



# Beverly Heights and Western Heights Small Area Plan [DRAFT]

June 2026



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## **Introduction and Study Area Description**

The Old Wilkesboro Road Small Area Plan (SAP) was originally written in April of 2004 and covered only 30 acres. It included 16 tax parcels surrounding Marjorie Road, Kenhill Road, part of Candlestick Drive, and the Old Wilkesboro Road/Bradley Farm Road intersection. The primary goal of the former SAP was to address visible issues along that part of Old Wilkesboro Road, as well as keep the neighborhood in character with the surrounding areas. In the summer of 2026, the City of Statesville updated and expanded the SAP due to nearby developmental pressure and community concern.

The area studied in this updated Small Area Plan encompasses the neighborhoods of Beverly Heights and Western Heights. The area is bounded by Interstate 40 to the south, Morrison Creek to the north, the Martin Marietta Statesville Quarry to the west, and Albert B. McClure Park to the east. *Refer to Map A, Study Area Map (Page 6).*

Within this area, there are 455 different land parcels. Of these 455, 336 are used for residential purposes. The remaining 119 properties are used as offices, businesses, industrial, or agricultural use. As indicated by the City property records, approximately 65, or 19% of the residential properties are rentals. In the residential areas, there are three main neighborhoods: Beverly Heights, Western Heights, and Canterbury. In Beverly Heights, the average age of the homes is 44 years. Western Heights is older, with an average home age of 84 years. Canterbury Neighborhood, encompassing Candlestick Drive, Cartway Lane, and Chalice Court, has an average house age of 31 years. Most of the houses in all three neighborhoods are single-family, and they come in a variety of styles. The most popular, however, are ranch-style and split-level. Along Wilkesboro Highway/Highway 115, the B-3, B-4, and B-5 districts exist. This area acts as a “Welcome Mat” for people coming off the interstate. There are 61 different parcels of business district land along the first part of the 115 Corridor, comprising 124 acres. The busiest shopping center lies between Highway 115 and Old Wilkesboro Road and includes a Food Lion, three restaurants, a Dollar General, a car wash, a tobacco and vape Store, an Edward Jones Financial Office, and a nail salon.

Because this plan is driven by community concern and interest from residents, the BHWH SAP Team hosted two Public Engagement Meetings to gather feedback from citizens within the small area. The first meeting, held on June 2<sup>nd</sup>, 2026, was a drop in format for residents to inform planners of their concerns and thoughts on development in and around the area. In addition to this, an online survey was offered to all residents in the small area to share their thoughts. Feedback was collected from both the

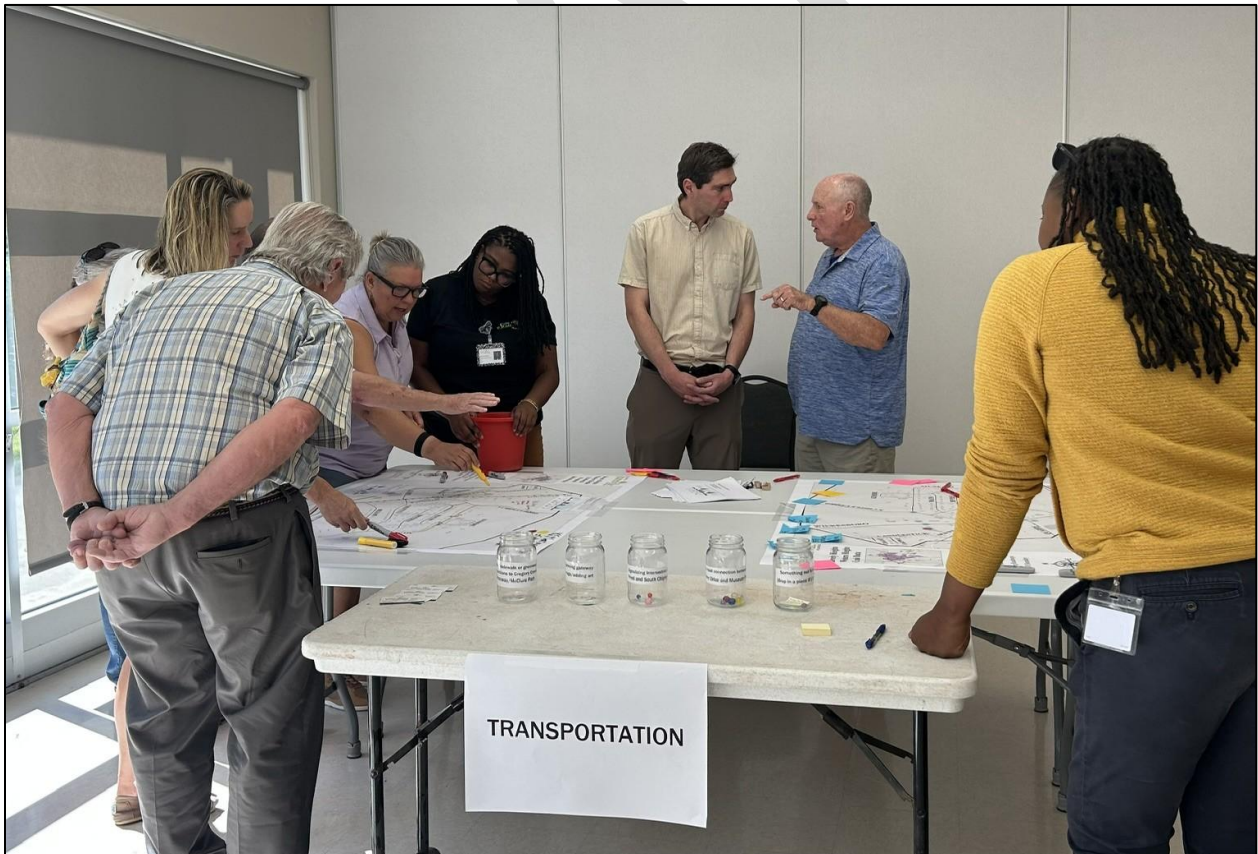




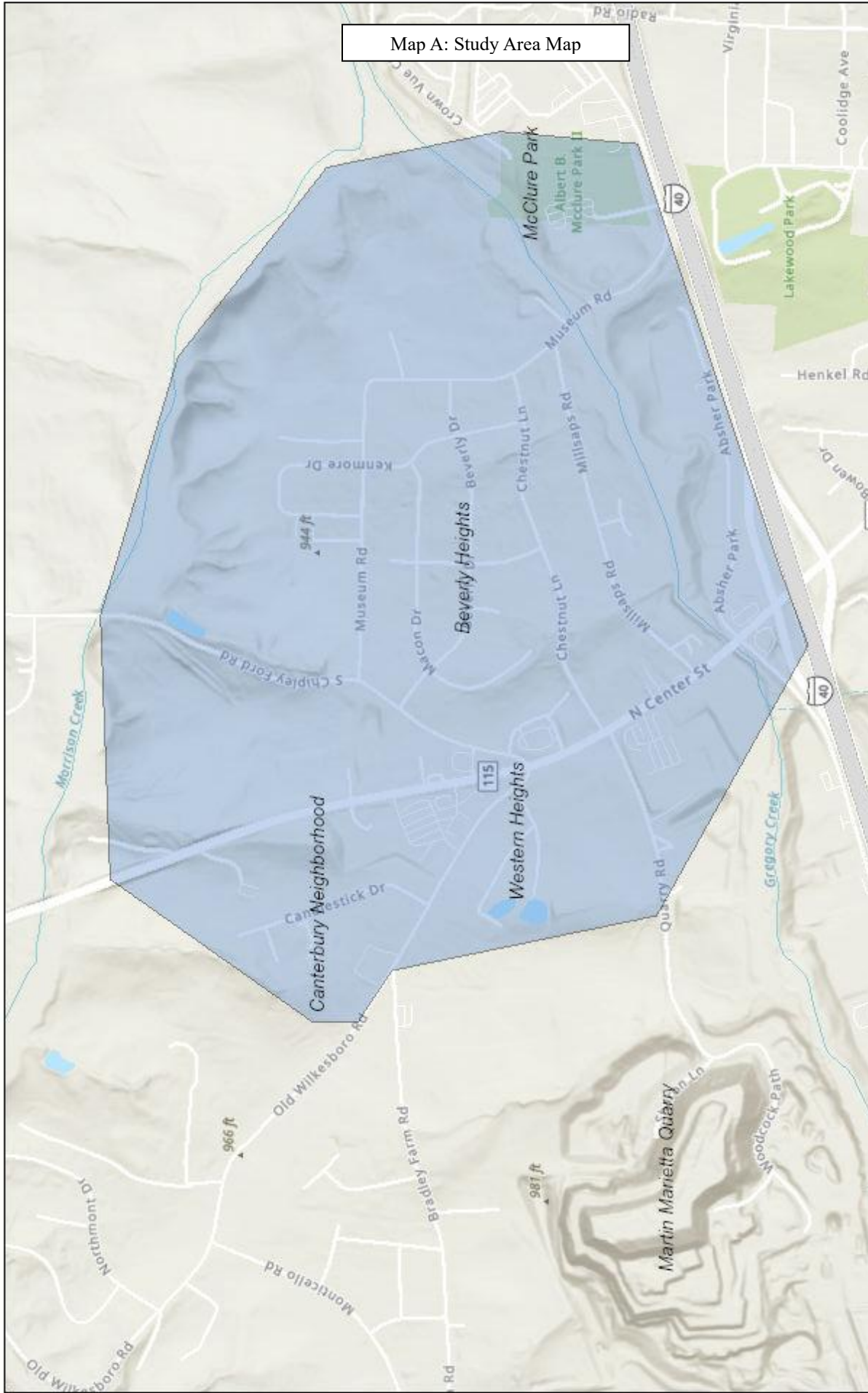
in-person meeting as well as the online survey that guided the choices and recommendations made throughout this SAP. The main areas of focus for the first meeting and surveys were Transportation, Land Use, Parks and Recreation, and Neighborhood Concerns, which are all addressed in this Small Area Plan. The city staff members at this meeting asked residents to utilize a variety of hands-on engagement tactics in order to gauge feelings and thoughts towards potential changes. Participants were able to write on maps,

