

HORIZON PLAN

2045



IREDELL COUNTY

April 27, 2023

**STEERING COMMITTEE
MEETING #6**

AGENDA

- 1. Welcome**
- 2. Horizon Plan Module 1 Draft**
 - Document and Drafting Overview
 - Module Content
 - Future Land Use Strategy
- 3. Next Steps**

Thank you for reviewing the
draft Plan!

PROGRESS



HORIZON PLAN MODULE 1

DRAFTING PROCESS

DRAFTING IN TWO STEPS

PLAN OUTLINE

- 1) About Iredell County and the 2045 Plan
 - How to use the plan, County description, Plan process, Vision for the future
- 2) Prepare for Oncoming Growth
 - Growth management, future land use, transportation
- 3) Preserve Farmland and Agriculture
 - Agricultural preservation
- 4) Coordinate Across the County
 - Economic development, natural resources, public services and utilities
- 5) Moving Toward the Horizon
 - Implementation and actions

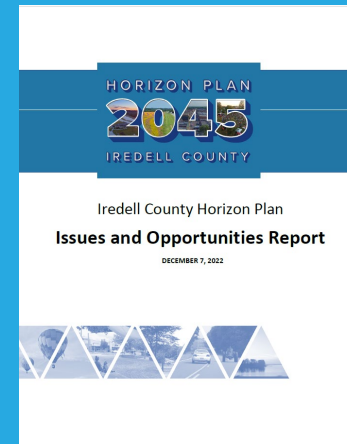
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INTRODUCTION

CORE SUBSTANTIVE CHAPTERS (Based on Issues and Opportunities)



NEXT STEPS

DRAFTING IN TWO STEPS

PLAN OUTLINE

- 1) About Iredell County and the 2045 Plan
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**MODULE 1:
TODAY**

**MODULE 2:
NEXT MEETING**

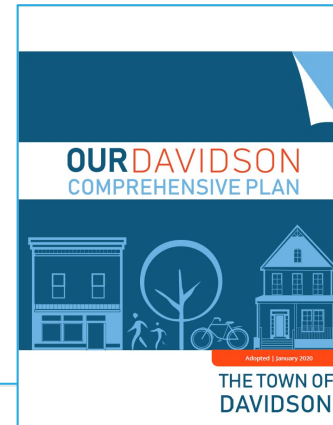
**ACTIONS:
BOTH MEETINGS**

Drafted with most relevant chapter

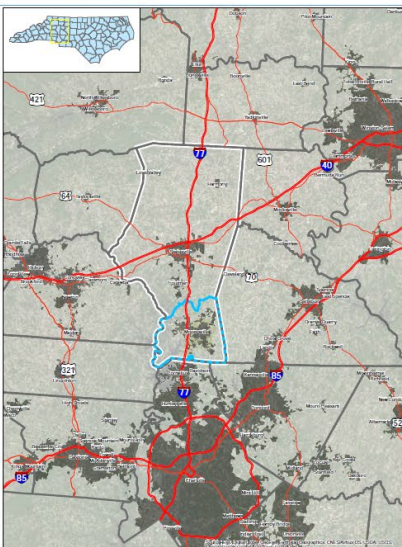
DRAFTING FORMAT

Plan content will be formatted with a layout and additional images that make for an engaging document.

Starting with the simpler word document makes it easier to adjust content based on Steering Committee feedback



Mooreville in the Region



Promoting a Vibrant Economy



Merino Mill: The mill is a local success story for mixed-use spaces and adaptive reuse of historic structures.

neighborhood. With modern regulations and refined manufacturing technologies, there are many industrial models that no longer need the same separation. Separating industry also places workers far from the restaurants or personal services they may want to use on a break or after their shift. There may be room to place some business-serving commercial establishments, such as restaurants and personal service retail, nearby industry and business parks to improve the convenience of the park. This combination can serve as a selling point for businesses looking for a home in Mooreville.

Office and Service-Oriented Business
National trends in office space are moving toward preferences for more integrated "city-like" locations. Organizations including Smart Growth America and the Commercial Real Estate Development Association have documented this growing preference. Office and service-oriented businesses need to attract both customers and talent. Quality of life issues factor into where talented employees decide to work. An office located where there are pleasant walks to common destinations, nearby neighborhoods, and easy access to parks, entertainment, or night life has an advantage over an office without these amenities.

One response of municipal governments has been to make employment districts more flexible, to allow

for services and residences, and to allow for a variety of business uses such as offices, maker-spaces, and research and development. Successful companies and successful towns are evolving to stay competitive. (See "Examples: Increasingly "Urban" Suburban Commercial Spaces" on page 152).

Mooreville has its own success story in the Merino Mill, where one side of the original Mooreville Cotton Mill has been renovated. The mill was renovated as a design showroom, and is now being converted again to add office space. The offices are attractive in part because of the restaurants that have been developed on site, the proximity to downtown, and the character and history of the mill and nearby Mill Village neighborhood. The mill showcases the viability of mixed-use spaces, and of reinvigorating older structures by adapting them to new uses.

Retail in strategic locations is a common aspect of many of these new models. The success of retail is directly tied to access to customers. Mooreville's projected population growth is an opportunity to attract retailers who may not have considered the market when the Town was smaller. Accepting the population growth that is coming with the growth of the region as a whole is a key part of securing these more vibrant spaces.

PLANNING GOALS, POLICIES, & METRICS

GOAL 3.1 SAFE STREETS FOR ALL

Davidson's transportation network will be safe for pedestrians, bicyclists, transit riders, and motorists of all ages and abilities.

Policy 3.1.1: Promote Complete Streets Best Practices
Continue to encourage Complete Streets best practices in future projects. Promote policy language that specifies that streets will be designed to serve users of all ages and abilities.

Policy 3.1.2: Improve Sidewalk Network
Support sidewalk maintenance and retrofitting that improves ADA accessibility. Prioritize new sidewalk construction and retrofit streets with the greatest safety concerns, pedestrian volumes, vulnerable road users, and other criteria developed through Mobility Plan recommendations.

