



Town of TAYLORSVILLE

Land Use Plan

JAN. 2025 - ADOPTED



Creative Regional Solutions Since 1968

TABLE OF CONTENTS

Chapter 1: Introduction.....	1
Figure 1-1: Planning Study Area.....	3
Chapter 2: Demographics	4
Chapter 3: Transportation	13
Figure 3-1: MPO MTP/CTP Projects	19
Figure 3-2: MPO Bike/Pedestrian	20
Figure 3-3: Alexander County MTP/CTP Projects	21
Chapter 4: Resources & Services	26
Figure 4-1: Water & Sewer	28
Figure 4-2: Community Facilities	29
Chapter 5: Parks & Recreation	31
Figure 5-1: Parks & Trails	33
Chapter 6: Natural & Cultural Resources	35
Figure 6-1: Water Resources	37
Figure 6-2: Historic Sites	40
Chapter 7: Land Use & Growth Management	42
Figure 7-1: Zoning Districts	46
Figure 7-2: Existing Land Use	47
Figure 7-5: Future Land Use	50

INTRODUCTION

PURPOSE OF A LAND USE PLAN

According to North Carolina General Statutes, every local government must base their zoning decisions on a long-range plan, which describes policies for land-use and growth management issues. These decisions range from rezoning decisions to transportation regulations to policies governing the uses and subdivision of land. The Town of Taylorsville Council and the Town of Taylorsville staff set the creation of this Plan in motion by partnering with the Western Piedmont Council of Governments to assist in its development.

The Town of Taylorsville Land Use Plan is a fundamental policy document that will help guide the Town’s growth and development over the next ten to twenty years. The Plan provides a vision of how the Town should look in the future and clearly defines the steps that should be taken in order to realize that vision. The Plan identifies areas where investments should occur and what type of growth should be encouraged in which areas. It establishes a roadmap for how the Town should change - and how the Town should remain unchanged. Council, Planning Board and Staff can use this Land Use plan as a guide for developing regulations, deciding rezoning cases, developing capital improvement plans, applying for grants, developing its transportation network, extending water and sewer infrastructure, amending its zoning ordinance, drafting its budget, and planning for parks. By following this Plan, the Town of Taylorsville will continue to create the conditions that encourage orderly growth and economic development well into the future.

LAND USE PLAN ADVISORY COMMITTEE MEMBERS		
Aaron Wike Manager	Brian Burgess Planner	Michael Carrigan
Gary Elder	Kathleen Gwaltney	Tyler Johnson
Sharon Mahaffey	Ron Roseman	Sharon Roseman
Tristan St. Clair	Phil Whitaker	Bobby White

CITIZEN INVOLVEMENT

Several meetings were held to provide opportunities for citizen involvement in the development of this Plan. A public meeting was held to gather citizen input on September 18, 2023. This public input meeting was held in Taylorsville’s Town Hall. Near the conclusion of the planning process, a final public meeting was held to provide citizens with the opportunity to evaluate whether the draft plan reflected their concerns and interests. The final public meeting was held on January 29, 2024. At the final public meeting, citizens reviewed the maps and recommendations in the draft plan and provided additional input. A formal public hearing held at the Town Council meeting provided additional opportunities for citizen input.

THE APPROVAL PROCESS

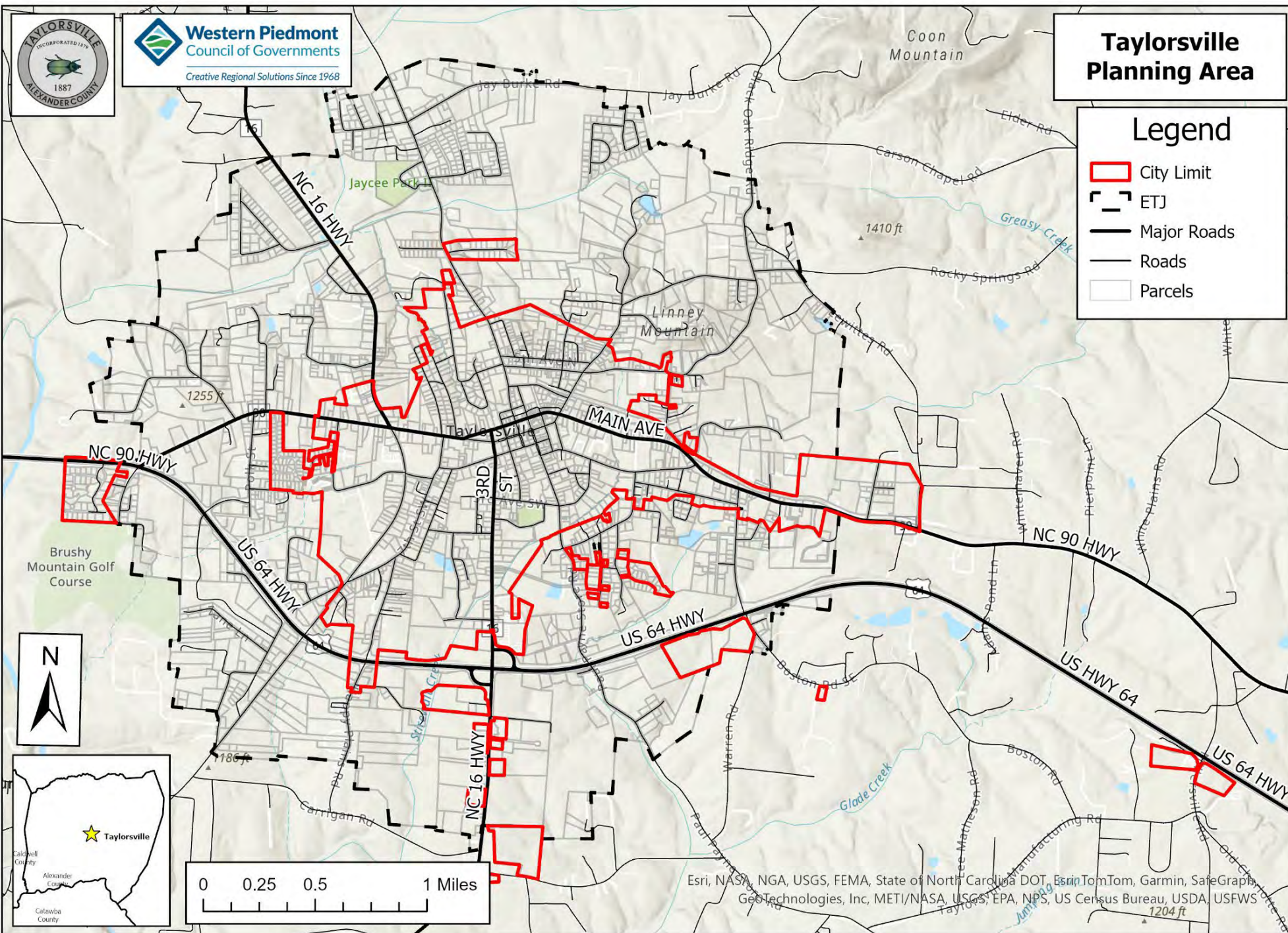
The Taylorsville Advisory Committee was presented the draft plan on February 19, 2024. There was a unanimous decision to approve the document and to send a recommendation for approval of the plan to the Planning Board and then to Town Council. The Planning Board reviewed and unanimously recommended the plan for Council approval during the October 10, 2024, Planning Board Meeting. The plan was then reviewed by the Town Council, and a public hearing was held to discuss the adoption of the draft plan at the November 5, 2024, Council meeting. The draft plan was approved by the Town Council on January 7, 2025.

PLANNING AREA

The geographic area included in this Plan includes land located within the Town's borders which is inside the municipal limits and Extraterritorial Jurisdiction (ETJs) of the town (See Figure 1-1: Planning Area).

NEXT STEPS

Upon adoption of this Plan, appropriate changes will be made to the Town's Zoning and Subdivision Ordinances, and the Future Land Use section of the plan should be referenced when considering rezoning requests. Land Use plans are intended to be living documents. Revisions of this Plan may be necessary based on state law and changing economic conditions. The Planning Board and Town planning staff should review this document periodically to evaluate its effectiveness and to determine if revisions are necessary.



This map was created on November 6, 2023 and is a graphic representation and should only be used for illustrative purposes. Maps created with data provided by WPCOG Planning departments, Alexander County GIS, and ESRI.

Project File Path: Q:\GIS_Data\projects\Kelly\Taylorsville
Image File Path: Q:\Planning\Planning Division\Taylorsville\Image Files

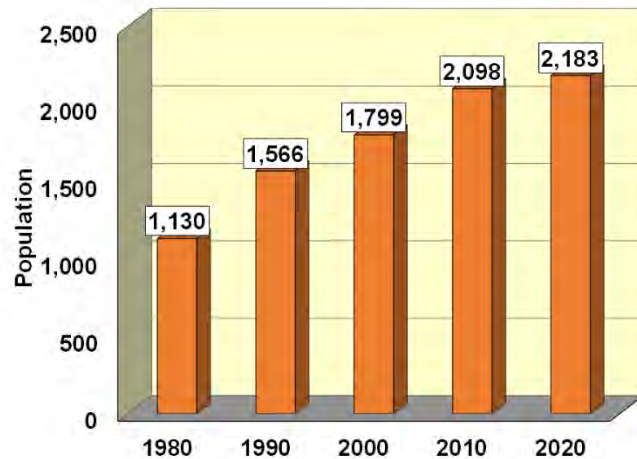
TAYLORSVILLE DEMOGRAPHICS

POPULATION

The Census count in 1980 for Taylorsville was 1,130 (Figure 1). As of 2020, the U.S. Census Bureau shows that the population of Taylorsville is 2,183. Table 1 shows population changes between 2000 and 2020 for Taylorsville, Alexander County, the Hickory Metropolitan Statistical Area or MSA (Alexander, Burke, Caldwell, and Catawba Counties), North Carolina and the United States. Taylorsville gained 299 people between 2000 and 2010, an increase of 16.6%. The percentage growth was higher than the Alexander County (10.7%), the Hickory MSA (6.5%) or the US (9.7%) population growth rate, but was slightly lower than the North Carolina growth rate (18.5%). Estimates from the US Census

Bureau indicate that Taylorsville gained population between 2010 and 2020. The 2020 Taylorsville population estimate (2,183) is slightly higher than the Census 2010 population count (2,098). Since 2010, Alexander County experienced a population loss of 754 people, a 2.0% decrease. From 2010 to 2020, the population of the Hickory MSA decreased 0.1%. North Carolina's population grew 9.5% between 2010 and 2020 to 10.4 million. The number of persons in the United States increased 7.4% from 308.8 million in 2010 to 331.4 million in 2020.

Figure 1.
Taylorsville Population, 1980-2020



Source: 1980-2020 Census, US Census Bureau and WPCOG Data Center, 2023.

Location	2000 Census	2010 Census	Change 2000-2010	% Inc.	2020 Census	Change 2010-2020	% Inc.
Taylorsville	1,799	2,098	299	16.6	2,183	85	4.1
Alexander County	33,603	37,198	3,595	10.7	36,444	-754	-2.0
Hickory MSA	341,851	365,497	23,646	6.5	365,276	-221	-0.1
NC	8,049,313	9,535,483	1,486,170	18.5	10,439,388	903,905	9.5
US	281,421,906	308,745,538	27,323,632	9.7	331,449,281	22,703,743	7.4

Sources: 2000, 2010 and 2020 Census, US Census Bureau.

