

Town of Mooresville Cornelius Road Small Area Plan Report

Approved April 2009
Amended April 2011

Prepared for
Town of Mooresville



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Organization of this Report

The following report for the Cornelius Road Small Area Plan is presented with two main chapters.

Chapter 1: Introduction provides a background of this effort along with guiding principles, set early in the plan process with input from the community. The guiding principles were established to serve as a roadmap to follow throughout the plan process.

Chapter 2: Recommendations and Implementation Strategies describes in detail the results of the plan process in the form of specific recommendations and implementation strategies for the Cornelius Road Small Area Plan formulated by the consultant team at the conclusion of the plan process. An *Index of Base Zoning Districts* provides further description of the zoning categories found in Chapter 2. Information on timing and individuals responsible for implementation is found in the *Appendices*.

Terminology and List of Acronyms is intended to be a helpful reference for the reader of the report and appendices found at the end of this report.

Maps are provided as a reference and accompany recommendations and implementation strategies in Chapter 2 and in the appendices.

Appendices found at the end of the report include supporting documentation prepared during the process. This additional documentation includes materials used to develop the plan and formulate recommendations such as the Market Report. Also included is a matrix with information on timing and individuals responsible for implementation.

Technical Amendments is an addendum to the existing report that addresses recent factors that were not addressed during the time of the original adoption of the Small Area Plan in 2009.

Chapter 1: Introduction

1.1 Introduction

The Cornelius Road study area covers 1,712 acres along the corridor from Lake Norman to US 21. A majority of the study area is presently located within the jurisdiction of Iredell County. The Town of Mooresville jurisdiction is generally located to the south and southeast of the Cornelius Road study area.

The Mooresville CTP has recommended a new interchange with I-77 and Cornelius Road and, the corridor is positioned to receive future growth and development. The CTP Plan recommended a roadway connection between US 21 and Mazeppa Road, providing a linkage between Cornelius Road and the Mooresville Business Park along Mazeppa Road to the east. This linkage between Cornelius Road and Mazeppa Road is also important for freight movement as identified in the Comprehensive Transportation Plan. Cornelius Road was identified as a major thoroughfare and improvements are also recommended for this corridor.

The Mooresville Comprehensive Land Use Plan and Comprehensive Transportation Plan anticipate this growth and provide general guidance. In 2008, the Town of Mooresville undertook the Cornelius Road Small Area Plan in order to have a plan in place in advance of future anticipated growth in the corridor and to expand upon the general guidance found in these documents.

The process to develop the Cornelius Road Small Area Plan took approximately seven months. The steps involved included the inventory, analysis and synthesis of information pertaining to a variety of planning elements; meeting with Town of Mooresville representatives and others involved in the planning process; the facilitation of a series of public meetings; and, based on this collective information and input, preparing and finalizing the Cornelius Road Small Area Plan. Research and public participation were the keys to the success of the planning process. During this process, the Town simultaneously undertook a small area plan effort for the Brawley School Road corridor.

Altogether, the vision for the Cornelius Road Small Area Plan is a strategic one. It provides a physical plan with recommended improvements with a twenty year time frame (2028). The future of the study area is heavily influenced by multiple factors which include the potential significant investment of a new interchange with I-77 and Cornelius Road. The Town recently updated the Comprehensive Land Use Plan (2007). The Cornelius Road corridor, located directly to the north of the current Town limits, was given a land use designation of Employment Center/Flex/Light Industrial (see Figure 5,

Page 29). This designation established the corridor as an important location for future employment growth.

1.2 Brief History

The Town of Mooresville, with a 2008 estimated population of 26,854 is a Lake Norman community, located approximately 30 miles north of Charlotte in south Iredell County, in the southwestern piedmont of North Carolina (shown on Figure 1, Page 25).

The Town of Mooresville is located near rapidly growing areas of northern Mecklenburg County and southern Iredell County. Much of this growth is due to high accessibility to Interstate I-77, an expanding employment base, area schools and the region's high quality of life. By 2013, overall population is expected to increase to 32,285.

