CITY of Statesville
PLANNING DEPARTMENT
– PLAN · CONNECT · GROW · THRIVE –

AGENDA

DATE: September 15, 2026

TO: Statesville Planning Board

FROM: Matthew Kirkendall, Senior Planner

CC: Erika Martin, Planning Director
Herman Caulder, Assistant Planning Director

SUBJECT: September Planning Board Meeting

The Statesville Planning Board will hold a meeting on September 22, 2026, at 6:00 p.m. in the Council Chamber of City Hall, 227 South Center Street, Statesville, NC.

1. Welcome and approval of the agenda and minutes from August 25, 2026, Planning Board Meeting.

2. Conduct a courtesy hearing and make a recommendation to City Council for an amendment to the 2019 Mobility and Development Plan (MDP) to remove a proposed new roadway connecting Dover Road and Third Creek Road (Weeks).

3. Conduct a courtesy hearing and make a recommendation to City Council to consider adoption of the Beverly Heights & Western Heights Small Area Plan (Martin).

4. Conduct a courtesy hearing and make a recommendation to City Council for rezoning case ZC26-13 The Oaks at James Farm Revision major subdivision (Kirkendall).

5. Conduct a courtesy hearing and make a recommendation to City Council for rezoning case ZC26-11 Japul Road 2 major subdivision (Kirkendall).

Planning Board Meeting Minutes
City Hall Council Chambers – 227 S. Center Street
August 25, 2026 – 6:00 p.m.

Members Present: Bernard Robertson, Alisha Cordle, Darrin Rucker, Roger Bejcek, Joel Mashburn, Mark Tart

Members Absent: Corina Iyoob, Cory Sloan

Staff: Randall Moore, John Ferguson, Joseph Campbell, Matthew Kirkendall, Erika Martin, Lori Deal

Chairperson Cordle called the meeting to order and stated that item 4 has been removed from the Agenda. **Bejcek made a motion to approve the amended agenda, and Robertson seconded the motion. The motion passed unanimously.**

Approval of Minutes
Bejcek made a motion to approve the July 28, 2026 Planning Board minutes as presented. Seconded by Robertson. The motion carried unanimously.

Conduct a courtesy hearing and make a recommendation to City Council for Text Amendment TA26-04 Chapter 20 Stormwater Right-of-Way and Housekeeping.

Randall Moore presented the request and stated City staff are proposing to edit Chapter 20 of the Statesville City Code regarding the tail ditch maintenance policy. Staff are also proposing to move Chapter 21 Section 21.21 of the City Code into Chapter 20 along with some minor tweaks to responsibilities in the Code.

Summary of Information

The changes include:

- Change Public Works Director to City Engineer throughout Chapter 20.
- Remove the responsibility of the Planning Director to serve as the Floodplain Administrator as Article 2 designates the Stormwater Program Manager as the Floodplain Administrator.
- Move Chapter 21, Article 1. – General, Sec. 21-21 into Chapter 20 Stormwater as it deals with depositing matter in gutters, drainageways.
- Update Chapter 20 Article III. – Tail-Ditch Maintenance to make it easier for the Stormwater Maintenance Crew to perform repairs off the right-of-way where the City has safety issues due to infrastructure needing repair.

Previous Action

City Council previously approved and adopted Ordinance 17-20, An Ordinance Amending Chapter 20 of the Statesville City Code, on the 3rd of August 2020.

DRAFT

Randall Moore stated the main points of the Text Amendment is to update Chapter 20 Article III of the tail ditch maintenance policy for the Stormwater Maintenance Crew to make easier repairs off the right-of-way for safety issues due to infrastructure needing repair. Create section 20-2.2 concerning depositing matter in gutter and drainageways and remove it from Chapter 21 Streets and Sidewalks. Change Public Works Director to City Engineer throughout Chapter 20 Stormwater and change the duties of the Planning Director to the Stormwater Program Manager as the local administrator of Flood Plain Development in Appendix A.

Chairperson Cordle opened the public hearing and being no speakers closed the public hearing.

Bejcek made a motion to approve Text Amendment TA26-04 Chapter 20 Stormwater Right-of-Way and Housekeeping Option 1. The text amendment is recommended for approval, it is consistent with North Carolina General Statutes for Stormwater Regulations, is reasonable and in the public interest, Seconded by Tart. The motion carried unanimously.

Conduct a courtesy hearing and make a recommendation to City Council for rezoning case ZC26-10 Statesville Regional Airport Properties.

Joseph Campbell presented the request initiated by the City of Statesville on behalf of the Statesville Regional Airport to rezone 54 parcels comprising approximately 481.5 acres of land acquired for airport operations and safety purposes. The request is to rezone these parcels from City of Statesville RA (Residential Agricultural), Airport Zoning District, and R-20 (Single-Family Residential) to City of Statesville Heavy Industrial (HI).

Summary of Information

The Statesville Regional Airport first began operating as a grass airstrip during the 1930's. During the 1950's, the main runway was paved for the first time. Multiple runway alterations and hangar additions were made in the following decades, including multiple runway extensions to accommodate larger corporate aircraft. In 2026, the airport hosted their ribbon cutting ceremony to open its brand-new, multi-level terminal building.

The current total site is approximately 481.5 acres. Over time, the airport has acquired adjacent property for future projects and the City is seeking to rezone these properties into one uniform zoning district. The request is to rezone approximately 481.5 acres, including runway areas that were never rezoned from the original zoning designation, and adjacent parcels purchased by the City of Statesville.

This is standard by-right rezoning, meaning it is not subject to any conditions. Rezoning these parcels to the Heavy Industrial zoning district will bring the land use classification into conformance with the actual ownership, operational use, and long-term planning for the Statesville Regional Airport and other future airports.

The 2045 Land Development Plan shows the property to be in a Tier 1 Growth Area suitable for Employment Center + Industrial Flex character intent.

The surrounding zoning districts and current land uses are as follows:

North of the Site:
City of Statesville: LI (Light Industrial), B-5 (General Business), R-20 (Suburban Residential) & Iredell County: RA (Residential Agriculture).

East of the Site:
City of Statesville R-20 (Suburban Residential), RA (Residential Agriculture), and Airport Zoning.

South of the Site:
City of Statesville RA (Residential Agriculture), Airport Zoning,& Iredell County RA (Residential Agriculture).

West of the Site:
City of Statesville RA (Residential Agriculture), Airport Zoning & Iredell County RA (Residential Agriculture).

Previous or Relevant Actions
N/A

Strategic Initiative Supported
Connecting our City.

Budget/Funding Implications
N/A

Consequences For Not Acting
The properties would remain nonconforming and would limit future expansions.

Department Recommendation
The 2045 Land Development Plan is supportive of this request, as it shows these parcels to be in the Employment Center + Industrial Flex and Rural intent area, which provides opportunities for a mix of heavy and light industrial along the corridor. The Tier 1 Growth Area shows this site as suitable for development which supports this request.

Therefore, staff recommends **approval – option 1** to approve the requested rezoning.

Manager Comments
N/A

Next Steps
Recommendation from the Planning Board and City Staff moves to City Council for the first reading and public hearing of ZC26-10 Statesville Regional Airport September 14, 2026.

Chairperson Cordle opened the public hearing.

Sarah Hess, 1198 Old Mountain Road asked what the rezoning means for them and Campbell stated the use is not changing. John Ferguson, Airport Manager stated there are no plans to develop her area due to the Carolina Balloonfest launch field and there are no plans to connect the airport to Old Mountain Road at this time.

Margaret Stevens, 187 Horseshoe Loop asked what this means for the church located at 389 W. Aviation Drive and John Ferguson stated this has no impact to the church and this is only a zoning change.

Cynthia Nesbit Clark, 155 Hidden River Lane asked how this affects their property and the graveyard on New Center Drive and Sand Trap Drive and John Ferguson stated long range expansion plans are to extend the runway area through the golf course with no impact to Sand Trap Drive, New Center Drive, or Old Airport Road and there are no plans to impact the cemetery.

Chairperson Cordle closed the public hearing.

Robertson made a motion to approve ZC26-10 to rezone Statesville Regional Airport Properties, Option 1. The zoning amendment is hereby approved and is consistent with the City's 2045 Land Development Plan. Specifically, the Airport/I-40 Area New Development Strategic Focus Area. The Plan supports maximizing the economic development potential of the Statesville Regional Airport and encourages aviation supportive, industrial, logistics, manufacturing, and commercial uses in the surrounding area. Furthermore, this request is reasonable and in the public interest because rezoning this site aligns the existing airport/helipad use with the appropriate zoning district. Seconded by Bejcek. The motion carried unanimously.

Bejcek made a motion to adjourn, seconded by Robertson. The motion carried unanimously.

Staff Report

To: Planning Board Members

From: Tamira Weeks, Transportation Planner

Date: September 22, 2026

Re: Abandon Right-of-Way and Amend Mobility Development Plan – Dover Rd-Third Creek Extension

---

Action Requested

Conduct a courtesy hearing to amend the 2019 Mobility & Development Plan (MDP) and the Charlotte Regional Transportation Planning Organization (CRTPO) Comprehensive Transportation Plan (CTP) to remove the Third Creek Road/Dover Road Extension.

Summary of Information

Mr. Robert C. Combs of The Keith Corporation, on behalf of the property owner, TKC CCCXCVIII, LLC initiated a right-of-way (ROW) abandonment for the approximately 2000 ft end portion of Dover Rd just (Larkin Commerce Pkwy intersection to the terminus of Dover Rd). The company owns all the parcels that would be affected by the abandonment. The abandonment will allow the recombination all of the affected parcels into one larger one. This will allow for more options for development on a greater scale. At this time, the company intends to develop a regional commerce park on the proposed abandoned ROW.

Per section 2.13F of the Unified Development Code, prior to prior to approval of right-of-way abandonment City Council shall:

1. The abandonment conforms to State law; **The proposed right-of-way abandonment is consistent with N.C.G.S. § 160A-299 because the abandonment is not contrary to the public interest and will not deprive any property owner of reasonable means of ingress or egress.**

2. The abandonment is consistent with the Comprehensive Plan, Major Street Plan, and other adopted plans and policies of the City; **Currently, abandoning Dover Rd does not meet requirement #2. According to the 2019 Mobility and Development Roadway Improvements (Figure 3.9a) and Charlott Regional Transportation Planning Organization Comprehensive**

Transportation Plan show a recommended roadway improvement is to build a new minor thoroughfare to connect Dover Rd and Third Creek Rd (See 2019 MDP Roadway Improvements Map). The abandonment does not restrict access to any parcel or result in access that is unreasonable, economically prohibitive, or devalues any property; **The abandonment does not restrict access to any parcel or result in access that is unreasonable, economically prohibitive, or devalues any property. The affected parcels are under common ownership and are intended to function as a unified site. Abandonment will facilitate the consolidation of the properties and provide greater flexibility for the coordinated development of the larger site without adversely affecting access.**

3. The abandonment does not adversely impact the health, safety, or welfare of the community, nor reduce the quality of public services provided to any parcel of land. **The abandonment is associated with the consolidation of three parcels into a larger unified site and will not result in any parcel becoming landlocked or losing necessary access to public streets or utilities. The abandonment will facilitate the cohesive development of the combined site while maintaining adequate access and public services to the surrounding properties.**

Therefore, Staff finds that upon amending the locally adopted MDP and regionally adopted CTP to remove the Dover Rd-Third Creek Extension, that the statutes can be met and the right-of-way abandoned.

Previous or Relevant Actions

N/A

Consequences For Not Acting

The unopened portion of Dover Rd would not be abandoned, constraining the development potential of the site.

Department Recommendation

Staff recommends amending the MDP & CTP to remove the Dover Rd- Third Creek Extension from the list of recommended roadway improvements.

Next Steps

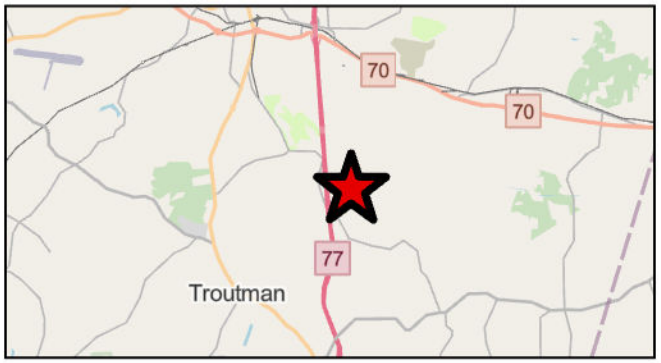
Recommendation from the Planning Board and City Staff moves to City Council

Attachments:

1. Right of Way Location Map
2. 2019 MDP Roadway Improvements Map
3. UDC Section 2.13F
4. CRTPO CTP

CITY of Statesville PLANNING

Dover Rd Right of Way (ROW) Abandonment

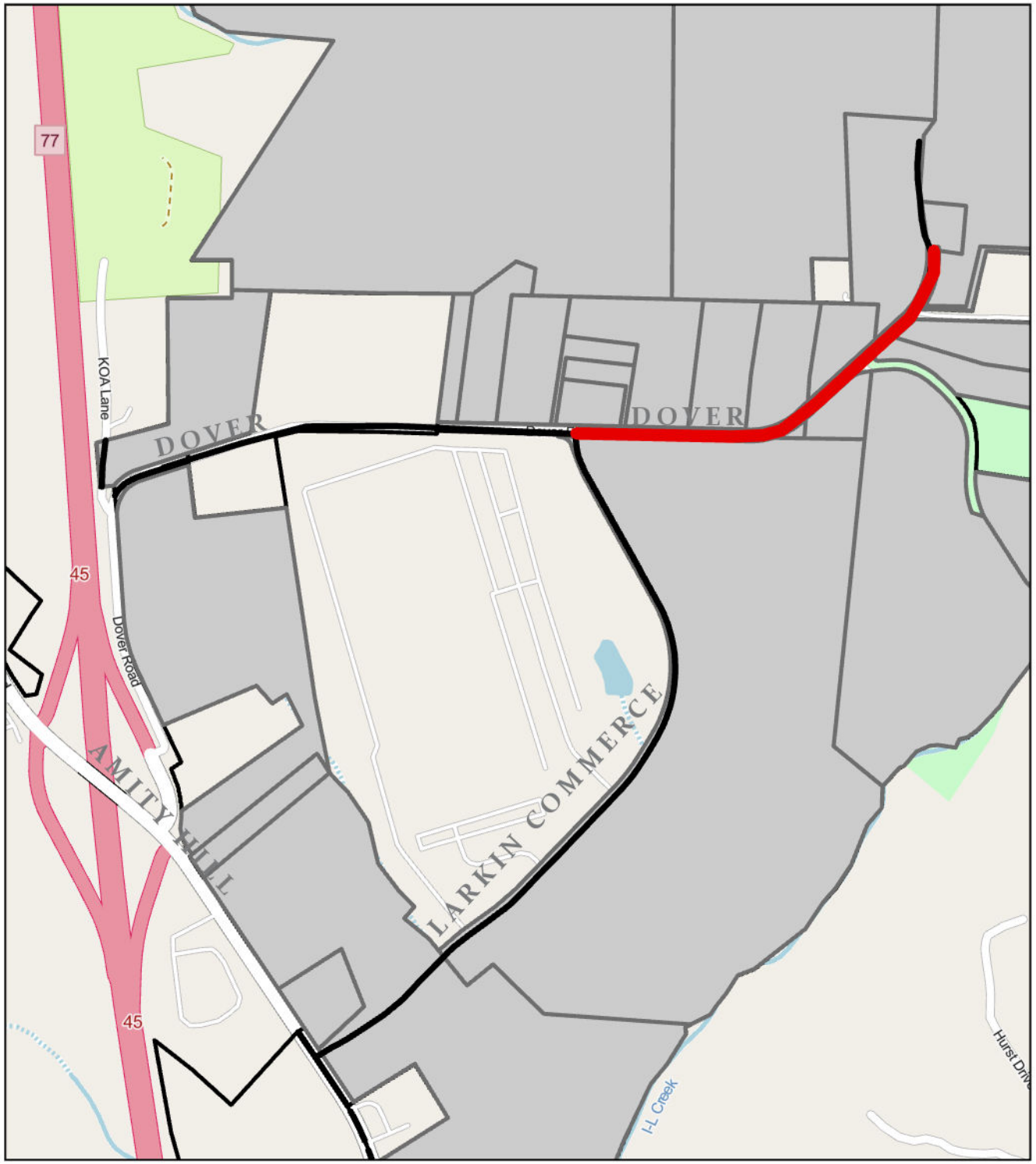


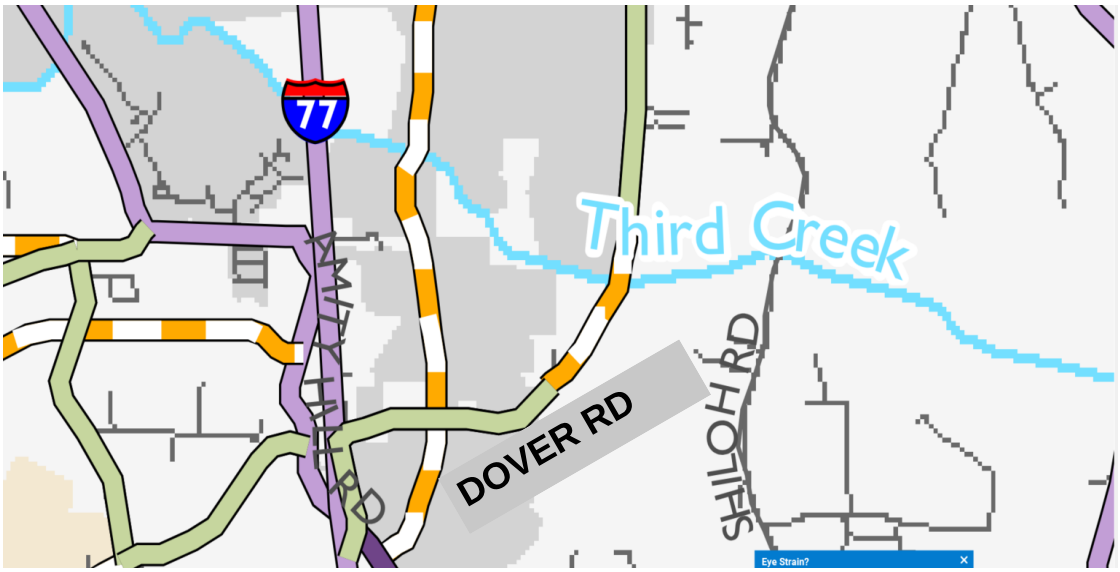
N

0 0.2 0.4 Miles

Legend

- Proposed ROW Abandonment
- TKC CCCXCVIII LLC Property





Roadway Improvements

Figure 3.9a

- Existing Roadways
- Road Diet (Recommended)
- Widening (Recommended)
- Access Management (Recommended)
- General Improvements (Recommended)
- New Minor Thoroughfare (Recommended)
- Statesville Municipal Airport
- City of Statesville
- Study Area
- County Boundary

NCGS 160D-1403.2, limiting local government's use of the defense of estoppel, applies to proceedings under this section.

(Ord. No. 08-21, 3-1-2021; Ord. No. 02-23, exh. A, 1-9-2023)

Editor's note(s)—Ord. No. 02-23, exh. A, adopted Jan. 9, 2023, amended § 2.12 and, in doing so, changed the title of said section from "Appeals from Staff Determinations" to "Appeals from Determinations," as set out herein.

Section 2.13 Abandonment of Streets, Easements or Plats

A. Purpose

Any portion of a public right-of-way, reservation, easement, dedicated setback in excess of the required minimum, access control, or plat may be vacated, provided the abandonment is found to be in the public interest and no private rights are adversely affected.Applications for abandonment may be made by the City or any owner of property abutting or including the property or interest to be vacated.

B. Applicability

A public right-of-way, reservation, easement, dedicated setback, or access control may be abandoned if such is no longer necessary for the public safety or convenience. The undeveloped portion of a plat may be abandoned provided there is no need for any public reservations, easements, dedicated setbacks, or access control shown thereon.

C. Application and Procedure

Any approved abandonment must be adopted by ordinance of the City Council. An application for abandonment shall be filed in the office of the Planning Department.

Following the adoption of an abandonment ordinance, the Clerk shall record a copy thereof with the Register of Deeds, and such abandonment shall be noted on any affected plat.

D. Reservation of Easements

The City Council may reserve such rights-of-way and other easements as are necessary for existing or planned public facilities or services.

E. Reversion of Land Abandoned

All abandoned public property or interests shall be sold or revert to the owners of adjoining properties pursuant to State law.

F. Review Criteria

Prior to approval, the City Council shall find that:

1. The abandonment conforms to State law;

2. The abandonment is consistent with the Comprehensive Plan, Major Street Plan, and other adopted plans and policies of the City;

3. The abandonment does not restrict access to any parcel or result in access that is unreasonable, economically prohibitive, or devalues any property; and

4. The abandonment does not adversely impact the health, safety, or welfare of the community, nor reduce the quality of public services provided to any parcel of land.

G. Decision Maker

The City Council shall approve, approve with conditions, or deny approval of the application.

Section 2.14 Certificate of Appropriateness

A. Purpose

In order to safeguard the heritage of the locality, the City of Statesville, under the authority of State statute (G.S. Ch. 160D, art. 9, pt. 4), sets forth these regulations to facilitate the preservation and conservation of historic properties.

Historic properties subject to the regulations of this Section are:

1. All tracts of land situated within a locally designated historic district; and

2. All individual tracts of land which have been locally designated a historic landmark.

Historic properties shall be an additional zone overlapping any of the zoning districts established with this ordinance.

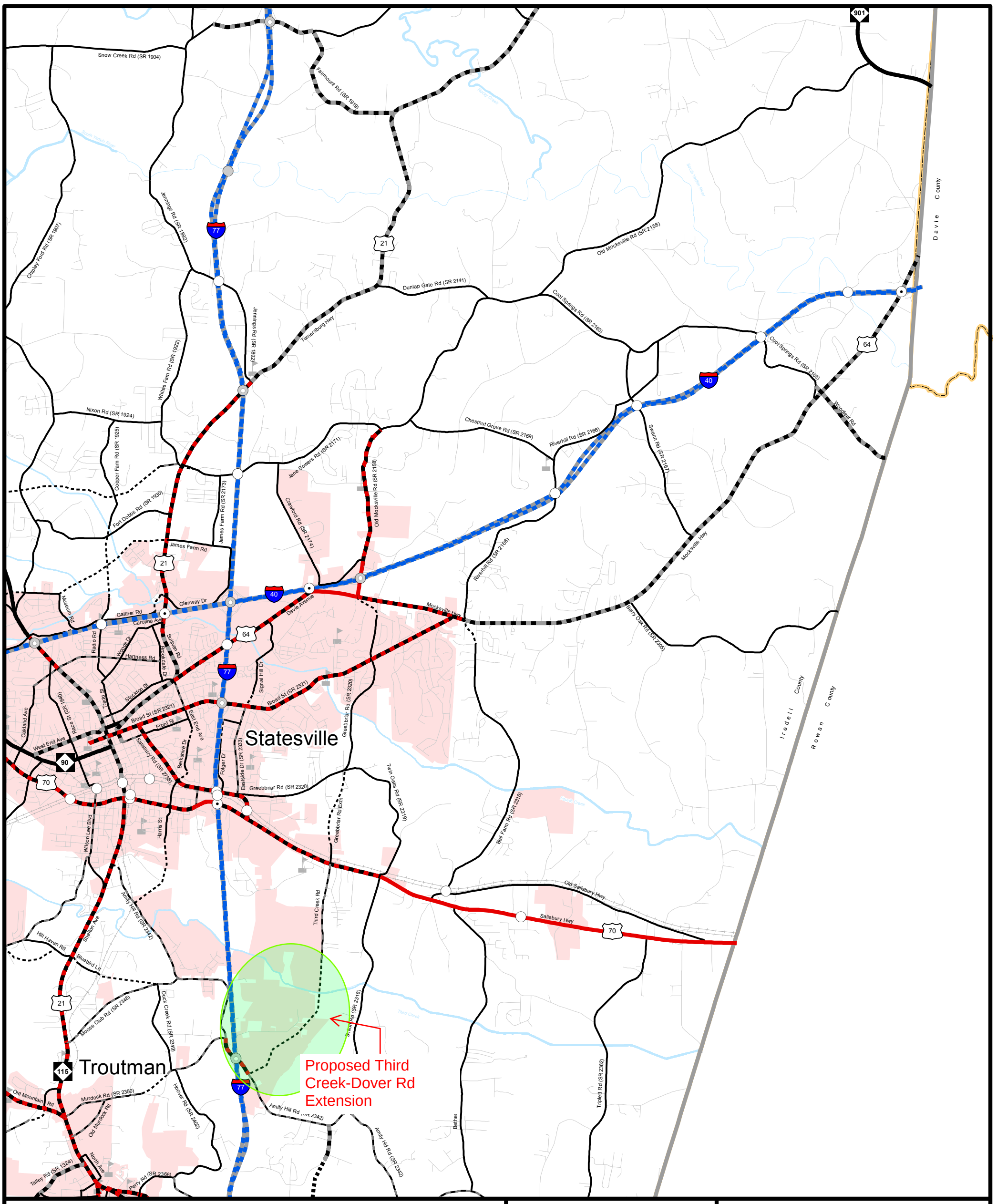
Historic districts shall be delineated on the zoning map to distinguish that portion of any zoning district to which the historic district designation shall apply.