Whites are the largest race group in Taylorsville. Over 78% of the Town's population is White (Table 2). Between 2010 and 2020, the number of Whites grew by 121 persons to 1,817. African-American is the Town's largest minority group (10.3% of Taylorsville population in 2020). The Town's Hispanic population increased from 132 persons in 2010 to 175 in 2020. Since the 2010 Census, Taylorsville's two or more races (or mixed race) population has increased by 92 persons to 134 as of 2020.

Table 2. Taylorsville Population by Race/Ethnic Group, 2010-2020						
Race/Ethnic Group	2010 Census	% of Pop.	2020 Census	% of Pop.	Change 2010 to 2020	% Change 2010 to 2020
Total Population	2,098	100.0	2,320	100.0	222	10.5
White	1,696	80.8	1,817	78.3	121	7.1
African American	273	13.0	238	10.3	-35	-12.8
American Indian	3	0.1	4	0.2	1	33.3
Asian American	29	1.4	18	0.8	-11	-37.9
Two or More Races	42	2.0	134	5.8	92	219.0
Some Other Race	55	2.6	106	4.6	51	92.7
Hispanic (Any Race)	132	6.3	175	7.5	43	32.6
White, (Not Hispanic)	1,632	77.8	1,776	76.6	144	8.8

Sources: 2010 and 2020 Census, US Census Bureau.

Age group population data for Taylorsville from the 2010 and 2020 Census is displayed in Table 3. Some age groups gained population between 2010 and 2020, while others experienced declines. Some of middle to older age groups in Taylorsville have had the some of the most significant population gains since 2010 due to the aging of the "Baby Boomers." The number of people in the 65 to 74 age group, for example, grew by 79 between 2010 and 2020 to 289 persons. The population of 60 to 64 cohort increased 38.1% from 113 in 2010 to 156 in 2020.

Table 3. Taylorsville Population by Age Group, 2010 Census to 2020 Census				
Age Group	2010 Census	2020 Census	Change 2010 Census to 2020 Census	% Change 2010 Census to 2020 Census
Under 5 Years	154	139	-15	-9.7%
5 to 9 Years	112	132	20	17.9%
10 to 14 Years	119	160	41	34.5%
15 to 19 Years	113	132	19	16.8%
20 to 24 Years	115	130	15	13.0%
25 to 34 Years	255	280	25	9.8%
35 to 44 Years	213	219	6	2.8%
45 to 54 Years	264	240	-24	-9.1%
55 to 59 Years	115	165	50	43.5%
60 to 64 Years	113	156	43	38.1%
65 to 74 Years	210	289	79	37.6%
75 to 84 Years	209	183	-26	-12.4%
85 Years and Over	106	95	-11	-10.4%
Total	2,098	2,320	222	10.6%

Source: 2010 and 2020 Census, US Census Bureau.

The largest population loss between 2010 and 2020 was in the age 75 to 84 group. The population of the age 75 to 84 group decreased from 209 in 2010 to 183 in 2020. Besides population losses in the 75 to 84 age cohort, a small population decline also occurred in the oldest age group (loss of 11 persons in the age 85 and over cohort). The population of the under age 5 group in Taylorsville fell 9.7% between 2010 and 2020. Significant population growth, meanwhile, occurred in the age 5 to 9 and 10 to 14 cohorts. The number of persons in these groups grew from 112 in 2010 to 132 in 2020 and 119 in 2010 to 160 in 2020 respectively.

Taylorsville median age trends can be seen in Table 4. Between 2000 and 2010, the median age in Taylorsville rose by 2.5 years to 43.5 due to aging of the Town's workforce population. Taylorsville's median age has fallen 2.1% since 2010 to 42.6 years. This reduction was due to losses in the Town's 45 to 54, 74 to 85 and age 85 and older cohorts. The Town's median age is currently lower than the Alexander County and Hickory MSA median age, but is higher than the North Carolina and United States median age.

Table 4. Median Age, 2000 Census to 2020 Census					
Location	2000 Census	2010 Census	% Change	2020 Census	% Change
Taylorsville	41.0	43.5	6.1	42.6	-2.1
Alexander County	37.0	40.8	10.3	44.5	9.1
Hickory MSA	36.7	40.5	10.4	43.8	8.1
NC	35.3	37.4	5.9	39.4	5.3
US	35.3	37.2	5.4	38.8	4.3

Source: 2000-2020 Census, US Census Bureau.

Age group projections are not available for Taylorsville. The NC Office of State Management and Budget, however, has generated age group projections for Alexander County (Table 5). The population of the 65 to 74, 75 to 84 and 85 years and over age cohorts will continue to increase over the next 20 years as the "baby boomers" grow older. The loss of 25- to 44-year-olds in the County from 2000 to 2010 will lead to population declines in the 55 to 59 and 60 to 64 groups through 2042. The population of the age 20 to 24 cohorts is anticipated to decrease by 23.2%, while the population of the 25 to 34 group is predicted to fall 20.9% between 2022 and 2042.

Table 5. Alexander County Population by Age Group, 2022-2042				
Age Group	2022 Estimate	2042 Projection	Change 2022-42	% Change 2022-42
Under 5 Years	1,753	1,758	5	0.3%
5 to 9 Years	1,733	1,918	185	10.7%
10 to 14 Years	1,893	2,023	130	6.9%
15 to 19 Years	2,068	1,923	-145	-7.0%
20 to 24 Years	2,018	1,550	-468	-23.2%
25 to 34 Years	4,651	3,677	-974	-20.9%
35 to 44 Years	4,290	4,590	300	7.0%
45 to 54 Years	4,822	4,814	-8	-0.2%
55 to 59 Years	2,642	2,124	-518	-19.6%

60 to 64 Years	2,461	2,184	-277	-11.3%
65 to 74 Years	4,253	4,387	134	3.2%
75 to 84 Years	2,620	3,459	839	32.0%
85 Years and Over	780	1,487	707	90.6%
Total	35,984	35,894	-90	-0.3%

Source: NC Office of Management and Budget, 2023.

HOUSEHOLD INCOME

Taylorsville household income data from the 2017-2021 American Community Survey (ACS) is revealed in Table 6. Taylorsville has experienced a 53.9% increase in median household income from \$28,289 in 2007-2011 to \$43,545 in 2017-2021. Taylorsville 2017-2021 median household income is \$11,496 less than the Alexander County median (\$55,041), \$9,618 less than the Hickory MSA median (\$53,163), and is \$16,971 less than the State median (\$60,516). About 32.5% of Taylorsville's households in 2017-2021 earn less than \$25,000 a year, while 24.9% of households earn between \$25,000 and \$50,000 per year. Another 26.6% of households had incomes between \$50,000 and \$100,000 per year. About 15 percent of Taylorsville's households make more than \$100,000 per year.

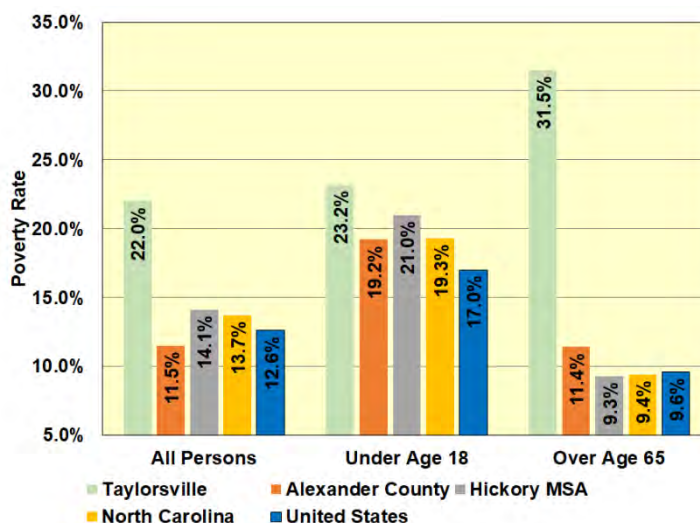
Table 6. Taylorsville Income Statistics, 2017-2021 American Community Survey (ACS)		
Households	2017-2021 ACS	% of Households
Total Households	925	100.0
Households Earning Less than \$25,000	300	32.5
Households Earning between \$25,000 and \$50,000	230	24.9
Households Earning between \$50,000 and \$100,000	246	26.6
Households Earning more than \$100,000	139	15.0
Median Household Income	\$43,545	

Source: 2017-2021 (5-Year) American Community Survey, US Census Bureau.

According to the Census website, the Bureau “uses a set of money income thresholds that vary by family size and composition to determine who is in poverty. If a family’s total income is less than family’s threshold, then that family and every individual in it is considered in poverty.” Results from the 2017-2021 American Community Survey for Taylorsville show that 479 persons, or 22.0% of the population, were at or below the poverty level (Figure 2). The Town’s all persons’ poverty rate was much higher than the Alexander County’s. The Taylorsville poverty rate for children under age 18 was higher than the Alexander County, Hickory MSA, North Carolina, or United States under age 18 poverty rate. The Taylorsville poverty rate for persons over age 65 was substantially higher than the Alexander County, Hickory MSA, North Carolina, or United States over age 65 poverty rate.

Figure 2.

Poverty Rate Comparison, 2017-2021 ACS



Source: 2017-2021 (5-Year) American Community Survey, US Census

EMPLOYMENT

Employment by industry of Taylorsville’s residents from the 2017-2021 ACS is shown in Table 7. About 27% of total employment in 2017-2021 was in the Manufacturing Industry. Another 21.1% of employed persons worked in the Education and Health Care Industry. About 21% of workers were in the Retail Trade Industry.

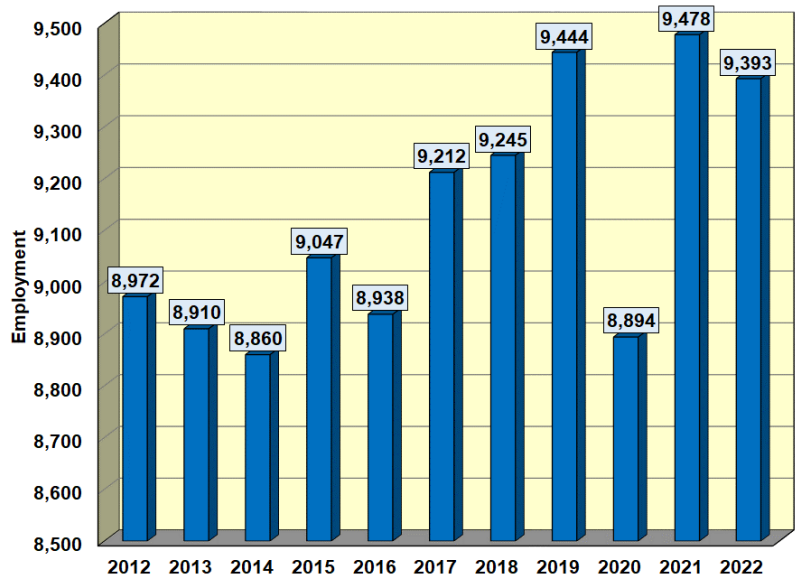
Table 7. Taylorsville Employment by Industry, 2017-2021 ACS		
Industry	2017-2021 ACS	% of Employed Population
Employed Population	1,045	100.0
Agriculture	28	2.7
Construction	22	2.1
Manufacturing	281	26.9
Wholesale Trade	13	1.2
Retail Trade	215	20.6
Transportation/Warehousing/Utilities	19	1.8
Information	0	0.0
Finance/Insurance/ Real Estate	17	1.6
Professional Services	81	7.8
Education and Health Care	220	21.1
Arts/Entertainment/Recreation	36	3.4
Other Services	22	2.1
Public Administration	91	8.7

Source: 2017-2021 (5-Year) American Community Survey, US Census Bureau.