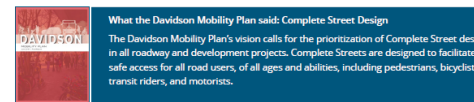
Policy 3.1.3: Support Safe Bikeway Facilities
Support the construction of bikeway facilities that are physically protected and separated from automobile traffic as identified in the Mobility Plan.

Policy 3.1.4: Promote Traffic Calming Measures
Promote traffic calming measures on streets that experience unsafe vehicle speeds. Consider traffic calming tools in the Street Design Toolbox (page 67).

Policy 3.1.5: Promote Quality Pedestrian Crossings
Promote quality pedestrian and bicycle crossing treatments that are highly visible, predictable, and intuitive.

Policy 3.1.6: Ensure Safe Access to Transit
Ensure that all road users can safely access transit by walking, bicycling, or driving.

Policy 3.1.7: Pursue Innovative Safety Lighting Strategies
Adopt criteria to incorporate alternative, sustainable lighting strategies to provide safe and calibrated lighting solutions for transportation infrastructure.

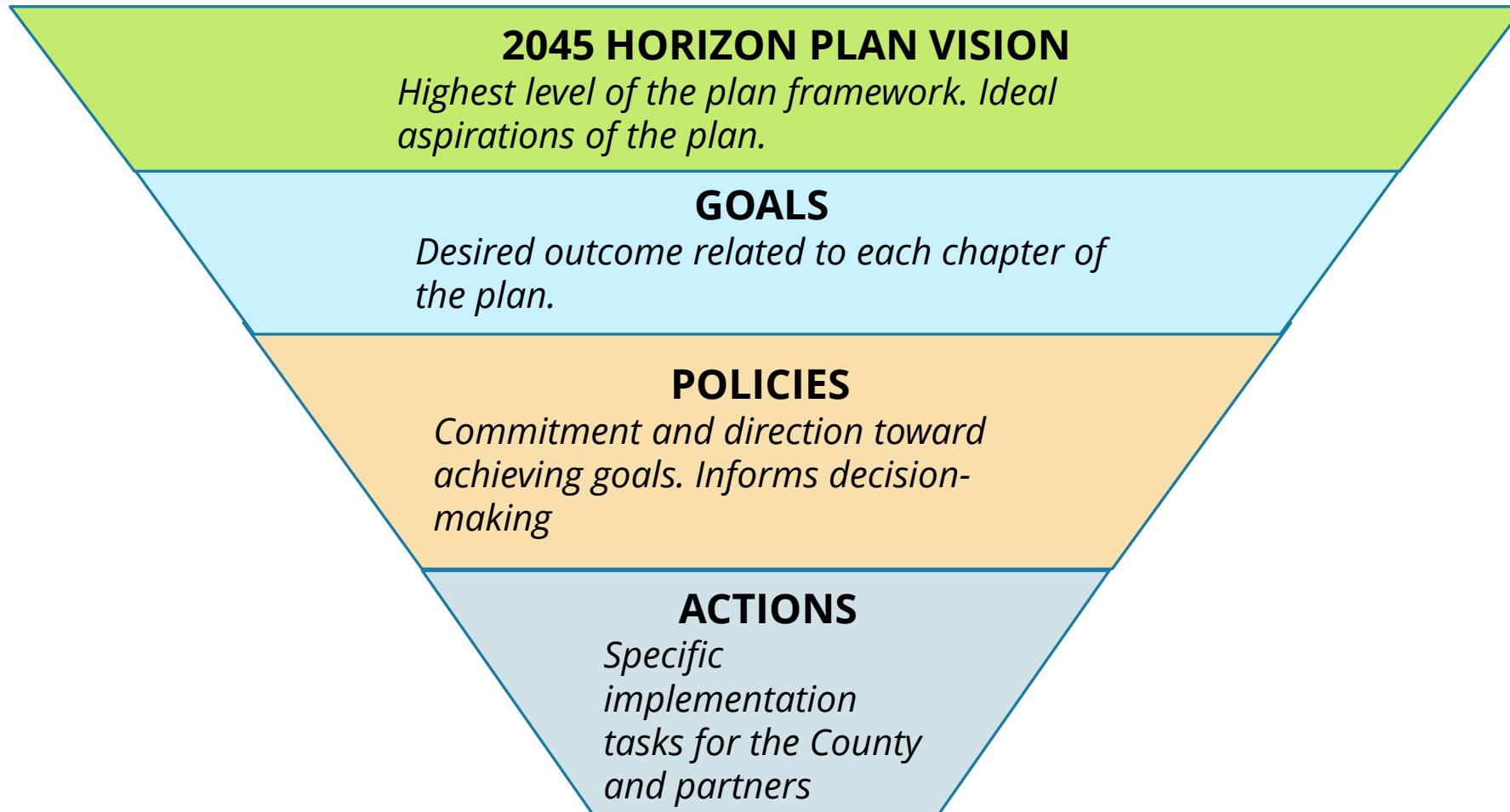


TRAFFIC CALMING STREET DESIGN TOOLBOX

The selection of traffic calming features below illustrates strategies proven to encourage lower vehicle speeds, improve travel safety, and enhance non-automotive travel.