Historic landmarks shall be denoted on the zoning map with common call letters followed by a sequential reference number to be assigned each landmark (i.e., HL-1; HL-2; HL-3; etc.).

The requirements for historic properties shall be additional to other zoning district requirements and, when in conflict with underlying requirements, the requirements for historic properties shall prevail.

B. Applicability

1. Certificate of Appropriateness Required: No exterior portion of any building or other structure (including masonry walls, fences, light fixtures, steps and pavement, or other appurtenant features), nor above-ground utility structure, nor any type of outdoor advertising sign shall be erected, altered, restored, or moved on historic property until after an application for a Certificate of Appropriateness as to exterior architectural features has been submitted to and approved by the Historic Preservation Commission.


Snow Creek Rd (SR 1904)
Fairmount Rd (SR 1919)
Jennings Rd (SR 1892)
Chipley Ford Rd (SR 1907)
Whites Farm Rd (SR 1922)
Nixon Rd (SR 1924)
Cooper Farm Rd (SR 1925)
Fort Dobbs Rd (SR 1930)
James Farm Rd (SR 2173)
Jane Sowers Rd (SR 2171)
Crawford Rd (SR 2174)
Old Mocksville Rd (SR 2158)
Dunlap Gate Rd (SR 2141)
Turnersburg Hwy
Old Mocksville Rd (SR 2158)
Cool Springs Rd (SR 2163)
Davie County
Chestnut Grove Rd (SR 2169)
Riverhill Rd (SR 2166)
Swann Rd (SR 2167)
Woodleaf Rd
Mocksville Hwy
Barry Oak Rd (SR 2308)
James Farm Rd
Museum Rd
Gaither Rd
Glenway Dr
Carolina Ave
Davie Avenue
Radio Rd
Woods Dr
Hartness Rd
Sullivan Rd
Brookdale Dr
Signal Hill Dr
Broad St (SR 2321)
Front St
East End Ave
Stockton St
Trade St
Race St (SR 1560)
Oakland Ave
West End Ave
Salisbury Rd (SR 2795)
Berkshire Dr
Folger Dr
Eastside Dr (SR 2333)
Greenbriar Rd (SR 2320)
Greenbriar Rd Ext
Twin Oaks Rd (SR 2319)
Bell Farm Rd (SR 2316)
Statesville
Irredell County
Rowan County
Wilson Lee Blvd
Harris St
Third Creek Rd
Old Salisbury Hwy
Salisbury Hwy
Amity Hill Rd (SR 2342)
Shelton Ave
Hill Haven Rd
Bluebird Ln
Moose Club Rd (SR 2346)
Duck Creek Rd (SR 2349)
Troutman
Old Mountain Rd
Murdock Rd (SR 2350)
Old Murdock Rd
Hoover Rd (SR 2402)
Talley Rd (SR 1324)
North Ave
Perry Rd (SR 2366)
Triplett Rd (SR 2362)
Proposed Third Creek-Dover Rd Extension
Freeways
Existing
Needs Improvement
Recommended
Expressways
Existing
Needs Improvement
Recommended
Boulevards
Existing
Needs Improvement
Recommended
Other Major Thoroughfares
Existing
Needs Improvement
Recommended
Minor Thoroughfares
Existing
Needs Improvement
Recommended
Interchanges
Existing
Needs Improvement
Recommended
Grade Separations
Existing
Needs Improvement
Recommended
Interchanges with Managed Lanes Access
Existing
Needs Improvement
Recommended
0 0.5 1 2 Miles
N
W E
S
Sheet 2B of 5
Base map date: January 4, 2017
Refer to CTP document for more details
Highway Map
Inset B
AMENDED
Charlotte Regional Transportation Planning Organization
North Carolina
Comprehensive Transportation Plan
Plan date: January 18, 2017
Revision date: October 17, 2018

Staff Report

To: Planning Board Members

From: Erika Martin, AICP, Planning Director

Date: September 22, 2026

Re: Beverly Heights & Western Heights Small Area Plan

Action Requested

Conduct a courtesy hearing to consider adoption of the Beverly Heights & Western Heights Small Area Plan.

Summary of Information

The **Beverly Heights and Western Heights Small Area Plan** updates and expands the 2004 Old Wilkesboro Road Small Area Plan in response to development pressure and community concerns. The study was led by summer planning intern, Maggie Martin and includes Beverly Heights, Western Heights, Canterbury, the Highway 115 commercial corridor, McClure Park, and surrounding properties. The plan establishes a vision for the area as a "Welcome Home Corridor" that accommodates thoughtfully integrated growth while preserving the established residential character, rural identity, natural environment, and overall quality of life. The plan is guided by three primary principles: Safety, Sustainability, and Connection.

Community engagement identified traffic, speeding, pedestrian safety, and development compatibility as major concerns. Residents expressed a strong desire for additional sidewalks and greenway connections, particularly connections to Gregory Creek Greenway and McClure Park. The plan also supports neighborhood-scale commercial development along Highway 115 while discouraging high-density development that could negatively affect established single-family detached neighborhoods. Other priorities include preserving trees and natural areas, improving the appearance of the Highway 115 gateway, and addressing transportation concerns through better roadway and pedestrian connections.

Overall, the plan provides a framework for managing future growth while maintaining the qualities residents value most about the area. It emphasizes directing appropriate commercial development toward Highway 115, protecting existing neighborhoods and environmental resources, improving transportation and pedestrian infrastructure, and

investing in McClure Park and the greenway system. Together, these strategies are intended to create a safer, more connected, sustainable, and welcoming community while ensuring future development reflects the priorities expressed by residents.

Plan Recommendations

1. Construct the Absher Park Road-to-Museum Road connection.
2. Add a sidewalk or greenway connection to Gregory Creek Greenway/McClure Park.
3. Encourage neighborhood-scale commercial development, particularly retail and eating establishments.
4. Discourage high-density development.
5. Require conditional rezoning developments to preserve heritage trees and natural open spaces when practical.
6. Develop a cohesive streetscape plan for Highway 115.
7. Install playground equipment at McClure Park.
8. Renovate McClure Park's bathrooms, parking lot and picnic shelters

Previous or Relevant Actions

N/A

Strategic Initiative Supported

N/A

Budget/Funding Implications

N/A

Consequences For Not Acting

The public engagement and small area plan will not be used as a guide for land use decisions.

Department Recommendation

Staff recommends approving the Beverly Heights & Western Heights Small Area Plan.

Manager Comments

N/A

Next Steps

Recommendation from the Planning Board and City Staff moves to City Council

Attachments:

1. Draft Beverly Heights & Western Heights Small Area Plan



Beverly Heights and Western Heights Small Area Plan

June 2026

CITY of Statesville
PLANNING DEPARTMENT

Table of Contents

Acknowledgements **3**
Introduction and Study Area Description **4**
Study Area Map 6
Satellite Imagery Map 7
Current Conditions **8**
Statesville's ETJ Map 10
Study Area with Flood Zones 10
Vision Statement **11**
Plan Purpose **12**
Study Area with Zoning Districts Map 13
Land Use and Development **14**
Zoning 14
PUD Layout Map 15
Issues to Consider 16
Topography Lines in Area Map 18
Iredell County Farmland Preservation District Map 19
Character Intent Profile 20
Character Intent Profile Map 22
Transportation **23**
Public Engagement Meeting Summary 23
Citizen Concerns 24
Citizen Edits Map 25
Proposed Future Cross Section 26
Existing and Proposed Infrastructure Map 27
Crash History Map 28
Neighborhood Concerns **28**
Parks and Recreation **30**
McClure Park Map 34
Proposed Pedestrian Infrastructure Map 35
Final Recommendations **36**

Conclusion and Future Conditions **37**
Appendix **39**
Traffic Analyses 39
Resident Feedback Results 43

Acknowledgements:

City of Statesville

Maggie Martin
Planning Intern
SAP Project Lead

Erika Martin
Planning Director

Joseph Campbell
Planner II, Downtown District

Tamira Weeks
Transportation Planner

Shane Harris
Code Compliance Officer

Ron Smith
City Manager

Sherisha Hills
Assistant City Manager

Scott Herrell
Assistant City Manager

Doug Hendrix
Mayor

David Jones
City Councilmember, Ward One

Kristi Pfeufer
City Councilmember, Ward Two

Dorris Allison
City Councilmember, Ward Three

Amy Lawton
City Councilmember, Ward Four

Tip Nicholson
City Councilmember, Ward Five

Lisa Pearson
City Councilmember, Ward Six

James Pressly
City Councilmember, At-Large

Trey Robertson
City Councilmember, At-Large

Herman Caulder
Assistant Planning Director

April Nesbit
Public Information Officer

Lesley Marion
Code Compliance Supervisor

Chris Overcash
Staff Engineer

Adam Spillman
Crime Analyst

Richard Griggs
Parks and Recreation Director

Matt Hubert
City Engineer

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 homes in the neighborhood 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 home 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 2nd, 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



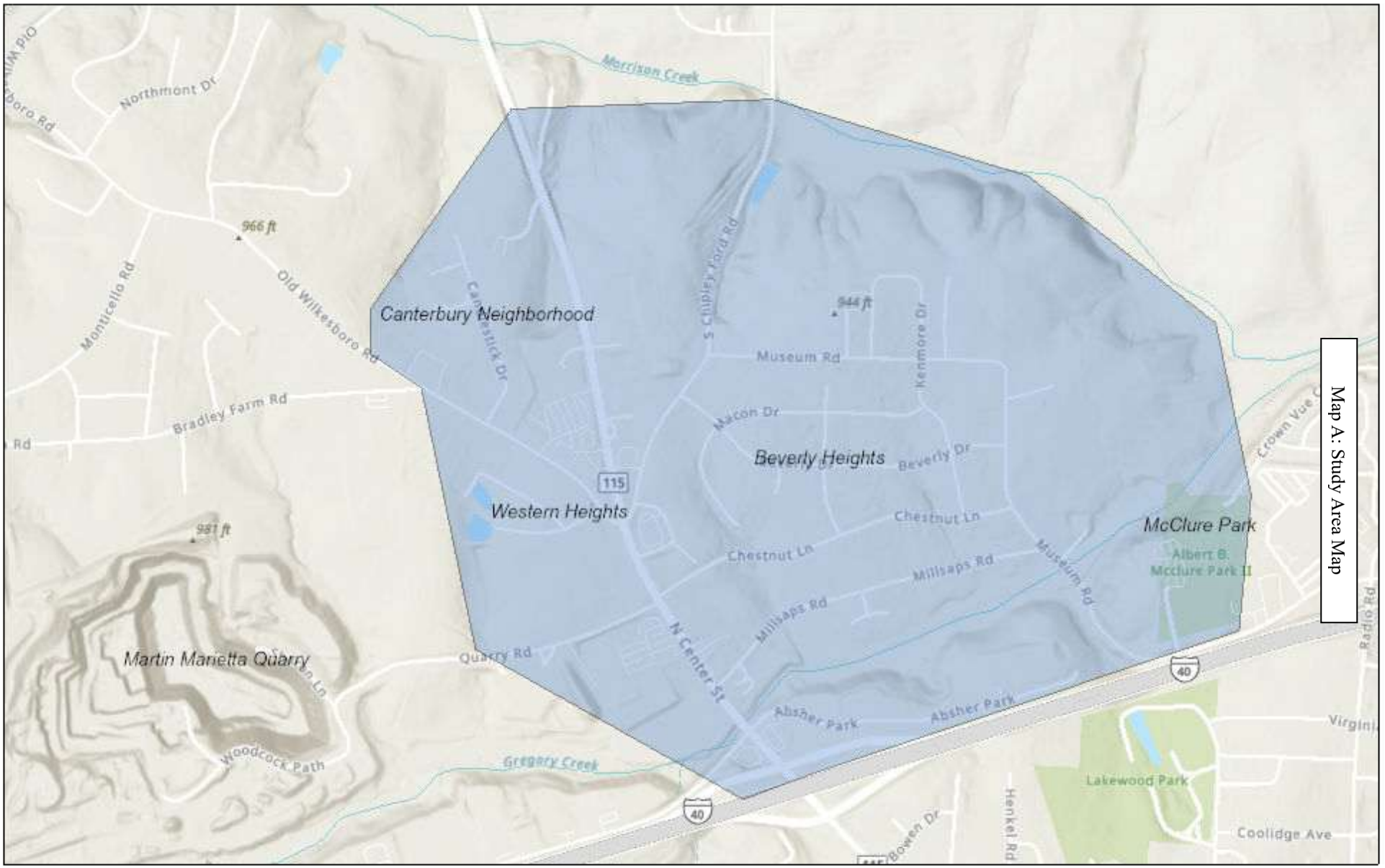


in-person meeting as well as the online survey, which guided the choices and recommendations made throughout this SAP. The main areas of focus for the first meeting and surveys were Transportation, Land Use, Parks and Recreation, and Neighborhood Concerns, which are all addressed in this Small Area Plan. 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.

On July 2nd, 2026, a second Public Engagement Meeting was held. Prior to this meeting, drafts of the SAP were shared with residents via email and social media. Residents were encouraged to review the draft, specifically the vision statement, prior to the meeting. At the July 2 meeting, participants were asked to consider 15 different possible recommendations for change. They were then asked to vote for their top 6 priorities. At another station, participants were given handouts of the printed vision statement and asked to add any changes they might like to make. With these additions, the SAP was updated according to what feedback residents provided. Approximately 12 residents attended this meeting.



Small Area



6/23/2026

BHWH_Small_Area_Plan5

1:15,996

0 0.1 0.2 0.4 mi

0 0.17 0.35 0.7 km

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

Small Area Plan



Map B: Small Area Satellite Imagery

6/16/2026

1:15,996

0 0.1 0.2 0.4 mi

0 0.17 0.35 0.7 km

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 into 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/Watts 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.

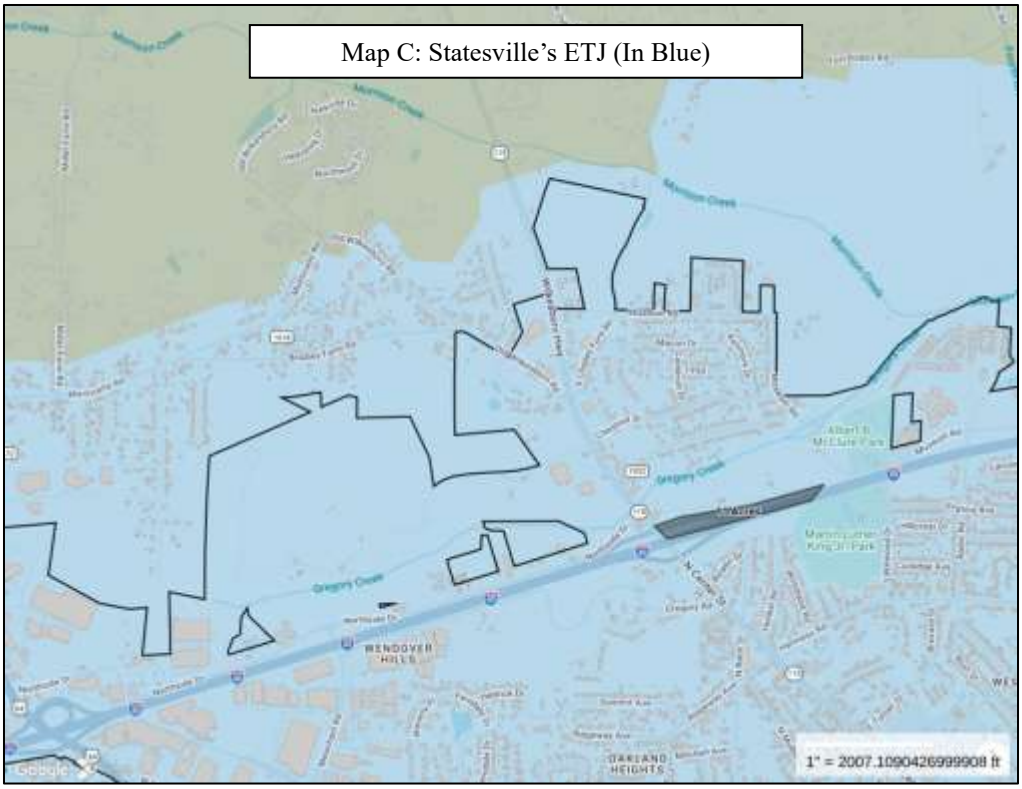


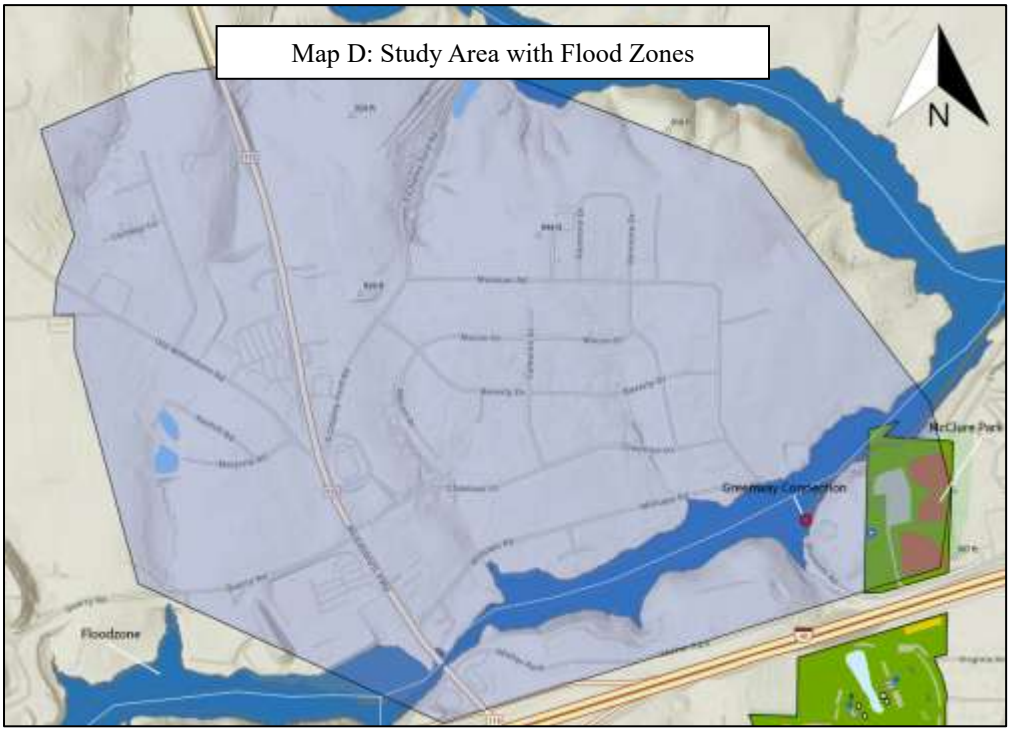
McClure Park Sign

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 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 C, Statesville's ETJ, on Page 10.*


Map C: Statesville's ETJ (In Blue)
WENDOVER HILLS
OAKLAND HEIGHTS
1" = 2007.1090426999908 ft


Map D: Study Area with Flood Zones
N
McClure Park
Floodzone

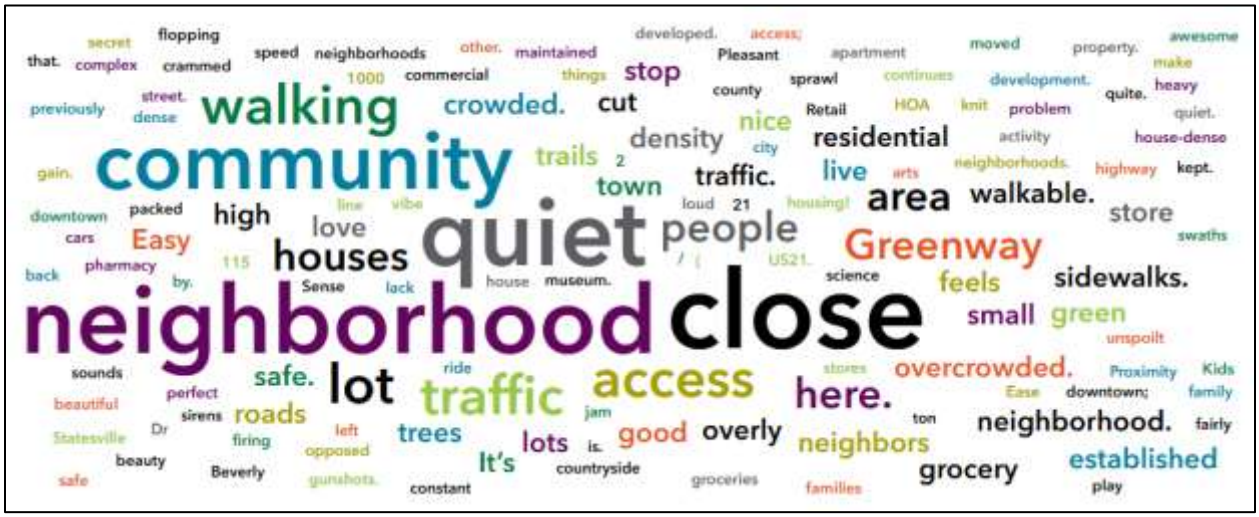
Vision Statement

As a "Welcome Home Corridor" to Statesville, The Beverly Heights and Western Heights Area will actively embrace thoughtfully integrated modern growth while preserving the foundational framework of our rural, hometown identity. We are committed to fostering stable, neighborhood-scale development that preserves our established neighborhood character and supports our City's growth plans.

Growth and change in this area will be guided by the values and principles of residents working in collaboration with the greater Statesville community, thereby ensuring both our residential and commercial neighborhoods remain safe, pedestrian-friendly, and deeply welcoming.

We envision a sustainable, highly livable community that celebrates our natural environment. We will intentionally nurture and integrate green spaces across all facets of our landscape-weaving seamlessly into residential living, recreational spaces, and commercial development.

Guided by the pillars of Safety, Sustainability, and Connection, we endeavor to cultivate a lifelong livability and resilient prosperity that serves neighborhood residents and our community at large.



"What do you love about this area now?" – Data collected from resident survey in June 2026

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 are 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 and speeding 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.

