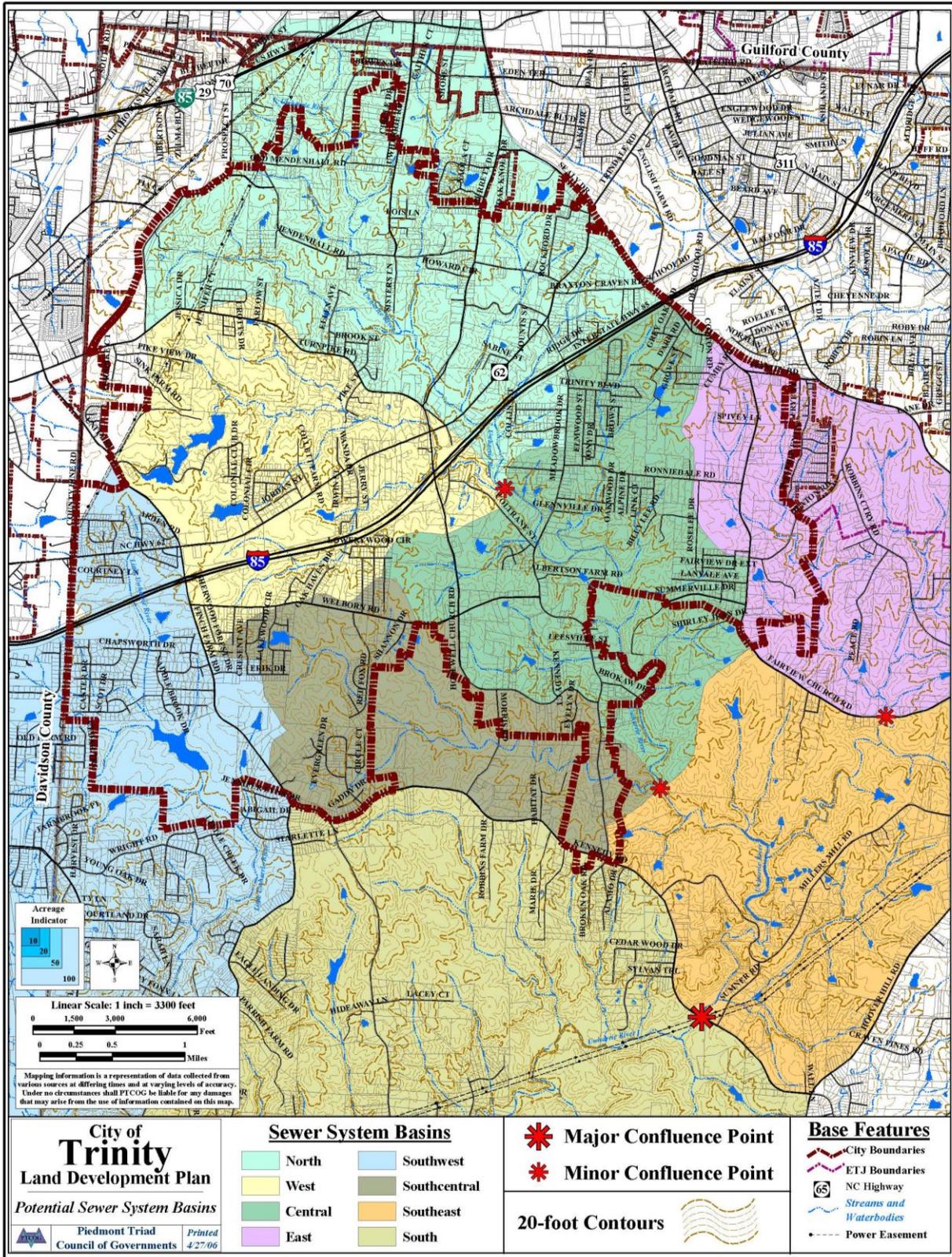


Figure 2.18 – Potential Sewer System Basins Map



TRANSPORTATION SYSTEM

ANALYSIS

In 1999 the City of Trinity joined the High Point Urban Area Metropolitan Planning Organization. Shortly thereafter the *Long Range Transportation Plan* for the High Point Urban Area Metropolitan Planning Organization was updated. The result of this effort was the creation of the *Long Range Transportation Plan Update: 2004-2030*. Jointly adopted by all MPO members, the *Long Range Transportation Plan* studies the need for a variety of transportation facilities, including roads, sidewalks, bike lanes, pedestrian trails, and transit options. The plan contains two key elements – a roadway element called the Thoroughfare Plan, and a Bicycle and Pedestrian Plan. These elements were coordinated to reduce conflicts among travel modes.

The Thoroughfare Plan: Identifies road segments likely to exceed their capacity by the year 2030, and recommends road improvements and additions necessary to satisfy anticipated transportation needs through the year 2030. Recommended roadways and improvements within Trinity's jurisdiction are illustrated on the attached transportation map (see *Transportation System Improvements Map*) and described below:

1. Trinity Road/Sealy Drive – Realignment of the Trinity Road and Sealy Drive intersection so that the existing offset is eliminated. The total estimated cost of this project is \$2,500,000.
2. Finch Farm Road – Upgrade the existing Finch Farm Road corridor by widening the road to a multi-lane facility from Interstate 85 to the Trinity City Limits. The upgraded facility will be a four lane divided highway that will be classified as a minor arterial. The total estimated cost of this 1.7 mile project is \$8,500,000.
3. Mendenhall Road/Mendenhall Road Extension – Realignment of Mendenhall Road and Mendenhall Road Extension intersection to eliminate the existing offset. The total estimated cost of this project is \$2,500,000.
4. East Sunrise Avenue Extension – Extend East Sunrise Avenue from its terminus at County Line Road to Unity Street on a new location. This new two lane facility is under construction. The total estimated cost for this .3 mile project is \$3,500,000.
5. Trinity Road Interchange – Construct a new trumpet interchange at the intersection of Trinity Road and Interstate 85. The total estimated cost for this project is \$15,000,000.
6. Westside Thoroughfare – Construct a new multi-lane facility from Interstate 85 to Business 85 along the west side of Trinity's jurisdiction. The new four lane divided facility will be on a new location. The total estimated cost of this 3.0 mile project is \$60,000,000. The Westside Thoroughfare improvements are currently included on the State's Transportation Improvement Program (TIP) as project number U-2537A and planned for the 2020 Horizon Year.
7. Surrett Drive – Widening of Surrett Drive from Eden Terrace to Interstate 85. The new four lane divided facility will be designated as a collector street to improve the north and south traffic flow through Trinity. The total estimated cost of this 2.7 mile project is \$15,000,000.

-
8. Uwharrie Road Extension – Extend Uwharrie Road from its terminus at Mendenhall Road to Surrett Drive on a new location. The extended road will be a two-lane facility. The total estimated cost of this 1.1 mile project is \$5,000,000.

Additional mobility needs have been identified and are located on the Transportation Map. However, these additional needs do not meet the thirty-year fiscal constraint parameters that are established for the Long Range Transportation Plan and as such do not include projected costs or a construction time frame.

The Bicycle and Pedestrian Plan: In 1998 the High Point Urbanized Area MPO, in conjunction with the NCDOT Division of Bicycle and Pedestrian Transportation, developed a Bicycle Map for the area that includes Trinity. As a product of this effort, bicycle routes were identified and signed primarily through the use of on-street facilities. The plan identified eight routes that are located within the MPO boundaries. Parts of Route 6 and 8 are primarily composed of streets that will take a bicyclist through the City of Trinity and the planning area. Recently, Randolph County has also completed a Bicycle Map in tandem with the NCDOT Division of Bicycle and Pedestrian Transportation. The map includes routes for bicyclists and takes riders through the City of Trinity.

The High Point Urbanized Area *Long Range Transportation Plan Update: 2004-2030* also identifies the importance of a pedestrian component to any transportation planning. The plan recognizes the importance that pedestrian facilities place on the



Greenway Trail Corridor
Photo courtesy of PTCOG

quality of life enjoyed by an area's residents. As a result the transportation plan contains a comprehensive list of all the sidewalks located in the MPO. Trinity does not have any existing sidewalks. However, the City recently passed a sidewalk ordinance requiring new developments to provide sidewalks on both sides of the street within the RM and R-12 zoning districts. The MPO hopes to encourage the construction of additional sidewalks through review of street and highway projects to maintain sidewalk suitability.

Greenways also serve an important transportation need and can act as a unifying element that links neighborhoods, schools, parks and other land uses together. Greenways can be especially valuable because they are usually created as independent transportation elements that provide an alternative to the automobile and can help reduce traffic congestion and air pollution. When following streams,

greenways provide buffers and help reduce pollution caused by surface runoff. The transportation plan indicates that Trinity does not have any planned greenways within its city limits.

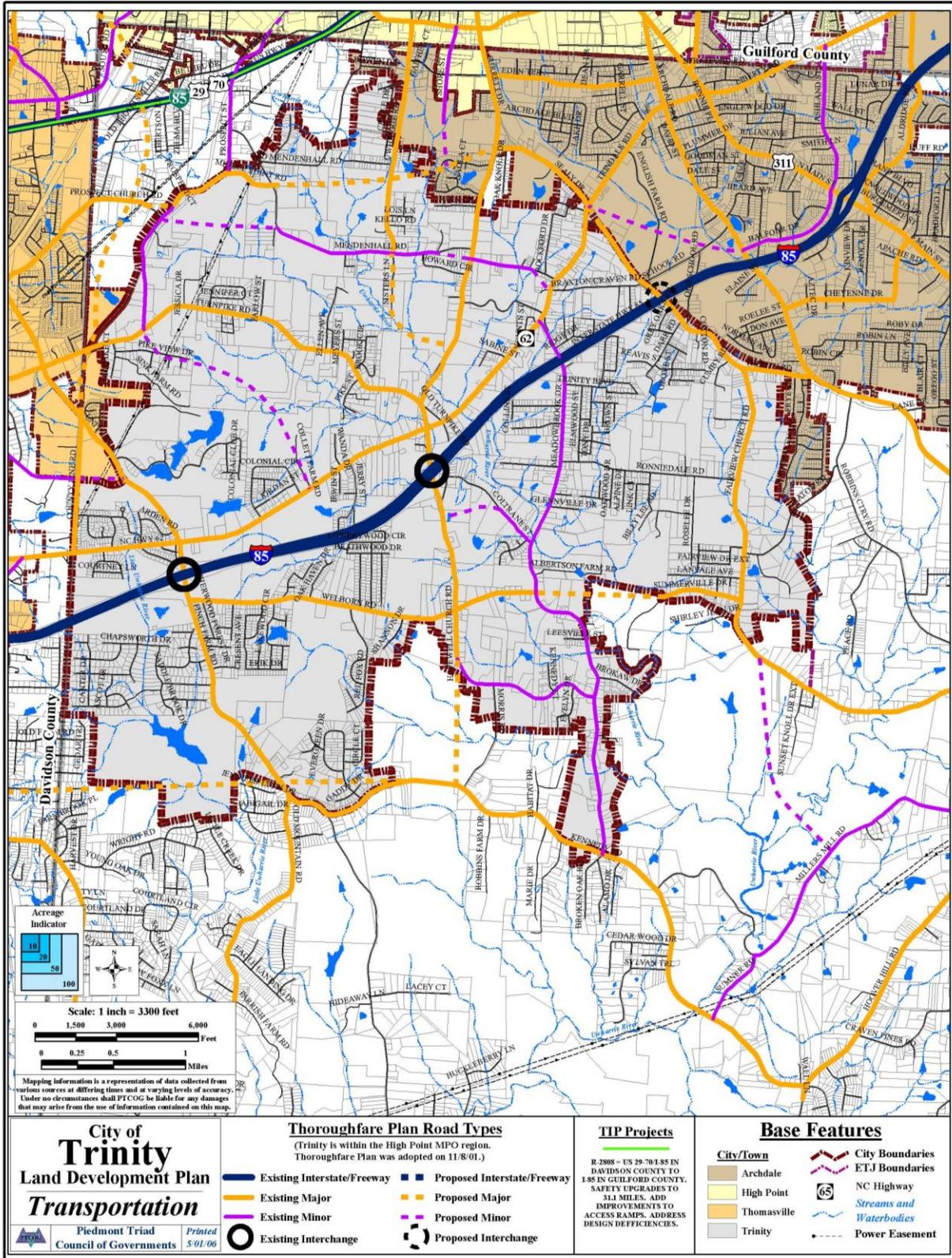
TRANSPORTATION SYSTEM – CONCLUSIONS

Construction of the proposed Westside Thoroughfare would provide a vital link between Interstate 85 and the US 311 Bypass. As a primary north-south route around the High Point urban area and a link to the heart of the Piedmont Triad, this Thoroughfare is likely to have a significant impact on the City's appeal as both a bedroom commuting community, and as a potential location for secondary economic development activities. The City's provision of services along the Westside Thoroughfare corridor is also likely to encourage economic development.

With increased access to interstate traffic and commerce, comes increased pressure for land development. Road access needs to be carefully managed to preserve the function of major thoroughfares throughout Trinity's jurisdiction, and to preserve the community's character and quality of life as growth occurs. A driveway policy or ordinance would be a useful tool for managing access along major thoroughfares. In addition, proposed roadway corridors recommended in the Thoroughfare Plan need to be protected from encroachment by new land development. Right-of-way dedication and reservation for future thoroughfares would facilitate the construction of the City's future street network. Encouraging the development and use of public transportation and pedestrian facilities would help relieve traffic congestion and maintain community character as Trinity grows. Commuters could benefit from regional public transportation with connections to Greensboro, High Point, Winston-Salem, and other urban destinations throughout the region.

In the process of planning recommended future land use patterns and relationships in Trinity, potential road projects may be identified to serve likely future neighborhood areas. These suggested transportation projects would not be part of the officially adopted Thoroughfare Plan. However, potential corridors should be considered an important part of the proposed future land development vision for our community, and therefore, be included on the Future Land Use Map (see *Future Land Use Map*). In addition, as the City acquires sewer easements for its planned wastewater collection system it can simultaneously acquire rights for future greenway and recreational trail system development, to provide safe and convenient pedestrian access among public uses, neighborhoods and businesses.

Figure 2.19 – Transportation System Improvements Map



PARKS AND RECREATION SYSTEM

ANALYSIS

Existing Resources: The City of Trinity does not currently own or operate any recreational facilities. The following existing facilities provide City residents with access to various recreational opportunities (e.g. walking tracks, running tracks, baseball & softball fields, soccer fields, basketball courts, tennis courts and open spaces) within the planning area:

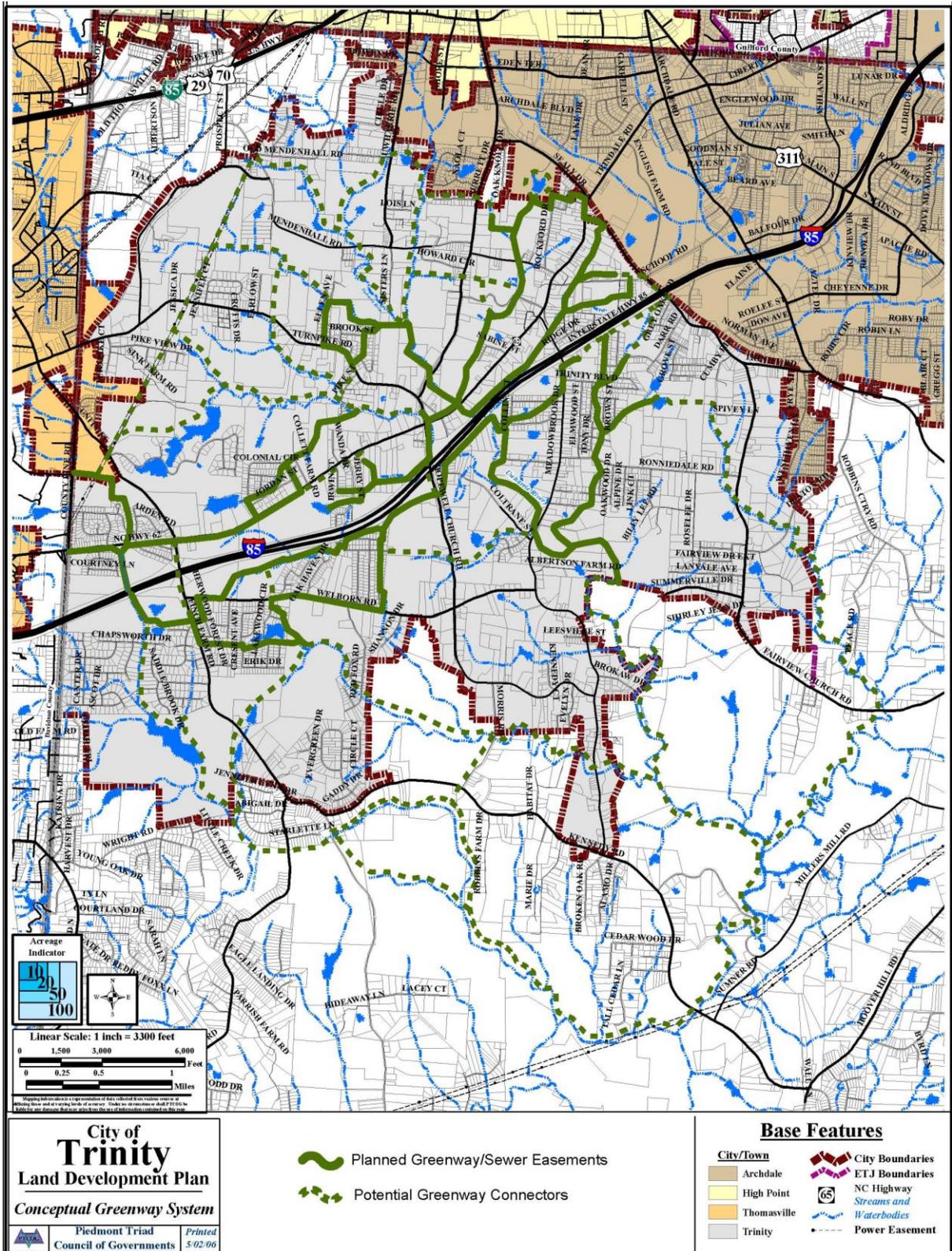
- Trinity Elementary School
- Braxton Craven Middle School
- Trinity High School
- Guil-Rand Soccer Association Fields
- Proposed Archdale-Trinity YMCA
- Creekside Park in Archdale
- Colonial Country Club

CONCLUSION

In the future the City of Trinity may desire to complete a Parks and Recreation Master Plan. Such a plan would assess current and potential park and recreation needs and interests, and provide strategies for developing a parks and recreation system to meet the needs of existing and future residents.

