



Appendix

This document contains appendices to the OneMooreville Comprehensive Plan.

Find Inside:

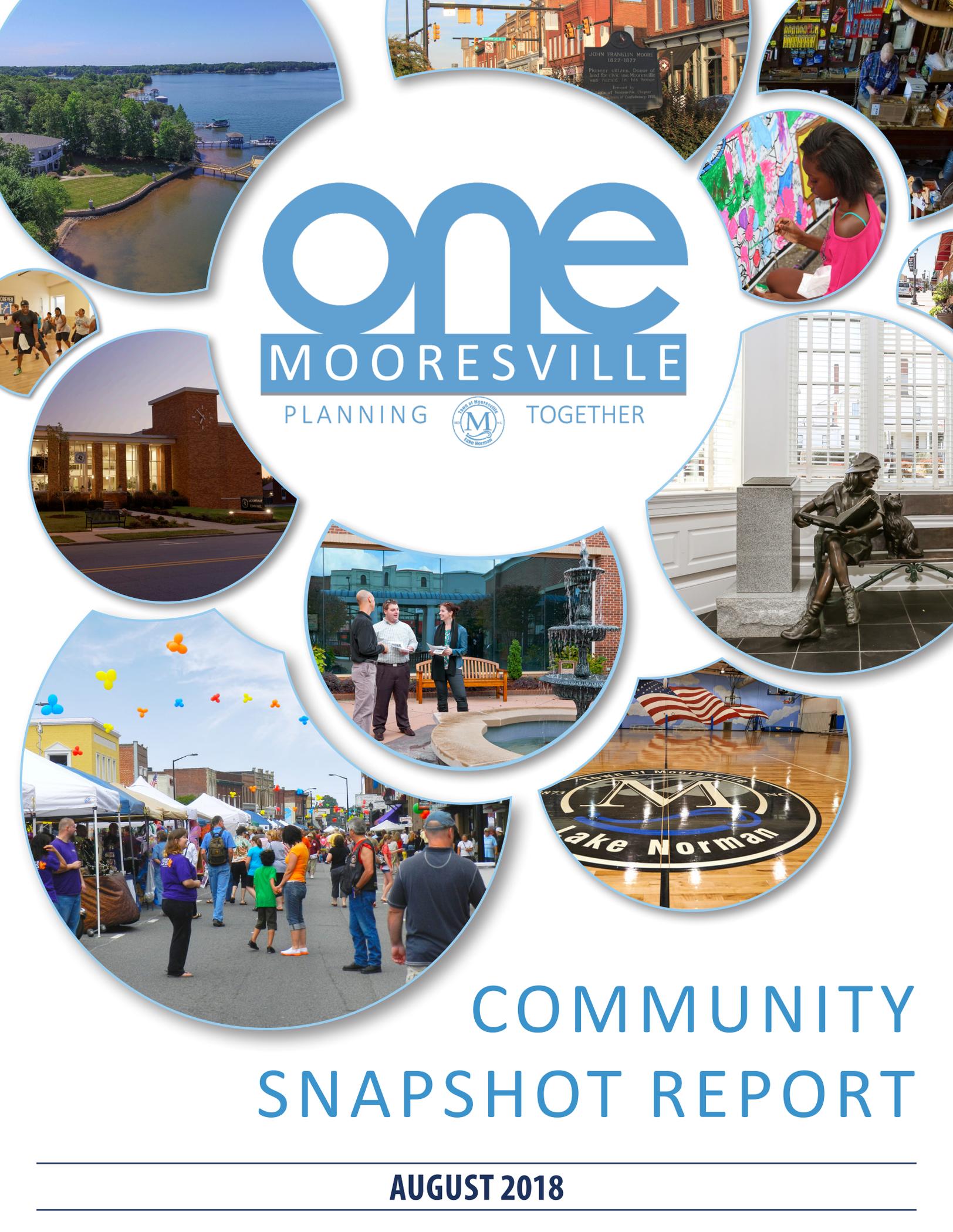
Snapshot Report

Mooreville Federal Functional
Classification Map

2012 CTP Collector Street Map

2012 NCDOT/Mooreville
Recommendations Table

Adopted September 16, 2019



one

MOORESVILLE

PLANNING  TOGETHER

COMMUNITY SNAPSHOT REPORT

AUGUST 2018

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EXECUTIVE SUMMARY

The OneMooresville Community Snapshot Report provides the fundamental information needed to plan for the future of Mooresville's planning area. This report is intended to shed light on existing conditions and future opportunities and challenges. Here are the highlights from the report.

COMMUNITY LIFE

- Mooresville has been growing faster on average than the Charlotte Metropolitan Statistical Area (MSA). Growth projections suggest that Mooresville may add approximately **24,000 new residents by 2040** nearing a total population of 100,000.
- People living in Mooresville are **younger on average** when compared to the Charlotte MSA as evidenced by the prevalence of larger households and families with children in Mooresville.
- **Household incomes and worker wages** in Mooresville have significantly increased in Mooresville over the last decade, and the poverty rate is lower than the Charlotte MSA with one in 10 households living below the poverty line.
- Mooresville has **added more than 5,000 jobs** over the last five years for a total employment base of 34,700.
- The Town's **economic base is fairly diverse** with the top four industry sectors (retail, management of companies and enterprises, manufacturing, and accommodation and food services) comprising 50% of the job base.
- Employment **growth by industry sector** shows that professional and business services and information technology are growing industries in Iredell County. Manufacturing may be on the decline in Mooresville, although recent business announcements may suggest otherwise.
- The **health of Iredell County residents** is similar or slightly better when compared to citizens across the state.

BUILT ENVIRONMENT

- Approximately **2/5 of the Town's planning area is undeveloped** and located in the unincorporated areas and within Town limits.
- Existing **land uses in the Mooresville planning area** are comprised of 48.% single-family residential, 4.0% commercial, 3% industrial, 2.0% institutional/special purpose, 2% government owned, 1% mobile homes, less than 1% each other residential, office, and miscellaneous other uses, while the remaining land is undeveloped(39%).
- There are currently more than **3,400 acres of pending development projects** in the planning area. These developments are dispersed throughout the planning area, with most occurring on the edges of the current Town limits.
- **Homes in the Mooresville planning area** are primarily single-family detached and attached (74%) and relatively new. Most homes were constructed between 1990 and 2009.
- Nearly **2/3 of housing in the planning area are owner-occupied** and slightly more than 1/3 are rental properties.
- **Housing values and housing rents** in the Mooresville planning area are significantly higher than Iredell County and the Charlotte MSA. While on average, rent as a percentage of income is slightly lower in Mooresville compared to the other two geographies, estimates show that 41% of renter households are deemed "cost burdened" and paying more than 30% of income on housing expenses.
- Approximately 1/3 of all households in Mooresville are **experiencing housing challenges** of some kind.
- Since 2010, **professionally managed rental properties have increased** by 75% adding over 1,700 units.

- While **retail performance in Iredell County is healthy**, particularly for grocery store anchored shopping centers, lifestyle centers, and mixed use developments, the outlook for future retail is unclear.
- **Office space trends** show demand for more office in walkable environments near transit and reduced demand for square footage per employee.
- Most of the industrial uses in Iredell County area in **warehousing, distribution, and flexible industrial spaces**. Recent new business announcements in Mooresville suggest that national industrial sector trends toward facilities that rely heavily on research and development technology may be playing out in Mooresville.
- The Town has **two major utility projects** planned in southern Iredell: the Rocky River sewer outfall and the Mount Mourne outfall that will provide more opportunities for development in this area.

NATURAL ASSETS

- **Lake Norman** is the Town’s source for water and the most critical natural asset in Mooresville. While not contaminated today, the water in Lake Norman has a high susceptibility rating to Potential Contaminant Sources (PCS) that should be monitored over time and addressed in the plan.
- As the community continues to grow and the peninsula areas continue to build out, it will be **critical to protect water quality of Lake Norman and reduce impacts of stormwater and land erosion** along the waters edge.
- Continued efforts to **reduce 8-hour ozone counts in the Charlotte region** will be critical for maintaining healthy air quality and meeting regulatory requirements of the Clean Air Act. Opportunities to reduce vehicle miles traveled and carbon emissions are key considerations as the Town and the region grow over the next 20 years.

MOBILITY

- More than **90% of residents commute to work by car** and nearly 6% telecommute or work from home. Of those commuting, the majority of workers in Mooresville spend less than 30 minutes commuting to work.
- The **majority of Mooresville’s workers (70.6%) live outside of the Town** and travel in each day. Almost the same percentage **(69.2%) of Mooresville’s residents travel to work outside of the Town** each day, creating a significant amount of in and out commuting on regional roads.
- Many of Mooresville’s **road corridors suffer from a significant number of crashes** and safety issues. These are being considered as part of the update to the comprehensive transportation plan for the Town.
- Several roads have excessive traffic that exceeds the capacity of the roads. Each of these overcapacity roads is **planned for road-way improvements** through the Charlotte Regional Transportation Planning Organization’s (CRTPO) Transportation Improvement Program (TIP).
- There are many opportunities to **enhance walkability** in Mooresville by closing gaps in the existing sidewalk network and by creating new connections through greenways, trails, and new sidewalks in future developments.
- Mooresville is participating in a regional planning effort to create a **multijurisdictional bike route** that will encircle Lake Norman.
- Mooresville is currently served by the **Iredell County Area Transportation System (ICATS)** that provides fixed bus route service to key destinations along the Mooresville Loop and an express route that connects to a park and ride location in Cornelius. The express service is proposed to use toll express lanes on I-77 to provide faster connections to Charlotte.
- CATS continues to evaluate extension of the **LYNX Red Line** into southern Iredell County to link the Mount Mourne area to major points south and Charlotte.

INTRODUCTION

About this Report

Over the last 20 years, the Town of Mooresville has experienced unprecedented growth and change, increasingly drawing attention from new residents and new businesses. OneMooresville is an initiative to prepare a community-driven comprehensive plan that will have a lasting impact on the community, helping to shape Mooresville's next chapter of growth. OneMooresville is an opportunity to engage the community in the planning process for future development, land use, and transportation in Mooresville. It will result in a new comprehensive plan and comprehensive transportation plan (CTP) that will serve as the Town's guiding policy for the future.

Mooresville's last comprehensive plan was adopted in 2007 and the last CTP was adopted in 2008. These plans, in conjunction with a series of other adopted policies and regulatory documents have been instrumental tools for the Town's long range planning. These inter-related plans and policies include the Town's Zoning Ordinance, the Comprehensive Housing Strategy, and a series of small area plans. The OneMooresville initiative will update and synthesize each of these tools into a master policy document.

Analyzing existing trends and conditions is one of the initial phases in the comprehensive planning process. The purpose of this report is to create a baseline of common knowledge that will inform community input for OneMooresville. The report draws from existing data, studies, plans and other reference materials to provide a strategic "snapshot" of information about the Town.

About the Town

The Town of Mooresville is located approximately 20 miles north of Charlotte, in one of the fastest growing metropolitan regions in the country. Mooresville is particularly well-positioned for growth due to the Town's regional accessibility provided by four Interstate I-77 interchanges and the Town's expanding employment base. In addition, Mooresville's exceptional schools, charming downtown, and proximity to Lake Norman make the community an attractive place to live and work. Over the years Mooresville has evolved from train-stop and mill town to Race City, USA. Each era of Mooresville's evolution has played a significant role in shaping the character of Mooresville today.

HISTORY

Mooresville has a rich history dating back to the mid-1850's as a small train-stop on the Atlanta Tennessee and Ohio Railroad. The Town was incorporated in 1873 and evolved into a hub of commerce surrounding the textile industry. For many years, the railroad and cotton mills shaped Mooresville's land use patterns. As the textile mills expanded, mill villages were built to house workers and their families. These historic mill villages still have a defining role in Mooresville's community character.



Until the early 1970's, development in Mooresville followed a grid pattern of streets in neighborhoods surrounding downtown. Eventually, the focus of new residential development began to shift outside the traditional town center. In the 1980's, Mooresville's Lake Norman area began to experience a surge in residential growth. This led to the creation of commercial activity centers along the NC 150 corridor.

By the time several mills closed operations, the Town had already redefined itself as "Race City, USA." Mooresville is home to several NASCAR teams in addition to more than 60 racing-related businesses. This core motorsport industry is still a part of a diverse hub of corporate industrial firms that form the economic foundation of Mooresville today.

EMERGENT CONDITIONS

The OneMooresville planning initiative provides an opportunity to consider the Town's conditions today, community aspirations for the Town's future, and a plan for how it will get there. There are several key emergent conditions to consider for the future of Mooresville.

The Town has been successful at securing regional employers, and moving forward there will likely be additional opportunities for employment growth. How and where this growth will be served and who these new jobs will employ are important considerations.

Market trends and an ample supply of developable land may push the Town's growth to the south. New utility infrastructure, planning for a new north-south connector roadway to Charlotte, new toll road managed lanes on I-77, a new east-west connector that will create greater mobility in southern Iredell County, and the potential for future of LYNX light rail into Iredell will likely be the impetus for change in this part of Mooresville's planning area.

As the community matures, it will be important to improve the livability of places and make mobility to destinations and internally within developments more walkable and accessible by multiple modes of transportation.

Redevelopment of aging commercial areas and reinvestment in existing neighborhoods will continue to be an important priority for the Town. OneMooresville can identify ways to create incentives for landowners to improve their properties.

As the community grows and changes, it will continue to be a challenge to ensure that life in Mooresville is affordable for all families and households. New opportunities bring new challenges with respect to housing affordability, and the Town can continue to identify ways to support development of affordable rental and ownership housing for future generations.

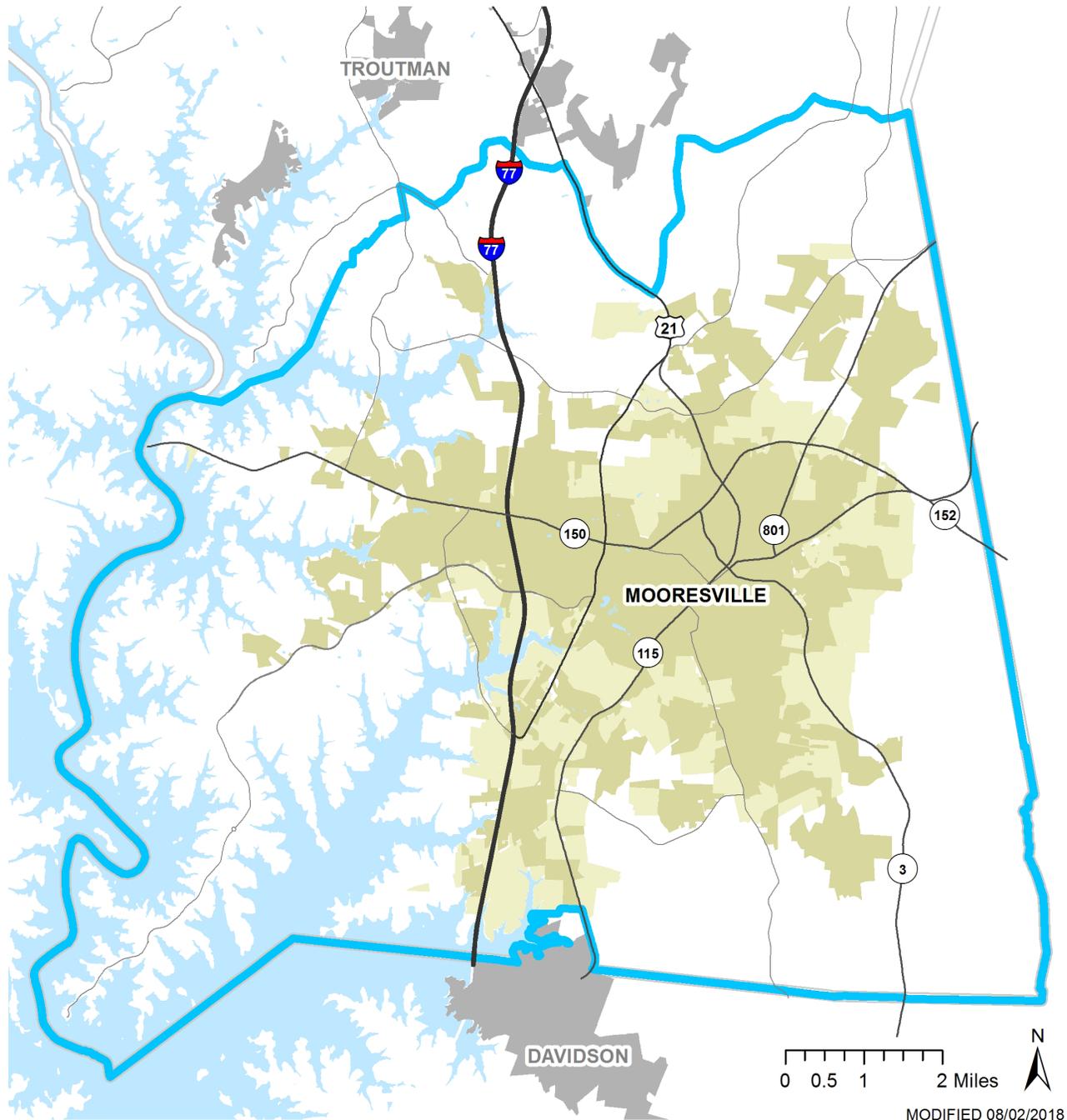
THE MOORESVILLE PLANNING AREA

The OneMooresville planning area, shown on the Map on page 5 encompasses the majority of southern Iredell County including Mooresville's Town Limits and extraterritorial jurisdiction (ETJ). The Town's ETJ includes county lands where Mooresville has planning and zoning authority as granted by Iredell County. This planning area was built off the planning area used in the 2007 Comprehensive Land Use Plan with modifications that represent annexation agreement boundary changes that are currently being formalized with the Town of Troutman and the Town of Davidson.

What's Next?

The following pages present information about Mooresville's people, jobs, housing, land use, natural environment, and transportation. This information is intended to stimulate and inform community discussions about the issues and opportunities facing the Town

ONEMOORESVILLE Planning Area



LEGEND

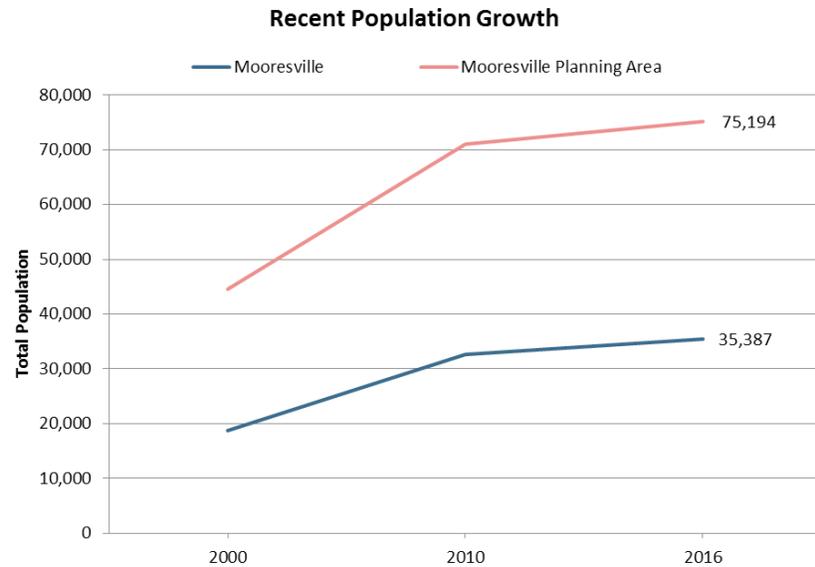
- | | | |
|----------------|---------------|----------------------|
| Planning Area | Interstate | Mooresville Town |
| Iredell County | US & NC Route | Mooresville ETJ |
| | Main Road | Other Municipalities |
| | | Lake Norman |

COMMUNITY LIFE

Demographics

POPULATION

The Charlotte Metropolitan Statistical Area (MSA) has experienced consistently strong population growth over the last two decades, attracting residents with an increasing employment base, diverse housing options, and a high quality of life. Based on population estimates released in July, the Charlotte MSA eclipsed 2.5 million residents in 2017, making it the 24th largest metro area in the United States. In the last year, the Charlotte MSA added an average of 136 people per day.



Sources: U.S. Census Bureau Census 2000; Census 2010; ACS 2016 (5-year Estimates)

Mooresville’s population has been steadily increasing at a faster rate than the surrounding Charlotte region. In 2010, the Town had a population of 32,711, which is a 73.8% increase from 2000. In comparison, Iredell County increased by 30% and the Charlotte MSA increased by approximately 48% between 2000 and 2010.

Population growth in Mooresville has historically been extremely strong, capitalizing on proximity to Charlotte, access to Lake Norman, and the relocation of Lowe’s corporate headquarters in the mid-2000’s. The impacts of the 2008 Great Recession slowed the pace of growth across the region, and have lingered, resulting in slower rates of growth in recent years.

Regional Comparison of Population Growth Overtime

	2000	2010	2016	% Change 2000-2010	% Change 2010-2016
Town of Mooresville	18,823	32,711	35,387	73.8%	8.2%
Mooresville Planning Area ¹	44,520	71,073	75,194	59.6%	5.8%
Iredell County	122,660	159,437	167,493	30.0%	5.1%
Charlotte MSA	1,499,293	2,217,012	2,381,152	47.9%	7.4%

¹2000 census block group boundaries differ slightly from 2010 block group boundaries

Source: U.S. Census Bureau Census 2000; Census 2010; ACS 2016 (5-year Estimates)

Population Growth Projections

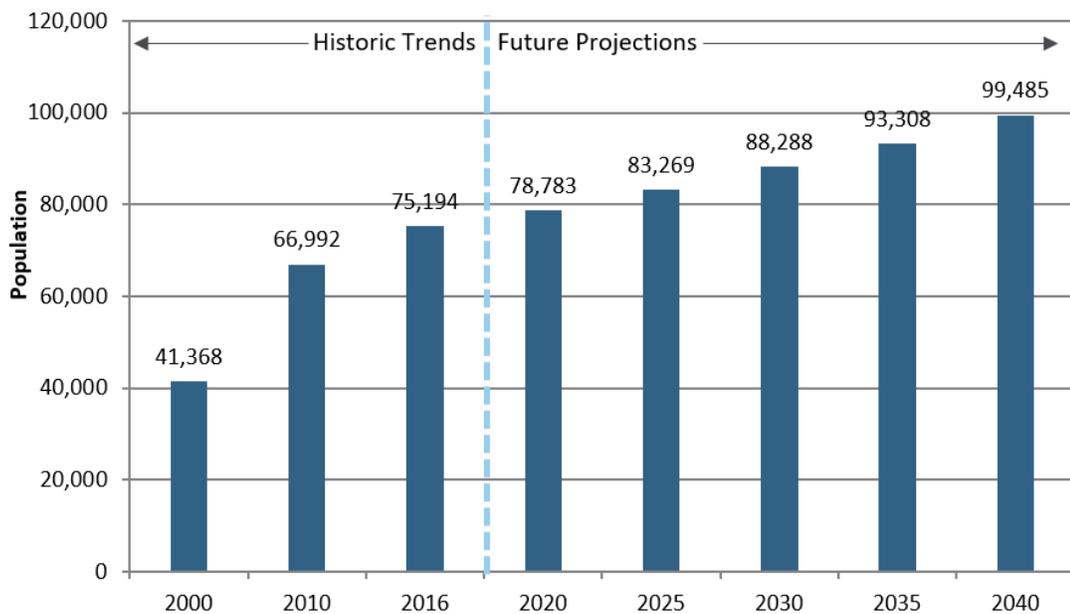
According to data prepared by the Charlotte Regional Transportation Planning Organization, population in the planning area is expected to increase by approximately 24,300 residents through 2040. The expected growth equates to a total future population in the planning area of nearly 100,000 people.