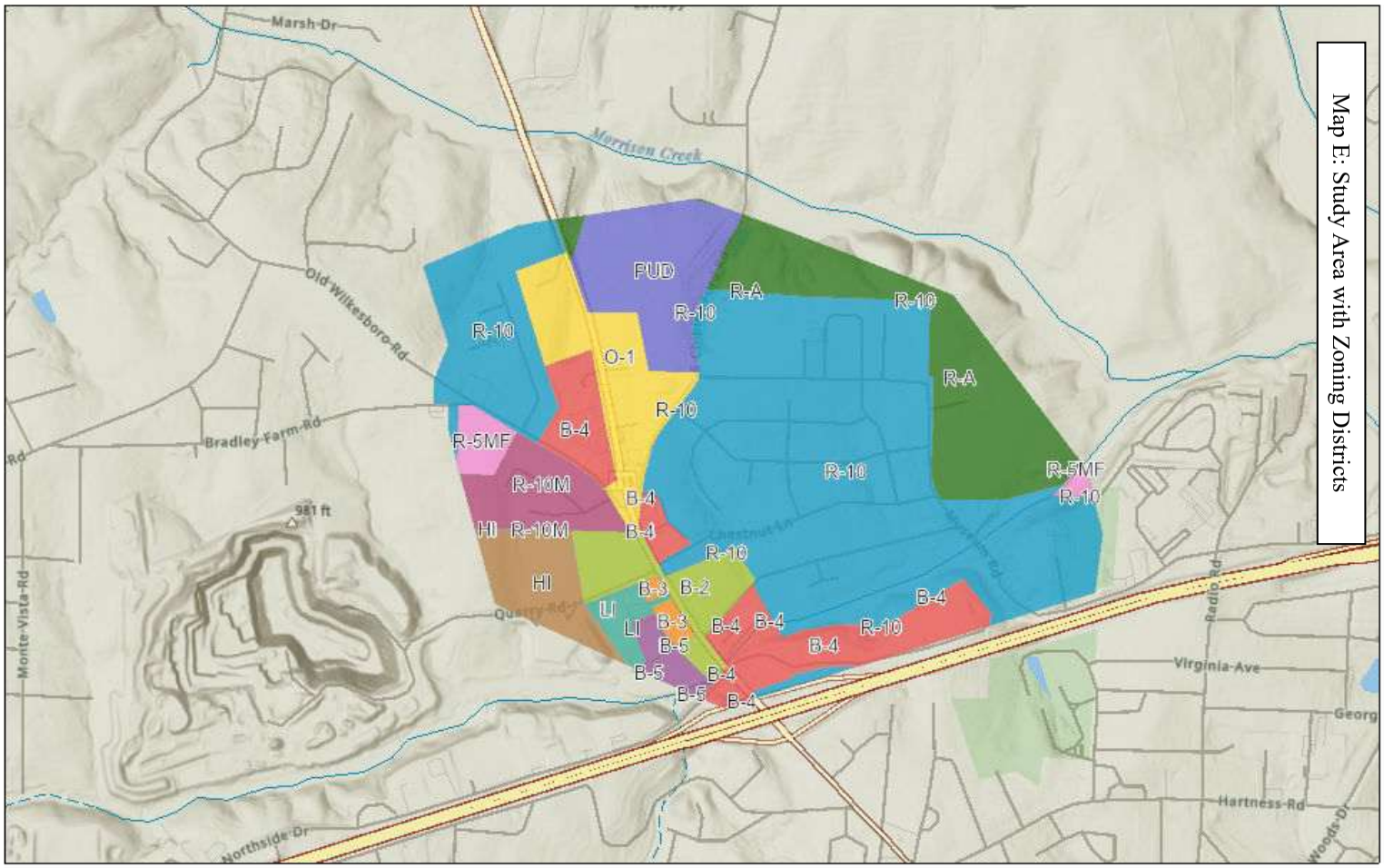
II. Sustainability

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 kept in mind when making plans. 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.

Small Area Plan



Map E: Study Area with Zoning Districts

6/8/2026

Clipped Area, B-4, R-10, B-2, B-5, B-3, O-1, R-5MF, HI, LI, PUD, R-10M, R-A

1:20,381

0 0.13 0.25 0.5 mi

0 0.23 0.45 0.9 km

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

Land Use and Development

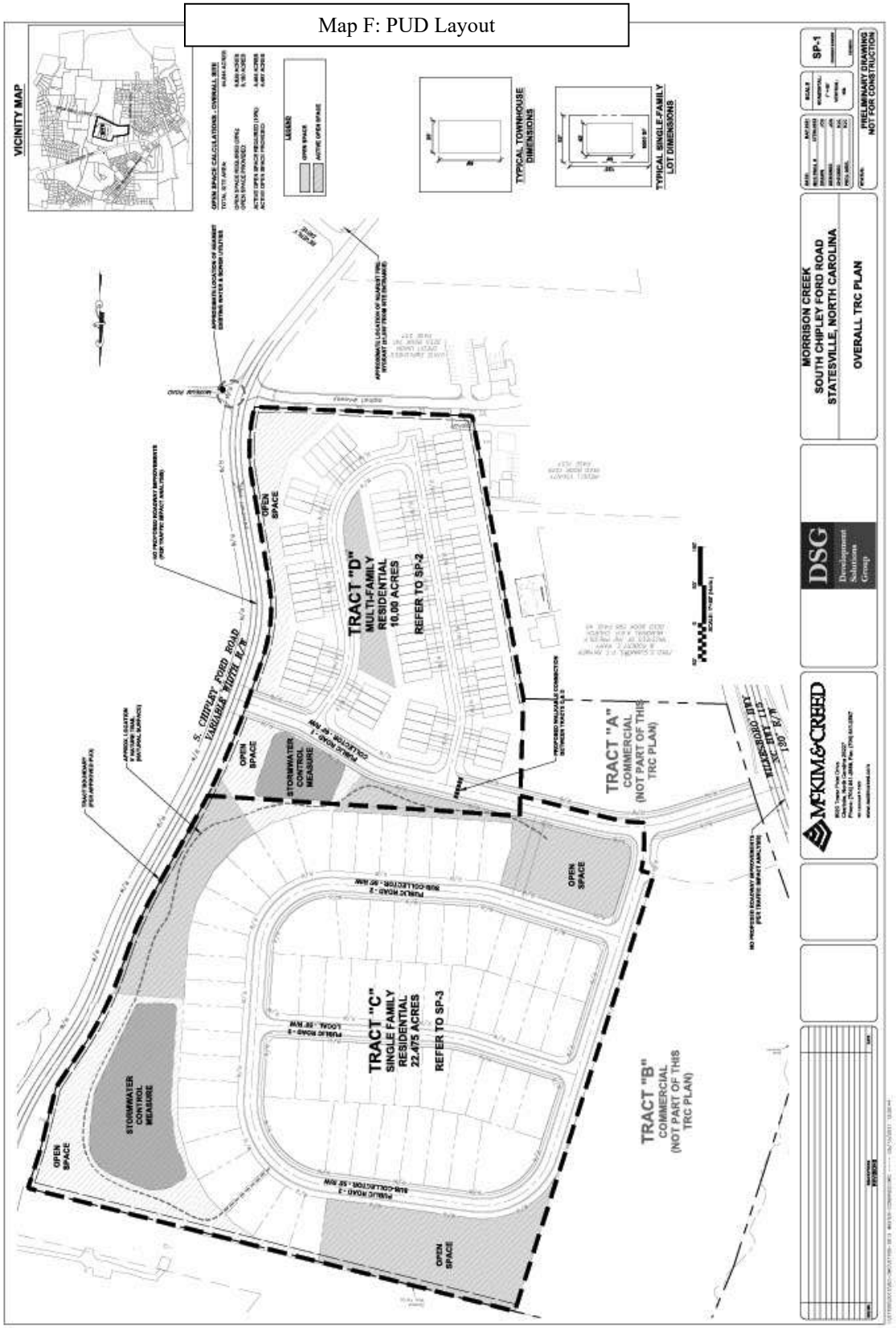
Zoning:

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. *See Map E (Page 13).*

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, was 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).* The PUD was approved and the developers have vested development rights, but there has not been any action on this development since 2023, which means that construction beginning in 2027 is unlikely.

Map F: PUD Layout



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

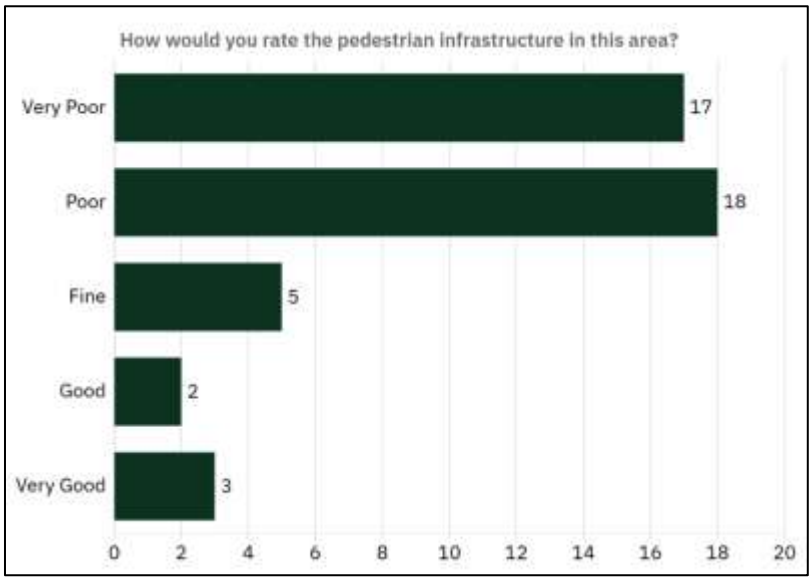
the northern boundary of the Small Area. Chestnut Street, though not on a peak, is particularly hilly. These elevation changes can create issues when considering pedestrian infrastructure, traffic safety, and development in general.

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

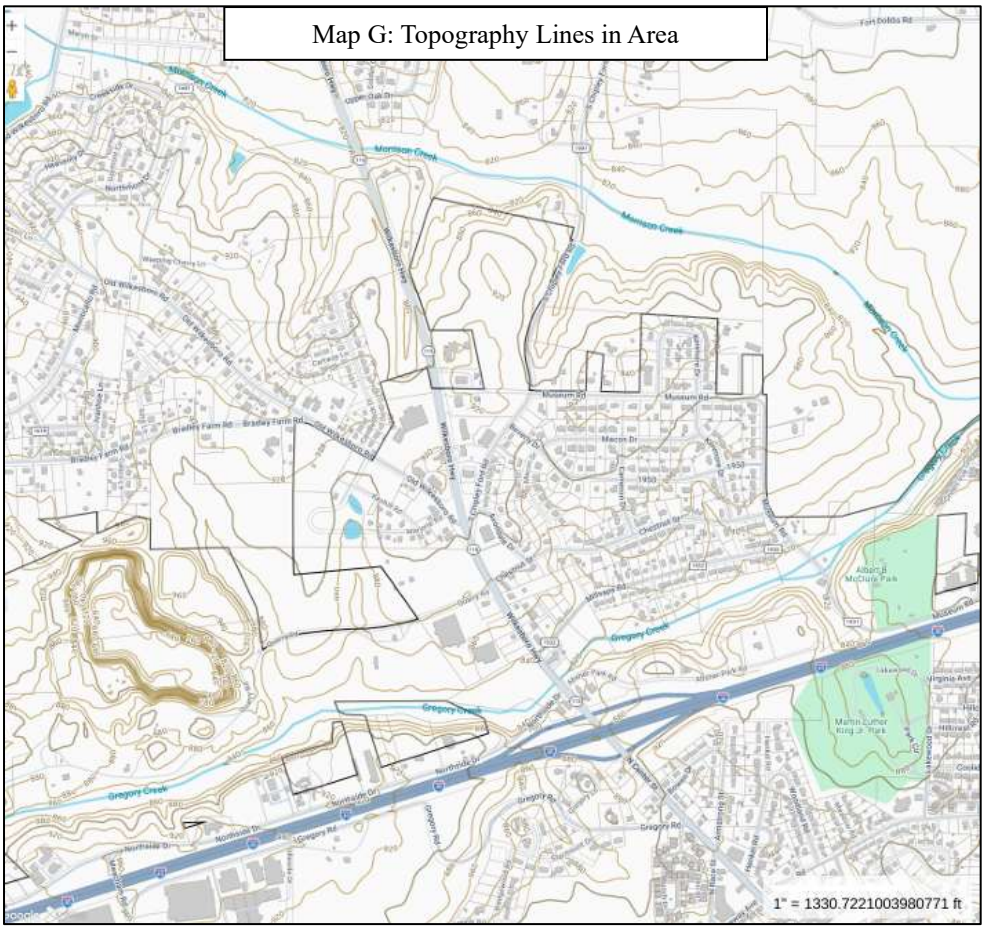
Within the Small Area is the Martin Marietta Statesville Quarry. This quarry primarily mines for aggregate material. It is zoned Light Industrial (LI) towards the front of the Quarry near Highway 115 and Heavy Industrial (HI) farther back into the property. Their Special Use Permit states that a minimum 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, noise and potential property damage should be considered when developing around the area.

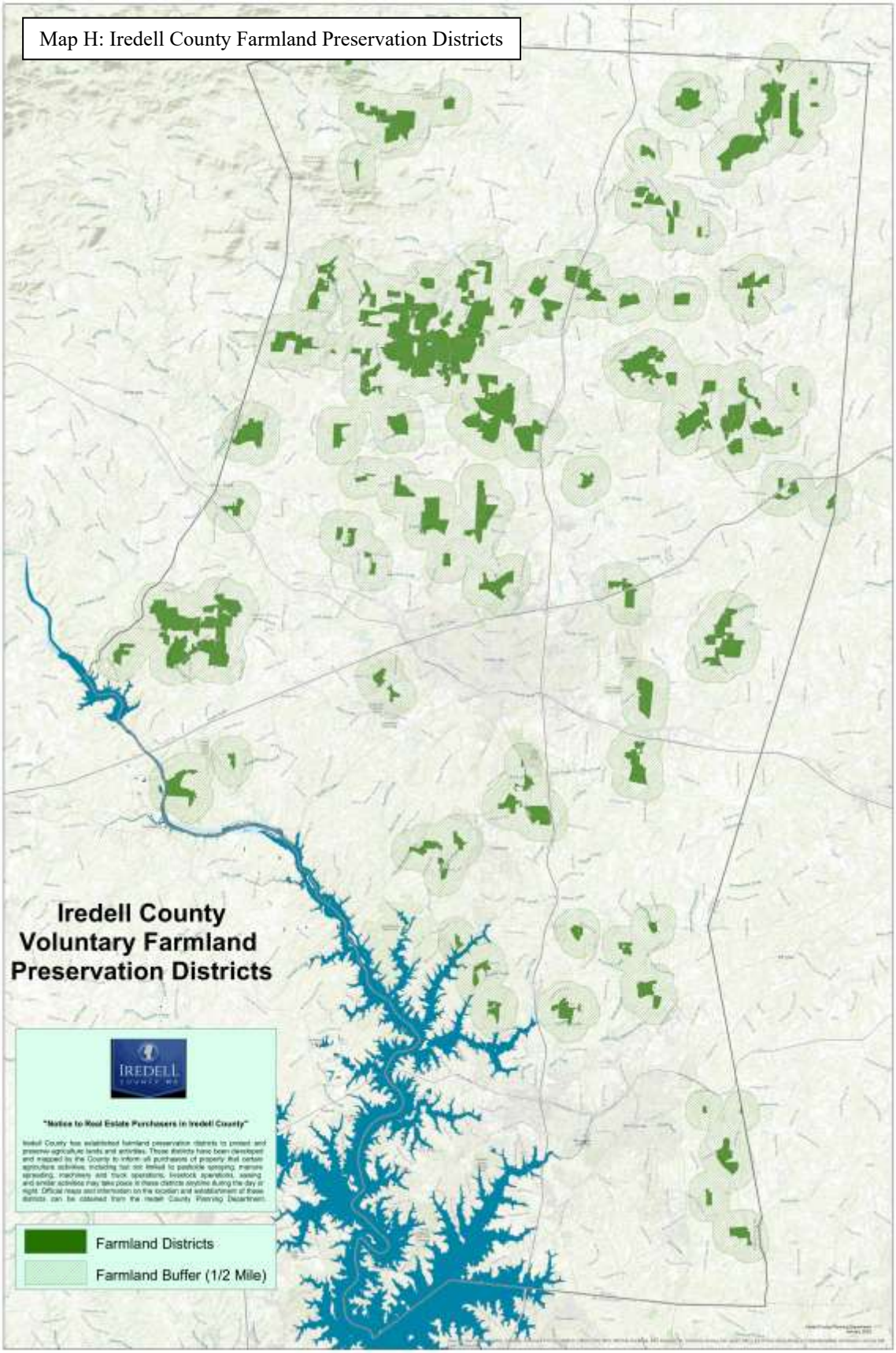
VIII. Farmland Preservation Buffer

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 of 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 G on Page 18.*

Map G: Topography Lines in Area



Map H: Iredell County Farmland Preservation Districts



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 I on Page 22*). 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

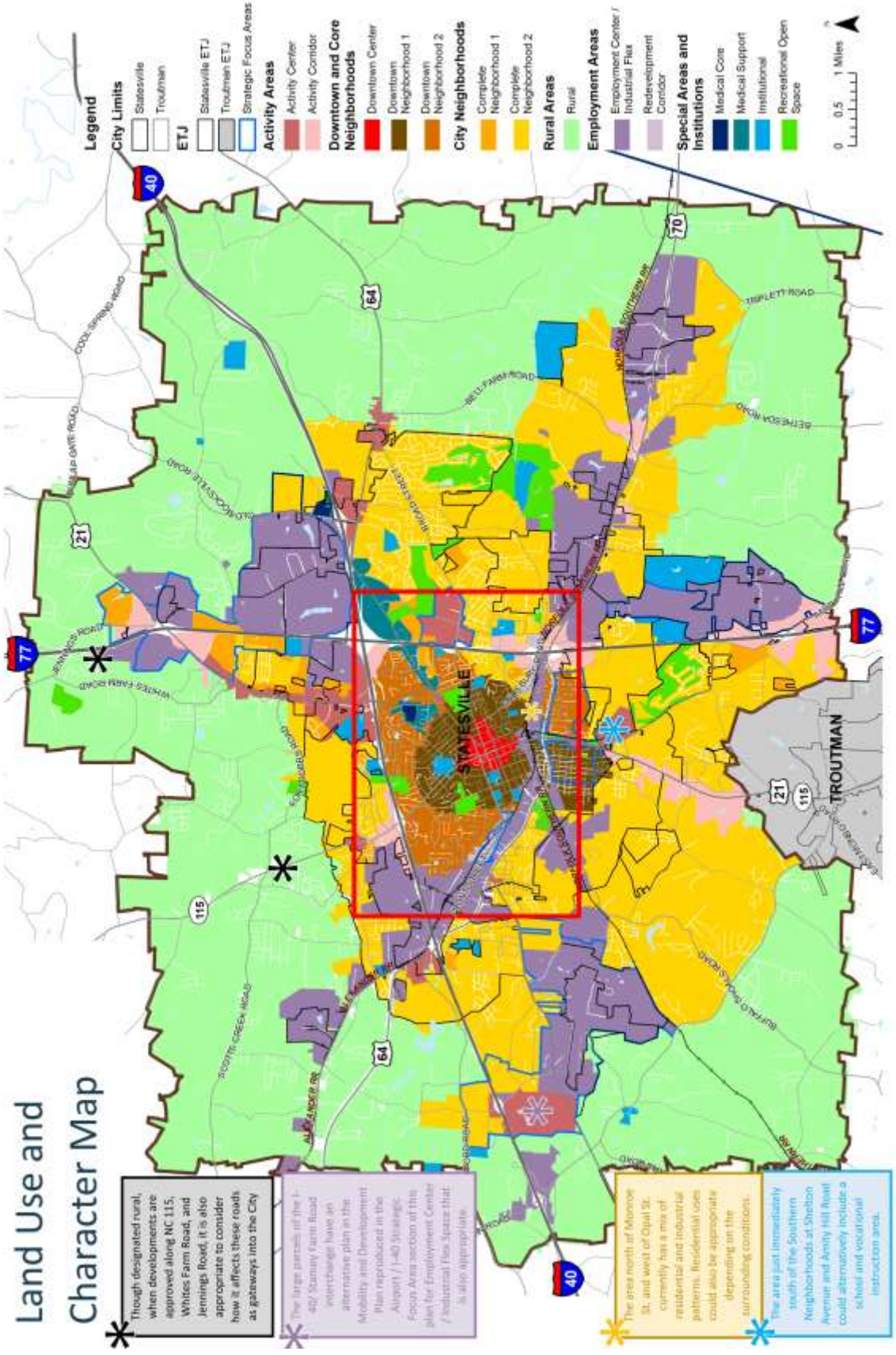
Activity Corridor	
Building Height	One to three stories
Building Orientation	Front of buildings oriented to the gateway street, setbacks allow for sidewalks and necessary driveways, 5-30 ft setbacks
Building Types	Large and small footprint office or commercial
Street Character	Arterial/access streets, 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



Transportation

Public Engagement Meeting Summary:

The Public Engagement Meeting on June 4th 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
    - Participants were given 3 marbles. Participants were then asked to vote on the project they were most interested in seeing within their community.

Project	Votes
Improving gateway signage/adding art	3
Signalizing intersections of Museum and South Chipley Ford Road	8
New road connection between Absher Drive and Museum Road	22
Adding sidewalk or greenway connections to Gregory Creek Greenway/McClure Park	35
Something not listed: - Please do no construction for a minimum of five years - LED lights on all stop signs in Beverly Heights - Sidewalks on Chestnut Street - No speedbumps on Beverly Road - Sidewalks through Beverly Heights neighborhood - Speedbumps on Chestnut Street - Fee in lieu of sidewalks should remain in the neighborhood - Improve Gateway 3 - Replace standard stop signs with LED stop signs - Remove Chestnut Street connection to Wilkesboro Highway and divert traffic to Avondale Drive - Pedway along bridge along Museum Road - Adding hanging traffic signs that indicate turn lanes on Wilkesboro Highway, South Chipley Ford Road, and Old Wilkesboro Road traffic lights - Signalization/roundabouts along NC 115/Wilkesboro Highway	9

Data from June and July Public Meetings

- Proposed and Existing Infrastructure Map
    - 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 + Development Plan adopted in 2019. See Section 8-4 in the Mobility + Development 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 + Development Plan for future cross section diagrams.
- Mark Up Map
    - Participants were asked to draw and edit the existing/proposed infrastructure map with additional improvements for their neighborhood.

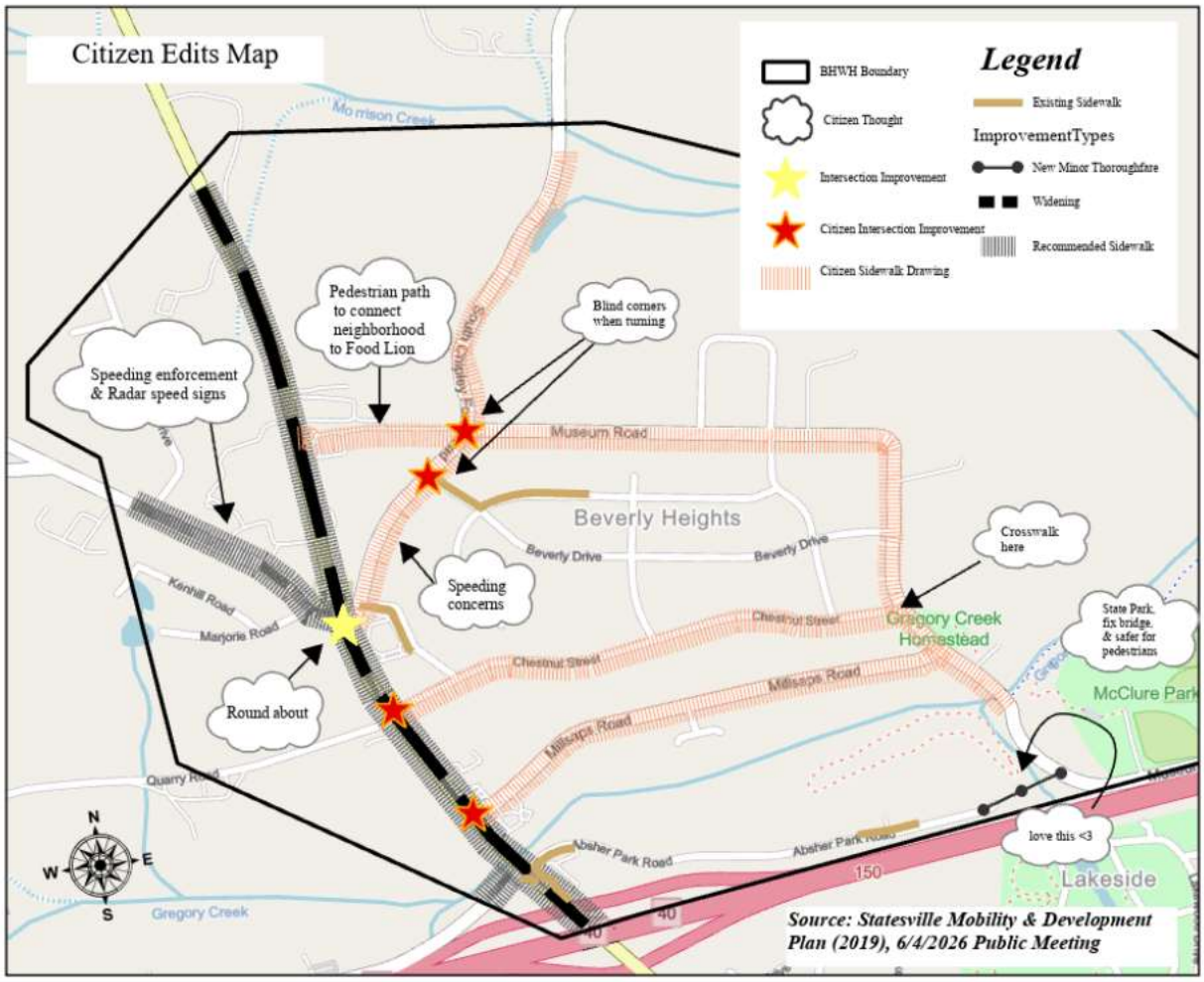
Citizen Concerns:

During the meeting city staff heard numerous concerns about people speeding. Specifically using Beverly Road, Chestnut Street, and Millsaps Road as connections from Highway 115 to Museum Road and vice versa. The current speed limit on Beverly Road, Chestnut Street, and Millsaps Road is currently 25 MPH. Additionally, all intersections are controlled with 4-way stops.