1.3 Guiding Principles

Below are guiding principles set early in the planning process with input from the community, which describe in more detail the purpose of the Cornelius Road Small Area Plan.

General Guiding Principles

- Provide a workable, creative and dynamic plan for future growth and development.
- Provide specific guidance in a manner that is consistent with adopted plans and ensure coordination with concurrent planning activities.
- Involve affected stakeholders and include Iredell County staff in the planning process.
- Provide a tool to implement the Mooresville Comprehensive Land Use Plan, including general principles and policy framework found therein.
- Continue to build upon guiding principals and recommendations of the Comprehensive Transportation Plan (CTP) and Comprehensive Land Use Plan.
- Incorporate transit-supportive design and development form.

Specific Guiding Principles

- Identify a market supported mix of land uses and document the influence of a projected interchange with I-77 on economic development opportunities.
- Emphasize design and urban form of future development.
- Identify lands suitable for future employment and other non-residential related uses.
- Develop a strategy to minimize the impacts of non-residential development to existing residential neighborhoods including strategies for noise and light pollution as well as traffic.
- Develop strategies to ensure that adequate public infrastructure exist concurrent with or in advance of new development.

- Promote improved connectivity between existing industrial uses to the east and new employment related uses via the Mazeppa Road connector.
- Promote the connectivity identified in the adopted CTP and develop a strategy for the circulation and routing of future freight movements.
- Create land development strategies that promote the use of alternate travel modes including pedestrian, bicycles and public transportation via development design standards and public infrastructure.
- Identify a system of shared open spaces and recreation opportunities including connections to the Carolina Thread Trail and other regional greenway / trail initiatives including the Lake Norman Trail, and the planned Cornelius Road Park

Chapter 2: Recommendations and Implementation Strategies

Recommendations – Cornelius Road Study Area (Option with Interchange)

Following the adoption of the Cornelius Rd. Small Area Plan in 2009, a proposed development for a 20-field youth athletic baseball complex was brought before the Town for consideration. Unlike the original plan that was adopted, the proposed athletic complex has the potential to generate many secondary land uses that differ from the original plan. Because of the potential of additional impacts, the Town adopted a Technical Amendment which is located at the end of this document. The amendment focuses on potential development in and around a future interchange for Cornelius Rd. and Interstate 77 and also includes the portion of the study area which is west of the proposed interchange, As a part of this amendment, the option without the interchange was removed.

2.1.a General

CR GEN-2. The Town of Mooresville shall adopt and incorporate by reference the Cornelius Road Small Area Plan into the currently adopted Comprehensive Land Use Plan as referenced in Chapter 1, Sect. 1.2 of the Comprehensive Land Use Plan.

CR GEN-3. Consider extending the Town of Mooresville ETJ boundary to include the area identified in Figure 21 (Page 45), pursuant to N.C. Gen. Stat. § 160A- 360. The Town of Mooresville will coordinate with Iredell County.

CR GEN-4. Utilize the small area plan as a tool for achieving the long term vision of transitioning the Cornelius Road corridor into a future Employment Center. The most important sites for future employment and major private investment in the Cornelius Road corridor are designated on the small area plan map (Figure 15, Page 39). Sites in proximity to the future interchange with I-77, including the southwest, northeast and southeast quadrants, are important sites for future employment uses including office campus or mixed use retail, see the Technical Amendment at the end of this document.

2.2.a Land Use & Urban Design

CR LU-1. Based on this table, support rezoning requests for some or all of the parcels within the study area to base zoning districts shown. In order to understand how to best achieve each land use type shown on the small area plan, a detailed assessment of the land use designations on the adopted Comprehensive Land Use Map and base zoning districts was conducted including market supportability. The results are shown in the table in the adjacent column. Refer to Mooresville Zoning Ordinance Chapter 3.2 (Base Zoning Districts).