Inclusion of a city park in conjunction with development of the current City Hall property along NC 62 could be one of the primary focal points of a Parks and Recreation Master Plan. In addition, as the City acquires sewer easements for its planned wastewater collection system it can simultaneously acquire rights for future greenway and recreational trail system development, to provide safe and convenient pedestrian access among public uses, neighborhoods and businesses. Possible greenway corridors available for future pedestrian trail development along the City's planned sewer system easements are shown in solid lines on the *Conceptual Greenway System Map* below. Additional potential greenway trail connectors are shown in dashed lines to help illustrate how a potential greenway system would link the community together over time.

Figure 2.20 – Conceptual Greenway System Map



2.3 ANALYSIS OF ENVIRONMENTAL FACTORS

NATURAL AND HUMAN ENVIRONMENTAL FEATURES

ANALYSIS

The City of Trinity and its surrounding planning area includes a wide range of unique natural and human environmental features. These features range from historic sites to areas of high quality farmland. The attached map provides a geographic illustration of the natural & human environmental features described in more detail below (see *Natural & Human Environmental Features Map*).

Natural Heritage Areas

An inventory of significant natural areas was conducted in Randolph County by the North Carolina Natural Heritage Program. Natural Heritage Areas are sites which support natural assemblages of fauna and flora which are significant to the county, our region or the state. The City of Trinity study area does not contain any Natural Heritage Areas within its boundaries.

Natural Heritage Elements

Natural Heritage Elements represent the occurrence of a rare plant or animal species confirmed at the time of the Natural Heritage Inventory to be located within the County. No natural heritage elements occur within the study area at the time of the inventory.

Historic Sites

The Office of State Historic Preservation conducted an inventory of historic properties in Randolph County in 1978-79. During the course of this survey, numerous historically significant structures were identified in and around Trinity, ranging in age from the 1820s to the 1950s. The inventory includes public buildings, private residences and



Jeduthan Harper House, ca. 1800
Courtesy Architectural History of
Randolph County, NC

outbuildings. A cluster of historic sites identified in the 1978-79 inventory are located along NC 62, just south of Trinity Road. Additionally, a number of significant historical sites are scattered throughout the planning area and can be located by referencing the attached *Natural & Human Environmental Features Map*. One site is included on the National Register of Historic Places – The Jeduthan Harper House, Red Fox Road was added on June 22, 1979.

Wetlands

The US Fish and Wildlife Service maintains the National Wetlands Inventory used to identify wetlands located within the study area. Small areas of wetlands can be

found in and around Trinity, typically limited to areas adjacent to streams or other bodies of water.

High Quality Farmlands

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. An important characteristic of these high quality farmland soils is that they are well-draining soils. The City of Trinity and surrounding planning area contains many pockets of high-quality farmland based on these criteria.

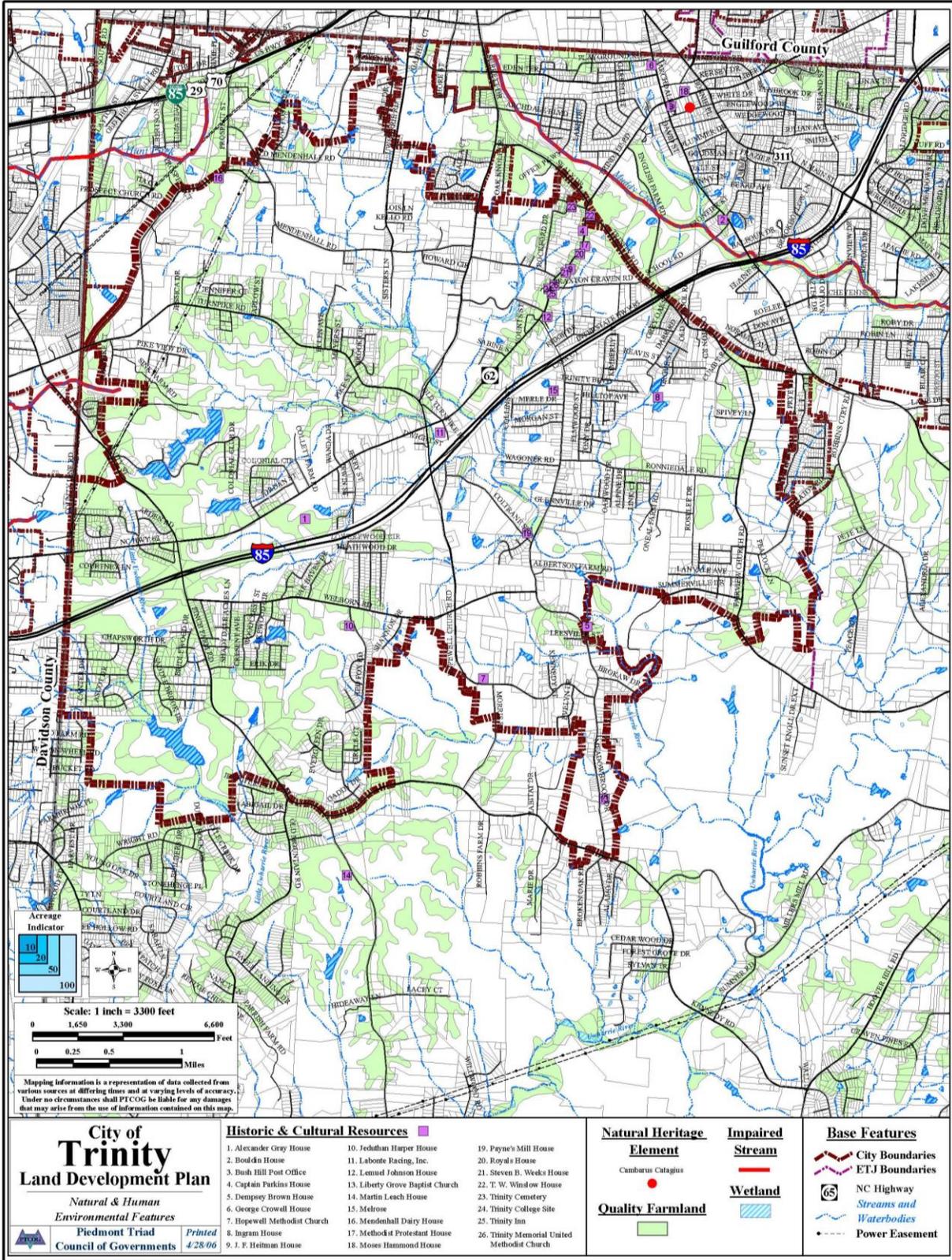
Impaired Rivers and Streams

Section 303(d) of the Clean Water Act requires states to identify rivers and streams which do not meet water quality standards or that have become impaired. No rivers or streams within the City of Trinity's planning area are included on the North Carolina's 303(d) list of impaired streams. However, several waterways surrounding the planning area are listed on the State's 303(d) list including Muddy Creek and Hunts Fork.

CONCLUSION

A goal of the Land Use Plan is to build upon important existing features found within Trinity and make certain these cherished features are preserved for future generations. The location and distribution of these features can have a substantial influence on recommended future land uses. For example, placing the cluster of Historic Sites on NC 62 on the National Register of Historic Places would enable property owners in the historic district to obtain federal and state tax credits for rehabilitation and restoration projects. Identifying the location of high quality natural areas and farmland and establishing preservation incentives can be valuable in guiding the location of future development to avoid impacts to these areas.

Figure 2.21 – Natural and Human Environmental Features Map



LAND DEVELOPMENT SUITABILITY

ANALYSIS

Three key environmental growth factors were mapped and analyzed to identify physical limitations and regulatory constraints affecting future land development as shown on the *Development Limitations Map*. Results of this analysis were used to determine the potential suitability of vacant land for urban uses, and to formulate strategies for future growth.

Topographic Slope Limitations

The degree of slope throughout the planning area was calculated using topographic contour data provided by Randolph County, and supplemented by USGS topographic contour data for portions of the study area. This data was used to generate a topographic *Elevation Profile Map* with a contour interval of 20 feet. Potential future land uses are quite variable in their sensitivity to steep topographic conditions. Structures such as houses and small commercial and institutional buildings may have more topographic flexibility because their small footprints require less grading than large industrial buildings, shopping centers, and schools.

Another consideration is the land value of developable sites. For high-value sites such as those designated for industrial or commercial use, the costs of grading typically represent a smaller share of total development costs than on lower value sites. Thus, a developer proposing a project on a commercial site may view it as economically feasible even if steep topography calls for excessive grading. As a middle ground estimate for most land uses, a 20% slope (20 feet of fall per 100 horizontal feet) was used as the threshold for "severe" slope limitations. The majority of the severe slopes within the Trinity area are located in the south and southeastern portions of the planning area (currently outside of Trinity's City Limits). Steeply sloping topography is generally concentrated along multiple stream banks and tributaries. Contiguous floodplain and steep slope areas occupy several significant areas along the banks of the Uwharrie River and several of the creeks and smaller tributaries flowing into this river, making these areas inappropriate for most intensive urban uses.

Soil Limitations Analysis

Some soil conditions can make potential land development more difficult or expensive. In the Piedmont region, dominant soil limitations include hydric (wetland) conditions, rock content, or high shrink-swell potential due to high clay content and moisture fluctuations. Digital soils maps and attribute data from the Randolph County Soil Survey (*Soil Conservation Service*) were used to identify areas containing one or more of these soil limitation conditions.

Because the mapping units for soils are only indicative of prevailing soil types in those areas, the actual distribution of hydric, rocky, or shrink-swell soils may differ somewhat from what is shown. Even where such conditions occur, there would likely be a way to undertake urban-type development, although with greater difficulty or expense. Another possible limiting factor due to soils is poor percolation, as it may make for

difficulty in siting successful septic systems. This would apply only to non-urban growth without access to Trinity's public sewer services.

Soil survey data indicates that large portions of the City's Planning area are rated as having slow percolation. Thus, poor percolation soils could be a significant growth factor in Trinity's potential growth areas if public sewer services are not available.

Floodplain

Development suitability is also affected by the location of the floodway and 100-year flood zone. The floodway is the stream channel and the corridor immediately adjacent to it. The 100-year flood zone or "floodplain" includes the floodway and additional land to an elevation established by Federal Emergency Management Agency (FEMA) flood studies called the floodway fringe. There are significant floodplain areas within the planning area, focused primarily along the Uwharrie River and its main tributaries and along the Little Uwharrie River.

CONCLUSIONS

About 57 percent of the land within Trinity's City limits (5,698 acres) is vacant or relatively under-utilized. Some 75 percent of the land (9,785 acres) within the City's Future Growth area is vacant or underutilized. Much of this vacant and excess land suffers from potential constraints such as severe soil and slope limitations or 100-year flood zones (see attached *Development Limitations Map*). However, with careful land use planning and a well thought out plan for city services many of the issues identified on the *Development Limitations Map* can be overcome. Therefore, the City appears to have an adequate supply of suitable land for future development.