Our Population

By 2040, the population in the Mooresville Planning Area is expected to increase by over 24,000, for a total of nearly 100,000 residents

Historic Trends and Projected Population in Planning Area



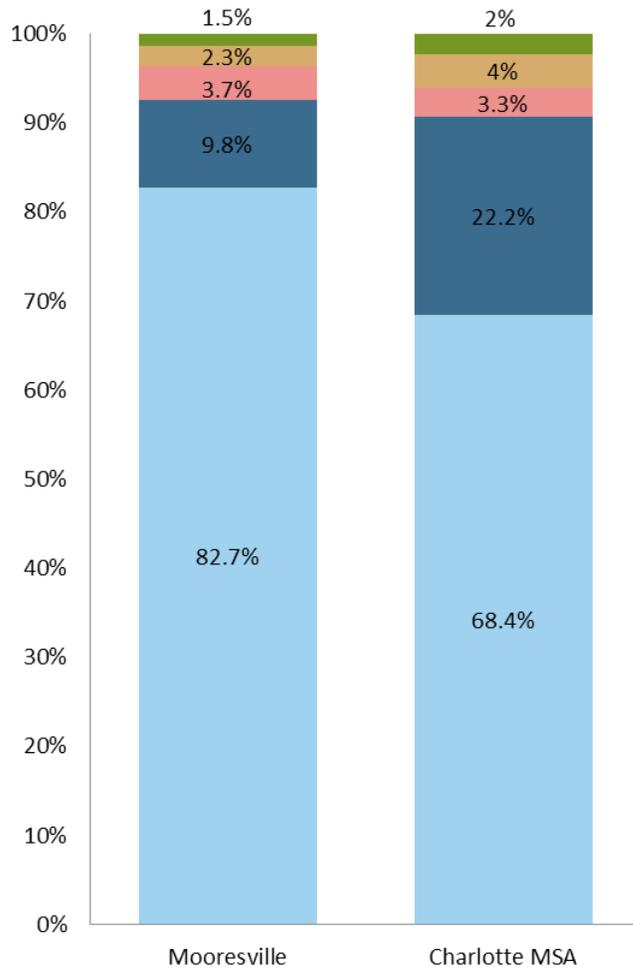
DIVERSITY

Mooresville is not as diverse as the Charlotte Region. 32% of the Charlotte MSA population is black, Asian, two or more races, or another race. These same groups comprise 17% of Mooresville's population. However, the non-white population in Mooresville has increased slightly, by 2%, since 2010.



Population by Race

White Black Asian Other Race* Two or More Races



Ethnicity

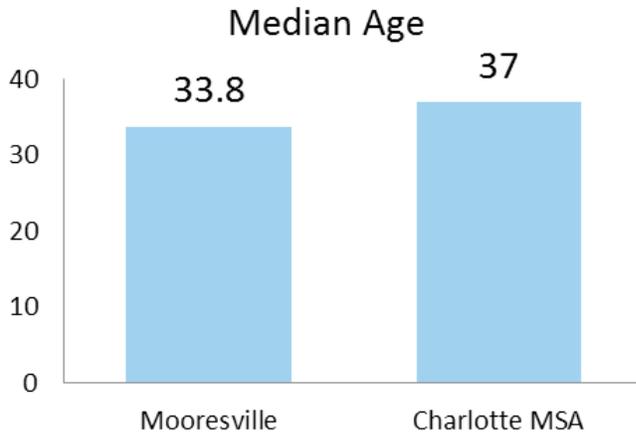
9% of Mooresville's Population is Hispanic or Latino compared to 9.6% for the Charlotte MSA

*Other includes American Indian/Alaska Native, Pacific Islander or something else

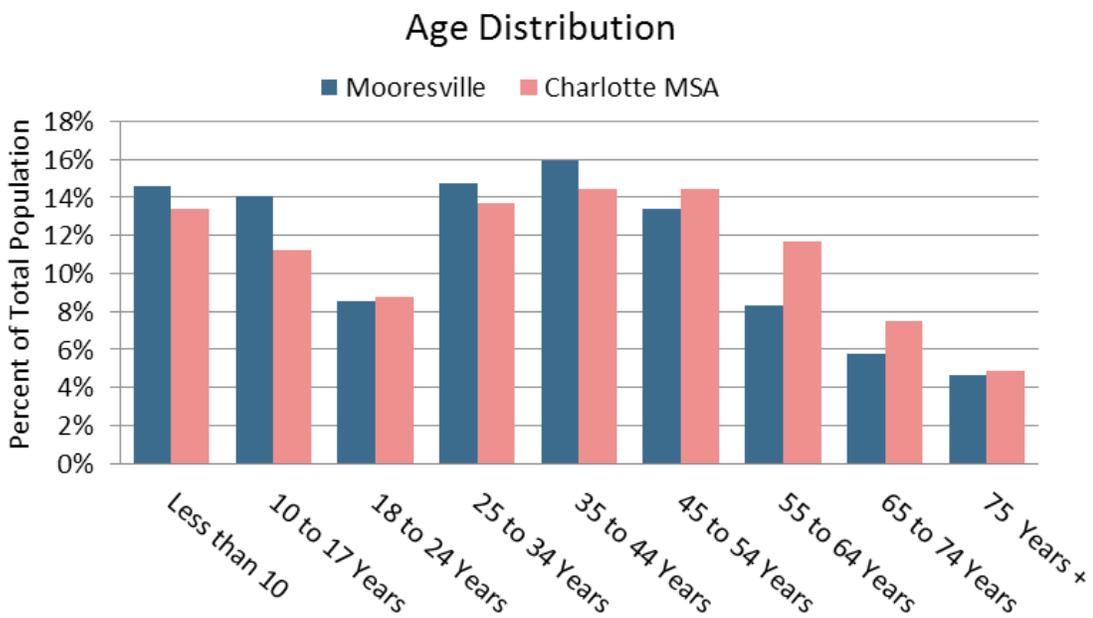
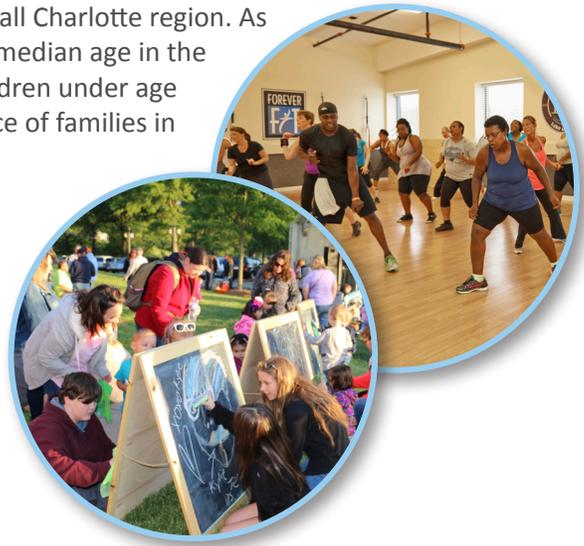
Source: ACS 2016 5-Year Estimates

AGE

Mooresville has a younger population compared to the overall Charlotte region. As of 2016, the median age in Mooresville was 33.8, while the median age in the Charlotte MSA was 37. Mooresville has a larger share of children under age 18 and adults age 25 to 44, indicating that there is prevalence of families in Town.



Source: ACS 2016 5-Year Estimates



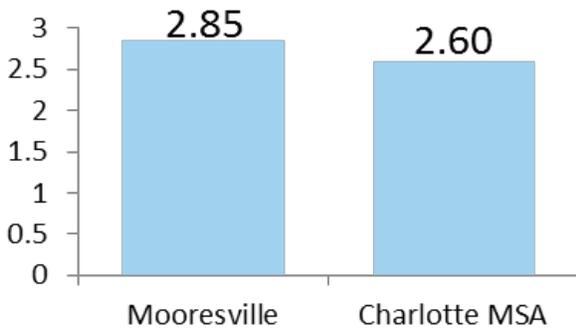
Source: ACS 2016 5-Year Estimates

HOUSEHOLD SIZE

Mooresville’s household size has been steadily increasing over the last 16 years. As of 2016, the average household size in Mooresville was 2.85 persons per household. This is higher than the average household size for the Charlotte MSA, which was 2.6 persons per household. The Charlotte MSA has a higher proportion of 1-and 2-person households, while Mooresville has a greater share of households with 3-or-more people. This reflects the prevalence of family households in Town.

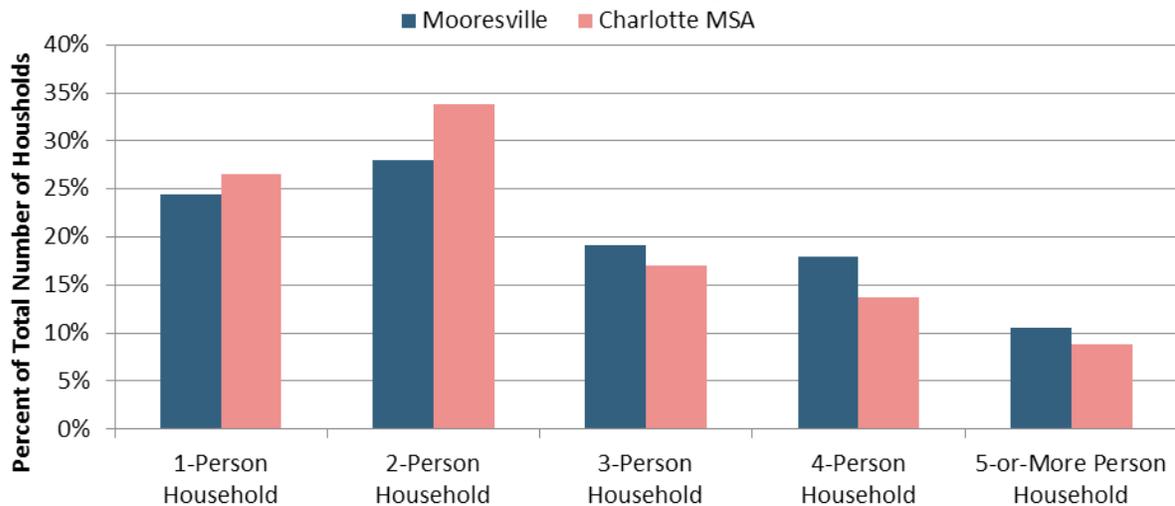


Average Household Size



Source: ACS 2016 5-Year Estimates

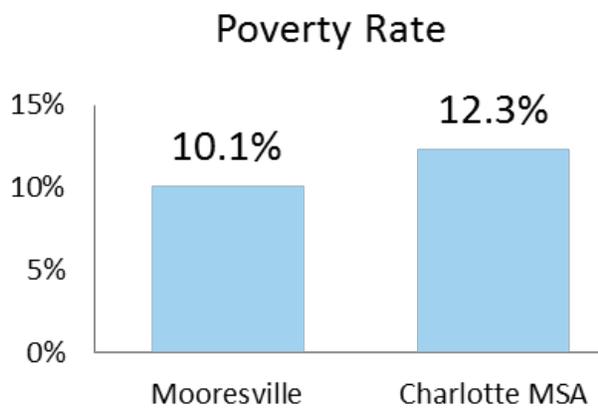
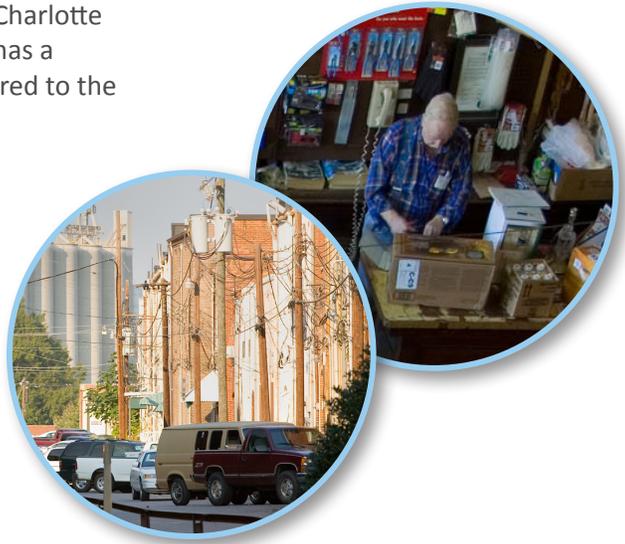
Share of Households by Size



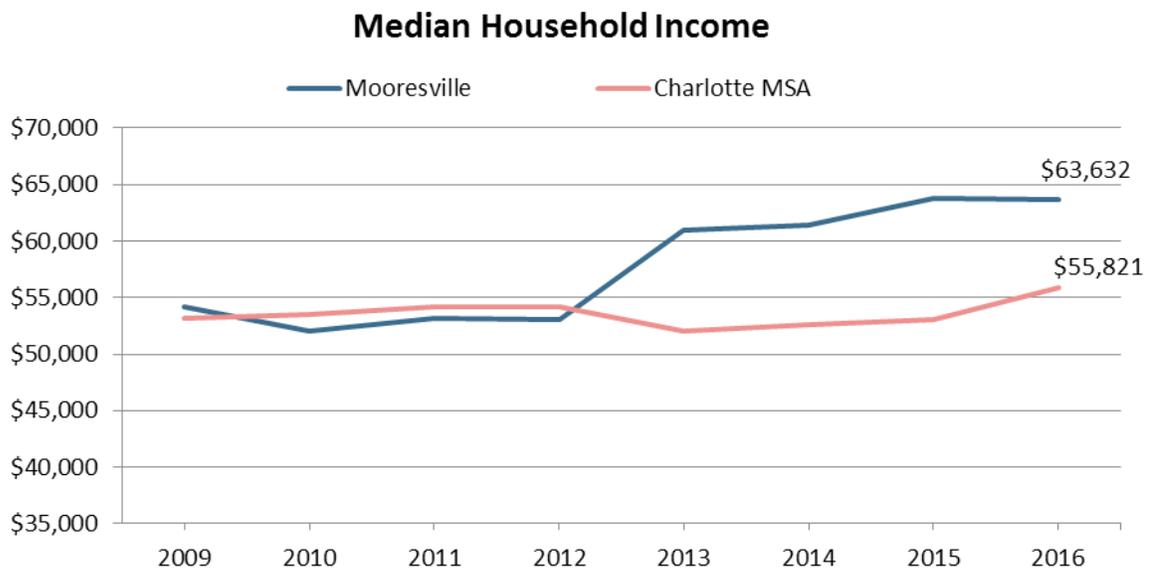
Source: ACS 2016 5-Year Estimates

INCOME AND POVERTY

Mooresville’s median household income has surpassed the Charlotte region’s within the past four years. In addition, Mooresville has a smaller percentage of its population living in poverty compared to the Charlotte MSA.



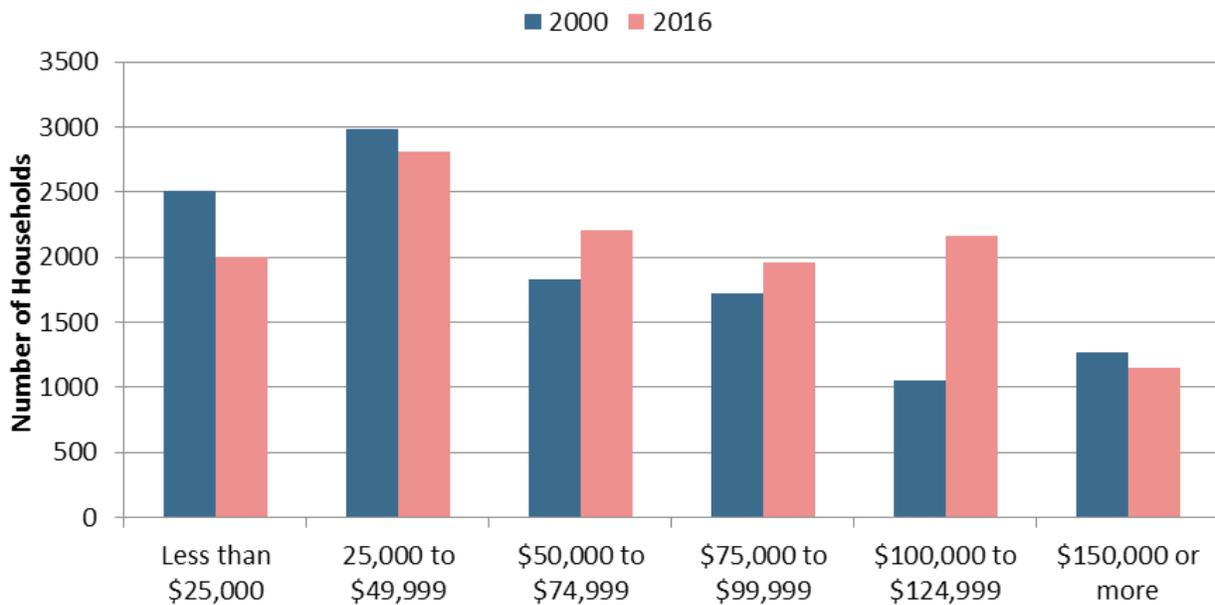
Source: ACS 2016 (5-Year Estimates)



Source: ACS 2009-2016 (5-Year Estimates)

Since 2010, the number of households earning more than \$50,000 has increased, while the number of households earning less than \$50,000 has decreased. This includes a 20% drop in households earning less than \$25,000. The increase in households earning between \$100,000 and \$125,000 is particularly significant and doubled during this same time period.

Mooresville Households by Income



Source: ACS 2016 (5-Year Estimates)

Businesses, Workforce, and Employment

WORKFORCE

The Mooresville planning area has an estimated 34,700 jobs, representing 45% of the total employment in Iredell County. Offering proximity to job centers in Charlotte, access and visibility to I-77, and a range of housing options for executives and workers, the Mooresville planning area has added nearly 5,000 jobs in the last five years. Many of the new positions are in high-paying industry sectors like professional and business services and information.

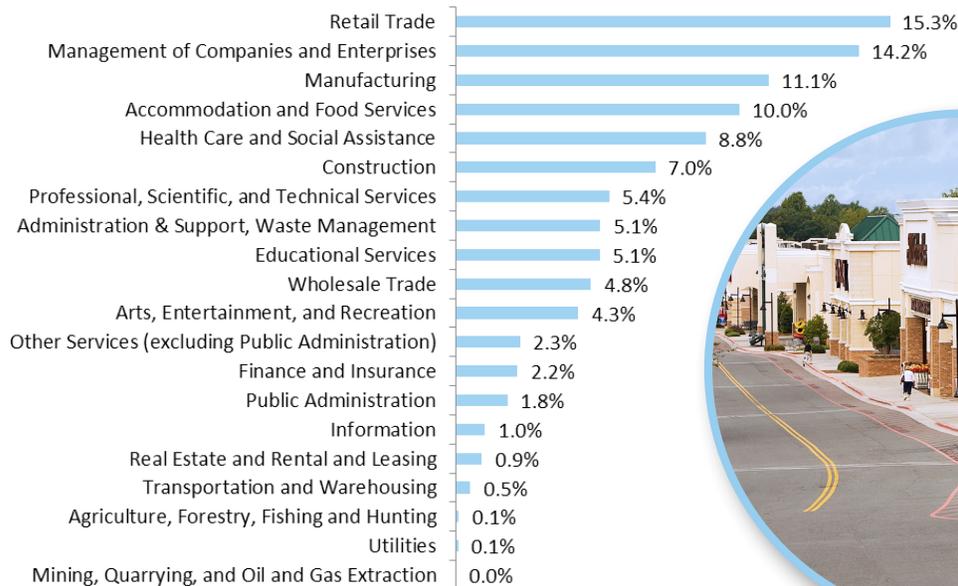
Employment Trends

Adding nearly 5,000 full-time jobs over the last five years, the Mooresville Planning Area currently has an employment base of more than 34,700.

INDUSTRIES AND EMPLOYERS

Mooresville has a fairly diverse economic base, with four industry sectors comprising 50% of the job base. Retail trade is the largest sector within the planning area with 15.3% of all primary jobs. Management of companies and enterprises is the second largest employment sector, accounting for 14.2% of all primary jobs. The Lowe’s Companies, Inc. Corporate Headquarters largely accounts for this trend as Mooresville’s top employer. The next largest industry sector, manufacturing, accounts for 11.1% of the primary job share. On Mooresville’s list of top employers are several manufacturing-based companies. Lake Norman Regional Medical is also a top employer in Mooresville, which corresponds with the health care and social assistance industry sector that accounts for 8.8% of the primary jobs in the planning area.

Primary Jobs by Industry Sector in the Mooresville Planning Area



Source: OnTheMap, U.S.CensusBureau, LEHD (2015)



Mooresville's Top Employers

Employer	Number of Employees	Industry
Lowe's Companies, Inc.	3000+	Corporate Headquarters
Lake Norman Regional Medical	930	Hospital and Medical Offices
NGK Ceramics, USA Inc.	650	Manufacturing
BestCo, Inc.	450	Manufacturing
Penske Racing	350	Manufacturing
Carolina Beverage Group	268	Manufacturing
Pactiv Corporation	212	Manufacturing
Overcash Electric, Inc.	175	Industrial Electrical Operation
PGI Non-Wovens	170	Manufacturing
Roush Yates Performance Engine	165	Manufacturing

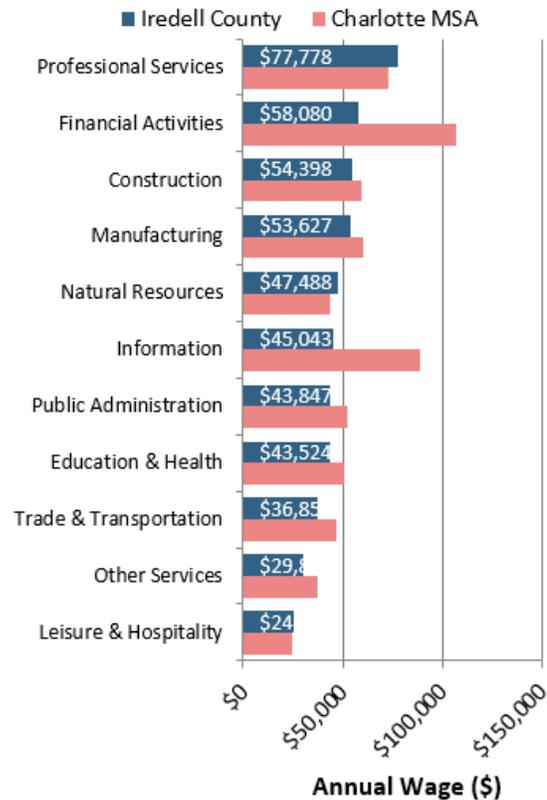
Source: Mooresville South Iredell Economic Development Corporation

Wages

Average annual wages in Iredell County have increased 12.0% over the last five years, from \$42,311 in 2012 to \$47,402 in 2017. Comparably, wages in Iredell County are lower than the \$57,193 measure reported for the Charlotte MSA in 2017, which is bolstered by a concentration of high-paying jobs in central Charlotte.