Table 2.2.1 Land Use Designations

SAP Land Use Categories	Land Use Plan General Planning Areas	Base Zoning Districts*
SF Residential - Detached	NR, Peninsula Conservation	R-2, R-3
SF Residential - Attached	NR	R-5, RMX, CMX, TND-C
Multifamily Residential	NR	R-5, RMX, CMX, TND-C
Mixed Use	EC-O, BC	PC-C
Retail/Service/Hospitality	CMU, VC	CMX, HB, TND-C
Retail & Office	CMU, VC	CMX, HB, TND-C
Office Campus	EC-O	PC-C
Office Flex	EC-F	GI, PC-C
Light Industrial/Flex	EC-F	GI, PC-C
Civic/Institutional	Any	Any
Open Space & Parks	Any	Any

Notes: *The study area is designated Watershed Protection Overlay. Lots fronting Hwy 21 are designated Corridor Overlay.

Refer to index found at the end of this section. This terminology is further defined in the Comprehensive Land Use Plan and Mooresville Zoning Ordinance.

CR LU-2. Consider a new overlay district for the study area: The Cornelius Road Small Area Plan Corridor Overlay.

Strategy 1: Draft an overlay district or amend the Corridor Overlay to that supplements the standards of the underlying zoning to achieve the development pattern intended by the plan. For example, street cross sections as indicated in the small area plan should be adhered to. As another example, stormwater management standards that exceed or offer alternatives to current standards may be incorporated.

Strategy 2: Adopt an ordinance to designate specific standards that apply to the Cornelius Road Small Area Plan Corridor Overlay.

CR LU-3. Utilize the small area plan for the Cornelius Road study area to encourage a higher density pattern of development than currently exists. This is particularly appropriate for any undeveloped or underutilized parcels anywhere in the study area where infrastructure and services exist, or can easily be provided. This includes sites in proximity to the future interchange with I-77, including the southwest, northeast and southeast quadrants. Also, this includes the activity center along the west side of US 21, north of Cornelius Road. This does not include those areas designated on the plan for single-family detached residential.

Strategy 1: Encourage small lot residential development and attached (ex: townhome) residential in appropriate locations such as areas designated on the plan for single-family attached residential.

Strategy 2: Support rezoning requests for higher density development consistent with the plan.

Strategy 3: A minimum non-residential building height of 2 stories should be required. A functional 2 stories is encouraged.

Strategy 4: Support buildings that exceed 2 stories in height where appropriate.

- Adjacent to established neighborhoods, the scale of future office buildings will generally be no more than 2 stories in height, however, building heights of 2 stories or greater are encouraged in other areas on the small area plan to support transit use.

Strategy 5: Increase densities of land uses in activity centers:

- “Vertically mixing” retail below office or other uses is permissible.

Strategy 6: Review the zoning ordinance and consider adopting enhanced standards to support transit use. Encourage more robust street cross sections as indicated in the small area plan. Allow on-street parking on collector and local streets. Amend zoning ordinance to allow on-street parking spaces provided to meet the minimum off-street parking requirement (Mooresville Zoning Ordinance Chapter 9 Development Standards). Introduce a Floor Area Ratio (FAR) approach to zoning ordinance to achieve minimum intensities to support transit.

CR LU-4. Strengthen designated activity centers, including the activity center along the west side of US 21, north of Cornelius Road, that meets the intent and serves dual purposes of the Business Center and Village Center nodes identified on the Comprehensive Land Use Map. This also includes an activity center at the intersection of Bluefield Road and Big Indian Loop Road that meets the intent of a small scale Neighborhood Center, and serves the surrounding area.

Strategy: Direct commercial and employment uses toward activity centers by supporting zoning requests that place these uses within designated activity centers.

CR LU-5. Ensure an adequate undisturbed buffer exists along the existing I-77 corridor to mitigate impacts to future development.

Strategy: Enforce landscape standards that provide an adequate buffer along the existing I-77 corridor (Mooresville Zoning Ordinance Chapter 7 Landscaping and Open Space). Review and consider updating the landscape standards to encourage the 50-foot perimeter buffer as measured from the edge of right-of-way remains undisturbed (i.e., limit clearing) or preserved to an adequate standard.