Between fourth quarter 2014 and fourth quarter 2019, Alexander County employment grew from 8,860 to 9,444 (Figure 3). Between fourth quarter 2019 and fourth quarter 2020, Alexander County employment decreased by 550 positions to 8,894 due to the Covid-19 pandemic. Since fourth quarter 2020, employment in Alexander County has recovered to 9,393 as of fourth quarter 2022.

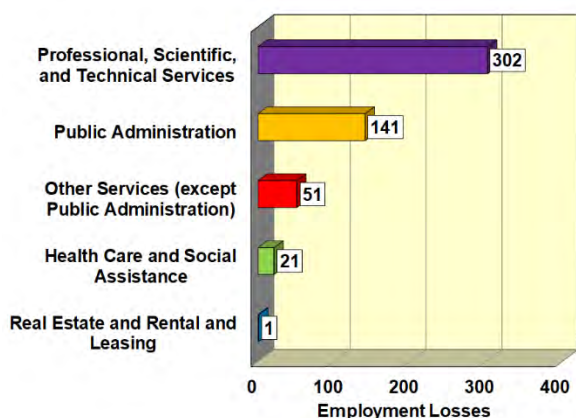
Since fourth quarter 2012, the biggest employment losses in Alexander County have occurred in professional, scientific, and technical services (302), public administration (141) and management of companies and other services (except public administration (51) (Figure 4). The largest employment gains occurred in manufacturing (450), construction (215) and transportation and warehousing (104) (Figure 5).

Figure 3.
Alexander County Employment, Fourth Quarter 2012-2022



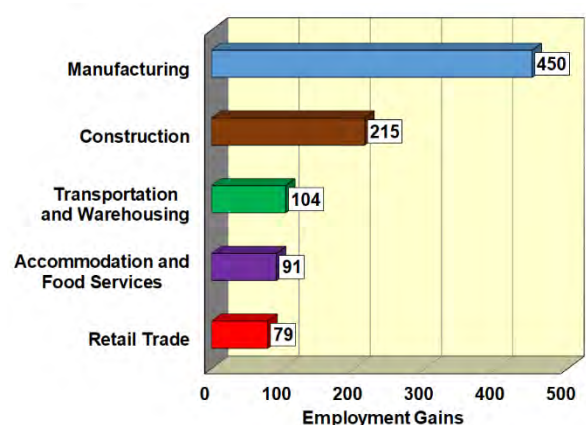
Source: NC Labor and Economic Analysis Division, 2023.

Figure 4.
Alexander Co. Employment Losses by Industry Sector, 4th Qtr. 2012-2022



Source: NC Labor and Economic Analysis Division, 2023.

Figure 5.
Alexander Co. Employment Gains by Industry Sector, 4th Qtr. 2012-2022



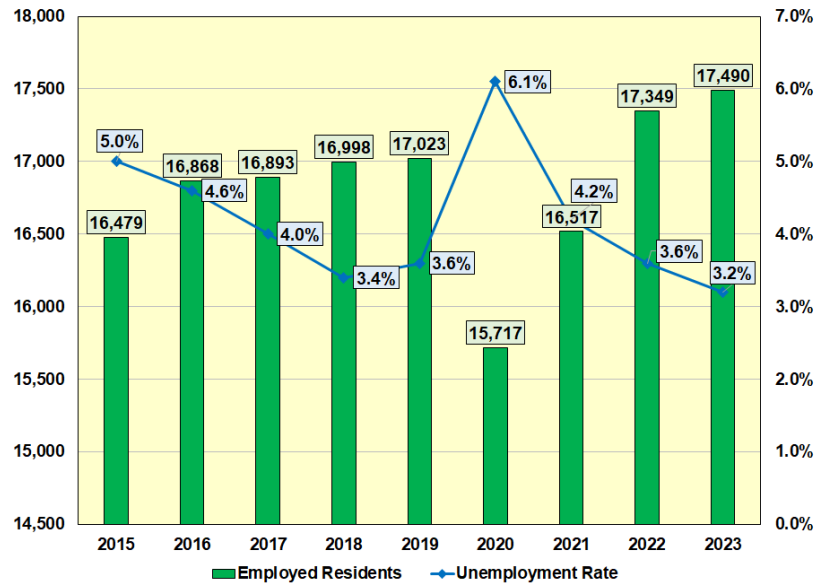
Source: NC Labor and Economic Analysis Division, 2023.

One of Alexander County's success stories over the past decade is the dramatic drop in its unemployment rate. The County's unemployment fell from 5.0% in August 2015 to 3.2% in August 2023 (Figure 6). The

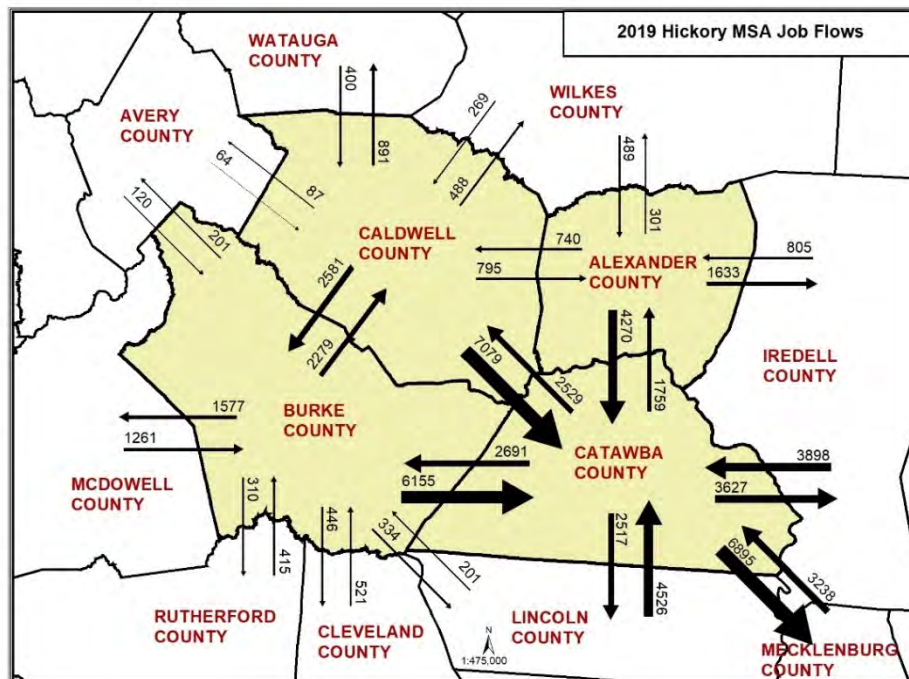
number of employed Alexander County residents grew from 16,479 in August 2015 to 17,490 in August 2023. Also note that there are about 5,000 more working residents in Alexander County than the number of Alexander County jobs. This is due to out-commuting workers from Alexander County seeking employment in Catawba and Iredell Counties (Figure 7).

Figure 6.

Alexander County Employed Residents and Unemployment Rate, August 2015 to August 2023



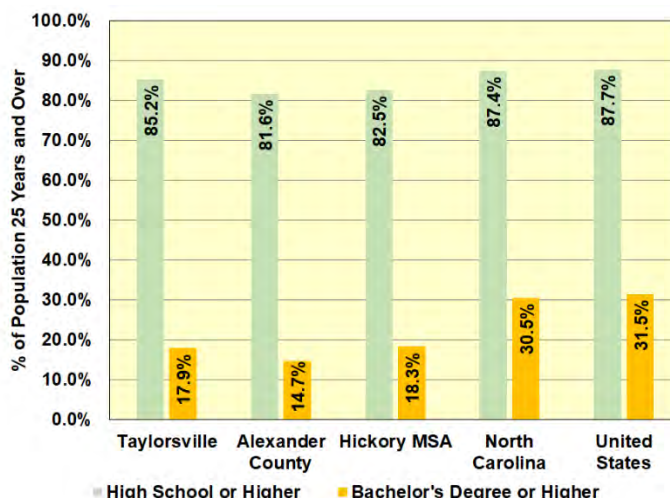
Source: NC Labor and Economic Analysis



EDUCATIONAL ATTAINMENT

Educational attainment levels of the population age 25 and over for Taylorsville, Alexander County, the Hickory MSA, North Carolina, and the United States are shown in Figure 8. Data from the 2017-2021 ACS indicates that 85.2% of Taylorsville's population age 25 and older has an educational attainment level of high school (or equivalent) or higher with 17.9% having a bachelor's degree or higher. Taylorsville has a higher high school or higher (over age 25) educational attainment percentage than Alexander County and the Hickory MSA, but is lower than North Carolina and the United States. Taylorsville has a higher Bachelor's Degree or higher (over age 25) education attainment percentage than Alexander County, but is lower than the Hickory MSA, North Carolina, and the United States.

Figure 8.
Educational Attainment, 2017-2021 ACS

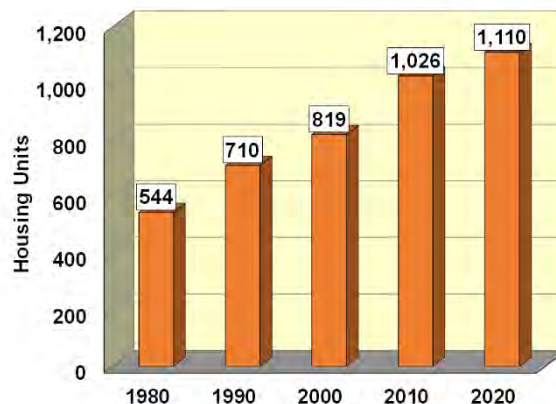


Source: 2017-2021 (5-Year) American Community Survey, US Census Bureau.

HOUSING

The number of housing units in Taylorsville increased from 544 in 1980 to 1,110 in 2020 (Figure 9). The majority of the housing growth occurred between 2000 and 2010. From 2000 to 2010, 207 housing units were added in Taylorsville (Table 8). Taylorsville 25.2% percentage housing growth between 2000 and 2010 was higher than Alexander County, the Hickory MSA, the State, and the US. Taylorsville gained 84 homes between Census 2010 and Census 2020 for a total of 1,110 housing units. Taylorsville housing growth rate (8.2%) between 2010 and 2020 was better than the Alexander County (-1.4%), Hickory MSA (0.3%) and US (6.7%) growth rate, but was lower than the State percentage increase (8.8%).

Figure 9.
Taylorsville Housing Units, 1980-2020



Source: 1980-2020 Census, US Census Bureau.