The industry sectors with the highest annual wages in Iredell County in 2017 were Professional Services, Financial Activities, Construction, and Manufacturing. Annual wages for most sectors in Iredell County are roughly comparable to the MSA, except for Financial Activities and Information. These sectors achieve a significant premium due to the concentration of banking and technology jobs in Uptown Charlotte.

Comparison of Average Annual Wages (2017)

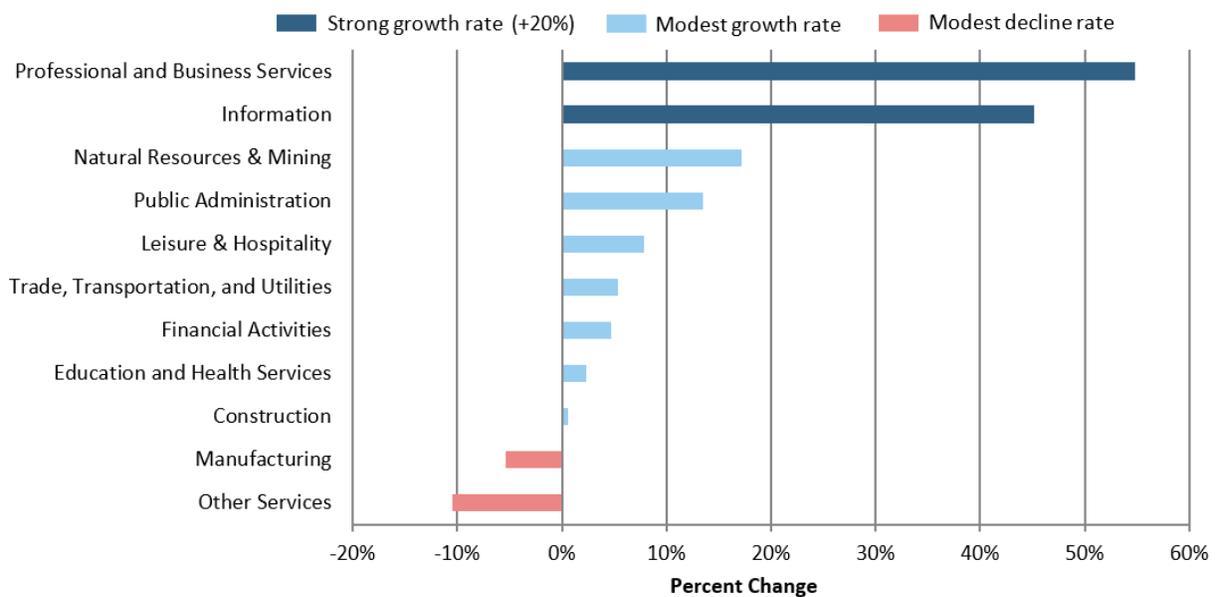


A Shifting Employment Base

Most employment sectors in Iredell County, which offers a reliable representation of employment in the Planning Area, experienced an increase over the last decade. Professional and Business Services more than doubled in the last decade. Some of this growth can be attributed to the relocation of Lowe’s in Mooresville in the mid-2000s. However, it is important to note that company employment projections have been slow to matriculate, indicating that overall growth in this sector is diversifying across numerous business establishments.

Only two employment sectors experienced declines over the last decade: Manufacturing and Other Services. Losses in the Manufacturing sector are consistent with trends across the United States and State of North Carolina. Additional hiring by local firms, including any growth that accompanies the expansion of defense contractor Corvid, could work to reverse this trend locally.

Ten-Year Employment Growth Rate by Sector, Iredell County, 2007-2017



EDUCATION AND SCHOOLS

There are two school systems that serve the Mooresville area: the Iredell-Statesville School System and the Mooresville Graded School District. Mooresville also has two public charter schools: Langtree Charter and Pine Lake Prep. There is also a Mitchell Community College campus in Mooresville.

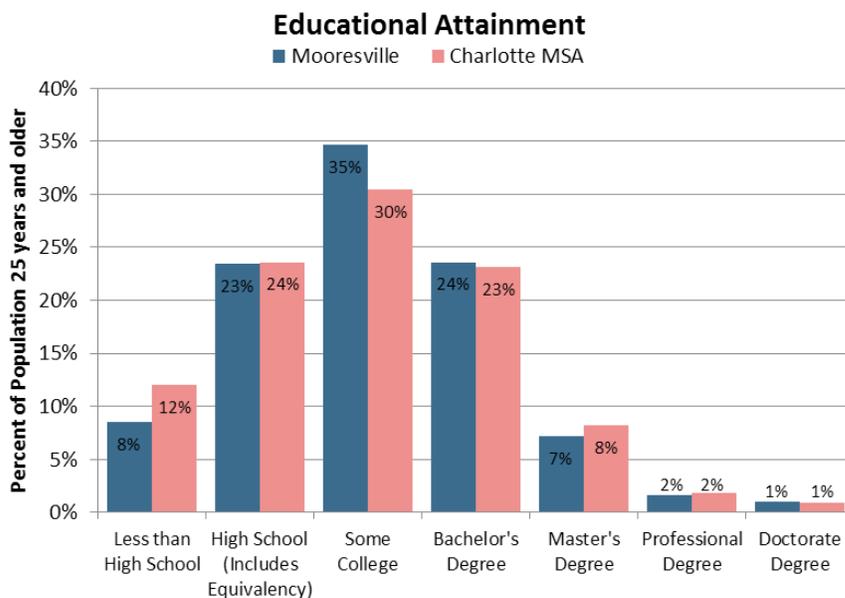
Educational attainment is a key factor in cultivating a diverse and competent workforce. According to 2016 ACS estimates, 91.5% of Mooresville adults aged 25 years and older have received a high school diploma (or equivalent). In addition, 68.1% of this population has attained at least some college, with 33.5% receiving a bachelor's or more advanced degree. These trends are roughly proportional to the educational attainment levels for the entire Charlotte MSA.

Iredell Statesville Schools Serving Mooresville

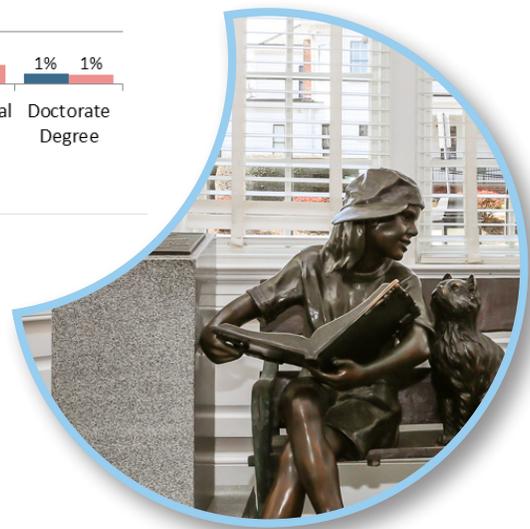
- Coddle Creek Elementary School
- Lake Norman Elementary School
- Lakeshore Elementary School
- Shepherd Elementary School
- Woodland Heights Elementary School
- Brawley Middle School
- Lakeshore Middle School
- Lake Norman High School
- Mount Mourne School

Mooresville Graded School District

- Park View Elementary School
- Rocky River Elementary School
- South Elementary School
- East Mooresville Intermediate School
- Mooresville Intermediate School
- Mooresville Middle School
- Mooresville High School



Source: ACS 2016 5-Year Estimates



Community Health

Community health refers to a wide range of factors related to the physical and mental health and general well-being of a community. Metrics of community health include such factors as obesity rates and causes of death, which are measured at the county level.

LEADING CAUSES OF DEATH

The leading causes of death in Iredell County are cancer (21.5%), heart disease (18.8%), and chronic lower respiratory disease (6.3%). Seven of the top ten leading causes of death are chronic disease related. Chronic diseases are among the most common, financially straining, but preventable of all health problems. These persistent conditions lead to lifelong disability, compromised quality of life, and growing healthcare costs (2015 Iredell Community Health Assessment). These challenges are not unique to Mooresville. The leading causes of death in Iredell County are roughly proportional to the leading causes for the entire state.

Leading Causes of Death in 2016

Cause	Iredell County	North Carolina
Cancer	21.5%	21.6%
Diseases of heart	18.8%	20.2%
Chronic lower respiratory diseases	6.3%	5.9%
Cerebrovascular diseases	5.7%	5.5%
Alzheimer's disease	5.0%	4.6%
Unintentional Injuries	4.4%	4.4%
Influenza and pneumonia	2.9%	2.1%
Diabetes mellitus	2.7%	3.1%
Motor vehicle injuries	2.1%	2.2%
Septicemia	2.1%	1.7%

Source: State Center for Health Statistics, North Carolina, 2016 Leading Causes of Death



ACCESS TO HEALTHY FOODS

Health professionals are increasingly recognizing that food environment factors - such as proximity to grocery stores and restaurants, food prices, and nutrition assistance programs - have an impact on health outcomes.

Citizens in Mooresville have moderate access to healthy foods. According to the U.S. Department of Agriculture, a food desert is a low-income census tract where a substantial number or share of residents has low access to a supermarket or large grocery store. Access to food environment is defined as proximity to grocery stores for low income individuals. Mooresville is fortunate to not have any of these food insecure areas in the Town limits. In addition, Iredell County has a ranking of 7.9 out of 10 on the Food Environment Index where 10 represents the best food environment, using the same variables to measure access. This rank is higher than the State average ranking of 6.4. (Sources: County Health Rankings; USDA Food Environment Atlas; USDA Food Access Atlas)

Health Trends

Iredell county has slightly lower rates of adult obesity and diabetes compared to the entire State of North Carolina.

Recent Community Health Trends

Trend	Iredell County	North Carolina
Percent of adults that have obesity (As of 2014)	28.8%	31.8%
Percent of adults diagnosed with diabetes (As of 2013)	9.3%	9.6%
Percent of adults that are current smokers (As of 2016)	17%	18%
Percent of residents getting the recommended amount of fruits and vegetables (As of 2016)	14%	13%

Sources: 2016 State of Community Health Report; NCIOM Community Profile

Future Considerations for Community Life

Mooresville has made its mark as an attractive place to work, plant roots, and raise a family. It has high quality schools, a healthy workforce and a growing job base.

The Town has the potential to add another 24,000 residents over the next 22 years. Beyond the normal considerations of school capacity and traffic congestion, it will be important to consider opportunities to maintain and enhance quality of life in Mooresville for future residents.

As the Town diversifies, it will be important to consider the desires and needs of minority communities to ensure a high quality of life for all residents.

It is also important to consider who may want to live here in the future and the type of lifestyle and amenities that future households will desire. Recent trends have shown a preference towards walkable neighborhoods that can access shopping and destinations through biking and walking. These amenities enhance livability and provide better options for a healthier lifestyle. Evidence suggests that both younger and older generations are wanting more active and connected environments that can provide a more robust living experience.

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BUILT ENVIRONMENT

Homes and Neighborhoods

Understanding Mooresville’s existing housing trends is important for determining future housing needs of the community.

MOORESVILLE’S HOUSING STOCK

Type of Homes

There are 13,711 housing units located within the Town’s limits. The majority (74%) of these units are single family homes, including townhouses. Multifamily housing makes up 23% of the housing stock in Mooresville, while Mobile homes and other types of units (van, RV, boat, etc.) account for the remaining 3%. These proportions have been relatively constant since 2000, with a slight increase in the share of multifamily units.

Age of Homes

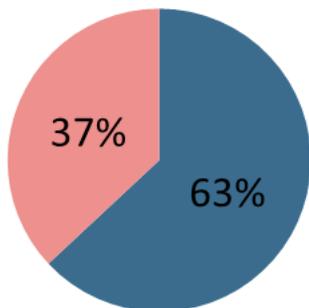
Homes in Mooresville are relatively modern, with 77% of units built in or since 1980. The majority (63%) of homes in Mooresville were built between 1990 and 2009.

Occupancy and Tenure

There are 12,294 occupied units in Mooresville, which is almost 90% of the total housing stock. In terms of tenure, 63 percent of these units are owner occupied while 37% are renter occupied.

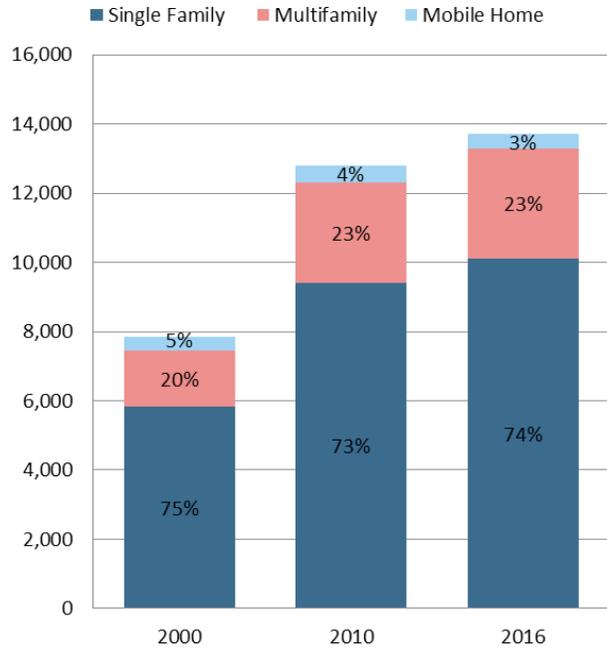
Tenure for All Occupied Units

■ Owner Occupied ■ Renter Occupied



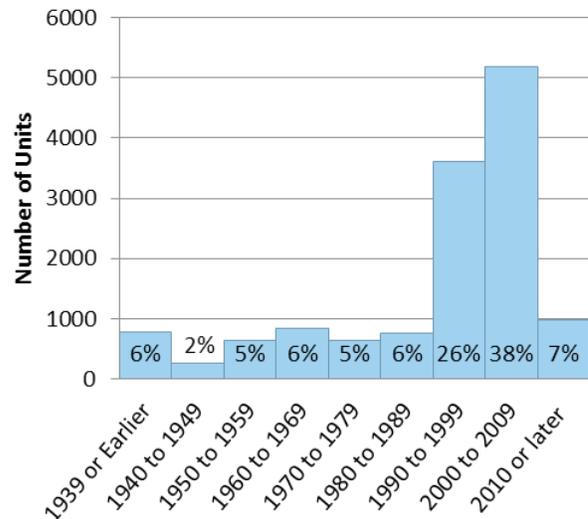
Source: ACS 2016 (5-Year Estimates)

Total Housing Units by Type



Source: US Census Bureau 2000 and 2010; ACS 2016 5-Year Estimates

Year Structure Built in Mooresville



Source: ACS 2016 (5-Year Estimates)

HOUSING AFFORDABILITY

Mooresville’s median housing value is \$194,500, which is 13.9% higher than the median housing value in Iredell County and 11.8% higher than the median housing value for the Charlotte Region. In addition, the median gross monthly rent is \$974, which is approximately 17% higher than the median gross rent for Iredell County and 7.3% higher than the Charlotte Region’s.

In terms of rental affordability, the U.S. Department of Housing and Urban Development (HUD) defines cost-burdened households as those “who pay more than 30% of their income for housing” and severe cost burden refers to those who pay more than 50%. In Mooresville, 24% of renter households spend between 30% and 50% of their income on rent. However, in comparison to the region, the median gross rent as a percentage of household income in Mooresville is slightly lower than that of Iredell County and the Charlotte MSA.

Housing Needs Assessment

The Town conducted a Housing Needs Assessment in 2016 to identify Mooresville’s primary housing challenges and inform the community on how to better meet the housing needs of current and future residents.

A key finding from this assessment is that there are many households in Mooresville with unmet housing needs. In 2012 there were over 9,100 households with housing problems, which accounted for over a third of all households in the Town. These housing problems include overcrowded occupancy, households being cost burdened (i.e., paying more than 30% of household income on housing expenses), or lack of complete kitchen or plumbing facilities. The assessment also indicated that there is a need for low- to moderate-income housing, particularly for rental units.

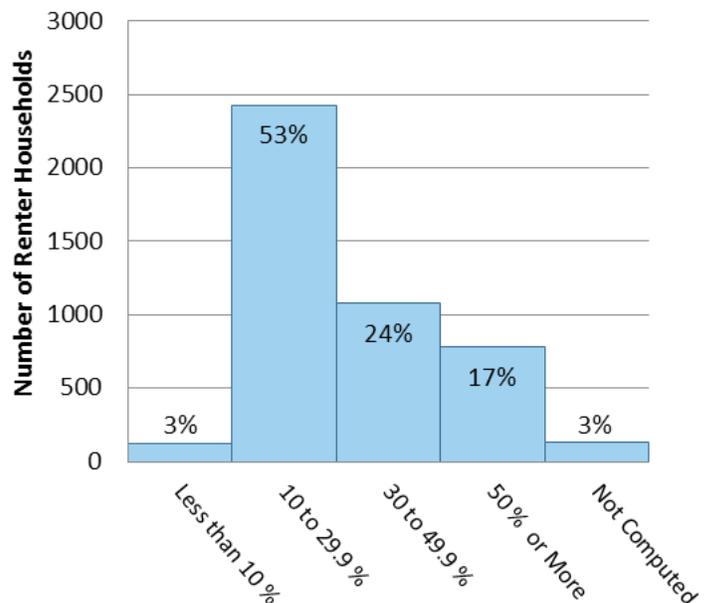
As Mooresville continues to grow into the future it will be very important for the Town to address these housing challenges.

Regional Comparison of Housing Costs

	Mooresville	Iredell County	Charlotte MSA
Median Value for All Owner-Occupied Housing Units	\$194,500	\$169,300	\$172,800
Median Selected Monthly Owner Costs	\$1,275	\$939	\$1,099
Median Selected Monthly Owner Costs as a Percentage of Household Income	19.50%	18.00%	18.30%
Median Gross Rent	\$974	\$819	\$905
Median Gross Rent as a Percentage of Household Income	26.20%	27.70%	28.60%

Source: ACS 2016 (5-year estimates), retrieved from Social Explorer

Rent as a Percentage of Household Income



Source: ACS 2016 (5-year estimates)

NEIGHBORHOOD CHARACTER TYPES

A variety of factors such as building type and size, density, connectivity, and street pattern determine the character of a residential neighborhood. The Mooresville Comprehensive Land Use Plan includes four residential planning areas that provide general guidelines for the character of residential development in these areas.

Town Residential

The Town Residential character area encompasses the traditional neighborhoods that are located in close proximity to Downtown Mooresville. These neighborhoods include a diversity of single family homes and duplexes, in addition to small commercial and office areas, multi-family residential developments, and public and private institutions. The greatest concentration of homes built before 1950 are located in Town Residential neighborhoods, such as the historic Mooresville Mill Village.



Neighborhood Residential

The Neighborhood Residential Area character area includes more recently developed neighborhoods and future lands planned for neighborhood development. In terms of character, these areas are being developed as a series of interconnected neighborhoods with the highest density housing located in close proximity to services or in village and neighborhood centers.



Rural Residential

The Rural Residential areas are characterized by low-density development. Lots for single family homes typically range from 1/2 to 5 acres and development relies on well water and private septic systems. Future development in the rural areas is being clustered to protect groundwater resources, preserve open space, and reduce potential congestion on rural roads.



Peninsula Conservation

The Peninsula Conservation area includes Mooresville’s lake front communities such as The Pointe, The Farms, Isle of Pines, the Harbor at the Point, and Mallard Head. The geography of Lake Norman has created peninsulas with environmental constraints that affect how the area can be developed, where streets can be constructed and maintained and where connections between streets can be made. Moreover, the purpose of the Peninsula Conservation areas is to preserve the character of the existing lake front development in Mooresville and protect the Lake Norman water supply.



Land Uses and Patterns

Land use is a central component of the comprehensive planning process. Understanding Mooresville’s current land use, development patterns, and development potential can help create a framework to guide future development decisions for the community.

DEVELOPMENT POTENTIAL

The Development Potential Map on page 27 illustrates how much land is available for growth within the Mooresville Planning Area.

Undeveloped parcels have an assessed building value of zero and are vacant or have no listed structures of taxable value. These parcels are shown in green on the map and have the highest development potential.

The Potential Opportunity for Redevelopment areas shown in tan are parcels that have an assessed building value less than or equal to the assessed land value. These areas are developed, but the value of the structures is low relative to the value of the land. This suggests that there may be a potential opportunity to increase or improve the structures or type of development on the land.

Areas that are already fully developed or otherwise committed are shown in light gray on the map. These parcels have an assessed building value that is more than the assessed value of the land. Moreover they are developed, with the value of the structures being high relative to the value of the land. The map also shows government-owned land in brown.

The table below breaks down the number of acres in Mooresville by development potential classification. It is evident that approximately 35% of the land within Mooresville’s Town Limits is undeveloped. It is important to note that these acreage estimates do not account for environmental and topographic factors or discrepancies in the assessor’s data that could potentially influence a site’s development potential.

In addition, the map shows the areas where pending developments overlap with the various land development classifications. For more detail on pending developments see pages 30-31.