2.3.a Transportation

CR TRAN-1. Preserve the right-of-way at the intersection of I-77 and Cornelius Road should an interchange be needed in the future.

Strategy: Establish a transitional right-of-way at the intersection of I-77 and Cornelius Road based on the outcome of a future interchange feasibility study. Building setbacks shall be determined from this line, which may not correspond with the actual property line. Dedication of right-of-way shall be coordinated with NCDOT.

CR TRAN-2. Prepare an interchange justification study — If an interchange is desired, a justification study will be required in order to evaluate the preferred location of an interchange determined in the feasibility study against criteria of the FHWA access policy. The study will evaluate the interchange, adjacent interchange at Exit 36, and the surrounding roadway network to determine the existing and future year impacts of the proposed interchange.

CR TRAN-3. Prepare a feasibility study — The feasibility study will determine the design and constructability of an interchange with I-77. This study will evaluate an interchange at Cornelius Road to determine if the location is appropriate. This study will consider environmental features, land use information, and cost of implementation. The Town should retain a consultant to complete this study and revise the plan accordingly if land-use configurations must change.

CR TRAN-4. Cornelius Road is identified as a proposed boulevard in need of improvements. It is recommended that this corridor be widened to a 4-lane divided roadway with a landscaped median, sidewalks, and bike lanes. The area north of the downtown within the industrial region of Mooresville provides employment, goods, and services for Mooresville and the surrounding region. It is expected and encouraged that these areas grow for the economic development of Mooresville. In addition, it is recommended that an interchange located at Interstate I-77 be further studied. The recommended improvements will allow for needed capacity and access to Interstate I-77 and provide a consistent corridor for freight movement in this area.

CR TRAN-5. Construct Bluefield Road as a 4-lane divided roadway with a landscaped median, sidewalks, and bike lanes.

CR TRAN-6. Realign NC 115 to create a 90 degree intersection with US 21.

CR TRAN-7. Create a parallel roadway, east of I-77 connecting Cornelius Road with Gates Road.

CR TRAN-8. Construct an intermediate bridge crossing between Bluefield Road and Exmore Road/Parallel I-77 Road (East). The bridge will be a parallel facility between NC 150 and Cornelius Road. No ramps with I-77 will be allowed. An alignment study has been completed for another bridge crossing further south at Oates and Midnight Rd.

CR TRAN-9. Create a park-and-ride lot in the southwest and/or the northeast quadrants of the interchange between I-77 and Cornelius Road. Park-and-ride services were addressed in relation to fixed-route transit, and should be studied further to determine if additional stations would benefit the commuters in the Town

of Mooresville. In addition, with the construction of commuter rail, it will be important to make sure that adequate park-and-ride facilities are available to those citizens who wish to use the service. It is recommended that a number of potential park-and-ride locations be studied to accommodate future transit riders.

CR TRAN-10. Mazeppa Road should be widened to a four lane divided facility from Overhead Bridge Road to Statesville Highway/NC Highway 115. Mazeppa Road is identified as a boulevard in need of improvements. This corridor is located immediately west of an established area of industrial growth and is expected to support more employment center uses.

2.4.a Cultural and Historic Resources

CR HIST-1. Identify and preserve established rural areas in Iredell County given their contribution to overall community character.

CR HIST-2. Identify and preserve existing historical resources including the farmstead site located in the westernmost portion of the study area (northeast corner of Judas Rd and Cornelius Rd).

2.5.a Natural Resources, Open Spaces and Parks & Recreation

CR REC-1. Adopt increased Sediment and Erosion Control requirements in order to protect Lake Norman and associated waterways.