Figure 2.22 – Elevation Profile Map

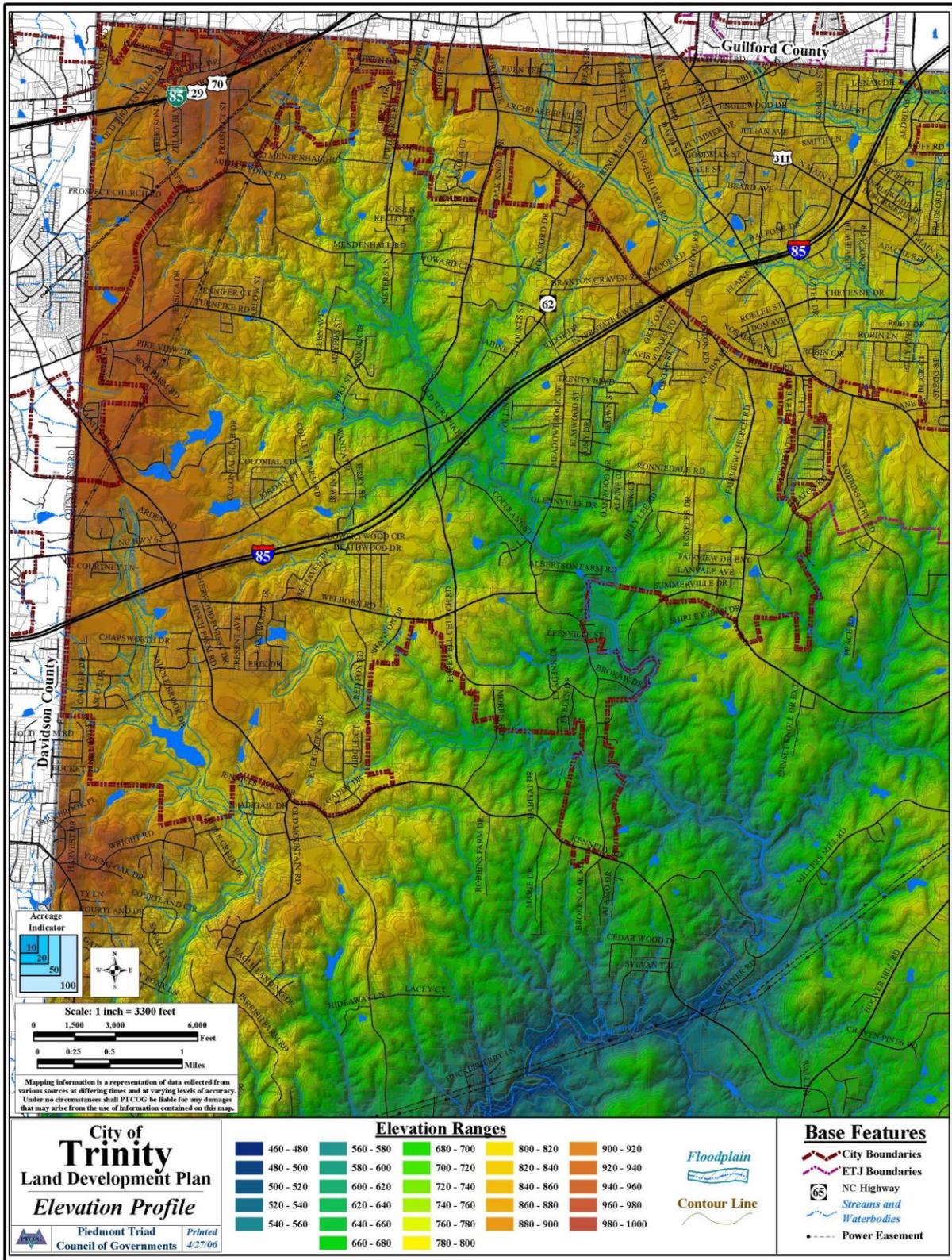
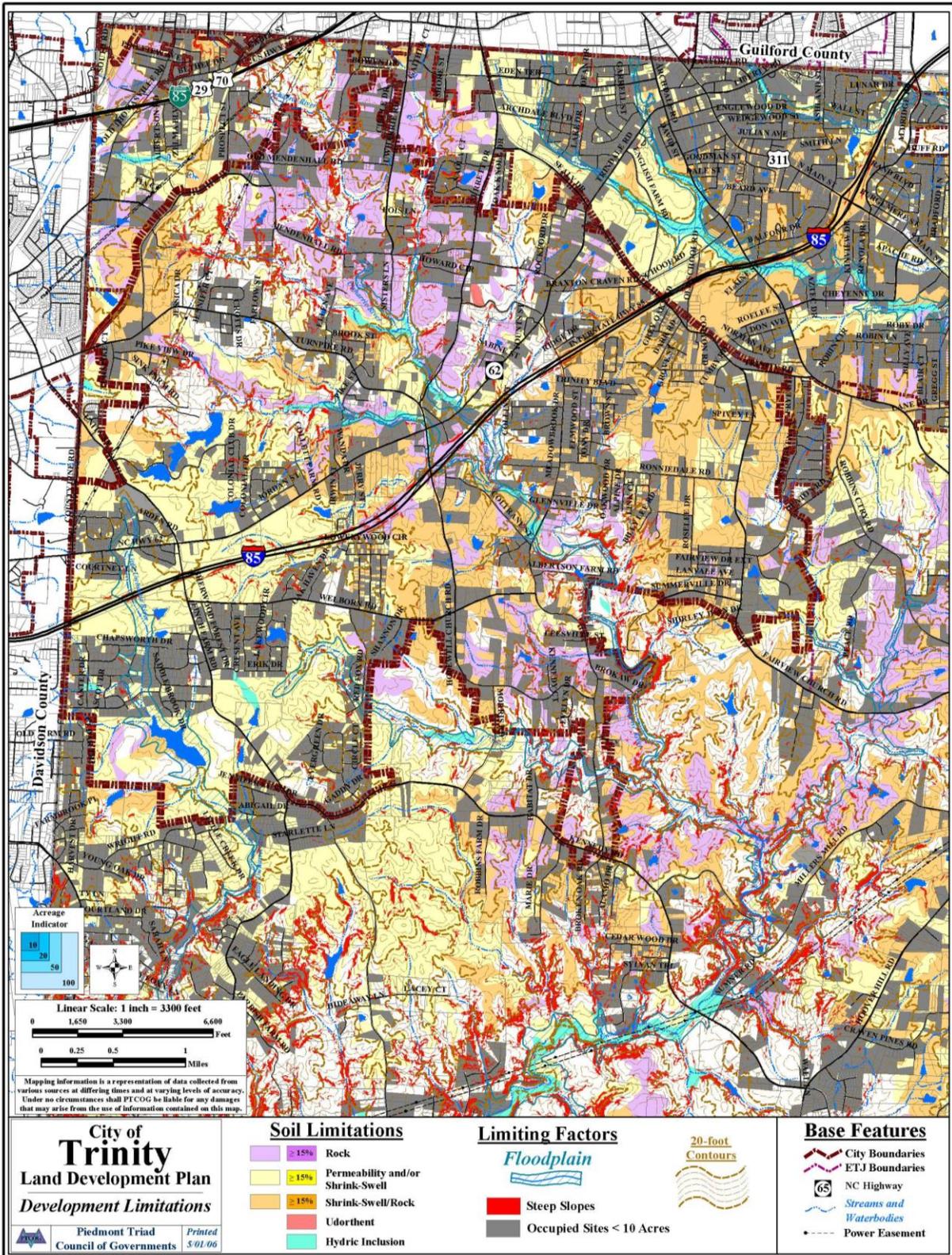


Figure 2.23 – Development Limitations Analysis Map



EXISTING LAND USE

ANALYSIS

Land uses were mapped and analyzed to identify existing land development patterns and vacant or underutilized land within the City's jurisdiction and its future growth area. The *Existing Land Use Map* was developed using data from the County tax assessor records obtained in Summer of 2005 and refined using field survey data collected in the Fall of 2005.

The entire planning area is approximately 38.1 square miles in size. Planning recommendations from this study focus primarily on the area within the existing city limits (about 17.1 square miles). Analysis maps for this study also include future growth areas outside the City limits (about 21.1 square miles).

The following Table shows the acreage and share totals for each major land use category within the existing city limits and the City's future growth area and for the two areas combined. Acreage and percentage numbers are based on land area within parcels, and do not include land area within road and railroad rights-of-way.

Acreage totals are calculated as sums of any parcel either entirely or mostly within the planning area. In cases of single-family uses (houses or mobile homes) on tracts greater than 10 acres, the acreage totals are calculated at 10 acres for each parcel, based on the assumption that any land area over this total can be considered under-utilized, excess land, and essentially vacant. The actual amount of excess land in each individual case may be more or less. The estimated acres for some of the other land use categories also take excess land into account. The amount considered excess is calculated on a parcel-by-parcel basis.

Table 2.23 – Acreage and Share Totals, By Existing Land Use Category

LAND USE CATEGORY	CITY ACRES	CITY %	FUTURE GROWTH AREA ACRES	FUTURE GROWTH AREA %	TOTAL ACRES	TOTAL %
Agriculture	497	5%	2,487	19%	2,984	13%
Agriculture/ Forest	1,581	16%	3,604	28%	5,185	23%
Apartments	0	0%	9	<1%	9	<1%
Duplex / Triplex	118	1%	12	<1%	130	<1%
Single Family (< 10 acres)	2,828	28%	2,198	17%	5,026	22%
Single Family (> 10 acres)	1,948	20%	1,247	10%	3,195	14%
Manufacture Home Park	93	<1%	177	1%	270	1%
Manufactured Home (<10 acres)	167	2%	386	23%	552	2%
Manufactured Home (>10 acres)	50	<1%	147	1%	197	<1%
Industrial	299	3%	218	2%	517	2%
Infrastructure (Utilities)	2	<1%	8	<1%	11	<1%
Institutional / Office	246	3%	67	<1%	313	1%
Commercial	146	2%	103	<1%	249	1%
Open Space	126	1%	0	0 %	126	<1%
Recreational	217	2%	0	0%	217	<1%
Unknown	62	1%	58	<1%	121	<1%
Vacant	1,622	16%	2,301	18%	3,923	17%
Total	10,002	100.00%	13,021	100.00%	23,023	100 %

The following section provides a more detailed description of the approximate amounts and general patterns of existing residential and non-residential land uses throughout the planning area.

Agricultural Land Uses

About 21 percent of the land within the City limits (2,078 acres) is categorized as being used for agricultural purposes. The agricultural productivity of these acres varies considerably throughout the City. Approximately 47 percent of the land within the City's future growth area (6,090.7 acres) is used for agriculture. Many of the land parcels used for agriculture within the City's future growth area are quite large (greater than 200 acres). Scattered pockets of high-quality farmland are found along both the western edge of the City limits and within the future growth area.

Residential Land Uses

Single-Family Residential Uses – About 28 percent of the land within the City limits (2,828 acres) is occupied by site-built, single-family homes. Lot sizes are extremely variable, and range from as small as about one-sixth of an acre (7,000 square feet) to nearly 10 acres in size. Approximately 16.9 percent of the land within the City's Future Growth area (2,197.9 acres) is used for single-family homes. Many of the land parcels used for residential purposes within the City's Future Growth area are relatively large (3 to 10 acres). There are also numerous large tracts of vacant and under-utilized land (parcels greater than 10 acres with only one house) throughout both the City limits and Future Growth area. There is a cluster of several single-family residential neighborhoods along Finch Farm Road south of Interstate 85. The remainder of the single-family residential units are scattered around the planning area.

Multi-Family Residential Uses - The multi-family residential uses within the City limits are limited to duplexes and triplexes. The City limits do not contain any apartments, condominiums, quad-plexes, and/or townhomes. Approximately 1 percent (118 acres) of the land within the City limits is used for multi-family residential uses. The Future Growth Area contains a mixture of multi-family residential uses including apartments, townhomes, condominiums, duplexes, quadplexes and triplexes. In total, less than 1 percent of the land within the Future Growth Area of Trinity is used for multi-family residential uses.

Manufactured Homes - For purposes of this planning analysis, mobile home parks are defined as having five or more units in a unified grouping. There are a few manufactured homes on individual lots within the City limits. The majority of all manufactured homes within the City Limits are located just south of Interstate 85 off of Welborn Road. An additional cluster of manufactured homes is located in the southwestern part of the Future Growth Area (near the Davidson County Line). There are about 5 manufactured home parks (93 acres) scattered within the City limits. The Future Growth Area also contains several manufactured home parks (180 acres), the largest being located in the southwestern part of the planning area.

Non-Residential Land Uses

The table below presents the main types of buildings or facilities included in each major non-residential land use category. The current, main function of each parcel was the primary factor used in determining an existing land use designation, regardless of ownership or the original purpose of the building(s), if different from the current use.

Facilities Included in Major Non-Residential Land Use Categories

Commercial - retail stores, restaurants, convenience stores, bank branches, hotels and motels, automobile dealers, automobile service facilities, mini-storage facilities.

Offices – professional offices, including those offering insurance and real estate services, governmental offices (including town hall), offices for civic and non-profit organizations, and medical office buildings.

Institutional – schools, churches, day care centers, meeting facilities for civic or non-profit organizations (i.e. fraternal lodges), police and fire stations, nursing homes, and cemeteries.

Industrial – manufacturing and assembly facilities, truck terminals, warehouses, and lumber yards.

Commercial – The predominant commercial development pattern in and around Trinity consists of stand alone convenience stores, gas stations and small, locally-owned restaurants. Most commercial uses within the City limits are scattered along major roads. Approximately 1.5% of the land within the City limits is being used for commercial purposes (146 acres). The commercial uses within the City's future growth area is widely scattered and consists of approximately 103 acres. In total, slightly more than 1 percent of the planning area is utilized for commercial land uses.

Office/Institutional – This category includes a broad range of uses. Therefore, the existing land use map includes specific labeling for many of the major institutional facilities. There are about 246 acres of office/institutional uses within the City limits and 67 acres of office/institutional uses within the City's Future Growth Area. Trinity High School, Trinity Elementary School, Braxton Craven Middle School and numerous churches are the largest and most prevalent institutional uses within the study area.

Industrial – There are about 300 acres of industrial land uses within the City limits, and another 218 acres in the remainder of the planning area. The majority of industrial property located within the City limits of Trinity can be found North of Interstate 85. A large cluster of industrial property is specifically located along Prospect Street in the northwestern portion of the City. Several industrial properties are also scattered throughout the remainder of the planning area.

Recreational and Open Space – There are several existing recreational and open space uses in and around Trinity totaling about 342 acres. The Colonial Country Club is located within the City limits off of Unity Street. The remainder of the existing recreational and open space uses within Trinity is found at the elementary, middle and high schools. There are no recreational and/or open space uses within the future planning area.

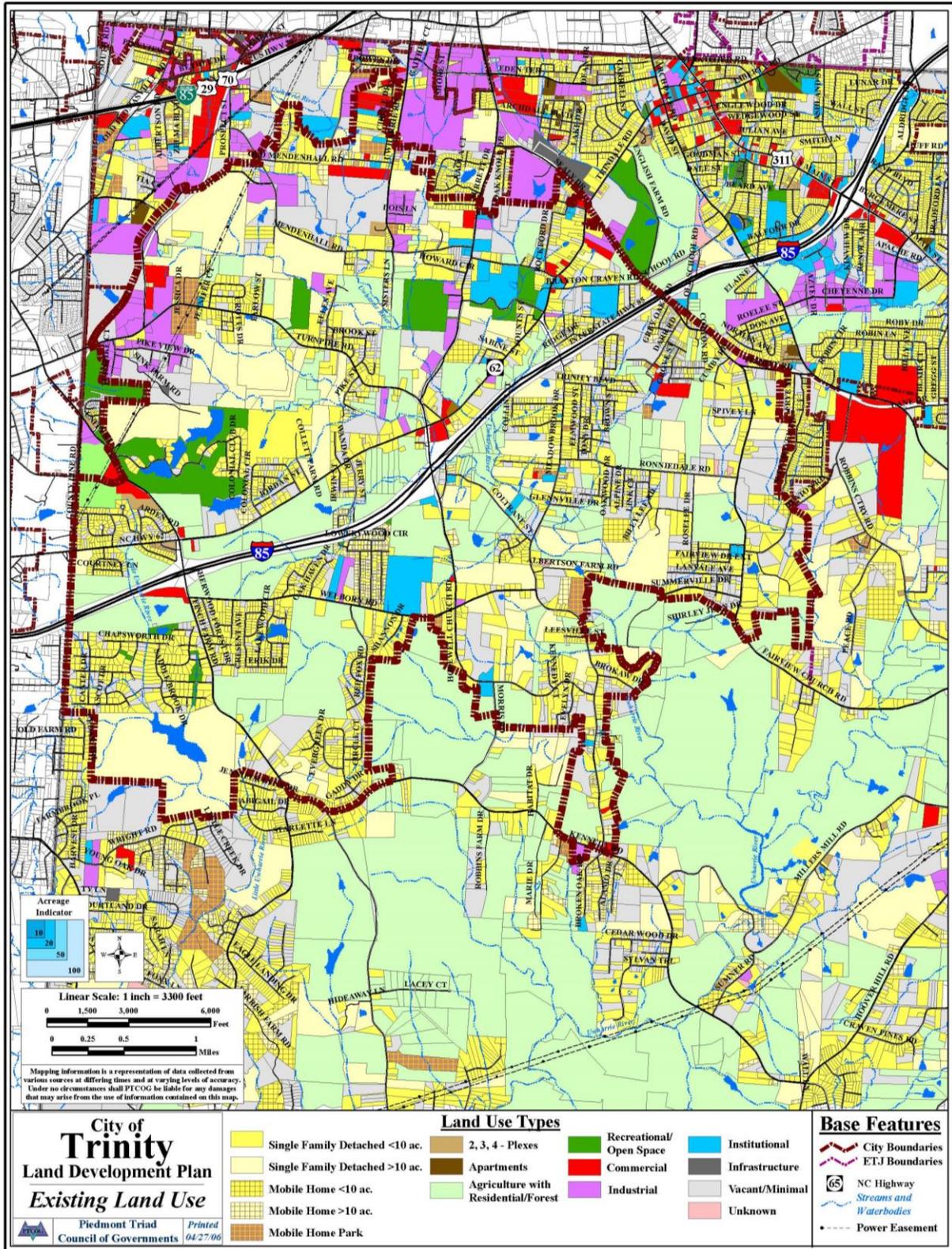
Infrastructure – About 2.3 acres of land within the City limits and 8.3 acres in the future planning are used for infrastructure (utilities and communication facilities). In total, less than 1% of the land within the planning area is being utilized for infrastructure needs.

Vacant / Minimal Use – Land classified as vacant is comprised of undeveloped parcels or excess land on under-developed tracts (i.e. parcels greater than 10 acres with only one dwelling). A few parcels are classified as vacant due to abandoned or uninhabitable structures. Parcels used solely for parking are not classified as vacant, but rather are classified according to the type of facility served by the parking. About 57 percent of the land within town limits (5,698.12 acres) is vacant or excess, scattered in various locations. Some 75.1 percent of the land (9,785.2 acres) within Trinity's planning area is vacant or under-utilized.

CONCLUSIONS

Approximately 1,387 acres of land within the City limits and the City's future growth area consist of road rights-of-way. Of the remaining land (approximately 21,636 acres), about 72% (15,483 acres) is vacant or minimally used land. There is a healthy amount of vacant or minimal use land within City limits (5,698 acres). A substantial amount of vacant land (9,785 acres) also exists within the future growth area. Therefore, there appears to be ample opportunities for future growth in and around Trinity. This finding generally supports the City's desire to encourage new land development to occur within the existing City limits and to most efficiently use existing infrastructure investments.

