

# Existing County and Municipal Future Land Use Plan Maps and Categories

## For Review by the Iredell County Horizon Plan Steering Committee Prior to Meeting #5 (March 2, 2023)

At the next steering committee meeting we will be doing some map exercises about the Future Land Use Map from the 2030 Horizon Plan and recent municipal plans. This packet contains excerpts from these plans and maps. Please look over the maps and categories. We will have additional data available for reference during the meeting and begin with a brief presentation.

### How to prepare:

If you have limited time before the next meeting, we recommend you look at the municipal maps, notice the designations around the edges of their planning areas, and read the description of those designations.

If you have more time, we invite you to look more deeply at the different categories and how the maps differ in areas they share in common. Also see guidance on growth management from the plans included at the end of the packet.

### Included:

#### 1) Future Land Use

*Future Land Use Maps are key parts of comprehensive planning and the 2045 Horizon Plan will include an update of the Future Land Use Map*

- a. **Iredell County** 2030 Horizon Plan Future Land Use Map and Future Land Use Classifications
- b. 2045 **Statesville** Land Development Plan Land Use and Character Map, Character Areas, and Tiered Growth Map
- c. **Troutman** Strategic Plan recently amended Land Use Definitions and Future Land Use Map
- d. One**Mooreville** Comprehensive Plan Future Character and Land Use Map, Character Areas
- e. **Harmony** Land Use Plan Map

#### 2) Growth Management Framework and Tiered Growth Maps

*The 2030 Horizon Plan included a growth management framework that estimated the furthest extent of municipal annexation by 2030. The Statesville and Mooreville plans each include a Tiered Growth Map that sets an orderly priority for considering utility expansion, which may include annexation.*

- a. **Iredell County** 2030 Horizon Plan Growth Management Framework
- b. 2045 **Statesville** Land Development Plan Tiered Growth Map
- c. One**Mooreville** Comprehensive Plan Tiered Growth Map



## FUTURE LAND USE

Through the Future Land Use, Iredell County is detailing how best to accommodate future housing and commercial and employment development. The Future Land Use map was developed over the course of several months and included input from the community, representatives of the municipalities, and the committees overseeing development of the plan. It uses the Growth Areas Map as a guide for locating future development into cohesive growth areas that will likely one day be within the corporate limits of one of Iredell County's towns and blends previous planning efforts into one guiding document.

### ***Future Land Use Classifications***

The following section describes the land use classifications shown on the Future Land Use. These land use classifications are intended to guide future development decisions, provide direction for re-zonings, and provide a foundation for the future update to the county's Zoning Ordinance.

## RESIDENTIAL AREAS

### *Agricultural Residential*

Agricultural Residential lands are located in the rural areas that lie outside of defined Urban Services Areas in Iredell County and are located in northern Iredell. This classification also includes lands in southern Iredell County that lie within water supply watershed protection areas where dense development is discouraged. Agricultural Residential areas will not be serviced by public or private water or sanitary sewer services during the planning period. Private uses will be served by well water and septic systems. The intent of these lands is that they will remain rural in character and have a maximum density of one (1) dwelling unit per two (2) acres. Clustering of residential uses is permitted if health code septic standards can be met and open space is set aside as part of the subdivision. Uses within this area generally should include some farming operations, accessory farming uses, single-family residences, accessory dwelling units, churches, parks, and institutional uses.

### *Low-Density Residential*

Low-Density Residential areas include traditional low-density subdivision developments and future low-density neighborhoods. Lands may be serviced by public or private water and sanitary sewer or private well and septic systems. These areas are both within and outside the Iredell County Urban Services Areas. Low-Density Residential lands within the Urban Services Area may be serviced by and incorporated into one of the municipalities at some point in the future. The intent of these lands is that they provide a transition in intensity from rural to more urban uses and that they maintain a low-density residential character over time. Uses within this area generally should include single-family residences, accessory dwelling units, churches, parks, and institutional uses such as schools. Maximum densities within low-density residential areas should generally be two (2) dwelling units per one (1) acre.

### *Medium-Density Residential*

Medium-Density Residential areas include land that is either currently developed or slated for future development at medium densities. These areas are within the Iredell County Urban Services Areas and may be serviced by and incorporated into one of the municipalities at some point in the future. These lands are either currently served or will be served in the future by public or private water or sanitary sewer systems. The intent of these lands is that they provide more dense development opportunities and a broader range of housing choices than low-density residential. Uses within this area generally should include single-family residences, townhomes, multi-family residential developments, accessory dwelling units, churches, parks, institutional uses such as schools, and neighborhood-scale commercial development. Maximum densities within medium-density residential areas should generally be six (6) dwelling units per one (1) acre.



### High-Density Residential/Mixed-Use

High-Density Residential / Mixed-Use areas are either currently developed or slated for future development at higher densities. These areas lie within the Iredell County urban services areas and may be serviced by and incorporated into one of the municipalities at some point in the future. These lands are either currently served or will be served in the future by public or private water or sanitary sewer systems. The intent of these lands is that they provide urban-scale development opportunities and a broader range of housing choices than medium-density residential. Uses within this area generally should include single-family residences, townhomes, condominiums, apartments, accessory dwelling units, age-restricted residential developments, churches, parks, institutional uses, and mixed-use neighborhood-scale commercial development. Secondary uses might include more intense commercial and office uses that fit with the existing character of the neighborhood. Minimum densities within high-density residential/mixed-use areas should generally be more than six (6) dwelling units per one (1) acre. Maximum densities should be comparable to the densities found in neighboring developments and generally fit the character of the area.

## NON-RESIDENTIAL AREAS

### Rural Commercial

Rural Commercial areas include existing commercial uses or areas intended for future commercial use that are located along major roadways in rural areas. The intent of these areas is that they will remain rural in character for the planning period and will not be serviced by public or private water and sanitary sewer systems. Land uses appropriate within Rural Commercial areas include supporting farm services, small-scale commercial uses such as small markets, convenience stores, small neighborhood service businesses, restaurants, churches, and institutional uses. Other commercial and office uses could be permissible provided the property is rezoned to a conditional district.

### Transitional Commercial

Transitional Commercial areas include existing neighborhood commercial uses or areas intended for future commercial use that are adjacent to neighborhoods. These areas provide transitions or buffers between lower intensity residential uses and higher intensity commercial development. The intent of these areas is that they will continue to serve as a buffer to residential areas and provide local opportunities for low intensity shopping and office uses. Land uses appropriate within Transitional Commercial areas include small-scale commercial uses such as small markets, convenience stores, small neighborhood service businesses, small offices, churches, and institutional uses. Secondary uses can include residential uses.

### Corridor Commercial

Corridor Commercial areas include existing commercial, office, and/or retail uses that exist along major thoroughfares and highways or areas that will include commercial development in the future and can include both large and small mixed-use commercial centers. These areas are both within and outside the Iredell County Urban Services Areas. They may be serviced by and incorporated into one of the municipalities at some point in the future. The intent of these lands is to provide a mix of commercial/retail and office uses at critical nodes or activity centers along major roadways. Traditional strip commercial development is discouraged within these areas. Instead, developments should be designed to provide greater connectivity within and to adjacent developments, pedestrian access should be a priority, and landscaping, signage, and building design and orientation should be consistent within individual developments. Design standards for Corridor Commercial uses should be developed in collaboration with the municipalities that will service them in the future to reflect the character of the



community. Uses within this area generally should include retail, restaurants, entertainment centers, automobile services, personal services, other commercial uses, and office developments. Secondary uses may include higher-density residential uses such as townhomes, condominiums, apartments, and institutional uses.

#### Highway Interchange Commercial

Highway Interchange Commercial areas include existing or future commercial, retail, and service uses located proximate to interstate interchanges on major arterial roadways. The intent of these lands is to provide for high intensity uses related to travel. Traditional strip commercial development is discouraged within these areas. Instead, developments should be designed to provide greater connectivity within and to adjacent developments, pedestrian access should be a priority, and landscaping, signage, and building design and orientation should be consistent within individual developments. The use of service roads and access management best practices are encouraged within these areas. Natural buffers should be provided between developments and interstates to maintain or improve the visual experience from the roadway and reduce the impacts of roadway noise. Uses within this area generally should include gas stations, hotel/motels, restaurants, and other highway travel related businesses. Secondary uses may include retail, office developments, and higher-density residential uses.

#### Rural Industrial

Rural Industrial areas include existing industrial uses or lands intended for future industrial use. These areas lay outside of defined Urban Services Areas in Iredell County. The intent of these areas is that they will remain rural in character for the planning period and will not be serviced by public or private water and sanitary sewer systems. Land uses appropriate within Rural Industrial areas include smaller scale light industrial uses.

#### Employment Center - Office/Institutional

Employment Center – Office/Institutional areas are intended to provide concentrated areas of high quality employment facilities, integrated with or adjacent to complementary retail and commercial uses and/or medium- or high-density residential uses. These areas are both within and outside the Iredell County Urban Services Areas and may be serviced by and incorporated into one of the municipalities at some point in the future. These lands are either currently served or are planned to be served in the future by public or private water or sanitary sewer systems. These areas will provide a mix of commercial/retail and office uses at critical nodes or activity centers along major roadways and should have direct access to existing or planned arterial and collector streets and should not rely on local streets for primary access. Employment Center – Office/Institutional developments should be integrated into the context of the surrounding area, and should not be walled off as an isolated pod of development. Developments should be organized using a “campus” style design that is consistent and integrated. Primary uses include corporate office headquarters, hospital/medical facilities, business parks, educational facilities, and civic uses. Secondary uses may include parks, and convenience retail and restaurants intended to serve the office/institutional developments.

#### Employment Center - Industrial/Flex Space/Office

Employment Center – Industrial/Flex Space/Office areas are intended for development of industrial, flex space, and office uses including light manufacturing and assembly, research and development, warehousing, and building trade showrooms and offices. These lands are either currently served or are planned to be served in the future by public or private water or sanitary sewer systems. These areas should have access to planned arterial or collector streets to provide adequate infrastructure for transportation of goods to and from distribution centers. Developments should provide adequate



transitions to adjacent lower intensity uses, such as residential and commercial uses, in the form of vegetated buffers, landscaping, setbacks, and building heights. Some commercial/retail uses that serve the industrial/flex/office developments are appropriate within these areas. To ensure the integrity of this land use category over time, an overlay district should be adopted and applied to all lands that are designated as Employment Center – Industrial/Flex Space/Office but that are zoned for a completely different land use. The intent of the overlay district is to ensure that new developments occurring within these areas are consistent with the intent of the 2030 Horizon Plan and will promote future development of industrial/flex/office developments.

## PRESERVATION AREAS

### Open Space & Parkland

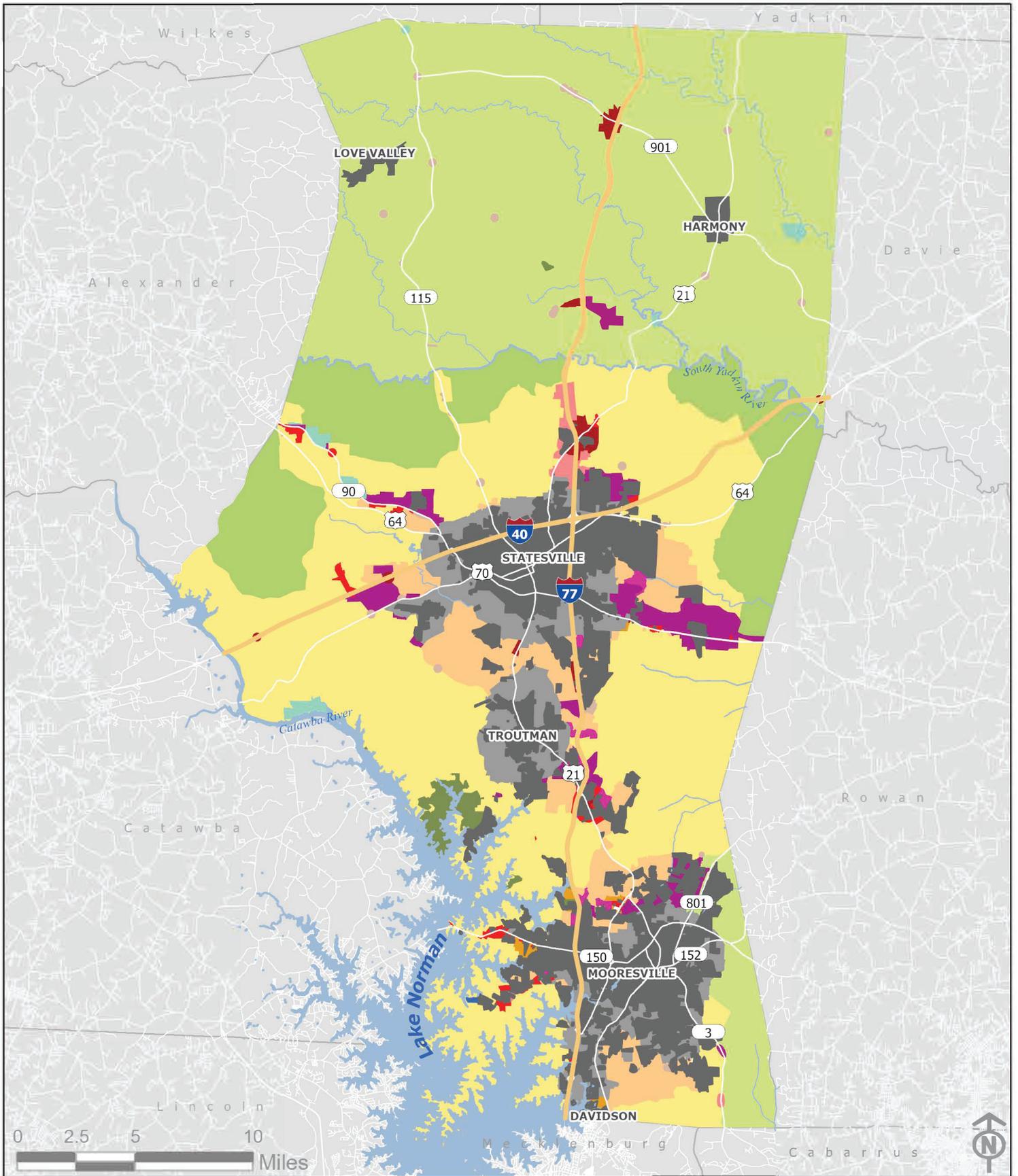
Open Space and Parkland areas contain public or quasi-public uses such as publicly owned open space land, research forests, parklands and recreational areas, or known archeological or historical sites. The intent of this land is that it will be maintained in its natural state in perpetuity.

### Rural Conservation

Rural Conservation areas are either (1) actively being used for farming, forestry, or horticultural purposes (i.e., working lands) and are possibly designated as a Voluntary or Enhanced Farmland Preservation District or (2) areas that are rural in character and located proximate to working lands. Incentives and initiatives to protect rural areas and to enhance farming, forestry, and horticultural operations will be focused within these areas. The intent of this classification is to employ additional standards to ensure that the development of higher intensity land uses within these areas do not create a negative impact on neighboring working lands. Examples of additional standards that could be included are clustered subdivisions, open space/buffer requirements, property setbacks, maximum building height, driveway locations, orientation of buildings, and recommendations for locations of well taps. Minimum densities should generally not exceed two units per acre. However, if a conservation subdivision is being developed, net density may increase.