Currently, grading and erosion control plans for projects within the Town of Mooresville are submitted to NCDENR for review and approval. Enforcement of the erosion control plan is also the responsibility of NCDENR. Under current conditions, erosion control plans are designed to standard design requirements [North Carolina Administrative Code 15A NCAC 04B] due to the classification of Lake Norman as a Class IV watershed and not a sensitive watershed. It is assumed that in order to enforce more stringent erosion control requirements as well as implement better oversight and enforcement, the Town of Mooresville must either become a delegated review authority recognized by the state, or contract review and enforcement through Iredell County. Further discussions with NCDENR can be conducted to confirm this. Once review and enforcement no longer rests with NCDENR, it will be possible to increase the minimum requirements from the state standards to those set by the town. Recommendations for these increases above the state regulations are as follows:

Strategy 1: Adopt and enforce more stringent requirements of the NCDENR Sediment and Erosion Control Ordinance – Design Standards in Sensitive Watersheds [North Carolina Administrative Code 15A NCAC 04B.0124] for all areas within the small area plan.

Strategy 2: Revise 20-acre disturbance limit language within requirements [North Carolina Administrative Code 15A NCAC 04B.0124] to facilitate construction of larger projects. Recommended revised language is as follows:

- Effort should be made not to uncover more than 20 acres at any one time. If more than 20 acres are to be uncovered at any one time, the plan shall contain the following:
 - The method of limiting time of exposure and amount of exposed area to achieve the objectives of this Ordinance.
 - A cut/fill analysis that shows where soil will be moved from one area of the Tract to another as ground elevation is changed.
 - Construction sequence and construction phasing to justify the time and amount of exposure.
 - Techniques to be used to prevent sedimentation associated with larger disturbed areas.
 - Additional erosion control measures, structures, and devices to prevent sedimentation.

Strategy 3: Consider introducing top down dewatering (i.e. skimmers) for all sediment basins to ensure maximum efficiency from required basins.

CR REC-2. Revise existing storm water regulations / zoning overlay districts to increase pollutant removal through buffers.

Strategy: Increase existing riparian buffer requirements for both high and low density development options within the study areas. All parcels within the study area would be subject to the buffer requirements. Suggested increases would be:

- Low Density Development:
 - 50' undisturbed buffer landward from 760 contour of Lake Norman / Catawba River and top of bank for perennial and intermittent streams.
- High Density Development:
 - 100' undisturbed buffer landward from 760 contour of Lake Norman / Catawba River and top of bank for perennial and intermittent streams.
- All Development:
 - Consider strengthening minimum vegetation requirements for buffers in the zoning ordinance. If the existing buffer area does not meet the requirements, the developer would have to plant the buffer to meet the standards.

CR REC-3. Revise existing storm water regulations to promote development and redevelopment in the study areas.

Strategy: Through the development of the Small Area Plan ordinance revisions and future Post Construction Controls Ordinance, pursue the option of providing

mitigation options to encourage density in designated areas. Consider implementing this at the same time as Phase II NPDES requirements are implemented.

CR REC-4. In order to encourage unified development that sets aside contiguous areas of open space, the Town will work with the State to allow contiguous parcels in the small area plan to submit as a single project site for satisfying WS-IV Watershed impervious area requirements. Unified development is important because the clustering of buildings allows a strong relationship between built space and provides an interconnected open space system between multiple development sites in an area and allows for the potential for a regional / shared BMP approach. This relationship can be difficult to achieve when a series of different projects are each meeting individual, site specific environmental requirements on what are contiguous parcels of land.

Strategy: Requests for projects in the small area plan will be reviewed on a case-by-case basis and be subject to the following:

- The adjoining land designated as open space should be protected by deed restrictions and protective covenants (in accordance with Title 15 NCAC 2H.1000), as verified by State and town staff.
- Compliance with ownership and dedication requirements for open space set asides in the zoning ordinance should be verified by town staff (Mooresville Zoning Ordinance Chapter 7 Landscaping and Open Space).

CR REC-5. Maximize the proposed park and recreation site to its fullest potential for active and passive recreation activities.

Strategy 1: Develop an interconnected road system with adjacent parcels to minimize traffic impacts especially during peak event periods.

Strategy 2: Develop trail connections to adjacent parcels as well as sidewalk connections along Cornelius Road.