Table 8. Housing Units, 2000-2020							
Location	2000	2010	Change 2000-2010	% Inc.	2020	Change 2010-2020	% Inc.
Taylorsville	819	1,026	207	25.2	1,110	84	8.2
Alexander County	14,098	16,189	2,091	14.8	15,960	-229	-1.4
Hickory MSA	144,874	162,613	17,739	12.2	163,160	547	0.3
NC	3,523,944	4,327,528	803,584	22.8	4,708,710	381,182	8.8
US	115,904,641	131,704,730	15,800,089	13.6	140,498,736	8,794,006	6.7

Source: 1980-2020 Census, US Census Bureau.

Data in Table 9 reveals that the percentage of renter-occupied units in Taylorsville has increased between the 1990 Census and 2017-2021 ACS. The percentage of renter-occupied housing in Taylorsville rose from 38.3% of all occupied units in 1990 to 49.2% in 2010. This is due to increase in single-family units becoming rental properties, particularly 2000 and 2010. There has been an increase of owner-occupied properties in Taylorsville of the past decade as the percentage of renter occupied units fell to 44.2% in 2017-2021. As of 2017-2021, Taylorsville had a higher percentage of renter-occupied housing than Alexander County, Hickory MSA North Carolina, and the United States.

Table 9. Percent Renter-Occupied Units, 1990 Census to 2017-2021 American Community Survey (ACS)				
Location	1990 Census	2000 Census	2010 Census	2017-2021 ACS
Taylorsville	38.3	42.1	49.2	44.2
Alexander County	17.7	19.5	22.4	18.6
Hickory MSA	25.3	25.7	26.6	28.9
NC	28.6	27.2	33.3	34.1
US	35.8	33.8	34.9	35.4

Source: 1990-2010 Census and 2017-2021 (5-Year) ACS, US Census Bureau.

Table 10 shows a significant increase in the median value of owner-occupied housing units in Taylorsville between the 2000 Census and the 2007-2011 ACS (41.6%). Taylorsville median housing value rose another 33.9% to \$153,700 between the 2007-2011 ACS and the 2017-2021 ACS. Median home values gained 27.0% and 23.5% in Alexander County and the Hickory MSA respectively from 2007-2011 to 2017-2021. The 2017-2021 ACS median housing value in Taylorsville was higher than the Alexander County and the Hickory MSA, but was less than the North Carolina, and United States median housing value.

Table 10. Median Value of Owner-Occupied Units, 2000 Census to 2017-2021 American Community Survey (ACS)					
Location	2000	2007-2011 ACS	% Change	2017-2021 ACS	% Change
Taylorsville	\$81,100	\$114,800	41.6	\$153,700	33.9
Alexander County	\$95,600	\$121,400	27.0	\$149,900	23.5
Hickory MSA	\$93,500	\$118,700	27.0	\$147,800	24.5
NC	\$108,300	\$152,700	41.0	\$197,500	29.3
US	\$119,600	\$186,200	55.7	\$244,900	31.5

Source: 2000 Census, 2007-2011 and 2017-2021 (5-Year) American Community Survey, US Census Bureau.

TRANSPORTATION

LAND USE PLANNING AND TRANSPORTATION

Land use decisions have a big impact on how people move. Transportation and land use go hand in hand: roads, sidewalks and shared use paths all give land value – and also influence the way in which land is developed. Simultaneously, the way that land is used often creates pressure to either improve existing transportation infrastructure or construct new roads, sidewalks, and shared use paths.

Coordinated land use & transportation planning can:

- Improve accessibility between community destinations (neighborhoods, parks, schools, and work locations) for all users (vehicles, pedestrians, bicyclists, those with function difficulties, strollers, etc.)
- Reduce congestion on main roads by improving local street connectivity
- Reduce the cost and need for transportation projects by encouraging growth where sufficient infrastructure already exists
- Reduce the costs of water/sewer infrastructure extensions by encouraging growth in locations where infrastructure already exists.
- Provide more travel choices for both recreational and transportation needs
- Create visually and aesthetically appealing travel corridors

By conducting land use planning and transportation together- and by using the North Carolina Department of Transportation's Complete Streets policy, Taylorsville will be better able to ensure that the current and future transportation needs of each land use area are met.

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION (NCDOT) COMPLETE STREETS POLICY

During the development of this plan, the Steering Committee, Citizens, and administration of Taylorsville voiced the need for improvement in the downtown area. Particularly, the town is interested in streetscape improvements on East Main Avenue and in the downtown area. By coordinating with the Greater Hickory MPO and NCDOT planners and designers, NCDOT Complete streets policy makes these improvements a possibility.

NCDOT's Complete Streets Policy requires NCDOT planners and designers consider and incorporate multimodal facilities in the design and improvement of all appropriate transportation projects. Examples of multimodal facilities include roads with sidewalks, side paths, bike lanes, and safe wheelchair accommodations.

When a state-maintained road is identified for improvements through the project prioritization process – and a locally adopted plan contains specific recommendations for complete street facilities on that road, NCDOT will fully fund the cost of designing, acquiring right of way, and constructing those facilities (not including

elements identified as betterments). However, the local government is required to enter into a long-term maintenance agreement for all complete street improvements.

Complete Street Cost Share			
Facility Type	In Plan	Not in Plan, but Need Identified	Betterment
Pedestrian Facility	NCDOT pays full	Cost Share	Local
On Road Bicycle Facility	NCDOT pays full	NCDOT pays full	Local
Separated Bicycle Facility	NCDOT pays full	Cost Share	Local
Greenway Crossing	NCDOT pays full	Cost Share	Local
Transit Facility*	NCDOT pays full	Cost Share	Local

If an improvement is identified during the project prioritization process, but is not included in a local plan, a cost sharing arrangement can be implemented. The amount of cost share is based on the local government's population:

Cost Share Formula		
Jurisdiction Population*	Cost Participation	
	NCDOT	Local
> 100,000	80%	20%
50,000 to 100,000	85%	15%
10,000 to 50,000	90%	10%
< 10,000	95%	5%
*For counties, the non-municipal county population, OSBM		

Transportation infrastructure requirements should be considered when evaluating requests from developers to alter existing land use and zoning plans. Because projects that are potentially eligible for complete street improvements are identified during the project prioritization process the Town should work closely with the GHMPO through all phases of that process. The prioritization process evaluates new transportation projects every two years. The N.C. Department of Transportation uses a transparent, systematic and data-driven process for prioritizing the major transportation in North Carolina and making investment decisions.

Projects are evaluated based on their merit through an analysis of the existing and future conditions, the benefits the project is expected to provide, the project's multi-modal characteristics and how the project fits in with local priorities.

Each of NCDOT's six modes of transportation (highway, ferry, rail, public transportation, bicycle & pedestrian and aviation) uses a data-driven approach for ranking projects.

LAND USE PLANNING AND TRANSPORTATION

Land use patterns make a significant impact on how people travel within a community. For example, an office or factory will likely generate trips that begin in residential areas and end at the office. The type of trips that

occur are the result of the employment/business centers location relative to the residential area. If the office is a long distance from residential areas, then employees will likely use their vehicles to get to work. If the office is nearby, employees may decide to walk or bike – provided there is available bicycle and pedestrian infrastructure, this is just an example of how decision makers in Taylorsville can think about land use and how it relates to transportation planning.

While the locations of different land uses relative to one another is a significant factor in planning for accessibility, so is development density. Dense residential neighborhoods or areas with a high concentration of office, institutional, or manufacturing uses, require careful consideration of vehicular access needs as well as multimodal needs. Where feasible, Taylorsville should encourage mixed land usage, as a way to reduce vehicle trips, lower the cost of transportation projects, and expand access to a wider range of transportation options. The town should also consider encouraging growth where there are existing job concentrations or in clusters along existing transportation corridors. Taylorsville should also be mindful of the transportation and land use implications of new residential developments.

Carefully planned transportation infrastructure can provide residents (and visitors) with a variety of options to safely travel to a local park, to school, or to visit friends and family. Transportation infrastructure can also expand access to jobs, shopping, and recreation destinations – which could lead to economic development. In short, evaluating the needs of all transportation users when engaging in land use planning can make positive contributions to the community's overall quality of life by laying the foundation for efficient movement between and amongst different land uses.

The design and function of roads can have a significant impact on the identity and character of neighborhoods, roadway corridors, and even entire cities or towns. While multilane roads may efficiently move large volumes of vehicular traffic, they are less desirable to pedestrians and bicyclists from the standpoint of safety and comfort. Pedestrians and bicyclists often feel unsafe when walking next to or riding on roads with heavy, higher speed traffic. Studies have shown that incorporating landscape and streetscape elements (trees, shrubbery, benches) along roads can reduce speeding. These elements can also create a sense of civic pride and provide a pleasant experience for drivers or those using sidewalks or multi-use paths.

LAND USE PLANNING, ACCESS MANAGEMENT, AND BUILDING SITES

Drivers need safe and effective ways to access roads from adjacent land uses. The way in which this access is provided can have a significant impact on traffic flow, crashes, and bicycle/pedestrian safety. Access Management is the term used by planners to describe this process. For example, determining the number and spacing of driveway cuts at a new shopping plaza which is located along a main road is a type of access management.

If a shopping plaza with only one entry/exit point leading to an adjacent main road is built, drivers on the main road would only have to focus on the vehicles which are using that one entry/exit point. Conversely, if a shopping plaza has multiple entry/exit points, drivers on the main road will have to focus on all of the vehicles using each of those entry/exit points. In this example, using one access point would likely reduce the potential for crashes, while also improving traffic flow on the main road.

The type of Access Management needed will vary significantly based on land uses and road types. Land use plans need to take into account how vehicular access requirements will be influenced by individual land uses.