Undeveloped: Parcels with an assessed building value of zero interpreted as vacant

Potential for Redevelopment: Parcels that have an assessed building value less than or equal to the assessed land value

Developed or Otherwise Committed: Parcels that have an assessed building value that is more than the assessed value of the land

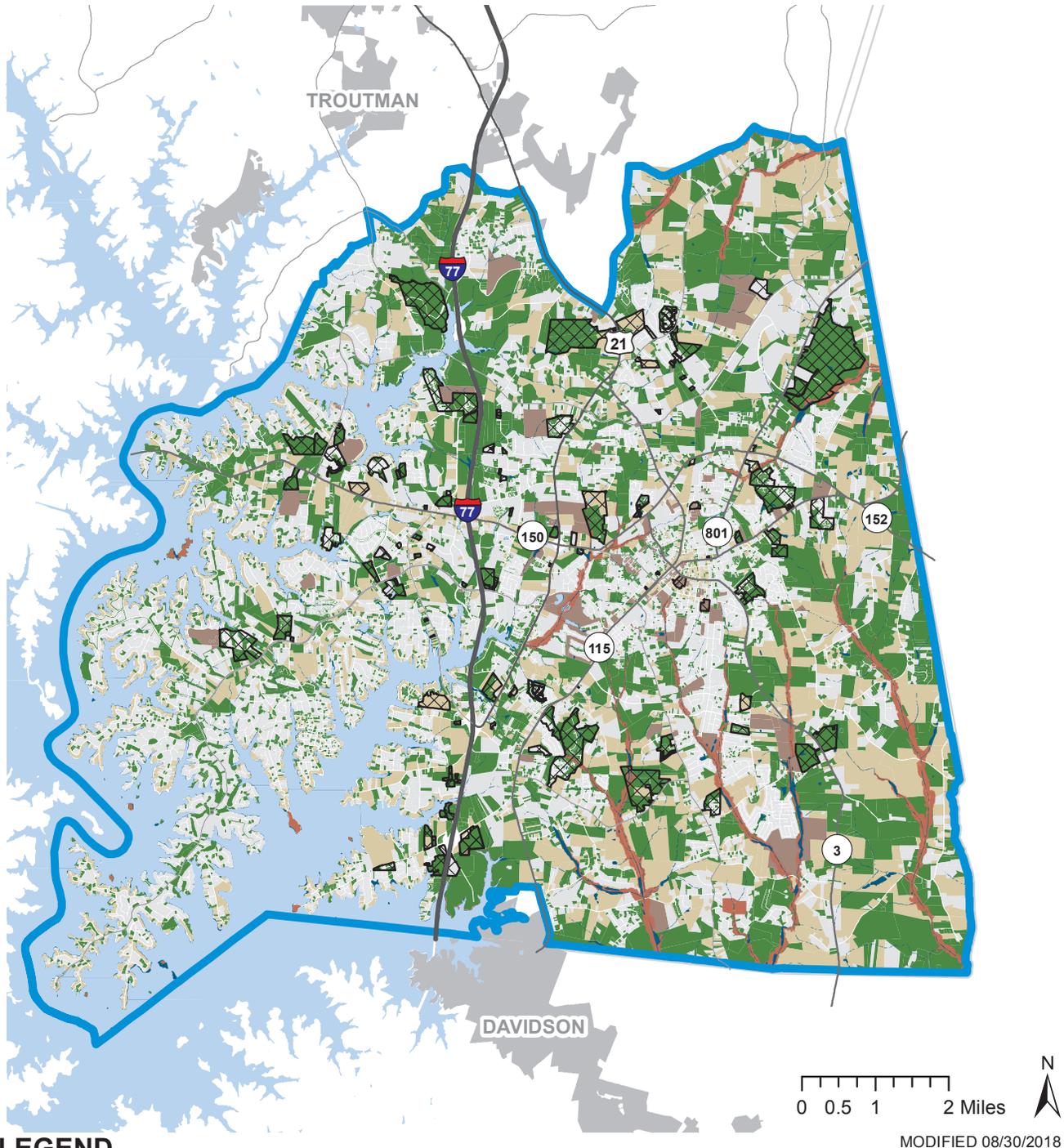
Government-Owned Land: Parcels owned by a government entity

Land in Each Development Classification

Land Category	Planning Area		Town Limits	
	Acres	Percent	Acres	Percent
Undeveloped	21,550	39%	5,010	35%
Potential for Redevelopment	12,720	23%	1,210	8%
Developed or Otherwise Committed	18,970	34%	6,620	46%
Government-Owned Land	1,940	4%	1,450	10%
Total Acres	55,180	-	14,290	-
Acres Pending Development	3,470			

**These calculations do not account for environmental conditions that may otherwise limit development*

ONEMOORESVILLE Development Potential Map



LEGEND

- | | | |
|----------------|---|---|
| Planning Area | Lake Norman | Undeveloped |
| Iredell County | Wetlands | Potential Opportunity for Redevelopment |
| Interstate | FEMA Flood Zone | Developed or Otherwise Committed |
| US & NC Route | Other Municipalities | Government Owned Land |
| Main Road | Pending Development (as of spring 2018) | |

EXISTING LAND USE

The map on the following page illustrates the existing land uses within the Mooresville Planning Area. The table summarizes the acreage in each land use category.

Analysis of existing land use is based on Iredell County tax assessment data. The county applies a series of land use codes that group properties into common categories. To avoid overstating development, parcels identified as “undeveloped” (see pages 26-27) are coded as such. Accuracy of individual parcels is dependent on the county database, but the trends are valid.

Single Family Residential is the largest use category in Mooresville, occupying 48% of the land in the planning area, located away from major commercial roads and interspersed with Undeveloped land, the second largest category at 39%. Generally, larger unbroken tracts of the Undeveloped category exist toward the outside of the planning area, while smaller infill parcels exist downtown, along major roads, and out on the southwestern peninsulas. Some planned but not yet built residential subdivisions and business parks are in this category, as are some protected open spaces from within existing developments.

Mobile Home Subdivision occupies 1% of the map, with a notable concentration on the northern edge of the planning area near I-77. Still other residential categories (Rural Homesite, Patio Homes, Condominium, Town House, Multi-Family Residential) each occupy less than 1% of the planning area.

4.0% of land in the planning area falls within the Commercial land use category. Office uses occupy less than 1% of the planning area.

The Industrial land use category occupies 3% of the planning area, concentrated in the North Eastern portion of Mooresville. Mooresville is home to several manufacturing companies.

The Institutional/ Special Purpose and Government Owned land use categories each occupy approximately 2% of land in the planning area.

The Miscellaneous category catches other small land use categories and occupies less than 1% of the planning area.

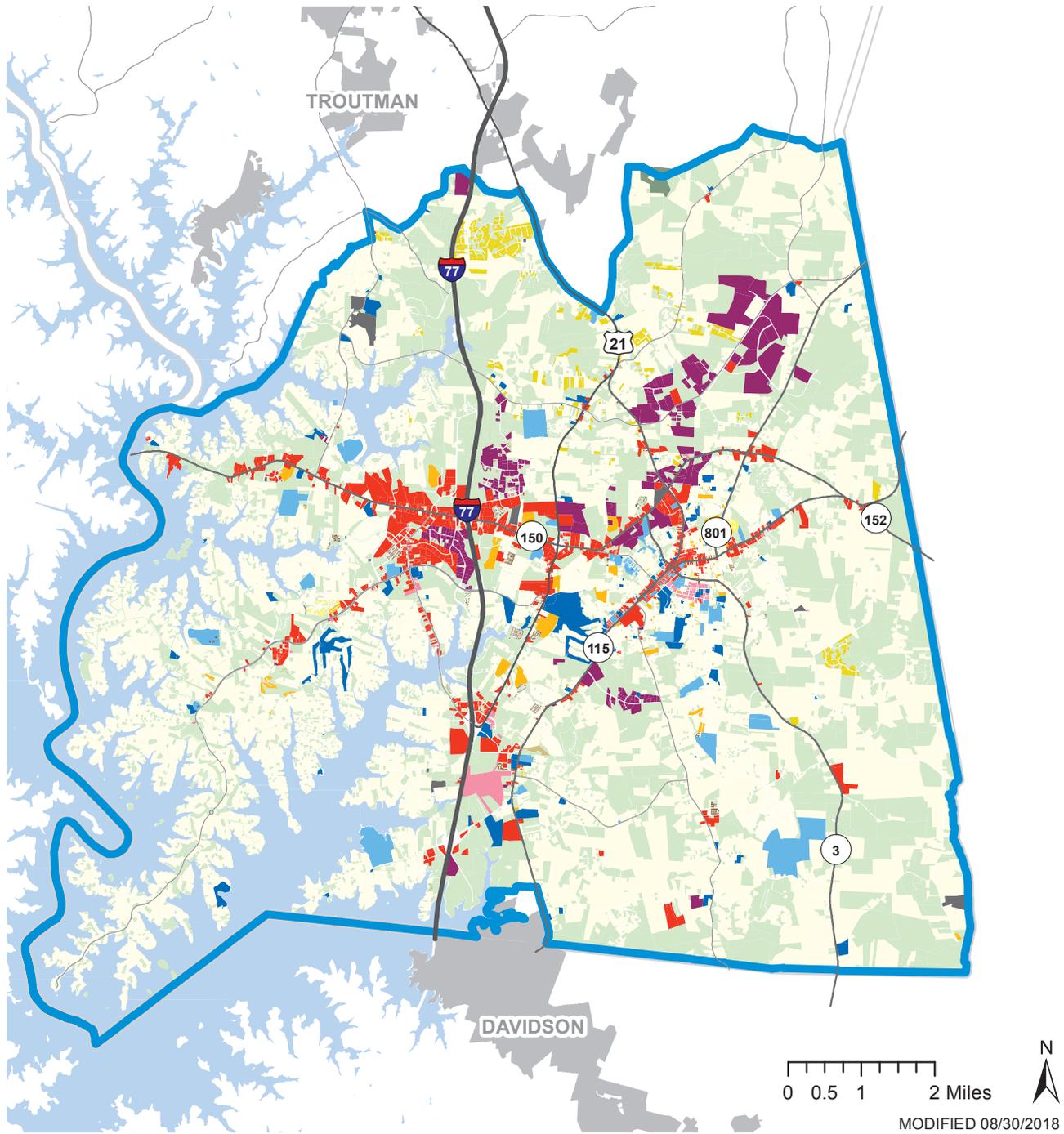
Existing Land Use

Use	Percent of Land	
	Planning Area	Town Limits
Single Family Residential	48%	31%
Undeveloped	39%	35%
Commercial	4%	11%
Industrial	3%	11%
Government Owned	2%	5%
Institutional/Special Purpose	2%	3%
Mobile Home Subdivision	1%	< 1%
Multi-Family Residential	< 1%	2%
Office	< 1%	1%
Miscellaneous	< 1%	< 1%
Rural Homesite	< 1%	-
Condominium	< 1%	< 1%
Patio Home	< 1%	< 1%

BROWNFIELDS

The U.S. Environmental Protection Agency (EPA) defines a brownfield as a property “the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.” The Division of Waste Management administers the North Carolina Brownfields Program which works with developers to redevelop these sites. There are two ongoing brownfield projects in Mooresville: 1) Burlington Mills at 472 South Main Street and 2) Mooresville Crossroads at 509 River Highway.

ONEMOORESVILLE Existing Land Use



LEGEND

Rural Homesite	Office	Planning Area	Interstate
Single Family Residential	Commercial	Iredell County	US & NC Route
Patio Homes	Industrial	Other Municipalities	Main Road
Mobile Home Subdivision	Institutional / Special Purpose	Lake Norman	
Condominium	Government Owned		
Town House	Miscellaneous		
Multi-Family	Undeveloped		

LARGE PENDING DEVELOPMENTS

As of spring 2018, there was a total of 3,474 acres of recently approved or development under construction in Mooresville. The map on page 31 illustrates where these developments are occurring.

Residential development accounts for 75% of the total acreage for pending development. Most of the residential development is single-family detached housing located in nine subdivisions. A substantial amount of this is happening on the outskirts of Town and in the ETJ.

Development for industrial purposes accounts for more than half of the total acreage for pending non-residential development, primarily comprised of a 450-acre manufacturing site located in the northeastern portion of Town.

Pending Residential Development

Type	Number of Acres	Number of Units
Single-Family Detached Homes	2,202	4,764
Townhouses	182	702
Apartments and Multifamily	246	2,534
Total	2,630	8,000



Single family residential development site located on East Iredell Ave (47.5 Acres)

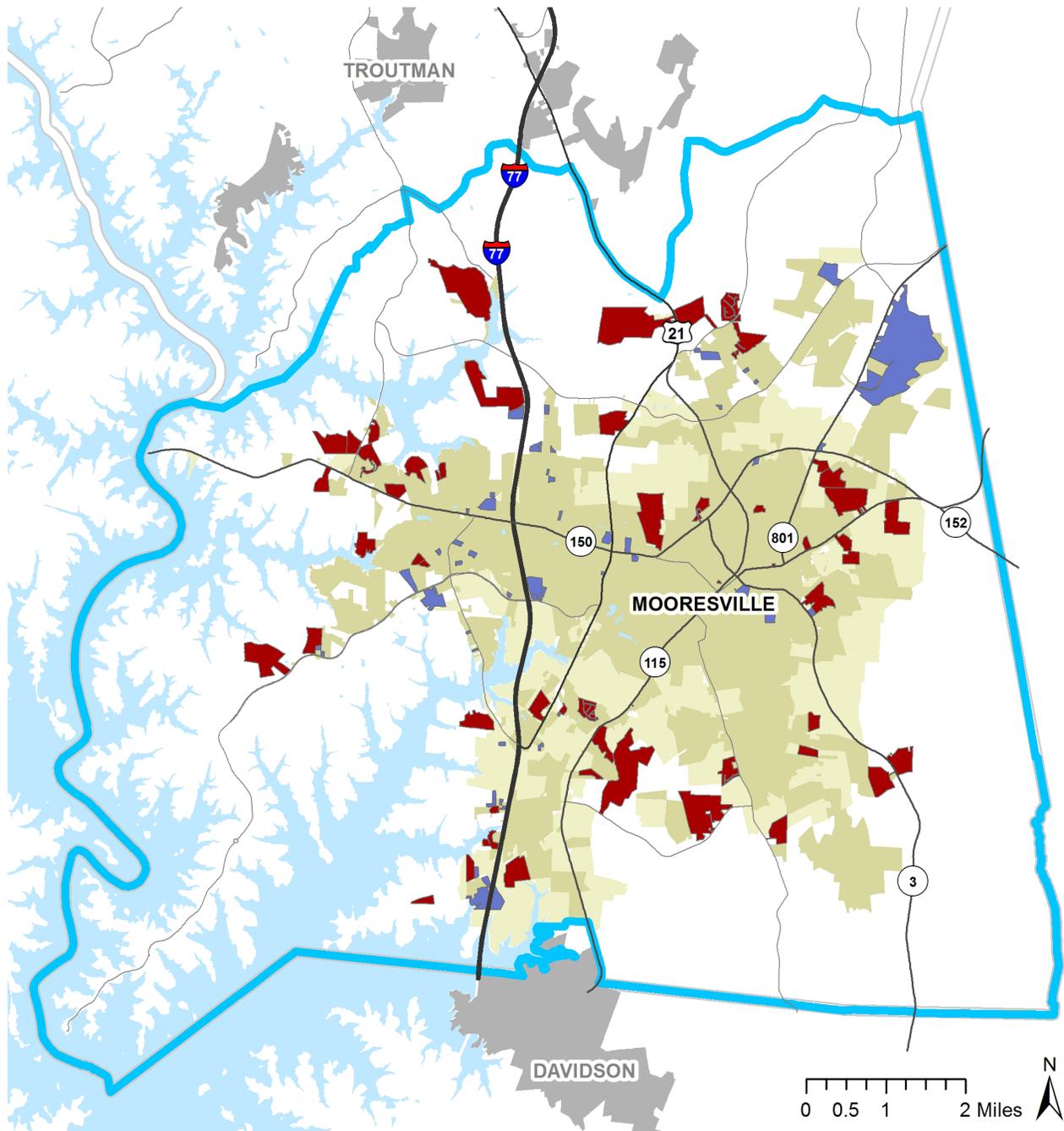
Pending Nonresidential Development

Type	Number of Acres
Mixed Commercial/Retail	282
Industrial	472
Institutional	60
Office	26
Total	840



Approved commercial development site for Costco located at the intersection of I-77 and Brawley School Road

ONEMOORESVILLE Pending Development Map



LEGEND

- Planning Area
- Iredell County
- Interstate
- US & NC Route
- Main Road
- Mooresville Town
- Mooresville ETJ
- Other Municipalities
- Lake Norman
- Pending Residential Development*
- Pending Nonresidential Development*

*Current Through Spring 2018

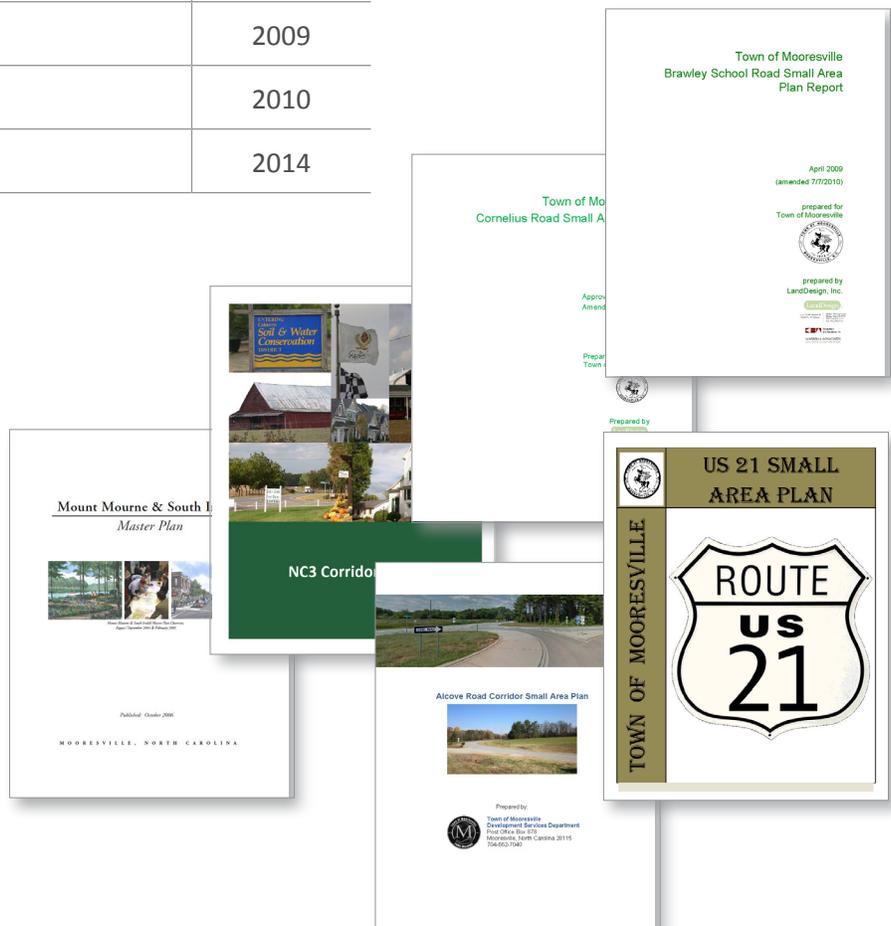
MODIFIED 07/30/2018

SMALL AREA PLANS

Below is a list of the adopted small area plans that affect development in and around Mooresville. Each specific policy and action strategy included in these policy documents will be evaluated and relevant policies will be updated and incorporated into the OneMooresville 2040 Comprehensive Plan.

Town Adopted Small Area Plans

Plan Name	Year
Cascade Neighborhood Small Area Plan	2003
Mount Mourne and South Iredell Master Plan	2006
Brawley School Road Small Area Plan	2009
Cornelius Road Small Area Plan	2009
Downtown Master Plan	2009
NC 3 Corridor Study	2009
Highway 21 Corridor Study	2010
Alcove Road Small Area Plan	2014



Real Estate Market Trends

RESIDENTIAL

Primarily anchored by single-family neighborhoods, residential properties represent 50% of all land use in the Mooresville planning area. The housing market in Mooresville, Iredell County, and the Charlotte MSA were all impacted by the 2008 Great Recession. While residential permits have increased since this time, they have not yet eclipsed pre-Recession levels in the region.



For-Sale Residential

Mooresville’s for-sale residential market transactions are dominated by single-family detached units. In fact, in the last year detached units made up almost 95% of all residential closings. Transactions for attached for-sale product, including townhouses and condominiums, have been extremely limited. Historically, demand for attached product has been below average, resulting in development of fewer units; however, Mooresville is ripe for change, but it will take time for supply to reflect this.

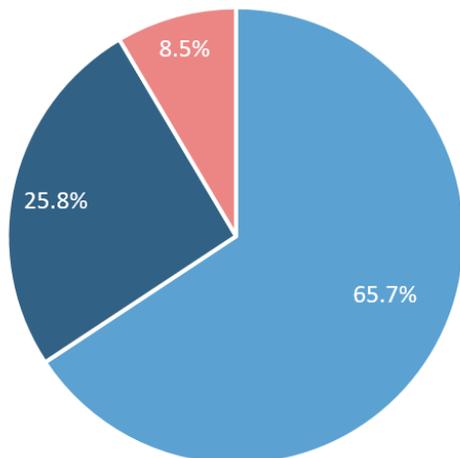
Comparatively, closing price points in Mooresville are higher than the surrounding Charlotte MSA, partially influenced by high-price residences near Lake Norman. The median closing price in Mooresville was \$332,250 for units sold in the first six months of 2018, compared to \$252,500 for the Charlotte MSA. However, nearly two-thirds of all for-sale units sold since the beginning of the year had a closing price less than \$300,000.

Market Disruptor:

Across the nation, members of the Millennial generation are waiting until later in life to start a family than previous generations, which commonly delays home ownership. When they do look to buy a home, Millennials are often willing to trade space for a premier location.

Share of Total Residential Home Sales by Median Closing Price

■ < \$300,000 ■ \$300,000 - \$599,999 ■ \$600,000 +





Market Disruptor:

A common misconception is that Millennials are solely responsible for the shift towards rental housing. In fact, households of all but the oldest age group have experienced increased demand for rental units.

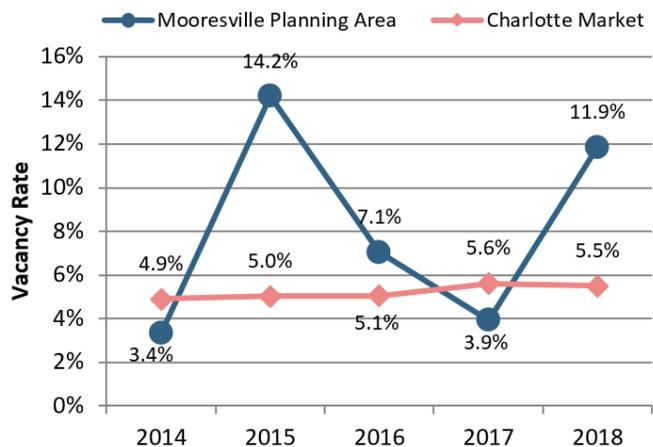
Rental Residential

The Charlotte region has experienced an explosive increase in rental multifamily units, consistent with national trends resulting from demographic shifts and the Great Recession. The Mooresville planning area increased inventory in professionally-managed rental multifamily communities by 75% since 2010, adding over 1,700 new units.

Market-rate rents for apartments in the planning area have increased by 21.4% over the last five years, currently averaging \$1,037 per month. Rents in the larger Charlotte market have followed a similar trend, impacted by an influx in new, luxury product.