## FUTURE LAND USE MAP

The county-wide Future Land Use map that identifies these land use designations is found on the following page. Following the map is a more detailed discussion of the Future Land Use for each of the four planning districts: Northern Iredell, Statesville, Troutman, and Mooresville.



- |                |                        |                                    |  |
|----------------|------------------------|------------------------------------|--|
| Iredell County | Future Land Use (2013) | Agricultural Residential           | Corridor Commercial                        |
| Municipal ETJ  | Open Space/Park        | Low-Density Residential            | Highway Interchange Commercial             |
| Municipalities | Rural Conservation     | Medium-Density Residential         | Employment Center - Office/Institutional   |
|                | Rural Commercial       | High-Density Residential/Mixed-Use | Employment Center - Industrial/Flex/Office |
|                | Rural Industrial       | Transitional Commercial            | Institutional                              |

## Land Use and Character

Land Use and Character Areas reflect the intended future use, building patterns, form, and character of future development and redevelopment within the Statesville planning jurisdiction. These future land use and character areas will provide policy guidance for decision-makers as they evaluate the appropriateness of development proposals like subdivisions, site plans, and rezonings. The following map was developed to provide general guidance regarding land development, annexation, and capital planning decisions. To best interpret which category should apply to a property located in an edge condition between categories, discretion should be used to identify the most appropriate fit given the site conditions and surrounding context.

The Land Use and Character Map designates 14 land use and character areas that are envisioned for the future of Statesville’s planning area grouped in six categories. These include:

- **Activity Areas**
- **Downtown and Core Neighborhoods**
- **City Neighborhoods**
- **Rural Areas**
- **Employment Areas**
- **Special Areas and Institutions**

The Appendix includes examples of land uses and definitions of terms used in the following Land Use and Character categories.

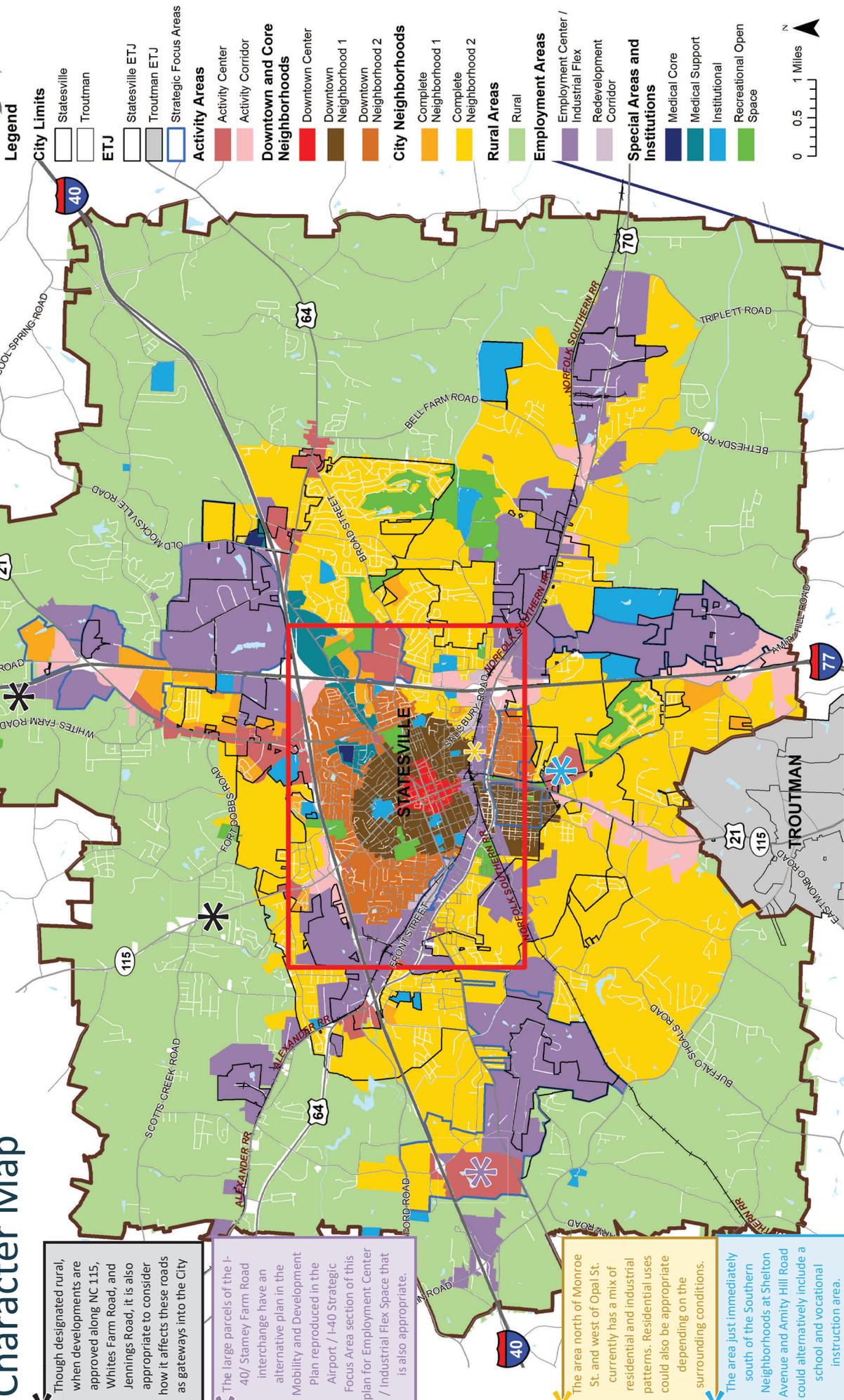
### Addressing Land Use and Character of Places

The 2004 *Land Development Plan* established a Land Use Map with a series of briefly described land use types. In the intervening years, the planning field has evolved to consider land uses as part of a larger design context of different places or “character areas” in communities. Character areas are places that have similar block patterns, building forms, street networks, and land uses.

Where communities have chosen to shift from just land use to land use and character, much of the choice is to increase flexibility of use to be more responsive to changing market dynamics and to guide design of places.

Mixed use developments have become more prevalent both nationally and within the region, and best practices have rediscovered the benefits of different uses in close proximity (the neighborhood corner store, light manufacturing with offices onsite, housing units on upper levels of downtown storefronts, adaptive reuse of old buildings to new purposes in existing districts). This flexibility becomes an option when you ease control on land use, while guiding design and character of places.

# Land Use and Character Map



## Legend

- City Limits**
  - Statesville
  - Troutman
- ETJ**
  - Statesville ETJ
  - Troutman ETJ
  - Strategic Focus Areas
- Activity Areas**
  - Activity Center
  - Activity Corridor
- Downtown and Core Neighborhoods**
  - Downtown Center
  - Downtown Neighborhood 1
  - Downtown Neighborhood 2
- City Neighborhoods**
  - Complete Neighborhood 1
  - Complete Neighborhood 2
- Rural Areas**
  - Rural
- Employment Areas**
  - Employment Center / Industrial Flex
  - Redevelopment Corridor
- Special Areas and Institutions**
  - Medical Core
  - Medical Support
  - Institutional
  - Recreational Open Space



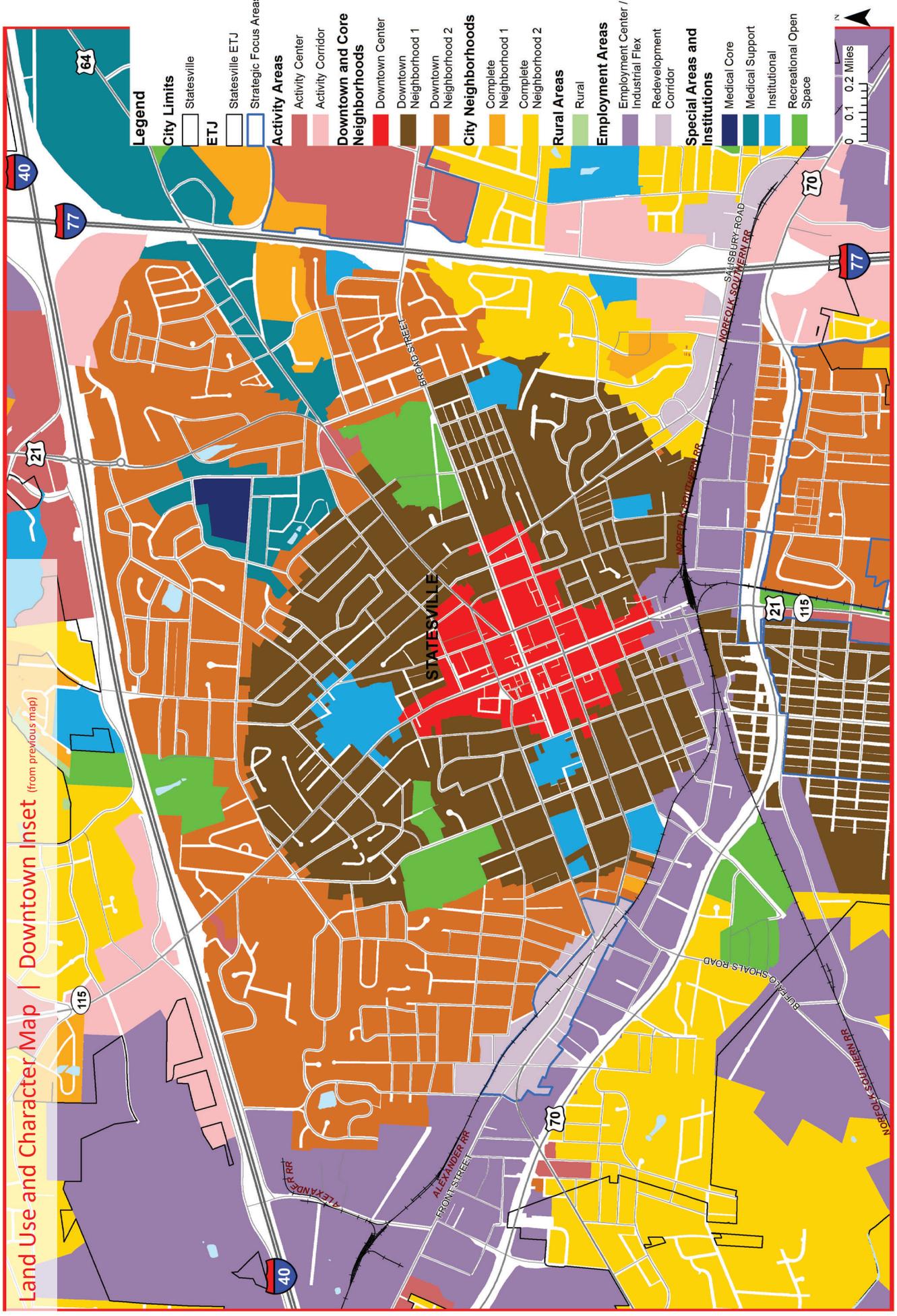
\* Though designated rural, when developments are approved along NC 115, Whites Farm Road, and Jennings Road, it is also appropriate to consider how it affects these roads as gateways into the City

\* The large parcels of the I-40/ Stamey Farm Road interchange have an alternative plan in the Mobility and Development Plan reproduced in the Airport / I-40 Strategic Focus Area section of this plan for Employment Center / Industrial Flex Space that is also appropriate.

\* The area north of Monroe St. and west of Opal St. currently has a mix of residential and industrial patterns. Residential uses could also be appropriate depending on the surrounding conditions.

\* The area just immediately south of the Southern Neighborhoods at Shelton Avenue and Amity Hill Road could alternatively include a school and vocational instruction area.

**Land Use and Character Map | Downtown Inset** (from previous map)



**Legend**

- City Limits**
  - Statesville
- ETJ**
  - Statesville ETJ
  - Strategic Focus Areas
- Activity Areas**
  - Activity Center
  - Activity Corridor
- Downtown and Core Neighborhoods**
  - Downtown Center
  - Downtown Neighborhood 1
  - Downtown Neighborhood 2
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  - Complete Neighborhood 1
  - Complete Neighborhood 2
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  - Rural
- Employment Areas**
  - Employment Center / Industrial Flex
  - Redevelopment Corridor
- Special Areas and Institutions**
  - Medical Core
  - Medical Support
  - Institutional
  - Recreational Open Space



# Activity Center

## Character Intent

The Activity Center land use and character area provides community and regional scale commerce. It includes opportunities for large format retail commercial establishments. It also includes opportunities for smaller commercial businesses within a walkable environment or organized around a civic space (such as a plaza) that promotes users parking once and accessing multiple entertainment, eating, and shopping experiences on foot. Multifamily residential on upper stories of commercial uses, or in adjacent blocks to commercial areas, is encouraged. Activity Centers should be designed to emphasize walkability through highly connected pedestrian facilities between parking and storefronts, between individual establishments, and as appropriate, to adjacent surrounding uses and streets. Master planning of multi-parcel Activity Centers is preferred to maximize design cohesion, connectivity, and use of land. Major street frontages should be reserved for anchors or commercial uses for high visibility. Activity Centers include both existing traditional, suburban style commercial centers that can evolve and be redeveloped over time, as well as undeveloped sites that will be developed as determined by the real estate market. Though a variety of housing type choices are encouraged in this area, tracts of new single family detached homes are not aligned with this character intent.

## Pattern & Form

Large footprint mixed use commercial centers that prioritize pedestrian connectivity between uses and are organized around public spaces or using a traditional main street format.

## Opportunities

Redevelopment of existing commercial centers into mixed-use centers, multimodal street redevelopment, new public spaces.

## Primary Uses

Retail, entertainment, hotel/hospitality, restaurants and bars, personal services, office, breweries and distilleries, residential.

## Secondary Uses

institutional, public spaces, small park or open space.

### Form Characteristics

<b>Building Height</b>	One to four stories
<b>Building Orientation</b>	Buildings oriented around public space or fronting internal streets in traditional main street style format, 0-30 ft setbacks
<b>Building Types</b>	Large and small footprint commercial and multifamily residential, upper story residential and office, and a variety of housing type choices (see page 37).
<b>Street Character</b>	Arterial streets and access streets along edges; smaller internal streets provide pedestrian networks for circulation
<b>Parking Character</b>	Parking at individual buildings or in a central location, with large parking lots divided into “pods” to side or rear of development



# Activity Corridor

## Character Intent

Activity Corridors provide opportunities for a mix of retail commercial and office uses along several of the city’s main commercial corridors. Activity Corridors are opportunities to develop new commercial spaces within strategic focus areas or redevelop existing strip commercial centers that serve as gateways into Statesville. The unifying characteristic of future uses within this area is an attractive frontage toward the primary street and connectivity between adjacent uses through sidewalks or internal walkways. Joint planning of adjacent sites along corridors is recommended to achieve design cohesion, connectivity, and to maximize use of land. Developments should face the primary gateway street and present an attractive facade or landscaping with parking located to the side or rear. Driveways and parking lots should be consolidated with adjacent uses and maximize shared parking opportunities. Residential uses are not preferred for this character area.

## Pattern & Form

Mid-length blocks of commercial uses separated by parking or side streets.

## Opportunities

Redevelopment of strip commercial centers, new office and commercial space; improved visual quality of city gateway streets, transit supportive designs.