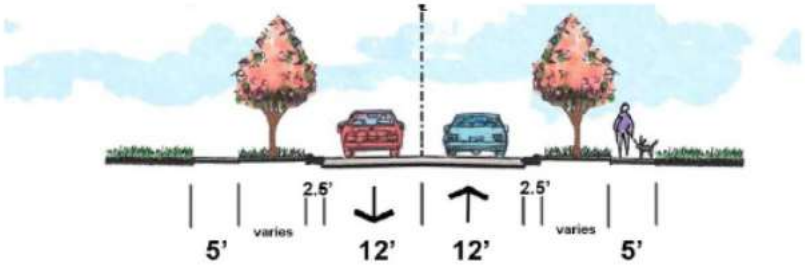
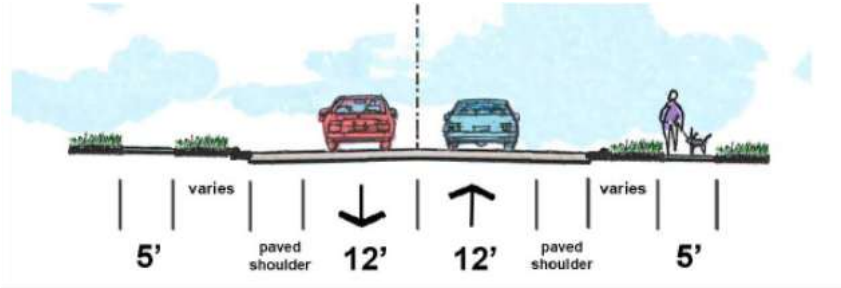
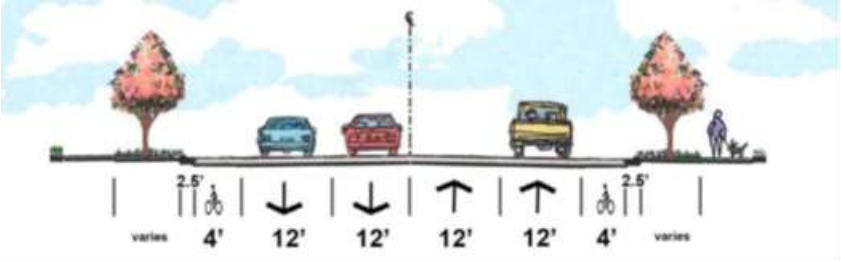
The City Engineering department conducted a traffic analysis on Museum Road to determine if speeding was an issue. The report is on the traffic analysis that was conducted from 10/15/2025 and concluded on 10/22/2025. The report shows that the peak traffic time was between 7:45 AM – 8:00 AM. The average 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 Road to deter speeders and gather data. *See Appendix A: Traffic Analyses on Pages 39-42.*

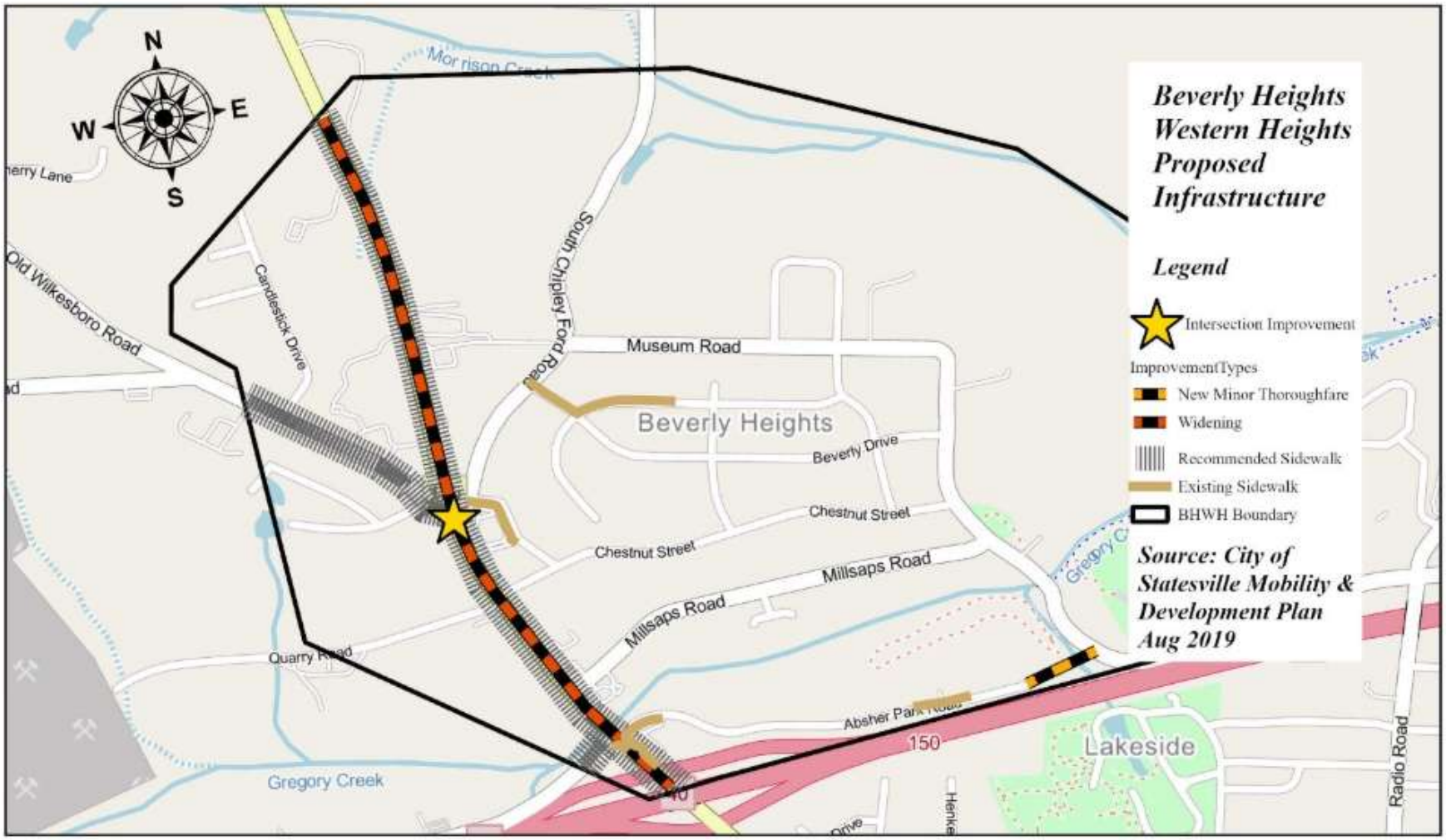
Map J: Citizen Edits Map



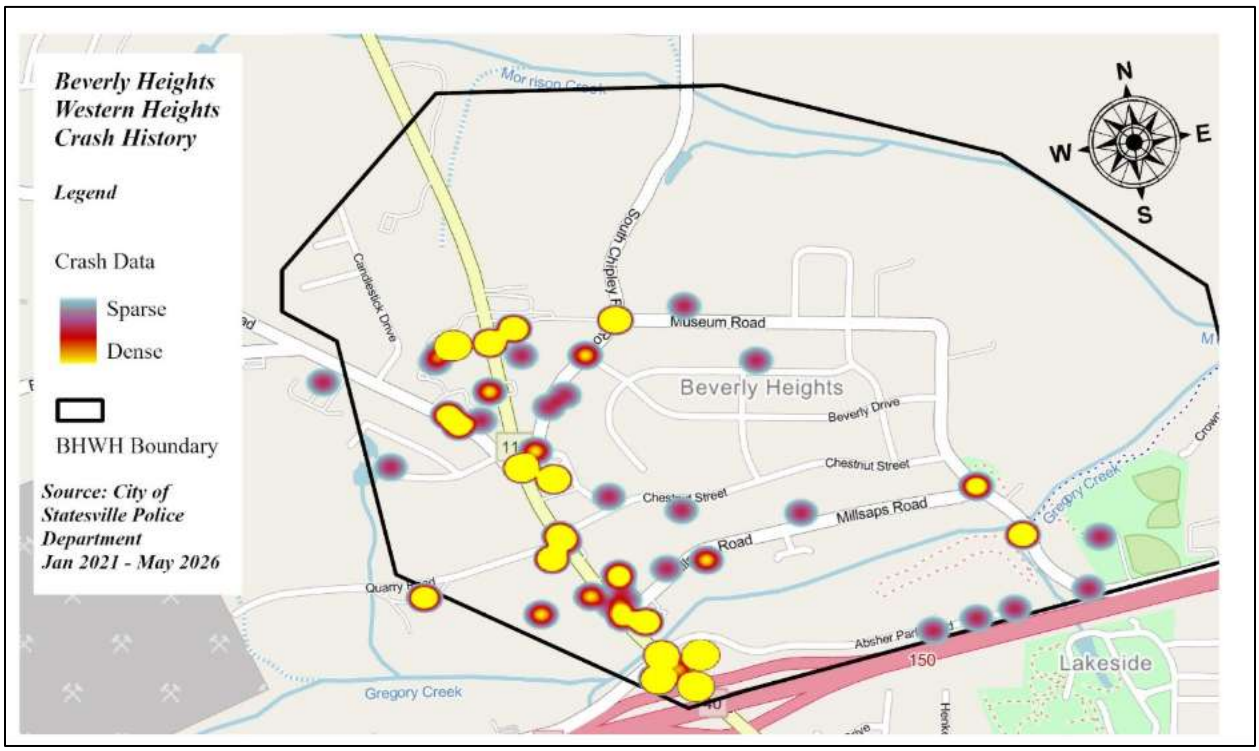
Proposed Future Cross Sections:

Absher Park Drive Extension Two lane with sidewalks *Start:* Absher Park Drive *End:* Museum Rd	
Wilkesboro Hwy (NC 115) Two lane with sidewalks and paved shoulders *Start:* Midway Rd *End*: Old Wilkesboro Rd	
Wilkesboro Hwy (NC 115) Four lane with bike lane and sidewalk *Start:* I-40 *End:* Old Wilkesboro Rd	

Map K: Existing and Proposed Infrastructure



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 also 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



Gainzville 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 Sherrif'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 to create a more efficient solution to these problems.

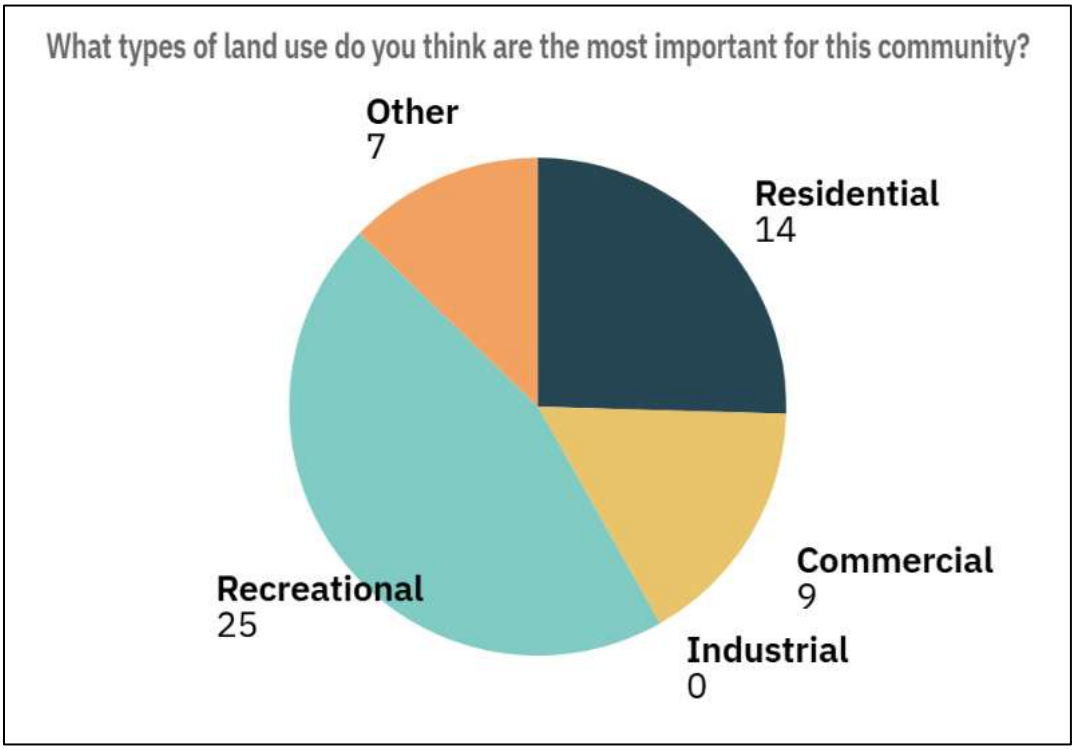


Photoshop-rendered image of Highway 115 with Cherry Trees planted

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 west 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 difficult. McClure Park directly borders the Iredell Arts and Heritage Museum and Nature Trails property. *See Map M on Page 34.*

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 Trail Signage at the Gregory Creek Greenway Parking Lot

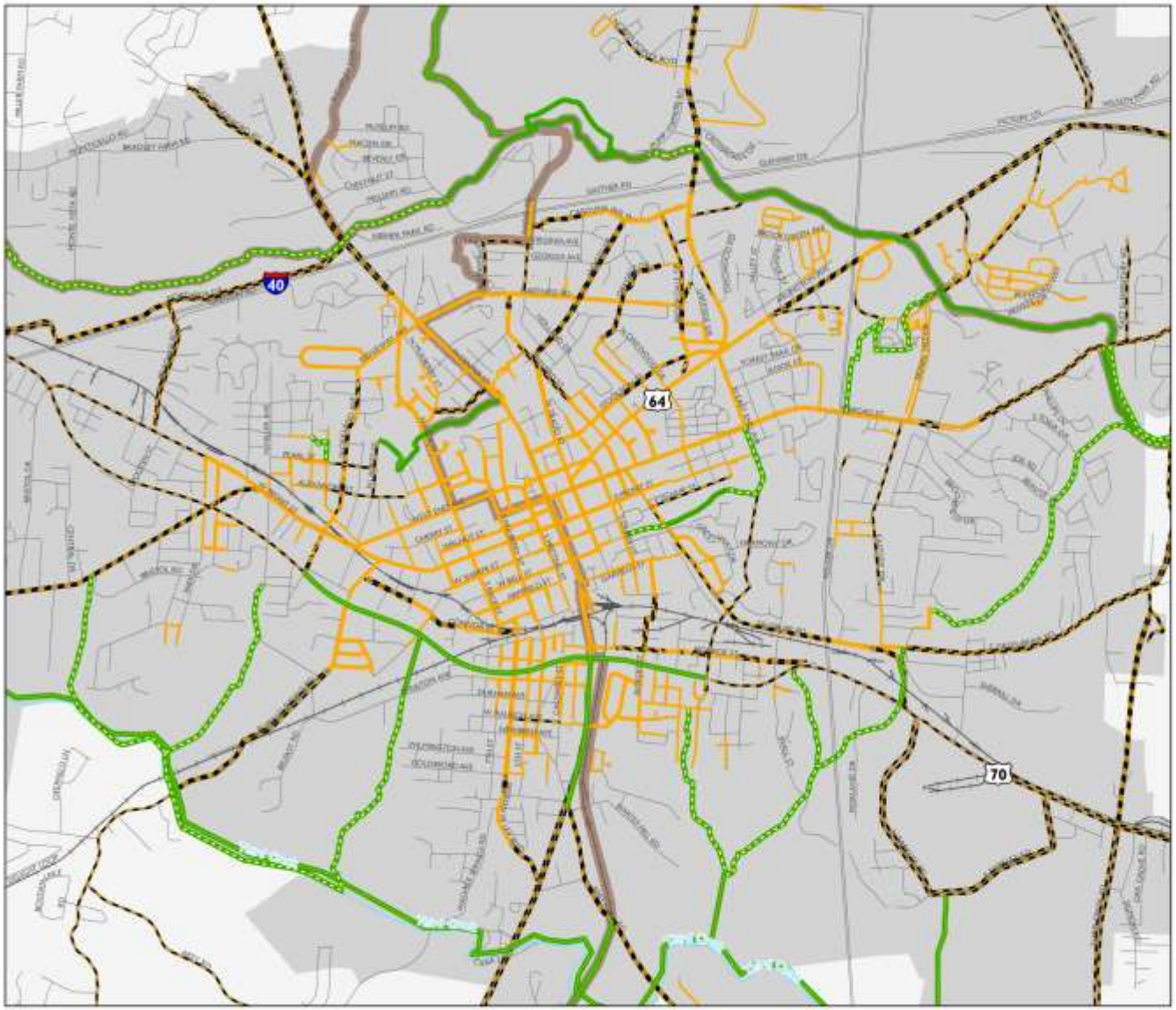


Photoshop Mock-up of Trail Signage at the Gregory Creek Greenway Parking Lot

Map M: McClure Park



Map N: Proposed Pedestrian Infrastructure



City of Statesville | Mobility & Development Plan

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

Top Recommendations for Small Area

Based on feedback from the residents of this Small Area who attended public engagement meetings, these are the 8 highest-priority issues that need to be addressed in the area. These are the final recommendations for this Small Area Plan.

I. Construct the Absher Park Road to Museum Road Connection.

II. Add a sidewalk or greenway connection to Gregory Creek Greenway/McClure Park.

III. Encourage development of neighborhood-scale commercial (retail/eating establishments).

IV. Discourage high-density development.

V. Require developments seeing conditional rezoning to preserve heritage trees and natural open spaces when practical.

VI. Develop a cohesive streetscape plan for Highway 115.

VII. Install playground equipment at McClure Park.

VIII. Renovate bathrooms, parking lot, and picnic shelters at McClure Park.

Conclusion and Future Conditions

The intention behind any Small Area Plan is to bring communities together to focus and make specific and actionable decisions to address issues within a limited space. By focusing on one specific area, policymakers and residents will be able to concentrate their efforts on making changes that benefit everyone involved.

The creation of this Small Area Plan involved public participation from residents and landowners in the area. Their voices shaped the changes that are included in the plan. The most reiterated feedback received from community members was the following:

- Residents value parks, natural areas, and recreational areas, so they should be protected and improved upon.
- Pedestrian infrastructure in the area is lacking; streetscaping, sidewalks, and more walking trails would be beneficial for all.
- The residential areas and neighborhoods are generally quiet, close-knit, and have a sense of continuity. A high priority as development moves forward should be to maintain these neighborhoods.
- Business development going forward should focus on providing services for the residents; primarily restaurants, small local businesses, and places that provide activities for families, all concentrated along the Highway 115 Corridor.

These broad goals have influenced the specific measures and recommendations produced from this Small Area Plan to improve the area's safety, sustainability, and connection. With community members coming together, this plan should act as a guideline and tool for change. Utilizing this plan in addition to the City of Statesville's longer-range plans will create a neighborhood that is intentionally planned in accordance with the values of residents.



"What aspects of the community make it special?" – World Cloud created from resident survey in June 2026

As stated in the Plan Purpose section, this Small Area Plan has three main pillars: Safety, Sustainability, and Connection. Each of these is addressed within the plan and has specific policy recommendations to reach its goals.

"Streets and their sidewalks-the main public places of a city-are its most vital organs."
-Jane Jacobs, Urban Theorist

Safety in the area can be achieved through infrastructural changes, specifically on roads and walkways. Safety improvements can be made for pedestrians on walking trails and sidewalks. By increasing the sidewalk connectivity in the area, pedestrians will be able to more safely and efficiently get where they are going without having to walk on road shoulders or cross the road in dangerous places. Hikers, bikers, and pedestrians on the Statesville Greenway will be able to enjoy it more when the path is longer and paved, as is in the Carolina Thread Trail plans. Paved, wide paths are safer for everyone utilizing the trail. By standardizing trailheads and increasing trail markers and maps at parking lots, citizens will be able to feel more comfortable on the trail with less experience. As more people feel comfortable, more people will start to use the trails, and as foot traffic increases, so does safety.

Sustainability within this small area plan refers to not only environmental sustainability, but also sustainable land use and planning. By planning with continuity and the future in mind, a community will be built that can stand the test of time. Planning transportation around both existing and proposed development is one way to do this. Additionally, environmental sustainability can be achieved by encouraging new and existing developments to keep as many trees and natural plants as possible, keeping waterways clear and protected, and increasing amenities in parks and pathways to encourage people to utilize these natural resources. Working the environment into urban communities is an excellent way to create healthy lifestyles by decreasing negative impacts of urbanization and creating a community that is built to last.

Connectivity is the final pillar of this Small Area Plan, and the emphasis on both structural and communal connection is one of the most important parts of the plan. Structurally, connection sidewalks, trails, and roadways encourage safety and efficiency throughout the area. Connection also comes from the character of an area, and by placing emphasis on maintaining the character of the small and quiet neighborhoods, this plan increases neighborly feelings and connection between homes. Residents feel safter when they are connected and comfortable, which is a major intention behind many of the recommendations throughout the plan.

Ultimately, the purpose of this plan is to guide the development of the Beverly Heights and Western Heights Area towards a path that reflects the values of citizens and allows their voices to be heard, all while welcoming people to the beautiful City of Statesville.

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.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
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.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
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.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
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.

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

CHART 2

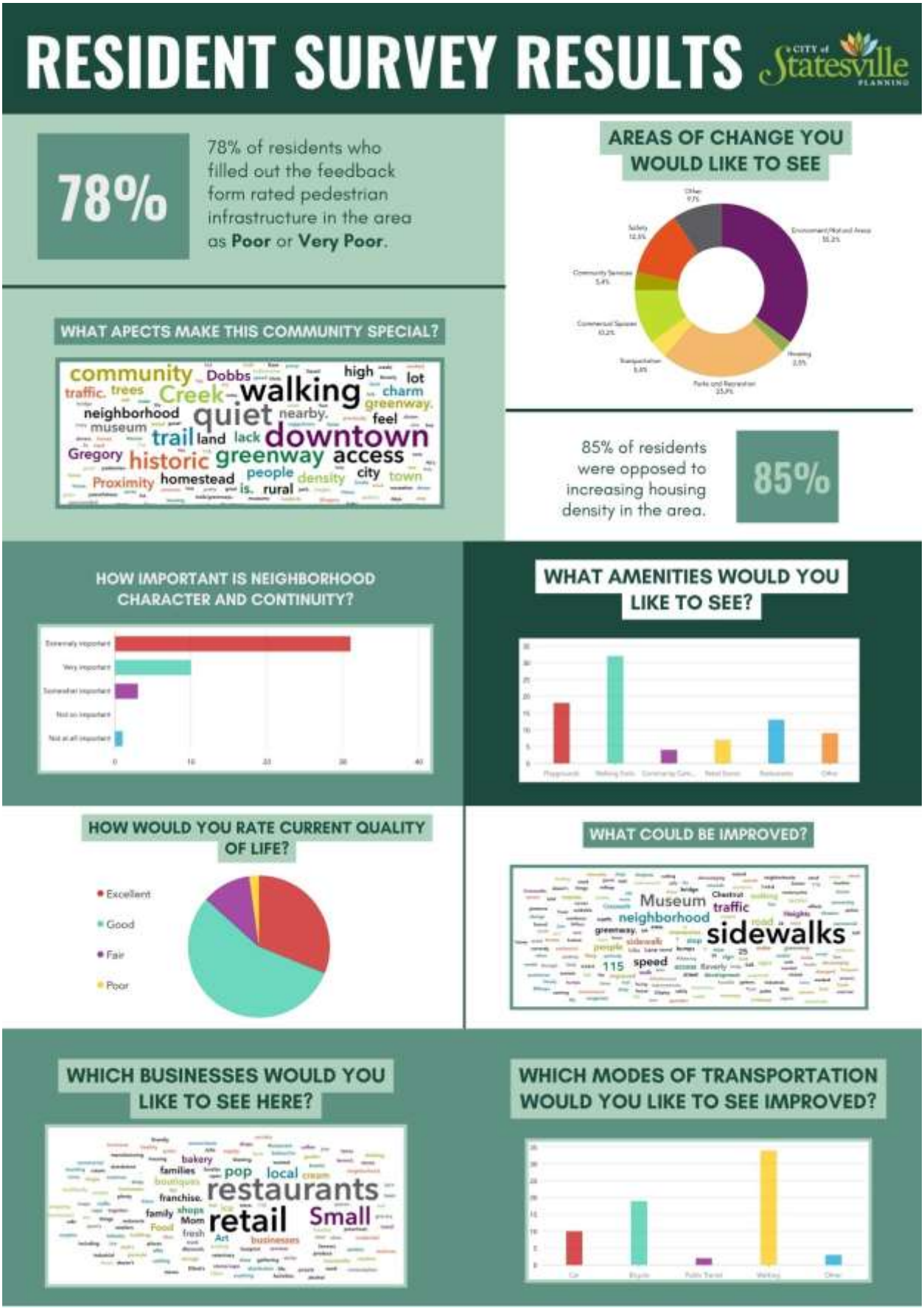
HEADWAY

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.