<p>On Street Parking On street parallel parking slows traffic and provides a barrier between moving vehicles and pedestrians.</p>	<p>Pedestrian Island Pedestrian Islands encourage drivers to slow in anticipation of pedestrians and offer a refuge for people crossing the street.</p>	<p>Mid-block Choker Mid-block chokers shorten the distance to cross the street. This element can be combined with LID infrastructure for stormwater.</p>
<p>Bulbouts Bulbouts shorten the distance for pedestrians crossing the street and slow vehicles as they turn corners.</p>	<p>Protected Bike Lanes Pavement markings and signage designate exclusive space for bicyclists using these lanes, which help create predictable movements for cyclists and cars.</p>	<p>Marked Path Crossings Colored patterns alert motorists to high-volume multi-use path crossings at major points of conflict, raising awareness and slowing speeds.</p>
<p>Marked Pedestrian Crossings Pedestrian crossings, painted or marked with pavers, enhance visibility for pedestrians and slow traffic.</p>	<p>Street Trees and Sidewalks Street trees offer shade and a protective barrier for pedestrians. Sidewalks/multi-use paths should be on both sides of the street.</p>	<p>Traffic Circles and Roundabouts Traffic circles slow traffic at neighborhood intersections. Roundabouts offer alternatives to traffic lights at larger intersections.</p>

PLAN COMPONENTS GUIDANCE



In first chapter

**One per
substantive
chapter**

**Many in each
chapter after the
goal**

**Short list in each
chapter; full
descriptions in
chapter 5**

PLAN COMPONENTS

EDUCATION

Trends and Issues

Conditions that influence the County. Guidance is built on this understanding.

Jurisdictions and Authority

Explanation of how the County can act and where there are State limits, municipal actions, and private decisions involved.



HORIZON PLAN MODULE 1

MODULE CONTENT

VISION

An overall vision for the 2045 plan described in the first chapter

- **Balance Growth and Preservation**

“...New growth opportunities and time-honored agricultural traditions can exist in balance.”

- **Act as Convenor in the County**

“...Iredell County Government can be the convenor that facilitates these groups working together toward a common future.”

- **Make Variety a Strength**

“...Having so many different kinds of areas within the County’s borders makes for more opportunities for the residents and workers here...”

TRENDS AND ISSUES: GROWTH MANAGEMENT

- **Municipal and County Growth Expected to Continue**
- **Utilities and Services Affect Growth**
- **Strategic Changes in Municipal Planning**
 - Between 2030 Horizon Plan and today, there are places where municipalities project less intense growth
- **Community Preference for Planning Before Growth**
 - Strong message from public engagement activities

TRENDS AND ISSUES: FUTURE LAND USE

- **A Variety of Places and Character in the County**
- **Broad Areas Have Been Dedicated to Low Density**
- **Access Has Brought Growth**
- **Warehouse and Distribution as a Key Land Use**
 - Identified in the Market Strategies report as a current trend

TRENDS AND ISSUES: TRANSPORTATION

- **Additional Connections**
 - Traffic congestion recognized in public engagement and need for connectivity
- **Evolution of the Airport**
- **Regional Growth and Traffic**
- **Transportation and Land Use Connected**
 - Explains how land use decisions impact transportation and that the link is recognized in municipal plans too
- **Transit**
- **Active Transportation**
- **Trail Networks**

COMMITTEE DISCUSSION

Focusing on land use and transportation, is there anything we need to educate the public about that we have not yet included in the Trends and Issues section?

JURISDICTION AND AUTHORITY

- Land Development, Zoning and Annexation
- Transportation Planning and Provision

Tools to understand how development works in the County

RELEASE OF ETJ

LEGEND



RELEASE OF ETJ - MUNICIPAL REQUEST



RELEASE OF ETJ - PRIVATE REQUEST



GUIDANCE FUTURE LAND USE CLASSIFICATION

**CATEGORIES OF FUTURE LAND USE THAT SUPPORT
THE COUNTY'S GROWTH MANAGEMENT STRATEGY**

CONSERVATION

**COUNTY
NEIGHBORHOOD**

**MUNICIPAL-STYLE
GROWTH**

**EMPLOYMENT
FOCUS**

GUIDANCE FUTURE LAND USE CLASSIFICATION

Future Land Use

Conservation

-  Open Space/Park
-  Agricultural and Rural Conservation 1
-  Agricultural and Rural Conservation 2
-  Agricultural and Rural Conservation 3

County Neighborhood

-  Low-Density Residential
-  Rural Commercial

Municipal-Style Growth

-  Medium-Density Residential
 -  High-Density Residential/Mixed-Use
 -  Transitional Commercial
 -  Corridor Commercial
- ### Employment Focus
-  Highway Destination Commercial
 -  Employment Center - Office/Institutional
 -  Employment Center - Industrial/Flex/Office




Strategic modifications have been made to existing Future Land Use classifications in 2030 Plan.

GUIDANCE FUTURE LAND USE CLASSIFICATION (EX.)

	NAME	OLD NAME	INTENT	USES	RES DENSITY
	AGRICULTURAL AND RURAL CONSERVATION TIER 1	(NEW)	maintain character; long-term viability of agricultural businesses; protection from suburban growth	Farms, rural residences, limited farm services	1 unit per 5 acres
	AGRICULTURAL AND RURAL CONSERVATION TIER 2	AGRICULTURAL RESIDENTIAL	remain rural; provide rural residential housing options	Farms, single-family residences, agritourism (secondary)	1 unit per 1 acre
	AGRICULTURAL AND RURAL CONSERVATION TIER 3	RURAL CONSERVATION	provides a transition between rural and suburban; ensures suburban-scale development doesn't have a negative impact on nearby farms	Farms, forests, single-family residences, agritourism (secondary)	2 units per 1 acre (1 unit per ½ acre)

GUIDANCE FUTURE LAND USE CLASSIFICATION

Employment Focus

-  Highway Destination Commercial
-  Employment Center - Office/Institutional
-  Employment Center - Industrial/Flex/Office

Renamed from “Highway Interchange” for flexibility

Incorporates old “Institutional”

Incorporates old “Rural Industrial”

GUIDANCE GOAL

GOAL: Growth will be managed and planned for in collaboration with jurisdictional partners to align land use and transportation planning efforts across the county. These efforts will support both rural preservation efforts and municipal growth that is served by adequate infrastructure and public service capacity.



GUIDANCE POLICIES (EXCERPTS)

Policy 2-1: Maintain consistent and coordinated land use planning that guides growth in the County by **applying the Future Land Use Map and plan policies** to new proposed developments.