utilize whiteboards, vote for project priorities, and speak with City Staff to learn more about the area. Approximately 35 people attended this event, and 45 citizens filled out the online survey.

**[[Holding space to write a short section on results from the second public engagement meeting here]]**



# Small Area



6/23/2026

BHWH\_Small\_Area\_Plan5

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Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, Esri, NASA, NGA, USGS, FEMA

# Small Area

Map B: Small Area Satellite Imagery



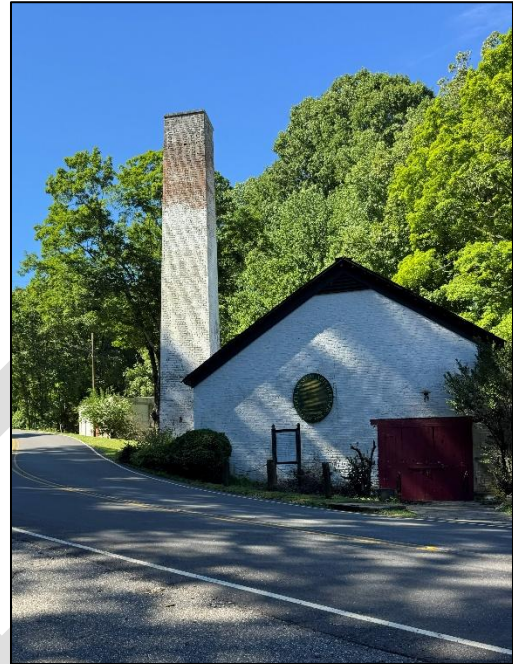
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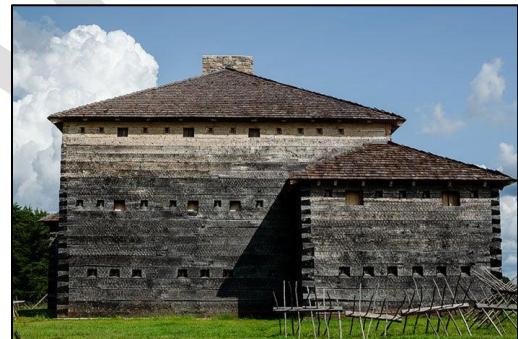
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, NC CGIA, Vantor

## Current Conditions

The area is primarily residential, with some agricultural area in the north, and business/office districts along the Highway 115 corridor. Some of the area falls in a Flood Zone, as Gregory Creek runs south of Millsaps Road and north of McClure Park. Morrison Creek creates a Flood Zone along the northern boundary of the area, but it is primarily surrounded by agricultural land usage. There are no designated Historic Districts within the area, but the Gregory Creek Homestead, which is owned by Iredell Museum of Arts and Heritage, falls within the boundary. Gregory Creek Homestead is open to the public during the day to walk the trails and experience the historical buildings. They also do regularly scheduled and free “living history” days, which are opportunities for people to walk through and experience what life would have been like in Statesville two hundred years ago. Fort Dobbs State Historic Site is just north of the Small Area. Fort Dobbs is the only historic site in the state of North Carolina that is associated with the Seven Years War. This creates a historic culture in the area, which is important to maintain. The northern part of the small area falls within the ½ mile buffer of the Hatchett Farm Voluntary Farmland District. Approximately 23 houses along Kenmore Loop and Museum Road fall into the buffer.



*Gregory Creek Homestead*



*Fort Dobbs Historic Site*

Along Highway 115, there are a variety of different office and business parcels heading north. The 115-Ashber Park Road Intersection is surrounded by three different gas stations (Sheetz, Shell, and BP). There is some undeveloped B-2 and B-5 land across from the BP gas station. Heading farther north on 115, there are office spaces, some in use and others vacant. There is also a large shopping center and parking lot called Gainzville Plaza. Gainzville Plaza contains Dynamic Nutraceuticals, Core Nutritionals, Coffee House, an unnamed seasonal roadside stand, and Crush-It Coliseum. The parking lot is rarely utilized to its full capacity.

The Martin Marietta Statesville Quarry borders the western boundary of the Small Area. It is zoned HI and employs about 17 people. Neighbors currently have some concerns about the noise and potential property damage coming from the Quarry.

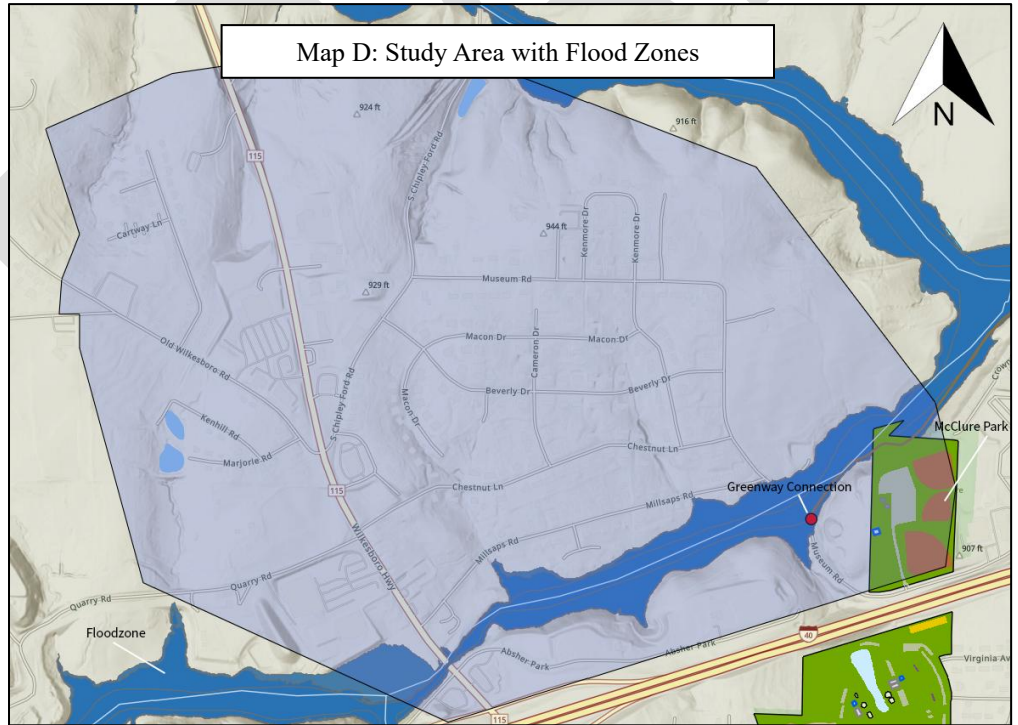
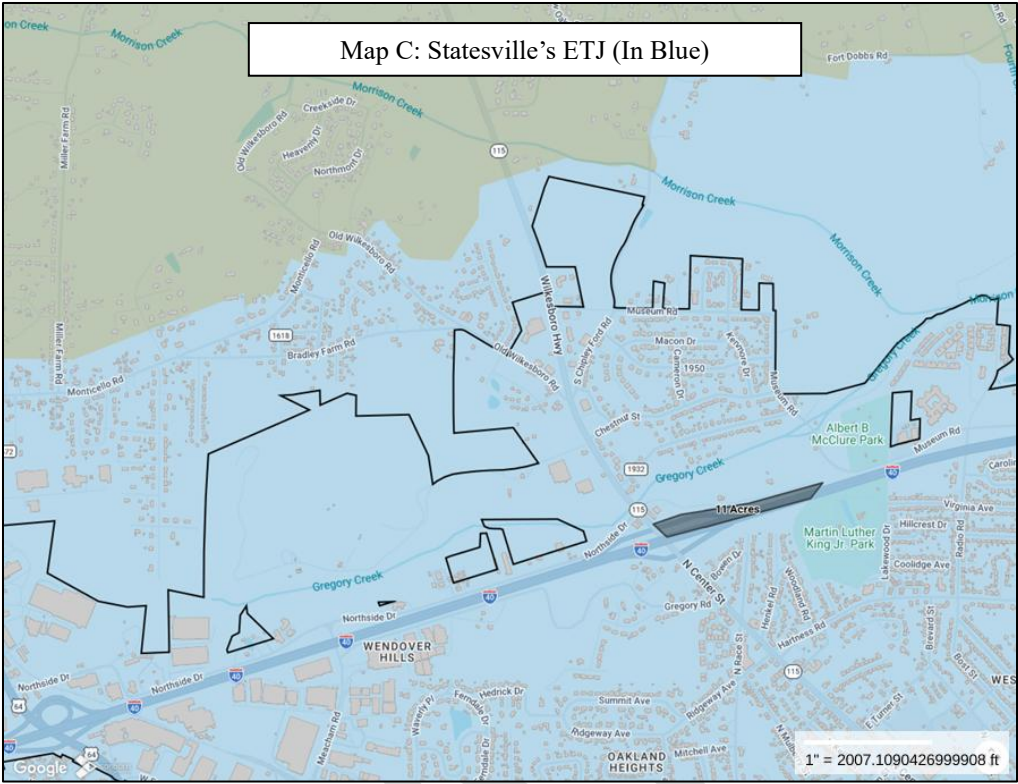