Appendix B: June 2026 Resident Survey Results



Staff Report

To: Planning Board Members
From: Matthew Kirkendall, Senior Planner
Date: September 22, 2026
Re: ZC26-13 The Oaks at James Farm Subdivision Revision

Action Requested: Conduct a courtesy hearing for a rezoning request (ZC26-13), initiated by the property owner, Chris LaMack, for one parcel (approximately 14.7 acres), located at the intersection of James Farm Road and Jane Sowers Road.

Summary of Information: The request is to rezone the property from City of Statesville R-5MF CZ to City of Statesville R-5MF CZ to allow 57 single-family-detached homes. This is a revision to the previously approved rezoning case ZC25-11, where City Council approved 104 – unit townhome subdivision. The proposed project site is approximately 14.7 acres located at the intersection of James Farm Road and Jane Sowers Road.

This is a conditional rezoning, which ties the project to the approved concept plan, along with any conditions approved by the Planning Board and City Council. The site has been annexed.
A community input meeting was held on August 17, 2026, where 6 attendees shared their concerns and questions regarding traffic, estimated selling price, when construction would begin, and property values.

In addition, the 2045 Land Development Plan (LDP) designates this parcel as a Complete Neighborhood 2 intent area and places it in the Tier 2 Growth Area. A traffic impact analysis (TIA) has been completed.

Furthermore, the 2019 Mobility Plan calls for widening for Janes Sowers Road at this location. Finally, it is important to point out that this parcel is also located in the Jane Sowers North Strategic Focus Area according to the (LDP).

The surrounding land is designated as Iredell County R-20 (Single-Family Residential), there is also the Old Statesville subdivision, zoned City of Statesville R-10 and the Redwood community, which is a multifamily rental community zoned R-5 MF on adjacent parcels.

The applicant has offered the following conditions:

1. James Farm Road and Jane Sowers Road frontage shall include curb and gutter, a sidewalk a minimum 8' street yard, including required street trees and landscaping.

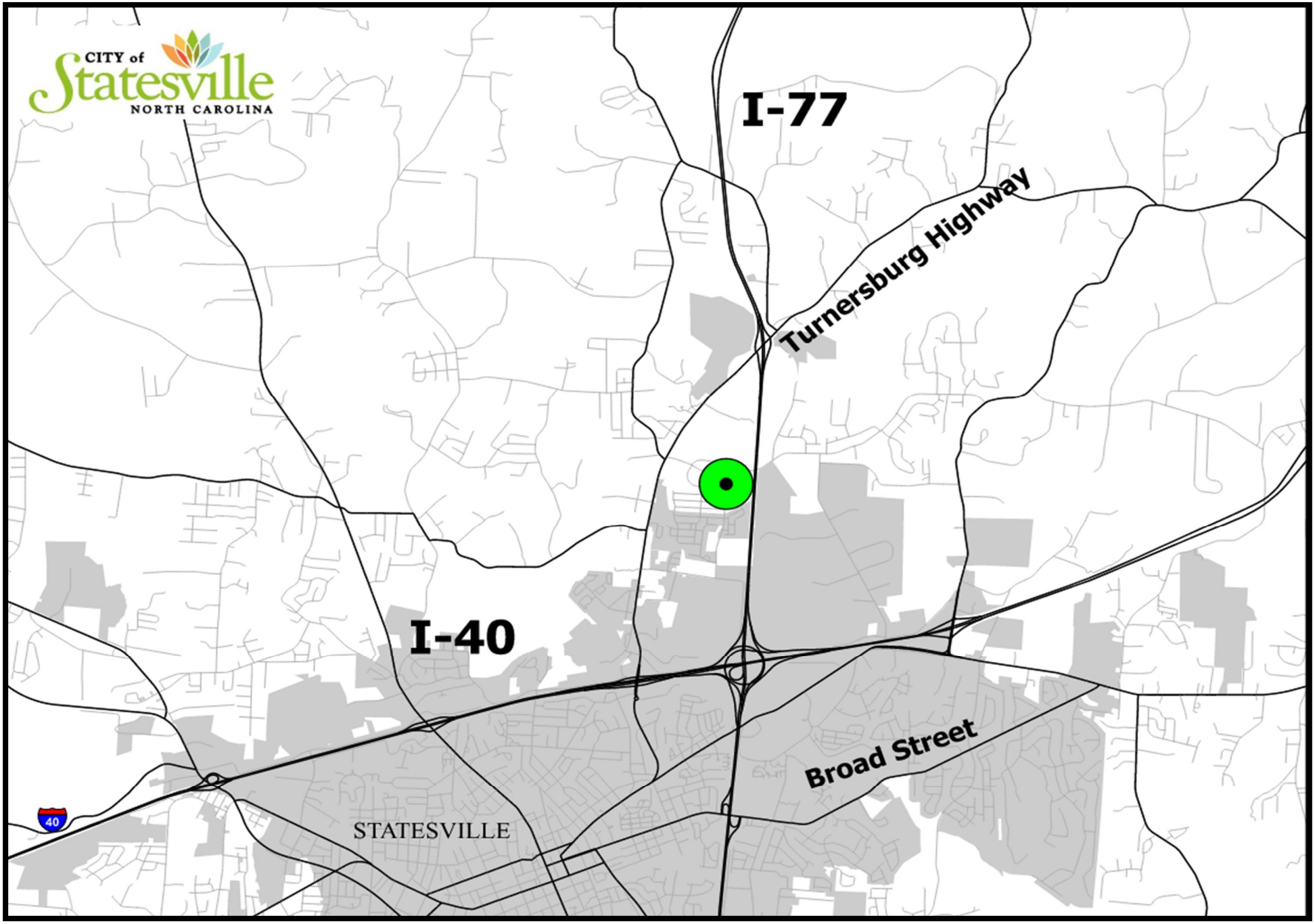
2. In addition to condition 2, an enhanced street yard with a 50% increase in required street trees and 25% increase in street yard landscaping will be provided along James Farm Road to hide the rear of the townhomes as shown.
3. Proposed stormwater pond shall be landscaped and fenced appropriately. The landscaping shall be decorative and permanently maintained. Chain link fencing is prohibited.
4. Tree species adjacent to multi-story buildings shall be small canopy trees so as to provide adequate clearance for emergency fire equipment.
5. Developer shall be required to have a TIA completed and install road improvements per the approved TIA.
6. Developer shall reserve 25' (approximately 9,452 SF or 0.217 acres) along the Jane Sowers Road ROW for future dedication to NCDOT if the Jane Sowers Road interchange is approved on their STIP, or if Jane Sowers Road is otherwise expanded in the future.
7. Building materials may include brick, stone, cementitious siding, vinyl, asphalt shingles, metal roofing and similar materials. The front façade shall consist of at least two different materials, one of which shall be brick or stone.
8. Developer shall construct 4' high decorative fencing (compliant with city code) around the retention pond.
9. Developer shall provide enhanced landscaping at each entrance to the development.
10. Developer must provide HOA documents prior to recording the subdivision plat, both of which shall be recorded with Iredell County.
11. Stub street to adjacent property to the east will be paved with curb & gutter no more than 150' from centerline of main collector road. The existing grade from James Farm Road to the eastern boundary includes a 15' change in elevation. Civil drawings will include grading to get the end of this road as low as possible without the need for a retaining wall. Final civil plans will also include the future tie-in to a minimum of 50' inside the adjacent property or to such a distance where it meets the existing grade.
12. HOA shall maintain all common areas including landscaped entrances, open space, street trees, trails, and SCMs.
13. A 55' ROW will be dedicated from the end of the cul-de-sac to the property line for a potential future connection as shown.
14. Developer shall reserve an area 55' from the centerline of Jane Sowers Rd. and 40' from the center of James Farm Rd. to be available for future NCDOT acquisition. No permanent structures shall be placed in these areas.

Staff Recommendation: Therefore, staff recommends **Option 1 – Approval** of the rezoning request.

Attachments:

1. Location Map
2. Site Photo
3. Aerial Photo
4. Zoning & Utilities Map
5. 2045 LDP Land Use & Character Map

6. Complete Neighborhood 2 Character & Intent
7. Concept Plan
8. Sample Elevations
9. Community Meeting Report
10. Zoning Consistency Statement



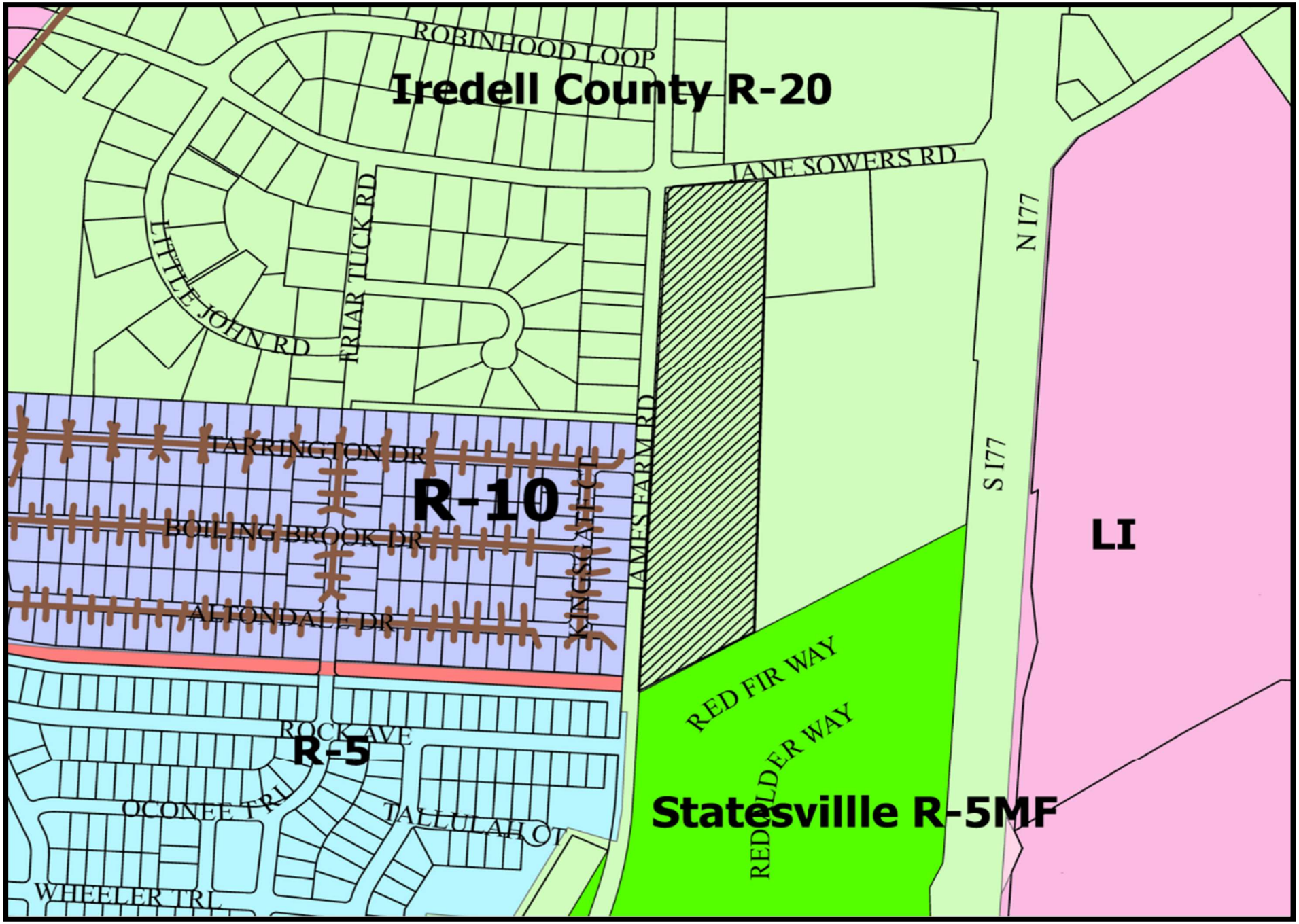
Location Map



Site Photo



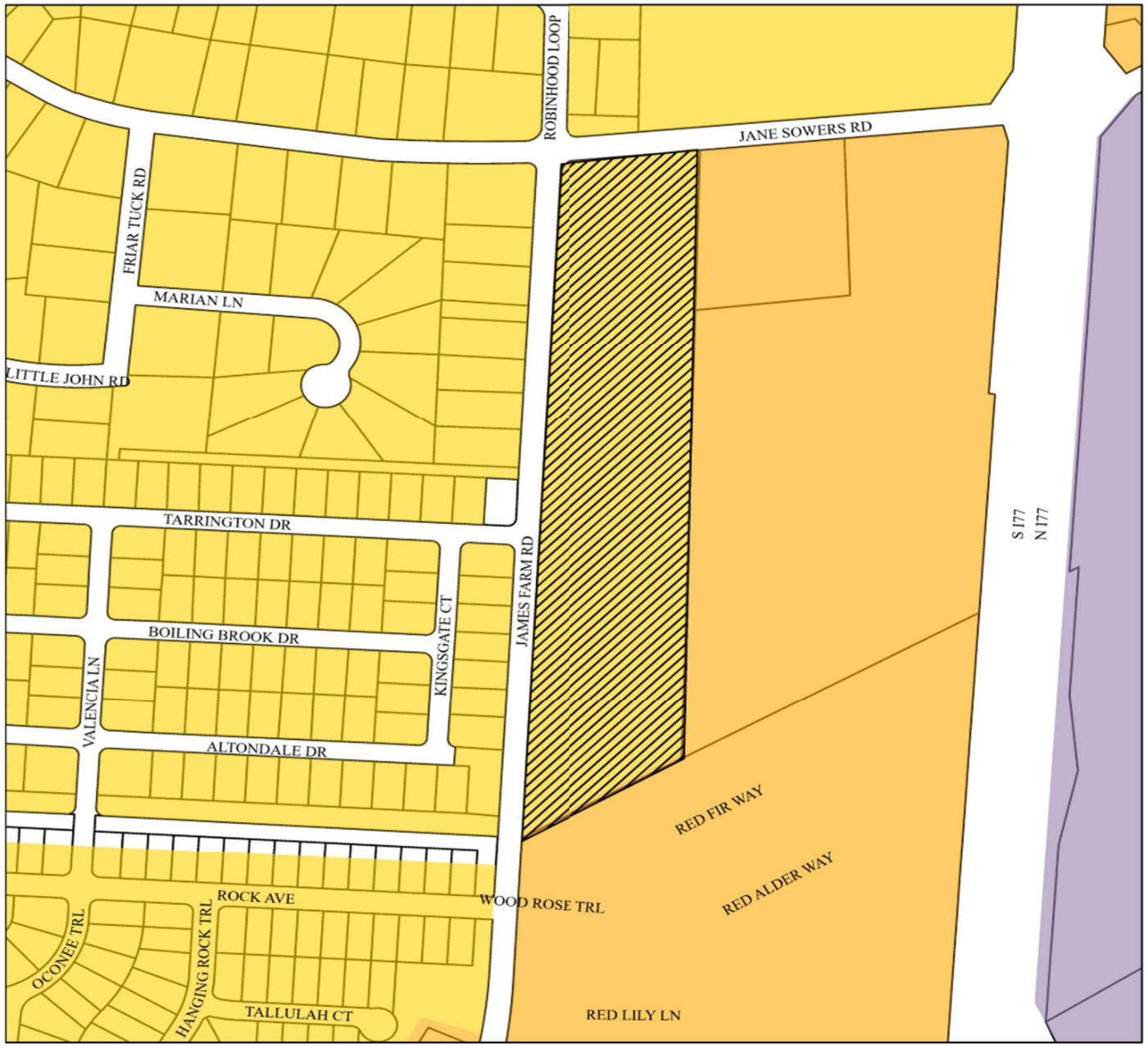
Aerial Photo



Zoning and Utilities Map

CITY of Statesville
PLANNING DEPARTMENT
– PLAN · CONNECT · GROW · THRIVE –

ZC26-13
The Oaks at James Farm Revised



Legend

2045 LDP

Activity Areas
- Activity Center
- Activity Corridor

Downtown and Core Neighborhoods
- Downtown Center
- Downtown Neighborhood 1
- Downtown Neighborhood 2

City Neighborhoods
- Complete Neighborhood 1
- Complete Neighborhood 2

Rural Areas
- Rural

Employment Areas
- Employment Center / Industrial Flex
- Redevelopment Corridor

Special Areas and Institutions
- Medical Core
- Medical Support
- Institutional
- Recreational Open Space

- Subject Property

N
W E
S

0 2.5 5 10 Miles

2045 Land Development Plan – Complete Neighborhood 2

Complete Neighborhood 2

Character Intent

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

Pattern & Form

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

Opportunities

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

Primary Uses

Residential

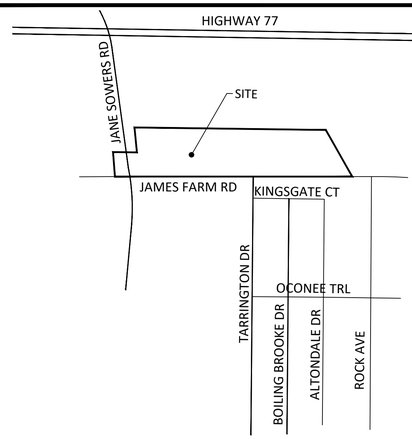
Secondary Uses

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

Form Characteristics

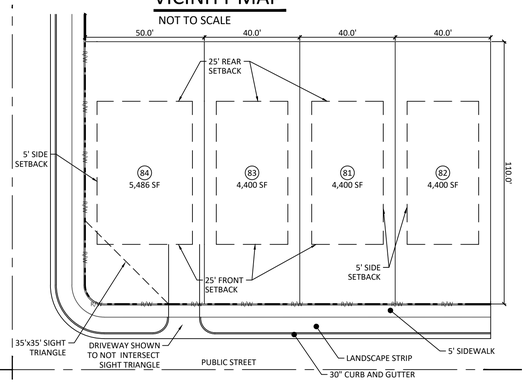
Building Height	One to three stories
Building Orientation	Residences oriented towards the primary street, 0-30 ft setbacks
Building Types	Single family detached homes, limited use of a variety of housing type choices (see page 37), and multifamily in centralized locations, limited use of neighborhood-scale and multistory commercial or office centers in centralized locations, and institutional buildings.
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





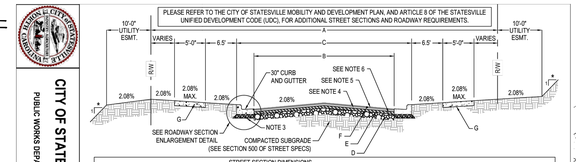
VICINITY MAP

NOT TO SCALE



TYPICAL LOT LAYOUT

SCALE: 1" = 30'



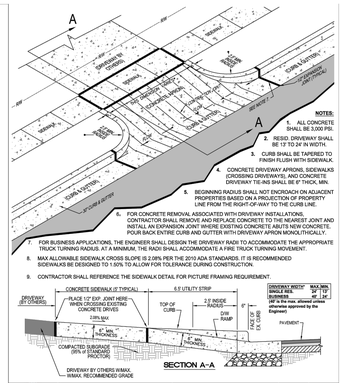
STREET SECTION DIMENSIONS

	STREET TYPE	A MIN. RIGHT-OF-WAY WIDTH	B MINIMUM PAVEMENT WIDTH	C BACK OF CURB TO BACK OF CURB	D ABC STONE / ASPHALT BASE	E I-19.0C ASPHALT	F S9.5C ASPHALT	G SIDEWALK REQUIREMENT
1	COLLECTOR (100+) DWELLINGS	60'	32'	31'	8" STONE/ 5" BASE	3"	3"	BOTH SIDES OF STREET
2	SUB COLLECTOR (25-99) DWELLINGS	55'	26'	31'	8" STONE/ 5" BASE	3"	3"	BOTH SIDES OF STREET
3	LOCAL (10-24) DWELLINGS	50'	22'	27'	6" STONE / 4" BASE	2.5"	3"	BOTH SIDES OF STREET
4	MINOR (1-9) DWELLINGS	50'	20'	25'	6" STONE / 4" BASE	2.5"	3"	BOTH SIDES OF STREET
5	NON-RESIDENTIAL	PAVEMENT & MEDIAN WIDTH + 28'	24'	29' Minimum	10" STONE / 6" B25.0C Asphalt	4"	3"	BOTH SIDES OF STREET
6	PRIVATE	PAVEMENT & MEDIAN WIDTH + 28'	24'	29' Minimum	SEE NOTE 13			BOTH SIDES OF STREET

NOTE: PAVEMENT WIDTH DOES NOT INCLUDE WIDTH OF CURB AND GUTTERS, (BACK TO BACK CURB DIMENSIONS GOVERN.)

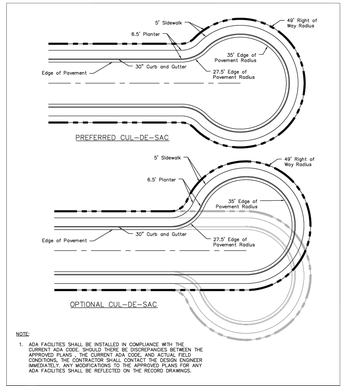
NOTES:
1. "CUT = 2:1 MAX, FILL = 3:1 MAX UNLESS OTHERWISE APPROVED BY OWNER RETAINED GEOTECHNICAL ENGINEER.
2. SIDEWALK IS ON BOTH SIDES OF ALL PUBLIC STREETS.
3. PLACE 4"-9" COMPACTED ABC UNDER CURB AND GUTTERS.
4. ONE AND ONE HALF INCH (1-1/2") SUPER PAVE S9.5C BITUMINOUS CONCRETE SURFACE COURSE INITIAL LIFT.
5. ONE AND ONE HALF INCH (1-1/2") SUPER PAVE S9.5C BITUMINOUS CONCRETE SURFACE COURSE ONCE CONSTRUCTION IS FINAL.
6. A SINGLE LIFT OF I19.0C ASPHALT INTERMEDIATE COURSE.
7. UTILITY EASEMENT TO BE CLEARED AND GRADED.
8. TRANSFORMER PADS TO BE WITHIN 15FT OF BACK OF CURB, UNLESS APPROVED OTHERWISE.
9. TRANSFORMER PAD LOCATION MUST BE SHOWN ON THE SITE PLAN AND GRADED DURING STREET CONSTRUCTION.
10. TACK SHALL BE APPLIED BENEATH EACH LAYER OF BITUMINOUS PLANT MIX BASE OR PAVEMENT TO BE PLACED.
11. STONE BASE OR SUBGRADE SHALL BE PRIMED.
12. MAX ALLOWABLE SIDEWALK CROSS SLOPE IS 2.08% PER THE 2010 ADA STANDARDS. IT IS RECOMMENDED SIDEWALKS BE DESIGNED TO 1.50% TO ALLOW FOR TOLERANCE DURING CONSTRUCTION.
13. PRIVATE STREETS SHALL NOT BE ALLOWED UNLESS APPROVED BY THE PLANNING DIRECTOR AND THE CITY ENGINEER. PRIVATE STREETS SHALL BE PAVED WITH CONCRETE OR ASPHALT AND BE DESIGNED TO SUPPORT THE MINIMUM FIRE APPARATUS WEIGHT OF 80,000 POUNDS. THE PROPOSED PAVEMENT SECTION SHALL BE DESIGNED BY A LICENSED ENGINEER AND THE ASSOCIATED GEOTECHNICAL REPORT SHALL BE PROVIDED TO THE CITY OF STATESVILLE.