Policy 2-5: Support the development of a **fiscally sustainable sewer network in Harmony**, which may include sewer services in some areas that will remain in the County's planning and zoning jurisdiction.

Policy 2-6: Maintain a **sustainable mix of land use types** in the county. Municipal plans will be considered in pursuing this policy.

Policy 2-8: **Preserve and protect agricultural and rural use of land in the County.** (See Chapter 3: Preserve Farmland and Agriculture for more policies and actions on this topic.)

Policy 2-11: In conjunction with partners, pursue and locate additional grants and other funding sources for priority **active transportation capital projects**, with a focus on multi-use paths and regional trails that connect residents to municipalities, recreation and amenities, jobs, and other key destinations.

Policy 2-17: Use existing transportation capacity efficiently by **promoting development in established areas and pre-identified growth areas**, as opposed to rural areas with less capacity.

Policy 2-18: Where possible, ensure that new roadway projects **promote road connectivity**, while identifying and planning for future projects to create new secondary road connections to lessen congestion.

GUIDANCE ACTIONS

12 Actions Total - Discussing three today

Implement the Iredell County Transportation Master Plan (ICTMP):

Important carry-through of other plans

Develop a Small Area Plan or Strategy with Harmony:

Coordinate the location of future development that could be served by Harmony sewer without hindering the overall preservation focus in the Northern area.

GUIDANCE ACTIONS

Update the Land Development Code to Match Plan:

- Add or modify **zoning districts** to match plan:
 - *Agricultural and Rural Conservation Tier 1; Rural Commercial Nodes*
- **Municipal Growth Overlay** – adjust but limit expansion to Municipal Style Growth and Employment Focus
- **Municipal Transition Standards** encourage any higher density to be a part of municipalities
- Add **Mixed Use** districts or standards
- **Bicycle and pedestrian** standards to allow negotiation during road projects
- **Connectivity standards:** any trails, roads, or sidewalks should connect to the network

COMMITTEE DISCUSSION

Focusing on land use and transportation, are there missing actions that would help bring about the goals and changes we have discussed throughout this planning process?

Are there actions listed that need adjustment?

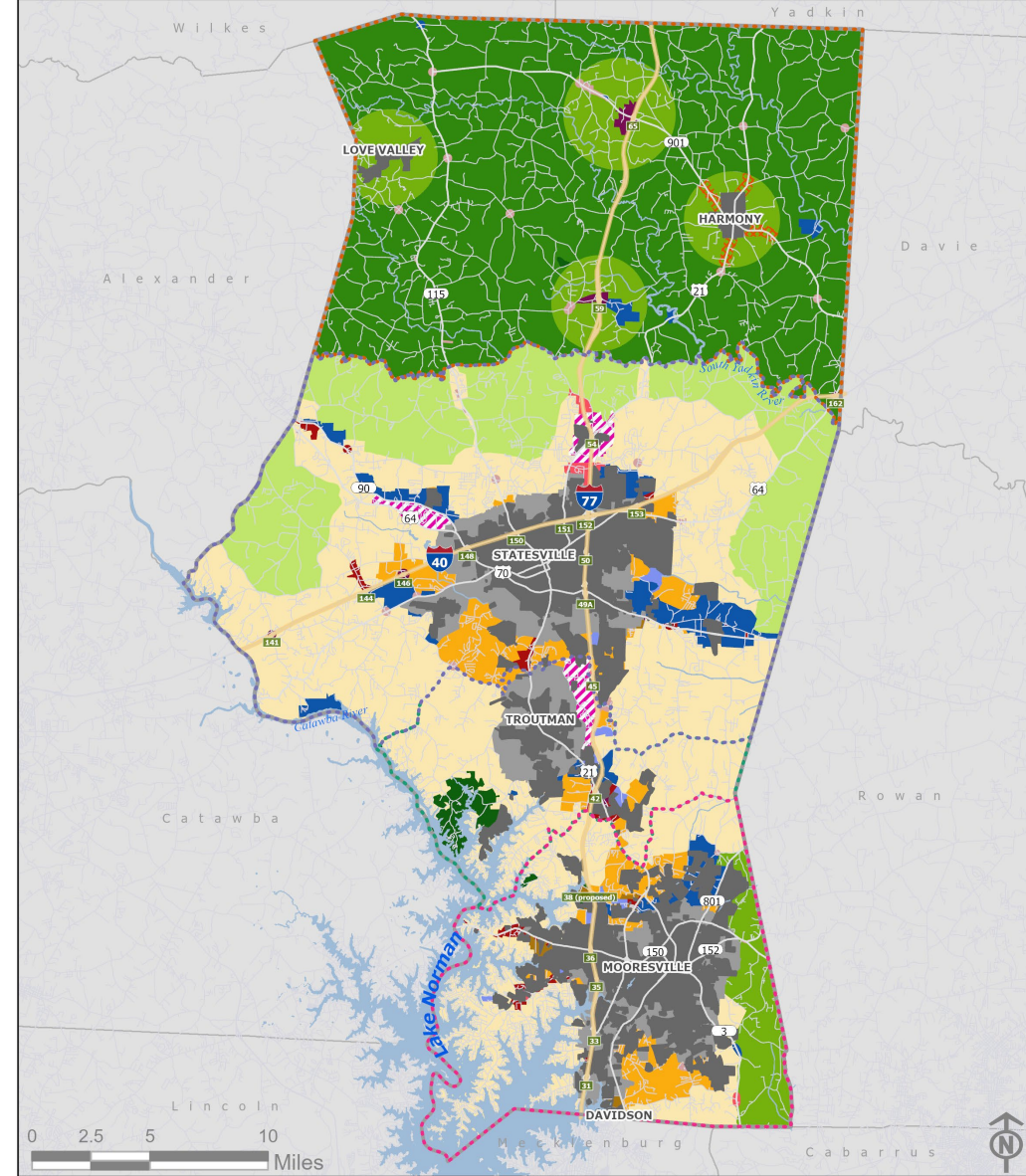
HORIZON PLAN MODULE 1

FUTURE LAND USE STRATEGY

OVERALL CHANGES

- Enhances protection of rural areas
- Incorporates much of the change to municipal plans
- Focuses denser growth in and near municipalities
- Simplifies designations
- Specifically describes whether appropriate for annexation