Following the completion of more than 400 new units in the last year, the Planning Area has an apartment vacancy rate of approximately 12.0%. While developers and investors typically use 7.0% as a rule of thumb to represent a healthy market, the planning area's small base of units makes it particularly reactive to delivery of new units. It is likely that the vacancy rate will recover to a more stabilized measure within the next six months.

Comparison of Apartment Vacancy Rate Trends, 2014-2018



RETAIL

Future opportunities for new retail space in the Mooresville Planning Area will be impacted by the development of residential units. Retailers will follow new residential developments, seeking locations that offer accessibility and visibility to an expanding customer base.

Market performance for retail space is not consistent across all types of retail. Retailers located in mixed- or multi-use developments have consistently demonstrated the strongest occupancy and rent indicators. Other retail sectors demonstrating strong performance include grocery-anchored shopping centers and lifestyle center developments (i.e., shopping centers that include leisure and entertainment amenities).

Iredell County's 10.2 million square feet of multi-tenant retail space makes up 8.1% of the regional total. Vacancy rates across the region are the lowest they have been in the last ten years, and rents have demonstrated a steady increase. Iredell County's retail space has a current vacancy rate of 4.9%, and an average lease rate of \$14.32 per square foot, measures that place the area firmly in the middle of the pack in terms of regional performance.



Market Disruptor:

Online retailers are rapidly shaping the way people shop. However, while technology will impact overall retail demand in the future, people are still relying on brick and mortar stores for the majority of their purchases, especially stores that offer a superior shopping experience.



Despite low vacancy rates and rising rents, retailers remain cautious of the outlook, particularly major chains. New household growth in Iredell County will spur new retail development, but modest leasing paces are likely to hold development totals well below measures prior to the Recession. Less than 15,000 square feet of multi-tenant retail space was under construction in Iredell County in first-quarter 2018.



Market Disruptor:

Office space per employee has been on a long-term decline, as firms seek to maximize efficiency, support collaborative space sharing, and offer telecommuting options to enhance flexibility for workers.

OFFICE

Historically, most of the office space in Iredell County focused on government employees and the provision of personal services for residents. When Lowe's relocated to Mooresville in 2005, additional support companies followed to maintain proximity. However, as e-commerce has impacted the expansion of Lowe's retail locations, the corporate headquarters has not grown as quickly as projected. The office market in Iredell County is comparatively the weakest of any real estate sector, with limited new construction and modest space absorption.

The Charlotte region hosts over 106 million square feet of multi-tenant office space as of first-quarter 2018. Office space is heavily concentrated in Charlotte, representing the primary job center for the region. Iredell County's 4.3 million square feet of space accounts for 4.1% of the regional total.

Office vacancy in Iredell County is estimated at 5.3%, lower than the regional average of 8.3%. More than one-half of the region's 1.7 million square feet of new office space is under construction in Uptown Charlotte, indicating strong demand for space in a live-work-play environment. Increasingly, attractive office space is gravitating to compact, walkable places near housing and public transit.

Office space in Iredell County is largely represented by single-use, suburban-style developments. Average lease rates are estimated at \$18.26 per square foot, lower than the regional average of \$24.46.

Given the national shift towards office space that offers pedestrian accessibility to dining and services, particularly as a tool to attract top talent, well-located office space in Mooresville will likely be in demand. This would be particularly attractive in or near downtown Mooresville, as well as mixed- or multi-use developments, such as Langtree on the Lake.

INDUSTRIAL

Most people equate industrial land uses with heavy manufacturing facilities. However, most of the industrial market activity in the Charlotte region focuses on warehousing and flexible work spaces.

WAREHOUSING AND DISTRIBUTION

Retailers and other warehouse occupiers are growing distribution center footprints nationally, seeking locations near urban centers that have high concentrations of people and serve “last mile” delivery for eCommerce. Amazon’s recent announcement of a new distribution center by the Charlotte Douglas International Airport demonstrates the strong demand locally for warehouse space. The new facility will add 1,500 jobs to the regional economy.

The 26.4 million square feet of warehouse space in Iredell County accounts for nearly all the total industrial inventory. The average warehouse vacancy rate is 4.8%, and lease rates are \$3.82 per square foot.

FLEXIBLE INDUSTRIAL SPACE

Flexible, or flex, industrial space targets a variety of users, offering office and warehouse or manufacturing in the same building. Flex and warehouse space is highly competitive in Iredell, especially driven by the concentration of NASCAR race shops.

Iredell County has nearly 2.5 million square feet of leasable flex space. It was one of the few submarkets in the Charlotte region that experienced positive net absorption, indicating that demand for space is outpacing supply. The average vacancy rate of 2.9% is notably lower than the region-wide measure of 5.4%. Average lease rates are strong at \$10.41 per square foot, comparable with \$10.63 for the region.

INDUSTRIAL MOMENTUM

The historic image of ‘dirty’ factories is evolving towards facilities that rely heavily on research and technology. Creating nearly 700 new jobs, two recent announcements in the Planning Area indicate that Mooresville is following suit. Corvid Technologies, a defense contractor, is adding 367 new jobs with a relocation of their corporate headquarters to their existing Mooresville office. Additionally, Tristone Flowtech, an automotive manufacturer, will bring 302 jobs.



Market Disruptor:

In a race to ‘last-mile’ distribution and same-day deliveries, companies are seeking locations with proximity to population concentrations that also have access to skilled labor.

Infrastructure and Facilities

The Town of Mooresville aims to promote a high quality of life for residents and visitors through the provision of a wide range of community facilities and services. As the Town continues to develop, it will be important to understand how these community services will be able support new growth.

UTILITIES

Mooresville's Public Utilities Department provides drinking water and wastewater services for nearly 15,000 homes and businesses. The Town maintains and operates two water treatment plants, one wastewater treatment plant and more than 600 miles of water and sewer lines. A private utility, Utilities, Inc., serves homes in the peninsula in unincorporated Iredell County.

Water Shortage Response Plan

The Town recently revised its Water Shortage Response Plan (WSRP). The purpose of this plan is to outline the necessary procedures to be followed in the event of a water shortage. There are specific mandatory and voluntary water conservation measures to be taken when specific stages of water shortage arise. Moreover, the Town is prepared for shortages resulting from both short-term problems (e.g., treatment and distribution) in addition to long term issues (e.g., drought).

Current Projects

Two upcoming capital improvements projects in Mooresville, both in the early stages of construction, will help facilitate future growth in southern Iredell County.

- **Rocky River Outfall:** A gravity sewer project that will extend from NC 3 at Mooresville Intermediate School to Linwood Farms.
- **Mount Mourne Outfall:** A gravity sewer project that will extend between Presbyterian Road to NC 115/Faith Road.



Interbasin Transfers

Mooresville's location among several sub river basins has some unique implications for the transfer of water throughout the community. When surface water is removed from one river basin and transferred into another it is called an interbasin transfer. There are regulatory implications for this type of activity due to the potential land use and environmental impacts.

In 1993, the North Carolina General Assembly enacted a law to regulate interbasin transfers. Under this law, large surface water transfers of 2 million gallons per day (MGD) or more between river basins requires a certificate from the Environmental Management Commission (EMC). Mooresville does not have one of these certificates because the Town's facilities existed prior to when the law enacted in 1993. The specific "grandfathered" transfer for Mooresville is 9.54 MGD maximum per day from the Catawba to the Rocky River/South Yadkin River basin. However, the Town would need EMC certification in order to increase the amount of this transfer by 25% or more. This is important to consider as Mooresville continues to grow.

PUBLIC SERVICES AND SAFETY

Police

The Mooresville Police Department is committed to providing the citizens of Mooresville with the highest level of police service by meeting nationally set standards of police excellence through model policies, procedures and practices. The department is nationally accredited through the Commission on Accreditation for Law Enforcement Agencies (CALEA). The department follows a community policing philosophy known as Mooresville Police And Community Together (MPACT).

The East District patrol division encompasses 15.2 square miles within Mooresville's Town Limits. This area includes Mooresville's Downtown central business area and the entirety of the Mooresville Historic District. The West District includes the areas of the Town west of US 21 south and to NC 115. This includes a combination of residential, commercial, retail, institutional, and light industrial uses.

Fire

The Mooresville Fire-Rescue (MFR) Department was established in 1910 and has a long history of providing quality fire services to the community. The department is the only one in the state for a community with a population less than 100,000 to achieve an Insurance Services Office (ISO) rating of 1. There are 5 fire stations located within Mooresville:

Station #1 - 457 North Main Street

Station #2 - 186 Knob Hill Road

Station #3 - 1023 Shearers Road

Station #4 - 2014 Charlotte Highway

Station #5 - 125 Balmy Lane



PARKS AND RECREATION

Parks and recreational opportunities have an important role in the public health and quality of life across the community. Mooresville has a total of 15 parks facilities in addition to four community recreational centers and a community swimming pool. The department has been accredited by CAPRA (Commission for Accreditation of Parks and Recreation Agencies).

The Mooresville 2016 Culture, Parks and Recreation Master Plan outlines the Town's objective to expand upon culture, parks, recreation and education opportunities by way of strategic growth in priority area. The plan includes a combination of on-going, short term and long term recommendations for the Cultural and Recreation Department to implement.

Current Projects

There are two current recreation projects in Mooresville: the Selma Burke Recreation Center Revitalization Project and the Mazepa Park Mountain Bike/Walking Trail Project. Each of these projects is intended to help increase the quantity and quality of recreational opportunities in Town.

Parks and Recreation Master Plan Goals

Incorporate National Recreation and Parks Association's three pillars – Health and Wellness, Conservation, and Social Equity

Drive economic development

Provide a variety of leisure and learning experiences

Develop and maintain productive partnerships

Create/promote a destination for people to live, work and play

Future Considerations for the Built Environment

MANAGING FUTURE GROWTH

Nearly 2/5 of Mooresville planning area is undeveloped and may have the potential to be developed in the future. Where and how the Town decides to grow will largely be determined by the provision of public infrastructure, access to regional connector roads, and proximity to community assets.

Mooresville’s “next frontier” is clearly southern Iredell County. New utility infrastructure will open up opportunities for development in this area that will need to be managed to not only limit traffic congestion and ensure adequate provision of schools and public services, but also to consider the impacts of this growth on the overall community. New market trends that reinforce the importance of walkability, shortening distances between neighborhoods and destinations, and the inclusion of community amenities such as parks and greenways. Also important is the consideration of how new development on the edges of the community may impact the demand for redevelopment within the existing Town, and how policies can be put in place to incentivize redevelopment and development on infill sites in Town.

CREATE POTENTIAL FOR MIXED-USE PATTERNS

Mixed-use development has been on the rise since the mid-2000s, driven in part by a desire to live, work, and play in a walkable environment and reduce commuting times. Not only do most indicators suggest that demand for mixed-use, both suburban multi-use developments and vertically integrated urban product, will continue, but also existing projects are supporting price point premiums and higher than average occupancy rates. This has driven a surge in domestic and international investment in this development pattern.

While many Millennials seek to live in an urban environment, the realities of cost could deter some from achieving that dream, especially considering the impact of student loans. Offering mixed-use opportunities in a suburban setting can provide a more price sensitive option for households that want to spend less of their incomes on housing, but still live in a mixed-use neighborhood.

LEVERAGING SITES WITH SUPERIOR ACCESS AND VISIBILITY

Growth and development pressures will continue to be strong in areas that offer easy access to job centers in the region and clear visibility from high traffic corridors. Sites offering these attributes, particularly along the I-77 corridor, will be attractive for nearly every land use category. Reflecting major infrastructure investments completed in the last decade, sites near the Brawley School Road and Langtree interchanges on I-77 present clear opportunities to attract new growth and development in a variety of land use patterns.

The attractiveness of prime sites was recently demonstrated with the announcement of Corvid Technology bringing its corporate headquarters within proximity to the Langtree interchange. Future evolution of Mooresville’s employment base, particularly toward more advanced manufacturing and technology users, will require an offering of well-located sites with access to transportation and utility infrastructure.

SUPPORTING LIVABILITY AND AFFORDABILITY

Projections suggest that over the next 20+ years, housing will be needed to accommodate 24,000 new residents in the Mooresville planning area. Older patterns of development have generated transportation challenges and limited means for residents to access destinations. Future residential developments in Mooresville can be designed to better address these challenges and include a diversity of housing choices to a variety of households, increasing affordable housing opportunities in Mooresville.

NATURAL ASSETS

Lake Norman

Lake Norman is the source of Mooresville's drinking water and one of the most important natural amenities in the Charlotte region. Created in 1963 by Duke Energy, it is the largest man-made lake by volume in the Carolinas. Lake Norman is 34 miles long with 520 miles of shoreline extending over Iredell, Catawba, Mecklenburg, and Lincoln Counties. Lakefront property in Mooresville consists primarily as residential neighborhoods and there are few entry points for public access to the lake. To address the issue of lack of public access, there is community interest in establishing parks and recreational trails that would create lake access points. Due to the high density of residential lakefront property, erosion issues are prevalent.

Watersheds

Mooresville is located within both the Catawba River Basin and the Yadkin-PeeDee River Basin. These two major river basins are further divided into watersheds and smaller hydrologic drainage units, which are shown in the map page 43. In addition, there are four watershed areas with regulatory surface water classifications. These areas are shown in the map page 44.

Floodplains and Wetlands

The Environmental Composite Map on page 42 illustrates the extent of the FEMA 100-year floodplain within the Mooresville planning area. A floodplain is any land area susceptible to being inundated by floodwaters from any source. The 100-year floodplain specifically includes areas that are predicted to have a 1% annual chance of flooding. These areas are subject to certain federal regulations. The map also shows where wetlands are located within the planning area.

Wildlife and Conservation

The North Carolina Natural Heritage Program (NCNHP) defines "elements of natural diversity" assemblages of rare or exemplary plants, animals, natural communities. There are two areas in Mooresville that have occurrences of these elements, which are shown in orange on the Environmental Composite Map (page 42).

The NCNHP also identifies properties and easements that are managed primarily for conservation purposes or have a specific conservation interest. Conservation interest ranges from areas that support rare species and high-quality natural communities to open spaces in places where open space is scarce. These areas are shown in dark green on the Environmental Composite Map.

Environmental Quality

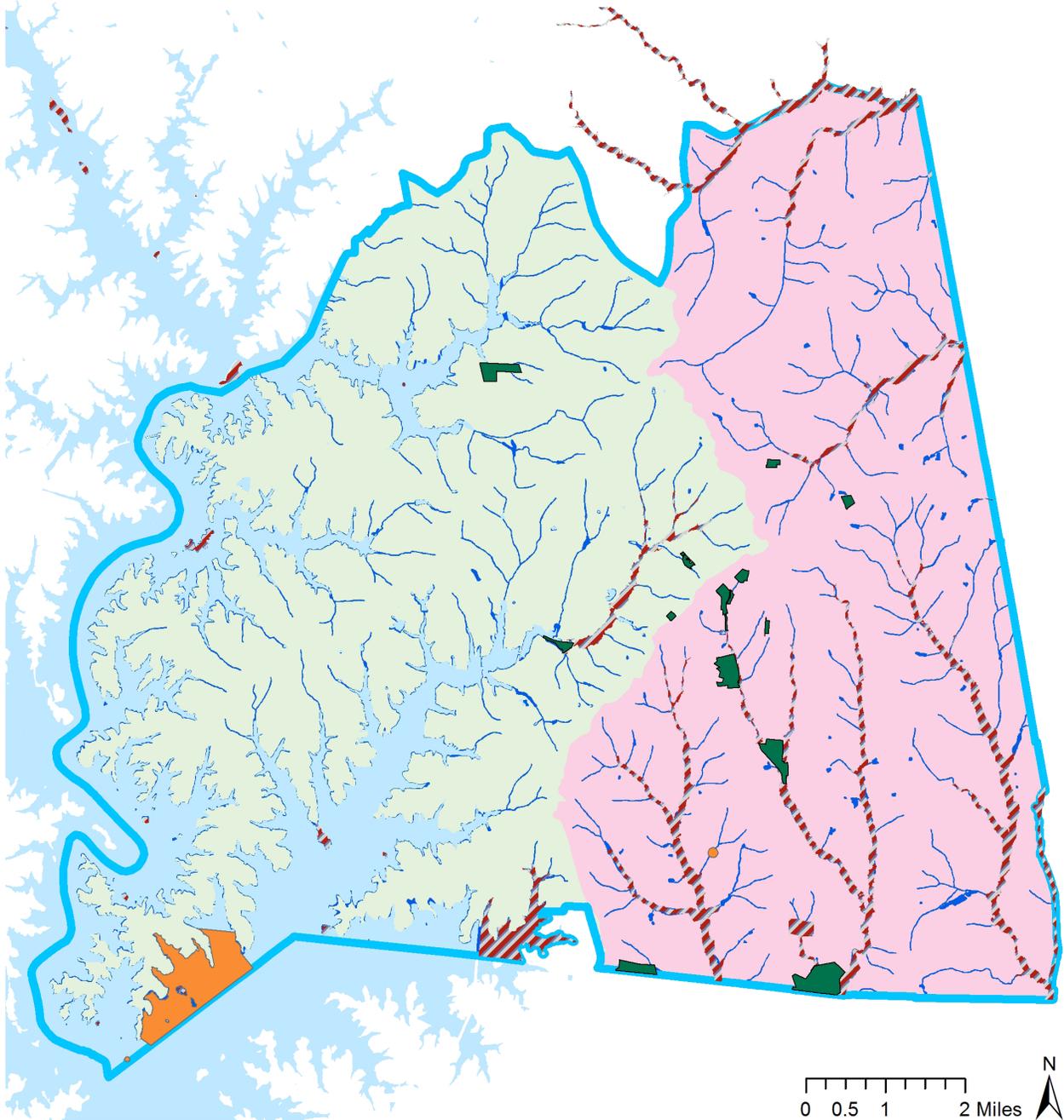
WATER QUALITY

Mooresville's drinking water is treated surface water sourced from Lake Norman. The 2017 Annual Drinking Water Quality Report identified that the drinking water in Lake Norman is not impaired or in violation but has a high susceptibility rating to Potential Contaminant Sources (PCS). This rating was determined by evaluating and combining source water's contaminant rating and inherent vulnerability rating. A high susceptibility rating does not imply poor water quality, but identifies vulnerability to contamination by PCS's. The report identified corrosion of household plumbing systems, erosion of natural deposits, leaching from wood preservatives, and discharge from fertilizer and aluminum factories as possible sources of contamination.

AIR QUALITY

Under the EPA 8-Hour Ozone (2008 Standard) classifications, the Charlotte MSA is currently designated as a "maintenance" area. The Charlotte MSA was a designated non-attainment area from 2012-2014 but was re-designated to maintenance in August 2015 after meeting the standards and redesignation requirements laid out in the Clean Air Act.

ONEMOORESVILLE Environmental Composite Map

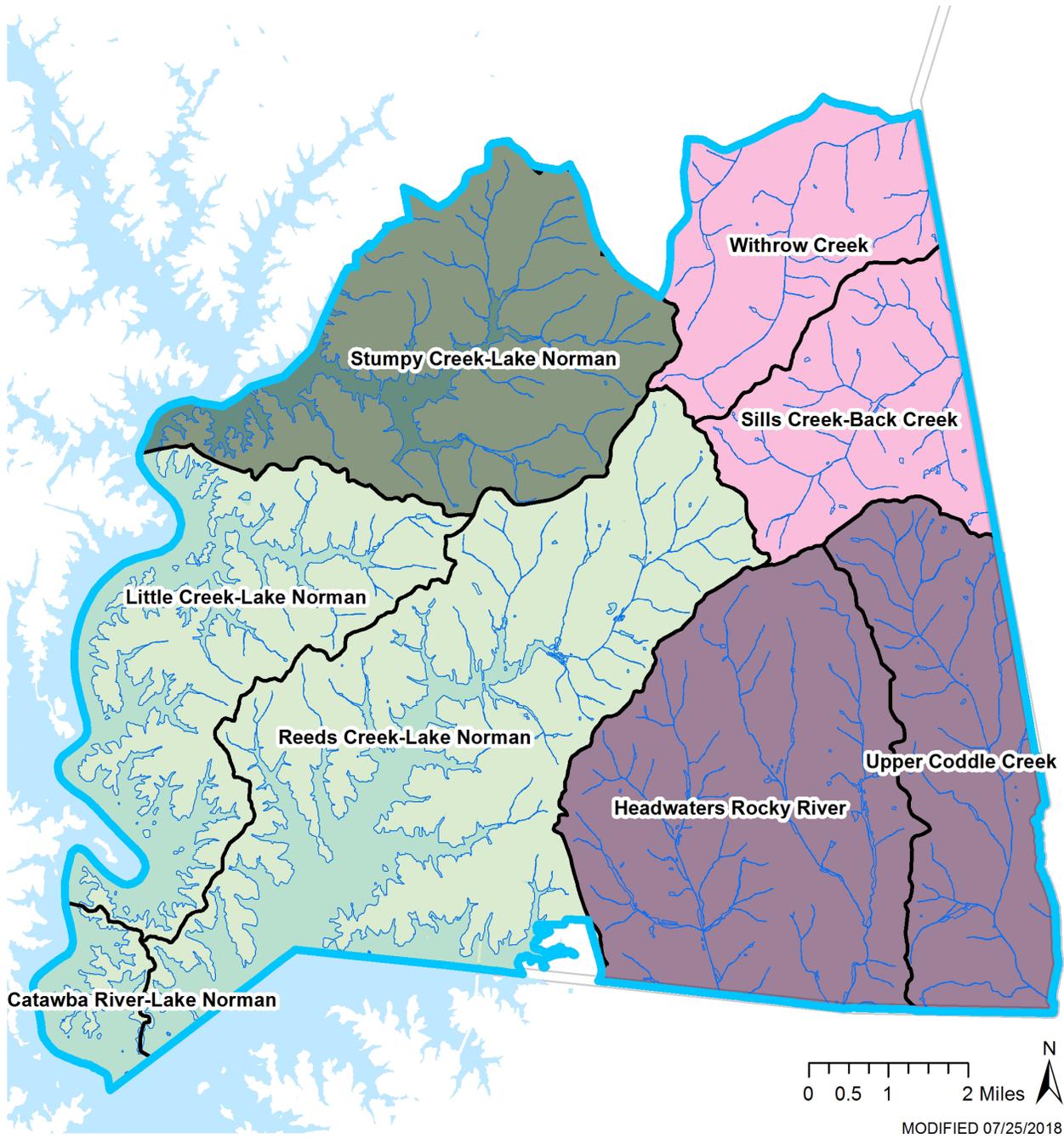


MODIFIED 07/30/2018

LEGEND

- | | |
|---|--|
|  Catawba River Basin |  Lake Norman |
|  Yadkin-PeeDee River Basin |  Wetlands |
|  Managed Conservation Areas |  FEMA Flood Zones |
|  Natural Heritage Element Occurrence |  Planning Area |