CITY OF STATESVILLE — PUBLIC WORKS DEPARTMENT — STREET CROSS SECTIONS — DETAIL # ST-1 — REVISED APRIL 2023 — SCALE: N.T.S. — SHEET #



NOTES:
1. ALL CONCRETE SHALL BE 3,000 PSI.
2. RESID. DRIVEWAY SHALL BE 13' TO 24' IN WIDTH.
3. CURB SHALL BE TAPERED TO FINISH FLUSH WITH SIDEWALK.
4. CONCRETE DRIVEWAY APRONS, SIDEWALKS (CROSSING DRIVEWAYS), AND CONCRETE DRIVEWAY TIE-INS SHALL BE 6" THICK, MIN.
5. BEGINNING RADIUS SHALL NOT ENCROACH ON ADJACENT PROPERTIES BASED ON A PROJECTION OF PROPERTY LINE FROM THE RIGHT-OF-WAY TO THE CURB LINE.
6. FOR CONCRETE REMOVAL ASSOCIATED WITH DRIVEWAY INSTALLATIONS, CONTRACTOR SHALL REMOVE AND REPLACE CONCRETE TO THE NEAREST JOINT AND INSTALL AN EXPANSION JOINT WHERE EXISTING CONCRETE ABUTS NEW CONCRETE. POUR BACK ENTIRE CURB AND GUTTER WITH DRIVEWAY APRON MONOLITHICALLY.
7. FOR BUSINESS APPLICATIONS, THE ENGINEER SHALL DESIGN THE DRIVEWAY RADII TO ACCOMODATE THE APPROPRIATE TRUCK TURNING RADIUS. AT A MINIMUM, THE RADII SHALL ACCOMMODATE A FIRE TRUCK TURNING MOVEMENT.
8. MAX ALLOWABLE SIDEWALK CROSS SLOPE IS 2.08% PER THE 2010 ADA STANDARDS. IT IS RECOMMENDED SIDEWALKS BE DESIGNED TO 1.50% TO ALLOW FOR TOLERANCE DURING CONSTRUCTION.
9. CONTRACTOR SHALL REFERENCE THE SIDEWALK DETAIL FOR PICTURE FRAMING REQUIREMENT.

CITY OF STATESVILLE — PUBLIC WORKS DEPARTMENT — STREET: DRIVEWAY CUT — DETAIL # ST-5 — REVISED APRIL 2023 — SCALE: N.T.S. — SHEET #

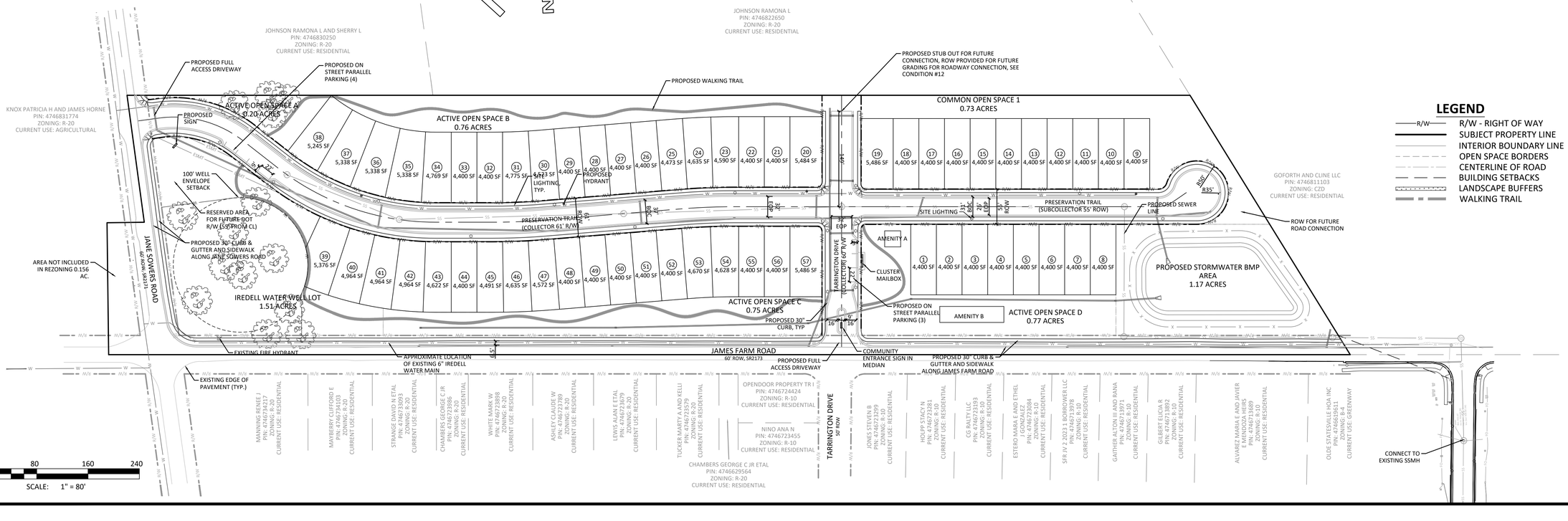


NOTE:
1. ADA FACILITIES SHALL BE INSTALLED IN COMPLIANCE WITH THE CURRENT ADA CODE. SHOULD THERE BE DISCREPANCIES BETWEEN THE CONSTRUCTION PLANS AND CURRENT ADA CODE AT THE TIME OF CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER IMMEDIATELY. ANY MODIFICATIONS TO THE APPROVED PLANS FOR ANY ADA FACILITIES SHALL BE REFLECTED ON THE RECORD DRAWINGS.

CITY OF STATESVILLE — PUBLIC WORKS DEPARTMENT — STREET: CUL-DE-SAC — DETAIL # ST-2 — REVISED APRIL 2023 — SCALE: N.T.S. — SHEET #

PROPOSED CONDITIONS

1. JAMES FARM ROAD AND JANE SOWERS ROAD FRONTAGE SHALL INCLUDE CURB AND GUTTER, A SIDEWALK A MINIMUM 8' STREET YARD, INCLUDING REQUIRED STREET TREES AND LANDSCAPING.
2. IN ADDITION TO CONDITION 2, AN ENHANCED STREET YARD WITH A 50% INCREASE IN REQUIRED STREET TREES AND 25% INCREASE IN STREET YARD LANDSCAPING WILL BE PROVIDED ALONG JAMES FARM ROAD TO HIDE THE REAR OF THE TOWNHOMES AS SHOWN.
3. PROPOSED STORMWATER POND SHALL BE LANDSCAPED AND FENCED APPROPRIATELY. THE LANDSCAPING SHALL BE DECORATIVE AND PERMANENTLY MAINTAINED. CHAIN LINK FENCING IS PROHIBITED.
4. TREE SPECIES ADJACENT TO MULTI-STORY BUILDINGS SHALL BE SMALL CANOPY TREES SO AS TO PROVIDE ADEQUATE CLEARANCE FOR EMERGENCY FIRE EQUIPMENT.
5. DEVELOPER SHALL BE REQUIRED TO HAVE A TIA COMPLETED AND INSTALL ROAD IMPROVEMENTS PER THE APPROVED TIA.
6. DEVELOPER SHALL RESERVE 25' (APPROXIMATELY 9,452 SF OR 0.217 ACRES) ALONG THE JANE SOWERS ROAD ROW FOR FUTURE DEDICATION TO NCDOT IF THE JANE SOWERS ROAD INTERCHANGE IS APPROVED ON THEIR STIP, OR IF JANE SOWERS ROAD IS OTHERWISE EXPANDED IN THE FUTURE.
7. BUILDING MATERIALS MAY INCLUDE BRICK, STONE, CEMENTITIOUS SIDING, VINYL, ASPHALT SHINGLES, METAL ROOFING AND SIMILAR MATERIALS. THE FRONT FAÇADE SHALL CONSIST OF AT LEAST TWO DIFFERENT MATERIALS, ONE OF WHICH SHALL BE BRICK OR STONE.
8. DEVELOPER SHALL CONSTRUCT 4' HIGH DECORATIVE FENCING (COMPLIANT WITH CITY CODE) AROUND THE RETENTION POND.
9. DEVELOPER SHALL PROVIDE ENHANCED LANDSCAPING AT EACH ENTRANCE TO THE DEVELOPMENT.
10. DEVELOPER MUST PROVIDE HOA DOCUMENTS PRIOR TO RECORDING THE SUBDIVISION PLAT, BOTH OF WHICH SHALL BE RECORDED WITH IREDELL COUNTY.
11. STUB STREET TO ADJACENT PROPERTY TO THE EAST WILL BE PAVED WITH CURB & GUTTER NO MORE THAN 150' FROM CENTERLINE OF MAIN COLLECTOR ROAD. THE EXISTING GRADE FROM JAMES FARM ROAD TO THE EASTERN BOUNDARY INCLUDES A 15' CHANGE IN ELEVATION. CIVIL DRAWINGS WILL INCLUDE GRADING TO GET THE END OF THIS ROAD AS LOW AS POSSIBLE WITHOUT THE NEED FOR A RETAINING WALL. FINAL CIVIL PLANS WILL ALSO INCLUDE THE FUTURE TIE-IN TO A MINIMUM OF 50' INSIDE THE ADJACENT PROPERTY OR TO SUCH A DISTANCE WHERE IT MEETS THE EXISTING GRADE.
12. HOA SHALL MAINTAIN ALL COMMON AREAS INCLUDING LANDSCAPED ENTRANCES, OPEN SPACE, STREET TREES, TRAILS, AND SCMS.
13. A 55' ROW WILL BE DEDICATED FROM THE END OF THE CUL-DE-SAC TO THE PROPERTY LINE FOR A POTENTIAL FUTURE CONNECTION AS SHOWN.
14. DEVELOPER SHALL RESERVE AN AREA 55' FROM THE CENTERLINE OF JANE SOWERS RD. AND 40' FROM THE CENTER OF JAMES FARM RD. TO BE AVAILABLE FOR FUTURE NCDOT ACQUISITION. NO PERMANENT STRUCTURES SHALL BE PLACED IN THESE AREAS.



LEGEND

- R/W — R/W - RIGHT OF WAY
- SUBJECT PROPERTY LINE
- INTERIOR BOUNDARY LINE
- OPEN SPACE BORDERS
- CENTERLINE OF ROAD
- BUILDING SETBACKS
- LANDSCAPE BUFFERS
- WALKING TRAIL

SITE DATA

LOCATION	
LATITUDE	35°49'49" N
LONGITUDE	80°51'49" W
PARCEL #	4746727613
SUBJECT PROPERTY	16.64 AC. (GIS)
PIN	4746727613
SETBACKS	
FRONT	25'
SIDE	5'
REAR	25'
MAX HT.	35'
ZONING	
CURRENT ZONING	R-5MF CZD
PROPOSED ZONING	R-5CZ
SITE SIZE AND COVERAGE	
SUBJECT PROPERTY	14.77 AC. (EXCLUDING JAMES FARM RD. AND JANE SOWERS RD. R/W)
MAXIMUM DENSITY	236 UNITS (16 DU / AC)
PROPOSED DENSITY	57 UNITS (3.86 DU / AC)
OPEN SPACE	
REQUIRED	20% MIN 20% @ 14.77 = 2.95 AC.* *(MIN 10% MUST BE ACTIVE = 1.48 AC.)
PROVIDED	
ACTIVE OPEN SPACE	2.48 ACRES
AOS-A	0.20 ACRES
AOS-B	0.76 ACRES
AOS-C	0.75 ACRES
AOS-D	0.77 ACRES
COMMON OPEN SPACE	0.73 ACRES
TOTAL OPEN SPACE	3.21 ACRES
IREDELL WATER WELL LOT	1.51 ACRES
AMENITIES PROVIDED	
	AMENITY A: GAZEBO AMENITY B: DOG PARK
PARKING REQUIREMENTS	
REQUIRED	114 SPACES (2 SPACES/UNIT @ 57 UNITES)

UTILITIES
WATER - IREDELL WATER
SEWER- CITY OF STATESVILLE
POWER - DUKE ENERGY

© COPYRIGHT 2026 BY BLUE RIDGE ENGINEERING PLLC, NC LICENSE #P-0205, ALL RIGHTS RESERVED. THIS PLAN MAY NOT BE RE-USED, SOLD, LOANED OR GIVEN TO OTHERS. REPRODUCTION OR PHOTOCOPYING OF THIS PLAN WITHOUT THE WRITTEN CONSENT OF BLUE RIDGE ENGINEERING PLLC IS PROHIBITED.

DRAWN BY: HEF
PROJECT # 25011
ORIGINAL ISSUE DATE: 06/19/2026
REVISIONS:

CONCEPT PLAN
NOT FOR CONSTRUCTION

Blue Ridge Engineering PLLC
924 Main Street - Suite 200
North Wilkesboro, NC 28659
336.838.2500
www.ridge.blue
Firm #P-0205

Prepared for:
ELEVATION REAL ESTATE GROUP
ATTN: Chris LaMack
9541 Julian Clark Ave, Suite 101
Huntersville, NC 28078
704-363-6109
clamack@elevation-re.com

TRC Concept Plan
The Oaks at James Farm
474 James Farm Road
Statesville, NC

SHEET
TRC-1

CONCEPT PLAN - NOT FOR CONSTRUCTION

© COPYRIGHT 2026 BY BLUE RIDGE ENGINEERING PLLC, NC LICENSE #P-0205, ALL RIGHTS RESERVED. THIS PLAN MAY NOT BE RE-USED, SOLD, LOANED OR GIVEN TO OTHERS. REPRODUCTION OR PHOTOCOPYING OF THIS PLAN WITHOUT THE WRITTEN CONSENT OF BLUE RIDGE ENGINEERING PLLC IS PROHIBITED.

DRAWN BY: HEF

PROJECT # 25011

ORIGINAL ISSUE DATE: 06/19/2026

REVISIONS:

CONCEPT PLAN
NOT FOR CONSTRUCTION

Blue Ridge Engineering PLLC
924 Main Street - Suite 200
North Wilkesboro, NC 28659
336.838.2500
www.ridge.blue
Firm #P-0205

Prepared for:
ELEVATION REAL ESTATE GROUP
ATTN: Chris LaMack
9541 Julian Clark Ave. Suite 101
Huntersville, NC 28078
704-363-6109
clamack@elevation-re.com

Detailed TRC Concept Plan

The Oaks at James Farm

474 James Farm Road
Statesville, NC

SHEET
TRC-2

CONCEPT PLAN - NOT FOR CONSTRUCTION

PROPOSED FULL ACCESS DRIVEWAY
ACTIVE OPEN SPACE A 0.20 ACRES
ACTIVE OPEN SPACE B 0.76 ACRES
PROPOSED WALKING TRAIL
OPOSED SIGN
RADIUS 175.00' ARC 139.76' BEARING S17°46'43"W CHORD 136.07'
PROPOSED ON STREET PARALLEL PARKING (4)
100' WELL ENVELOPE SETBACK
PROPOSED 30" CURB & GUTTER AND SIDEWALK ALONG JANE SOWERS ROAD
RESERVED AREA FOR FUTURE DOT R/W (55' FROM CL)
PROPOSED WELL LOT 0.97 ACRES
JANE SOWERS ROAD 60' R/OW, SR2171
10' DIA WELL ENVELOPE
IREDELL WATER WELL LOT 1.51 ACRES
EXISTING FIRE HYDRANT
RADIUS 400.00' ARC 265.10' BEARING S21°40'16"W CHORD 260.28'
6" WATER MAIN (TYP.)
88.73'
PRESERVATION TRAIL (COLLECTOR 61' R/W)
SITE LIGHTING, TYP.
PROPOSED HYDRANT
212.40'
PROPOSED 6" WATER MAIN EXTENSION
RADIUS 1000.00' ARC 82.19' BEARING S00°19'41"W CHORD 82.17'
RADIUS 1000.00' ARC 82.23' BEARING S00°19'44"W CHORD 82.20'
APPROXIMATE LOCATION OF EXISTING 6" IREDELL
JAMES FARM ROAD 60' ROW, SR2173
ACTIVE OPEN SPACE C 0.75 ACRES

PROPOSED STUB OUT FOR FUTURE CONNECTION, ROW PROVIDED FOR FUTURE GRADING FOR ROADWAY CONNECTION, SEE CONDITION #12
COMMON OPEN SPACE 1 0.73 ACRES
PROPOSED FIRE HYDRANT
GOFORTH AND CLINE LLC
PIN: 4746811103
ZONING: CZD
CURRENT USE: RESIDENTIAL
PRESERVATION TRAIL (SUBCOLLECTOR 55' ROW)
PROPOSED 6" WATER MAIN EXTENSION
490.15'
SITE LIGHTING
ROW FOR FUTURE ROAD CONNECTION
AMENITY A
TARRINGTON DRIVE (COLLECTOR) 60' R/W
CLUSTER MAILBOX
PROPOSED ON STREET PARALLEL PARKING (3)
PROPOSED SEWER LINE
PROPOSED STORMWATER BMP AREA 1.17 ACRES
AMENITY B
ACTIVE OPEN SPACE D 0.77 ACRES
PROPOSED 30" CURB, TYP
PROPOSED FULL ACCESS DRIVEWAY
PROPOSED 30" CURB & GUTTER AND SIDEWALK ALONG JAMES FARM ROAD
PROPOSED SEWER EXTENSION

NORTH

0 40 80 120
SCALE: 1" = 40'

LANDSCAPING PRESERVATION CREDIT

CREDIT POINTS (DBH)

UNDER 2.5"	NONE
2.5" - 4.99"	12
5" - 9.99"	18
10" - 14.99"	24
15" - 19.99"	30
20" - 24.99"	36
25" AND GREATER	42

PRESERVED TREES

30" TREE	42
26" TREE	42
40" TREE	42
37" TREE	42
34" TREE	42
36" TREE	42
39" TREE	42
40" TREE	42
41" TREE	42
45" TREE	42
41" TREE	42
29" TREE	42
25" TREE	42
29" TREE	42
TOTAL PRESERVATION POINTS	588

LANDSCAPING REQUIREMENTS

LANDSCAPING POINT VALUES

BELOW ARE THE POINT VALUES ASSIGNED TO EACH TYPE OF PLANTING AS PRESENTED IN THE CITY OF STATESVILLE UNIFIED DEVELOPMENT ORDINANCE - SECTION 6.04 TABLE 2.

SHADE TREE: 12 POINTS
ORNAMENTAL TREE: 6 POINTS
LARGE SHRUB: 3 POINTS
MEDIUM SHRUB: 2 POINTS
SMALL SHRUB: 1 POINT

STREET TREES

REQUIRED
8' MINIMUM WIDE
3 SHADE TREES OR 4 ORNAMENTAL TREES PER 100 LF WITH A MINIMUM OF 50% BEING SHADE TREES
OPTIONAL SHRUBS
36 POINTS PER 100 LF
1825 LF * 36 / 100 = 657 POINTS

PROVIDED 57 SHADE TREES (684 POINTS)

LOT TREES

REQUIRED LOTS UNDER 15,000 SF REQUIRE 1 SHADE TREE LOT
104 LOTS * 1 TREE = 104 TREES

PROVIDED 104 SHADE TREES

BUFFER YARD

TYPE A (8' WIDE MINIMUM):
1 ORNAMENTAL TREE PER 100 LF
OPTIONAL SHRUBS
40 POINTS PER 100 LF

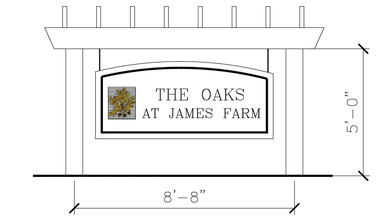
TYPE C (15' WIDE MINIMUM):
1 ORNAMENTAL TREE PER 100 LF
OPTIONAL SHRUBS
70 POINTS PER 100 LF

TYPE A (8' MINIMUM)
REQUIRED
1 ORNAMENTAL TREE PER 100 LF
OPTIONAL SHRUBS
40 POINTS PER 100 LF @ 735 LF = 294 POINTS REQUIRED

PROVIDED
1 SHADE TREES AND 1 ORNAMENTAL TREES PER 100 LF
(18 POINTS PER 100 LF) = 132 POINTS
PRESERVATION CREDIT = 162 POINTS
TOTAL POINTS = 294 POINTS

TYPE C (15' MINIMUM)
REQUIRED
1 ORNAMENTAL TREE PER 100 LF
OPTIONAL SHRUBS
70 POINTS PER 100 LF @ 1,267 LF = 887 POINTS
PROVIDED
1 SHADE TREES AND 1 ORNAMENTAL TREES PER 100 LF
(18 POINTS PER 100 LF) = 228 POINTS
26 MEDIUM SHRUBS PER 100 LF
(52 POINTS PER 100 LF) = 659 POINTS
TOTAL POINTS = 887 POINTS

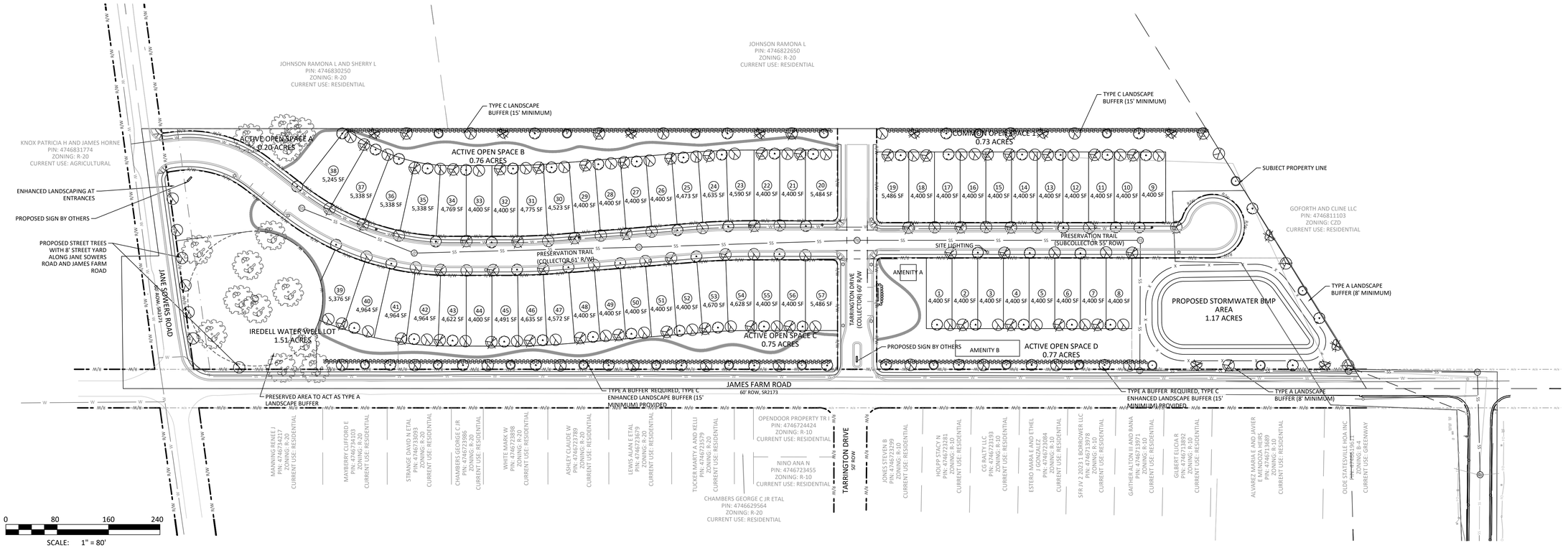
JAMES FARM ROAD ENHANCED BUFFER
REQUIRED:
1 ORNAMENTAL TREE PER 100 LF
OPTIONAL SHRUBS
40 POINTS PER 100 LF @ 1,215 LF = 486 POINTS
PROVIDED:
TYPE C ENHANCED, 15' MIN WIDTH
2 SHADE TREES AND 1 ORNAMENTAL TREES PER 100 LF
(30 POINTS PER 100 LF) = 365 POINTS
25 MEDIUM SHRUBS PER 100 LF
(50 POINTS PER 100 LF) = 608 POINTS
TOTAL POINTS = 973 POINTS



PROPOSED ENTRANCE SIGN
SCALE: NTS

LANDSCAPING NOTES

1. ALL TREES, SHRUBS, AND PLANTS SHALL CONFORM TO ACCEPTED STANDARDS ESTABLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN.
2. ALL PLANTING BEDS SHALL RECEIVE 4" OF DOUBLE-GROUND HARDWOOD BARK MULCH. ALL AREAS OTHER THAN PLANT BEDS SHALL BE SODDED OR SEEDED AS SPECIFIED.
3. ALL TREES IN LAWN AREAS SHALL RECEIVE 8' DIAMETER MULCH RING, 4" DEPTH.
4. ALL ROOT BALLS REMOVED FROM CONTAINERS SHALL BE SCARIFIED PRIOR TO PLANTING AND BACKFILLING. ALL PLANTS SHALL BE SOAKED WITH WATER IMMEDIATELY AFTER PLANTING. AN 4' DIAMETER MULCH RING (MIN. 4" DEPTH) SHALL BE INSTALLED AROUND ALL TREES.
5. LOCATIONS OF UTILITIES SHOWN ARE BASED ON EVIDENCE OBSERVED AT THE TIME OF SURVEY. OTHER UTILITIES MAY EXIST THAT ARE NOT SHOWN. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE EXISTENCE AND ACTUAL LOCATION OF ALL EXISTING UTILITY LINES, AND TO PROTECT THESE LINES DURING CONSTRUCTION.
6. CONTRACTOR SHALL MAINTAIN AND GUARANTEE ALL PLANTINGS FOR ONE YEAR AFTER INSTALLATION AND SHALL REPLACE PLANTINGS AS NECESSARY.
7. TREES AND SHRUBS TO BE TRANSPLANTED SHALL BE TRANSPLANTED AS SOON AS POSSIBLE AFTER CONSTRUCTION BEGINS. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL, STORAGE, WATERING, PLANTING, AND MAINTENANCE OF EXISTING TREES AND SHRUBS TO BE TRANSPLANTED.