## Primary Uses

Retail, restaurants and bars, breweries and distilleries, hotels, entertainment, personal services, and office.

### Form Characteristics

<b>Building Height</b>	One to three stories
<b>Building Orientation</b>	Front of buildings oriented to the gateway street, setbacks allow for sidewalks and necessary driveways, 5-30 ft setbacks
<b>Building Types</b>	Large and small footprint office or commercial
<b>Street Character</b>	Arterial and access streets, with pedestrian facilities along the main frontage
<b>Parking Character</b>	Parking to the side or rear of buildings, street parking on side streets as appropriate



# Downtown Center

## Character Intent

Downtown Center includes the historic center of the city. It is the commercial heart of the city and building and streetscape design should reflect this prominence. It is also the primary destination for the city, as well as a home for residents who prefer downtown living. The Downtown Center offers a place to shop and dine and engage in civic life. Buildings are predominantly brick construction or brick-clad facades, which should be encouraged for new construction or renovations. New building designs should incorporate architectural articulation between buildings. Main streets are framed by street side parking, street trees, wide pedestrian paths, and retail storefronts. Pedestrian areas, especially on the major streets, also include benches and café tables. Secondary streets should have pedestrian walking paths to facilitate safe pedestrian access throughout the area. The ground floors of buildings should have a high degree of transparency with large storefront windows or glass display cases. Where possible, buildings on Front and Center Streets should prioritize retail and commercial service uses at the storefront level to generate higher levels of foot traffic. Use of upper floors should be a mix of office space and residences. New construction and renovations are encouraged to include iconic architectural features or frontages at corners of major intersections. Individual large-footprint multifamily buildings may be appropriate when matching the surrounding form, placement, and design language of the downtown area, and only when incorporating some form of first-floor commercial space. Additional parking for buildings in this character area is located off the main streets and behind buildings. Generally, parking requirements should be minimized in the Downtown Center area. New single-story development and redevelopment is discouraged, except in certain fringe areas.

## Pattern & Form

Traditional downtown main street blocks with multistory buildings.

## Primary Uses

Retail, restaurants and bars, breweries and distilleries, hotels/hospitality, entertainment, personal services, office, institutional, residential

## Opportunities

Renovation and reuse of existing historic downtown buildings, context-sensitive infill, preservation of historic anchor buildings.

### Form Characteristics

<b>Building Height</b>	Two to six stories
<b>Building Orientation</b>	Buildings facing street and build-to line of the block
<b>Building Types</b>	Historic commercial buildings incorporating upper-floor office or residential (standalone or buildings with shared walls and architectural articulation), 0-20 ft setbacks; a variety of housing type choices (see page 37), large-footprint residential in multi-story buildings incorporating first-floor commercial, and institutional buildings
<b>Street Character</b>	Traditional main streets with parallel parking, street trees, and wide sidewalks on both sides; secondary streets with pedestrian paths, and access alleys
<b>Parking Character</b>	Parking minimized through a combination of on-street parking, rear parking, and centralized parking lots or structured parking



# Downtown Traditional Neighborhood 1

## Character Intent

Surrounding the Downtown Center are Downtown Traditional Neighborhood 1 areas. These areas include established older neighborhoods, including the City’s four historic districts, proximate to the central business district. The grid street pattern of development is established and redevelopment and infill development should fit compatibly within the surrounding neighborhood fabric. These traditionally designed neighborhoods include single family detached homes, multiunit residences, such as duplexes and smaller footprint mansion apartments, and some community institutional uses such as churches and schools. Homes sit on individual lots with narrow side yards and street setbacks. Porches front neighborhood sidewalks and street trees line neighborhood streets. Sidewalks connect the neighborhoods to the downtown core making this an inherently walkable area. New construction of a variety of housing type choices such as new duplexes and small-footprint apartments that mimic adjacent residential building forms are encouraged at neighborhood intersections and near downtown. Historic district standards inform changes to individual homes and structures, and historic structures should not be divided into more units than their historic use. Neighborhood scale commercial uses, such as small coffee shops or bakeries are also appropriate at key intersections.

## Pattern & Form

Continuation of downtown neighborhood block structure with short block lengths and defined setbacks.

## Opportunities

Preservation of historic homes, accessory dwelling units, context-sensitive infill development and redevelopment.

## Primary Uses

Residential

## Secondary Uses

Institutional, neighborhood-scale corner retail/office.

## Form Characteristics

<b>Building Height</b>	One to three stories
<b>Building Orientation</b>	Residences oriented towards the primary street, 5-20 ft setbacks
<b>Building Types</b>	Single family detached homes, especially historic multistory homes with prominent porches; and a variety of housing type choices (see page 37), neighborhood-scale commercial buildings at street corners, institutional buildings.
<b>Street Character</b>	Local streets with sidewalks on both sides and street trees where space is available
<b>Parking Character</b>	Driveway parking to the rear of properties and in back alleys, some on-street parking



# Downtown Traditional Neighborhood 2

## Character Intent

Downtown Traditional Neighborhood 2 areas include established inner ring neighborhoods that surround the Downtown Center and Downtown Traditional Neighborhood 1 areas. These are older neighborhoods that do not currently have a historic designation and have a more varied pattern of development than Downtown Traditional Neighborhoods 1 and a modified grid street pattern. Downtown Traditional Neighborhoods 2 are predominantly residential with some community uses such as churches and schools. Single family detached homes are the most common residential building type with secondary uses including smaller multiplex apartments and duplexes. Design of residential uses are varied and include small lot single family homes and cottages, larger homes with wraparound porches, and many intermediate styles. Street and side yard setbacks are varied. New infill and redevelopment should consider the block length, footprints of neighboring adjacent residential uses and building setbacks to create cohesion between old and new development. Downtown Transition Neighborhoods located south of Garner Bagnal are opportunities for reinvestment in individual properties and neighborhood improvement efforts. Neighborhood scale corner store uses are appropriate new uses. The area is unified by a common style of homes, connected sidewalks, and street trees.

## Pattern & Form

Modified grid pattern with curvilinear streets and a variety of block lengths and setbacks.

## Opportunities

Accessory dwelling units, a variety of housing type choices (see page 37); context-sensitive infill, neighborhood aesthetic and connectivity improvements.

## Primary Uses

Residential

## Secondary Uses

Institutional, neighborhood-scale commercial/office, pocket parks, corner

## Form Characteristics

<b>Building Height</b>	One to three stories
<b>Building Orientation</b>	Residences oriented towards the primary street, 5-30 ft setbacks.
<b>Building Types</b>	Single family detached homes, a variety of housing type choices (see page 37), neighborhood scale commercial buildings at street corners, institutional buildings
<b>Street Character</b>	Local streets with sidewalks on both sides and street trees where space is available
<b>Parking Character</b>	Driveway parking to the rear of properties and in back alleys, some on-street parking



# Complete Neighborhood 1

## Character Intent

Complete Neighborhoods 1 include existing and new opportunities for compact and walkable multifamily neighborhoods located along major city corridors with potential for multimodal transportation options. These neighborhoods are designed to accommodate various forms of housing type choices (see page 37) and larger apartment complexes and condominiums. Residential uses should be designed to prioritize pedestrian circulation and frame the streetscape along the primary access street. Developments should create internal connectivity and access to adjacent uses through sidewalks, bike lanes, and multiuse paths. Master planned projects that include a variety of unit types designed around a common space are preferred. Building layouts should also create multimodal connections to common residential amenities and required services such as clubhouses and parks. Limited neighborhood-serving retail and commercial uses are also appropriate, preferably at prominent central locations near common space and incorporated into development as live/work units and mixed use buildings. These neighborhoods should be designed to buffer adjacent uses to reduce visual impacts on neighboring properties.

## Pattern & Form

Modified grid design, mid to long block lengths framed by pedestrian and street connections.

## Opportunities

New multifamily residential and multimodal connections.

## Primary Uses

Residential

## Secondary Uses

Clubhouses and recreation centers, neighborhood scale commercial/office, daycare, institutional.

### Form Characteristics

<b>Building Height</b>	One to four stories
<b>Building Orientation</b>	Residences oriented towards the primary street or designed around common space, 5-20 ft setbacks.
<b>Building Types</b>	Apartments, townhomes, other multifamily residential forms and a variety of housing type choices (see page 37)
<b>Street Character</b>	Connected neighborhood streets with sidewalks on both sides and street trees, off-street pedestrian and bike circulation connections (trails and paths)
<b>Parking Character</b>	Small surface parking lots shared by many residences, on-street parking, or alleyways, individual driveways should be avoided



# Complete Neighborhood 2

## Character Intent

Complete Neighborhoods 2 are opportunities for new neighborhoods built using traditional neighborhood designs that provide a mix of residential uses. These neighborhoods are best designed as master planned neighborhoods that use a traditional grid or modified grid network, shorter block lengths, and pedestrian pathways connecting residences to internal and external destinations. Typically, a larger portion of neighborhoods will be dedicated to single-family detached homes. Predominantly single family neighborhoods may be supplemented with a variety of housing type choices (see page 36) and multifamily development, provided that sites are adjacent to commercial centers or nodes that can adequately provide basic retail goods and services, and/or along central thoroughfares that can accommodate the significant traffic impacts associated with the higher density residential development. Supplemental housing type choices and multifamily development may also be appropriate when part of a live-work or mixed-use cluster within a larger planned neighborhood or community, or as a part of a planned effort to build the demand that can bring basic retail goods and services to an area or neighborhood that lacks them where increased services and some multifamily is the goal. Sidewalks, multi-use paths, on-street parking, and narrow street designs prioritize walking and biking through neighborhoods and accommodate connections to adjacent uses. These neighborhoods should also include parks and community open spaces accessible to neighborhood residents and preferably to the public. Pockets of community-serving institutional uses like schools, community centers and churches are also appropriate. Limited use of neighborhood-scale, multistory commercial and office centers is appropriate in this character area when clustered along major thoroughfares and street corners.

## Pattern & Form

Grid or modified grid network with short and medium block lengths.

## Opportunities

New master planned developments organized around community gathering spaces (commercial or open space).

## Primary Uses

Residential

## Secondary Uses

Clubhouses and recreation centers, neighborhood scale corner commercial/offices, institutional, park and open space, daycare.

## Form Characteristics

<b>Building Height</b>	One to three stories
<b>Building Orientation</b>	Residences oriented towards the primary street, 0-30 ft setbacks
<b>Building Types</b>	Single family detached homes, limited use of a variety of housing type choices (see page 37), and multifamily in centralized locations, limited use of neighborhood-scale and multistory commercial or office centers in centralized locations, and institutional buildings.
<b>Street Character</b>	Local streets with sidewalks on both sides and street trees, off-street pedestrian and bike circulation connections (trails and paths)
<b>Parking Character</b>	Alley parking preferred for residential, some on-street parking, neighborhood nonresidential uses share small surface lots



# Rural

## Character Intent

On the edges of the planning area outside of the City’s corporate limits and ETJ are areas of undeveloped land, farmhouses, agricultural uses, forests, large rural homesteads, and lower density residential neighborhoods built in the county. Some rural commercial uses that support residents and farming operations are appropriate at rural crossroad intersections. Properties in the Rural Character Area are not expected to be a target of growth over the horizon of this Plan; City extension of water and sewer infrastructure is not planned. Some areas may be developed at higher intensity in the future and some may be retained as rural indefinitely, providing a rural band of land surrounding the city. Where utilities become available sooner than anticipated, a land use and character change to Complete Neighborhood 2 is appropriate. The City and County should develop strategies to plan for areas of common interest on the edges of jurisdictional boundaries. This collaboration is particularly important to ensure that future development in these areas fits the context of the surrounding communities and meets the vision of this Plan.

## Pattern & Form

Large rural lots with private drives along rural roads and open space.

## Opportunities

Rural-style residences and farms, voluntary conservation of private open space, new rural economic uses.

## Primary Uses

Rural residential, agricultural development, and undeveloped property.

## Secondary Uses

Rural commercial, institutions.

## Form Characteristics

<b>Building Height</b>	One to three stories, excluding specific agricultural uses (i.e., silos)
<b>Building Orientation</b>	Residences and other uses oriented towards the primary street, 15-40 ft setbacks
<b>Building Types</b>	Single family detached homes, manufactured homes, farm and agricultural buildings, small-scale commercial convenience buildings at crossroads
<b>Street Character</b>	Paved rural streets, generally without curb and gutter in the County, and with curb and gutter if annexed prior to development
<b>Parking Character</b>	Driveway parking for residences, small surface lots for businesses



# Redevelopment Corridor

## Character Intent

The Redevelopment Corridor character and land use area encompasses older industrial and heavy commercial properties that are prime for redevelopment. The Salisbury Road corridor from Opal Street to Salisbury Highway, the Front Street corridor from Buffalo Shoals Road to Garner Bagnal Boulevard, and the area between Monroe Street and Gardner Bagnal Boulevard are included within this designation. These corridors are important gateways into the city and into downtown Statesville and are prime targets for improving visual character and maximizing use of vacant and underdeveloped properties. These corridors have water, wastewater and electrical utility service, direct access to railroad lines, and are proximate to major roads and interchanges, creating many opportunities for future uses. Due to some of the previous heavy industrial uses on sites, some of the parcels in these corridors may be designated brownfields in need of remediation prior to redevelopment or reuse. To encourage revitalization and facilitate brownfields mitigation efforts, the City could provide technical assistance to property owners through federal grant programs and coordination with neighboring property owners to create uniform development approaches. Adaptive reuse of older buildings is encouraged as feasible. Redevelopment and infill development should transition these corridors into new destinations providing a mix of commercial, hospitality, dining, and entertainment uses in an evolving industrial context activating important gateways into the city.

## Pattern & Form

Moderate length blocks separated by side streets, mid-size to larger footprint buildings and heights dependent on surroundings.

## Opportunities

Brownfields remediation, reuse of old structures, gateway enhancements, new destination uses, new pedestrian connectivity.

## Primary Uses

Retail, hotel/hospitality, restaurants and bars, entertainment, breweries and distilleries.

## Secondary Uses

Office, light industrial, heavy commercial, and public spaces.

### Form Characteristics

<b>Building Height</b>	One to three stories for the majority of the site, greater heights allowed as transitioned away from lower height uses
<b>Building Orientation</b>	Buildings oriented toward primary street, 0-30 ft setbacks
<b>Building Types</b>	Varied size footprints and heights for destination and other uses
<b>Street Character</b>	Combined driveway access to arterial streets with sidewalk on both side of streets
<b>Parking Character</b>	Parking located to the side or rear of developments, shared parking that serves multiple sites is preferred



# Employment Center / Industrial Flex

## Character Intent

This character area serves as an engine of employment for the city including business parks, corporate campuses, flex space, as well as heavy manufacturing, warehousing, logistics and distribution, research and development and other industrial uses. These areas are located along major road corridors that provide adequate truck access. The market for employment space is changing and requires flexibility to cater to new production models, employee preferences, and customers. Production facilities may include public-facing show rooms, test kitchens, or tour spaces. This character area allows for such diversification while maintaining a focus on industrial and manufacturing uses. Restaurants and convenience commercial are appropriate uses in these areas to reduce worker commutes and enhance productivity. Uses and loading areas should be buffered from adjacent lower intensity uses with landscaping and other transitions. Developments fronting gateway corridors should have enhanced landscaping and buffering to maximize visual quality along the corridor. Corporate campuses should be master planned to maximize pedestrian access between buildings and create a visually appealing entranceway through landscaping and signage.