*McClure Park Sign*

Albert B. McClure Park (also known as McClure Park) borders the eastern boundary of the Small Area. The park is primarily used for softball and baseball, as it has three lighted ball fields. It encompasses 14 acres and has a restroom and two picnic shelters.

Past Martin-Marietta Quarry, there are a few retail stores and the Food Lion shopping center. Across from the shopping center, there are some office spaces and churches, including Pressly Memorial ARP Church, Temple Baptist Church to the east, and St. Mark Baptist Church and Northmont Baptist Church to the west. Aside from the 115 corridor, the rest of the Small Area Plan is primarily residential.

Most of the Small Area falls within the Statesville City Limits, but there are 14 parcels to the east of Highway 115 and 62 parcels to the west of 115 (mostly the Canterbury community) that are not within the Statesville City Limits. 76 parcels out of the 400, or 19% of the parcels in the area are not within the City Limits. However, the entire area does fall within Statesville's Extraterritorial Jurisdiction (ETJ), which means that the City of Statesville is able to regulate land use through zoning and subdivision controls. *Refer to Map B, Statesville's ETJ, on Page 10.*





## **Plan Purpose**

The purpose of this Small Area Plan is to provide a basis and blueprint for future land use in the area. As Statesville grows and develops, there are new opportunities for revitalization, and communities with predeveloped Small Area Plans will benefit by guiding development, seeking grants, and informing capital planning projects. By preparing a SAP, the area will be able to grow methodically and strategically, while keeping resident values and the importance of continuity at the forefront of change. The first neighborhood meeting revealed several themes of great importance to the community. The main pillars of this Small Area Plan: Safety, Sustainability, and Connection, each of which play a key role in maintaining vibrant and healthy community life.

### **I. Safety**

Safety is a top priority in this plan, as quality of life cannot increase until all residents feel safe and comfortable in the area where they live. Pedestrian/Street safety is the major point of focus. This plan aims to increase walkability and pedestrian safety in all parts of the Small Area. Vehicle safety is also an essential concern throughout the main corridors of the area as well as back in smaller residential areas. By incorporating safety into this development plan, we can prioritize comfort for both residents and visitors.

### **II. Sustainability**

The sustainability pillar represents the creation of change that will last for years. Looking forward to sustainable solutions and development will create a cohesive community that has purpose and a vision. Sustainability in environmental terms is also an important focus. This community contains McClure Park, as well as many acres of forest, walking paths, and creeks that all need to be considered when planning for the future. Keeping these natural resources healthy is vital in planning for a sustainable future.

### **III. Connection**

Connection is another key value that this Small Area Plan aims to incorporate. The pillar of connection represents primarily human connection and equity, as well as physical connection and transportation in the area. The Beverly Heights/Western Heights Neighborhood should be an area where people feel connected to each other and to the area around them. Roads and trails should feel connected and intentional, rather than random and scattered. Connection in this area leads to community, which is a main goal to benefit both sustainability and safety.



## **Land Use and Development**

### Zoning:

The entire area encompasses 1 square mile, or approximately 640 acres. It includes 400 different land parcels, some of which are rentals, and some are owned by the residents. The land in this area is predominantly residential, with most parcels falling in the R-10 (Urban Low Density Residential District) or R-10M (Urban Low Density Manufactured Housing Residential District) zones. The northeastern part of the Small Area contains an R-A (Residential Agricultural District) area, and the area bordering Interstate 40 contains mostly business districts, including B-3 (Shopping Center District), B-4 (Highway Business District), and B-5 (General Business District). Other uses in the area include HI (Heavy Industrial District), LI (Light Industrial District), R-5MF (High Density Multi-Family Residential District), and O-1 (Office Single Lot District). There is also a PUD (Planned Unit Development District) in the northern part of the SAP.

Each of these different zoning districts has its own rules and regulations for construction in those areas, which can all be found in the Unified Development Code.

Finally, a major consideration should be the Planned Unit Development (or PUD) in the northern part of the Small Area Plan. A PUD is a parcel of land that is usually intended to be used for mixed development. Zoning districts are merged within the PUD, which can often be a route for planned and intentionally developed communities. This particular parcel, known as the Morrison Creek PUD, is currently planned for development beginning in 2027. The parcel will be split into 4 Tracts (A, B, C, and D), where Tract A and B will be for commercial use, Tract C will be for single family residential housing, and Tract D will be used for multi-family residential housing. There are also plans for natural areas, public roads, and stormwater control measures within the PUD parcel. *See Map F (Page 15).*



## Issues to Consider:

When planning for development in this area, there are natural, structural, and legal factors to consider. Each of these will play a role in determining what can be built in this area, and where. In order to plan for organized and continuous development, each factor should be thoroughly taken into consideration.

### I. Interstate Vicinity

Certain properties have different regulations based on their distance from an interstate. The City of Statesville's Unified Development Code states that a business-zoned property must be "within 1,000 feet of an interstate highway right-of-way" to have a permanent pole sign internally or externally illuminated (Statesville, North Carolina – Code of Ordinances, Appendix A/Article 6/Section 6.07). The Interstate Vicinity Rule applies primarily to the area between Interstate 40 and Millsaps Road.

### II. Flood Zones

Gregory Creek in the southern part of the Small Area, and Morrison Creek bordering the northern part of the Small Area both create flood zones that become important when developing land. Floodplains can act as natural storm buffers and water filtration systems. Development in floodplains is discouraged; however, if necessary, land-disturbing activities must have an approved Flood Development Permit (see Statesville, North Carolina – Code of Ordinances, Appendix A/Article 2/Part 5/Section 2.25). However, the entire small area is outside of a critical watershed. *See Map D on Page 10.*

### III. Existing Street Patterns and Plans

In 2019, the City of Statesville adopted the Mobility + Development Plan, which outlines all major plans for changes in roads and transportation throughout the entire city. One major issue listed in the Mobility + Development Plan is the traffic congestion under the Interstate 40 Bridge at the southern end of the Small Area Plan, which is considered the area of the most congestion in the City of Statesville. That same area also has the fifth-highest frequency of crashes in Statesville. Fortunately, the crashes in the area have not resulted in serious injuries or fatalities.