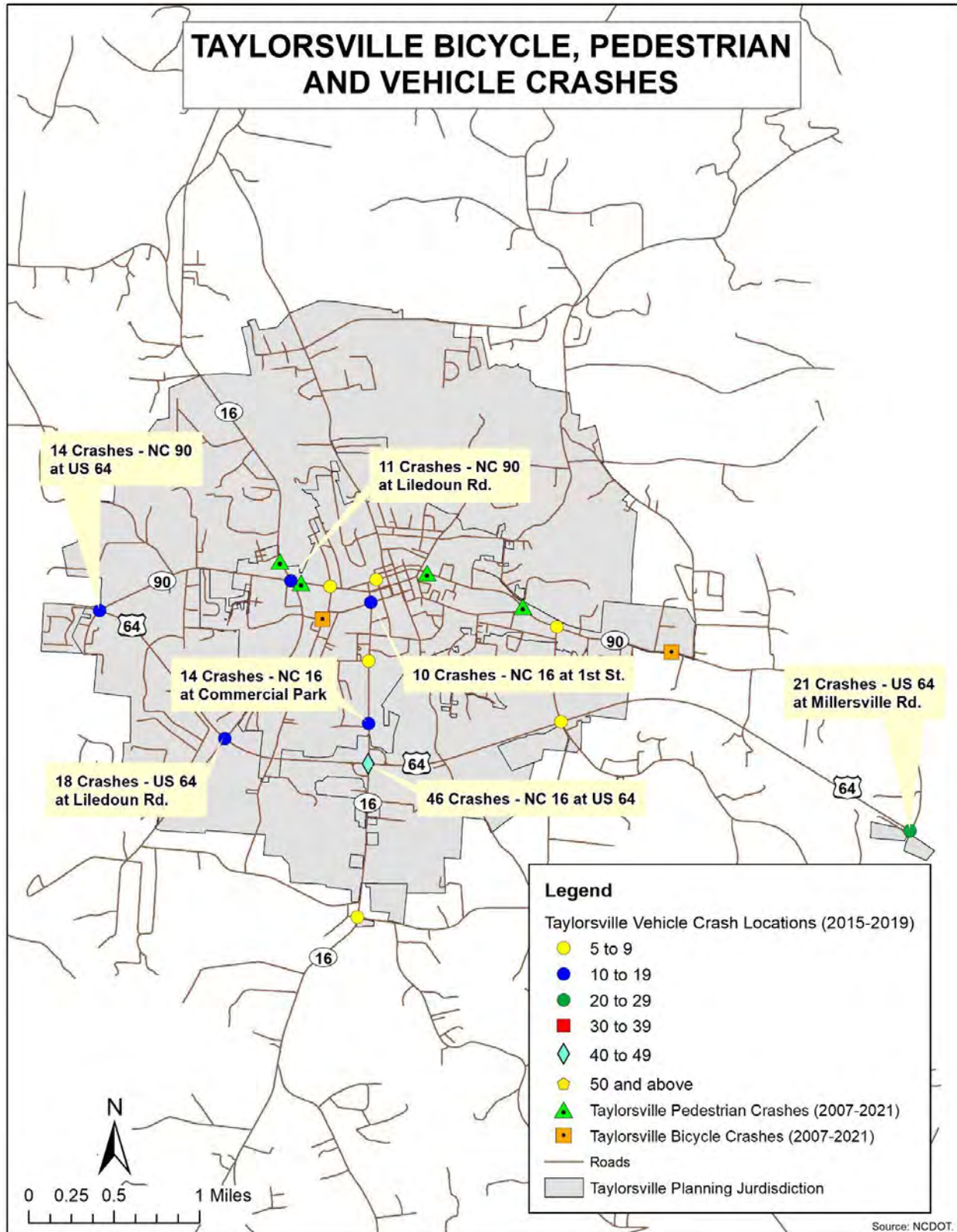
Effective access management methods include:

- Limiting driveway cuts along main roads
- The placement of medians to prevent unsafe turning
- Constructing safe vehicle turn lanes
- Allowing vehicles to move between adjacent developments via parking lots or access roads, rather than getting back on the main road to do so

The location and design of building sites (next to roads) can also significantly impact traffic flow. When buildings are located closer to roads, drivers tend to slow down – because the closer proximity to the buildings makes drivers more aware of their surroundings. Drivers feel more “friction” because buildings are closer. Conversely, buildings placed farther back from the road, behind parking lots, often make drivers feel that they can exceed speed limits. Taylorsville should encourage developers to locate buildings closer to main corridors (like NC 16), while also placing parking lots behind buildings. This will have the added benefit of creating a green space between roads and buildings, which can be used to build safer sidewalks or multi-use paths – as well as landscaping.

SAFETY AND TRANSPORTATION

The focus of the transportation planning process is to improve all aspects of transportation across all modes. This includes assessing the safety of the transportation system by collecting available crash data in a given area, and analyzing the implications of said data. During the development of this plan, WPCOG staff analyzed crash data across multiple time frames in Taylorsville. Map X-X illustrates this analysis. Taylorsville has multiple intersections along crucial transportation corridors with concerning volumes of crashes occurring. While this data may not be completely representative of the safety reality at each location due to reporting errors, the data does suggest that the US 64 corridor and the NC 90 corridor present a heightened risk of accidents. Speed, time of day, line of sight, and other variables can increase safety risk. Town Staff and Local Officials should work with GHMPO to identify possible causes of safety risks and identify/prioritize solutions.



LAND USE PLANNING AND TRANSPORTATION IMPROVEMENT PROJECTS

Jointly adopted in 2023, the 2050 Metropolitan Transportation Plan and the Comprehensive Transportation Plan (CTP) recommend transportation improvement projects in Taylorsville. Both the MTP and the CTP are developed by the Greater Hickory Metropolitan Planning Organization (GHMPO), in consultation with locally elected/appointed officials, Town of Taylorsville staff, and NCDOT staff.

The MTP is a document that identifies transportation projects in the region within a 25-30 year time frame. It is “fiscally constrained”, which means that the costs for projects identified in the MTP must balance with forecasted state revenues. The CTP looks much farther into the future (30+ years), and identifies projects in a more general way based on projected long-term growth trends and anticipated land use changes. Unlike the MTP, there are no cost constraints in the CTP – it is more of a long-term vision.

MTP RECOMMENDED PROJECTS:

NC 16

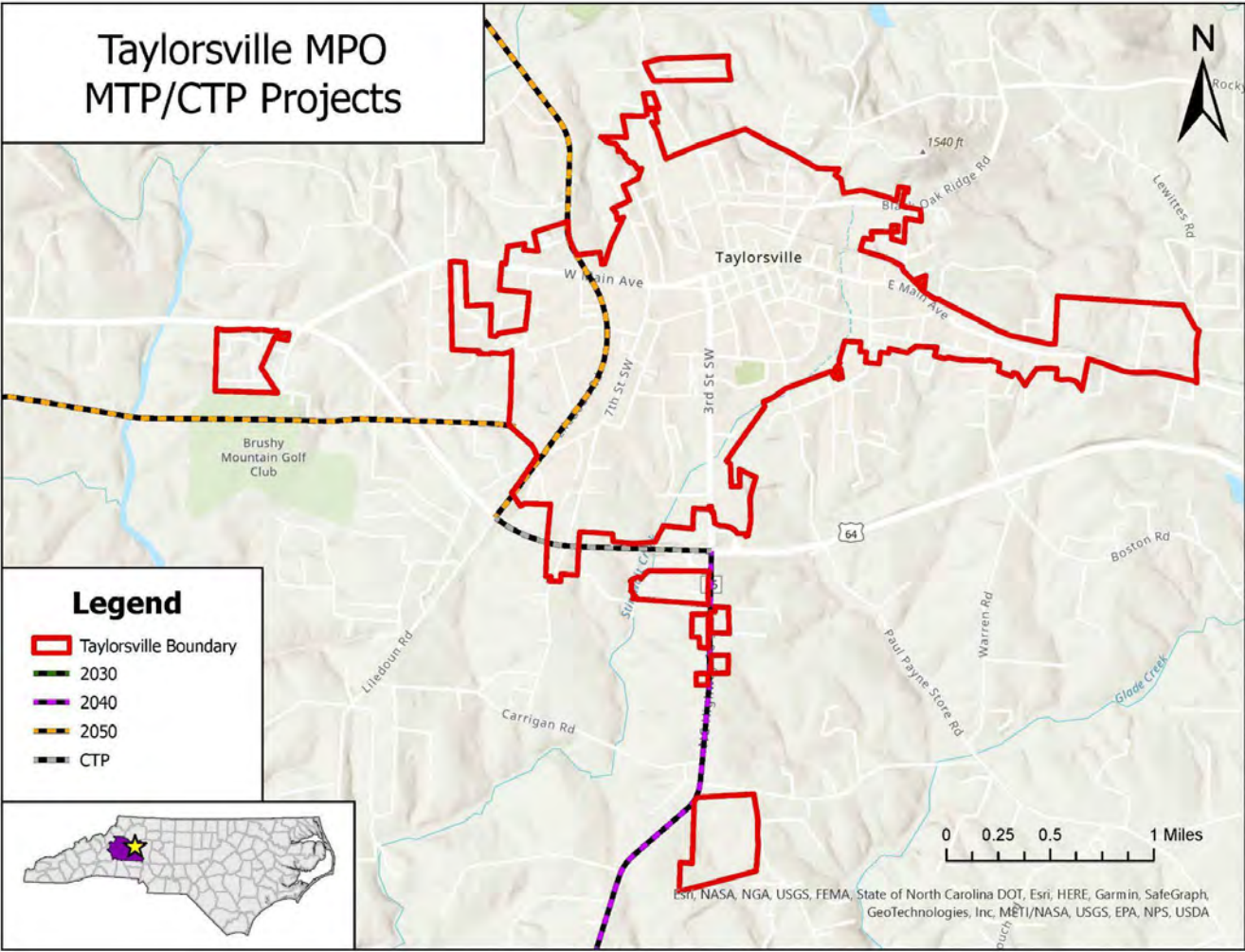
- Modernize NC-16 from the Catawba River to US-64. NC 16 traverses the County north – south to link Newton in Catawba County and Wilkesboro in Wilkes County. Alexander County's current Comprehensive Plan identifies NC 16 as a needed improvement. This project includes LHTL at certain areas, including a turn lane from Alsbaugh Dam Road to Macedonia Church Road.
- Upgrades NC 16 from US 64 to the Wilkes County line. NC-16 is the primary north south corridor through Alexander County.

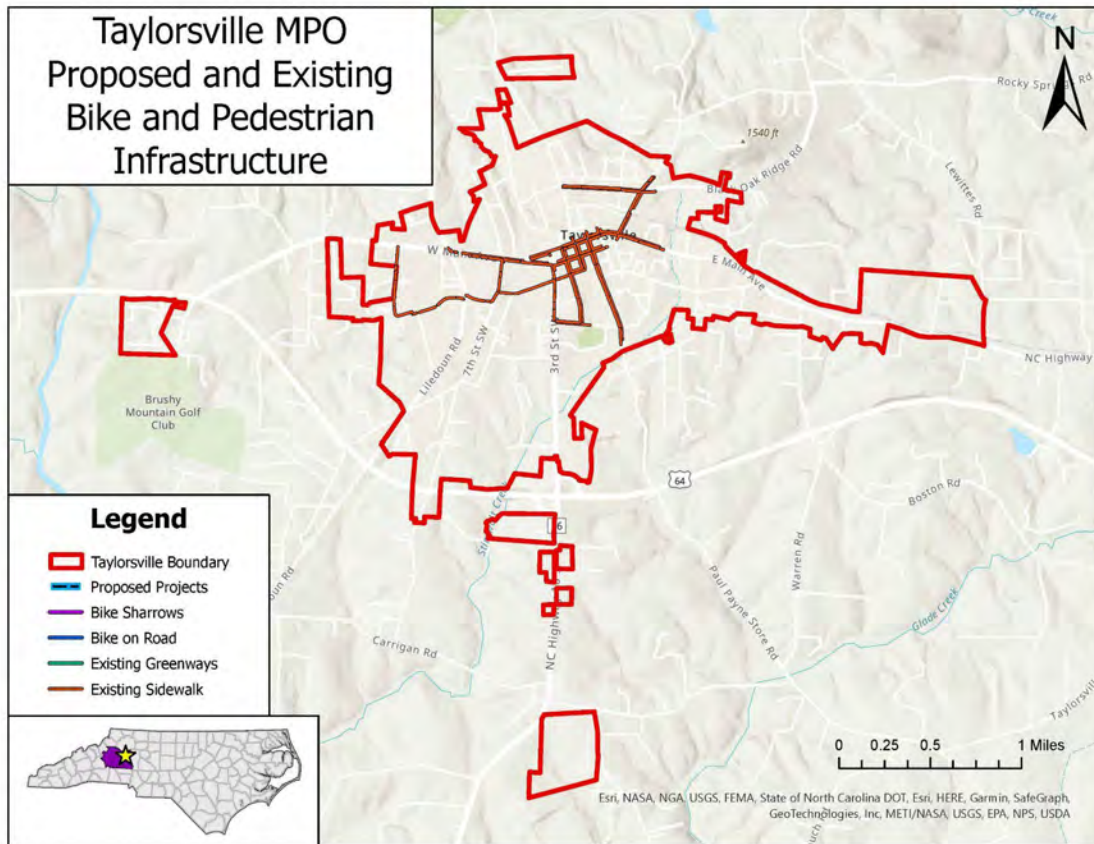
Millersville Road

- This project improves the existing intersection at NC-16 and Millersville Road. Millersville Road connects the eastern portion of the county to NC-16.