© COPYRIGHT 2026 BY BLUE RIDGE ENGINEERING PLLC, NC LICENSE #P-0205, ALL RIGHTS RESERVED. THIS PLAN MAY NOT BE RE-USED, SOLD, LOANED OR GIVEN TO OTHERS. REPRODUCTION OR PHOTOCOPYING OF THIS PLAN WITHOUT THE WRITTEN CONSENT OF BLUE RIDGE ENGINEERING PLLC IS PROHIBITED.

DRAWN BY: HEF
PROJECT # 25011
ORIGINAL ISSUE DATE: 06/19/2026
REVISIONS:

CONCEPT PLAN
NOT FOR CONSTRUCTION

Blue Ridge Engineering PLLC
924 Main Street - Suite 200
North Wilkesboro, NC 28659
336.838.2500
www.ridge.blue
Firm #P-0205

Prepared for:
ELEVATION REAL ESTATE GROUP
ATTN: Chris LaMack
9541 Julian Clark Ave.,Suite 101
Huntersville, NC 28078
704-363-6109
clamack@elevation-re.com

TRC Concept Landscape Plan

The Oaks at James Farm

474 James Farm Road
Statesville, NC

SHEET
TRC-3

CONCEPT PLAN - NOT FOR CONSTRUCTION





The Oaks at James Farm

Community Meeting 8/17/26 5:00 PM

Name	Address	Email
Sherry Johnson	252 Jane Sowers Rd	sherry.johnson.nc@gmail.com
Ramona Johnson	252 Jane Sowers Rd.	ramona.johnson.nc@gmail.com
Carolyn Strange	459 James Farm Rd	carolynstrange1@hotmail.com
Dale Strange	454 James Farm Rd	dalestrange@hotmail.com
Lydia Mayberry	463 James Farm Rd.	
Clifford Mayberry Jr.	"	Mayberry Clifford@Yahoo.Com

474 JAMES FARM RD. – NOTES FROM COMMUNITY MEETING

August 17, 2026 @ 5:00 PM

Attendees: Dante Massaro (Elevation), Jennifer Dalton (Cloverleaf Elementary), Sherry Johnson, Ramona Johnson, Dale & Carolyn Strange, Clifford & Lydia Mayberry

Points of Discussion

1. Traffic – people are concerned about the increased traffic, especially considering the refusal by NCDOT to decrease the speed limit in the area from 45 mph to 35 mph upon our request in 2025

2. Property Values – people were curious as to the expected selling price of the homes and their impact on their property values. Our best estimate is mid-to high $300,000's at this point

3. Product – people were curious about what is being built (quality, one level versus two, possibility of 55+ housing). We showed them elevation renderings of the 2-story cottage-style homes that will be built.

4. Timetable – people want to know when construction will start and how long it will take to sell the property. We indicated construction would likely start late in 2027 and be complete by 2029.

5. No Objections to the Project – people were pleased with the decreased density and did not have any specific objections to the project.

6. There were a few questions about The Reserve at James Farm since the neighbors knew we were involved. We answered their questions, but made clear it is not part of the project in question.

The meeting adjourned about 5:45 PM

To: Statesville Planning Board

From: Matthew Kirkendall, Senior Planner

Date: September 22, 2026

Subject: Rezoning

Case: ZC26-13 The Oaks at James Farm Revision

Address: The intersection of James Farm Road and Jane Sowers

☐ **Option 1: Approve (Staff Recommendation)**

The zoning amendment is **recommended for approval** with the agreed upon conditions is reasonable, and in the public interest because the 2045 Future Land Use Plan calls for this are to be designated as Complete Neighborhood 2, which includes residential uses and city services can be provided.

☐ **Option 2 Deny**

The zoning amendment is **recommended for denial** because; although it is consistent with the City's comprehensive land plan, this request is not reasonable, nor in the public interest, because the previous approval of townhomes at this location would represent an expansion pattern that is inconsistent with the City's long-range planning objectives.

Date: Alisha Cordle, Chairperson

Date: Matthew Kirkendall, Senior Planner

Staff Report

To: Planning Board Members

From: Matthew Kirkendall, Senior Planner

Date: September 22, 2026

Re: ZC26-11 Beauty St (Harmony Vistas Subdivision)

Action Requested: Conduct a courtesy hearing for a rezoning request (ZC26-11), initiated by the property owner, Mark Miserocchi of Harmony Investing LLC, for an approximately 26.78 acre site located off of Beauty St.

Summary of Information: The request is to rezone the property from R-10 (Urban Low Density Single-Family Residential) District to R-8 CZ (Medium Density Single-Family Residential) Zoning District.

This is a conditional rezoning, which ties the project to the approved concept plan, along with any conditions approved by the Planning Board and City Council. The site is not located within the city limits, and the annexation petition is running concurrently with the rezoning. The proposed project site is approximately 26 acres located off of Beauty St with a proposed entrance through Greenbriar subdivision. The applicant is applying to rezone the properties to build a subdivision with 67 single-family homes.

A similar proposal was denied by the City on March 16, 2026. The main change to this proposal is the removal of approximately 2.6 acres to create a residential lot at the terminus of Japul Rd to remove the possibility of extending the road through the site. The tract would not be annexed into the City nor be part of this project. There would be one proposed entrance to the site, be through the Greenbriar Ridge subdivision currently under construction to the south. There will also be sidewalks, curbs, and gutters as well as street trees along both sides of all streets.

The 2019 Mobility and Development Plan calls for a 10ft greenway (20ft easement) to be constructed by the developer and will be maintained by the City. In addition, there will be privately maintained walking trails on site.

The concept plan shows 2.78 acres of active open space (2.68 acres is required). The active open space does include the greenway that will be dedicated to the city.

The 2045 Land Development Plan shows the property to be in an area suitable for Complete Neighborhood 2 Character Intent which includes single-family residential uses. This is also with the Tier 1 Growth Area. In addition, water, sewer, and Statesville Public

Power will serve the site.

The surrounding zoning districts and land uses are as follows:

North of the Site: R-10 (Urban Low Density Single-Family Residential) District, with existing single-family homes within the Jan Joy Acres Subdivision.

East of the Site: RA (Residential Agricultural) and R-15 (Urban Fringe Low Density Residential) Districts, with single-family homes within the Hope Bros Builders Subdivision.

South of the Site: R-8 CZ (Medium Density Single-Family Conditional Zoning) District, with single-family homes proposed in the recently approved Greenbriar Ridge Subdivision.

West of the Site: R-8MFM (Medium Density Multi-Family and Manufactured Residential) District, with existing single-family homes within the Lakeridge Subdivision.

A community input meeting was held on September 8, 2026, where 8 attendees shared their concerns and questions regarding traffic, connectivity and the condition of Japul Road. The developer is in the process of studying potential traffic impacts associated with adding lots to the north of Greenbriar subdivision.

The applicant has committed to the following conditions:

1. The development will include a maximum of 70 single-family detached homes. A reduction in units up to 10% may occur due to engineering and/or other factors; such a decrease will be approved by staff.

2. A minimum of two (2) building materials will be utilized on the front of homes.

3. The HOA will maintain all common areas and SCM ponds.

4. Police Department approved security cameras may be provided by others.

5. A 20’ wide easement will be dedicated to the City with a 10’ wide paved greenway constructed by the development. Upon completion to the City’s specifications, the greenway will be maintained by the City.

6. A roadway connection will be provided to the existing stub on the north side of the adjacent Greenbriar Ridge subdivision. Construction will not begin within Harmony Vistas until the Greenbriar Ridge roadway connection is constructed and bonded for completion or constructed and accepted by the City of Statesville.

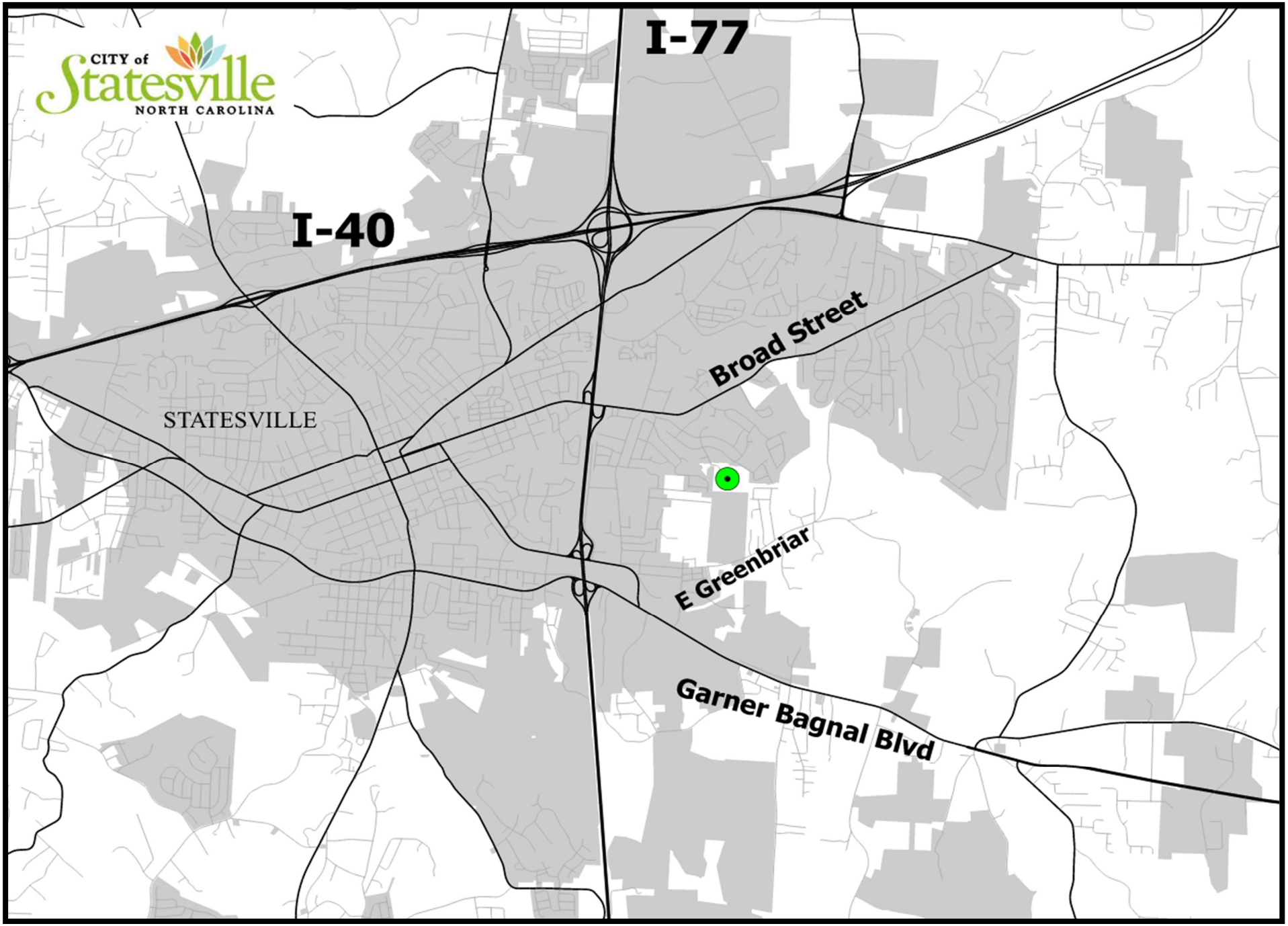
7. The Concept Plan and subsequent submittals to the City for plan review shall list the approved conditions as listed in this Ordinance.

Previous Council or Relevant Actions: The Planning Board previously recommended approval, which included removing the entrance to the site from Japul Road. City Council denied a similar request earlier this year (March 16, 2026).

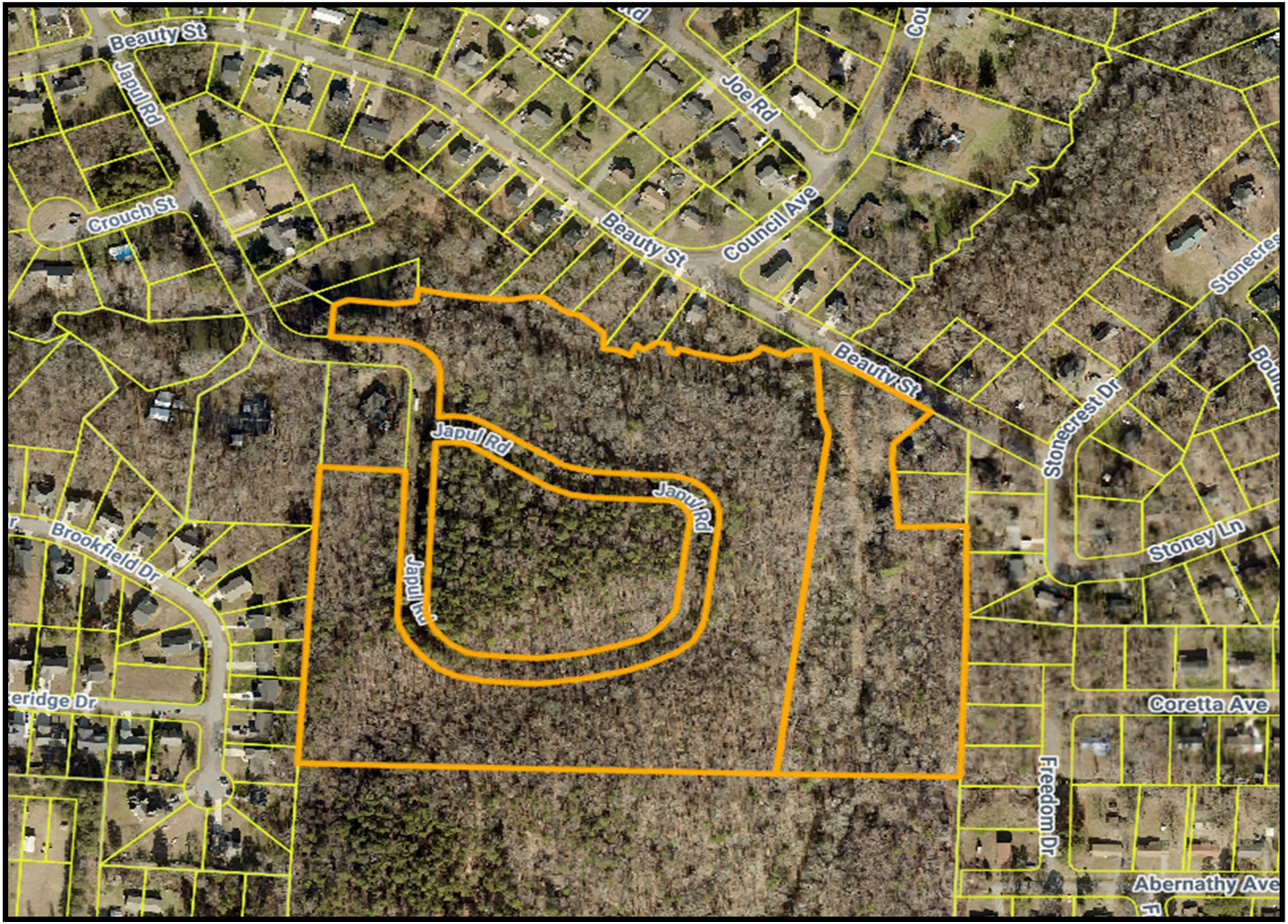
Departmental Recommendation: Staff is supportive of the proposed residential rezoning; however, improved site accessibility and connectivity would be preferred. Therefore, staff recommends Option 1 – Approval of this request.

Attachments:

1. Location Map
2. Aerial Photo Map
3. Site Photos
4. Current Zoning & Utilities Map
5. 2045 LDP Land Use & Character Map
6. Complete Neighborhood 2 Character Intent
7. Concept Plan(s)
8. Zoning Consistency Statement



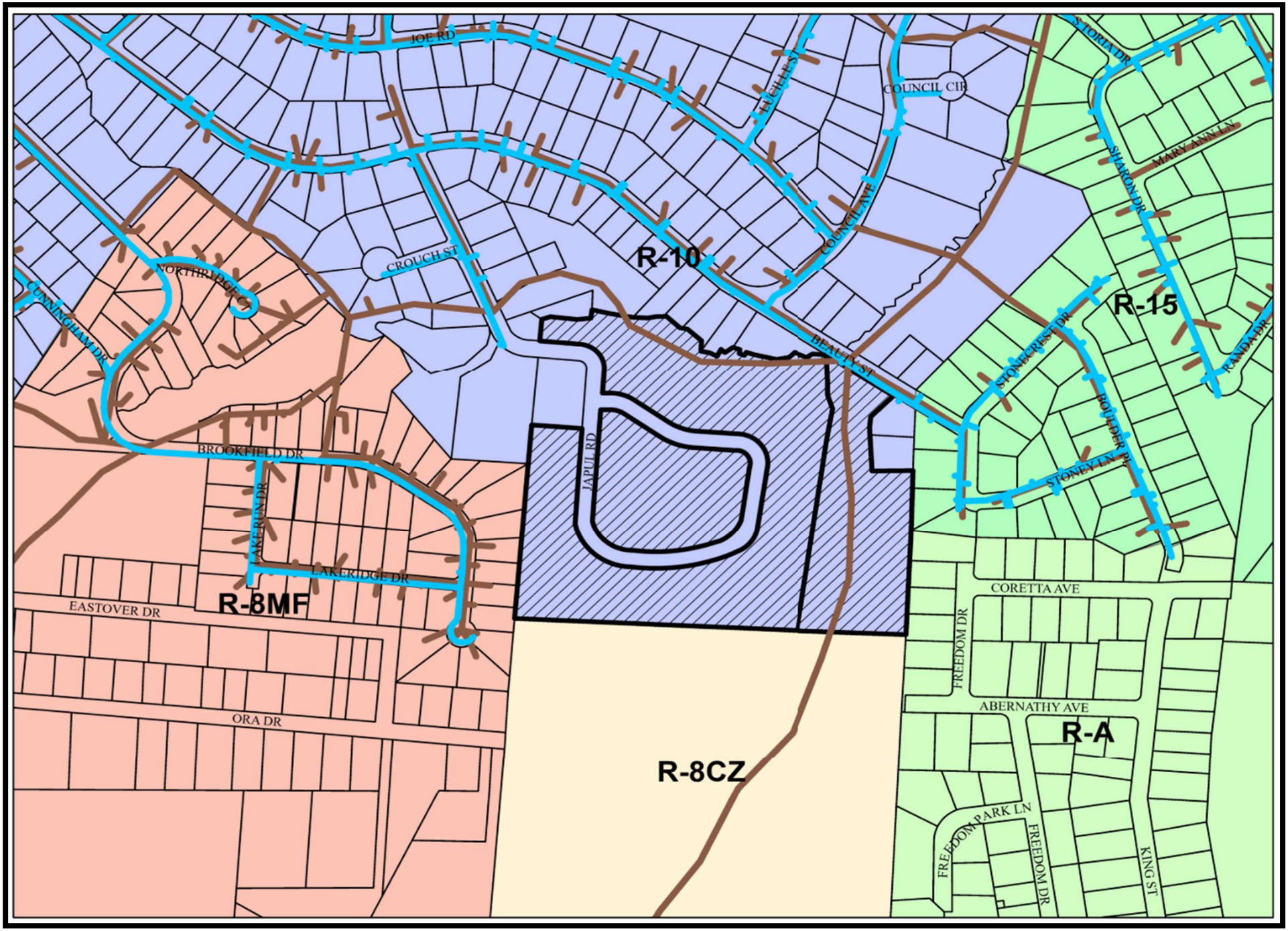
Location Map



Aerial Photo



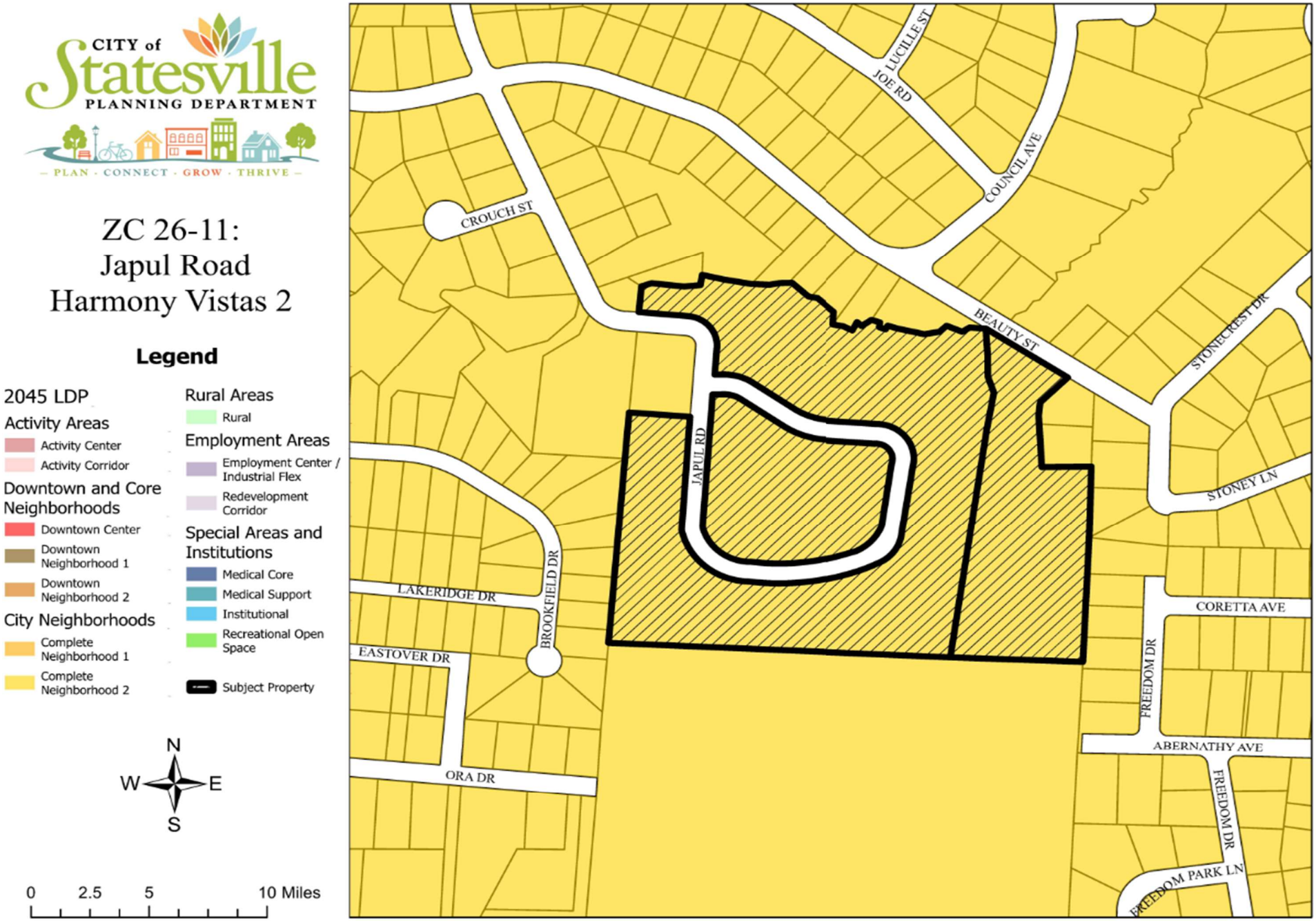
Site Photo – View from current end of Japul Road



Current Zoning and Utilities Map

CITY of Statesville
PLANNING DEPARTMENT
– PLAN · CONNECT · GROW · THRIVE –

ZC 26-11: Japul Road Harmony Vistas 2



2045 Land Development Plan Map – Complete Neighborhood 2

Complete Neighborhood 2

Character Intent

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

Pattern & Form

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

Opportunities

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

Primary Uses

Residential

Secondary Uses

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

Form Characteristics

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 (see page 37), and multifamily in centralized locations, limited use of neighborhood-scale and multistory commercial or office centers in centralized locations, and institutional buildings.
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



PRELIMINARY

Development Data

Tax Parcel Number:	4754352055, 4754254679
Zoning Jurisdiction:	City of Statesville
Zoning Classification:	R-10
Proposed Zoning:	R-8 CZ Cluster
Surveyed Total Site Acreage:	26.78 ac.