For information about the changing market for employment space, See Real Estate Market Analysis Report, page 36.

## Pattern & Form

Large format buildings on mid-size to longer block lengths.

## Opportunities

New industries and employers.

## Primary Uses

Heavy and light industrial, office, office – corporate campus, heavy commercial, entrepreneurial incubator spaces.

## Secondary Uses

Convenience retail, restaurants and bars.

### Form Characteristics

<b>Building Height</b>	One to five stories
<b>Building Orientation</b>	Buildings oriented toward primary street, complexes may be designed around common space or service streets, 20-50 ft setbacks
<b>Building Types</b>	Large and mid-size format production facilities, offices, and small format retail and service uses
<b>Street Character</b>	Streets capable of accommodating regular truck traffic, sidewalks connecting sites encouraged
<b>Parking Character</b>	Surface lots that serve development sites, shared parking preferred, parking includes adequate loading, maneuvering, and equipment parking, parking located to side or rear



# Medical Core

## Character Intent

Medical Core areas include Statesville’s existing healthcare institutions – Iredell Memorial Hospital and Davis Regional Medical. Healthcare and the medical employment sector require special development flexibility and needs to grow and evolve as healthcare approaches and facility needs change. All large-scale hospital and healthcare facilities, along with supporting uses within the same structure, are appropriate for the medical core area. The Medical Core area developments may utilize campus-style settings or individual medical office buildings. Centralized parking including parking structures is appropriate for larger facilities and clusters of facilities. Green space at entryways is required, as are landscaped buffers adjacent to healthcare facility campuses. Existing incompatible uses on adjacent lands and nonmedical principal uses may be appropriate in limited quantities but are better suited to the Medical Support character and land use area.

## Pattern & Form

Campus style design pattern prioritizing emergency vehicle access and egress between buildings and parking areas.

## Opportunities

Expansion of existing or new hospitals and healthcare facilities.

## Primary Uses

Hospital.

## Secondary Uses

Limited restaurants and bars, medical office and suppliers; labs, clinics, pharmacies.

### Form Characteristics

<b>Building Height</b>	One to ten stories
<b>Building Orientation</b>	Main medical buildings or campuses oriented to the site entrance, smaller facilities oriented toward the primary street with clear patient or visitor entrances
<b>Building Types</b>	Hospitals, medical office buildings, lab facilities
<b>Street Character</b>	May have a hierarchy of streets with entrances to primary or emergency facilities on arterials, sidewalks, and plantings on both sides of streets
<b>Parking Character</b>	Centralized parking and parking structures



# Medical Support

## Character Intent

The Medical Support character and land use area helps to support a medical sector ecosystem and is located adjacent to Medical Core, including an emerging healthcare services area southeast of the I-40/I-77 interchange. Additional medical office facilities, satellite labs and clinics, pharmacies, and medical sector offices for suppliers and services to the industry are appropriately located in this area. A large hospital is also a large workplace and a significant hub for patients in need of care and their families. Limited restaurants and hotels are appropriate in this area to serve employee and patient needs. Design guidance provided in the Brookdale Drive, Oakdale Drive, and Hartness Road Corridors Small Area Plan should be adhered, including the addition of sidewalks, landscaping, and low keystone walls located along Oakdale Drive and Springdale Road. Sidewalks should be on both sides of thoroughfares, and on at least one side of side streets. Where the Medical Support area is adjacent to residences, height should be used as a transition where necessary, with no elevation higher than 40 feet for the portions of buildings closest to the residential areas.

## Pattern & Form

Mid to large block pattern with smaller buildings, complexes, or campuses with prominent patient or visitor entrances facing the street and parking areas.

## Opportunities

Recruitment of services that support the medical sector.

## Primary Uses

Medical office and suppliers, labs, clinics, pharmacies.

## Secondary Uses

Restaurants and bars; hotel/hospitality.

### Form Characteristics

<b>Building Height</b>	One to five stories
<b>Building Orientation</b>	Buildings oriented toward primary street with clear patient or visitor entrances, 5-30 ft setbacks
<b>Building Types</b>	Offices, lab buildings, small supply warehouses, clinics
<b>Street Character</b>	Local service streets with sidewalks connected to main arterials
<b>Parking Character</b>	Centralized parking and parking structures for patient care facilities, accommodation for delivery vehicles and regularly used support vehicles



# Institutional

## Character Intent

Institutional areas include Mitchell Community College campus, school campuses, City and County facilities, traditional office buildings, smaller residential to office conversions, and other institutional uses located throughout the city. Institutional developments should be designed to prioritize pedestrian access from the office use to adjacent supportive uses (restaurants, commercial areas, public spaces) and to parking areas using traditional urban forms that site buildings close to primary streets. Institutional areas designed as campuses, like Mitchell Community College, should be designed to create internal connectivity organized around common open spaces and public spaces that create an active public realm. Site planning should orient buildings to create iconic views of prominent buildings. Special institutional uses, such as police and fire stations should be in areas that provide supportive street facilities to accommodate public safety vehicles. Schools should be sited in a manner to encourage walking and cycling to schools, to limit student drop-off and pick-up transportation impacts on adjacent neighborhoods and provide neighborhood-accessible play fields and open space. The development quality of public institutions should reflect a sense of civic identity and community pride. Vegetative buffers and other attractive screening may be necessary to make Institutional areas compatible with surrounding developments.

## Pattern & Form

Small to mid-length blocks with small to mid-size buildings or master planned campuses.

## Opportunities

Improve quality of streetscape and connectivity to adjacent uses.

## Primary Uses

Institutional, office.

## Secondary Uses

Small-scale retail commercial, restaurants and bars.

## Form Characteristics

<b>Building Height</b>	One to four stories
<b>Building Orientation</b>	Single buildings oriented toward primary street, campuses are oriented around common public spaces, 5-30 ft setbacks
<b>Building Types</b>	Purpose-built institutional and office buildings
<b>Street Character</b>	Variety of street classifications support these uses, sidewalks connect office institutional uses to adjacent areas and parking
<b>Parking Character</b>	Consolidated buffered parking for large offices and campuses, some street parking, individual small lots or driveways for smaller uses



# Recreational Open Space

## Character Intent

Most future land use and character areas, particularly the residential areas, include amenities like playgrounds, tot lots, and pocket parks. The Recreational Open Space future land use and character area identifies the recreational facilities and protected open spaces that can grow into a connected network of open spaces and parks throughout the city. Sports facilities, walking trails, nature reserves, community parks, and golf courses are all included within this designation. Trailheads or key portions of greenways are appropriate, though many greenways will pass through other character and land use areas.

## Pattern & Form

A mix of natural and active open spaces with some built features including ballparks and parking areas.

## Opportunities

Additional city-owned parks, large sports facilities, neighborhood parks, walking trails, connections or nodes on a greenway network.

## Primary Uses

Sports facilities, park or open space, golf course, trails and greenways.

## Secondary Uses

Minor office or facilities management spaces.

**Form Characteristics:**  
Dependent on programmatic needs



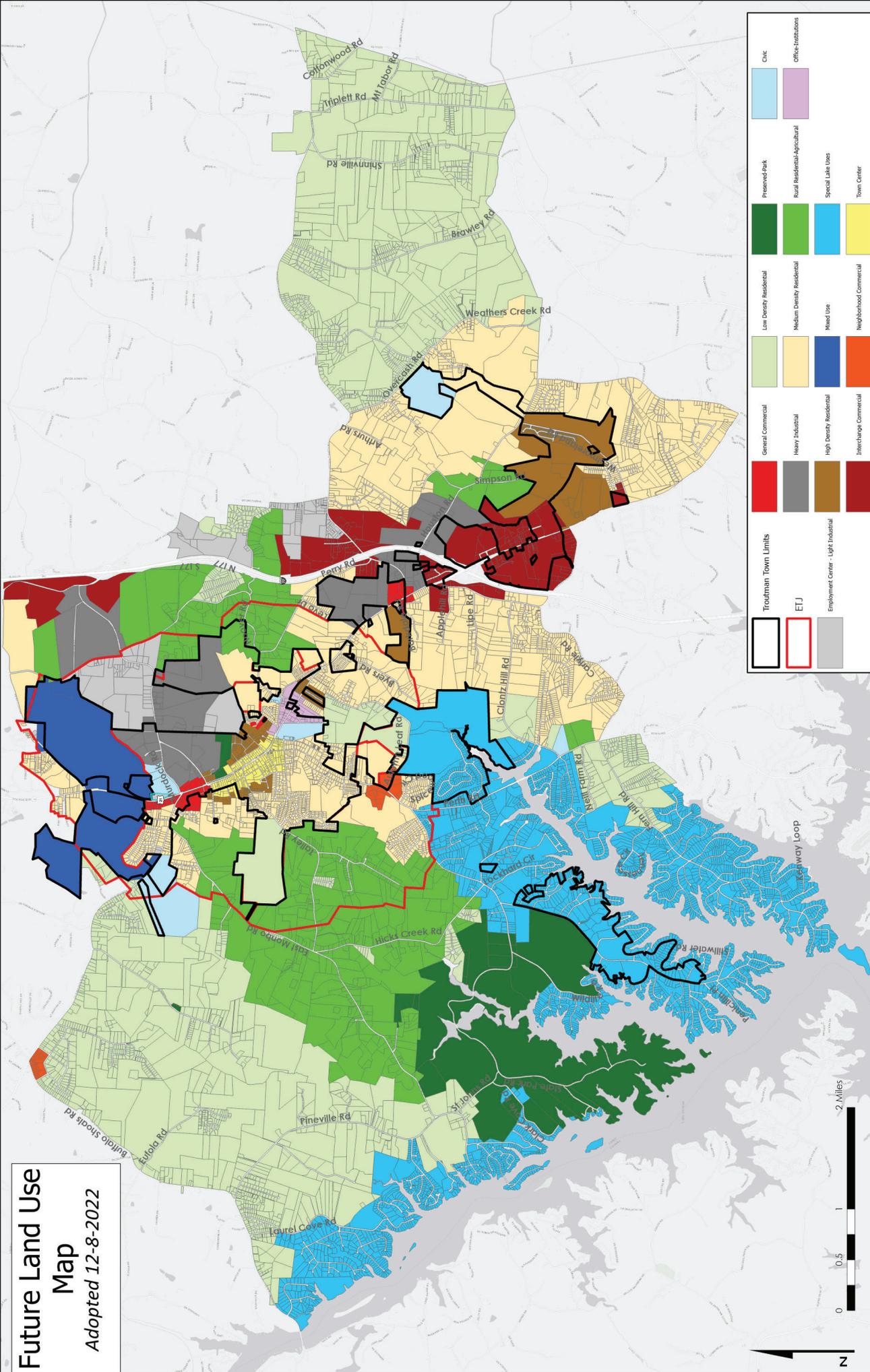
## Troutman Strategic Plan Land Use Definitions

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1. **Town Center** | This area contains a variety of office, retail, and high-density residential uses. Preservation of historic and cultural elements are critical in this area, as is promotion of small-scale, locally owned retail establishments. Facades, streetscaping, rear / side parking, and pedestrian-scale lighting elements are also found in the town center to promote walking, bicycling, and transit use whereas drive-through windows and frontage parking lots are strongly discouraged. Associated Zoning Districts: CB – Central Business; NC – Neighborhood Commercial; RT – Town Residential.
2. **Interchange Commercial** | Typically located at or near freeway interchanges, this category of use does not compete with downtown retail but offers typical chain retail establishments with general commercial or industrial uses nearby. This category also provides an opportunity for higher density housing. Associated Zoning Districts: HB – Highway Business
3. **General Commercial** | Preferably situated in a node (cross-road) environment, General Commercial is suited for a range of retail, service, and professional businesses serving town-wide needs. These businesses may be comprised of storefront retail and distribution if located near major arterial crossings. Associated Zoning Districts: NC – Neighborhood Commercial; OI – Office Institutional
4. **Neighborhood Commercial** | Neighborhood commercial centers serve the needs of surrounding residential neighborhoods. These areas are located at the intersections of minor arterials, and are designed to be accessible by walking, bicycling, and auto modes. Streetscaping, lighting, and signage are compatible with nearby residential communities. Associated Zoning Districts: NC – Neighborhood Commercial; OI Office Institutional.
5. **Heavy Industrial** | These areas are intended to accommodate traditional industrial uses on individual tracts of land or on land located within coordinated industrial parks. Such uses may constitute health or safety hazards, have greater than average impacts on the environment, or diminish the use and enjoyment of nearby property by generation of noise, smoke, fumes, odors, glare, vibration, industrial vehicle traffic, or similar nuisances. Associated Zoning Districts: HI – Heavy Industrial.
6. **Employment Center / Light Industrial** | Suitable for the manufacturing, processing, assembling, packaging or fabricating of previously prepared materials; research and development activities; and warehousing without large-scale distribution (e.g., limited truck bays). Also suitable for limited commercial activities involving areas for storage/display of products for retail sale. Associated Zoning Districts: LI – Light Industrial
7. **Office - Institutional** | These areas may consist of individual parcels with office, financial, and medical uses. Access to minor arterials and off-street or shared parking are desirable, as is vegetative and topographical screening from nearby low-density residential uses. Associated Zoning Districts – Office Institutional.

8. Civic | These areas may consist of government uses to include parks, libraries, government buildings, and churches. They may be located in a Town Center or near the residential neighborhoods they serve. Associated Zoning Districts: CB – Central Business; OI – Office Institutional.
9. High-Density Residential/Mixed Residential | These areas are primarily intended for mixed uses, apartments, and small lot single-family residential development with close proximity to the downtown or arterial street crossings. The integration to public spaces implies a greater emphasis on quality, durable materials and compatible design and color palettes. Served by public water and sewer infrastructure, these uses may have reduced off-street parking requirements and greater need for streetscaping and bike/walk infrastructure. Densities are typically greater than four units per acre of land. Small lots are typically any lot less than .25 acres in size. Associated Zoning Districts – RM – Mixed Residential; RT – Town Residential.
10. Medium-Density Residential | These areas are primarily intended for detached single-family residential development in close proximity to commercial areas and arterial transportation corridors. Public water and sewer provision is required, as are minimum requirements for screening from the main roadway and adjacent properties and larger lot sizes on a percentage or all parcels. Densities are typically two to three units per acre of land for optimum conservation of green space. In a major subdivision (more than 5 lots) variation of lot sizes, housing types, and price points are required. Associated Zoning Districts: RS – Suburban Residential.
11. Low-Density Residential | This land use classification is predominantly intended for detached single-family residential dwelling units. Densities are typically less than two units per acre of land. In a major subdivision (more than 5 lots) variation of lot sizes, housing types, and price points are strongly encouraged. Associated Zoning Districts: RS – Suburban Residential.
12. Rural Residential – Agricultural | Areas identified as Rural Residential – Agricultural promotes the continued use of working lands and protection of environmentally sensitive lands from more intense development. Many of these areas also have topographical, cultural, and/or environmental challenges that limit the potential for development. Densities are less than one unit and typically less than one house per three acres of land. Associated Zoning Districts: RP – Rural Preservation; RS – Suburban Residential
13. Special Lake Uses | These areas in the vicinity of Lake Norman promote low-density developments (2-3 single-family detached houses per acre) through conventional that allow a variety of open space uses including parks, greenways, nature preserves, and agricultural uses. Associated Zoning Districts: RS – Suburban Residential Preservation
14. Mixed-Use | These are areas that include large tracts of land that are developed as a cohesive, mixed-use project that includes different housing type and densities including, single family detached and attached, and multi family; as well as commercial and civic uses. Mixed use developments contain a town center element and promote walkability and connectivity. Associated Zoning Districts – MU – Mixed Use.