CTP RECOMMENDED PROJECTS:

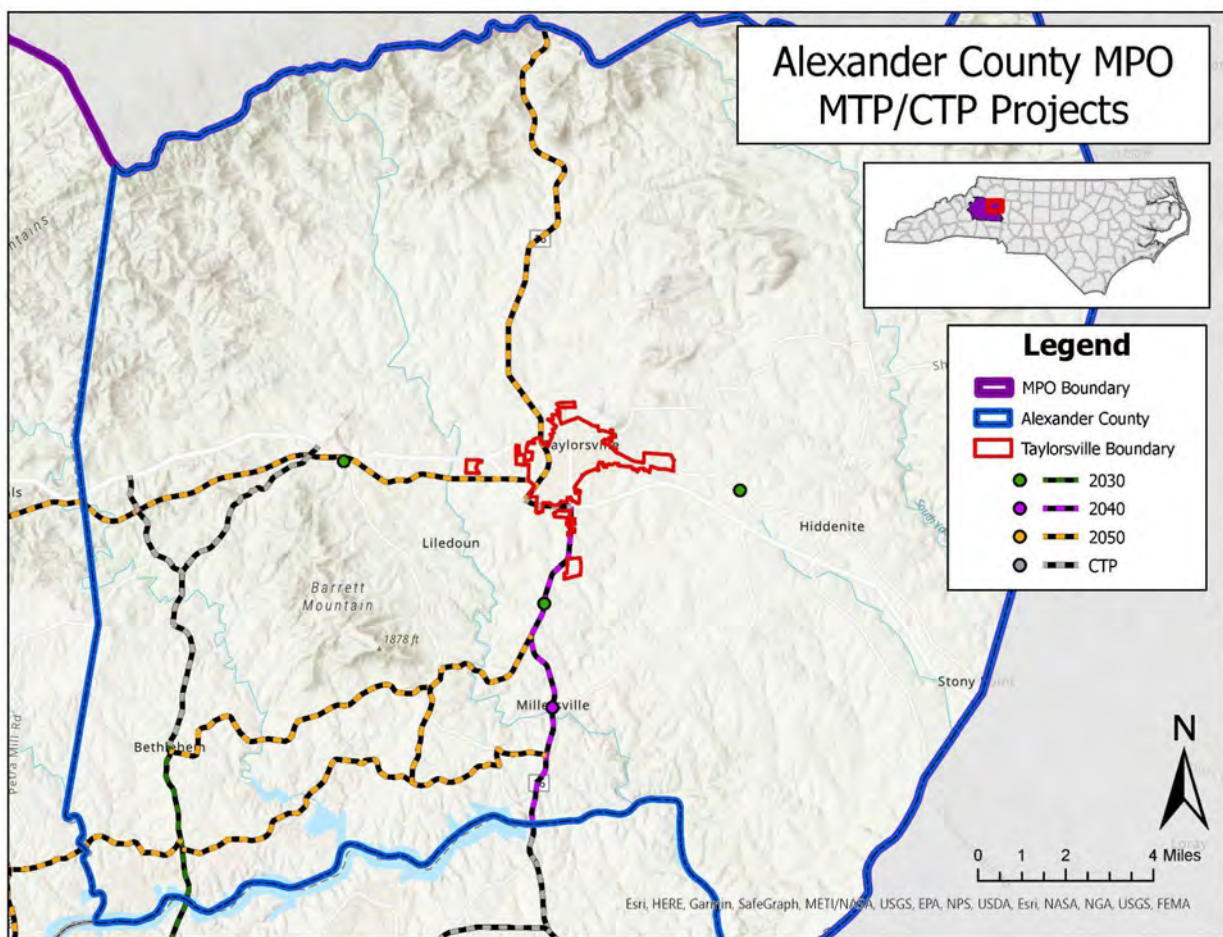
- Upgrade US-64 from NC 16 interchange to Liledoun Road.





ALEXANDER COUNTY PROJECTS

Taylorsville is the county seat of Alexander County. Taylorsville's town limits are located in the center of the county, with NC 90, NC 16, and US 64 serving the Town. NC 90 and US 64 accommodate East-West travel through the county, connecting Taylorsville to Caldwell County and Iredell County. NC 16 accommodates North-South travel, connecting Taylorsville to Wilkes County and Catawba County. Only 44.7% of Alexander County residents work within the county, emphasizing the importance of connectivity between Taylorsville, Alexander County, and surrounding counties. Given Taylorsville's positioning within the county, transportation projects outside of town limits are especially important. The following countywide projects improve Taylorsville's connection to the Greater Hickory Planning Area.



ALEXANDER COUNTY MTP AND CTP PROPOSALS

US 64/ Church Road (SR 1124)

STIP Project U-6041 adds a left turn lane on west bound US 64 at Church Road. Right of Way is programmed for 2024 and construction in 2025.

NC-16

STIP Project R-5762 constructs a right-turn lane at the intersection of NC-16 and County Home Road. Construction is currently underway. Alexander Industrial Access – STIP Project R-5870 constructs an access road into the Alexander Industrial Park.

NC 127 (Alexander & Catawba Counties)

STIP Project R-3603A upgrades the existing two lane facility between Cloninger Mill Road and Richey Road. NC 127 is a major north-south radial serving the Hickory-Brookford-Mountain View area and is one of only two major crossings over Lake Hickory from Alexander County, making it a critical link for the travel between the Counties.

Rink Dam Road (SR 1137) and Friendship Church Road (1134)

This project modernizes the connecting roadway between NC 16 and NC 127. These roadways are a key connection route between NC 16 and NC 127, connecting the eastern and south western portions of the county.

Teague Town Road, Alspaugh Dam Road, and Church Road Improvements

This project modernizes the connecting roadway between NC 16 and NC 127. These roadways are a key connection route between NC-16 and NC 127, connecting the eastern and western portions of the county

US 64

This project modernizes US 64 from NC 90 to NC 18 in Caldwell County.

NC 127

Upgrade the two-lane facility from Richey Road to US 64 to include 4 foot paved shoulders. This also includes the addition of left turn lanes at select locations and rumble strips.

Antioch Road

Realign the intersection of Caldwell Pond Road and Antioch Road.

PUBLIC TRANSPORTATION

Public transportation in Taylorsville is provided by Greenway Public Transportation. Taylorsville bus service is provided every half hour on Monday through Friday during the hours of 10:00 a.m. to 5:00 p.m. Riders can board and exit the bus at any of the 29 designated bus stops. The bus will serve the community starting on

Hwy 16 North at the Walmart Garden Center, along Hwy 16 to Main Avenue Drive and Main Avenue. The bus follows the fixed route time points providing access to merchants, restaurants, and community services. Each stop is serviced once per half hour providing riders multiple opportunities to ride. The bus also “flexes” off the route to pick up scheduled passengers who are within 3/4 mile of the route. "Flex" trips must be scheduled in advance by noon the business day before the trip by calling 828-464-9444. The rider chooses the time and place along the fixed route to board and exit the bus. Ride once, twice, or all day.

Public Transportation in Taylorsville provides access to the following locations:

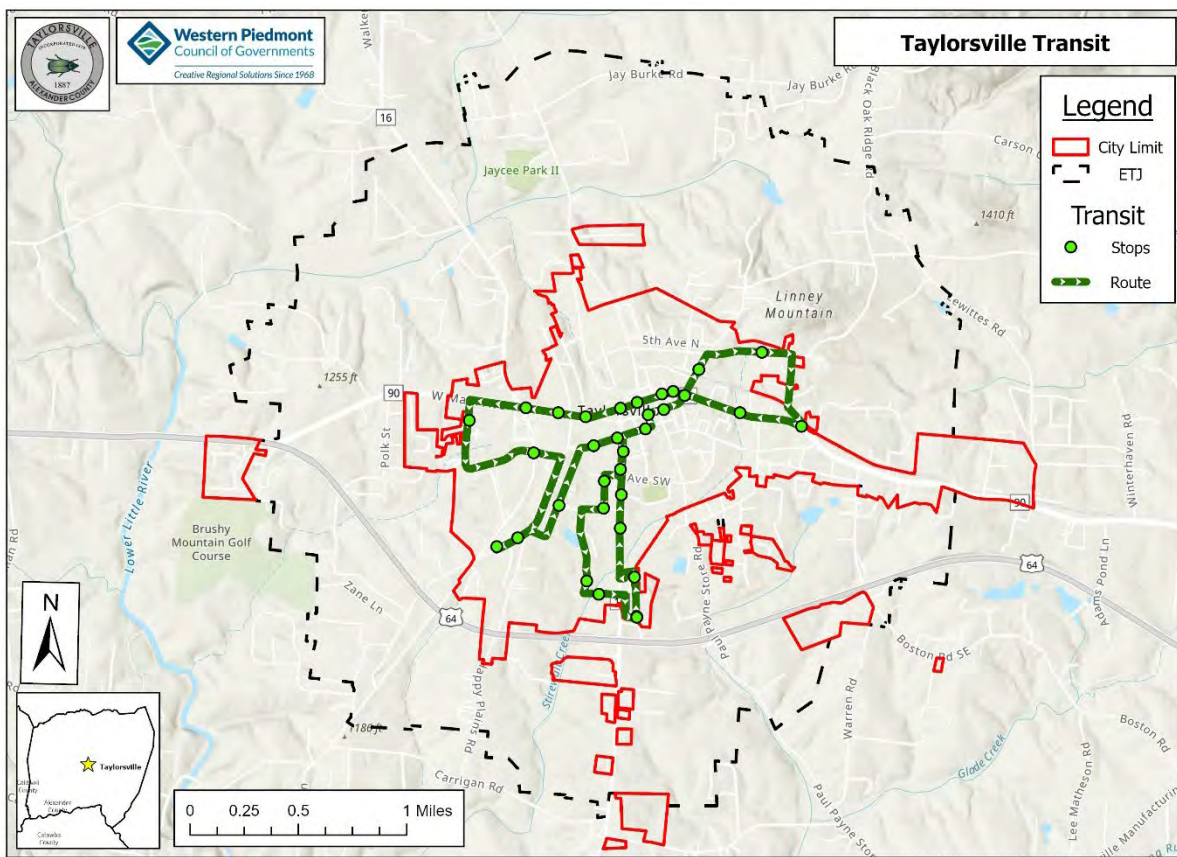
Shopping: Walmart, Food Lion, Family Dollar