Figure 2.24 – Existing Land Use Map



ANALYSIS OF REGULATORY FACTORS

EXISTING LAND DEVELOPMENT REGULATIONS

BACKGROUND

The City of Trinity uses two main tools to regulate land development within its jurisdiction, a zoning ordinance and subdivision regulations. The zoning ordinance is a legal and administrative tool to insure land uses within the community are properly situated in relation to one another, and that adequate space is provided for each type of land development. It allows the control of development density so that property can be provided with adequate public services such as streets, schools, recreation, utilities, and fire and police protection. Zoning can also help to direct new growth into appropriate areas and protects existing property by requiring that new land development provide adequate light, air and privacy for persons already living and working within the community.

If a property is currently zoned for its intended use, then necessary permits are obtained through application and the payment of fees. If a land development proposal does not coincide with a parcel's current zoning designation, rezoning approval from the City Council is required. This process may take several months, depending on the magnitude or complexity of a proposal, or the level of controversy generated by a proposed project. Zoning is the most commonly used legal device for implementing a community's Land Use Plan. It plays a role in stabilizing and preserving property values through predictability of land use, but usually lacks specific design guidelines to ensure overall positive development. Zoning allows for the division of a jurisdiction into districts, and for the establishment of specific regulations, requirements, and conditions to be applied within each district, to address the following types of issues:

- The height or bulk of buildings and other structures.
- The minimum lot size, yard setbacks, maximum ratio of building floor area to land area, and minimum requirements for onsite open space and recreation area.
- The maximum number or density of dwelling units.
- The desired use of buildings and land for various purposes.

Trinity's zoning jurisdiction presently corresponds with the existing City limits. The City of Trinity does not have any extra-territorial jurisdiction (ETJ) outside of the City limits. According to state statutes, Trinity may be granted an ETJ of up to one mile beyond the City limits, by authorization of the Randolph County Board of Commissioners.

Trinity presently operates under a general use district type of zoning ordinance, commonly referred to as a conventional zoning ordinance. Conventional ordinances were first established in the early 20th century to divide land into districts (or zones) for the purpose of separating uses. The rationale for this separation of uses was to protect public health and safety by providing minimum distances between noxious uses (e.g. polluting smokestacks, coal-burning factories, offensive odors of slaughter houses) and high-density residential areas. Over time, jurisdictions

established specific zoning districts (residential, commercial, industrial, etc.) and a list of permitted uses within each district.

The basic authority to protect public health and safety has evolved from increasing the distance between polluting factories and houses, to dividing housing types by size and cost, and separating residential areas from daily shopping and services. As zoning categories became more exclusive, fewer provisions were made for walking and bicycling to “other use” districts and eventually the car became the only viable mechanism to cross zoning district boundaries regardless of the actual distance.

By design, a conventional ordinance is limiting in two ways. First, it works on the basis of separation, not on compatibility, which undermines the function of a traditional neighborhood and often leads to sprawl. Secondly, a conventional ordinance applies blanket regulations to all parcels within a district, often ignoring the individual natural characteristics of each parcel, and thereby reducing the opportunities for creative site design solutions. After nearly a century of developing and operating under conventional zoning schemes, communities around the country are beginning to realize their displeasure with new land development is often a direct result of their own zoning regulations.

ALTERNATIVES TO CONVENTIONAL ZONING ORDINANCES

Conventional zoning regulations are only indirectly concerned with achieving aesthetic ends. However, because many communities have realized the effect and potential that these regulations have in shaping their landscapes and townscapes, there is a trend toward acceptance of aesthetic control as a proper function of zoning ordinances, based on interpretation of statutory intent to protect the public's general health and welfare.

Most conventional zoning ordinances do not regulate the design of streets, the installation of utilities, or the reservation or dedication of parks, street rights-of-way, or school sites. However, communities around the country, including several in North Carolina (e.g. Davidson, Cornelius, Huntersville, Mocksville, Elon, Lexington, Franklinville) have adopted development ordinances based on new urbanism and smart growth principles. Design-based ordinances combine zoning and subdivision rules to encourage pedestrian-friendly, traditional neighborhood land use patterns. Proposed developments are then reviewed holistically to evaluate how the existing site features, proposed land use, infrastructure, and site design will function together. Greater emphasis is placed on design guidelines to achieve a vibrant mixture of compatible uses and housing types, rather than the conventional approach of strictly separating uses and housing types.

ANALYSIS

Existing Zoning Districts in Trinity

The following is a description of Trinity's current general use zoning districts. The portion in italics is an excerpt from the Zoning Ordinance, followed by non-italicized comments on how the district has been applied and its impact on land use patterns in Trinity. The attached *Existing Zoning Map* provides a geographic display of where zoning districts are currently applied.



RA Residential Agricultural District: *This classification provides a place for agricultural operations and scattered non-farm residences on traditional rural lots. The minimum lot size is 2.5 acres. Only minor conventional residential subdivisions (three or fewer lots) are allowed in this district.*

- The RA zoning district is currently applied to a substantial amount of the land within the City of Trinity's planning area.

R-40 Residential District: *Established for low density residential and agricultural purposes with some limited public, semi-public, and recreational uses permitted when they are compatible to low density residential developments. The minimum single-family residential lot size is 40,000 square feet.*

- The R-40 zoning district is applied to the majority of the single-family residential subdivisions found within the City limits of Trinity.

R-20 Residential District: *Established for low density residential uses, some public, semi-public, and recreational activities that are compatible with residential development. Public water and public sewer are prerequisites for development in this district. The minimum single-family residential lot size is 20,000 square feet.*

- The RA-20 Residential District is not applied within the City of Trinity's jurisdiction.

R-12 Residential District: *Established for medium-density residential uses, and for some public, semi-public and recreational activities that are compatible with residential development. Public water and sewer are prerequisites for development in this district. The minimum single-family residential lot size is 12,000 square feet and development is restricted to not more than three dwelling units per acre.*

- The RA-12 Residential District is currently applied to portions of four parcels along the north side of NC62 just east of Finch Farm Road.

RM Mixed Residential District: *Established as a district to provide a place for residential uses of all types, including single-family residences; multi-family dwellings; manufactured home parks and manufactured home subdivisions. Medium density development is permitted provided that water and sewer systems are made available and approved by the appropriate authorities.*

- The RM zoning district has been predominately used to accommodate manufactured home parks and manufactured home subdivisions.

MF-R Multi-Family Residential District: *Established for the provision of adequate space and planning of multi-family developments on more than two (2) acres of land. Limited public, semi-public and commercial uses are permitted when they are compatible with these uses. Sufficient buffer and open space shall make it compatible with surrounding land uses.*

- The MF-R zoning district is currently applied to only one property within the City limits of Trinity. The property is located along NC 62 just south of Trinity Road.

O&I Office and Institutional District: Established to provide for business and professional office use, service occupations and light commercial uses. Because the Office and Institutional uses are subject to the public view, developers and operators of offices and business should provide an appropriate appearance, parking and design of entrances and exits to offices and businesses in a manner to minimize the traffic congestion.

- The O&I zoning district is utilized for a few properties along NC 62 within Trinity's City limits.

CS Community Shopping District: Established to provide for retailing goods and services to the passing motorists and residents living in the area. Because the business uses are subject to the public view, developers and operators of businesses should provide an appropriate appearance, parking and design of entrances and exists to businesses in a manner to minimize traffic congestion. The regulations of this district are designed to permit a concentrated development of permitted uses while maintaining a substantial relationship between the intensity of land uses and the capacity of utilities and streets.

- The CS zoning district is currently applied to a few properties scattered around the City of Trinity.

HC Highway Commercial District: Established to provide for a compact neighborhood shopping district which provides convenience goods such as groceries and pharmacies and some types of personal services to the surrounding residential area. The regulations are designed to protect surrounding residential districts and provide an appropriate community appearance. Parking and design of entrances and exist to businesses must be established in a manner to minimize traffic congestion.

- The majority of HC zoned property is located along NC 62 and provides Trinity's citizens with easy access to many convenience goods. Additional HC zoned property can be found sprinkled around the planning area.

M-1 Heavy Manufacturing District: Established for those areas of the community where the principle use of land is for manufacturing, industrial, and warehousing uses. These uses, by their nature, may create some nuisances which are not properly associated with residential, institutional, commercial and/or service establishments. These uses normally seek outlying locations on large tracts of land where the operations involved do not detract from the development potential of nearby undeveloped properties.

- The M-1 district is applied to several parcels in the extreme northern portion of the planning area and along the Trinity- Archdale city limit line.

M-2 Light Manufacturing District: Established for manufacturing, industrial and warehousing located on planned sites with access to major highways and streets with adequate utility facilities. This district is intended to allow a lower density of manufacturing and warehousing operations which create a more desirable appearance and less environmental pollution than a more dense manufacturing zone. These uses by their nature may create some nuisance which is not properly associated with residential, institutional, commercial and or service establishments.

These uses normally seek outlying locations on large tracts of land where the operations involved do not detract from the development potential of nearby development property. The purpose of these regulations is to control building and traffic congestion and to provide an appropriate community appearance.

- The M-2 district is predominately applied to properties north of Interstate 85 and along the shared city limits with Archdale and Thomasville.

WSO Watershed Overlay District: Established to protect water quality in the Lake Reece water supply reservoir, these regulations are applicable to all lands within the designated watershed area. Land uses within the WSO District must comply with all the requirements of both the underlying zoning district and the Watershed Overlay District. To maintain a low to moderate land use intensity pattern within the WSO district, single-family detached residential uses are restricted to a minimum of 20,000 square feet or 24% built upon area. A minimum of 40,000 square feet is required for single-family detached residential uses when sewer is not available. WSO District regulations allow for minimum lots size requirements to be waived when single-family residential uses are clustered, as long as an equal number of lots are developed and the remainder of the site remains as open space in a vegetated or natural state. All other uses are restricted to a maximum of 24% built-upon area when public sewer is available. A maximum of 10% of the watershed area may be developed in residential or non-residential uses with a built-upon area of up to 70% on a project by project basis. Permission for such higher-intensity projects is granted by the City Council through the approval of a Special Intensity Allocation (SIA). The City currently has about 1,068 acres remaining in its total high-intensity allocation "bank" of approximately 1,078 acres. A minimum 50-foot vegetative buffer is required for all new development along perennial streams. When land development exceeds the low-density option through approval of an SIA, a minimum 100-foot buffer is required. The City recently adopted a second high-density development option. This option allows an unspecified percentage of the watershed to be developed with a built-upon area of up to 50% when engineered controls such as wet detention ponds and other storm water best management practices are approved by the City Engineer and provided on site to control storm water run-off.

- The WSO District is applied to virtually all property within City limits. A few parcels in the northwestern portion of the City are not included within the overlay district.

MHO Manufactured Home Overlay District for Manufactured Home Subdivisions: The Manufactured Home Overlay District sets forth regulations governing the development of subdivisions for manufactured homes in Trinity. A minimum of ten(10) lots must be developed to comply with the overlay regulations. Additionally, all roads that are part of a MHO development must be constructed to NCDOT subdivision road standards.

- No parcels are currently designated as a MHO district.

I-TDZD Trinity-Thomasville Development Zoning District: This district was established as a joint venture between the City of Thomasville and Trinity to encourage economic development.

- The district is applied in only one place on the zoning map. A property located along Unity Street in the extreme western portion of Trinity's City limits.

Subdivision Ordinance

Subdivision regulations are locally adopted laws that govern the process of converting raw land into individual building sites. Regulation is accomplished through subdivision plat approval procedures, under which a land owner or developer is not permitted to make improvements or to divide and sell lots until a proposed subdivision plat has been approved. Approval is based on compliance of the proposal with development standards set forth in the subdivision regulations. Attempts to record an unapproved plat with the local registry of deeds, or to sell lots by reference to such a plat, are subject to various civil and criminal penalties. Subdivision regulations serve a wide range of purposes.

The stated purposes of the City of Trinity Subdivision Regulations are to:

- Promote the public health, safety and general welfare by providing for the orderly subdivision of land in the City of Trinity
- Assure the appropriate layout and use of land
- Provide, safe, convenient and economic circulation of vehicular traffic
- Provide for the dedication or reservation of street rights-of-way, utility easements and public facility sites
- Assure the proper installation of streets and utilities
- Avoid undue concentrations of population
- Insure proper legal description, identification, documentation and recordation of property boundaries

To a health official, for example, they are a means of insuring that a new residential development has a safe water supply and an adequate sewage disposal system. To a tax official, subdivision regulations help to secure adequate records of land titles. To school or park officials, they are a way to preserve or secure school sites and recreation areas needed to serve the people moving into new neighborhoods. To realtors and homebuyers, they are an assurance that home sites are located on suitable, properly oriented, well-drained lots, and are provided with the services and facilities necessary to maintain and enhance property values.

Flood Damage Prevention Ordinance

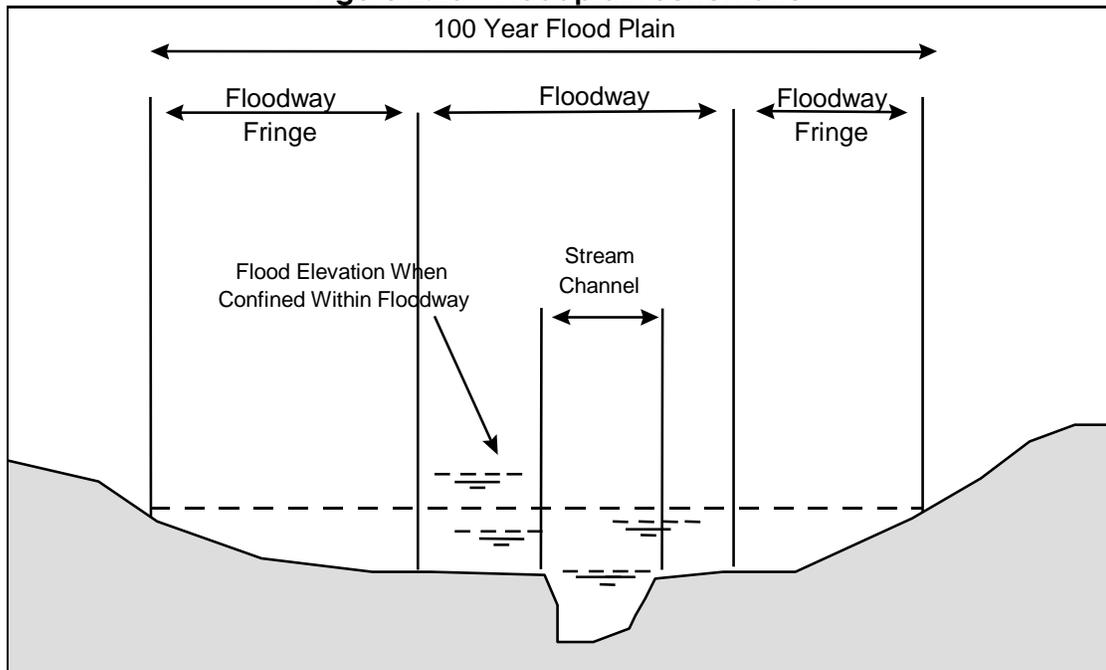
The City of Trinity utilizes a flood damage prevention ordinance to provide extra protection for public health, safety, and general welfare in flood prone areas beyond those provided through the underlying zoning.

In all areas of special flood hazards (where base flood elevation data is provided) Trinity's ordinance requires the lowest floor elevation of any new (or substantially improved existing structure) to be a minimum of two feet above the base flood elevation. In areas where base flood elevation data is not available, the City requires the lowest floor elevation (including the basement) to be at least three feet above the highest adjacent grade. All encroachments (including fill material or structures) must be located at least twenty feet away from the top of the bank, or one times the width of the stream at the top of the bank, whichever is greater.

The City of Trinity participates in the National Flood Insurance Program (NFIP) to promote sound development practices within areas vulnerable to potential 10, 50, 100, and 500-year flood events.

A flood event refers to the probability that a flood will occur in any given period. Each of these events has a 10, 2, 1, and .02 percent chance of being equaled or exceeded during any year respectively. For example, the likelihood of a 10-year flood event occurring every year is 10%. This does not mean that every 10 years a flood of this magnitude will occur; the actual probability is much higher.