**Future Land Use  
Map**  
Adopted 12-8-2022



	Civic		Office-Institutions
	Low Density Residential		Rural Residential-Agricultural
	Medium Density Residential		Special Lake Uses
	Mixed Use		Town Center
	General Commercial		High Density Residential
	Heavy Industrial		Interchange Commercial
	Troutman Town Limits		ETJ
	Employment Center - Light Industrial		



# FUTURE CHARACTER AND LAND USE

The Future Character and Land Use Map designates the character areas that will guide growth and change in the community for the long-range future. Each of the colors on the map represent one of the twelve character areas:

## Neighborhoods

- Town Residential
- Mill Village
- Neighborhood Residential
- Peninsula Residential
- Rural Residential
- Future Planning Area / Cluster Residential

## Downtown

- Downtown Center
- Downtown Edge

## Mixed Use

- Mixed Use Destination
- Mixed Use Corridor

## Employment

- Employment Center
- Flex Industrial

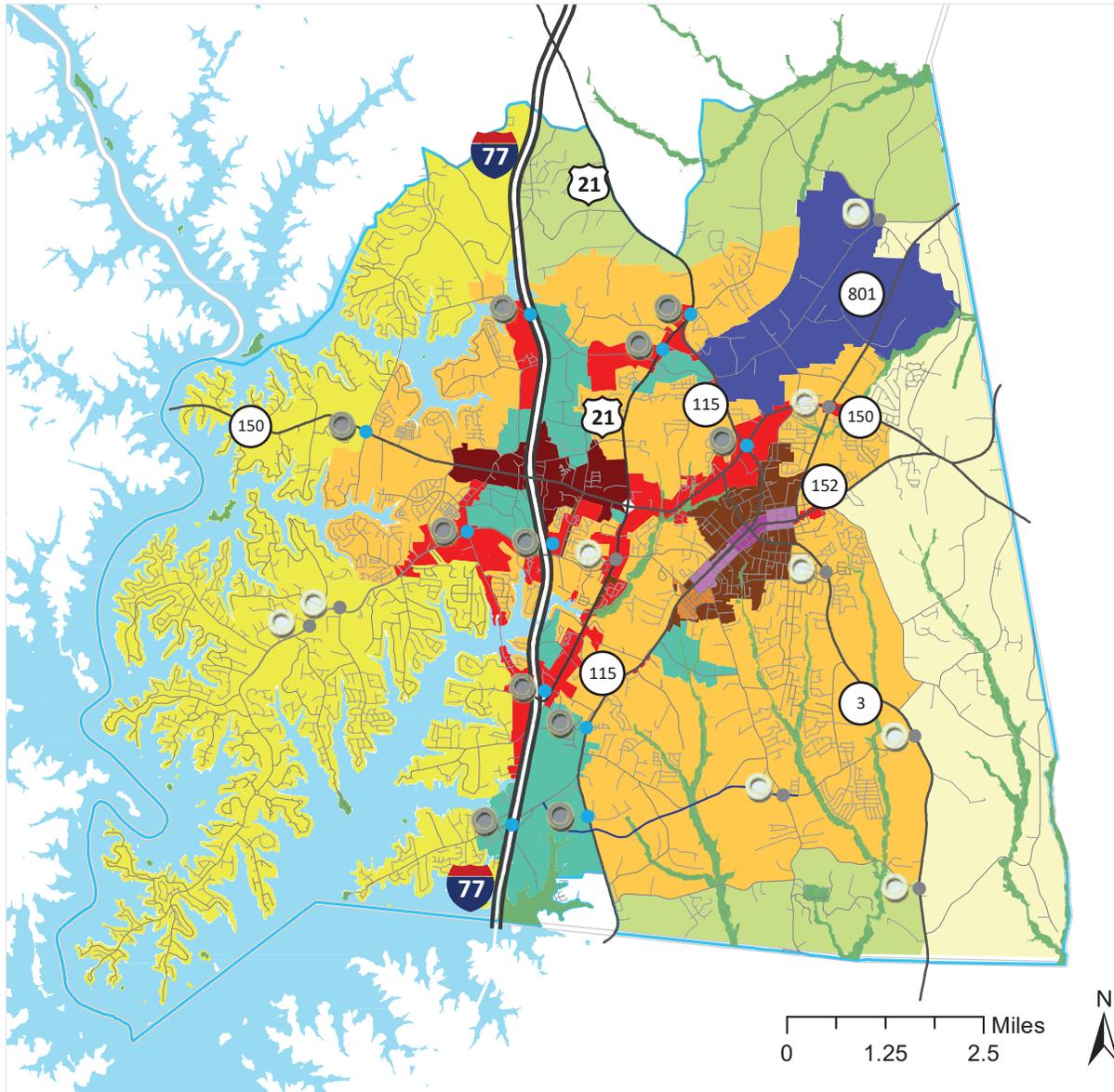
Character areas reflect the intended development patterns, form, and character of future development and redevelopment. As site plans, subdivisions, and rezoning cases are evaluated, these character areas will serve as a guide for Town leaders and staff in evaluating the appropriateness of future developments.

These character areas were developed to provide general guidance regarding land development and design. Discretion should be used to identify the most appropriate fit given the site conditions and surrounding context when interpreting which category should apply to a property.

In addition to this plan, the Town's small area plans have been evaluated and policies that are still relevant to these areas are included in the section: Legacy Plans page 76. These policies should be taken into consideration as part of development approvals in addition to the policies and character areas included in this Plan.



# Future Character and Land Use Map



*Boundaries are meant as guidance for decision makers. Properties located on the edges of boundaries should be reviewed for context and appropriate designation on a case-by-case basis.*

## Future Character and Land Use

- |                        |  |                       |
|------------------------|--|-----------------------|
| Planning Boundary      | <b>Residential</b>                       | <b>Downtown</b>       |
| County Boundary        | Town Residential                         | Downtown Edge         |
| FEMA Flood Zone        | Mill Village                             | Downtown Center       |
| VC-Village Center      | Neighborhood Residential                 | <b>Mixed Use</b>      |
| NC-Neighborhood Center | Peninsula Residential                    | Mixed Use Destination |
|                        | Rural Residential                        | Mixed Use Corridor    |
|                        | Future Development / Cluster Residential | <b>Employment</b>     |
|                        |  | Employment Center     |
|                        |  | Industrial            |

# TOWN RESIDENTIAL

## Character Intent

Town Residential is intended to preserve the traditional building pattern of mixed residential development sometimes referred to as “traditional” or “pre-World War II” development patterns. These are the Town’s oldest neighborhoods and are opportunities for context-sensitive redevelopment. The existing design context includes small lots, detached and attached buildings, small-scale apartment buildings, and a defined grid of streets. The traditional, pedestrian-friendly streetscape should be preserved. Town Residential is located in walking or cycling distance to the Downtown character and land use areas.

### Pattern



### Form



## Opportunities

- Infill development and redevelopment that fits the character of the surrounding neighborhood
- Development of new types of housing choices that support compact development and provide a mixture of uses in a walkable environment
- Maintained and improved access and connectivity to growing Downtown Mooresville
- Accessory dwelling units
- New green spaces and bicycle-pedestrian connections that create greater linkages between neighborhoods and preserve the tree canopy and access to nature for residents

## Primary Uses

- Single family (detached)
- Townhomes
- Duplexes
- Triplexes
- Quadplexes

## Secondary Uses

- Small scale, low-rise multi-family apartments
- Institutional (libraries, religious buildings, Town facilities, small-scale community centers or recreation facilities)
- Small scale neighborhood commercial at major street corners
- Professional offices on the edges of neighborhoods near downtown

## Street Design Priorities

- Street design is planned in Chapter 4, Connecting People and Places, which serves as the **Transportation Master Plan** for Mooresville. The **Town Residential** future character and land use area follows the **Residential** section of the street priority matrix and multimodal facility guidelines. (See page 108)

## Form Characteristics

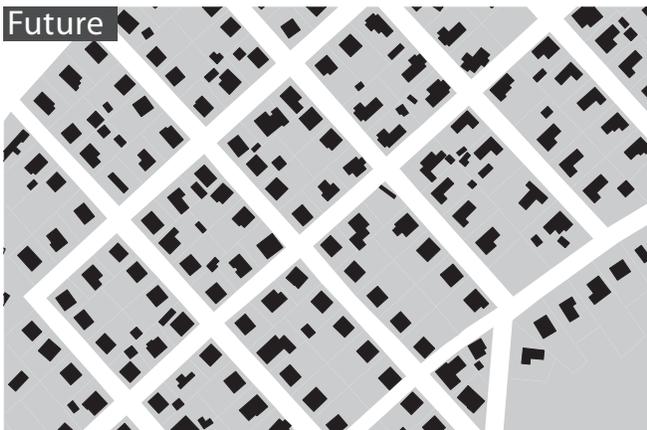
Characteristic	Existing	Desired
Building Height	1 to 2 stories	1 to 3 stories
Street Pattern	modified grid	grid
Block Length	400 to 1200 feet	varied, 1200 feet max
Street Character	walkable streets with sidewalks on at least one side	walkable streets with sidewalks on both sides, inclusion of bicycle facilities, and higher connectivity oriented toward downtown
Parking	off-street driveways and personal garages	parking to side or rear of units, some on-street parking
Residential Density	3 to 5 units per acre	3 to 8 units per acre with additional for accessory dwelling units

# MILL VILLAGE

## Character Intent

The historic Mill Village contains smaller size homes that were originally designed in the early 1900s to serve mill workers that worked and lived in the community. A traditional street grid frames the blocks and homes within this area. The Mill Village will retain the scale of its homes and blocks. It will preserve notable examples of the unique mill house building form and ensure new construction or renovation has a similar character. Modest additions to buildings or accessory development units may be appropriate to modernize homes in the district, but the overall scale and character should be maintained.

## Pattern



## Form



## Opportunities

- Renovation and modernization of existing mill houses
- Increased connectivity through sidewalks and improved quality of the pedestrian and cycling environment
- Better connectivity across major streets and railways in coordination with other transportation or utility projects
- Maintain mature tree canopy as possible when redeveloping individual sites

## Primary Uses

- Single family (detached)

## Secondary Uses

- Accessory dwelling units
- Institutional (libraries, religious buildings, Town facilities, small-scale community centers or recreation facilities)
- Commercial at edges of the area adjacent to other commercial development

## Street Design Priorities

Street design is planned in Chapter 4, Connecting People and Places, which serves as the **Transportation Master Plan** for Mooresville. The **Mill Village** future character and land use area follows the **Residential** section of the street priority matrix and multimodal facility guidelines. (See page 108)

## Form Characteristics

Characteristic	Existing	Desired
Building Height	1 to 2 stories	1 to 2 stories
Front Setback	10 to 15 feet	10 to 15 feet
Street Pattern	grid	grid
Block Length	225 to 500 feet	225 to 500 feet
Street Character	narrow streets with sidewalks on up to one side of the street	narrow streets with provisions for bicycle-pedestrian facilities where space permits
Parking	on-street and short driveways, no attached enclosed garages	on-street and short driveways, enclosed parking only when matching neighborhood character
Residential Density	5 units per acre	5 to 7 units per acre, including ADUs

# NEIGHBORHOOD RESIDENTIAL

## Character Intent

Neighborhood Residential includes newer master planned residential neighborhoods built since the 1960s that are supported by proximate neighborhood centers. Neighborhoods should be inter-connected and are encouraged to be developed as mixed-use villages with the greatest mix and intensity of uses set apart from lower intensity areas. The intent is for the area to provide traditional blocks, urban villages, clustering, and well connected subdivisions. Streets are intended to accommodate pedestrians and cyclists. Neighborhood-scale commercial uses such as small offices, services, or stores may be allowed at corners or in neighborhood centers, with more intense community-scale commercial allowed central to those centers.

## Pattern



## Form



## Opportunities

- Infill development guided by the context of the surrounding neighborhood
- Redevelopment that includes a variety of housing choices designed to fit the neighborhood context
- Accessory dwelling units
- Increase bicycle and pedestrian connections between neighborhoods and adjacent development
- New green spaces and shared use connections that create greater linkages between neighborhoods and preserve the tree canopy and access to nature for residents

## Primary Uses

- Single family (detached)
- Townhomes
- Duplexes
- Triplexes
- Quadplexes
- Small scale, low-rise multifamily apartments

## Secondary Uses

- Limited neighborhood scale office and retail at the edges of neighborhoods and proximate to major roads
- Neighborhood and community scale commercial and multifamily residential at designated centers
- Institutional (libraries, religious buildings, Town facilities, small-scale community centers or recreation facilities)

## Street Design Priorities

Street design is planned in Chapter 4, Connecting People and Places, which serves as the **Transportation Master Plan** for Mooresville. The **Neighborhood Residential** future character and land use area follows the **Residential** section of the street priority matrix and multimodal facility guidelines. (See page 108)

## Form Characteristics

Characteristic	Existing	Desired
Building Height	1 to 2 stories	1 to 2 stories
Front Setback	20 to 50 feet	0 to 20 feet; consistent within a neighborhood
Street Pattern	curvilinear, cul-de-sacs	grid or modified grid
Block Length	400 to 1400 feet	400 to 1000 feet
Street Character	streets with sidewalks on up to one or both sides of the street	walkable streets with sidewalks on both sides and provisions for bikes
Parking	private driveways, attached enclosed garages	parking to side or rear of home preferred
Residential Density	3 to 6 units per acre	3 to 6 units per acre with additional for accessory dwelling units

# PENINSULA RESIDENTIAL

## Character Intent

Peninsula Residential is a primarily residential character area intended to continue the single family residential character of lake front and peninsula neighborhoods. These areas have development limitations imposed by water supply watershed protection standards, and from a practical standpoint have some limits to street connectivity based on the shape of the peninsulas. Streets are intended to accommodate pedestrians and cyclists. Neighborhood-scale commercial uses such as small offices, services, or stores may be appropriate at corners of major streets, with more intense community-scale commercial allowed at designated centers.

## Pattern



## Form



A majority of developed land within the Peninsula Residential category is within Iredell County’s planning and zoning jurisdiction. This Plan assumes these areas will continue to be managed by Iredell County.