Banking: Taylorsville Savings Bank, First Citizens Bank

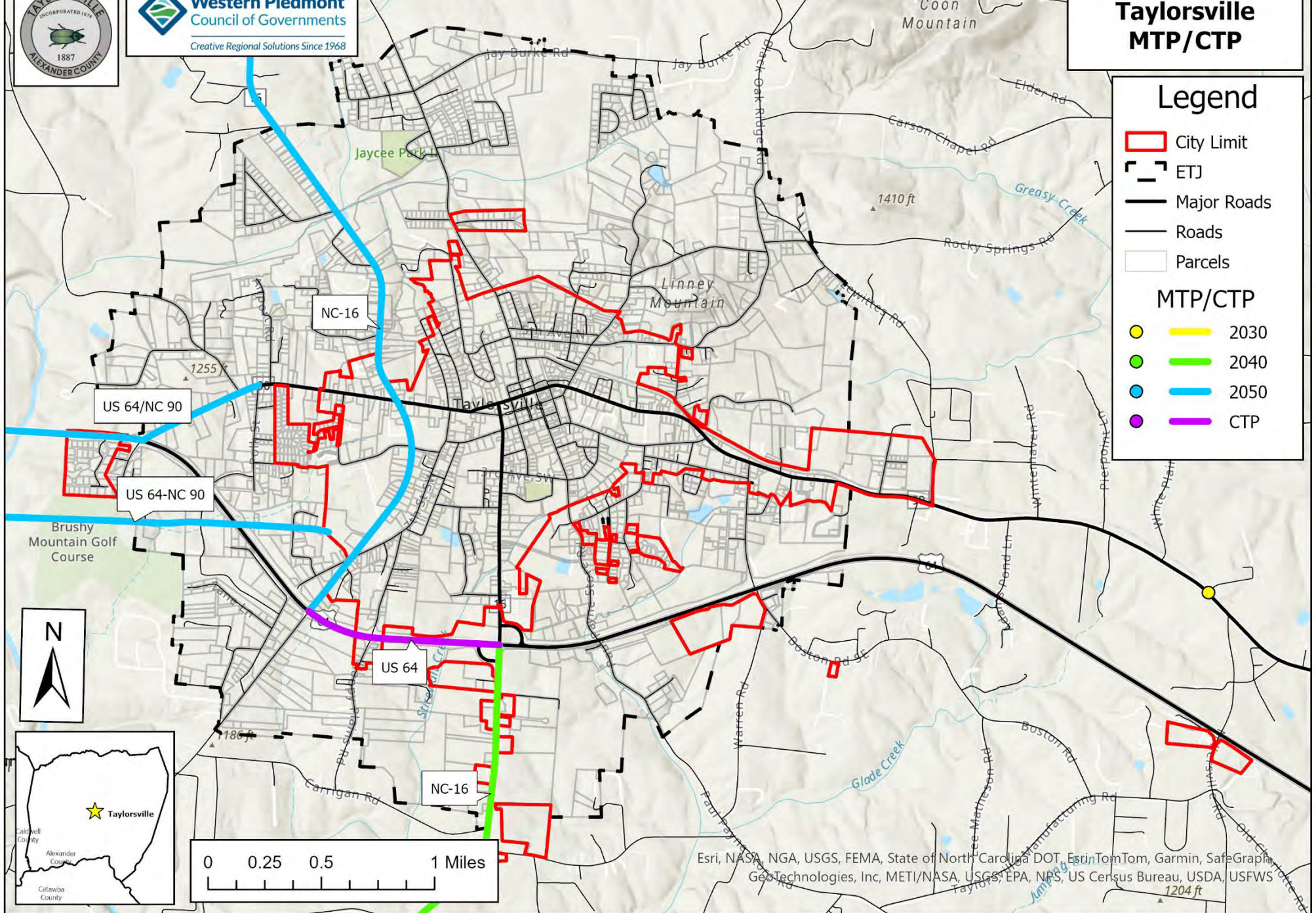
Medical: Flex trips to medical facilities and pharmacies available by request

Dining: Market Basket, Wendy's, Hollar's Backstreet, Bojangles, McDonald's, Village Inn, Giovanni's

General: Post Office, Taylorsville Public Library, Town Hall, Main Avenue Drive



Any areas not served by the flex routes are served by Demand Response Van Service. This service is also provided through Greenway Public Transportation. Rides must be scheduled in advance by calling the number above. Any areas not served by the flex routes are served by Demand Response Van Service. This service is also provided through Greenway Public Transportation. Rides must be scheduled in advance by calling the number above.



This map was created on November 6, 2023 and is a graphic representation and should only be used for illustrative purposes. Maps created with data provided by WPCOG Planning departments, Alexander County GIS, and ESRI.

Project File Path: Q:\GIS_Data\projects\Kelly\Taylorsville
Image File Path: Q:\Planning\Planning Division\Taylorsville\Map Files

TRANSPORTATION RECOMMENDATIONS

1. Work closely with GHMPO and NCDOT Improve safety and parking in the downtown area by exploring downtown streetscape possibilities.
2. Use NCDOT's Complete Street Policy to improve connectivity and accessibility to current and future land uses by including sidewalk and/or multi-use paths along West Main Avenue and throughout the downtown area.
3. Work closely with the Greater Hickory Metropolitan Planning Organization to prioritize projects that address increasing development pressure and/or safety concerns along NC 16. NC 16 is recommended for improvement in the 2050 Metropolitan Transportation Plan. Improvements are recommended from the Catawba River to US 64. Intersection Improvements at specific areas should be prioritized.

Intersections with potential development pressure and/or safety concerns along NC 16 include the following.

- Hwy NC 16 and Wayside Church Road
 - Hwy NC 16 and Friendship Church Road – Rink Dam and Friendship Church Road are currently recommended for improvement in the 2050 Metropolitan Transportation Plan. These roads provide a connection between NC 127 and NC 16.
 - Hwy NC 16 and Millersville Road – This intersection is currently being reviewed by NCDOT for safety concerns.
 - Hwy NC 16 and Alspaugh Dam Road – Teague Town Road, Alspaugh Dam Road, and Church Road are currently recommended for improvement in the 2050 Metropolitan Transportation Plan. These roads provide a connection between NC 127 and NC 16. Part of the recommendation includes fixing the Alspaugh Dam Road and NC 16 alignment.
 - Hwy NC 16 and County Home Road – NCDOT project R-5762 constructs a right-turn lane at the intersection of NC 16 and County Home Road.
 - Hwy NC 16 and Fairgrounds Road
 - Hwy NC 16 and Macedonia Church Road
 - Hwy NC 16 and Carrigan Road
 - Hwy NC 16 and US 64
 - Hwy NC 16 and W. Main Ave.
 - Hwy NC 16 at W. Main Ave. and Liledoun Road
4. Enhance safety across the community by encouraging new residential/commercial development to connect to existing transportation infrastructure.
 5. Work with the GHMPO to create a clear vision of pedestrian connectivity for the Town of Taylorsville.
 6. Explore roadway redevelopment for HWY 16 S to reduce risk within the center lane as future development occurs.

RESOURCES & SERVICES

SUMMARY

The Town of Taylorsville provides services within the Town and ETJ boundary, while sometimes going beyond both of those boundaries. Some of the pivotal services that are offered within the Town of Taylorsville are Public Works, Education, and Public Safety & Emergency Services. These services are sometimes offered solely by the Town. At times these services are also provided in conjunction with Alexander County to ensure citizens are getting a quality service they can depend on.

PUBLIC WORKS

The Town of Taylorsville provides many vital services to citizens in and around Taylorsville. The Taylorsville Public Works is a department that plays a crucial role in the implementation of many important services. This is evident through the important services that Public Works discussed in this chapter. This could be anything, from water quality to overall appearance of the Town.

One main responsibility of the Public Works Department is maintaining the Town's water and wastewater treatment systems. This is done through filtering, disinfecting, and cleaning drinking water before it is consumed, and wastewater before it is added back in the water system. This water is cleaned every time in accordance with the US Department of Environmental Protection Agencies guidelines to ensure positive water quality. The Taylorsville Public Works Department also helps improve the water quality in Town by flushing fire hydrants. This can be done to improve the flow and continue to move the particulates in order for the particulates not to build up in the system, and not cloud up the water. They also ensure that hydrants are in good working order and test the hydrant flow which can help citizens with residential homeowners' insurance. For trash pickup the Town of Taylorsville contracts with Republic Services in order to rid of solid waste. However, the Town does conduct its own leaf and brush pick up during the respective seasons to do so.

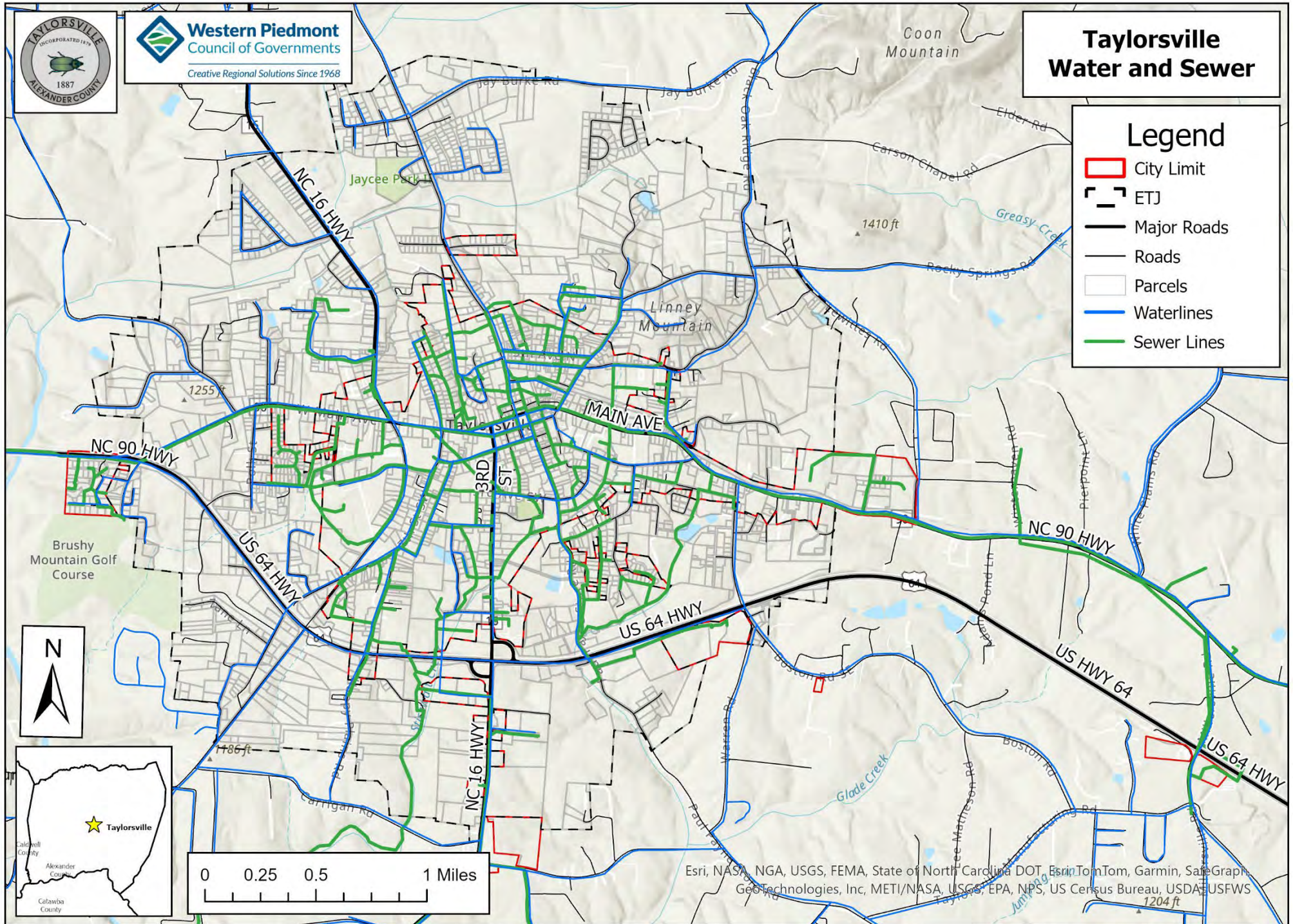
Public Works is also responsible for maintaining the appearance of Taylorsville. A key way Public Works does this is through maintaining the streets and sidewalks within Taylorsville. Public Works handles general maintenance of streets and sidewalks, but also has a hand in paving or fixing streets and sidewalks. Public Works also ensures that medians in the middle of streets, and public property in Taylorsville are upkept. This is done generally to keep the visible appeal to the Town. The Town's Public Works Department also provides lawn maintenance and general upkeep for the Town's Parks, as well as the Town Cemetery. Public Works also works on Taylorsville's appearance through changing seasonal flags for the Fourth of July, Apple Festival, and Christmas. They also play a major part in decorating the Town for Christmas.