Density and Dimensional Standards:

Minimum Lot Size:	6,000 sf or greater
Minimum Lot Width:	50'
Minimum Lot Depth:	110'
Maximum Building Height:	35'
Dwelling Units per Acre:	2.54
Total lots:	**68**

Building Setbacks:

Front:	25'
Side Yard:	5.5'
Corner Lot Side Yard:	15' (25' Perpendicular Rear Lot)
Rear Yard:	25'

Open Space Requirements:

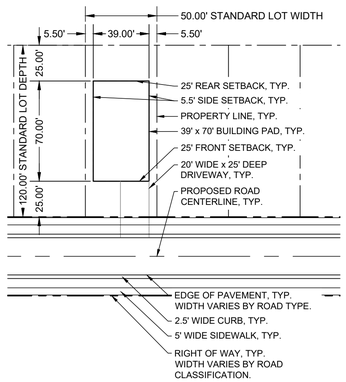
Active Open Space Required: (10% of Site Area)	2.68 ac
Active Open Space Provided:	2.78 ac

Rezoning Conditions

1. The development will include a maximum of 70 single-family detached homes. A reduction in units up to 10% may occur due to engineering and/or other factors; such a decrease will be approved by staff.
2. A minimum of two (2) building materials will be utilized on the front of homes.
3. The HOA will maintain all common areas and SCM ponds.
4. Police Department approved security cameras may be provided by others.
5. A 20' wide easement will be dedicated to the City with a 10' wide paved greenway constructed by the development. Upon completion to the City's specifications, the greenway will be maintained by the City.
6. A roadway connection will be provided to the existing stub on the north side of the adjacent Greenbriar Ridge subdivision. Construction will not begin within Harmony Vistas until the Greenbriar Ridge roadway connection is constructed and bonded for completion or constructed and accepted by the City of Statesville.
7. The Concept Plan and subsequent submittals to the City for plan review shall list the approved conditions as listed in this Ordinance.

Legend

- Active Open Space (Keymap Only)
- Wetlands (preliminary determination)
- Wetlands Boundary
- Wetlands/Stream Buffer (25' anticipated)
- Stream Centerline
- Stream Buffer (25' from centerline per UDC)
- FEMA Floodway GIS
- 100 Year Floodplain
- 500 Year Floodplain
- Proposed Greenway Trail Alignment
- Proposed Supplemental Trail Connections



Typical Lot Layout

Scale: 1" = 50'

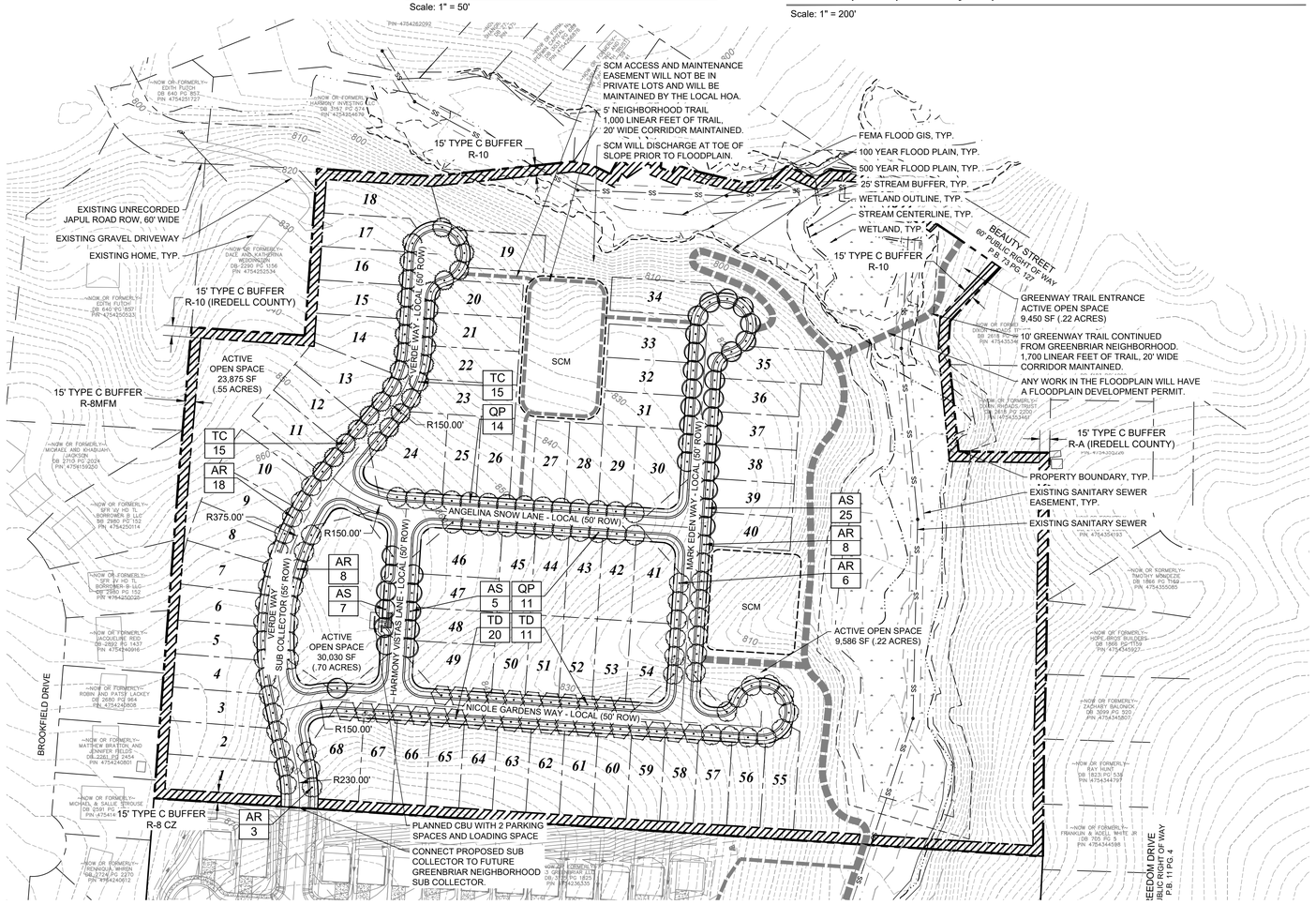


Active Open Space Proposed Improvements

A. Open Lawn Play Area, Sidewalks, Seating, Mailbox CBU, Ornamental Plantings
B. Sidewalks, Seating, Ornamental Plantings
C. Sidewalks, Seating, Ornamental Plantings, Connection to Greenway Trail
D. Sidewalks, Seating, Ornamental Plantings
E. Greenway Trail and Sidewalk Connections

Active Open Space Keymap

Scale: 1" = 200'



Conceptual Site Plan

Scale: 1" = 100'

NOT FOR PERMITTING OR CONSTRUCTION

I, _____ (printed name), applicant, agree to adhere to the above conditions places on rezoning case #ZC_____-_____ as adopted by City Council on the _____ day of _____ 202___.

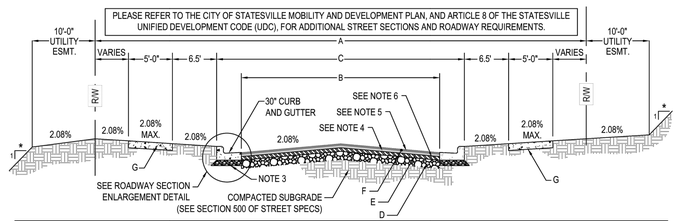
_____ _____
Applicant (signature) Date

PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL NAME	COMMON NAME
TREES			
	AR	ACER RUBRUM	RED MAPLE
	AS	ACER SACCHARUM	SUGAR MAPLE
	QP	QUERCUS PHELLOS	WILLOW OAK
	TD	TAXODIUM DISTICHUM	BALD CYPRESS
	TC	TILIA CORDATA	LITTLELEAF LINDEN

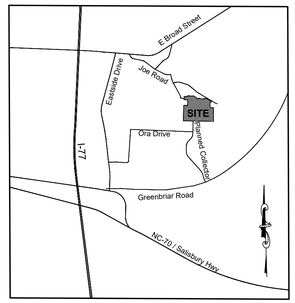
Parcel Area Table		Parcel Area Table		Parcel Area Table		Parcel Area Table	
Parcel #	Area (SF)	Parcel #	Area (SF)	Parcel #	Area (SF)	Parcel #	Area (SF)
1	8678	18	8550	35	6941	52	6000
2	7818	19	6304	36	6004	53	6000
3	7100	20	6210	37	6004	54	7105
4	6431	21	6512	38	6004	55	6953
5	6034	22	6593	39	6004	56	6239
6	6128	23	7257	40	6004	57	6237
7	6897	24	11373	41	7105	58	6237
8	6798	25	6000	42	6000	59	6237
9	6798	26	6000	43	6000	60	6237
10	6798	27	6000	44	6000	61	6237
11	6215	28	6000	45	6000	62	6237
12	6343	29	6000	46	8314	63	6237
13	7947	30	8307	47	6000	64	6237
14	7898	31	6048	48	6000	65	6237
15	6238	32	6049	49	8314	66	6237
16	6217	33	6050	50	6000	67	6237
17	6526	34	6943	51	6000	68	8730

Lot Area Table



STREET SECTION DIMENSIONS								
	STREET TYPE	A MIN. RIGHT-OF-WAY WIDTH	B MINIMUM PAVEMENT WIDTH	C BACK OF CURB TO BACK OF CURB	D ABC STONE / ASPHALT BASE	E I-19.0C ASPHALT	F S9.5C ASPHALT	G SIDEWALK REQUIREMENT
1	COLLECTOR (100+) DWELLINGS	60'	32'	37'	8" STONE/ 5" BASE	3"	3"	BOTH SIDES OF STREET
2	SUB COLLECTOR (25-99) DWELLINGS	55'	26'	31'	8" STONE/ 5" BASE	3"	3"	BOTH SIDES OF STREET
3	LOCAL (10-24) DWELLINGS	50'	22'	27'	6" STONE / 4" BASE	2.5"	3"	BOTH SIDES OF STREET

Statesville Standard Road Cross Section



Vicinity Map

Not to Scale

This project's electric power will be provided by Statesville Public Power. To coordinate electric routing and for any construction-related inquiries, please contact Engineering Services at SPPEngineeringServices@statesvillenc.net or (704)437-0194

MERRICK
301 S. MCDOWELL STREET
SUITE 300
CHARLOTTE, NC 28204
NC ENGINEERING FIRM F-0908
PHONE: (704) 529-6500

THIS AND ANY OTHER ELECTRONIC MEDIA COUNTERPART IS AN INSTRUMENT OF SERVICE PREPARED BY MERRICK AND COMPANY FOR USE ON THE DEFINED PROJECT. ANY INTERPRETATION, REPRODUCTION OR MODIFICATION, IN WHOLE OR IN PART OR EXTENSIONS OF THE PROJECT OR ON ANY OTHER PROJECT, REUSE OR MODIFICATION OF ANY UTILIZATION IF NOT A FINISHED INSTRUMENT, WITHOUT THE PRIOR EXPRESS WRITTEN CONSENT OF MERRICK AND COMPANY SHALL BE AT THE SOLE RISK FOR THE UNAUTHORIZED USER WITHOUT LIABILITY OR LOSS EXPOSURE TO MERRICK AND COMPANY.

PREPARED FOR:

Harmony Investing LLC

3225 Mcleod Dr. Suite 100
Las Vegas, NV 89121

REVISIONS:	REV	REVISION DESCRIPTION	DATE	CHANGED BY:

SEAL(S)

PRELIMINARY NOT FOR PERMITTING OR CONSTRUCTION

Harmony Vistas

Statesville, NC

Conditional Rezoning Concept Plan

SCALE

		DATE:
DESIGN BY:	NP	08/12/26
DRAWN BY:	NP	08/12/26
CHECKED BY:	IA	08/12/26
APPROVED BY:	JC	08/12/26

PROJECT/TRACKING #	
INTERNAL:	101525.00
MUNICIPAL:	UNASSIGNED
ORIGINAL DATE:	9/25/2025

SHEET 1

8/12/2026 3:35:28 PM

Q:\CHA\Projects\101525.00 -HAR-Japul Road\CAD_CAD-CDs\101525 - LS-001 CONCEPT PLAN.dwg

PRELIMINARY

Development Data

Tax Parcel Number:	4754352055, 4754254679
Zoning Jurisdiction:	City of Statesville
Zoning Classification:	R-10
Proposed Zoning:	R-8 CZ Cluster
Surveyed Total Site Acreage:	26.78 ac.

Density and Dimensional Standards:

Minimum Lot Size:	6,000 sf or greater
Minimum Lot Width:	50'
Minimum Lot Depth:	110'
Maximum Building Height:	35'
Dwelling Units per Acre:	2.54
Total lots:	**68**

Building Setbacks:

Front:	25'
Side Yard:	5.5'
Corner Lot Side Yard:	15' (25' Perpendicular Rear Lot)
Rear Yard:	25'

Open Space Requirements:

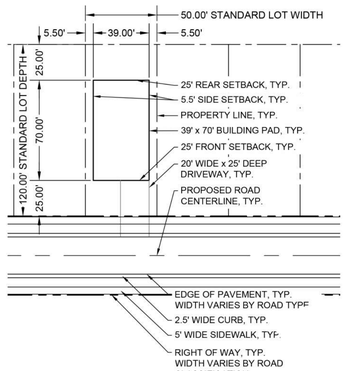
Active Open Space Required: (10% of Site Area)	2.68 ac
Active Open Space Provided:	2.78 ac

Rezoning Conditions

1. The development will include a maximum of 70 single-family detached homes. A reduction in units up to 10% may occur due to engineering and/or other factors; such a decrease will be approved by staff.
2. A minimum of two (2) building materials will be utilized on the front of homes.
3. The HOA will maintain all common areas and SCM ponds.
4. Police Department approved security cameras may be provided by others.
5. A 20' wide easement will be dedicated to the City with a 10' wide paved greenway constructed by the development. Upon completion to the City's specifications, the greenway will be maintained by the City.
6. A roadway connection will be provided to the existing stub on the north side of the adjacent Greenbriar Ridge subdivision. Construction will not begin within Harmony Vistas until the Greenbriar Ridge roadway connection is constructed and bonded for completion or constructed and accepted by the City of Statesville.
7. The Concept Plan and subsequent submittals to the City for plan review shall list the approved conditions as listed in this Ordinance.

Legend

- Active Open Space (Keymap Only)
- Wetlands (preliminary determination)
- Wetlands Boundary
- Wetlands/Stream Buffer (25' anticipated)
- Stream Centerline
- Stream Buffer (25' from centerline per UDC)
- FEMA Floodway GIS
- 100 Year Floodplain
- 500 Year Floodplain
- Proposed Greenway Trail Alignment
- Proposed Supplemental Trail Connections



Typical Lot Layout

Scale: 1" = 50'



Active Open Space Proposed Improvements

A. Open Lawn Play Area, Sidewalks, Seating, Mailbox CBU, Ornamental Plantings
B. Sidewalks, Seating, Ornamental Plantings
C. Sidewalks, Seating, Ornamental Plantings, Connection to Greenway Trail
D. Sidewalks, Seating, Ornamental Plantings
E. Greenway Trail and Sidewalk Connections

Active Open Space Keymap

Scale: 1" = 200'



Conceptual Site Plan

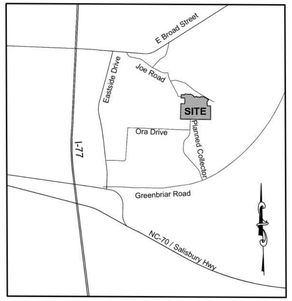
Scale: 1" = 100'

I, _____ (printed name), applicant, agree to adhere to the above conditions places on rezoning case #ZC_____-_____ as adopted by City Council on the _____ day of _____ 202___.

Applicant (signature) _____ Date _____

PLANT SCHEDULE

SYMBOL	CODE	BOTANICAL NAME	COMMON NAME
TREES			
	AR	ACER RUBRUM	RED MAPLE
	AS	ACER SACCHARUM	SUGAR MAPLE
	QP	QUERCUS PHELLOS	WILLOW OAK
	TD	TAXODIUM DISTICHUM	BALD CYPRESS
	TC	TILIA CORDATA	LITTLELEAF LINDEN



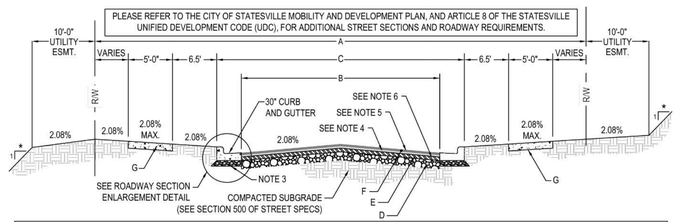
Vicinity Map

Not to Scale

This project's electric power will be provided by Statesville Public Power. To coordinate electric routing and for any construction-related inquiries, please contact Engineering Services at SPPEngineeringServices@statesvillenc.net or (704)437-0194

Parcel Area Table		Parcel Area Table		Parcel Area Table		Parcel Area Table	
Parcel #	Area (SF)	Parcel #	Area (SF)	Parcel #	Area (SF)	Parcel #	Area (SF)
1	8678	18	8550	35	6941	52	6000
2	7818	19	6304	36	6004	53	6000
3	7100	20	6210	37	6004	54	7105
4	6431	21	6512	38	6004	55	6953
5	6034	22	6593	39	6004	56	6239
6	6128	23	7257	40	6004	57	6237
7	6897	24	11373	41	7105	58	6237
8	6798	25	6000	42	6000	59	6237
9	6798	26	6000	43	6000	60	6237
10	6798	27	6000	44	6000	61	6237
11	6215	28	6000	45	6000	62	6237
12	6343	29	6000	46	8314	63	6237
13	7947	30	8307	47	6000	64	6237
14	7898	31	6048	48	6000	65	6237
15	6238	32	6049	49	8314	66	6237
16	6217	33	6050	50	6000	67	6237
17	6526	34	6943	51	6000	68	8730

Lot Area Table



STREET SECTION DIMENSIONS								
	STREET TYPE	A MIN. RIGHT-OF-WAY WIDTH	B MINIMUM PAVEMENT WIDTH	C BACK OF CURB TO BACK OF CURB	D ABC STONE / ASPHALT BASE	E I-19.0C ASPHALT	F S9.5C ASPHALT	G SIDEWALK REQUIREMENT
1	COLLECTOR (100+) DWELLINGS	60'	32'	37'	8" STONE/ 5" BASE	3"	3"	BOTH SIDES OF STREET
2	SUB COLLECTOR (25-99) DWELLINGS	55'	26'	31'	8" STONE/ 5" BASE	3"	3"	BOTH SIDES OF STREET
3	LOCAL (10-24) DWELLINGS	50'	22'	27'	6" STONE / 4" BASE	2.5"	3"	BOTH SIDES OF STREET

Statesville Standard Road Cross Section

Scale: 1" = 100'

0 50 100 200 300 400

N

NOT FOR PERMITTING OR CONSTRUCTION

MERRICK
301 S. MCDOWELL STREET
SUITE 300
CHARLOTTE, NC 28204
NC ENGINEERING FIRM F-0908
PHONE: (704) 529-6500

THIS AND ANY OTHER ELECTRONIC MEDIA COUNTERPART IS AN INSTRUMENT OF SERVICE PREPARED BY MERRICK AND COMPANY FOR A DEFINED PROJECT AND IS NOT INTENDED OR REPRESENTED TO BE SUITABLE FOR REUSE IN WHOLE OR IN PART ON EXTENSIONS OF THE PROJECT OR ON ANY OTHER PROJECT. REUSE OR MODIFICATION OF ANY UTILIZATION IF NOT A FINISHED INSTRUMENT, WITHOUT THE PRIOR EXPRESS WRITTEN CONSENT OF MERRICK AND COMPANY SHALL BE AT THE SOLE RISK FOR THE UNAUTHORIZED USER WITHOUT LIABILITY OR LOSS EXPOSURE TO MERRICK AND COMPANY.

PREPARED FOR:

Harmony Investing LLC

3225 Mcleod Dr. Suite 100
Las Vegas, NV 89121

REVISIONS:	REV	REVISION DESCRIPTION	DATE	CHANGED BY:

SEAL(S)

PRELIMINARY
NOT FOR PERMITTING
OR CONSTRUCTION

Harmony Vistas

Statesville, NC

Conditional Rezoning
Concept Plan

SCALE

		DATE:
DESIGN BY:	NP	08/12/26
DRAWN BY:	NP	08/12/26
CHECKED BY:	IA	08/12/26
APPROVED BY:	JC	08/12/26

PROJECT/TRACKING #	
INTERNAL:	101525.00
MUNICIPAL:	UNASSIGNED
ORIGINAL DATE:	9/25/2025

SHEET 1

8/12/2026 12:15:07 PM

Q:\CHA\Projects\101525.00 -HAR-Japul Road\CAD\Renderings\2026.08.10 - Outparcel Update before sending to LG\l1-CAD Files\r101525 - LS-001 CONCEPT PLAN.dwg

To: Statesville Planning Board

From: Matthew Kirkendall, Senior Planner

Date: September 22, 2026

Subject: Rezoning

Case: ZC26-11 Beauty St (Harmony Vistas Subdivision)

Address: Approximately 26-acre site located off of Beauty St

☐ **Option 1: Approve (Staff Recommendation)**
The zoning amendment is **recommended for approval** with the agreed upon conditions and is consistent with the City's comprehensive land use plan. Specifically, because the site is a single-family home infill site. The request is reasonable, and in the public interest because access will be through public streets, sidewalks, and greenway between Greenbriar Ridge and the proposed site.

☐ **Option 2: Deny**
The zoning amendment is **recommended for denial** even though it is consistent with the City's comprehensive land plan. However, the proposal is not reasonable, nor in the public interest because of the reliance on Greenbriar Ridge development that is still under construction.

Date: Alisha Cordle, Chairperson

Date: Matthew Kirkendall, Senior Planner