## Opportunities

- Infill development guided by the context of the surrounding neighborhood
- Increase bicycle and pedestrian connections between neighborhoods and adjacent developments and community facilities, such as schools
- New designated open spaces and passive recreational development

## Primary Uses

- Single family (detached)

## Secondary Uses

- Limited neighborhood scale office and retail at crossroads
- Neighborhood and community scale commercial and multifamily residential at designated centers
- Institutional (libraries, religious buildings, Town facilities, small-scale community centers or recreation facilities)
- Rural commercial uses

## Street Design Priorities

Street design is planned in Chapter 4, Connecting People and Places, which serves as the **Transportation Master Plan** for Mooresville. The **Peninsula Residential** future character and land use area follows the **Residential** section of the street priority matrix and multimodal facility guidelines. (See page 108)

## Form Characteristics

Characteristic	Existing	Desired
Building Height	1 to 3 stories	1 to 3 stories
Front Setback	40 to 70 feet	40 feet
Street Pattern	curvilinear with cul-de-sacs	curvilinear
Street Character	local streets connecting cul-de-sacs with no pedestrian facilities	where possible, accommodation of pedestrian and bicycle facilities
Parking	private driveways, attached garages	parking to side or rear of unit preferred
Residential Density	1 to 2 per acre	2 per acre

# RURAL RESIDENTIAL

## Character Intent

Rural residential areas are intended to continue the rural development pattern in the eastern portion of the Mooresville planning area that also provides continued opportunities for agricultural production. These areas have development limits imposed by water supply watershed protection standards. Compact or clustered development may be used to protect environmentally sensitive lands, natural areas, and to create large areas of open space that preserve rural views. Clustering of residential uses is appropriate if health code standards can be met. Small-scale commercial uses such as small offices, local services, or stores may be allowed at rural crossroads, with neighborhood and community-scale commercial allowed at designed centers.

### Pattern



### Form



## Opportunities

- Clustered subdivisions that permanently protect open space and create new housing opportunities
- Increase bicycle and pedestrian connections along major road corridors and to nearby destinations and local centers

## Primary Uses

- Single family (detached)
- Agricultural and rural commercial uses

## Secondary Uses

- Neighborhood and community scale commercial at designated centers
- Light commercial and industrial uses at designated centers and possibly located at major road intersections
- Institutional (libraries, religious buildings, Town facilities, small-scale community centers or recreation facilities)

## Street Design Priorities

Street design is planned in Chapter 4, Connecting People and Places, which serves as the **Transportation Master Plan** for Mooresville. The **Rural Residential** future character and land use area follows the **Residential** section of the street priority matrix and multimodal facility guidelines. (See page 108)

## Form Characteristics

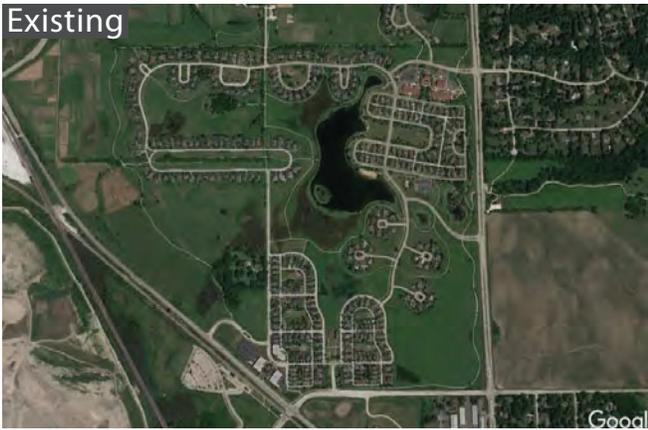
Characteristic	Existing	Desired
Building Height	1 to 3 stories	1 to 3 stories
Front Setback	60+ feet	30+ feet
Street Pattern	driveway access from road	modified grid
Street Character	predominantly two-lane roadways with few facilities for cyclists or pedestrians	rural streetscape
Parking	long driveways and attached garages	offstreet parking to side or rear
Open Space	minimal formal open space	connections to shared use path network
Residential Density	1 to 2 per acre	1 to 2 per acre

# FUTURE PLANNING AREA / CLUSTER RESIDENTIAL

## Character Intent

Cluster residential is envisioned in the future planning area. To create a rational development pattern that maximizes existing infrastructure, supports the market for redevelopment of existing areas, and reduces sprawl as Mooresville continues to grow, these areas are identified as future growth areas that will not be served by public infrastructure within the next 20 years. In the intervening period, clustering of residential uses is appropriate if health code standards can be met and open space is set aside as part of the subdivision. Coordination with Iredell County should continue to manage development within this area. Clustering development is a strategy that may be used throughout the Town, but is the primary preferred development in this area.

## Pattern



## Form



## Opportunities

- Clustered subdivisions that permanently protect open space and create new housing opportunities
- Increase bicycle and pedestrian connections along major road corridors and to nearby destinations and local centers

## Primary Uses

- Single family detached
- Agricultural and rural commercial uses

## Secondary Uses

- Neighborhood and community scale commercial at designated centers
- Institutional (religious buildings, Town facilities)

## Street Design Priorities

Street design is planned in Chapter 4, Connecting People and Places, which serves as the **Transportation Master Plan** for Mooresville. The **Future Planning Area / Cluster Residential** future character and land use area follows the **Residential** section of the street priority matrix and multimodal facility guidelines. (See page 108)

## Form Characteristics

Characteristic	Existing	Desired
Building Height	1 to 3 stories	1 to 3 stories
Front Setback	60+ feet	30+ feet
Street Pattern	driveway access from road	modified grid
Street Character	predominantly two-lane roadways with few facilities for cyclists or pedestrians	rural or neighborhood streetscape
Parking	private driveways, attached garages	offstreet parking to side or rear, possibly on-street parking off main roads
Open Space	minimal formal open space	communal lawns or malls, connections to shared use path network
Residential Density	1 to 2 per acre	2 to 5 per acre (clustered)

# DOWNTOWN CENTER

## Character Intent

The Downtown Center encompasses the heart of Main Street and adjacent blocks in the Town’s traditional and thriving downtown. The center serves as the civic, cultural, and governmental hub for Mooresville. Downtown’s strategic location and core infrastructure make this a prime location for redevelopment. Vertically integrated mixed-use buildings reinforce the urban character and connected sidewalks and streets reinforce the area’s walkability. Preferred street-level uses are restaurants, retail shops, and walk-in services. The design should be oriented toward pedestrians and help form a lively street life. Buildings should form a continuous frontage along the sidewalk on Main Street. When buildings are taller than their surrounding context, the upper stories should be set back farther from the street to avoid creating a “canyon” that can make a street feel crowded. The area vacated by setting the upper floors back may be usable as balcony or rooftop space. When parking must be accommodated in the Downtown Center, it should function as a “park once and walk” location.

## Pattern



## Form



## Opportunities

- Redevelopment and adaptive reuse of downtown properties
- Facade and “back” facade improvements to buildings facing downtown streets
- Implementation of the Downtown Master Plan, especially treatments to gateways and creating greater design cohesion across the different character areas in downtown
- Protection of historic resources as properties are redeveloped and revitalized
- Restaurants and shops that help generate a lively street life

## Primary Uses

- Commercial retail
- Office

## Secondary Uses

- Upper story multi-family units
- Single family (detached)
- Institutional (libraries, religious buildings, Town facilities, small-scale community centers or recreation facilities)

## Street Design Priorities

Street design is planned in Chapter 4, Connecting People and Places, which serves as the **Transportation Master Plan** for Mooresville. The **Downtown Center** future character and land use area follows the **Downtown** section of the street priority matrix and multimodal facility guidelines. (See page 107)

## Form Characteristics

Characteristic	Existing	Desired
Building Height	1 to 4 stories	2 to 5 stories
Front Setback	0 to 20 feet	0 to 20 feet
Street Pattern	grid	grid
Block Length	600 to 1000 feet	400-800 feet
Street Character	urban, walkable	urban, walkable
Parking	behind buildings, on-street	on-street, rear or side parking
Residential Density	1 to 12 units/acre	Flexible in accordance with form and design guidelines extending as high as 40 units per acre

# DOWNTOWN EDGE

## Character Intent

The Downtown Edge Area is a continuation of the Downtown Center block structure beyond the Town’s center. It is presently a combination of commercial and residential that lacks design cohesion. As it redevelops, the Downtown Edge area should continue the building types of the Downtown Center and other street-oriented multifamily residences that are designed to front streets and move parking to the rear or side of buildings. The area should be considered a prime location for expanding residential access to the Downtown Core using urban design best practices to reinforce the walkable and compact nature of developments in this area. When buildings are taller than their surrounding context, the upper stories should be set back farther from the street to avoid creating a “canyon” that can make a street feel crowded. This character area may be appropriate to expand to the east of the Downtown Center character area along North Main Street.

The historic Mooresville Cotton Mill has been developed as a mixed-use retail, wholesale, office, and restaurant space in this character area. It is intended that this creative use be encouraged to continue to thrive and that other large historic buildings that may be in the area be afforded the tools for creative revitalization and adaptive reuse efforts, while preserving the historic character and design of buildings.

## Pattern



## Form



## Opportunities

- Redevelopment and adaptive reuse of downtown properties
- Facade and “back” facade improvements to buildings facing streets
- Incorporation of mixed use buildings with retail or office on ground floor and residential on upper floors
- Implementation of the Downtown Master Plan, especially treatments to gateways and creating greater design cohesion across the different character areas in downtown
- Protection of historic resources as properties are redeveloped and revitalized

## Primary Uses

- Commercial retail
- Office
- Upper story multi-family units

## Secondary Uses

- Townhomes
- Small scale, low-rise multifamily apartments
- Single family (detached)
- Institutional (libraries, religious buildings, Town facilities, small-scale community centers or recreation facilities)

## Street Design Priorities

Street design is planned in Chapter 4, Connecting People and Places, which serves as the **Transportation Master Plan** for Mooresville. The **Downtown Edge** future character and land use area follows the **Downtown** section of the street priority matrix and multimodal facility guidelines. (See page 107)

## Form Characteristics

Characteristic	Existing	Desired
Building Height	1 to 2 stories	1 to 3 stories (with step back)
Front Setback	20 to 40 feet	0 to 20 feet
Street Pattern	grid	grid
Block Length	600 to 1000 feet	400 to 800 feet
Street Character	narrow streets with sidewalks on up to one side of the street	urban, walkable
Parking	parking in front, side or rear	on-street parking, rear or side parking
Residential Density	2 to 4 units per acre	4 to 16 units per acre

# MIXED USE DESTINATION

## Character Intent

The Mixed Use Destination area supports large-scale mixed-use and retail centers, hospitality, services, recreation, employment and institutional facilities. This area is located in a large node with direct access to I-77. This area is currently designed as an auto-oriented regional retail center. As this area redevelops, it can serve as the location for the higher intensity multi-family housing in vertically integrated mixed use facilities that also incorporate public spaces. Principle commercial uses should include restaurants, cafes, destination shopping, and personal services. Large scale “big box” should be designed as part of mixed use and walkable developments serving as shopping anchors in live-work-play environments. Development may occur on large parcels or an assembly of parcels, but internal circulation, connection to public streets, and connection to adjacent properties should be a design priority. Prime major street frontage locations should be reserved for commercial uses where the visibility is valuable.

### Pattern



### Form



## Opportunities

- Infill and connecting developments between existing commercial spaces
- Redevelopment using compact, walkable urban designs
- Incorporation of new public spaces that create connections between spaces
- Well-defined and interconnected street and pedestrian network that creates a grid-like network to frame development
- Master planning of larger mixed-use developments that can support transit-oriented development

## Primary Uses

- Commercial/retail (first floor)
- Multi-story office
- Multi-family apartments and condominiums (upper floors)

## Secondary Uses

- Townhomes
- Quadplex
- Triplex
- Institutional (libraries, religious buildings, Town facilities, small-scale community centers or recreation facilities)

## Street Design Priorities

Street design is planned in Chapter 4, Connecting People and Places, which serves as the **Transportation Master Plan** for Mooresville. The **Mixed Use Destination** future character and land use area follows the **Mixed Use** section of the street priority matrix and multimodal facility guidelines. (See page 106)

## Form Characteristics

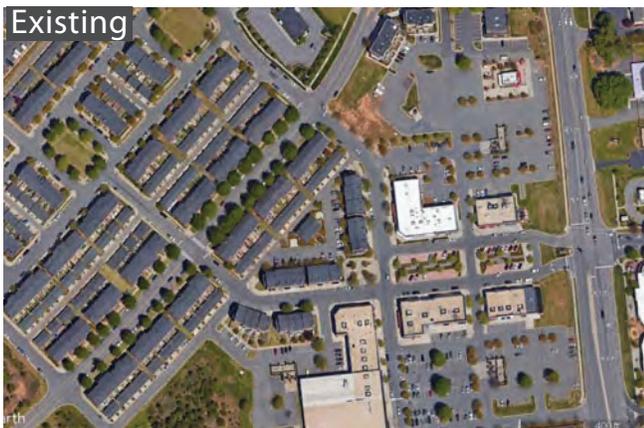
Characteristic	Existing	Desired
Building Height	1 to 3 stories	2 to 5 stories
Front Setback	0 to 30 feet	0 to 30 feet, with opportunities for zero-lot line or small setbacks on streets other than NC 150 when paired with pedestrian friendly streetscape
Street Pattern	curvilinear	grid, modified-grid
Block Length	400 to 800 feet	300-350 feet
Street Character	predominantly four-lane roads with few facilities for cyclists or pedestrians	development oriented parallel to the corridors with sidewalks and safe access for bicyclists
Parking	front, rear, side surface parking	structured parking, or on-street off main road
Residential Density	n/a	8 to 30 dwelling units per acre

# MIXED USE CORRIDOR

## Character Intent

The Mixed Use Corridor planning areas include land along major roadways that are natural extensions of the Mixed Use Destination area, or areas between major intersections and important community nodes. Much of this area is currently small shopping centers, automobile services, offices, retail stores, and in some cases hospitality or separate multifamily developments. The intent is for this character area to allow a mix of retail, office, commercial, and multifamily development, either vertically or horizontally mixed. In cases where commercial or residential is developed outside of a cohesive mixed use development, architectural or land use transitions or natural buffers should be incorporated to ensure the development would be compatible with adjacent developments. Multifamily residential in particular may be appropriate fronting streets with pedestrian amenities, but should be set back from commuter corridors with heavy automobile traffic. When tall buildings are near neighborhood context with lower height, the height of new development should be lower or “step down” to the existing neighborhood.

### Pattern



### Form



## Opportunities

- Redevelopment of strip commercial centers with a mix of commercial and multifamily residential uses in a compact and walkable format
- Align frontages of building facades, bring buildings up to the street, and place parking at the side or rear of buildings
- Provide a mix of residential uses within proximate access to designated centers and destinations that can be supported by future transit service

## Primary Uses

- Mixed use (vertical or horizontal)
- Commercial retail
- Office / medical office
- Multifamily (condominiums, apartments on upper stories)

## Secondary Uses

- Offices in converted residences
- Hospitality (hotels)
- Townhomes
- Small scale, low-rise multifamily apartments
- Institutional (libraries, religious buildings, Town facilities, small-scale community centers or recreation facilities)

## Street Design Priorities

Street design is planned in Chapter 4, Connecting People and Places, which serves as the **Transportation Master Plan** for Mooresville. The **Mixed Use Corridor** future character and land use area follows the **Mixed Use** section of the street priority matrix and multimodal facility guidelines. (See page 106)

## Form Characteristics

Characteristic	Existing	Desired
Building Height	1-3 Stories	2-4 stories (with step back)
Front Setback	20 to 100 feet	15 to 40 feet
Street Pattern	curvilinear	linear, grid
Block Length	600 to 2400 feet	400 to 600 feet
Street Character	predominantly two-lane roadways with few facilities for cyclists or pedestrians	development oriented parallel to the corridors with sidewalks and safe access for bicyclists
Parking	on-street - front, rear, side	on-street parking in side or rear preferred; some structured parking
Residential Density	2 to 4 units per acre	4 to 16 units per acre

# EMPLOYMENT CENTER

## Character Intent

Employment Center is intended to support various types of employment uses including offices, light production facilities, business incubators and “maker spaces,” hotels, conference centers, along with supporting retail, restaurants, and services. Commercial producers of retail goods, and especially food and drinks, are encouraged to have public-facing shops, test-kitchens, or tour spaces. Some multifamily residential is appropriate to provide local workforce housing that is integrated into the site plan or campus and connected to area amenities. Public spaces and walkways should be integrated into larger developments. Warehousing and building trade showrooms are appropriate when configured away from residences. The intent is for the area to have increased connectivity, and better pedestrian and bicycle facilities. Commercial headquarters and corporate campuses should be master planned and should include public spaces, pedestrian or bicycle paths, and commercial centers.