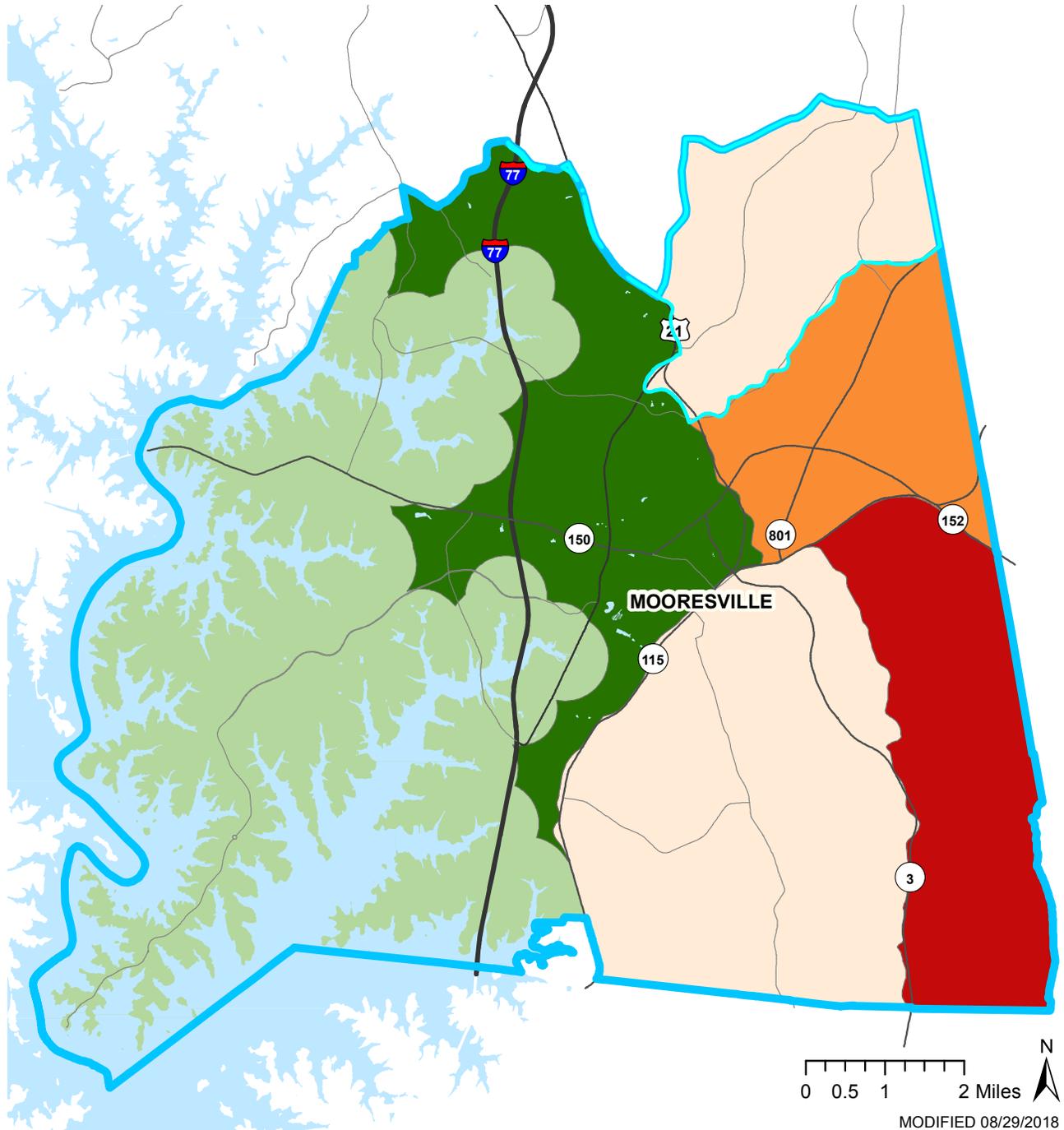
ONEMOORESVILLE River Basins and Watersheds



LEGEND

- | | | | |
|----------------------------------|-----------------------------|-------------------------|----------------|
| Catawba River Basin | | Subwatershed Boundaries | Planning Area |
| | Lower Lake Norman Watershed | | |
| | Upper Lake Norman Watershed | Wetlands | Iredell County |
| Yadkin-PeeDee River Basin | | Lake Norman | |
| | Second Creek Watershed | | |
| | Upper Rocky River Watershed | | |

ONEMOORESVILLE Regulatory Watershed Map



LEGEND

-  Planning Area
-  Lake Norman
-  Interstate
-  US & NC Route
-  Main Road

Watersheds

Yadkin-PeeDee River Basin

-  WS-II-Balance of Watershed, Back Creek
-  WS-II-Balance of Watershed, Coddle Creek
-  No Watershed Regulations

Catawba River Basin

-  WS-IV-Critical Area, Catawba/Lake Norman
-  WS-IV-Protected Area, Catawba/Lake Norman

Future Considerations for Natural Assets

In the era of climate change and severe weather events, sustainable development and community resiliency are important long range considerations. Resiliency is defined as the ability to adapt to unpredictable conditions while maintaining a high quality of life for residents. Sustainability refers to the balance of environmental, social equity, and fiscally responsible community factors when developing policies to guide growth and development.

The new comprehensive plan can include resiliency and sustainability principles to guide future growth and development that will conserve and protect the community's natural assets. Watershed protection measures will be critical to consider as the community expands its development footprint in the future. Ensuring that flood risk is reduced, that water quality is maintained, and that critical environmental habitats are protected from encroachment will be key considerations in this process.

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MOBILITY

Introduction

Mobility describes the means that people access activities, whether that is commuting to work or school, going to the grocery store or hospital for appointments, or seeing friends or family. Depending on the trip purpose, people require enough flexibility in the transportation network to meet their ever-shifting travel needs.

The mobility characteristics memorialized in this section presents a collection of inputs that stem from sources such as the U.S. Census Bureau American Community Survey (2012-2016 5-Year Estimates), the regional travel demand model, the North Carolina Department of Transportation (NCDOT), and the Town of Mooresville. This mix of inputs is critical, as it often begins to balance regional needs for traveling with more localized needs.

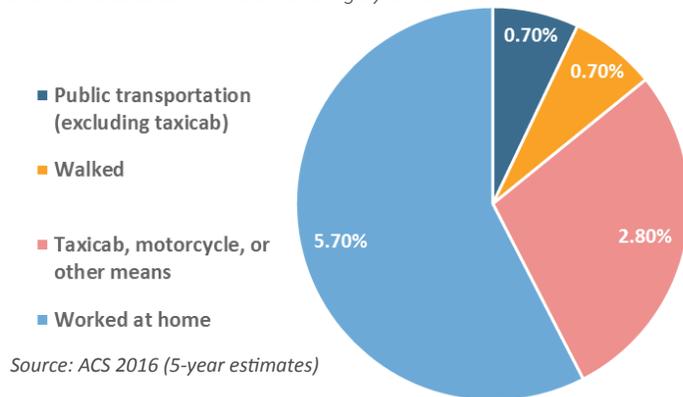
Commuting

MODE SHARE

The primary transportation mode for Mooresville workers over the age of 16 is driving or carpooling in a car, truck, or van (90.1%). The figure to the right highlights the almost 10% of those who take an alternative mode to driving or carpooling. Approximately 2.8% take a taxicab, motorcycle or other means and another 5.7% work from home. The remaining breakdown of Mooresville residents either walk or take transit.

Non-Vehicular Commuting Mode Split

90.1% of commuters travel by personal vehicle or carpool. The following shares indicate commuters traveling by other means.

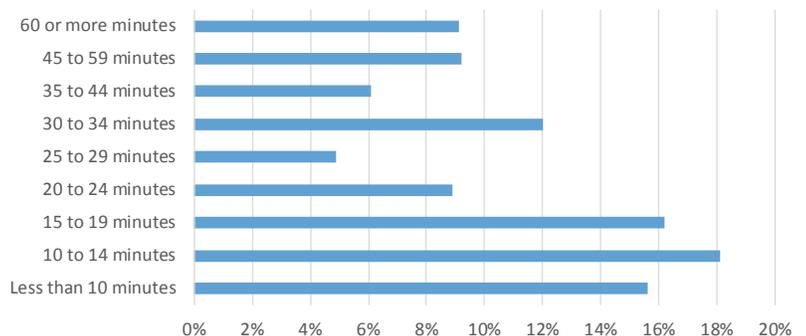


Source: ACS 2016 (5-year estimates)

TRAVEL TIMES

On a typical work day, over 60% of Mooresville workers have a one-way commute time of less than 30 minutes. Of this percentage, one-half have a commute time of under 15 minutes. The rest of the 40% of Mooresville workers has a commute time of over 30 minutes with just under 10% of the total traveling over 60 minutes per one-way trip for work. The average travel time to work for Mooresville workers or employees is 25.9 minutes.

Commuting Travel Times

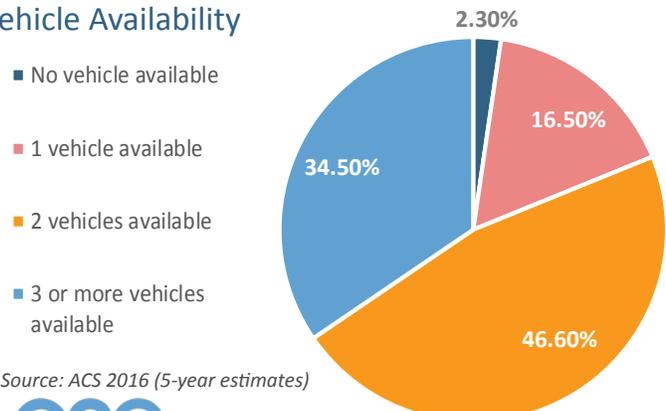


Source: ACS 2016 (5-year estimates)

VEHICLE AVAILABILITY

For workers 16 years or older in households, 97.6% of workers have more than one vehicle available. More than 80% of the workers have two or more vehicles available. Mooresville has a relatively low number of households with no-vehicle available, 2.3%.

Vehicle Availability

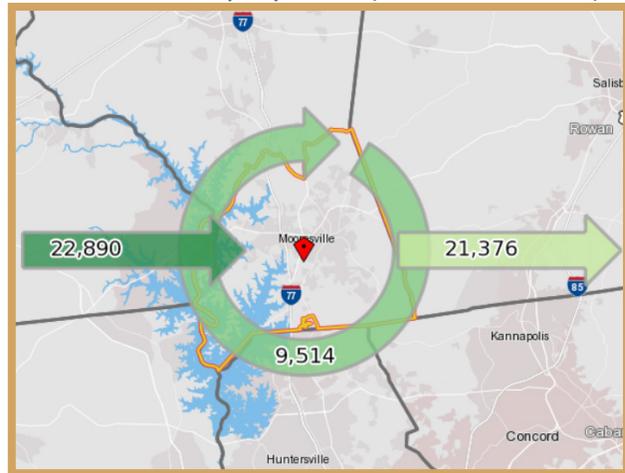


Source: ACS 2016 (5-year estimates)

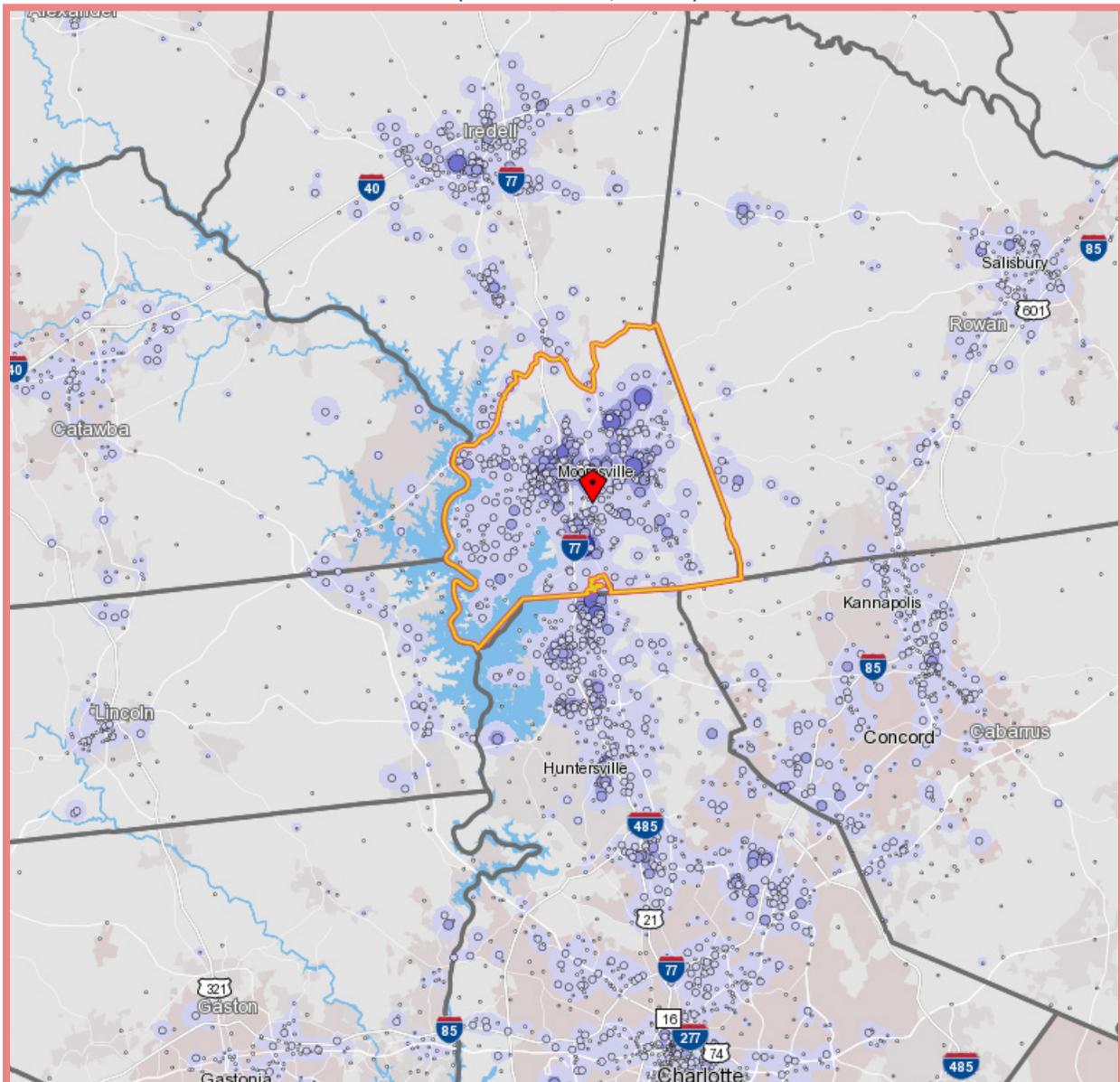
COMMUTE PATTERNS

Of the approximately 32,000 employed in Mooresville, 70.6% live outside of Mooresville but travel in for work. The rest of the almost 30% both work and live in the Town. The percentage breakdown is similar for residents of Mooresville, where 69.2% of the population work outside of the Town. Mooresville residents travel across the Charlotte metropolitan area for work including Charlotte, Huntersville, Salisbury, Statesville, Hickory, and Gastonia.

Mooresville Employment (Inflow/Outflow)



Where Mooresville Residents Work (U.S. Census, LEHD)



Source: 2010 Census, LEHD

Roadway

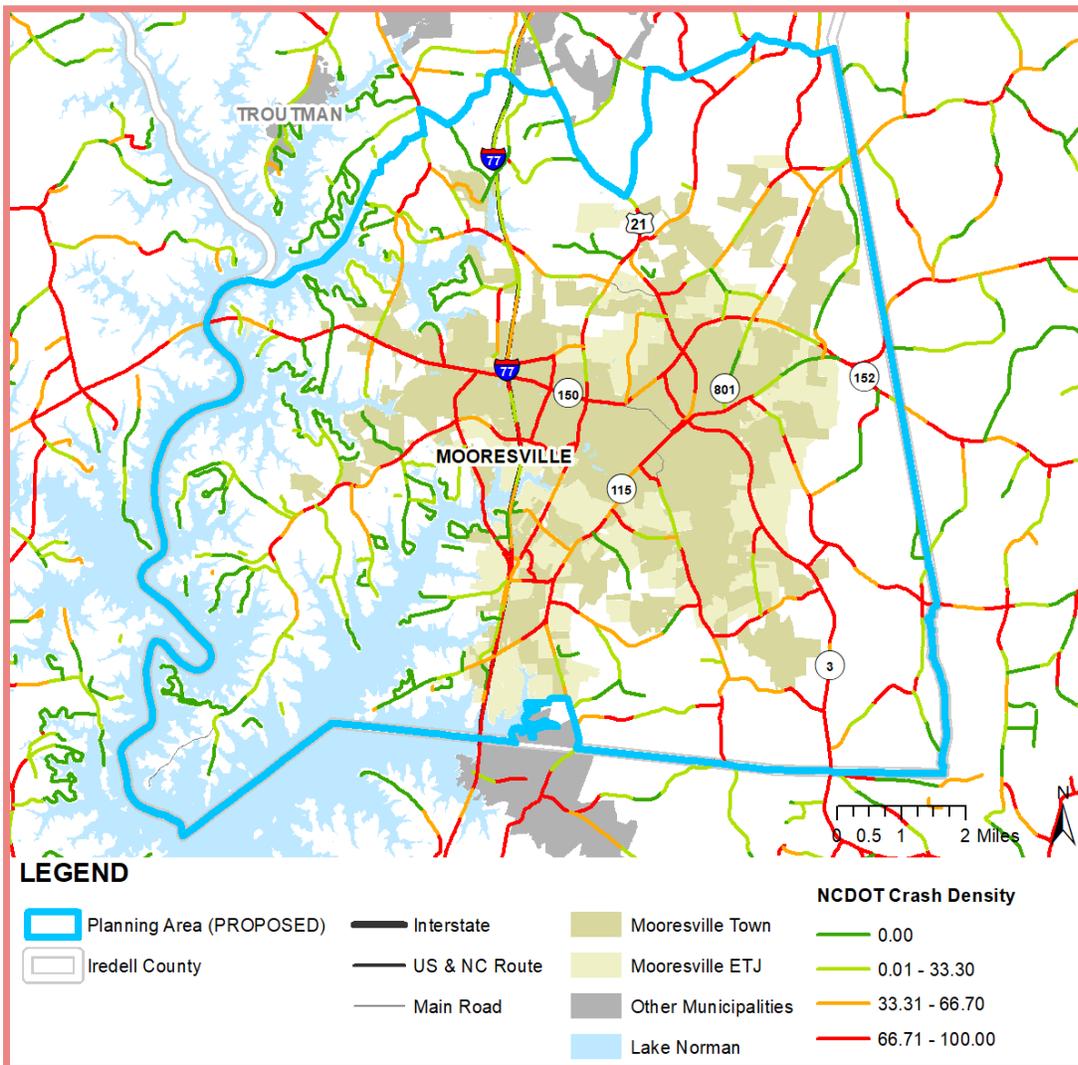
SAFETY: HIGH CRASH DENSITY CORRIDORS

The North Carolina Department of Transportation, Transportation Mobility and Safety Division, captured crash data from 2012-2016 for the entire state. The data can be used to highlight crash densities at specific corridors and intersections that may require additional improvements to address safety issues.

NCDOT calculates safety scores for roadway segments based on three core attributes: crash density; severity; and the critical crash rate ratio. The critical crash rate ratio helps pinpoint locations where crash rates are higher than expected based on similar facility types. Ultimately the points for each attribute are normalized into scores of 0, 33.3, 66.7, and 100. The first is a ratio of crash density of the particular roadway segment to the average crash density on similar roadways. The second is an index that uses severity type to indicate locations with a higher than average injury rate. The third is a statistically derived number that identifies where crash rates are higher than expected.