CR REC-6. Consider limiting the residential uses along the parks edge near Cornelius Road. Maximize park frontage by encouraging the park to border directly on Cornelius Road.

Strategy 1: Consider parcel acquisitions of existing single family homes which abut park property.

Strategy 2: Consider providing an indoor recreation center fronting on Cornelius Road to become the anchor of the new recreation facility. The building should be pedestrian friendly and have a street relationship.

CR REC-7. Provide urban public space within all mixed use retail development proposed for the Cornelius Road study area.

Strategy 1: Provide small public urban plazas in all mixed use retail centers.

Strategy 2: Provide bicycle and pedestrian connections to adjacent uses from all retail centers.

CR REC-8. Plan and develop a natural area passive recreation park along the Lake Norman shoreline west of I-77.

Strategy 1: Consider parcel acquisition of the area designated on the small area plan along the Lake Norman shoreline west of I-77.

Strategy 2: Seek easements across the area located along the Lake Norman shoreline west of I-77, within which the town can construct a passive recreation park.

Strategy 3: Explore opportunities to provide lake access to Lake Norman adjacent to the existing ropes course. Provide environmental recreation opportunities that could complement the existing ropes course, including a kayak launch, bird viewing platforms, environmental education facilities and geocaching game areas (GPS-based game that is like hide and seek with GPS coordinates).

2.6.a Community Facilities

CR CF-1. Use civic architecture and publicly accessible open space to enhance the public realm. Important sites for community facilities are designated on the small area plan and should be reserved for these purposes.

CR CF-2. Through collaborative dialogue with Iredell County, obtain direction as to appropriate land use / utilities service for all areas adjacent to the small area plan study boundaries.

CR CF-3. Integrate the small area plan recommendations into the Water/Sewer Master Plan update process through input to the projections of water/sewer demands for the respective study areas.

CR CF-4. To complement adopted subdivision standards set forth in the Mooresville Zoning Ordinance, Chapter 2.3 (Standards and Requirements for Development Applications) regarding consistency with Mooresville and Iredell-Statesville Schools (ISS) System Plans, conduct a study regarding how impacts of new development within the Cornelius Road Small Area Plan to area schools could be mitigated and the timing of needed improvements could be better coordinated with new development.

Strategy 1: Assemble a working group including Iredell County and ISS to determine an appropriate process that allows the interests of all parties to be considered. Examples of a potential process might include joint plan review.

Strategy 2: Consider specific mechanisms or approaches employed in other NC jurisdictions that address the impacts and timing of new development in relation

to school capacity. Some examples of approaches include a School Impact Fee, Adequate Public Facilities Ordinance or ETJ Extension criteria (currently being studied by County staff). Coordinate with Iredell County and ISS to determine the best approach.

Strategy 3: Review adopted subdivision standards set forth in the Mooresville Zoning Ordinance, Chapter 2.3 (Standards and Requirements for Development Applications), and assess effectiveness of standards since adoption. This might include the adopted threshold for subdivision size/number of units, potential land needed for various school sites according to ISS or related aspects not presently addressed in the standards based on input from Iredell County and ISS.

Index of Base Zoning Districts

Base Zoning Index

R-2	Single Family Residential -2
R-3	Single Family Residential -3
R-5	Single Family Residential -5
RMX	Residential Mixed-Use
TND-C	Traditional Neighborhood Development
NMX	Neighborhood Mixed-Use
CMX	Corridor Mixed-Use
VC	Village Center
GI	General Industrial
PC-C	Planned Campus District
WPO	Watershed Protection Overlay
MXO	Mixed-Use Overlay
COO	Corridor Overlay

Land Use Index

NR	Neighborhood Residential
PC	Peninsula Conservation
RC	Regional Activity Center
CMU	Corridor Mixed Use
EC-O	Employment Center Office
EC-F	Employment Center Flex/Light Industrial
VC	Village Center
NC	Neighborhood Center
BC	Business Center

This terminology is further defined in the Comprehensive Land Use Plan and Mooresville Zoning Ordinance.