Future Land Use	Municipal-Style Growth
Conservation	Medium-Density Residential
Open Space/Park	High-Density Residential/Mixed-Use
Agricultural and Rural Conservation 1	Transitional Commercial
Agricultural and Rural Conservation 2	Corridor Commercial
Agricultural and Rural Conservation 3	Employment Focus
County Neighborhood	Highway Destination Commercial
Low-Density Residential	Employment Center - Office/Institutional
Rural Commercial	Employment Center - Industrial/Flex/Office

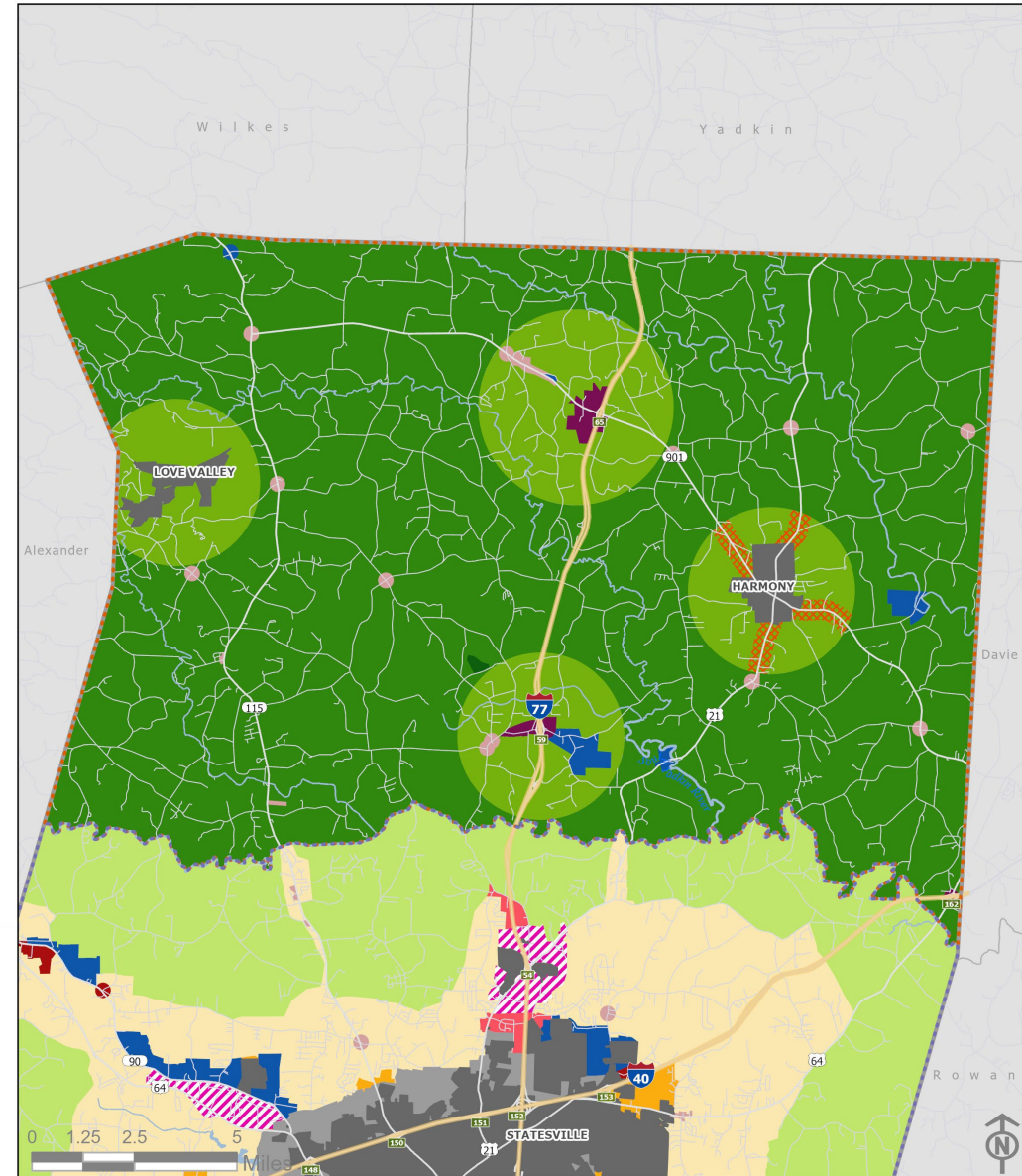


Legend	Steering Committee Temporary	Future Land Use	Municipal-Style Growth
County Boundary	Harmony Future Consideration	Conservation	Medium-Density Residential
Municipal ETJ	SC Discuss Strategy	Open Space/Park	High-Density Residential/Mixed-Use
Municipality		Agricultural and Rural Conservation 1	Transitional Commercial
Troutman Planning District		Agricultural and Rural Conservation 2	Corridor Commercial
Northern Planning District		Agricultural and Rural Conservation 3	Employment Focus
Southern Planning District		County Neighborhood	Highway Destination Commercial
Statesville Planning District		Low-Density Residential	Employment Center - Office/Institutional
		Rural Commercial	Employment Center - Industrial/Flex/Office

OVERALL CHANGES

- Enhances protection of rural areas
 - More protective designation across much of the north
- Simplifies designations
 - Removal of “Rural Industrial”

Future Land Use	Municipal-Style Growth
Conservation	<ul style="list-style-type: none"> Medium-Density Residential High-Density Residential/Mixed-Use Transitional Commercial Corridor Commercial
<ul style="list-style-type: none"> Open Space/Park Agricultural and Rural Conservation 1 Agricultural and Rural Conservation 2 Agricultural and Rural Conservation 3 	Employment Focus
County Neighborhood	<ul style="list-style-type: none"> Highway Destination Commercial Employment Center - Office/Institutional Employment Center - Industrial/Flex/Office
<ul style="list-style-type: none"> Low-Density Residential Rural Commercial 	