### IV. Topographic Concerns

Within the Small Area there are some elevation challenges to consider when planning for development. The main residential areas; Beverly Heights and Western Heights, sit on a south-facing slope off which stormwater runs into the Gregory Creek Valley. The main peaks in the area are in the PUD area, as well as near the intersection of Kenmore Drive and Museum Road. At the border of the Kenmore Drive R-10 District and the RA District, the slope changes and there is a drop-off, creating a drainage basin to Morrison Creek. That downward, or north-facing slope continues until it reaches Morrison Creek at

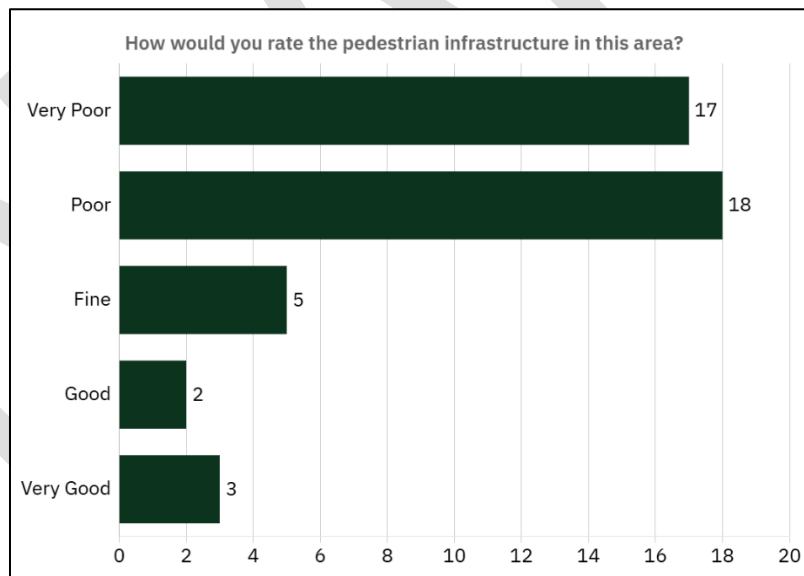
the northern boundary of the Small Area. Chestnut Street, though not on a peak, is particularly hilly. These elevation changes can create issues when considering pedestrian infrastructure, traffic safety, and development in general.

V. Existing Housing Stock

Within this Small Area, there are 306 residential structures. Most of the houses are in acceptable condition. The City of Statesville Code Enforcement Department does not currently have any open cases for vacant homes or code violations within the Small Area.

VI. Pedestrian Infrastructure

Currently there is limited pedestrian infrastructure in the Small Area. Some parts of the Beverly Heights Neighborhood have a small stretch of sidewalk, but there are otherwise not many more designated walking areas along roads. Statesville’s Mobility Development Plan shows proposed sidewalks coming from Interstate 40 and going north on Highway 115 through the Small Area, as well as an offshoot up Old Wilkesboro Road extending to the Candlestick Drive and Old Wilkesboro Road intersection, but not through the Canterbury Neighborhood. This lack of sidewalks and crosswalks must be considered when developing, as it can affect how residents are able to move around and access different resources.



Data from resident survey in June 2026

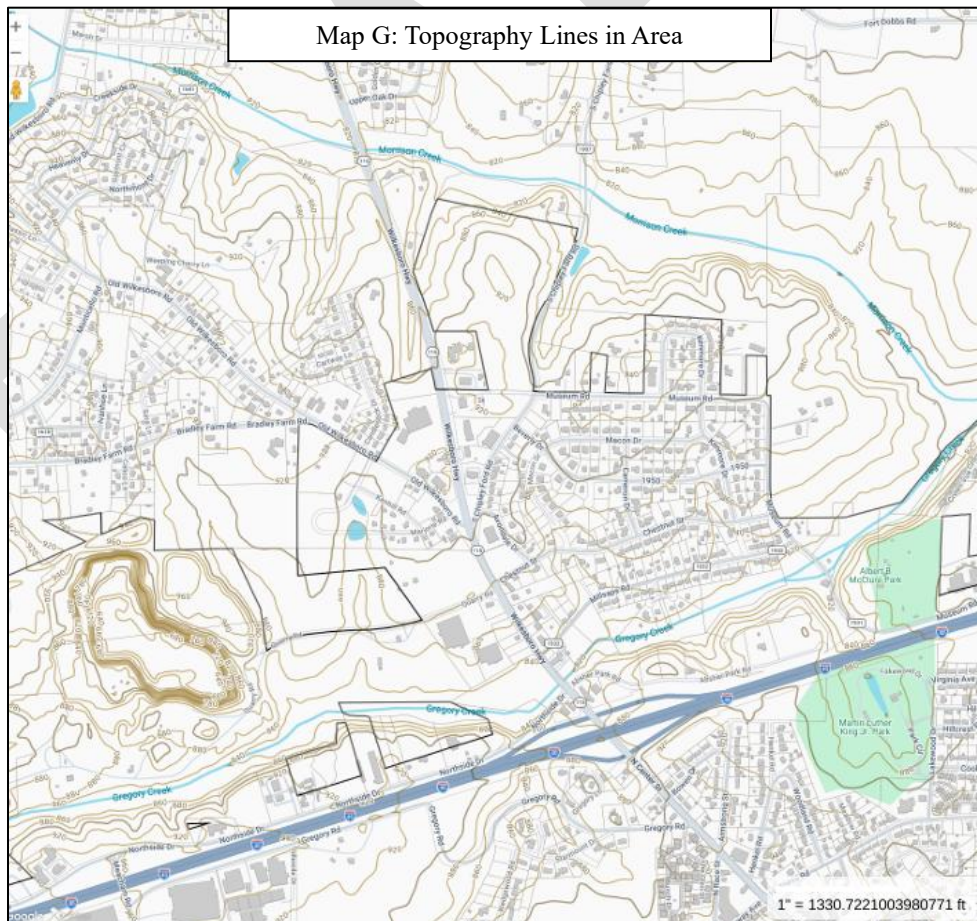
VII. Industrial Land Use

Within the Small Area is the Martin Marietta Statesville Quarry. This quarry primarily mines for aggregate material. It is zoned Light Industrial (LI) towards the front of the Quarry near Highway 115 and Heavy Industrial (HI) farther back into the property. Their Special Use Permit states that a minimum distance of 1000 feet must be kept between any

blasting and any residential structure not owned by the Quarry. They are also required to limit their secondary plant to working hours from 6:30 AM to 9:00 PM Monday through Friday, and 7:00 AM to 6:00 PM on Saturdays, which creates scheduled time for residents in the surrounding areas to expect noise and disturbances from the Quarry. However, this should be considered when developing around the area.

### VIII. Farmland Preservation Buffer

The northern section of the Small Area falls within the ½ mile buffer of the Hatchett/Watts Voluntary Farmland Preservation Area. A Farmland Preservation Ordinance exists to “reduce the loss of available and productive farmland by limiting the circumstances under which an agricultural or forestry operation may be deemed a nuisance” (Iredell County, North Carolina – Code of Ordinances, Appendix B.5). There is a farming culture in this part of Statesville, which residents recognize. Any person or group developing in this ½ mile buffer would have to be aware of the potential for agricultural or forestry operations in the area. *See Map H on Page 19.*





Character Intent Profiles:

The City of Statesville 2045 Land Development Plan designates each area of Statesville as a specific Character Area. Within the Small Area Plan, there exists an Activity Corridor down Highway 115, Complete Neighborhood 1 around Canterbury Neighborhood, Complete Neighborhood 2 around the Beverly Heights and Western Heights Communities, Employment Center/Industrial Flex in the Martin Marietta Quarry, and Activity Center in the PUD (*See Map H on Page 19*). Each of these designations has specific recommendations in place to keep the character and continuity of an area intact. Character Form Tables on the next page.

Form Characteristics of Each Area:

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

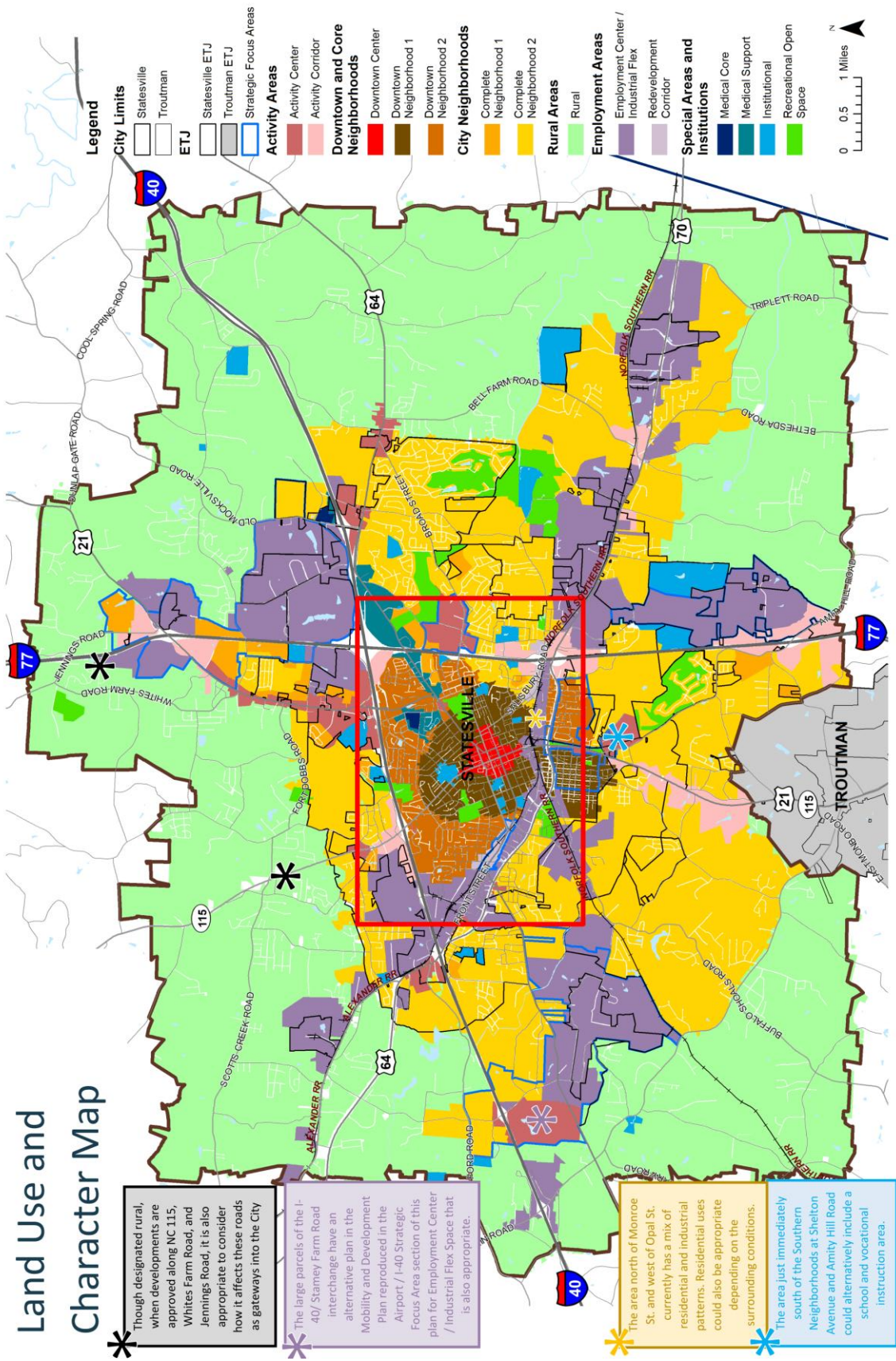
Activity Corridor	
Building Height	One to three stories
Building Orientation	Front of buildings oriented to the gateway street, setbacks allow for sidewalks and necessary driveways, 5-30 ft setbacks
Building Types	Large and small footprint office or commercial
Street Character	Arterial/access streets,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

Complete Neighborhood 1	
Building Height	One to four stories
Building Orientation	Residences oriented towards the primary street or designed around common space, 5-20 ft setbacks.
Building Types	Apartments, townhomes, other multifamily residential forms and a variety of housing type choices
Street Character	Connected neighborhood streets with sidewalks on both sides and street trees, off-street pedestrian and bike circulation connections
Parking Character	Small surface parking lots shared by many residences, on-street parking, or alleyways, individual driveways should be avoided

Complete Neighborhood 2	
Building Height	One to three stories
Building Orientation	Residences oriented towards the primary street, 0-30 ft setbacks
Building Types	Single family detached homes, limited use of a variety of housing type choices, and multifamily in centralized locations, limited use of neighborhood scale and multistory commercial or office centers in centralized locations, and institutional buildings
Street Character	Local streets with sidewalks on both sides and street trees, off-street pedestrian and bike circulation connections (trails and paths)
Parking Character	Alley parking preferred for residential, some on-street parking, neighborhood nonresidential uses share small surface lots

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

Map I: Character Intent Map



# Land Use and Character Map

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

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

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

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

## **Transportation**

### Public Engagement Meeting Summary:

The Public Engagement Meeting on June 4<sup>th</sup> provided a lot of information about resident concerns regarding transportation in the area. Data was collected via a few different methods at the meeting, including:

- Voting Jars
  - o Participants were given 3 marbles. Participants were then asked to vote on the project they were most interested in seeing within their community.

<b>Project</b>	<b>Votes</b>
Improving gateway signage/adding art	3
Signalizing intersections of Museum and S Chipley Rd	8
New road connection between Absher Dr and Museum Rd	22
Adding sidewalk or greenway connections to Gregory Creek Greenway/McClure Park	35
Something not listed	9

*Data from Public Engagement Meeting in June 2026*

- Proposed and Existing Infrastructure Map
  - o Participants were shown a map with the existing roads and sidewalks, as well as the plans that are currently in place for proposed sidewalks and roads. This map also showed the recommended sidewalk additions, road widening, and intersection improvements from the Mobility and Development Plan adopted in 2019. See Section 8-4 in the Mobility Plan for the table of recommended roadway projects for specific improvements. It also contains plans for future cross sections of several roads within this small area. See Section 3-34 in the Mobility Plan for future cross section diagrams.
- Mark Up Map
  - o Participants were asked to draw and edit the existing/proposed infrastructure map with additional improvements for their neighborhood.

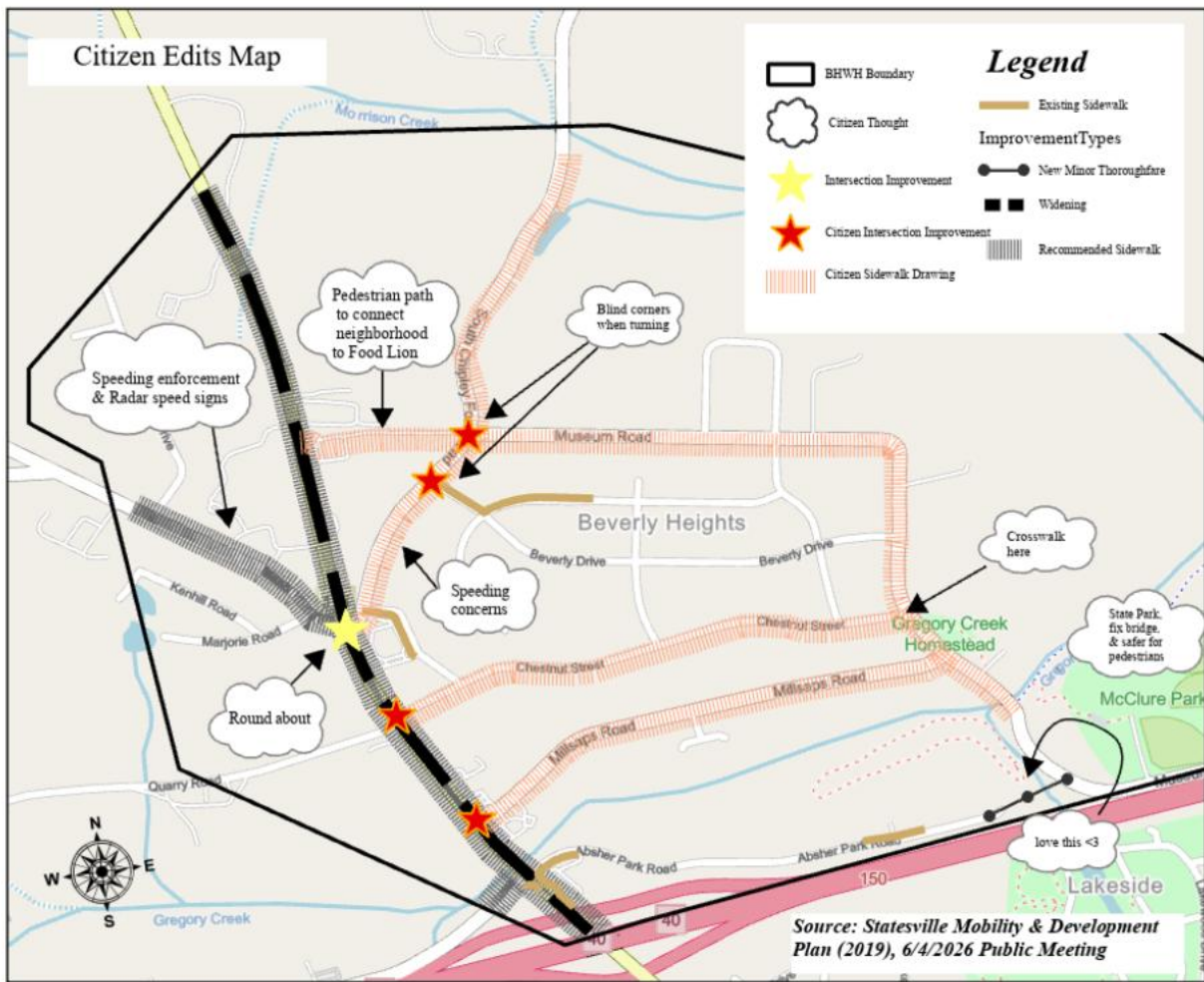
### Citizen Concerns:

During the meeting City Staff heard numerous concerns about people speeding. Specifically using roads Beverly Rd, Chestnut St, and Millsaps Rd as connections from Wilkesboro Hwy to Museum Rd and vice versa. The current speed limit on Beverly Rd, Chestnut St, and Millsaps Rd is currently 25mph additionally all intersections are controlled with 4-way stops.