High Crash Density Corridors

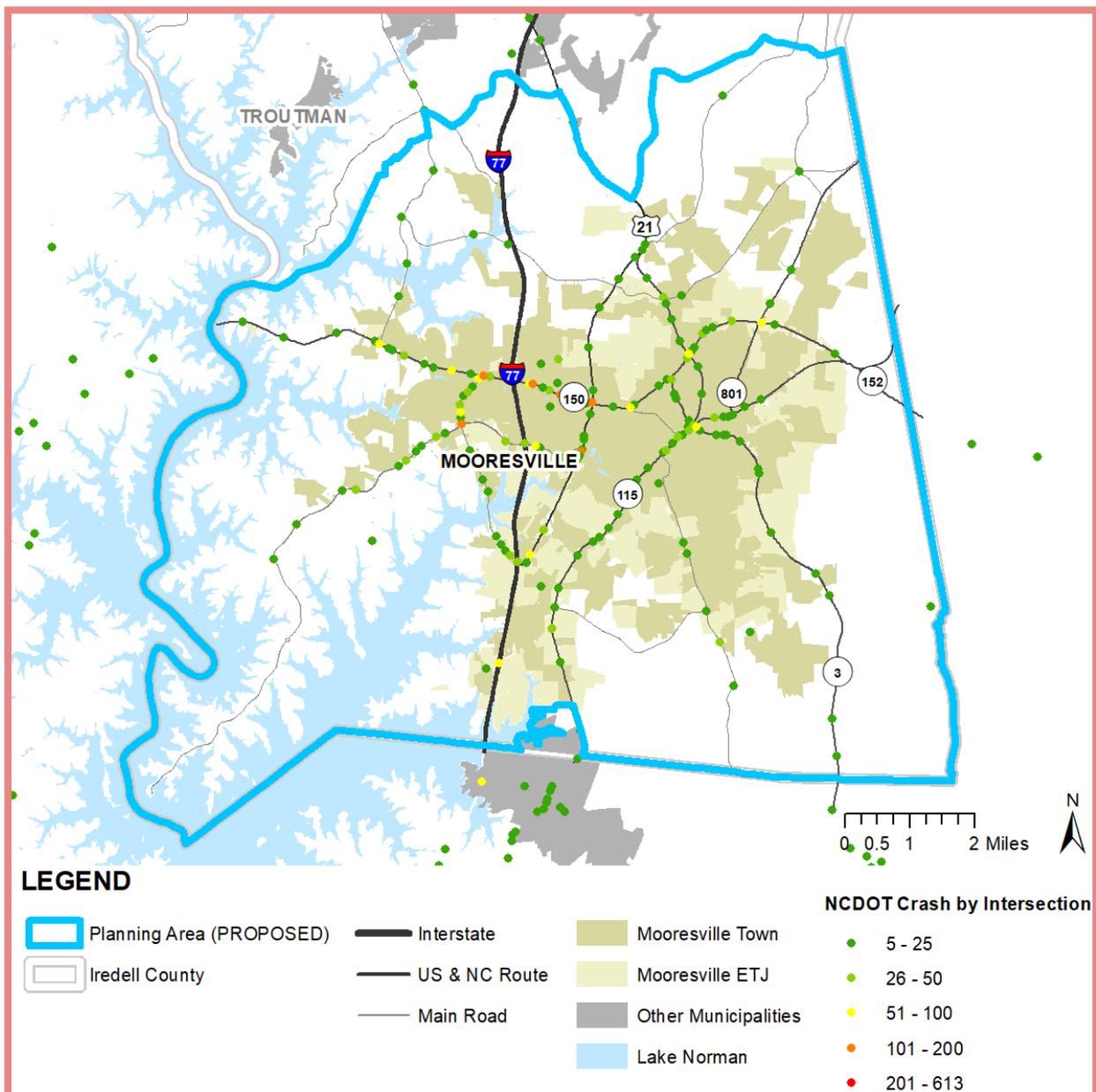
- NC 150
- NC 152
- NC 115
- Brawley School Road
- Oates Road
- Fairview Road
- Shinnville Road
- Johnson Dairy Road
- and additional roads
- NC 3
- NC 801
- US 21



SAFETY - HIGH FREQUENCY INTERSECTIONS

High frequency crash intersections in Mooresville include:

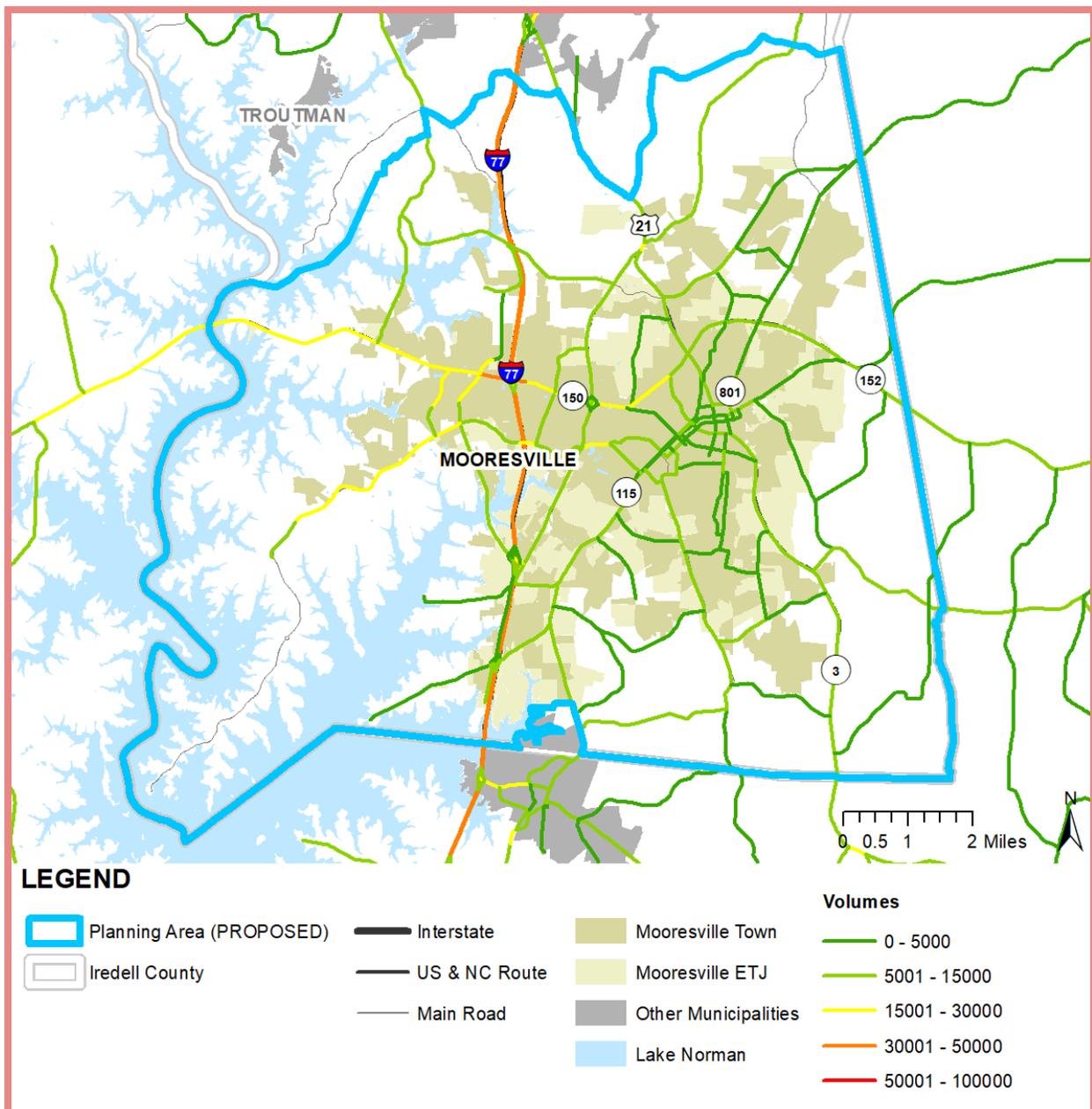
- West Plaza Drive/Williamson Road;
- West Plaza Drive/Norman Station Boulevard;
- West Plaza Drive/US 21;
- Charlotte Highway/Brawley School Road; and
- Brawley School Road/Williamson Road.



DAILY TRAFFIC VOLUME

Most roadways in and around Mooresville carry less than 15,000 vehicles per day, particularly in the greater downtown area. I-77, Brawley School Road, and NC 150 are a few exceptions that serve as more regional connectors that carry anywhere from 15,000 to 50,000 vehicles per day.

The map below represents the average amount of cars that drive on each roadway on a daily basis. Roads that carry less than 15,000 cars per day are generally considered not to be congested, while roads that carry 50,000 or more cars per day could have congestion issues. For a frame of reference, most major arterial roadways within the City of Charlotte generally see a daily traffic volume of between 20,000 and 55,000 cars, with road segments closer to major intersections seeing the higher end volume of that spectrum.



V/C Ratios

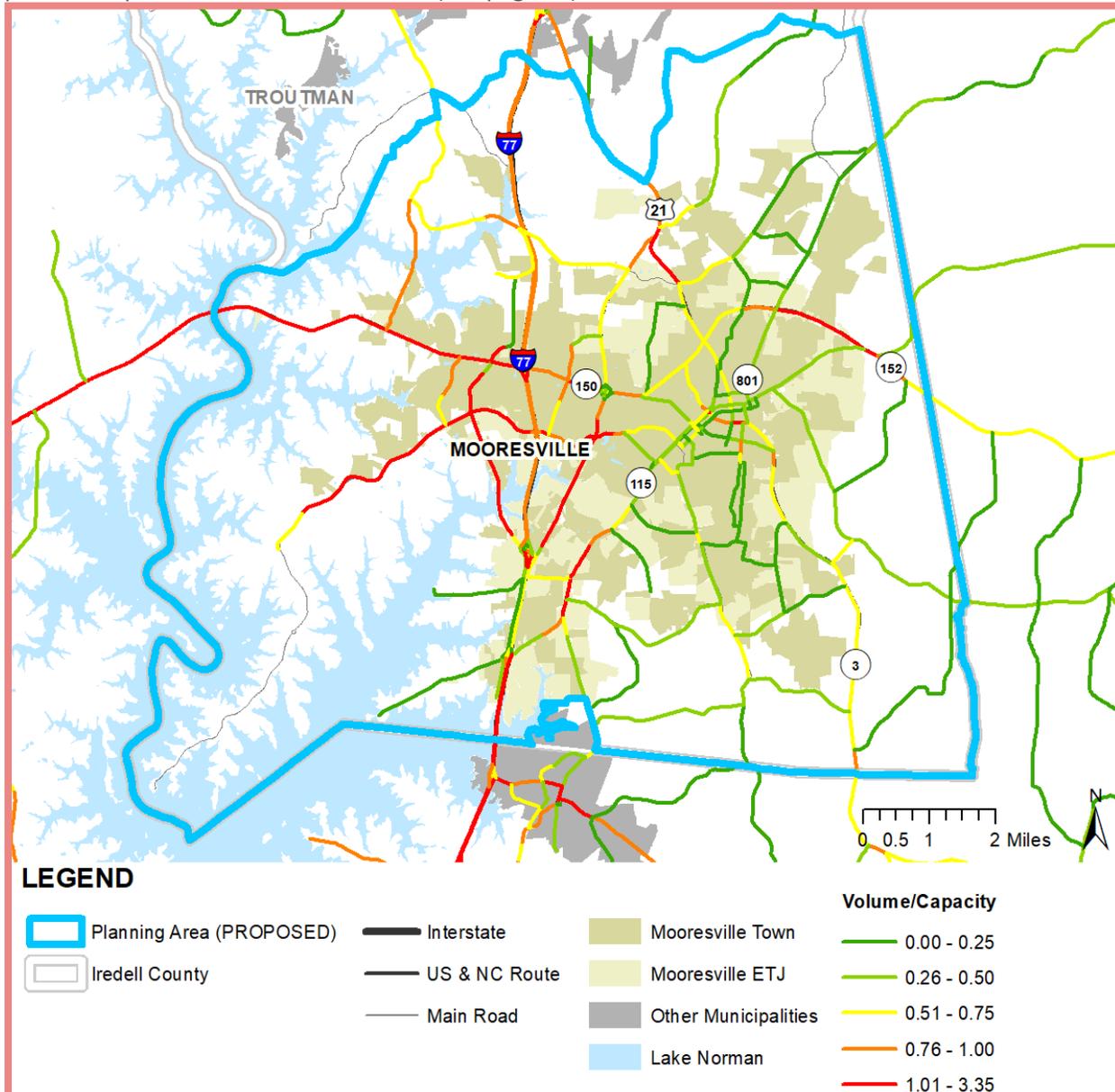
VOLUME-TO-CAPACITY RATIO

There are several roadway segments in Mooresville that have a V/C of over 1, such as:

- Williamson Road (Joann Lane to I-77)
- Brawley School Road from (McKendree Road to I-77)
- US 21 (I-77 to Wilson Avenue)
- NC 115 (US 21 to Connector Road)
- NC 150 (Catawba County Line to I-77) & (NC 801 to NC152)
- Mecklenburg Highway (Langtree Road to Waterlynn Road)

Each of these overcapacity roads will be addressed through planned improvements listed on the TIP (see page 57).

Volume-to-capacity (V/C) ratios indicate whether there is enough capacity to meet demand on a given roadway. As the V/C ratio reaches 1, traffic flow can become unstable and traffic congestion can occur. Once V/C is greater than 1, traffic becomes unstable and traffic congestion and excessive delays are expected.



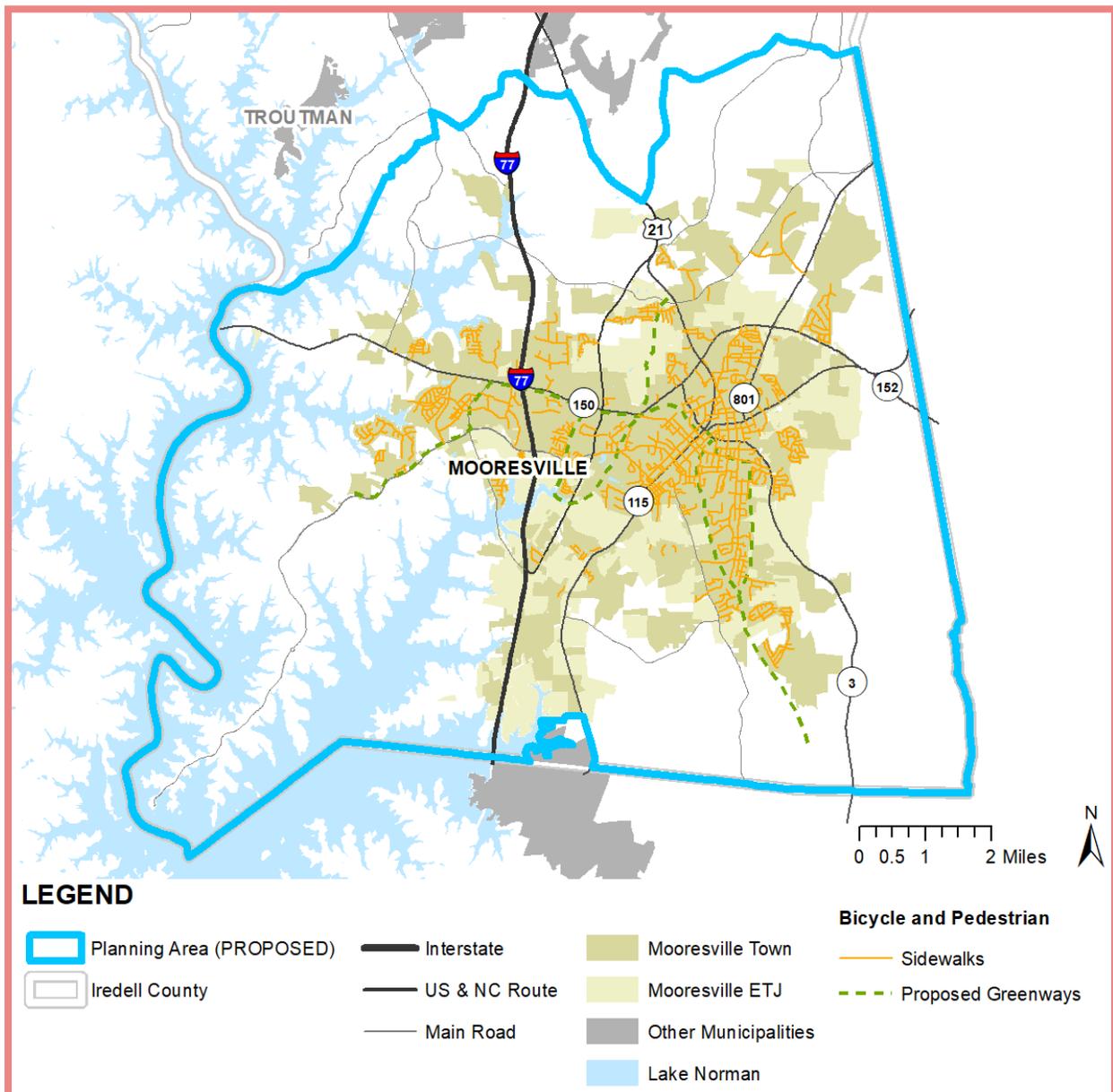
Bicycle and Pedestrian

WALK SCORE

According to Walkscore.com, Mooresville has an average walk score of 21 and a bike score of 22. The most walkable Mooresville neighborhoods are Morrison Plantation, Oak Tree, and Morrison Cove. As a point of reference, Greenville, South Carolina has a walk score of 41 and a bike score of 37. These walk scores represent average scores across the United States.

EXISTING SIDEWALK FACILITIES

Sidewalks are more prevalent in downtown Mooresville and the larger subdivisions within Town limits. There are plans in Mooresville for a connected greenway system that will largely follow major streams and creeks.



REGIONAL EFFORTS

Lake Norman Bike Route

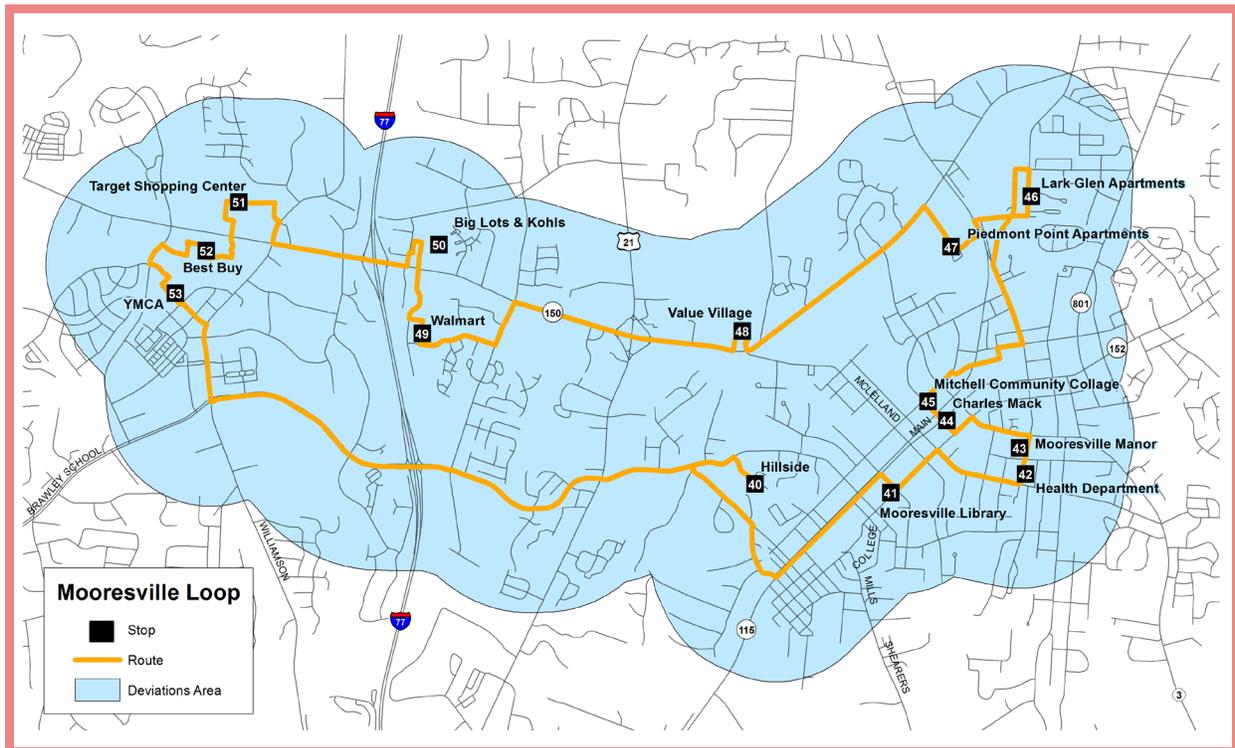
Through the Lake Norman Regional Bicycle Plan, which has been endorsed by four counties surrounding Lake Norman and the nearby municipalities including Mooresville, the Lake Norman Bike Route is planned to create a continuous, multi-jurisdictional bicycle route that will encircle Lake Norman. It will connect prominent destinations, neighborhoods, and various local bicycle facilities within the surrounding area; providing a safer, useful, and attractive transportation and recreation resource for a wide range of bicyclists.

Transit

EXISTING SERVICES

Local Services

The Iredell County Area Transportation System (ICATS) operates a fixed bus route called the Mooresville Main. The route has designated stops and passengers may request additional stops at any time along the route given safe drop-off conditions. The route runs every one and a half hours from 7 a.m. to 7 p.m. Fare is \$1 for each boarding. The route stops at major destinations in Mooresville, including the Mooresville Library, the Health Department, Mitchell Community College, Walmart, Big Lots and Kohls, the YMCA, Best Buy, and Target.



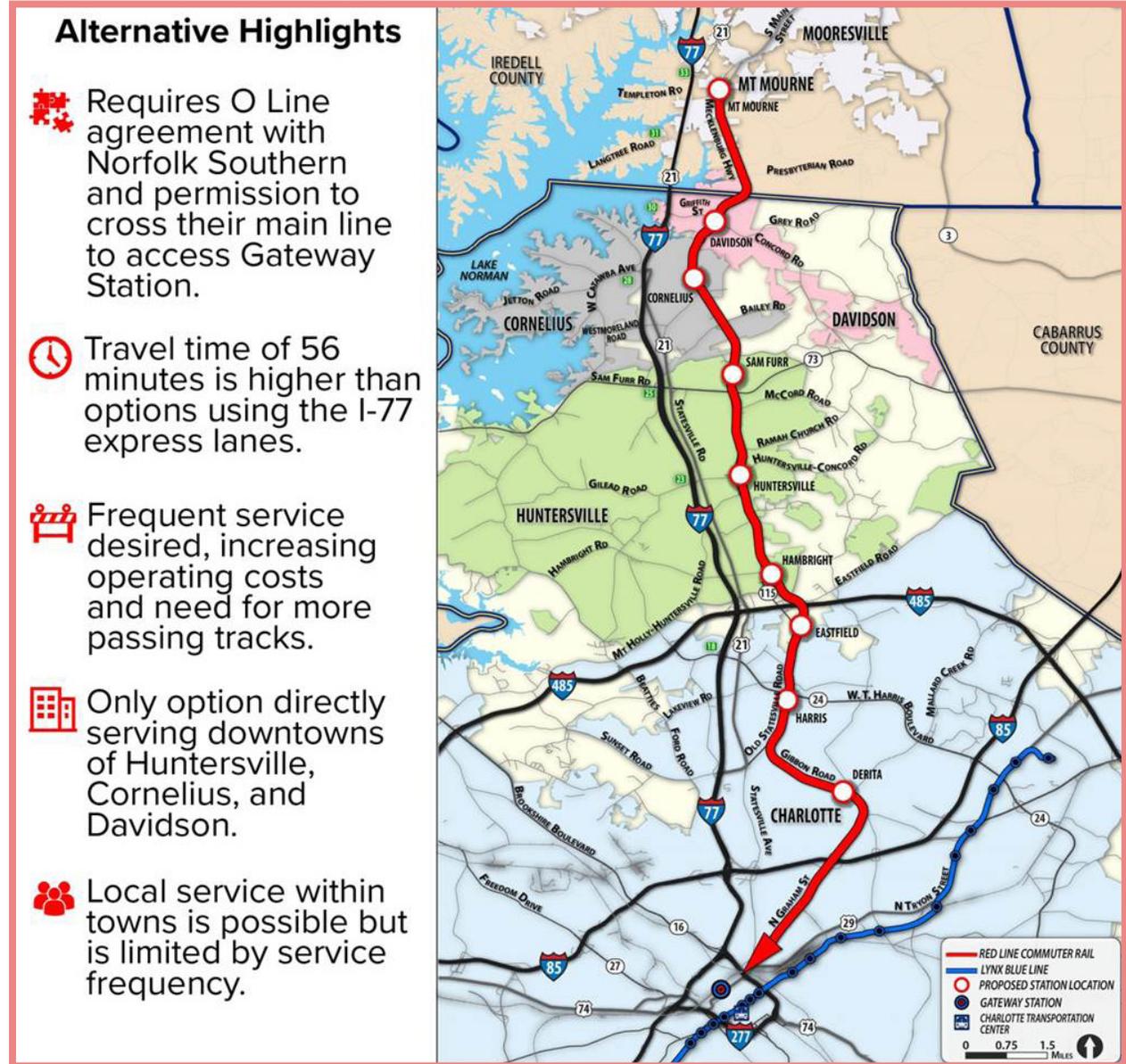
Express Services

ICATS operates an express commuter route. In the future, it will use the proposed toll express lanes on I-77 to connect to Charlotte. The express bus stops at North Statesville (Exit 54), Statesville (Exit 49B), Troutman (Exit 42), Mooresville (Exit 36), and the Northcross Park-and-Ride (Exit 25). The Park-and-Ride offers transfer opportunities to the Charlotte Area Transit System (CATS). The fare is \$3 per one-way trip with free transfers.