Figure 2.25 – Floodplain Schematic



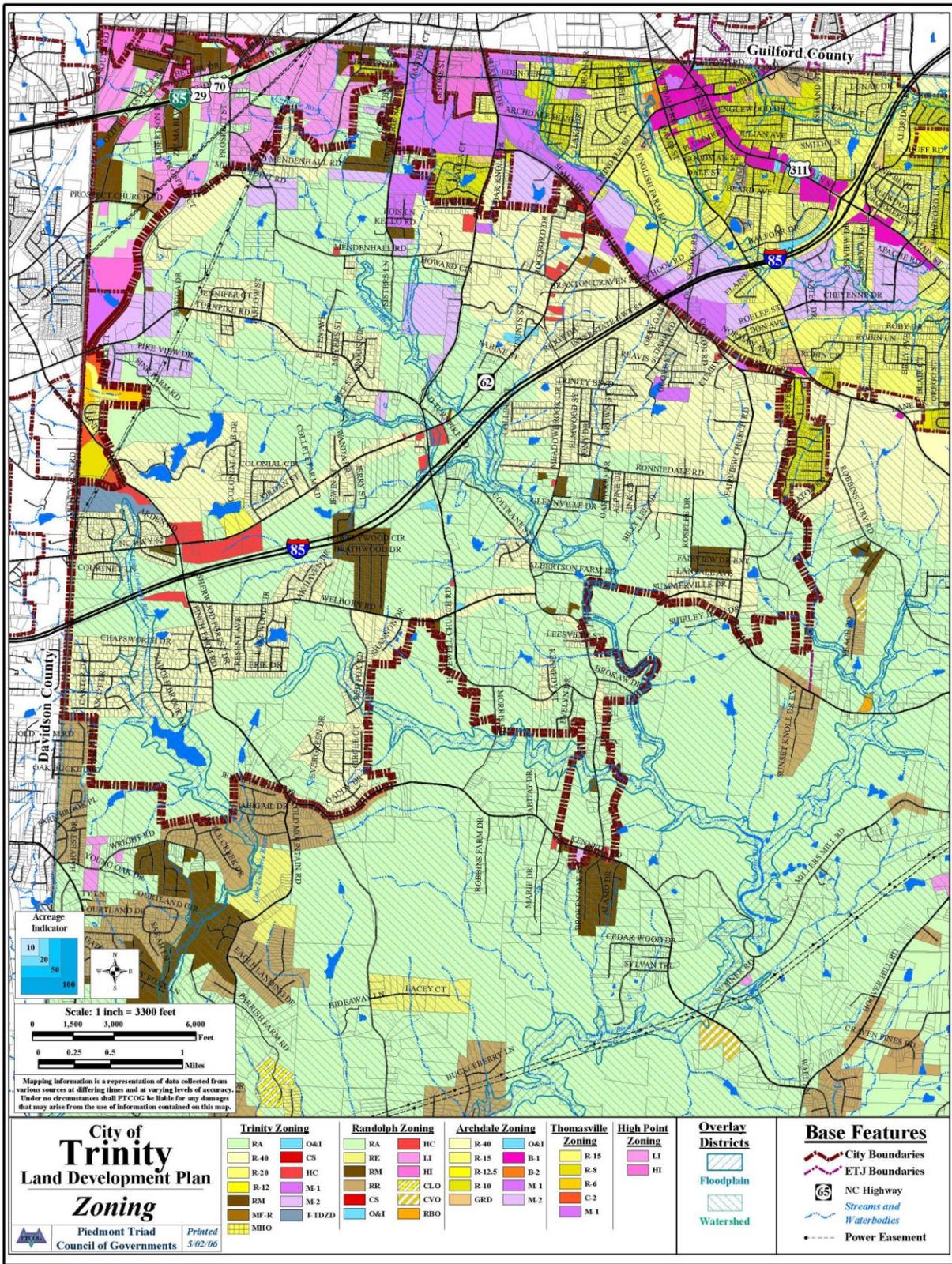
The 100-year floodplain area is divided into the floodway and a floodway fringe. The floodway is the channel of a stream plus any adjacent floodplain that must be kept free of encroachment so that a 100-year flood can be carried without substantial increase in flood heights. The area between the floodway and the 100-year floodplain boundaries is called the floodway fringe.

CONCLUSIONS

The City of Trinity has adopted and amended zoning and subdivision regulations over the years to improve the quality of development in the community. As an outgrowth of this Land Development Planning process, the City will continue to refine its ordinances to reflect community values and encourage quality development as the City grows. Some of the key issues the City may wish to address as an outgrowth of this Land Development Plan include:

- The design, appearance, function and compatibility of new land development.
- New types of development and greater creativity in meeting community needs.
- Site analysis process to identify key environmental features, opportunities, and constraints.
- Open space, parks, greenways, trails and sidewalks, integrated into the existing community and new land development projects as the City grows.
- A network of inter-connected streets and greater flexibility in street design.
- Historic preservation district and adaptive reuse opportunities.
- Mixed use and traditional neighborhood development options.

Figure 2.26 – Existing Zoning Map





COMMUNITY VALUES

PUBLIC INVOLVEMENT

CITIZENS COMMITTEE

Public involvement is the cornerstone of a successful future land use planning process. A fourteen-member Land Development Plan Advisory Committee was formed to provide in-depth insight and guidance to the plan. Committee members include several City Council members, Planning & Zoning Board members, City staff and interested citizens. The Committee began meeting monthly in October, 2005.

With facilitation and technical assistance from PTCOG staff, the Committee reviewed a variety of factual information about the City's demographics, utilities and environmental features. The Committee used this information to temper and refine their vision for the future growth of Trinity, and drafted a set of goals and policies to achieve this vision. Committee members also participated in a variety of workshops to refine key issues, analyze existing conditions, and establish recommended implementation strategies.

COMMUNITY MEETINGS

In December, 2005 a citywide meeting was held in which nearly 40 participants were asked to identify issues and concerns related to future development within the City and prioritize these for the Committee. This was done in small groups facilitated by Committee members. Results from the small group exercise were posted, and participants were asked to identify their 'top ten' issues. These results were tallied as the prioritized list of issues shown below. A more complete summary of the results of the December 2005 Town Meeting can be found in the Appendix.



Community Meeting Participants
Courtesy, PTCOG

Table 3.1 – 'Top Ten' Issues, Trinity Town Meeting, December 2005

Rank	Votes	Issue
1	50	Start... ..promoting commercial growth & shopping areas
2	29	Continue... ..accelerating installation of sewer
3	24	Continue... ..maintaining a low tax rate
4	16	Continue... ..preserving our rural character and small-town feel
5	14	Start... ..providing parks, recreation, gyms, trails & greenways
6	12	Continue... ..providing excellent schools
7	12	Continue... ..encouraging larger residential lots
8	11	Stop... ..placing mobile homes in residential neighborhoods
9	9	Continue... ..preserving natural areas, green spaces & wetlands
10	8	Stop... ..poor community appearance (junk, debris, junk cars)

Citizen input from Community Meeting #1 was used to identify and clarify key issues, to develop and refine the Committee's mission, vision, and goals, and as a guide in formulating other elements of the City's land development plan. To assess how well the draft plan reflects the values of fellow citizens, the Committee hosted a second citywide meeting in June of 2006. This meeting gave members of the public an opportunity to review and comment on the recommendations of the plan as well as the future land use map. The 25 attendees reviewed and discussed the draft plan. A summary of citizen comments from meeting #2 is included in the Appendix. A public hearing process was used to present the draft Land Development Plan to the Planning and Zoning Board for their recommendations and to the City Council for final adoption.

CORE VALUES

The values of the community and a shared vision for its future provide the foundation for making future land use recommendations. Committee members combined citizen input from the first Community Meeting with results from their own workshops, to identify core community values. These core values represent the key issues addressed in the plan and provide the goals, guiding themes and desirable future characteristics outlined in the mission and vision for Trinity in the year 2020.

Land Use & Growth Management:

Residential Development

- a good variety and balance of housing types

Economic Development

- new jobs for our citizens & growth of our City's tax base
- keep a small-town feel & green space and avoid over-building as we grow

Commercial Development (Downtown)

- new commercial uses are focused within mixed-use activity centers
- a variety of shops, restaurants & entertainment opportunities are available
- higher-density residential uses are located in & adjacent to activity centers

Planning Coordination

- land development is coordinated with & complements surrounding areas

Quality of Life:

Small-Town Character

- our rural, small-town feel has been valued and preserved as we grow
- citizens are included in the land development decision-making process

Community Appearance

- new land development honors our heritage & improves our appearance

Open Space

- our rural character and generous open spaces are preserved as we grow
- public parks, open space and neighborhood green space is provided

Natural, Cultural & Historic Resources

- all new development includes parks, open space and greenways
- historic and cultural resources are preserved & given creative new uses

Community Services & Facilities:

Water & Sewer

- adequate water services are provided throughout the City
- the City's wastewater collection system continues to be expanded & efficiently used
- the City's wastewater treatment plant is at or near completion

Transportation

- a network of interconnected streets reduces congestion & improves safety
- pedestrian-friendly, mixed-use activity centers include a network of sidewalks
- a network of greenways is created in conservation corridors along streams
- access is managed along collector roads to maintain function & appearance
- regional transit stations and park & ride lots are available in strategic locations

Parks & Recreation

- a parks network interfaces with schools & preserves natural & cultural assets

Public Buildings and Facilities

- high-quality public buildings are graciously sited in convenient locations

Public Financing

- the provision of public services is balanced with our ability to pay for them

■

MISSION

Based on the above core community values, the Advisory Committee drafted the following mission statement for the planning study, and the following Community Vision which provides a descriptive verbal picture of the kind of community Committee members would like Trinity to become as the City grows over the next fifteen years.

Mission for the Land Development Plan

Establish a plan to help guide land development decisions that will build on our City's heritage, diversify our local economy, fit our community's small-town character, preserve our cherished natural, cultural, and historic resources, enhance our quality of life, and be consistent with our ability to provide adequate public services and infrastructure.



Trinity Land Development Plan Advisory Committee Members
Courtesy, PTCOG

VISION FOR TRINITY IN THE YEAR 2020

Trinity has experienced a moderate amount of growth over the past fifteen years. Our City's commitment to well-planned, quality land development has enabled us to manage this growth wisely, striking a reasonable balance between the good of the whole community and private property rights. Since the adoption of our plan in 2006, new land development in and around Trinity has been built to fit our community's character and heritage, and helped to attract a diversity of jobs and tax base. New growth has been designed to help preserve our cherished natural, cultural, and historic resources, and to coincide with our ability to provide adequate public services and infrastructure. The appropriate quantity, location, and quality of new land development has maintained and enhanced our City's environment and high quality of life.

In the year 2020, Trinity continues to enjoy its rural, small-town character and charm. In fact, as our City has grown over the last fifteen years, an even stronger sense of community has been built – Trinity has become an even better place to live, work and shop - and citizens are enthusiastically involved throughout the land development decision-making process. Designation of a mixed-use "Town Center" in the City's plan has resulted in the gradual development of a vibrant downtown area with a wide variety of new businesses, services, restaurants, offices, apartments, and public spaces. Centered around a town square, downtown Trinity is a lively, pedestrian-friendly destination for City residents and visitors. In addition, small-scale business and office uses have been located in convenient clusters throughout our community. Each mixed-use "Neighborhood Activity Center" has been carefully designed to preserve and blend with the character of surrounding neighborhoods, and our City as a whole. Careful attention has been paid to maintaining and improving the safety, function and scenic quality of collector roads throughout our community. Regional transit stops and park and ride lots are strategically located to improve mobility, reduce congestion and improve air quality. High-quality, multi-purpose public buildings are graciously sited in prominent locations to instill community pride and to conveniently serve City residents.

Trinity's Land Development Plan has helped our City become a more livable and walkable community. New neighborhoods located most closely to activity centers have a more compact development pattern, and include a wider mix of housing types to accommodate the growing diversity of our community's residents and to maximize the efficient use of public services. Each new neighborhood includes green space and supports the City's growing network of greenway trails in conservation corridors along streams. Both new and old neighborhoods throughout Trinity are linked to one another, and to other parts of the City through a network of roads, bike paths, sidewalks, and greenways. Excellent public infrastructure and services are provided at a reasonable cost. Residents enjoy access to a variety of public parks, greenways and open spaces, a more pedestrian-friendly environment with greater access to a variety of convenient businesses, services and jobs, and a deep sense of pride in their community.

4

LAND USE RECOMMENDATIONS

4.1 LAND DEVELOPMENT GOALS AND POLICIES

To help Trinity achieve its vision for the future, goals and policies were established to express the overall strategic direction for the City's growth over the next fifteen years. Created to highlight the major consensus points reached during the planning process, these goals and policies represent community ideals concerning how the City should grow and develop. In conjunction with the *Growth Strategy Map* and the *Future Land Use Map*, these goals and policies help articulate the City's vision for future growth, and provide a broad policy context for future land development decisions. The goals represent what the City would like to accomplish. The policies serve as officially adopted positions of the City of Trinity, and provide guidance for evaluating and making decisions concerning future land development proposals.

GROWTH MANAGEMENT

GOALS:

- A. Carefully manage growth, making smart growth decisions that maintain and enhance Trinity's special community characteristics and heritage.
- B. Strategically locate new land development in the most appropriate places.
- C. Use infrastructure investments as efficiently as possible.
- D. Attract new jobs and a more diverse tax base.
- E. Protect natural, cultural & historic resources and open space as we grow.

POLICIES:

- 1.1 Establish a central business district or downtown area with a town square as the center of community life to encourage development of retail and offices uses, and other vital community services.
- 1.2 Manage land use patterns along major roads to maintain their safety and function and to create welcoming, aesthetically pleasing entranceways that reflect the rural, small-town character of our community.
- 1.3 Encourage the development of mixed-use, pedestrian-friendly activity centers to serve as community destinations, and to discourage sprawl and strip development – especially around & between the I-85 interchanges at Finch Farm Road and Hopewell Church Road.
- 1.4 Encourage commercial uses within designated activity centers, to fit Trinity's small-town scale & character, and to provide more retail, business and office uses in convenient locations.
- 1.5 Encourage clean industrial uses in appropriate places with adequate land and infrastructure (roads, railroads, water, sewer, gas and electricity), to provide residents with diverse, convenient, well-paying jobs, to help bolster our City's tax base, and make sure we continue to protect the value of surrounding properties & neighborhoods through site design requirements such as buffers, setbacks, and landscaping.
- 1.6 Encourage office uses in convenient locations above shops and in the proposed downtown (New Town and Old Town) areas and other pedestrian-friendly activity centers, to reduce traffic and build a strong sense of community.

-
- 1.7 Encourage institutional & civic uses (schools, community centers, churches, nursing homes, day care centers, libraries, YMCAs, fire stations, post offices, parks, etc.) to be located on important or prominent sites, to add value and pride to neighborhoods, and to serve as community landmarks and focal points. The City will lead by example by investing in public buildings and spaces that add to the value and pride of the community, paying close attention to quality of life details such as architecture, streetscape design, public art, sidewalks, greenways, and other public ways and access points.
 - 1.8 Continue to value, preserve and enhance existing residential uses and neighborhoods, to maintain the unique small-town character of Trinity. Infill development is encouraged to efficiently use existing infrastructure, however, new buildings and the renovation of existing buildings should fit the scale and character and add value to existing neighborhoods. The City seeks to instill responsibility and pride in home ownership.
 - 1.9 Encourage new residential uses and neighborhoods that add to our community's livability and character, by including neighborhood parks, and by providing a walkable, mixed-use, pedestrian-friendly environment that is well-connected to the rest of the community - especially to the proposed New Town and Old Town areas, and to other designated activity centers - via sidewalks, greenways and trails.
 - 1.10 Encourage opportunities for adequate, affordable, attractive, quality housing to be provided for all residents through the renovation of existing older homes, and the building of a mixture of new housing types to match a range of lifestyles and income levels.
 - 1.11 Encourage open space, parks & squares to be a part of every new neighborhood, and encourage these amenities to be well-connected by greenways, sidewalks, and bike lanes, and to be added to existing neighborhoods whenever appropriate and feasible.
 - 1.12 Encourage alternative types and patterns of development [mixed-use, cluster, 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.
 - 1.13 As Trinity grows, use these growth management goals and policies as guidelines for making smart growth decisions, to strategically locate land development in the most appropriate places, to use existing and future infrastructure investments efficiently, to discourage costly suburban sprawl, and to help maintain and enhance the community characteristics that make Trinity an even better place to live and work.

PLANNING COORDINATION

GOALS:

Coordinate land development planning and decision-making with surrounding jurisdictions, so that future land development in Trinity fits well into its regional context, and maintains and enhances the quality of life for citizens in and around its jurisdiction.