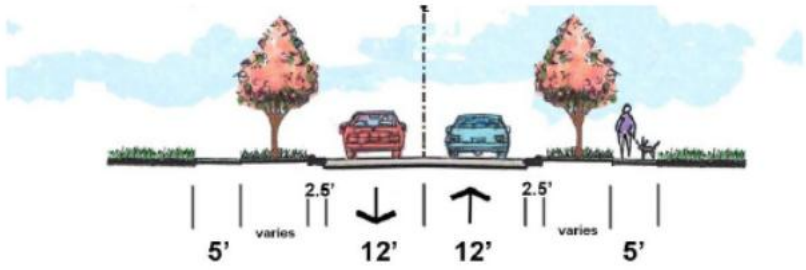
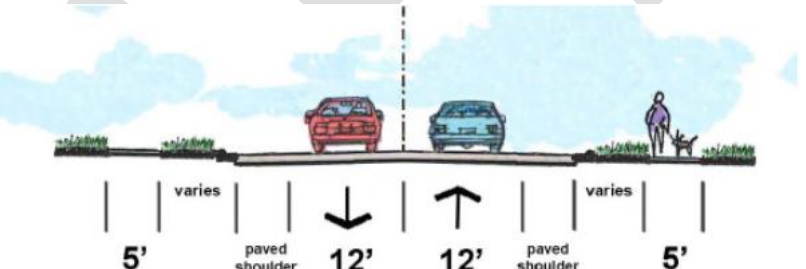
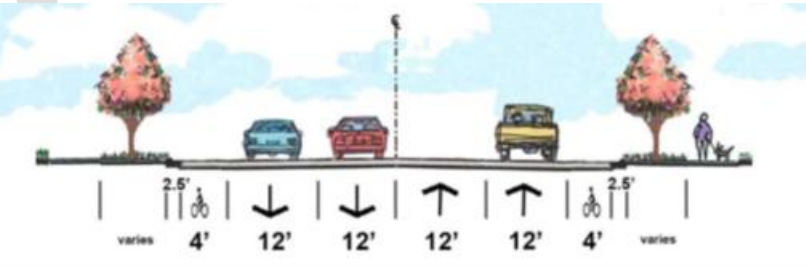
The City Engineering department conducted a traffic analysis on Museum Rd to determine if speeding was an issue. The report is on the traffic analysis that was conducted from 10/15/2025 and concluded on 10/22/2025. The report shows that the peak traffic time was between 7:45am – 8am. The average speed for vehicles was 39 mph with approximately 95% of vehicles exceeding the 25-mph speed limit. Less than 3% of vehicles were traveling in excess of 55-mph.

On May 15, 2026, the Engineering department set out temporary speed humps and two solar powered radar speed signs on Museum Rd to deter speeders and gather data. *See Appendix A: Traffic Analyses on Pages 35-38.*

Map J: Citizen Edits Map

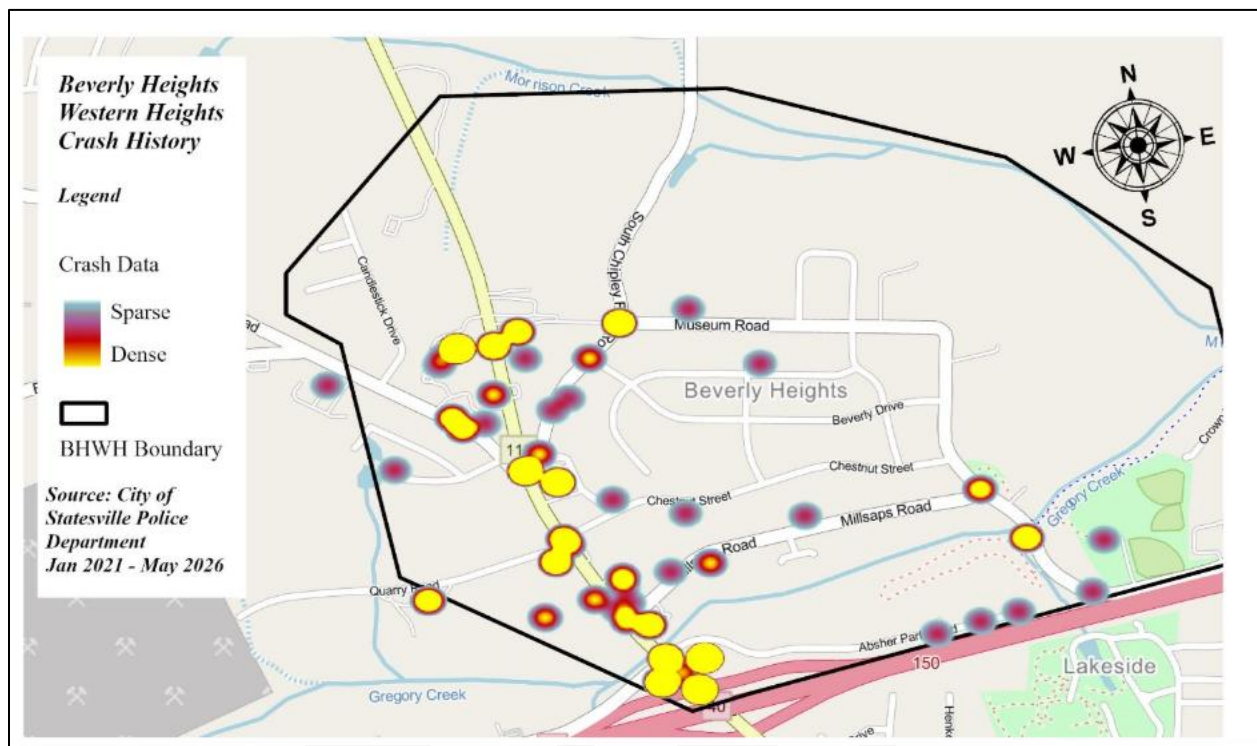


Proposed Future Cross Sections:

<p><b>Absher Park Drive</b></p> <p>Extension</p> <p>Two lane with sidewalks</p> <p><i>Start:</i> Absher Park Drive</p> <p><i>End:</i> Museum Rd</p>	 <p>The diagram shows a two-lane road with sidewalks. From left to right, the dimensions are: 5' sidewalk, 2.5' tree setback, 12' lane, 12' lane, 2.5' tree setback, and 5' sidewalk. A utility pole is located between the two lanes. Trees are shown on both sides of the road, and a person with a dog is on the right sidewalk.</p>
<p><b>Wilkesboro Hwy (NC 115)</b></p> <p>Two lane with sidewalks and paved shoulders</p> <p><i>Start:</i> Midway Rd</p> <p><i>End:</i> Old Wilkesboro Rd</p>	 <p>The diagram shows a two-lane road with paved shoulders and sidewalks. From left to right, the dimensions are: 5' sidewalk, paved shoulder, 12' lane, 12' lane, paved shoulder, and 5' sidewalk. A utility pole is located between the two lanes. Trees are shown on both sides of the road, and a person with a dog is on the right sidewalk.</p>
<p><b>Wilkesboro Hwy (NC 115)</b></p> <p>Four lane with bike lane and sidewalk</p> <p><i>Start:</i> I-40</p> <p><i>End:</i> Old Wilkesboro Rd</p>	 <p>The diagram shows a four-lane road with bike lanes and sidewalks. From left to right, the dimensions are: 2.5' tree setback, 4' bike lane, 12' lane, 12' lane, 12' lane, 12' lane, 4' bike lane, 2.5' tree setback, and 5' sidewalk. A utility pole is located between the two inner lanes. Trees are shown on both sides of the road, and a person with a dog is on the right sidewalk.</p>



Map L: Crash History Map



### Neighborhood Concerns

Most major areas of concern in the Small Area, as understood from resident feedback, involve traffic, speeding, and transportation issues. However, vacant/abandoned nonresidential properties along the Highway 115 Corridor are an area of concern. Along with this, there have been concerns about signage along Highway 115 in front of businesses. Residents feel that in some areas, the signs may be technically within the City Code but are still unsightly.