Legend	Steering Committee Temporary	Future Land Use	Municipal-Style Growth
<ul style="list-style-type: none"> County Boundary Municipal ETJ Municipality Northern Planning District Statesville Planning District 	<ul style="list-style-type: none"> Harmony Future Consideration SC Discuss Strategy 	Conservation <ul style="list-style-type: none"> Open Space/Park Agricultural and Rural Conservation 1 Agricultural and Rural Conservation 2 Agricultural and Rural Conservation 3 County Neighborhood <ul style="list-style-type: none"> Low-Density Residential Rural Commercial 	<ul style="list-style-type: none"> Medium-Density Residential Transitional Commercial Corridor Commercial Employment Focus <ul style="list-style-type: none"> Highway Destination Commercial Employment Center - Industrial/Flex/Office

STRATEGY FOR AREAS WHERE MUNICIPALITIES REDUCED EXPECTED DEVELOPMENT

- Choice about areas where the 2030 Horizon Plan included more intensive development than recent municipal plans or updates

Future Land Use

Conservation

- Open Space/Park
- Agricultural and Rural Conservation 1
- Agricultural and Rural Conservation 2
- Agricultural and Rural Conservation 3

County Neighborhood

- Low-Density Residential
- Rural Commercial

Municipal-Style Growth

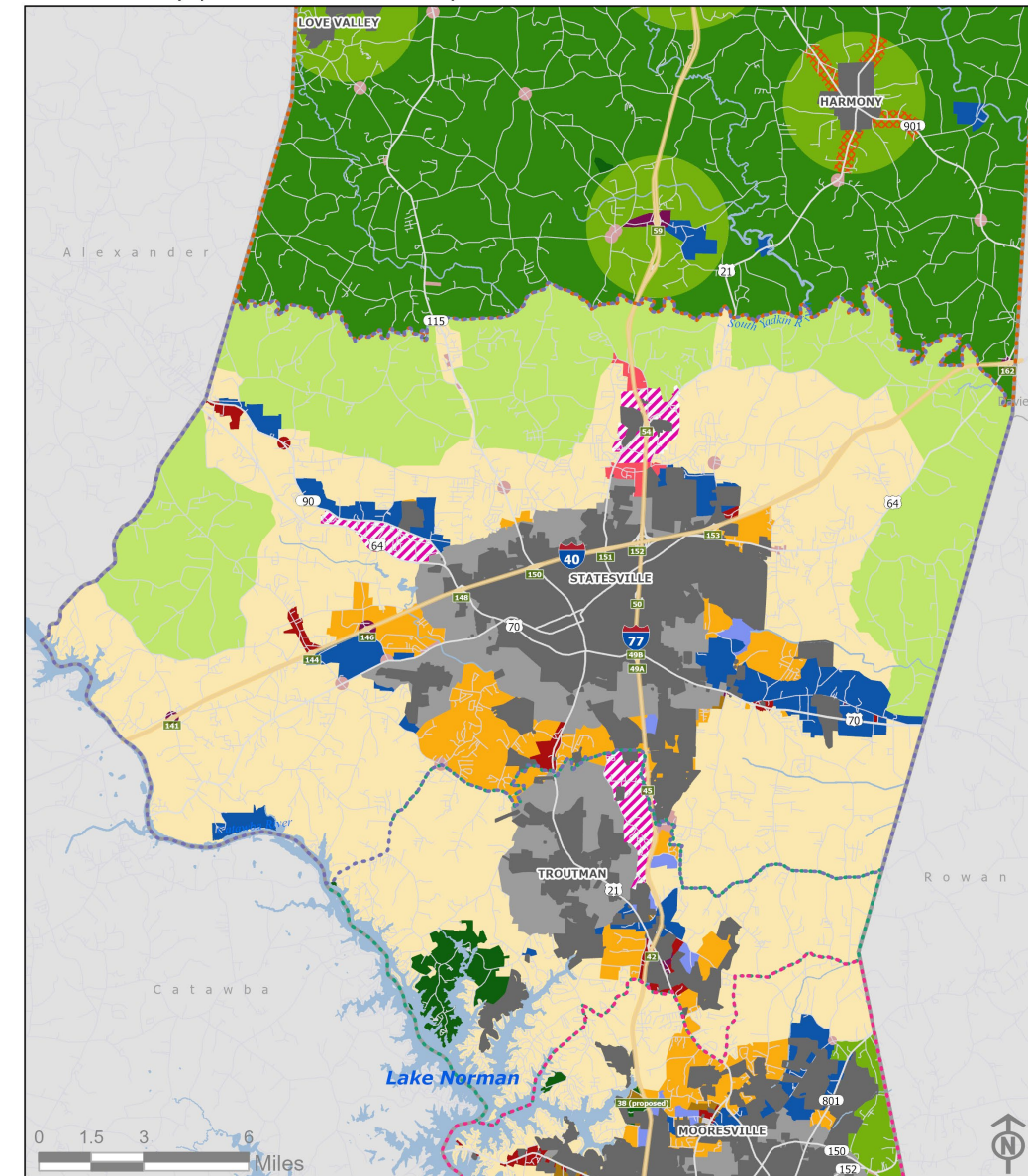
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- Highway Destination Commercial
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Steering Committee Temporary