PLANNING EFFORTS

The CATS is currently studying transit options in the North Corridor of Mecklenburg and Iredell County. The LYNX Red Line is a route that has a Locally Preferred Alternative (LPA) that runs largely on a collection of roadways parallel to I-77 from Uptown Charlotte north to Huntersville, east Cornelius, Davidson, up to Mount Mourne.

CATS LYNX Red Line (Locally Preferred Alternative)



From Project Planning to Implementation

Local member jurisdictions in the Charlotte Regional Transportation Planning Organization (CRTPO) are encouraged to create comprehensive transportation plans (CTPs). The CTP projects identified help to identify local priorities to not only help local officials to make decisions about current and proposed developments, but also to make clear regional priorities. These plans are ultimately used as the framework to establish the region's transportation needs in the Metropolitan Transportation Plan (MTP). Once projects are identified in the MTP, projects are placed in the Transportation Investment Program (TIP) that NCDOT uses to program projects for construction in the State Transportation Investment Program (STIP).

CTPs and MTPs are living documents that are updated to reflect changing transportation needs. Amendments are often made to the CTPs (in coordination with CRTPO and other member jurisdictions) as well as the both the TIP and STIP. Many local jurisdictions, including Mooresville, have their own capital improvement program where transportation projects can be funded out of local dollars. These typically smaller-scale projects may be included in the local jurisdiction's CTP even if they are not listed the regional or state-levels.

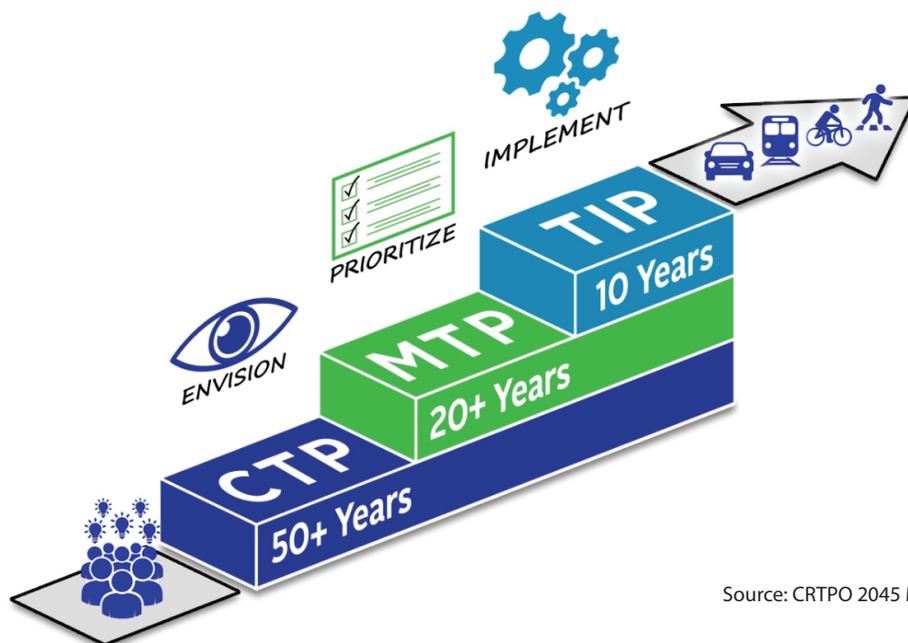
Defining Transportation Plans

The Transportation Improvement Program (TIP) identifies short-term transportation projects and strategies that will be undertaken through the governing Metropolitan Planning Organization (MPO).

The MPO for the Mooresville area is the Charlotte Regional Transportation Planning Organization (CRTPO), and their TIP identifies projects to be completed within the next 10 years. To see the funded and unfunded projects on the CRTPO Metropolitan Transit Plan, see <http://www.crtpo.org/plans-programs/metropolitan-transportation-plan>

The State Transportation Improvement Program (STIP) is a similar document that is developed by NCDOT that focuses on projects for state owned/managed roads.

The Strategic Prioritization Process (SPOT) is the methodology that NCDOT uses to prioritize projects in the STIP, which involves scoring all projects based on a number of different criteria.



Source: CRTPO 2045 MTP

Programmed Projects

Programmed projects refer to projects that have dedicated funding sources and are moving forward into implementation. These projects often identify and address the highest priority improvements that are needed.

NCDOT STIP

Projects from the most recent version of the NCDOT State Transportation Improvement Plan (STIP) from 2018-2027, are listed below by category. Two identifiers follow in parenthesis (TIP ID, SPOT ID). These identifiers may be used to retrieve more specific information from NCDOT sources.

State Highway Projects

- I-77/NC 150: construct interchange improvements (I-5717, H111182)
- I-77/SR 1302 Cornelius Road: convert grade separation to interchange (I-5962, H090552)
- I-77: pavement rehabilitation from milemarker 36.5 to 50.0 (I-5918, N/A)

Regional Highway Projects

- NC 150: widen to four-lanes (Greenwood Road to Perth Road/Doolie Road); widen to six-lanes (SR 1383 River Highway/1180 to US 21) (R-2307B, H090084-B & C)
- NC 150: widen to four-lanes (NC 115 to NC 801) (U-5960, H090503)
- NC 150/SR 2399 Wiggins Road: realign intersection (U-5780, H142149)
- NC 115: install closed loop system from Waterlynn to Yellow Wood Drive (U-5963, H150223)

Division Highway Projects

- SR 1305 Oates Road: widen to three-lanes with overpass over I-77 (US 21 to SR 1474) (U-5816, H130325)
- SR 1100 Brawley School Road widen to multi-lanes (R-3833C, H090265-C)
- US 21: widen to 4-lanes divided from NC 150 to SR 1245 (U-6037, H150226)
- SR 1246 Fairview Road: extend Fairview Road over I-77 to connect with Alcove Road and construct parallel North/South Connector to Williamson Road (U-5817, H111173)

Other Highway Projects

- NC 115/NC 150: construct southbound NC 115 right turn lane and westbound NC 150 shared through-right lane (C-5200, N/A)
- NC 115 and Faith Road Campus Lane: intersection improvements (C-5529, N/A)
- NC 801/NC 150: intersection improvements
- SR 1206 Alcove Road: relocation of roadway in Mooresville (R-4757, N/A)
- SR 1109 Williamson Road: widen to multi-lanes from I-77 to NC 150 in two phases (A:I-77 to Brawley School Road; B:Brawley School Road to NC 150) (R-5100, N/A)

Non-Highway Projects

- Bellingham Park Greenway Extension: construct greenway to Johnson Dairy Road (EB-5787, N/A)
- Kistler Farm-Briarcliff-Bellingham-White Oak Sidewalks: construct sidewalks (C-5531, N/A)

TRANSPORTATION GO BOND

General Obligation (GO) Bonds finance local projects in the Town. In addition to STIP projects, the following list includes improvements funded by GO bonds:

- Mill Village Sidewalk and Utilities: new sidewalk and replacement of water/sewer lines
- West McLelland Avenue Improvements: roadway reconstruction including sidewalk from Plaza Drive to Broad Street
- West Wilson Avenue Improvements: new curb and pedestrian path from NC 21 to Broad Street
- Hickory Drive Sidewalk: New sidewalk from Mooresville High School to Edgemoor Park.

Future Considerations for Mobility

The Town of Mooresville has identified two major capital improvements that will seek to reshape transportation throughout the region. Long constrained by geographical and man-made barriers, such as Lake Norman and I-77, development of primary arterial travel corridors has been limited. Recent population and development growth in Mooresville necessitates the need for new potential transportation routes to reduce congestion and improve safety.

THE EAST-WEST CONNECTOR

The East-West Connector is an identified project that would seek to connect the area around Langtree Road and I-77 with NC 3, several miles to the east. Currently, travel through this region is difficult due to lack of east-west corridors and congested roadways. Portions of the connector would be new roadway, while also utilizing some existing roadway facilities. Some sections of the East-West Connector have been identified in the MTP for future funding allocation. The East-West Connector will likely lead to further growth in the southern portion of Mooresville, towards Davidson and Charlotte.

THE NORTH-SOUTH PARKWAY

The North-South Parkway is a conceptual roadway facility that would seek to serve as an alternative to use of I-77. It is proposed to be located well east of I-77, and will allow travelers to more easily move between Iredell and Mecklenburg Counties without using I-77. The proposed route is still in a conceptual phase, but the Town has recently commissioned a study to examine potential alternatives for the parkway. It is expected that, like the East-West Connector, portions would be new roadway, while also utilizing some existing roadway facilities.

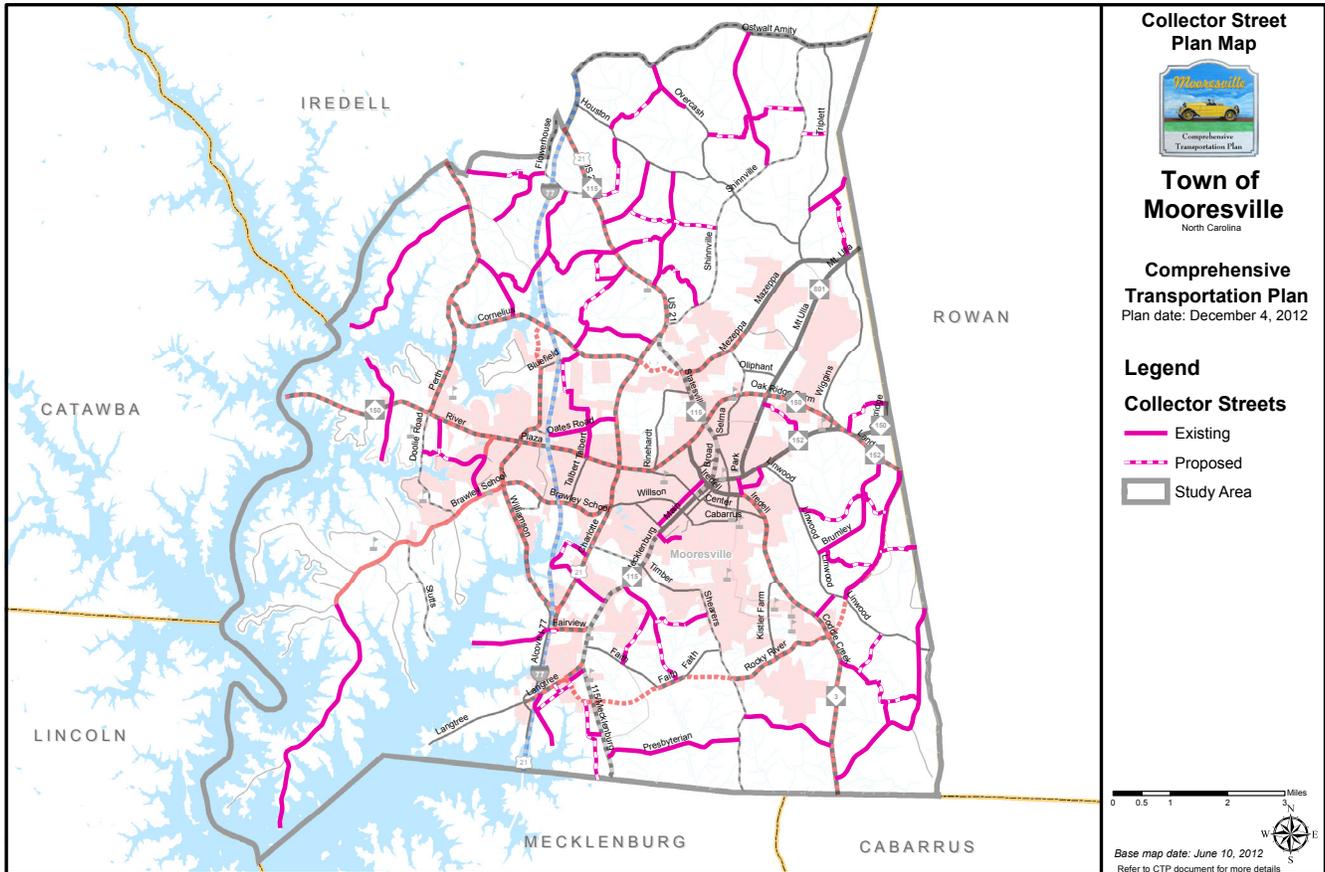
NEW TRANSPORTATION INFLUENCES NEW DEVELOPMENT

As current congested road facilities start to be improved, and long-term transportation efforts such as the CATS LYNX Red Line, the East-West Connector, and the North-South Parkway begin to come online, the transportation network in Mooresville is going to change drastically. These changes will allow for more car travel along certain key routes and directions, as well as an increase in transit ridership, all of which would influence future development decisions. Specifically, because of these changes, development is likely to continue pushing south, towards Davidson and the Iredell/Mecklenburg County line in order to be closer to these newer transportation facilities.

MODE SHARE CONSIDERATIONS

Less than 1.5% of all Mooresville residents bike, walk, or take public transit to work on a daily basis. This is likely influenced in part by the fact that roughly 70% of the employed population of Mooresville work outside the Town, and are traveling primarily to Charlotte and a couple of it's closer suburban areas. As the town grows, adding jobs and households, there is potential for community preference to change. More people may start to value alternative transportation over typical single occupancy vehicle travel, which would require future investment in those alternative transportation systems.

Appendix: 2012 CTP Collector Street Map



Appendix: 2012 NCDOT/Mooresville Recommendations Table

Mooresville Comprehensive Transportation Plan - NCDOT Recommendations Table (REVISED AUGUST 2012)																	
		Existing System							Proposed System								
From	To	Distance (mi)	Lane Width (ft)	Cross-Section lanes	Median (n=None)	ROW (ft)	Speed Limit (mph)	Capacity (vpd)	2005 ADT	2010 ADT	Capacity (vpd)	2030 ADT	Cross-Section lanes	Median (n=None)	ROW (MN ft)	Speed Limit (mph)	Other Maps
Brawley School Rd.																	
US Highway 21	Interstate I-77	1.46	12	2	n	100	45	10000	25000	13000	23000	37,000	4	divided	110	45	Ⓜ
Interstate I-77	Williamson Rd.	1.10	12	2	n	60	45	10000	11000	15300	23000	37,000	4	divided	110	45	Ⓜ
Williamson Rd.	Oak Tree Rd.	1.03	12	4	y	110	45	20000	24000	23000	23000	37,000	4	divided	110	45	Ⓜ
Oak Tree Rd.	Blume Rd.	1.23	12	4	y	110	45	20000	12000	18000	23000	37,000	4	divided	110	45	Ⓜ
Blume Rd.	Chuckwood Rd.	1.59	12	4	y	110	45	20000	5800	8600	23000	37,000	4	divided	110	45	Ⓜ
US Highway 21/Charlotte Hwy.																	
Interstate I-77	Belk Rd.	3.53	12	2	n	60	45	10000	11000	12000	50000	11,000	4	divided	110	45	
Belk Rd.	NC Highway 115/Mecklenburg Hwy.	0.61	12	2	n	65	45	10000	12750	17000	50000	18,000	4	divided	110	45	
NC Highway 115/Mecklenburg Hwy.	Oates Rd.	1.81	12	2	n	60	45	10000	14500	11000	50000	28,000	4	divided	110	45	
Oates Rd.	Fairview Rd.	3.55	12	2	n	150	45	10000	34000	17750	50000	27,500	4	divided	110	45	
Coddle Creek Hwy.																	
Study Area Boundary	Rocky River Rd.	2.89	12	2	n	65	45	10000	8400	8500	23000	30,000	4	divided	160	45	Ⓜ
Rocky River Rd.	Center Ave.	2.90	12	2	n	65	45	10000	8400		23000	30,000	2	divided	66	45	Ⓜ
Cornelius Rd.																	
Perth Rd.	Interstate I-77	3.83	12	2	n	60	45	10000	4950	6300	41000	29,500	4	divided	110	45	
Interstate I-77	US Highway 21/Charlotte Hwy.	3.83	12	2	n	60	45	10000	4950		41000	29,500	4	divided	110	45	
Fairview Rd.																	
US Highway 21/Charlotte Hwy.	NC Highway 115/Mecklenburg Hwy.	1.02	12	2	n	60	35	10000	5800	8200	10000	7,500	2	divided	66	35	Ⓜ
Faith Rd. (part on new location)																	
Langtree Rd.	Shearers Rd.	2.79	12	2	n	60	45	10000	3550	5100	50000	2,800	4	divided	110	45	
Interstate I-77																	
Study Area Boundary	Study Area Boundary	10.64	12	4	divided	250	65	50000	53000	67500	80000	70,600	8	divided	160	65	
Landis Hwy./NC 152																	
Oakridge Dr.	County Line	0.97	12	2	n	100	55	10000	6600	7700	50000	18,000	4	divided	110	55	
Langtree Rd.																	
Interstate I-77	Low's Corp Campus	0.58	12	5	Y	150	45	80000	6500		21000	8,000	6	divided	150	45	
Low's Corp Campus	NC Highway 115/Mecklenburg Hwy.	0.44	12	2	n	60	45	10000	6500	6000	32000	13,000	4	divided	110	45	
Mazeppa Rd.																	
US Highway 21/Charlotte Hwy.	NC Highway 115/Mecklenburg Hwy.	0.80									43700	14,800	4	divided	110	45	
NC Highway 115/Mecklenburg Hwy.	Overhead Bridge Rd.	0.97	12	2	n	60	45	10000	8200	8100	43700	14,800	4	divided	110	45	
Overhead Bridge Rd.	Woodridge Ln.	0.92	12	2	n	60	45	10000	8200	2700	43700	14,800	4	divided	110	45	
NC Highway 115/Mecklenburg Hwy.																	
Lowrance Ave.	Doster Ave.	0.11	12	2	n	60	35	10000	31500		18000	26,000	2	n	85	35	Ⓜ
Doster Ave.	Timber Rd.	0.63	12	2	n	150	35	10000	31500		18000	26,000	2	n	150	35	Ⓜ
Timber Rd.	Fairview Rd.	4.19	12	2	n	60	45	10000	31500	10000	18000	26,000	2	n	85	45	Ⓜ
Fairview Rd.	Study Area Boundary	1.33	12	2	n	60	45	10000	31500	11150	18000	26,000	2	n	85	45	Ⓜ
NC 150/River Hwy./Plaza Dr.																	
Landis Hwy.	N. Broad St.	2.88	12	2	n	105	45	10000	22000	14000	31000	24,000	4	divided	110	45	
N. Broad St.	W. McClelland Ave.	1.28	12	4	TWLT	100	35	20000	22000	19000	31000	24,000	4	divided	110	35	
W. McClelland Ave.	Talbert Rd.	1.18	12	4	TWLT	100	45	20000	36700	34333	31000	24,000	4	divided	110	45	
Talbert Rd.	Ervin Rd.	1.71	12	4	TWLT	100	45	20000	36700	35000	31000	24,000	4	divided	110	45	
Ervin Rd.	Water Oak Rd.	0.75	12	2	n	60	45	10000	37000		50000	61,700	4	divided	110	45	
Water Oak Rd.	Perth Rd.	0.43	12	2	TWLT	80	45	10000	37000		50000	61,700	4	divided	110	45	
Perth Rd.	Waddell Rd.	1.42	12	2	TWLT	60	45	10000	37000		34000	52,000	4	divided	110	45	Ⓜ
Waddell Rd.	Catawba County Line	1.40	11	2	n	100	45	10000	37000		34000	52,000	4	divided	110	45	Ⓜ
Perth Rd.																	
River Hwy.	Cornelius Rd.	2.63	12	2	n	60	45	10000	6200	8000	31000	17,500	4	divided	110	45	Ⓜ
Cornelius Rd.	Study Area Boundary	2.06	12	2	n	100	45	10000	6850	9100	10000	17,500	2	n	100	45	Ⓜ
Rocky River Rd.																	
Coddle Creek Hwy.	Shearers Rd.	1.93	12	2	n	60	45	10000	1950	5000	50000	9,300	4	divided	110	45	
Shearers Rd.																	
Rocky River Rd.	Blackwelder Farm	1.28	12	2	n	60	35	10000	3200	7300	10000	16,600	2	n	60	35	
Blackwelder Farm Dr.	Presbyterian Rd.	2.36	12	2	n	60	45	10000	4900		10000	16,600	2	n	60	45	
Rocky River Rd.	Mecklenburg County Line	2.16	12	2	n	60	45	10000	4900	1400	10000	16,450	2	n	60	45	
NC Highway 115/Statesville Hwy.																	
Iredell Ave	Walnut St.	0.40	12	2	n	50	35	10000	11000		38000	19,500	4	n	90	35	Ⓜ
Walnut St.	Williams Ave.	0.51	12	2	n	45	35	10000	11000		38000	19,500	4	n	90	35	Ⓜ
Williams Ave.	River Rd.	0.26	10	2	n	45	35	10000	11000	13000	38000	19,500	4	n	90	35	Ⓜ
River Rd.	Haney	0.74	12	2	n	150	35	10000	12500	12000	38000	19,500	4	n	90	35	Ⓜ
Haney Dr.	US Highway 21	1.58	12	2	n	60	45	10000	14000	14000	38000	19,500	4	n	90	45	
Teeter Rd. (part on new location)																	
Coddle Creek Hwy.	Landis Hwy.	2.76	12	2	n	60	45	10000	285	595	50000	2,600	4	divided	110	45	
Williamson Rd.																	
NC 150/River Hwy.	Brawley School Rd.	0.87	12	2	TWLT	80	45	10000	13000	21000	34000	15,000	4	divided	110	45	Ⓜ
Brawley School Rd.	Interstate I-77	2.36	12	2	n	100	45	10000	37000	23000	34000	15,000	4	divided	110	45	
Wilson Ave.																	
US Highway 21	S. Main St.	1.01	11	2	n	60	35	10000	7000	6100	10000	10,400	2	n	60	35	Ⓜ
Timber Rd. Extension																	
Timber Rd.	US Highway 21	0.93									10000	10,400	2	n	60	35	
Bluefield Road Relocation																	
Big Indian Loop	Cornelius Rd.	0.96									10000		2	n	60	35	Ⓜ
Exmore Road Overpass/Extension																	
End of Exmore Road	Bluefield Road	0.12									10000		2	n	60	35	
Rolling Hills Road Extension																	
Silver Hook Drive	Williamson Road	0.49									10000		2	n	60	35	
Midnight Lane-Oates Road Connection																	
US 21	Bluefield Road	1.51									10000		2	n	60	35	
Doolie Road-Oak Tree Road Connection																	
NC 150	Brawley School Rd.	2.18									10000		2	n	60	30	Ⓜ



J.J. WASABI'S

CAR PARKING
WALK TO SHOPS

one
MOORESVILLE

PLANNING  TOGETHER