## Pattern



## Form



## Opportunities

- Infill development for smaller scale start-ups and new businesses establishing in Mooresville
- Addition of landscaping and greenscapes on the frontages of developments
- New sidewalks and pedestrian access between developments and along street frontages
- Restaurants and convenience commercial to support the workers located at businesses in this area

## Primary Uses

- Office
- Light production facility
- Business incubator
- Warehousing

## Secondary Uses

- Restaurants
- Commercial retail
- Multifamily workforce housing integrated with other development types
- Work/live spaces
- Institutional (libraries, religious buildings, Town facilities, small-scale community centers or recreation facilities)

## Street Design Priorities

Street design is planned in Chapter 4, Connecting People and Places, which serves as the **Transportation Master Plan** for Mooresville. The **Employment Center** future character and land use area follows the **Employment** section of the street priority matrix and multimodal facility guidelines. (See page 109)

## Form Characteristics

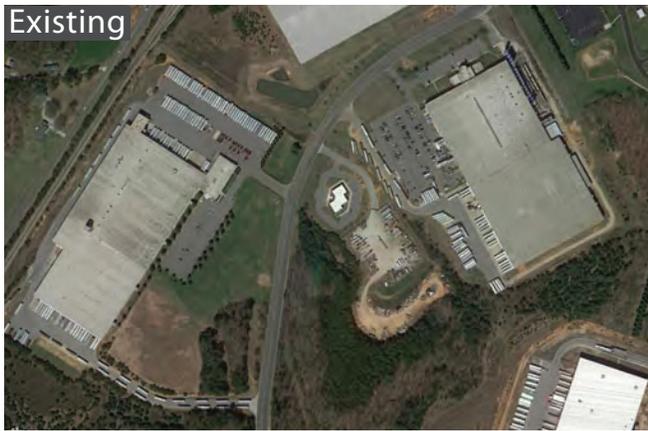
Characteristic	Existing	Desired
Building Height	1 to 2 stories	1 to 8 stories
Front Setback	20 to 100 feet	5 to 40 feet
Street Pattern	curvilinear	curvilinear, modified grid
Block Length	800 to 2400 feet	800 to 1600 feet
Street Character	predominantly two-lane roadways with few facilities for cyclists or pedestrians	enhanced network that accommodates service vehicles and non-vehicular modes of travel
Parking	larger lots on front or side	side or rear of building
Residential Density	n/a	4 to 16 units per acre

# FLEX INDUSTRIAL

## Character Intent

Flex industrial areas include existing and future industrial business parks and individual establishments that include heavy manufacturing, warehousing and distribution, research and development facilities, and other flexible industrial uses. These business parks were originally designed to separate heavy industrial uses from commercial and residential uses. As industrial businesses evolve from heavy manufacturing to research and technology, good planning suggests that these are appropriate areas to provide restaurants and service retail needs of workers in these parks. Designs of new businesses should include pedestrian facilities and landscaping and buffers to enhance the visual quality along road corridors.

## Pattern



## Form



## Opportunities

- Infill development of new flex industrial businesses establishing in Mooresville
- Addition of landscaping and greenscapes on the frontages of developments
- New sidewalks and pedestrian access between developments
- Restaurants and convenience commercial to support the workers located at businesses in this area

## Primary Uses

- Research and development
- Manufacturing
- Warehousing and distribution
- Office
- Heavy commercial

## Secondary Uses

- Restaurants
- Commercial retail
- Institutional (libraries, religious buildings, Town facilities, small-scale community centers or recreation facilities)

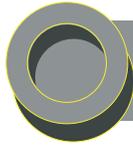
## Street Design Priorities

Street design is planned in Chapter 4, Connecting People and Places, which serves as the **Transportation Master Plan** for Mooresville. The **Flex Industrial** future character and land use area follows the **Employment** section of the street priority matrix and multimodal facility guidelines. (See page 109)

## Form Characteristics

Characteristic	Existing	Desired
Building Height	1 to 3 stories	1 to 4 stories
Front Setback	20 to 100 feet	10 to 40 feet
Street Pattern	curvilinear	curvilinear, modified grid
Block Length	1000 to 2400 feet	800 to 1600 feet
Street Character	large two-lane roadways with few facilities for cyclists or pedestrians	enhanced network that accommodates freight vehicles and non-vehicular modes of travel
Parking	larger lots on front or side	side or rear of building
Residential Density	n/a	n/a

# VILLAGE CENTER



## Character Intent

Village Centers are community destinations that include an integrated mix of commercial (shopping, restaurants, services) office, hospitality, and residential uses, arranged in a walkable pattern and of a scale to serve the broader community. Village Centers occur along major roads, at major intersections, and in proximity to interstate exits within or between character areas. A Village Center serves as a destination for the community, and individual specialized retail or restaurant tenants may attract customers from the region. Village Centers should be scaled to address the surrounding development context, and at a minimum should include architectural transitions and possibly natural buffers to mitigate impacts on adjacent developments. Connectivity to proximate neighborhoods and developments is preferred.

## Pattern



## Form



## Opportunities

- Development or redevelopment at key nodes
- Strip center conversion into compact, walkable centers
- Improved multimodal connections to surrounding areas
- Restaurants and retail to support the community

## Primary Uses

- Commercial/retail (first floor)
- Multi-story office
- Multi-family apartments and condominiums (upper floors)

## Secondary Uses

- Townhomes
- Institutional (libraries, religious buildings, Town facilities, small-scale community centers or recreation facilities)

## Street Design Priorities

Street design is planned in Chapter 4, Connecting People and Places, which serves as the **Transportation Master Plan** for Mooresville. The **Village Center** should be similar to the surrounding future character and land use areas but accommodate additional use by all travel modes.

## Form Characteristics

Characteristic	Existing	Desired
Building Height	1 to 5 stories	2 to 5 stories
Front Setback	20 to 100 feet	10 to 40 feet
Street Pattern	curvilinear	curvilinear, modified grid
Block Length	varied	400 to 1000 feet
Street Character	varied	development oriented parallel to major roads with sidewalks and safe access for bicyclists
Parking	larger lots on front or side	side or rear of building
Residential Density	n/a	8 to 30 units per acre

# NEIGHBORHOOD CENTER



## Character Intent

Neighborhood Centers are neighborhood serving commercial areas that host grocery or convenience stores, daily services, small professional offices or restaurants at locations along main roads proximate to residential neighborhoods. They also may include mixed use elements such as townhomes or small-scale apartments. Mixing uses is appropriate. Commercial uses should be scaled to serve surrounding neighborhoods. Pedestrian and bicycle connections to surrounding neighborhoods are appropriate. When buildings are taller than their surrounding context, the upper stories should be set back farther from the street.

## Pattern



## Form



## Opportunities

- Development or redevelopment at key nodes
- Commercial centers and mixed use anchored by grocery and convenience stores
- Improved multimodal connections to surrounding areas
- Restaurants and Retail to support adjacent neighborhoods

## Primary Uses

- Neighborhood-scale commercial, including grocery stores and convenience stores
- Daily services
- Restaurants

## Secondary Uses

- Professional offices
- Multi-family residential as a part of mixed use
- Institutional (libraries, religious buildings, Town facilities, small-scale community centers or recreation facilities)

## Street Design Priorities

Street design is planned in Chapter 4, Connecting People and Places, which serves as the **Transportation Master Plan** for Mooresville. The **Neighborhood Center** should be similar to the surrounding future character and land use areas but accommodate additional use by all travel modes.

## Form Characteristics

Characteristic	Existing	Desired
Building Height	1 to 2 stories	1 to 2 stories, or up to 4 stories as a part of vertical mixed use with step backs
Front Setback	20 to 100 feet	10 to 40 feet
Street Pattern	curvilinear	curvilinear, modified grid
Block Length	varied	400 to 600 feet
Street Character	varied	enhanced network that accommodates freight vehicles and non-vehicular modes of travel
Parking	larger lots on front or side	side or rear of building
Residential Density	n/a	4 to 16 units per acre

# HARMONY

## INTRODUCTION

### **Purpose**

This Land Use Plan was prepared for the Town of Harmony, North Carolina in 2017. The focus of this plan is the area that lies within the Town of Harmony's corporate limits. The objective of this Land Use Plan is to provide a land use development guide that can be used by the Planning Board and the Town Aldermen in making recommendations and decisions as they deal with the development of the Town.

### **Town History**

Incorporated in 1927, the Town of Harmony is located at the crossroads of Highway 21 N and Highway 901 in the northern part of Iredell County. Harmony's early roots go back to the Harmony Hill Camp Meeting which was a two week revival meeting held on what is now the Harmony Elementary School grounds. People came in covered wagons, pitched tents, cooked over open fires and stayed the entire two weeks of the revival. This was looked at as not only a religious gathering but also as a large social gathering where many people of the time meet their future husband or wife for the very first time. The first Camp Meeting was held in 1846 and is still held the second weekend in October each year. With Harmony being a large farming community the Harmony Farm School was founded in 1908. Although the school no longer exists, a large portion of the Harmony area is still farmed today.

### **Harmony in 2017**

Harmony remains mostly rural in nature with a population of only 533 according to the 2010 census, but within its town limits the town offers a public library, a family park, a community center that can be rented for special occasions, a public elementary school, fire department, a doctor's office, a large number of businesses and one manufacturing plant. Other amenities include water and sewer. Annual community activities include an Easter Egg Hunt, a Farmers' Market, the 4th of July Community Breakfast and a Christmas Parade, held the first Sunday in December.

### **LAND USE PLAN MAP**

The Land Use Plan Map (Figure 1) designates areas of future development according to the following general land use classifications:

- Residential-Agricultural
- Residential-Transitional
- Neighborhood Commercial
- Commercial
- Industrial

It is intended that the actual designation of property for development purposes be in accordance with the purposes as set forth in the Zoning Ordinance for designation to a specific Zoning District and in accordance with good zoning practices. Based upon that concept, the Land Use Plan designations infer the general appropriateness of the areas designated as follows:

Residential and Agricultural- Those uses contained in the Residential Zoning Districts.

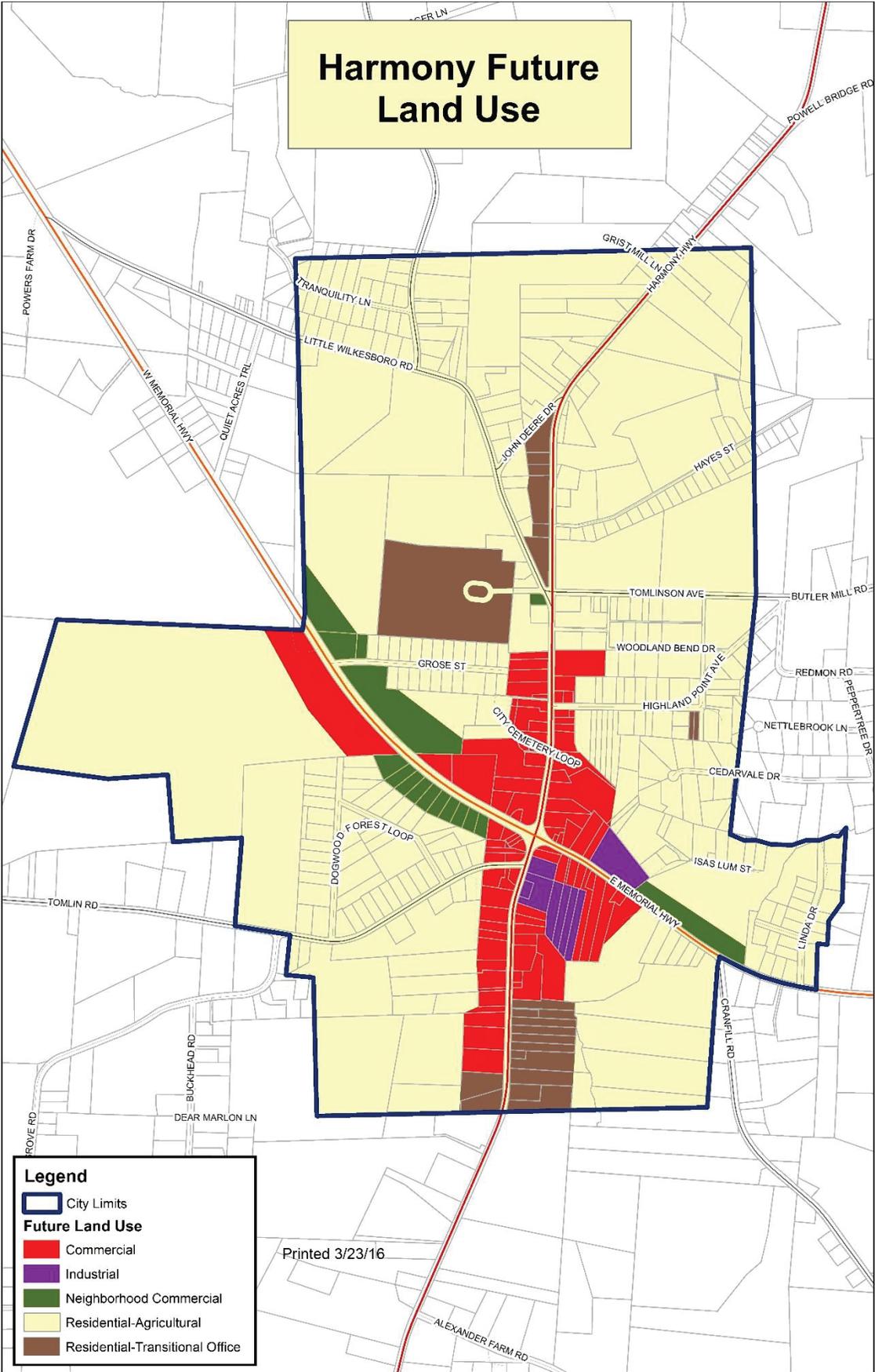
Residential-Transitional Office- Those uses contained in the Residential and Office-Institutional Zoning Districts. Older developed areas that are currently residential in character that are anticipated to transition to office in the future. Where feasible, these transitions should be accommodated using existing structures rather than new buildings in order to maintain the area's residential decorum.

Neighborhood Commercial- Those uses contained in the Office-Institutional and Neighborhood Business Zoning Districts. Small-scale commercial development that is intended to serve adjoining and nearby developments with low-impact type uses.