- Harmony Future Consideration
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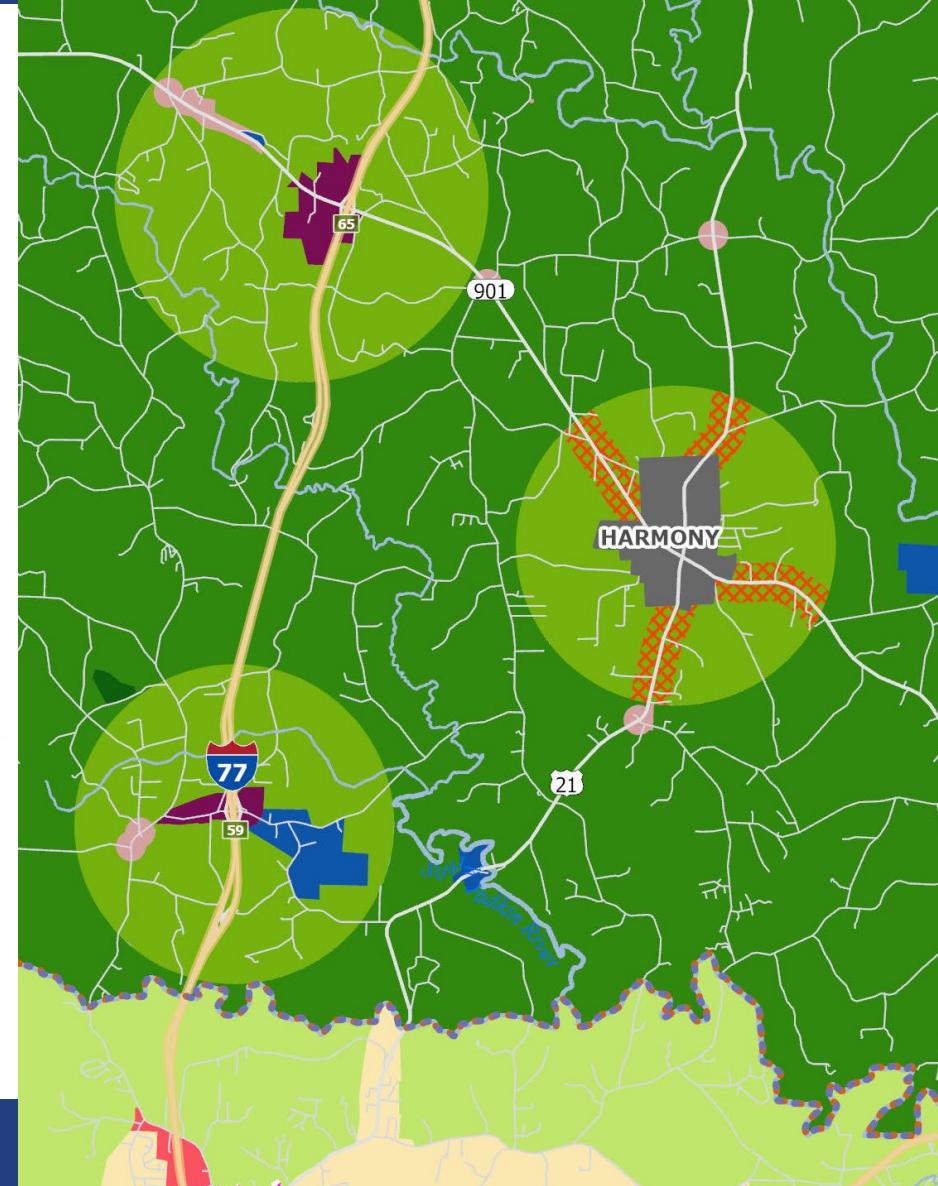


STRATEGY NEAR HARMONY

- Choice about how or whether to support additional intensity near to Harmony

Steering Committee Temporary

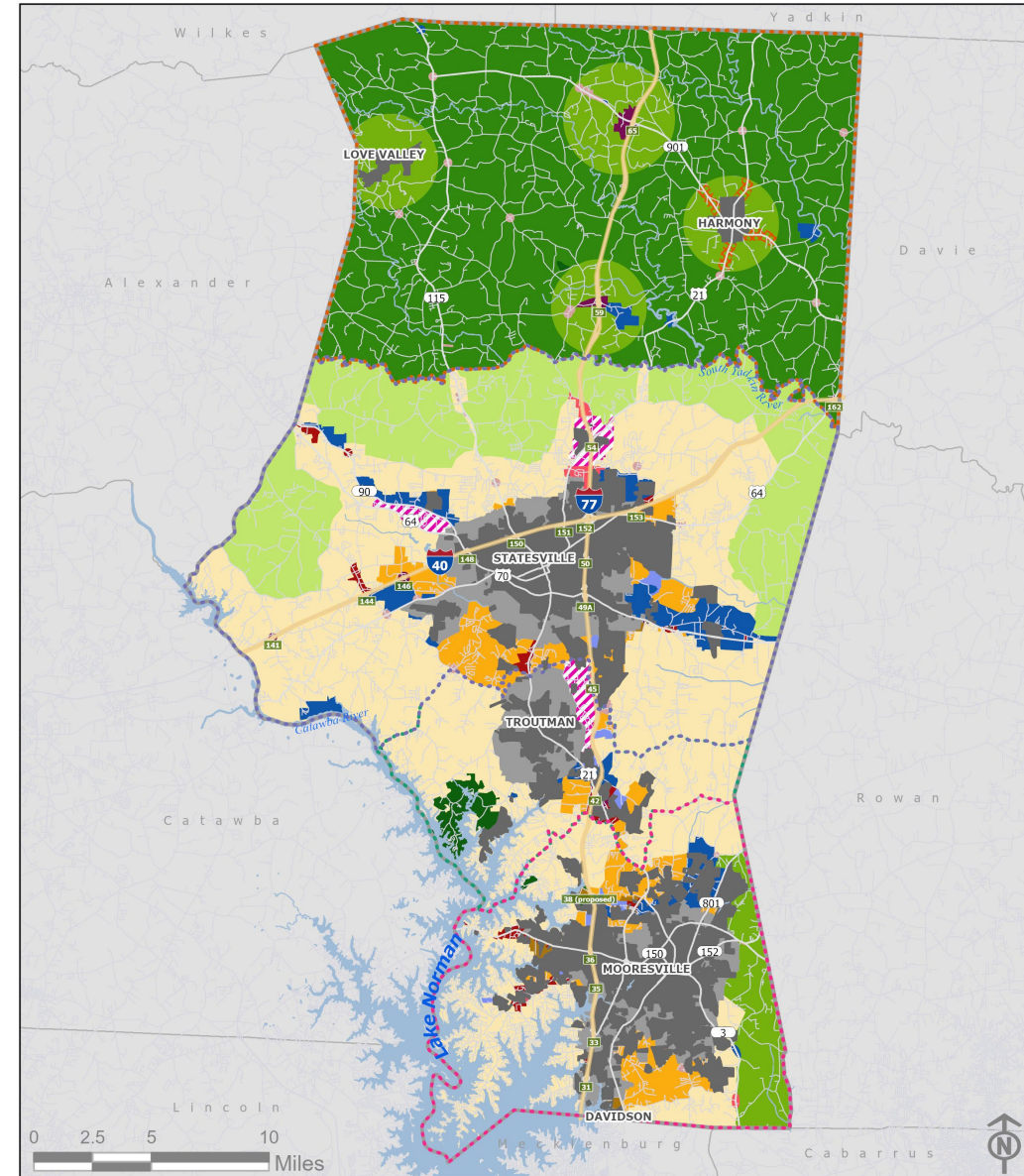
-  Harmony Future Consideration
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COMMITTEE DISCUSSION