POLICIES:

- 2.1 Take into account the future growth plans of surrounding jurisdictions (Randolph County, Archdale, High Point and Thomasville), so Trinity's land use planning and growth management approaches are as compatible and mutually supportive as possible, and so infrastructure investments coincide with and support the designated growth areas and activity centers of surrounding jurisdictions.
- 2.2 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.
- 2.3 Build cooperative partnerships with local institutions, agencies and businesses to expand community amenities and services, to create jobs, to maintain a strong tax base, to encourage new development that fits our small-town character, and to prevent conventional strip development along major road corridors.
- 2.4 Partner with the Randolph County Economic Development Corporation and Tourism Development Authority, to make sure Trinity is adequately showcased and represented in economic development, marketing, and recruiting efforts – as a great place to start or expand a business, and to help insure the City's success in recruiting new development, jobs, and tax base.

COMMUNITY APPEARANCE

GOALS:

Carefully preserve and enhance Trinity's character and community appearance as we grow.

POLICIES:

- 3.1 Value and preserve Trinity's rural, small-town feel.
- 3.2 Create a downtown that enhances our community character and is used as a selling point to attract entrepreneurs (new shops, restaurants, and services) and visitors to our community.
- 3.3 Create a strong sense of place and community pride as each new piece of the "land development puzzle." fits into our City's overall vision for the future – adding value and maintaining & enhancing our quality of life as we grow.
- 3.4 Carefully consider the appearance and design of new buildings and site development, to insure a good fit, and to maintain and improve the appearance of our community.
- 3.5 Beautify existing streetscapes, and establish design guidelines to encourage creation of human-scale spaces along new and existing streetscapes.

3.6 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.

QUALITY OF LIFE

GOALS:

Carefully preserve Trinity's natural, cultural and historic resources as we grow.

POLICIES:

- 4.1 Carefully preserve Trinity's natural, cultural, and historic resources as we grow.
- 4.2 Maintain & improve air quality by recruiting environmentally-friendly industry, and encouraging pedestrian-friendly, mixed-use land use patterns, more sidewalks, bike lanes & greenways, interconnected street patterns, and open space (cluster) development.
- 4.3 Maintain & improve water quality by carefully managing and restoring stream-banks, establishing minimum riparian buffer requirements along streams and creeks, encouraging cluster development to provide open space and avoid disturbance in riparian buffer areas, adopting low-impact design guidelines, implementing phase II storm water regulations, and by coordinating growth management efforts with the County and surrounding municipalities.
- 4.4 Protect our community from excessive noise, light, and vibration by placing potentially noxious uses in the most appropriate places, and by strengthening and enforcing development regulations including requirements for adequate buffers, set-backs and non-invasive lighting.
- 4.5 Preserve, protect, and restore the natural resources of our community (e.g. rivers & streams, wetlands, woodlands, wildlife habitats) for the benefit & enjoyment of existing and future generations.
- 4.6 Provide a diverse open space & recreation system with a variety of opportunities throughout our community – including small neighborhood parks and playgrounds; large active-recreational parks for soccer and softball; passive picnic, walking, and biking areas; and an extensive system of trails and greenways connecting each of these elements together.
- 4.7 Preserve, protect, and restore the cultural and historic resources of our community – especially within the historic Old Town area (e.g. historic sites and buildings, parks, family farms) for the benefit, edification and enjoyment of existing and future generations.
- 4.8 Encourage the design and development of appropriate in-fill uses in the historic Old Town area, accommodating modern uses and functions while matching vernacular architectural details and requiring sensitive site design that honors and maintains the historic integrity of the Old Town area (e.g. parking in side or rear of building, adequate landscaping, historically appropriate signs and lighting).
- 4.9 Pursue the design and development of a downtown or town center in the New Town and Old Town areas, to create a vibrant, attractive & pedestrian-friendly commercial destination for both City residents and visitors.

PUBLIC SERVICES AND FACILITIES

GOALS:

Provide adequate public services as we grow, consistent with our ability to pay for them.

POLICIES:

- 5.1 Provide adequate water services (quantity, quality and pressure) to keep pace with growth and to encourage new development in the most appropriate places.
- 5.2 Provide adequate sewer services to accommodate existing land development and plan future sewer system extensions to support new land development in the most appropriate places. Continue making sewer system improvements that will allow for the eventual development of a gravity-fed collection and treatment system.
- 5.3 Design and develop appropriate Phase 2 storm water management measures to maintain the safety and function of City roadways during rainstorms, and to protect and maintain the water quality of City creeks and rivers from storm water runoff.
- 5.4 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.
- 5.5 Carefully manage access along major thoroughfares and road entranceways, to protect public safety, road function, and community aesthetics.
- 5.6 Provide public buildings and facilities in prominent or central locations to conveniently serve the whole community. Consider the development of a municipal center to include a variety of potential uses (e.g. new City Hall, library, multi-purpose meeting room, park, community picnic shelter, trails).
- 5.7 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.
- 5.8 Provide an adequate solid waste disposal system within City limits.
- 5.9 Develop and maintain a citywide park, recreation and open space system that becomes an integral part of our community, and provides a variety of active and passive recreation opportunities. Connect neighborhoods to parks, schools, and other community-oriented uses through a network of greenway trails, bike lanes, and sidewalks. Partner with the County school Board to meet common educational and recreational goals.
- 5.10 Partner with the Randolph County School Board to provide schools that are carefully planned, designed, located and operated to provide our community with the most benefit and that serve multiple purposes (e.g. community center, park, theater, meeting facility, community library, etc.)

4.2 COMMUNITY BUILDING PRINCIPLES

Over the past 50 years most land development in the U.S. has utilized a conventional pattern of stand-alone, single-use residential subdivisions and commercial strip development along major thoroughfares. However, this plan provides the City an opportunity to establish a new vision for Trinity's growth that maintains the City's livability and enhances its sense of community. Four community building principles are presented below, comparing the conventional development approach with recommended land development patterns necessary to achieve the City's vision. These principles were used in drafting the Future Land Use Map, and are recommended for consideration in making future land development decisions.

PRINCIPLE #1 – Move from “Strip Development” toward “Activity Centers”

Strip Development: Most recent commercial and office development in Trinity and surrounding jurisdictions has been in linear strips along major thoroughfares. Characteristics of strip development include:

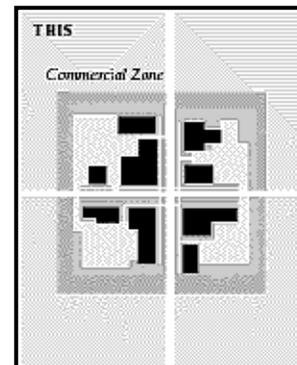
- Automobile oriented
- Dangerous for pedestrians
- Large parking lots
- Large front yard setbacks
- Single uses
- Numerous curb cuts
- Little connection between uses
- Visual clutter
- Diminished function of thoroughfares

Diagrams courtesy of *Access Management: A Guide For Roadway Corridors*, Humstone & Campoli



Activity Center: The Activity Center concept is based on applying the attributes of a traditional downtown to a new site that is smaller in scale. Characteristics of an Activity Center include:

- Pedestrian and automobile friendly
- On-street parking allowed
- Off-street parking in smaller lots
- Buildings placed closer to the road
- Mixture of uses
- Few curb cuts & limited access roads
- Interconnection between uses & shared parking
- Signs and buildings at a more human scale
- Proper function of thoroughfares

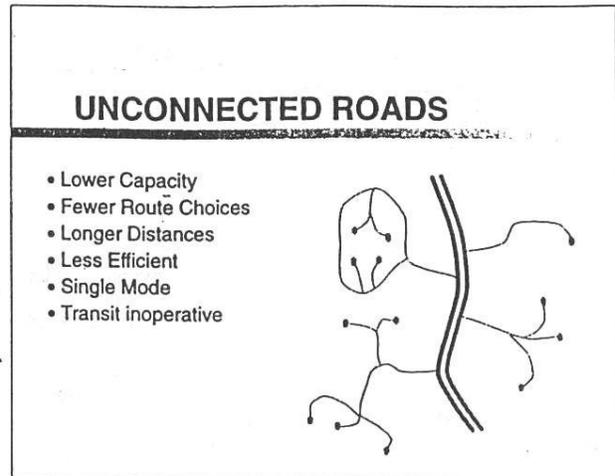


This Future Land Use Map identifies the approximate location of proposed Activity Centers, to provide an alternative to commercial strip development, and encourage the creation of more community focal points.

PRINCIPLE #2 – Move from “Unconnected Roads” toward a “Road Network”

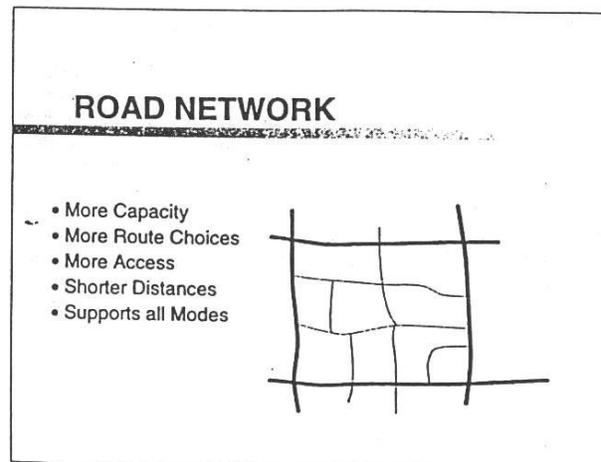
Unconnected Roads: The current proliferation of residential cul-de-sac subdivisions has resulted in a transportation system that severely limits the number of alternative travel routes. In addition to residential subdivisions, current commercial development patterns often provide little, if any connectivity among uses. The characteristics of Unconnected Roads include:

- Disconnection from other uses
- Required use of thoroughfare
- Congestion of major roads
- Fewer route choices
- Longer driving distances
- Less efficiency
- Single transportation mode



Road Network: A transportation system based on the development of a Road Network will lessen traffic congestion on many of Trinity's major thoroughfares. Increasing the number of route choices will help to disperse traffic throughout the community, and result in the following characteristics:

- Increased road capacity
- More route choices
- Greater access and mobility
- Shorter distances
- Support for alternative transportation modes

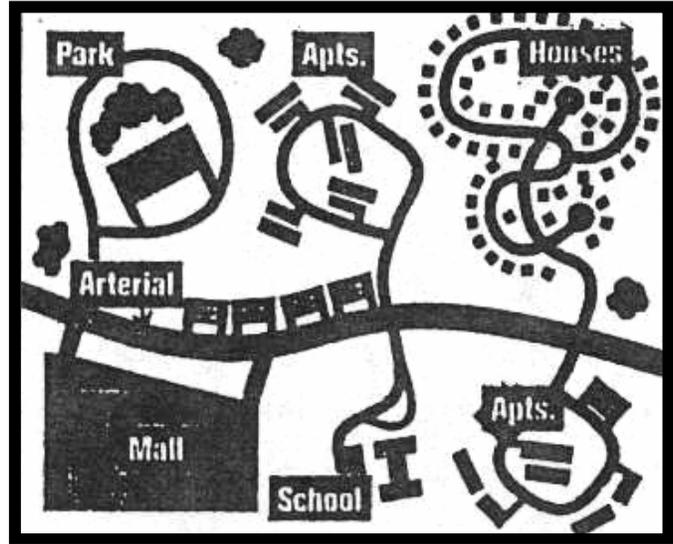


Diagrams courtesy of the [Mocksville Policy Guide](#).

The Trinity Land Development Plan incorporates the objective of building a road network whenever possible, to provide a viable alternative to the current pattern of unconnected roads. Use of this principle in residential subdivisions, commercial centers, and employment and industrial centers will provide a greater set of transportation choices and will help to reduce traffic congestion throughout the community.

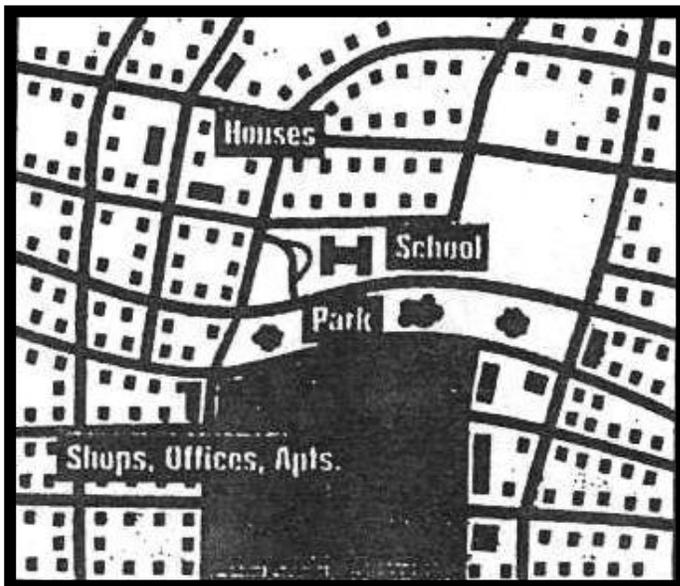
PRINCIPLE #3 – Move from “Separation of Uses” toward “Mixed Use Development”

Separation of Uses: Standard zoning ordinances typically require most uses to be strictly segregated from one another. This requirement has often resulted in the loss of lively neighborhoods characterized by corner stores and second-story apartments above small neighborhood shops and restaurants. Some noxious uses need to be somewhat isolated, or at least buffered, to minimize their negative impacts on the quality of life and property values of neighborhood residents. For example, construction of a massive, five-story apartment complex, or the development of heavy industrial uses in the middle of a low-density residential neighborhood is clearly inappropriate.



On the other hand, a small, two-story townhouse project or a corner cafe, can be carefully designed to fit in and complement existing architectural styles, adding variety, interest, and value to its surrounding neighborhood. The current practice of separating uses has resulted in the creation of numerous “pods” of single-use developments. The diagram above highlights the current practice, showing how all traffic from each individual single-use “pod” development must use the main road to go anywhere.

Mixed Use: The notion of providing an appropriate mix of uses originates long before zoning regulations were institutionalized to require the separation of uses. Prior to zoning regulations, traditional neighborhoods developed during the first half of this century in towns throughout America, typically provided a broad mix of compatible uses, including shops, services, small workplaces, parks, churches, schools, as well as a variety of housing types. Some of the more

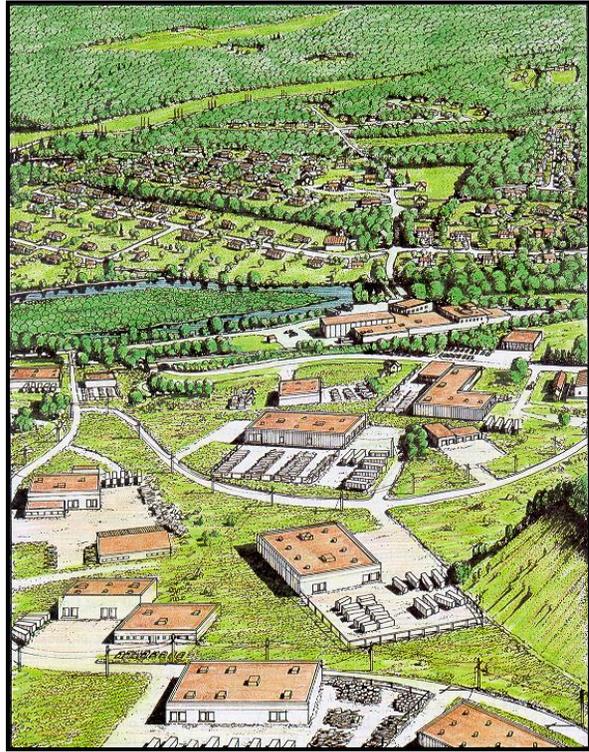


historic parts of Trinity provide excellent examples of single-family, multi-family, commercial, civic, and even some industrial uses fitting together well and complementing one another within the same neighborhood. Mixed use development provides for a wider variety of housing opportunities and reduces traffic congestion by providing a greater variety of transportation options. It allows residents, especially the very old and very young, to walk or bike to the store, to school, to church, to the park, or to work. The diagram (see inset) highlights how the practice of mixing compatible uses provides for greater variety, mobility and convenience.

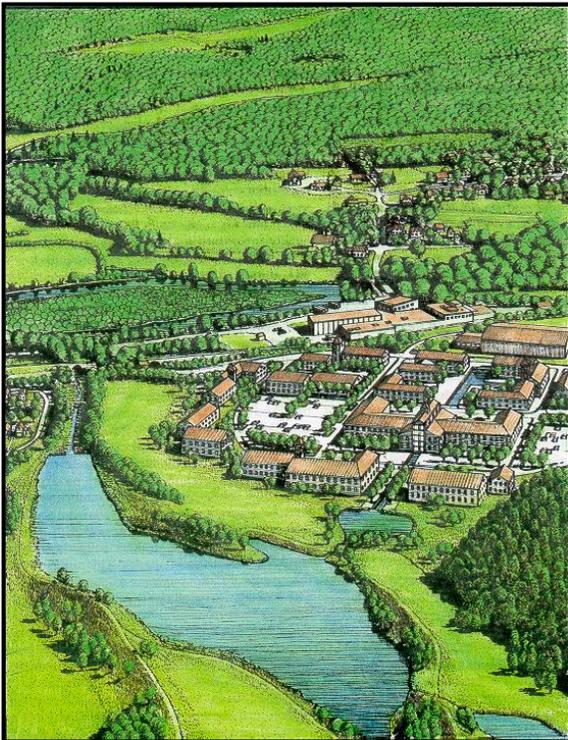
Diagrams courtesy of the [Mocksville Policy Guide](#).