Another concern that residents have is the Gainzville Plaza Area. This lot, which holds four businesses (Dynamic Nutraceuticals, Core Nutritionals, Crush-It Coliseum, and Coffee House), has a large parking area that is not utilized to its full capacity for most of the time. Also in this parking lot is a seasonal roadside vegetable stand which generates some traffic and business to the area. There is potential for this parking lot to be shared between businesses which could allow for a weekend Farmers Market that utilizes those parking spaces while Dynamic Nutraceuticals is closed on the weekends. This would enrich the community as well as providing residents with a source of fresh food. Creating a Farmers Market could also be a step in the direction of creating an agrotourism area along the Highway 115 Corridor as visitors travel north through more agricultural areas of Statesville. This could generate more business and foot traffic to other storefronts, both those existing and yet to come.



*Seasonal Roadside Stand - June 2026*



*Gainville Plaza Parking Lot - June 2026*

Another concern in the area is the lack of trees and vegetation. Residents are concerned that as development moves forward in the area, existing trees and natural spaces will be removed to make room for businesses. A solution to this is increasing tree planting along Highway 115, which could also benefit the area by creating a beautification along this gateway to Statesville. By planting Cherry Trees along the Interstate 40 exit north towards the Old Wilkesboro Road/South Chipley Ford Road/Highway 115 Intersection, visitors coming off Interstate 40 could enjoy driving through a greener area. Pedestrians and residents would also benefit from increased tree planting along this area, which would increase air quality, prevent erosion, and act as a carbon sink.

Loud and speeding vehicles from Old Wilkesboro Road were a concern. Because this area is within Statesville's ETJ but outside of the City Limits, the Statesville Police Department cannot issue a noise complaint. As a result, these complaints and concerns must go to the Iredell County Sheriff's Office or Highway Patrol. The City of Statesville can work with the Statesville Police Department, however, to get more frequent patrols of the area.

Landscaping and maintenance of landscaping were the last two main concerns. Repeat offenders in terms of letting weeds grow in their lots, as well as commercial properties not keeping up with their landscaping were the specific issues. Each of these could involve changes in the city code in order to create a more efficient solution to these problems.

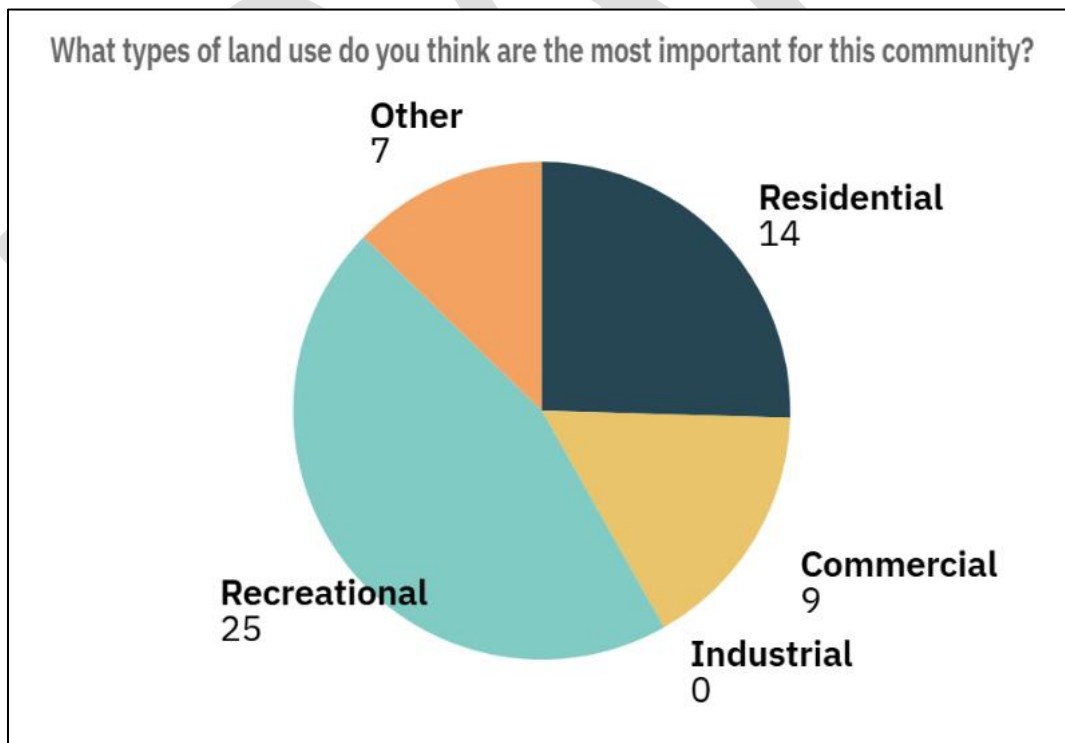


*Photoshop-rendered image of Highway 115 with Cherry Trees planted*

## Parks and Recreation

The only City of Statesville Park within the Small Area is Albert B. McClure Park (hereafter referred to as McClure Park). There are trails behind the park that connect to the Statesville Greenway, as well as the Gregory Creek Homestead walking trails. The park is primarily used by nearby schools for softball and baseball practices. There are approximately 1.14 acres of land in McClure Park to the east of the parking lot around the existing bathrooms and picnic areas that could be utilized. Beyond that area, there is a relatively extreme drop-off that would make development in the western part of the park difficult. McClure Park directly borders the Iredell Arts and Heritage Museum and Nature Trails property. *See Map M on Page 33.*

The highest priority for change in McClure Park is updating the bathrooms and picnic shelters, as well as adding playground equipment. The best place to add this equipment may be on the western border of McClure Park, between the Picnic Shelters and the Bathrooms. Currently, the nearest public playground to the Beverly Heights and Western Heights neighborhoods is Martin Luther King Jr. Park, which is across Interstate 40 and difficult to access without a vehicle. By putting playground equipment in McClure Park, residents from the surrounding neighborhoods will be able to utilize sidewalks and walking trails to enjoy the playground there as a pedestrian or biker, rather than being forced to drive a car.



*Data collected from a resident survey in June 2026*



*Current Picture of Picnic Area*



*Current Picture of Restrooms*



*Photoshop-rendered mock-up of potential picnic shelter additions.*



*Photoshop-rendered mock-up of potential fitness equipment area additions.*



*Photoshop-rendered mock-up of potential playground addition.*

The City of Statesville Greenway does run through the Small Area, specifically on the northern boundary of McClure Park. This part is the Gregory Creek Section. “The Gregory Creek Section of the City of Statesville Greenway runs through a secluded wooded area along both Gregory and Fourth Creeks. The linear trail has access points at either end. The Iredell Museums Gregory Creek Homestead is a historic exhibit is located at the western trailhead in a historic pumphouse. The trail encircles McClure Park, a large baseball and softball park. The 1.3-mile trail continues to follow Gregory Creek to Pump Station Road where it will eventually connect to Fourth Street Section of the Statesville” (City of Statesville Recreation and Economic Vitality: Statesville Greenway Trail).

The Greenway is also a part of the Carolina Thread Trail, though it is maintained by the City of Statesville. The Carolina Thread Trail is proposed to continue across 115 and through the Small Area along Gregory Creek until it reaches Walker Road, which is west of the Martin Marietta Quarry, according to the 2019 Mobility + Development Plan. The yellow line on the image below shows the proposed extended Gregory Creek Section of the Statesville Greenway.



*Extended Statesville Greenway Route*

The walking trails around Gregory Creek are missing some safety features in terms of crosswalks, specifically around the Gregory Creek Homestead and Iredell Arts and Heritage Museum. Additionally, the parking lot for the western trailhead on the Gregory Creek Section of the Statesville Greenway does have a board that could be utilized for maps and brochures but is instead used only to show bird identification flyers and a motor vehicle sign. A map on this board would make the trail feel much safer and ensure that pedestrians were familiar with the path and distances before they began.