Terminology and List of Acronyms

Terminology

To better understand this report, it is necessary to understand the terminology by which it is written. Although the following terms have been expanded upon further in the entirety of this report, each has been briefly summarized for the reader's comprehension:

Charrette: A multi-day collaborative design and planning workshop held on site and inclusive of all affected stakeholders.

Community Facilities: Any services or systems that are available for public use on a daily basis in order for citizens to meet their daily needs.

General Guiding Principles: Value-based statements that are not necessarily measurable. For the purposes of this plan, they express an ideal future outcome or condition.

Specific Guiding Principles: Statements that accompany general principles that are more specific and achievable compared to general principles.

“Green” Infrastructure: Features comprised of natural areas, hydrology and other environmentally sensitive areas, including riparian buffers and floodplains.

Implementation Matrix: the Implementation Matrix summarizes the policies set forth in the plan and the related action items. It reflects priorities determined during the process. More importantly, it serves as a worksheet for those involved in initializing, monitoring and measuring progress on implementation activities. It indicates items that should be the focus of first-year activities, and facilitates the prioritization of future implementation activities.

Level of Service (LOS): According to the Highway Capacity Manual, level of service (LOS) is a measure used to describe the operation conditions that drivers experience in a traffic stream. Level of service is designated by letter, similar to grades in school, with A representing the best conditions and F the worst. LOS A is generally free-flow with few delays, while LOS F constitutes highly congested, stop-and-go conditions. LOS D or better is generally considered acceptable. At LOS D, the roadway is busy, but traffic is still flowing at a reasonable speed.

Public Realm: Areas that are not privatized but accessible to all, including public right-of-way parks, civic sites and open spaces.

Recommendations: Very specific, measurable statements that are intended to achieve goals and objectives of the plan.

Strategies: Rules or courses of action that indicate how the guiding principles and objectives of the plan should be realized.

Stakeholders: A variety of land owners, developers, agency representatives, and others from the community who were able to enhance the research by providing an additional layer of information regarding local issues and opportunities.

MUTCD: The Manual on Uniform Traffic Control Devices, or MUTCD defines the standards used by road managers nationwide to install and maintain traffic control devices on all streets and highways. The MUTCD is published by the Federal Highway Administration (FHWA) under 23 Code of Federal Regulations (CFR), Part 655, Subpart F.

Trade Area: An area, larger than the Study Area, that provides contextual demographic and employment data for residential, retail, and office analyses.

Cohort: A group of individuals with a statistical factor in common in a demographic study.

F.I.R.E: Finance, Insurance, Real Estate.

Industrial/Flex: Buildings that are comprised of a mix of office and industrial, but are at least 50% industrial.

Office/Flex: Buildings that are comprised of a mix of office and industrial, but are at least 50% office.

Professional Office: For-lease office space that contains multiple tenants within one building (also known as multi-tenant office space).

Corporate Office: Single-tenant office space that is typically owned by the user.

Neighborhood Retail: Retail centers that cater to the convenience needs of nearby neighborhoods.

Regional Retail: Retail centers that have the widest geographic appeal, and range in size from 300,000 to over 1,000,000 million square feet.

Floor Area Ratio (FAR): Comparison of the total square feet of a building to the square footage of the land area.

List of Acronyms

ETJ	Extra Territorial Jurisdiction
NCDOT	North Carolina Department of Transportation
CLUP	Comprehensive Land Use Plan
CTP	Comprehensive Transportation Plan
TIP	Transportation Improvement Plan
NCDENR	North Carolina Department of Environment and Natural Resources
BMP	Best Management Practices
MNTCD	Manual on Uniform Traffic Control Devices
HOA	Home Owners Association
SCS	Soil Conservation Service
FIRE	Finance, Insurance, Real Estate
AADT	Average Annual Daily Traffic
VPD	Vehicles Per Day
LOS	Levels of Services
NASCAR	National Association for Stock Car Auto Racing