PRINCIPLE #4 – Move from “Conventional Development” to “Cluster Development”

Conventional Development: Conventional development seeks to maximize the number of residential lots or the amount of retail space possible on any given piece of land. This method of development pays little attention to environmental factors, neighborhood design, or open space. The goal of such development is to spread as many houses or businesses on the site as allowed under current development regulations. As a result, land unsuitable for most urban uses, due to environmental constraints, is often developed as a residential backyard, or graded for use as a parking lot. Conventional development often places a greater burden on a jurisdiction's resources, because it does not provide any recreational space for its residents and results in overcrowding of parks and other recreational facilities. Conventional development often has little connection to the natural features of the landscape on which it is built, is aesthetically unpleasing, and results in increased runoff into creeks and streams or onto adjacent properties.



Illustrations courtesy of Rural By Design, Randall Arendt



Cluster Development: The primary purpose of cluster development is to encourage a certain portion of open space to be set aside within each development, as part of the development review and approval process. Designated open space areas within each new development is preserved in perpetuity, for the use and enjoyment of residents as a recreation amenity, and to provide permanent protection of the community's most significant historic, cultural, or environmental resources. Developers that choose to use cluster development principles are allowed to build the same number of units as allowed under conventional development practices. However, cluster development can significantly reduce development costs of providing roads, water, and sewer services, by allowing the clustering of uses on smaller lots. By encouraging cluster development, the City can increase the recreational opportunities for its residents, decrease the amount of infrastructure that needs to be maintained, and increase the attractiveness of the overall community.

4.3 GROWTH MANAGEMENT STRATEGY

The descriptions below indicate where within the City's planning area each of the strategic growth categories are likely to be designated, and the recommended level of support and encouragement the City is likely to offer appropriate land development proposals within each category.

Primary Growth Areas – Areas located within existing City limits and with sewer service either currently available, or scheduled to become available in accordance with the City's *Sewer Master Plan*. Suitable land development within Primary Growth Areas will be given the highest level of encouragement and incentives for short-range development over the next 5 years, and will be expected to share in the cost of sewer services.

Secondary Growth Areas – Areas located within existing City limits, adjacent to and up-stream from Primary Growth Areas, which may be provided with sewer services through the extension of gravity sewer lines. Suitable land development within Secondary Growth Areas will be given a high level of encouragement and incentives for short- to mid-range development over the next 5 to 10 years, and will be expected to share in the cost of sewer services.

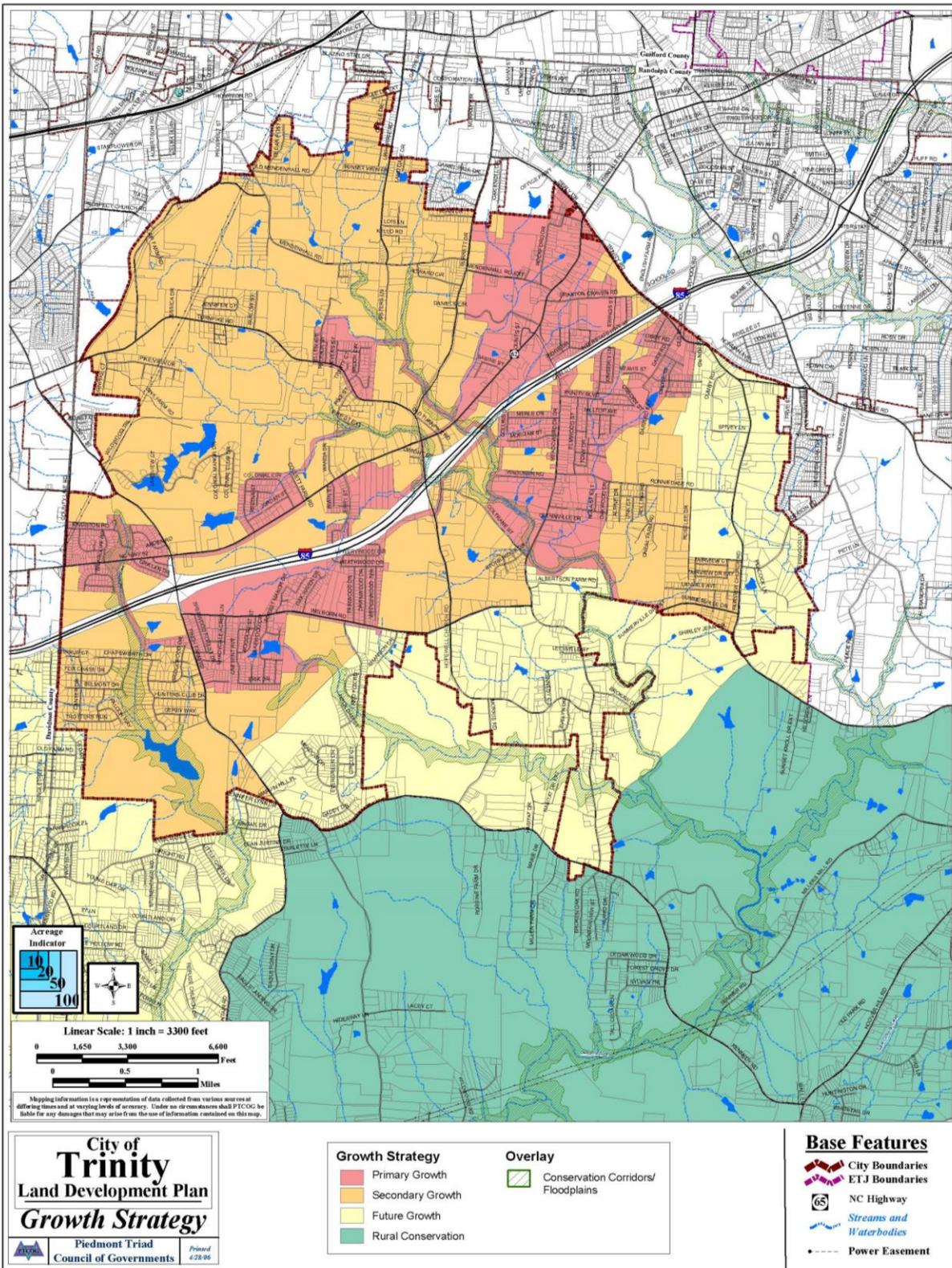
Transition Areas – Areas located within and adjacent to existing City limits and adjacent to and down-stream from Primary and/or Secondary Growth Areas, which may be provided with sewer services through the provision of a pump station and force main. Suitable land development within Transition Areas will be given a moderate level of encouragement and incentives for mid- to long-range range development over the next 10 to 15 years, and will be expected to share in the cost of sewer services.

Rural Growth Areas – Areas located outside of existing City limits and adjacent to and down-stream from Transition Areas, which may be provided with sewer services through the provision of a pump station and force main. Suitable land development within Rural Growth Areas will be given a low level of encouragement and incentives for long-range development over the next 15 to 20 years, and will be expected to share in the cost of sewer services.

Conservation Corridors – Areas located throughout the planning area, primarily along streams and rivers, and within areas containing floodplains, steep slopes and/or severe soil limitations. These areas will receive a very high level of encouragement and incentives to remain in (or to be restored to) a natural state and/or to be maintained in very low-intensity open space, recreation or greenway uses in perpetuity. Property owners are encouraged to locate new land development outside of Conservation Corridors when ever feasible.

The *Growth Strategy Map* on the following page provides a graphic representation of strategic growth area designations within the City's planning area.

Figure 4.1 – Growth Strategy Map



4.4 FUTURE LAND USE CATEGORIES

The following land use categories were adopted for use in identifying the desired future location, scale and mixture of uses within the City's planning area. The descriptions below provide a general sense of the type and intensity of land uses desired within the areas shown on the *Future Land Use Map*.

CONSERVATION CORRIDOR- Areas within the 100-year floodplain along river & stream corridors, to be preserved as natural areas, open space and linear greenway parks.

PARKS, GREENWAYS AND OPEN SPACE – Areas set aside to incorporate parks, greenways and open space into the fabric of the community as it grows for use as active or passive recreation, and to preserve key natural and cultural resources.

RURAL - Areas that primarily include active and passive agricultural uses, some small-scale commercial uses supporting and complementing agriculture, and a limited amount of very low density residential uses (one dwelling unit per acre) on individual lots fronting existing roadways, or within small-scale open space (cluster) neighborhoods allowing for smaller lots in exchange for preservation of open space.

RURAL RESIDENTIAL - Provides a transition between primarily rural areas and the more intensely developed residential and mixed use core of the city. Residential uses in this area are to be low density (one dwelling unit acre) within open space (cluster) neighborhoods allowing for smaller lots in exchange for preservation of open space within the neighborhood.

RESIDENTIAL - Areas containing primarily low- to medium-density single-family residential uses (two dwelling units per acre) within neighborhoods. Various other uses may be allowed which support or complement residential uses, including neighborhood services, parks, schools and neighborhood-scale commercial uses.

MIXED USE - Areas with a mixture of moderately intensive uses ranging from medium- to medium-high-density residential uses (three dwelling units per acre) & community-scale office and commercial uses in proximity to designated activity centers.

NEIGHBORHOOD CENTER – Small-scale commercial areas focused on cross-roads opportunities away from the primary development area of the City providing a variety of low-intensity uses and services to nearby farms, residents and businesses.

NEW TOWN – The desired location for development of a new downtown area to serve as the center of community life and allowing for a wide variety of medium- to medium-high intensity residential, commercial, office and institutional uses. All uses should be compatible in scale and design with a pedestrian-friendly 'village' concept in which residents and visitors can easily walk or drive to parks, schools, churches, restaurants, shops, offices and homes.

OLD TOWN – The historic center of the community located along NC62 with a significant number of historic resources worthy of community protection and enhancement. The preservation and adaptive use of historic properties is strongly encouraged, and appropriate infill development is allowed when adding value and preserving the historic integrity and unique character of the City.

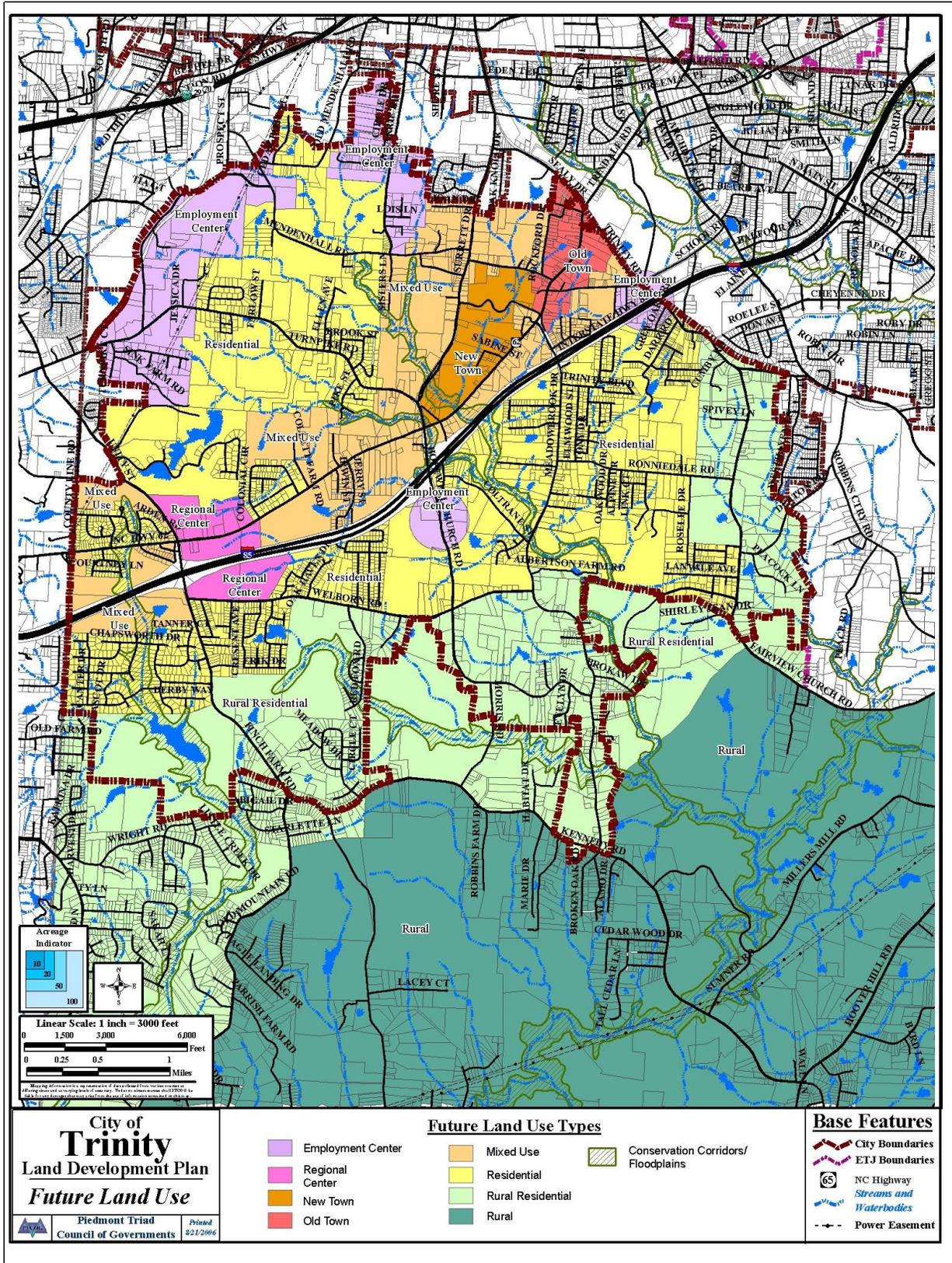
REGIONAL CENTER – Areas containing a mixture of larger-scale, more automobile-oriented developments to serve the entire community and the surrounding region. This center is strategically located at the intersection of Finch Farm Road with both I-85 and NC62 and at the intersection of Hopewell Church Rd with both I-85 and NC 62. Uses within this area should be carefully designed to maintain and enhance the function of NC62 and the aesthetic quality of the entire community.

EMPLOYMENT CENTER – Areas accommodating a wide variety of existing and some new light-industrial, commercial, office and service uses in which most employees work on-site throughout the day.

4.5 FUTURE LAND USE RECOMMENDATIONS

The *Future Land Use Map* below provides specific land use recommendations to assist the community in making decisions about future land development proposals. This map serves as a guide for the location, scale and mixture of uses encouraged by the City and may also serve as the foundation for future zoning district changes. See the appendix for a more detailed description of the purpose and intent of each land use category, including appropriate land uses and recommended zoning districts and residential densities within each category.

Figure 4.2 – Future Land Use Map





IMPLEMENTATION

5.1 USING THE PLAN

THE FUTURE LAND USE MAP

The *Future Land Use Map* provides a graphic representation of the recommended arrangement of specific land uses. The map should be used to guide the general location, scale, type, pattern and relationship of development proposals. The boundaries between recommended future land use categories should be considered areas of transition, where good judgment and common sense guide interpretation based on the characteristics of the specific development proposal. As conditions change over time, individual land development decisions may differ from the land use vision represented on the map. Deviations from the recommendations should have a clear basis, and may trigger an update of the plan or map.

RECOMMENDATIONS

The vision, goals, policies and principles outlined in Chapter Four provide a conceptual framework for considering individual land development decisions. These concepts should be referenced to help analyze the potential impacts of individual development decisions.

5.2 MONITORING THE PLAN

The horizon year for this plan is 2020. As growth and development occur within the City over the next 15 years, it may be necessary to make periodic revisions to keep the plan up-to-date. Major changes in infrastructure, roads and development patterns may trigger an update of the plan. A periodic review of the document by staff, Planning and Zoning Board members and the City Council will insure that the document remains a valuable reference and guide for growth in the community.