Does the overall FLUM respect what we have been hearing about protecting lands?

(Include consideration around Exits 59 and 65)



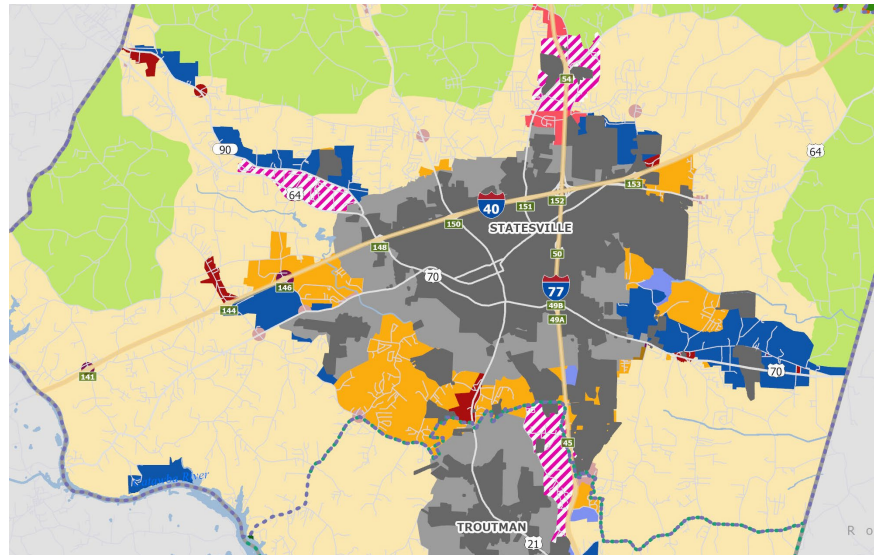
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COMMITTEE DISCUSSION



Should the Future Land Use Map reduce development intensity in the remaining areas where the municipalities have reduced intensity?

(Include consideration around other exits/interchanges)



COMMITTEE DISCUSSION



Should we change classifications near Harmony to mark possible additional growth?



Should there be an overlay or some kind of support in the text but no classification change?



Nearby
VAD and
EVAD

NEXT STEPS

NEXT STEPS

- Updating Board of Commissioners (May 2) & Planning Board (May 3)
- Revision to Module 1 and FLUM
- Module 2 Draft and Steering Committee Meeting (Early Summer)

LATER STEPS

- Draft of Plan Engagement Window (Summer)

DISCUSSION RESULTS

COMMITTEE DISCUSSION

Focusing on land use and transportation, is there anything we need to educate the public about that we have not yet included in the Trends and Issues section?

- Exit 36 as an example: complaints about congestion , roads will never handle the traffic
- Highway 21 about to have a similar issue
- **Education component:** May need more clear information about the different actors involved in development and the role of those actors in development.
- **Education components:** potentially include “induced demand”; and with NCDOT road facilities follow development
- Needs to be more interest in policy making in Raleigh [in state government]; have more coordination. Currently reactive instead of proactive
- Challenges with statewide funding and timelines
- Access management issues put some existing businesses in jeopardy
- **Education component:** Development and transportation related
- On the VISION STATEMENTS: Need to balance farmland preservation and industrial development
 - EXAMPLE: Greenville SC Community Benefits like parks and trails are supported by economic development that comes from industry
- Development standards in the future will look different than the past.
- **Education component:** Road connectivity across projects (graphic needed?)

COMMITTEE DISCUSSION

Focusing on land use and transportation, are there missing actions that would help bring about the goals and changes we have discussed throughout this planning process? Are there actions listed that need adjustment?

- Need a dedicated transportation planner to look at recommendations coming from NC-DOT and evaluate solutions; to act as a coordinator
- Is there a possibility of a fee in lieu of TIA system? Idea to explore.

COMMITTEE DISCUSSION

Does the overall FLUM respect what we have been hearing about protecting lands?

Should the Future Land Use Map reduce development intensity in the remaining areas where the municipalities have reduced intensity?

Should we change classifications near Harmony to mark possible additional growth?

Should there be an overlay or some kind of support in the text but no classification change?

- Like to scale back exit 59 to not include all the way to Jennings Road
- Alexander County has located industry along railroad and rest is country and residences; example of an orderly growth pattern
- Area between 64 and 90 should be employment uses, different from existing county plan or municipal plans
- Harmony – red hatch area as where the county could talk with town about expanding the infrastructure footprint (Could also include 350' on each side of road off the main roads)
- Need to rework the green circles and have them better defined by parcels – take out active farms?