Commercial - Those uses contained in the Business Zoning Districts.

Industrial - Those uses contained in the Manufacturing District.

# Harmony Future Land Use



**Legend**

- City Limits
- Future Land Use**
  - Commercial
  - Industrial
  - Neighborhood Commercial
  - Residential-Agricultural
  - Residential-Transitional Office

Printed 3/23/16



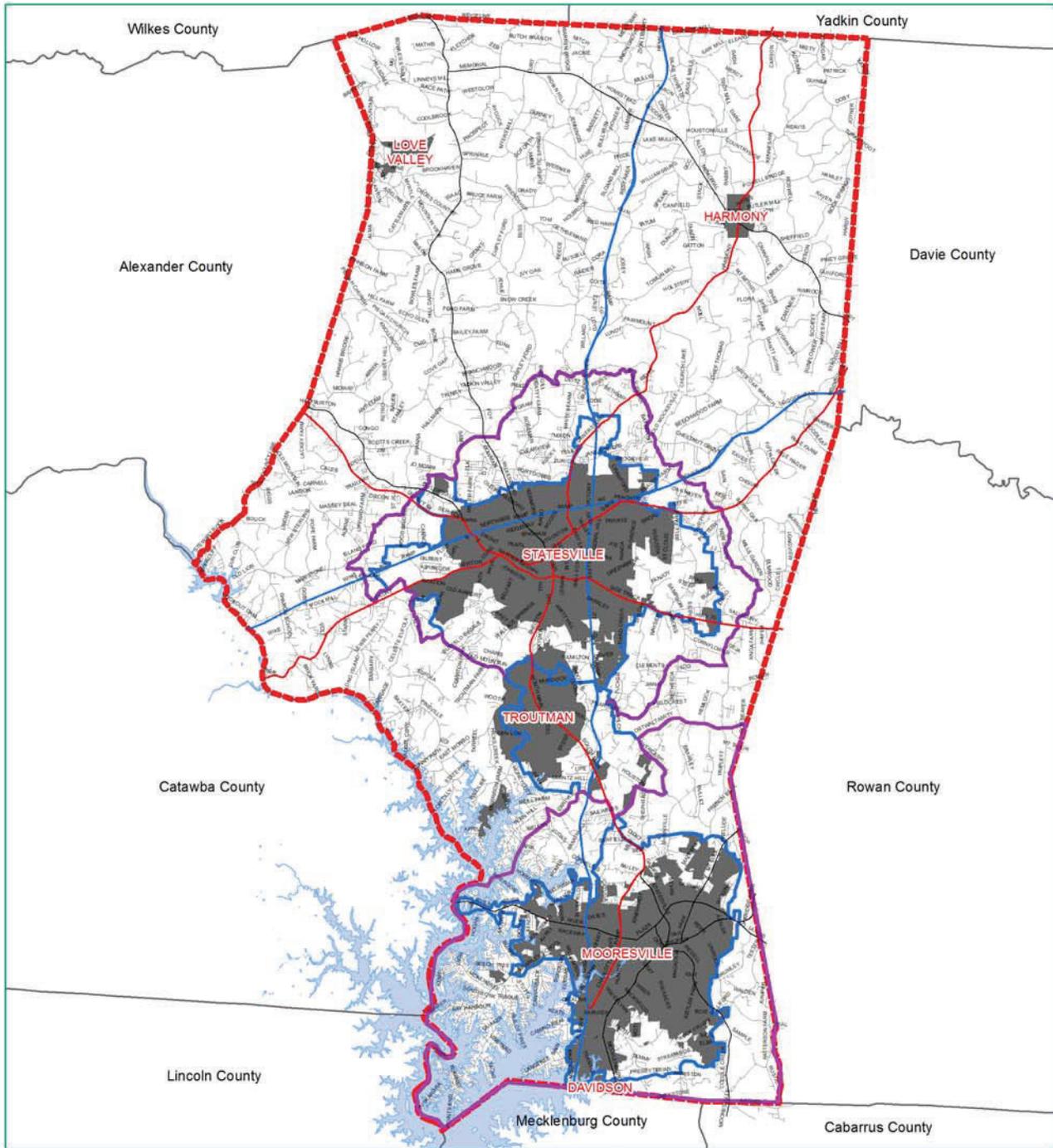
## GROWTH MANAGEMENT FRAMEWORK

The past two decades have resulted in a tremendous amount of new development in Iredell County. As lands within the incorporated towns began to develop, adjacent lands within the county's jurisdiction became prime opportunities for new development as well. In the past, the county and its towns planned for land development independently, resulting in a lack of consistent planning and development in high growth areas. Within recent years, there has been a greater effort to have inter-jurisdictional coordination.

The 2030 Horizon Plan builds on these efforts to create a formal mechanism to plan for future growth that crosses jurisdictional boundaries. To do this, the county worked collaboratively with the three southern towns to identify the boundaries within which the towns expect to grow by 2030. These areas represent the towns' plans for expansion of public water and wastewater utilities and areas in which new growth is planned for and expected to occur. These "Urban Services Areas" designate the areas within which the three towns intend to grow and expand their corporate limits. Conversely, the lands outside of the growth areas will not be served by public water and sewer from the towns and will stay as lower intensity, rural areas through 2030.

Mooresville and Troutman have recently undertaken land use planning efforts. These plans were folded into the 2030 Horizon Plan. Statesville adopted their land use plan in 2005. The scope of their Urban Services Area stretches beyond the area planned for in the 2005 plan. Due to this fact, Statesville has two Urban Services Areas: one that is short-range and designates areas currently planned for and a second long-term area that will be addressed in future updates to the city's land use plan.

Much of the land within the growth areas is currently under the planning and zoning jurisdiction of the county. Coordination of land management efforts with the municipalities is crucial. To guide and manage growth within these areas, the county will require certain conditions be met before extra-territorial jurisdiction will be extended to the municipalities. These parameters are discussed in more detail in Chapter 11: Plan Implementation. In addition, the county has collaborated with the towns to prepare a Future Land Use map that respects the plans of the towns and coordinates development along the boundaries of their jurisdictions. See the Growth Areas map on the next page.



Iredell County Comprehensive Plan Update  
**Map 1: Growth Areas**

**LEGEND**



**Boundaries**

-  Statesville and Mooresville Long Range Urban Service Areas
-  2030 Growth/Urban Service Areas
-  County Boundary
-  Lake Norman Extraterritorial Jurisdiction (ETJ)
-  Extraterritorial Jurisdiction (ETJ)

Planning, Development, &  
Transportation Services  
April 2013



## Public Safety Services

Police, fire, and emergency medical services are essential services for protecting the health, safety and welfare of residents, the business community, and visitors. Statesville has maintained a high level of these services that the community and businesses have come to depend on. The City will need to expand public safety services to fully support new businesses and residents. This plan considers these services and the needs for future growth. A detailed assessment of future public safety facility maintenance and expansion needs should be conducted and should consider future growth implications. The following Tiered Growth Map is an important guide for considering where new growth should occur and where new services will need to be provided in the future.

## Service Provision and Annexation

The City of Statesville requires that any new developments receiving either public water or sewer service voluntarily annex into the City. The orderly extension of services and growth of the city can limit the expenses of providing new lines of service. It also limits the risk of the City overextending itself by providing services to areas outside of Strategic Focus Areas. The **Tiered Growth Map** helps visualize the intended growth patterns for Statesville and the areas where municipal services are expected to be provided in the future. The Tiered Growth Map was developed from guidance provided by the City's Planning, Public Works, and Electric Utilities Departments. This map can be a shared tool for Statesville and its utility partners.

## Tiered Growth Map

The Tiered Growth Map is comprised of four tiers that help identify anticipated areas of future growth, service extension and annexation. The tiers are shown on the map on the following page.

- Tier 1: City Services and ETJ includes areas currently within the City limits or within the City's extra-territorial jurisdiction (ETJ).
- Tier 2: Utility and Services Growth Area includes preferred areas for utility and service extension, where expansion is expected within the planning horizon. Tier 2 fills in gaps from the current ETJ and extends into new, high-opportunity areas, including the six Strategic Focus Areas.
- Tier 3: Long Term Utility Growth includes areas where utilities and services are eventually expected and where they may occur within the planning horizon (25 years), but that are not priorities for growth.

Tier 4: Low Priority Utility Provision includes areas where future utilities and services are not specifically planned for at this time, and where expansion is not expected within the planning horizon (25 years).

The following maps identify the locations of these four public service tiers. City leaders and staff should refer to these maps and associated Plan policies when making decisions about public infrastructure investments. The City should prioritize investment in the six Strategic Focus Areas, while also considering the value of other unique opportunities that may arise.



# TIERED GROWTH MAP

## Timing and Intensity

An evaluation of growth potential in the Mooresville planning area established that there is nearly five times the amount of land needed to accommodate the next 20 years of growth. The Town has a responsibility to manage the provision of infrastructure and growth to make sure it achieves several objectives:

1. Reinforce community character goals;
2. Efficiently serve new growth by maximizing existing infrastructure;
3. Support and grow existing commercial and employment centers by supporting infill and redevelopment; and
4. Manage growth to be located so that it can be served by and support future transit service.

The following Tiered Growth Map identifies four tiers of growth that denote the appropriateness of future development, extension of public infrastructure, and annexation into the Town. While this tiered growth approach doesn't formally set out a time frame for growth to better accommodate market fluctuations, it does assume that Tier 3: Long Term Utility Growth, is slated for growth beyond the 2040 time frame of this plan.

This map should be used to guide utility infrastructure extension and annexation decisions until the next update to the plan. Given the fact that unforeseen opportunities may arise, this Tiered Growth Map is intended to provide guidance to community leaders, but not restrict decision-making based on new available information. Annexation is also dependent on limits imposed by state-level regulation that should be monitored regularly for changes to ensure Town compliance.

## Tiered Growth Map Areas

### Tier 1: Town Services and ETJ

Tier 1 areas are within Town limits, within the Town's ETJ, or are encircled by the Town and ETJ. These are the first places to expect service provision and development. The built areas within this tier are appropriate locations for immediate development in the form of adaptive reuse, redevelopment, and infill development. This tier should be a priority for future capital investments.

### Tier 2: Utility Growth Area

This area includes locations where future growth could occur during the next 20 years in the Mooresville planning area while still preserving a compact footprint for the Town. These areas will be locations for future transportation and utility investments and are appropriate locations to guide new growth.

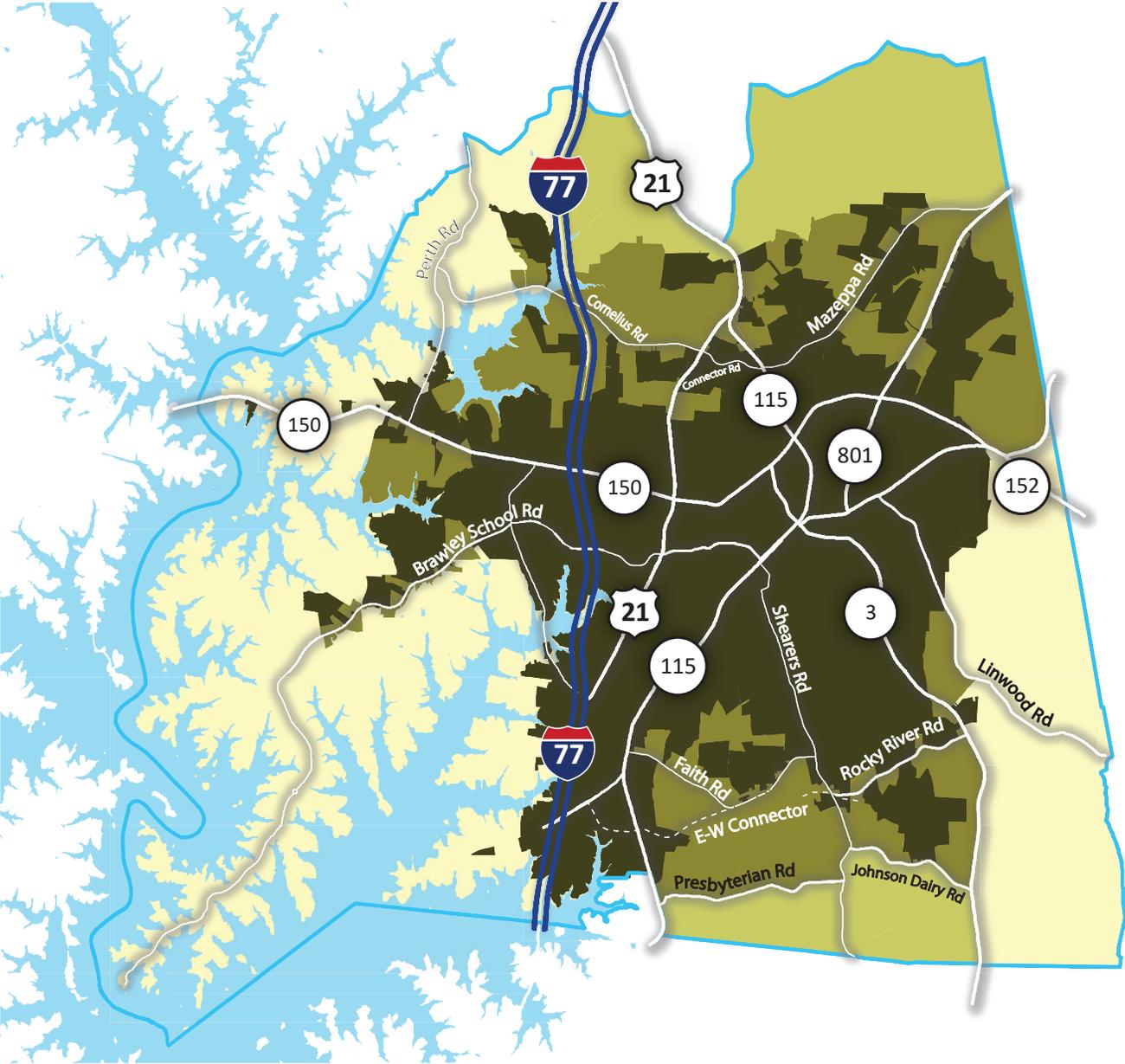
### Tier 3: Long Term Utility Growth

These areas to the north and south are located away from future utility and road investments and include land where immediate growth is not expected or promoted. These areas are in Iredell County's planning and zoning jurisdiction, meaning it will be important for the Town of Mooresville to work with the County to manage growth and change.

### Tier 4: Low Priority Town Utility Provision

Areas in the east and west of Mooresville's planning area are limited by state regulations to protect potable source water within the Lake Norman and the Don T. Howell Reservoir. The regulations limit impervious surfaces, but do have some flexibility for additional density when water flow is managed. The peninsulas on Lake Norman are built out, with few opportunities for potential infill development. The areas to the east are low density, rural lands that provide a natural buffer from the more intensive development occurring in Rowan and Cabarrus Counties. It is not expected that additional Town utilities would be provided.

# Tiered Growth Map



- Tier 1: Town Services and ETJ**
- Tier 2: Utility Growth Area**
- Tier 3: Long Term Utility Growth**
- Tier 4: Low Priority Town Utility Provision**
- Interstate**
- Key Corridors**
- Planning Area**