5.3 IMPLEMENTING THE PLAN

GENERAL IMPLEMENTATION

A new land use plan raises awareness in the community about its development potential, which often results in an increase in development interest and activities. A new plan can also be the catalyst for creating new public programs and initiatives.

Successful implementation of a land use plan requires cooperative action on the part of elected officials, property owners and the development community. The primary implementers of this plan will be the elected officials of Trinity who will be responsible for interpreting and acting on the recommendations of the plan when considering development proposals and infrastructure investments, revising policies and ordinances and establishing new programs and initiatives.

ACTION STEPS

Recommendations within this plan are organized from general to specific. Chapter 3 presents community likes, dislikes and dreams distilled into a set of “Core Values” (see page 60). These core values are then articulated in a broad “Vision Statement” describing the community’s desired future in the year 2020 (see page 62). Chapter 4 provides a set of “Land Development Goals” outlining what our community hopes to accomplish as we grow, along with specific “Land Development Policies” to help guide our decision-making process in achieving our vision and goals for Trinity. The following action steps, organized into three categories, are recommended for consideration to help achieve the community’s land development vision and goals:

PROGRAMS

- Seek expertise and support from the High Point Metropolitan Planning Organization (HP-MPO) and the North Carolina Department of Transportation (NCDOT) concerning development and implementation of access management policies and strategies along major thoroughfares in Trinity.
- Consider establishing an historic preservation commission in Trinity.
- Consider establishing a parks & recreation commmission to champion and oversee efforts to build the City’s parks and greenway trail system as the City grows.

PROJECTS

- Hold preliminary discussions with Archdale concerning the potential siting, design and construction of a regional waste water collection and treatment system.
- Seek funding from the HP-MPO and the NCDOT Bicycle and Pedestrian Master Planning Grant Initiative for the development of a citywide pedestrian plan.
- Develop a park and greenway master plan to improve eligibility for a North Carolina Parks and Recreation Trust Fund grant to design and construct a city park and a portion of the proposed greenway trail system.
- Support & participate in the NCA&T Design Project for Old Town & New Town Areas.

POLICIES

- Establish policies requiring the acquisition of rights for greenway and recreation trail system development as the City acquires sewer easements.
- Consider specific development ordinance amendments to establish a conservation overlay district and/or to expand the conservation and water quality benefits of the City’s existing Flood Damage Prevention Ordinance.
- Consider a broader range of development ordinance amendments to encourage and support implementation of the vision, goals and policies recommended in this Land Development Plan – including, but not limited to the following suggestions:
 - Address the design, appearance & function of new land development.
 - Allow for new & creative types of development to meet community needs.
 - Establish a site analysis process to identify key environmental features, opportunities, and constraints.
 - Integrate open space, parks, greenways, trails and sidewalks into the existing community and new land development projects as the City grows.
 - Provide a network of inter-connected streets & greater street design flexibility.
 - Historic preservation district and adaptive reuse opportunities.
 - Mixed use and traditional neighborhood development options.



APPENDIX

A1 REFERENCES

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A2 COMMUNITY MEETING #1 RESULTS – DECEMBER 2005

Facilitated by Committee members, groups of six to eight participants brainstormed answers to three questions: What do you want to see continued, started or stopped in Trinity? After the small groups reported out their results, each participant voted to select their 'top ten' issues. Results were grouped into 9 themes and are summarized below, according to the percentage of overall votes received. A more detailed listing of all responses is provided in the following tables.

- Community Services and Facilities - 29% - The quantity and quality of public services and facilities plays a critical role in the quality of life for City residents. Town meeting participants indicated strong support for the continued and/or accelerated installation of public sewer services. Several attendees supported the expansion of sewer services to the City's entire jurisdiction. Other top-priority community facilities include parks and recreation facilities, trails and greenways, excellent schools, garbage and recycling services and a senior center.
- Downtown / Commercial Development - 21% - Many participants agreed that Trinity needs more commercial development and small, high-quality shopping centers. Attendees stressed the importance of developing a "downtown" or "main street" commercial district with nice shops, restaurants, and opportunities for office uses – especially medical and professional services.
- Community Appearance - 12% - The appearance of our community is important to the overall quality of life enjoyed by our residents, and can play a crucial role in future economic development efforts. Attendees specifically called for efforts to remove junk and debris, to improve enforcement of the City's junk car ordinance, to encourage development of quality buildings, to minimize sub-standard housing and to clean up industrial sites.
- Historic / Cultural / Natural Resources – 12% - Meeting participants were strongly in favor of maintaining Trinity's small-town character and feel. Emphasis was also placed on preserving the City's wetlands, greenspace, natural areas and historic resources.
- Land Use and Growth Management – 11% - A number of participants supported continued large-lot (R-20 zoning district) residential development and limited development of smaller residential lots (using the R-12 zoning district). Attendees supported restricted placement of mobile homes in residential neighborhoods. A few participants called for minimal development of multi-family units while some encouraged limited development of industrial uses.
- Public Financing - 9% - A significant number of meeting attendees supported maintaining a low tax rate or continuing efforts to keep taxes as low as possible. Several participants commented that it will be difficult for the City to provide all the services and facilities that attendees apparently want and maintain the City's current low tax rate.
- Transportation - 3% - Several participants called for the City to start improving streets using Powell Bill funds, to reduce traffic congestion, to pave more streets, or to provide places for people to walk and bike.
- Public Health and Safety - 2% - Several participants called for the prevention of "seedy" businesses (e.g. adult uses), and increased efforts to prevent crime, speeding and other illegal activities.
- Cooperative Relationships – 1% - A few participants called for the City to continue to build good relationships with adjacent jurisdictions.

Detailed Listing of All Issues and Ideas Identified By Community Meeting Participants

ISSUES & IDEAS	VOTES	% OF TOTAL
Public Facilities and Services		
Continue / expedite / accelerate installation of sewer services	29	
Provide parks / recreation / gyms / trails / greenways	14	
Continue to provide excellent schools & teachers / new high school	12	
Provide garbage pick-up or transfer stations	7	
Start to expand sewer services to the entire City jurisdiction	5	
Continue the City's recycling program	3	
Stop putting up street lights	3	
Build a senior center	3	
Improve ambulance services	2	
Stop growth but continue to provide sewer services	1	
Improve services for the elderly	1	
Provide public housing for the poor and elderly	1	
Build an Library	1	
Build a learning center for kids	1	
Expedite construction of the YMCA	0	
Improve animal control services	0	
Build an Auditorium	0	
Provide a good internet / web presence for the City	0	
	83	29%

Downtown / Commercial Development		
Encourage development of a small/nice/quality shopping center	24	
Start promoting commercial growth	16	
Restrict business / commercial development to designated areas	5	
Encourage development of a downtown "main street" area	5	
Encourage development of some medical & dentist offices	4	
Designate economic development areas around I-85 interchanges	3	
Stop unplanned commercial development / start to use a plan	2	
Encourage development of some restaurants	1	
	60	21%

Community Appearance		
Remove junk & debris / improve enforcement of junk car ordinance	8	
Continue to encourage development of quality buildings	7	
Continue making improvements to the appearance of the City	5	
Clean up messy industrial sites	4	
Start to build better homes & improve older homes	3	
Stop clear-cutting for new development	3	
Minimize inadequate and/or sub-standard housing	3	
Increase home ownership & decrease poorly-maintained rentals	1	
Address abandoned and/or sub-standard structures	0	
	35	12%

ISSUES & IDEAS	VOTES	% OF TOTAL
Historic / Cultural / Natural Resources		
Continue to preserve our rural / small-town character & feel	16	
Continue to preserve the City's wetlands, greens pace & natural areas	9	
Continue preserving the historic resources of the City	4	
Continue to preserve the spirit of community and our history	3	
Find solutions / resolve the issue of natural springs on properties	3	
	35	12%

Land Use and Growth Management		
Continue large residential lots / Stop R12 & go back to R20 zoning	12	
Restrict placement of mobile homes in residential neighborhoods	11	
Minimize the number of multi-family residential units	3	
Encourage development of home improvement stores	3	
Continue to preserve existing industrial parks in Trinity	2	
Continue to maintain & encourage growth	1	
Encourage development of some industrial uses	1	
Continue non-restricted rural residential growth	0	
Control development	0	
	33	11%

Public Financing		
Continue to maintain low tax rate / keep taxes as low as possible	24	
Continue to seek government funding	1	
	25	9%

Transportation		
Start improving City streets using Powell Bill funding	2	
Reduce traffic congestion	2	
Pave more streets	2	
Provide places for people to walk and bike	2	
Improve City-maintained roads	1	
Provide sidewalks throughout the City	0	
	9	3%

Public Health and Safety		
Start to prevent seedy businesses (e.g. adult uses)	4	
Stop crime	2	
Stop speeding and other illegal activities (larceny)	1	
Stop the meth labs	0	
	7	2%

Cooperative Relationships		
Continue to build good relationships with adjacent cities	2	
Stop local politics from hindering community progress	1	
	3	1%

TOTAL VOTES CAST BY COMMUNITY MEETING PARTICIPANTS	290	100%
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A3 COMMUNITY MEETING #2 RESULTS – JUNE 2006

After reviewing the draft plan recommendations and maps the 25 participants at the June 8, 2006 community meeting provided the following comments:

What did you see or hear that interested you? ...excited you? ...surprised you?

- A lot of effort has gone into this plan!
- The mission statement is good but a little redundant and may contain too many references to parks for a city with such a low tax base & tax rate.
- Use a website survey and try to get more people to attend another meeting.
- Refer back to the City's original vision statement [at incorporation?]

What is most significant about the draft plan?

- The Transportation System Map shows a planned road running thru my house!
- The draft plan supports improved air quality by recommending cluster development options that allow for new neighborhoods that preserve more open space and vegetation and that reduce traffic congestion by encouraging a network of interconnected streets, sidewalks & greenway trails.

What do you like best about the draft plan?

- The draft plan supports a variety of life styles – from small homes with little or no yard but plenty of nearby public open space; to bigger homes with private yards; to low density estates with large amounts of open space acreage.
- The draft plan supports housing options to meet a wide variety of needs.

What would you change?

- I would reduce the size of the Regional Center so that it is not adjacent to the golf course and is not located north of NC62. A portion of this center was recently rezoned for a housing development.
- To protect our quality of life we need [more than a Land Development Plan - we need] rules, laws [and regulations] that we will commit to following.
- Small ribbons of open space along streams is not enough – we need more “planned non-developed areas” and provide more specific recommendations about how to preserve open space as land is developed.
- I don't like the new urbanist idea of clustering urban uses into activity centers.
- We need to strike a balance between protecting private property rights and managing or regulating new growth.

Do you support the draft plan? ... Why?

- Yes, the draft plan is a good step in the right direction
- Yes, I especially like the plan's recommendation to acquire greenway easements as the City acquires sewer easements over the next 5 to 10 years.
- Yes, but I would like to see more commercial & industrial designations on major roads.
- Yes, but I would like to have more open space & parks designated on the map.
- Yes, but I would like to have more explicit recommendations concerning the dedication of park and open space when land is developed.
- Maybe, but will the City follow the plan? Will Trinity be in control of developers?
- Please ask the City's elected officials to follow the plan and to adopt the regulations necessary to actually implement the plan!
- Trinity incorporated to protect our community from unwanted uses in surrounding municipalities – We don't want Trinity to forget what it is and to lose what we value most about our community.

A5 DETAILED FUTURE LAND USE CATEGORIES

Land Use Category	Description/Intent	Appropriate Uses	Existing Zoning / Residential Density
Conservation Corridor	<p>Riparian buffer areas along streams & creeks containing multiple environmental constraints, including the 100-year floodplain, steep slopes, and hydric soils.</p> <p>Preservation of streams and creeks. High level of scrutiny is involved and detailed site analysis in these areas.</p>	<ul style="list-style-type: none"> • Natural Areas • Open Space • Linear Parks & Greenways 	<ul style="list-style-type: none"> • <u>Conservation Overlay</u> • 0 D.U. per acre
Rural	<p>Active and passive agricultural uses, very low density single family residential uses (one dwelling unit per acre), and commercial uses supporting or complementing agriculture.</p> <p>To preserve farm uses and rural character.</p>	<ul style="list-style-type: none"> • Agriculture • Open Space Development • Low-Density S.F. Minor Subdivisions • Institutional: Churches, government, and other civic organizations 	<ul style="list-style-type: none"> • <u>RA – Residential Agriculture</u> • 1 D.U. per 2.5 Acres.
Rural Residential	<p>Low-density single family residential uses (one unit per 1 or more acres) on individual lots fronting existing roadways.</p> <p>Transition between farm land and low density subdivisions.</p>	<ul style="list-style-type: none"> • Open Space Development • Low-Density S.F. Major Subdivisions • Institution: Churches, government, and other civic organizations 	<ul style="list-style-type: none"> • <u>R-40 – Residential District</u> • 1 D.U. per Acre • O&I - Institutional

Land Use Category	Description	Appropriate Uses	Existing Zoning / Residential Density
Residential	<p>Low- to medium-density single family homes in neighborhoods, with existing non-residential uses accommodated. Other new uses may be allowed which support or complement residential uses, including neighborhood services, parks, schools and neighborhood-scale commercial uses.</p> <p>Move to a more dense residential suburban development.</p>	<ul style="list-style-type: none"> • Low- to Medium-Density S.F. Major Subdivisions • Institution: Churches, government, and other civic groups. 	<ul style="list-style-type: none"> • <u>R-20 – Residential District</u> • 2 D.U. per Acre • O&I – for institutional uses
Mixed Use	<p>A mixture of moderately intensive uses ranging from medium- to medium-high-density single and multi-family residential uses, and community-scale office or commercial uses.</p> <p>Transition from low-density residential to more high-density residential, commercial, and other high end uses.</p>	<ul style="list-style-type: none"> • Medium- to Medium-High-Density S.F. & M.F. Residential • Institutional • Office & Institutional • Open space and parks • Commercial (1/2 of a mile from the Regional Center of Center City (as crow flies)) 	<ul style="list-style-type: none"> • Blend from higher intensity areas to lower intensity areas. • <u>R-12</u> (3 D.U. per Acre) • <u>RM</u> – Mixed Residential • <u>O&I</u> – Office & Institutional • <u>T-TDZD</u> – Trinity / Thomasville Development District • <u>HC</u> – Highway Commercial

Land Use Category	Description	Appropriate Uses	Existing Zoning / Residential Density
Regional Center	A proposed mix of primarily commercial uses and services with a majority of shoppers or clients visiting for short periods of time.	<ul style="list-style-type: none"> • Commercial • Office • Institutional, • Entertainment • SF & MF Residential • Open Space 	<ul style="list-style-type: none"> • Locate highest intensity uses around the I-85 interchanges • <u>RM – Mixed Residential</u> • <u>Residential</u> • <u>O&I – Office & Institutional</u> • <u>HC – Highway Commercial</u> • <u>R-12 Residential District</u> • <u>R-10 Residential District</u>
Employment Center	An existing or proposed mix of office and light-industrial uses with some commercial and service uses, and a majority of employees working on site during the day.	<ul style="list-style-type: none"> • Industrial • Commercial • Office • Institutional, • Open Space 	<ul style="list-style-type: none"> • <u>M-1 – Heavy Manufacturing</u> • <u>M-2 – Light Manufacturing</u> • <u>O&I – Office & Institutional</u> • <u>HC – Highway Commercial</u>
Parks, Greenways & Open Space	Parks greenways, and open space for active or passive recreation, and resource preservation.	<ul style="list-style-type: none"> • Parks • Greenways • Open Space 	<ul style="list-style-type: none"> • <u>Conservation Overlay</u> • <u>Floodplain Overlay</u>

Land Use Category	Description/Intent	Appropriate Uses	Zoning / Special Uses
<p>Center City</p>	<p>Medium to high density predominately residential district is established to accommodate compact walkable neighborhoods in close proximity to mixed-use activity centers.</p> <p>Public water and sewer are necessary prerequisites for this type of development.</p> <p>Limited commercial activities are also permitted subject to special use permits or if located in the Old Town Overlay District.</p> <p>Light industrial and commercial activities are also permitted in the Surrett Dr. Overlay District subject to appropriate zoning, special use permits or conditions.</p>	<ul style="list-style-type: none"> • Commercial • Office • Single-family Residential 	<p>R-40, R-20, R-12</p> <p>Mixed Residential – Urban</p> <p>Along NC Hwy. 62</p> <ul style="list-style-type: none"> • Commercial <p>Along Surrett Dr. Corridor in Surrett Dr. Overlay District</p> <ul style="list-style-type: none"> • Light Industrial • Office • Commercial