*Current Trailhead at Gregory Creek Homestead on the Statesville Greenway*










Map M: McClure Park

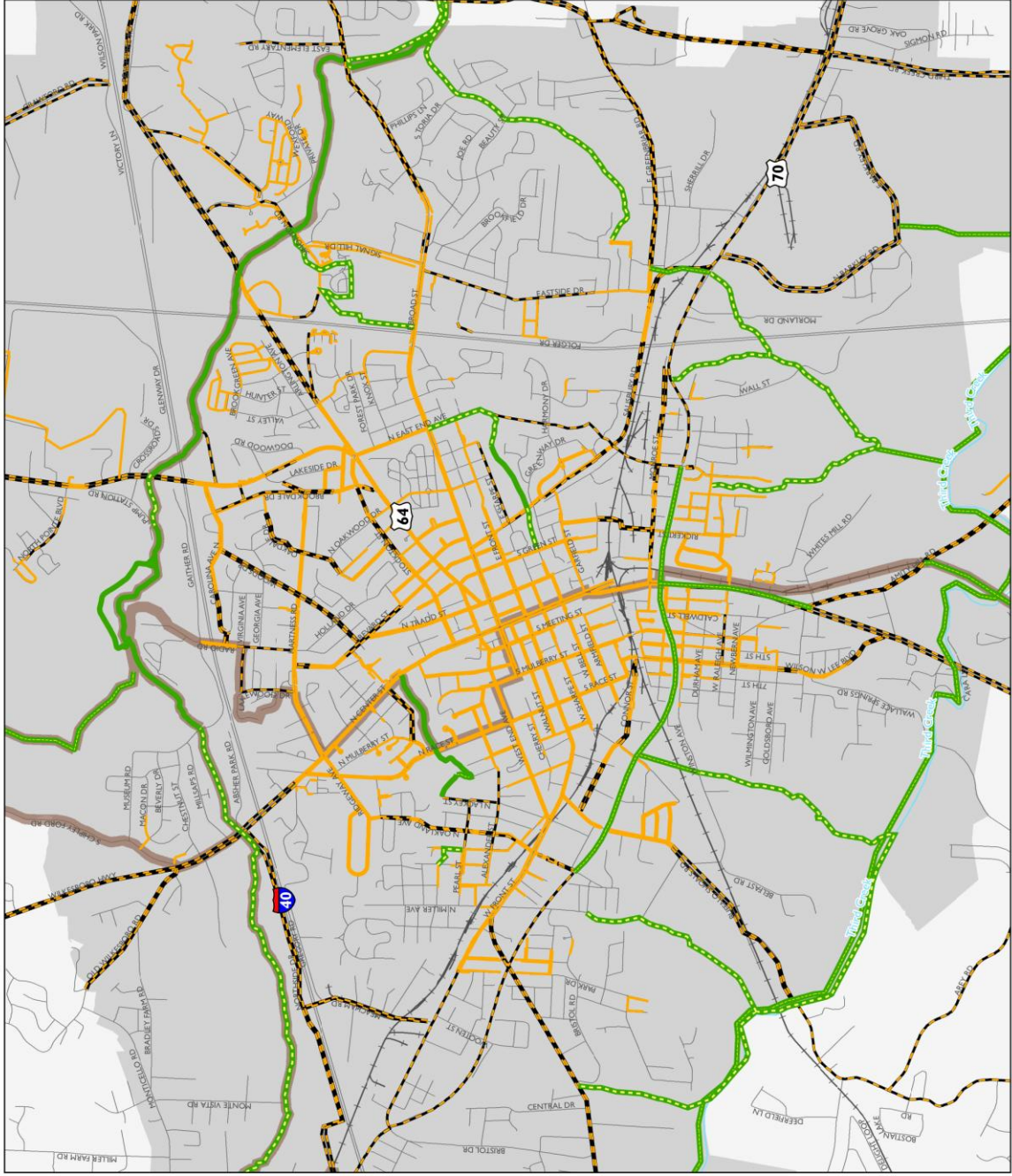


Map N: Proposed Pedestrian Infrastructure

**Pedestrian & Greenway Recommendation**

Figure 4.2b

-  Existing Multi-Use Path
-  Proposed Multi-Use Path
-  Existing Sidewalk
-  Proposed Sidewalk
-  Carolina Thread Trail (Proposed)
-  Statesville Municipal Airport
-  City of Statesville
-  Study Area
-  County Boundary



## Appendix A: Traffic Analyses

### MH Corbin Traffic Analyzer Study Computer Generated Summary Report

City: Statesville

Street: Museum Rd

The study was done at Museum Rd in Statesville, NC in Iredell County. The study began on 10/15/2025 at 10:00 AM and concluded on 10/22/2025 at 10:00 AM, lasting a total of 168.00 hours. Traffic statistics were recorded in 15-minute time periods. The total recorded volume showed 3,151 vehicles passed through the location with a peak volume of 42 on 10/21/2025 at [07:45 AM-08:00 AM] and a minimum volume of 0 on 10/15/2025 at [10:00 PM-10:15 PM]. The AADT count for this study was 450.

#### SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 39 MPH with 94.58% vehicles exceeding the posted speed of 25 MPH. 2.17% of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 46.92 MPH.

<	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	to
9	14	19	24	29	34	39	44	49	54	59	64	69	74	>
2	15	42	108	244	492	825	737	404	147	43	9	7	2	6

CHART 1

#### CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Vans & Pickups. The number of Passenger Vehicles in the study was 1392, which represents 45 percent of the total classified vehicles. The number of Vans & Pickups in the study was 1621, which represents 53 percent of the total classified vehicles. The number of Busses & Trucks in the study was 43 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 26, which represents 1 percent of the total classified vehicles.

<	18 to	21 to	24 to	28 to	32 to	38 to	44 to							
to	20	23	27	31	37	43	>							
17														
1392	1466	155	9	23	14	9	15							

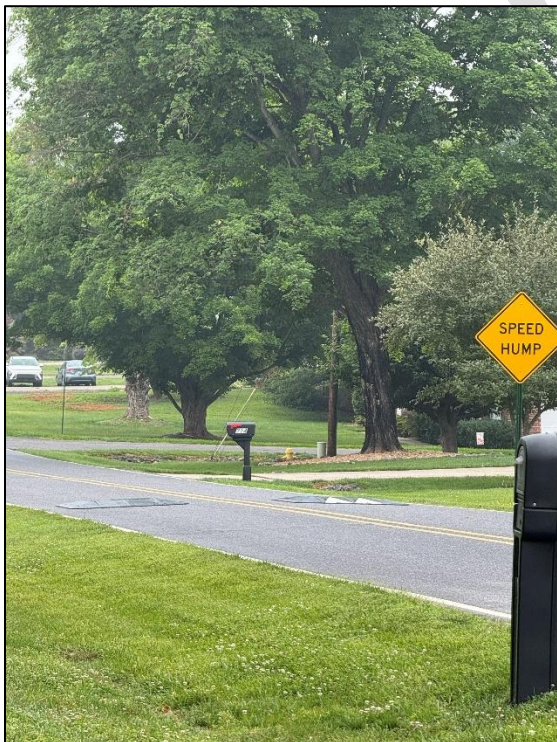
CHART 2

**HEADWAY**

During the peak traffic period, on 10/21/2025 at [07:45 AM-08:00 AM] the average headway between vehicles was 20.93 seconds. During the slowest traffic period, on 10/15/2025 at [10:00 PM-10:15 PM] the average headway between vehicles was 900 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 52.00 and 117.00 degrees F.



Speed Hump on Museum Road



Speed Hump on Museum Road

**MH Corbin Traffic Analyzer Study**  
**Computer Generated Summary Report**

**City: Statesville**

**Street: Museum Road**

The study was done at Museum Rd in Statesville, NC in Iredell County. The study began on 10/15/2025 at 10:00 AM and concluded on 10/22/2025 at 10:00 AM, lasting a total of 168.00 hours. Traffic statistics were recorded in 15-minute time periods. The total recorded volume showed 4,061 vehicles passed through the location with a peak volume of 36 on 10/15/2025 at [05:00 PM-05:15 PM] and a minimum volume of 0 on 10/15/2025 at [10:00 PM-10:15 PM]. The AADT count for this study was 580.

**SPEED**

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 35 - 40 MPH range or lower. The average speed for all classified vehicles was 35 MPH with 94.36% vehicles exceeding the posted speed of 25 MPH. 0.47% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 35MPH and the 85th percentile was 41.35 MPH.

<	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	to
9	14	19	24	29	34	39	44	49	54	59	64	69	74	>
0	15	62	150	491	1177	1364	604	128	16	11	5	2	1	0

**CHART 1**

**CLASSIFICATION**

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger

Vehicles in the study was 2304 which represents 57 percent of the total classified vehicles. The number of Vans & Pickups in the study was 1636 which represents 41 percent of the total classified vehicles. The number of Busses & Trucks in the study was 48 which represents 1 percent of the total classified vehicles. The number of Tractor Trailers in the study was 37, which represents 1 percent of the total classified vehicles.

<	18 to	21 to	24 to	28 to	32 to	38 to	44 to								
to	20	23	27	31	37	43	>								
17															
2304	1548	88	13	18	24	16	15								

CHART 2

**HEADWAY**

During the peak traffic period, on 10/15/2025 at [05:00 PM-05:15 PM] the average headway between vehicles was 24.324 seconds. During the slowest traffic period, on 10/15/2025 at [10:00 PM-10:15 PM] the average headway between vehicles was 900 seconds.

**WEATHER**

The roadway surface temperature over the period of the study varied between 52.00 and 115.00 degrees F.

DRAFT

**[[The second neighborhood meeting was conducted on July 2, 2026. The drop-in meeting was to review the SAP in its draft format, specifically as it relates to the vision statement and recommendations. Recommendations and conclusions to be added post meeting 2]]**