EDUCATION

The Town of Taylorsville has five public education institutions in the Town Limits. Four of these institutions are provided by the Alexander County School District. This is the Taylorsville Elementary School (kindergarten to sixth grade), Alexander Central High School (ninth to twelfth grade), the Alexander County Early College at CVCC, and the Alexander County Student Success Center. The other public education institution located in the Town of Taylorsville is the Alexander Center for Education which is provided through Catawba Valley Community College.

PUBLIC SAFETY AND EMERGENCY SERVICES

Police services are provided through the Town of Taylorsville Police Department. While the Town of Taylorsville Police Department helps with the everyday needs of citizens in Town, they also conduct their own dispatching within Town Limits. Alexander County Sherriff's Office and the North Carolina Highway Patrol also have a presence in the area with law enforcement. Fire protection in the Town of Taylorsville is provided by both paid and volunteer firefighters. Fire services in the Town of Taylorsville is provided by the Central Alexander Fire Station, which has a central county base that is located in downtown. The Central Alexander Fire Station operates in its own fire district that goes beyond the Town Limits of Taylorsville. EMS and rescue are provided through Alexander County Emergency Medical Service (EMS). Alexander County EMS has its administrative offices located within Town Limits, however, the closest EMS base is just east of the Town Limits.



This map was created on November 6, 2023 and is a graphic representation and should only be used for illustrative purposes. Maps created with data provided by WPCOG Planning departments, Alexander County GIS, and ESRI.

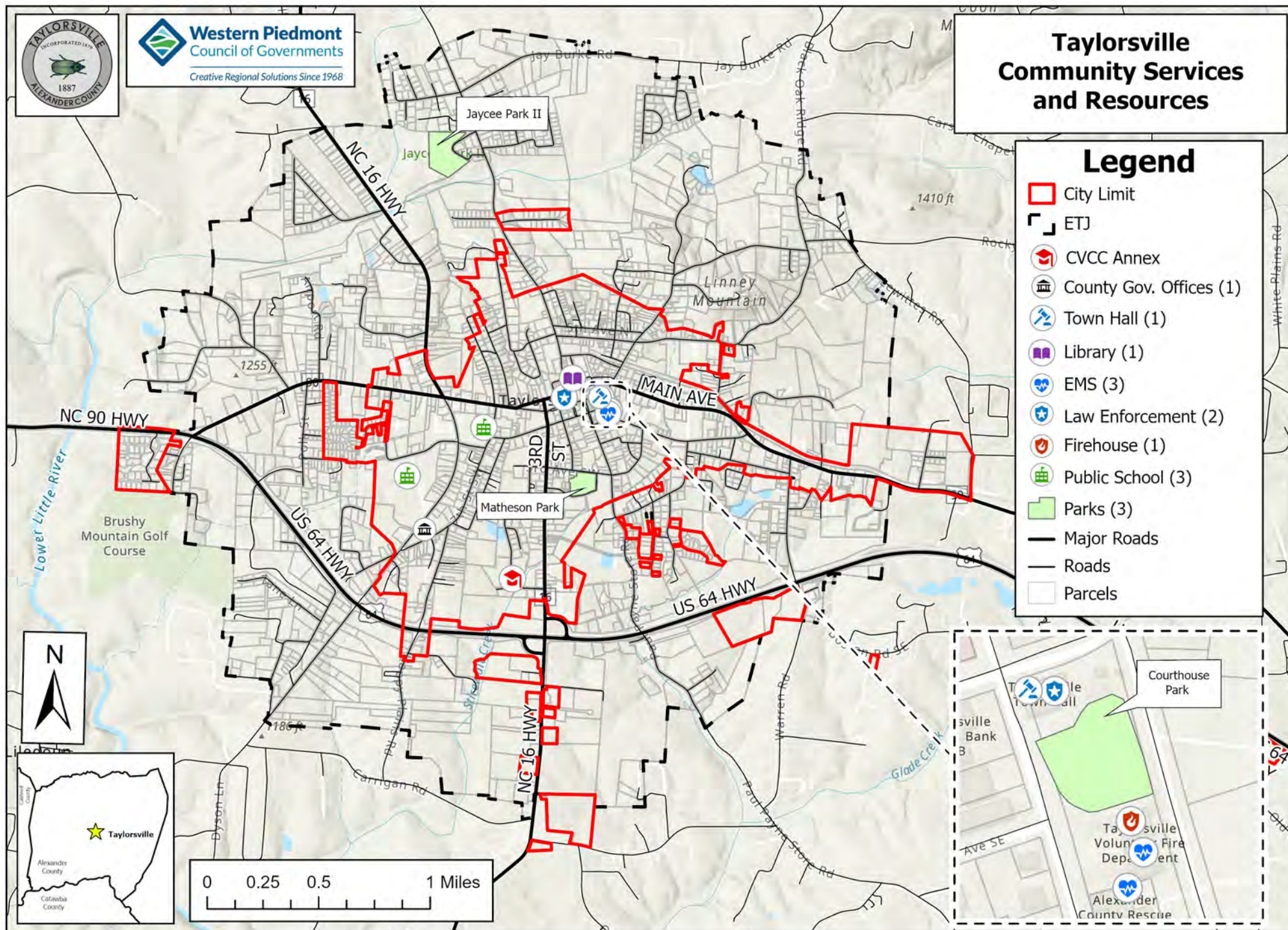
Project File Path: Q:\GIS_Data\projects\Kelly\Taylorsville
Image File Path: Q:\Planning\Planning Division\Taylorsville\Image Files



Taylorsville Community Services and Resources

Legend

- City Limit
- ETJ
- CVCC Annex
- County Gov. Offices (1)
- Town Hall (1)
- Library (1)
- EMS (3)
- Law Enforcement (2)
- Firehouse (1)
- Public School (3)
- Parks (3)
- Major Roads
- Roads
- Parcels



PUBLIC SERVICES RECOMMENDATIONS

1. Identify areas within the Town that are subject to substantial growth.
2. Monitor for potential grant opportunities from the federal and state government, as well as nonprofit organizations to help with infrastructure improvements.
3. Ensure that water and sewer services are being provided in both an efficient and sustainable manner for Town residents.
4. Fund, expand, and build water and sewer in underserved areas of high density within the Town of Taylorsville.
5. Complete an in-depth analysis of the current and future capacity for the sewer and water system in the Town.
6. Work to prioritize aging infrastructure in the Town's jurisdiction.
 - a. Refer to the areas in the Future Land Use Map that will experience upzoning or higher development density to estimate for new future utility demand.
 - b. Inventory current capacity of utility infrastructure servicing the Town for future development.
7. Work with the schools located in the Town to determine capacity levels for future development.
8. Look into the feasibility of increasing the capacity of emergency services (Police, Fire, EMS) to create an equitable distribution of services as the Town's population increases.
9. The Town of Taylorsville Planning Staff should work alongside public safety departments and the school system to update them on plans for future development.
 - a. This can help public safety departments address the potential impacts on the delivery of public safety services.
10. Work with public safety entities within the Town of Taylorsville to improve efficiency and to promote a better quality of life for the residents.
11. Promote outreach to citizens to ensure they fully understand the services that are available to them.
 - a. Redesign the Town's website to provide easy access to information and promote the Town.
12. Revisit the water and sewer fee schedule, especially once the minimum-security prison reopens and usage goes back up.
13. Work with public safety officials to reduce cut-through traffic.

PARKS & RECREATION

EXISTING FACILITIES

The Town of Taylorsville owns and operates Matheson Park and Town Park. The parks are available for rental to the public. Rentals will be reserved through the Town of Taylorsville staff. The Town places a high importance on outdoor recreation opportunities. There is a need to create trail connectivity and to provide passive and active recreation opportunities for the residents. Proximity to Rocky Face Mountain Recreational Area is an asset that can be used to expand recreation throughout the Town. In addition to Matheson Park and Town Park, there are seven public parks within the county park system. These parks include Courthouse Park and Rotary Stage, East Alexander Park, Jaycee Park, , Bethlehem Community Park, Dusty Ridge Park, Rocky Face Park, and Wittenburg Access Area

It should be an ongoing goal for the Town to prioritize the maintenance and enhancements of its recreational assets. This can be done evaluating and improving upon existing amenities, as well as identifying funding to aid in these enhancements.

In addition, the updating of landscaping and beautification of Taylorsville's recreational assets will encourage more use and further incentivize town beautification. The landscaping of the parks and recreation areas adds value to the existing real estate, along with attracting new residents and visitors to the town.

PEDESTRIAN & BICYCLING CONNECTIVITY

The recreation facilities in Taylorsville and around Alexander County play a key role for both residents using the space, and also from a tourism perspective. Residents of Taylorsville see the importance of the recreation spaces within the area and would benefit from increased pedestrian and cycle accessibility to the facilities. Building a healthy and connected community can be done by evaluating the current pedestrian and bicycle facilities to take into account new growth. One of the steps to encourage a pedestrian and bicycle-friendly town is to identify gaps in sidewalk infrastructure.

The sidewalk network in Town of Taylorsville outside the downtown core and adjoining residential neighborhoods is limited. Especially around residential neighborhood and commercial areas, such as grocery stores. There is an increase in the importance of connecting residential areas to recreation facilities, downtown, and commercial areas through sidewalks and bicycle connections. This would allow increased opportunities for accessibility and community health. Streets should reflect and support a pedestrian-scaled environment that encourages walking, while also supporting other modes of transportation. It is encouraged that new sidewalks and pedestrian improvements be made along thoroughfares and local streets. Along with those improvements, it is also stressed that sidewalks be built to ADA standards to provide accessibility to those with disability.

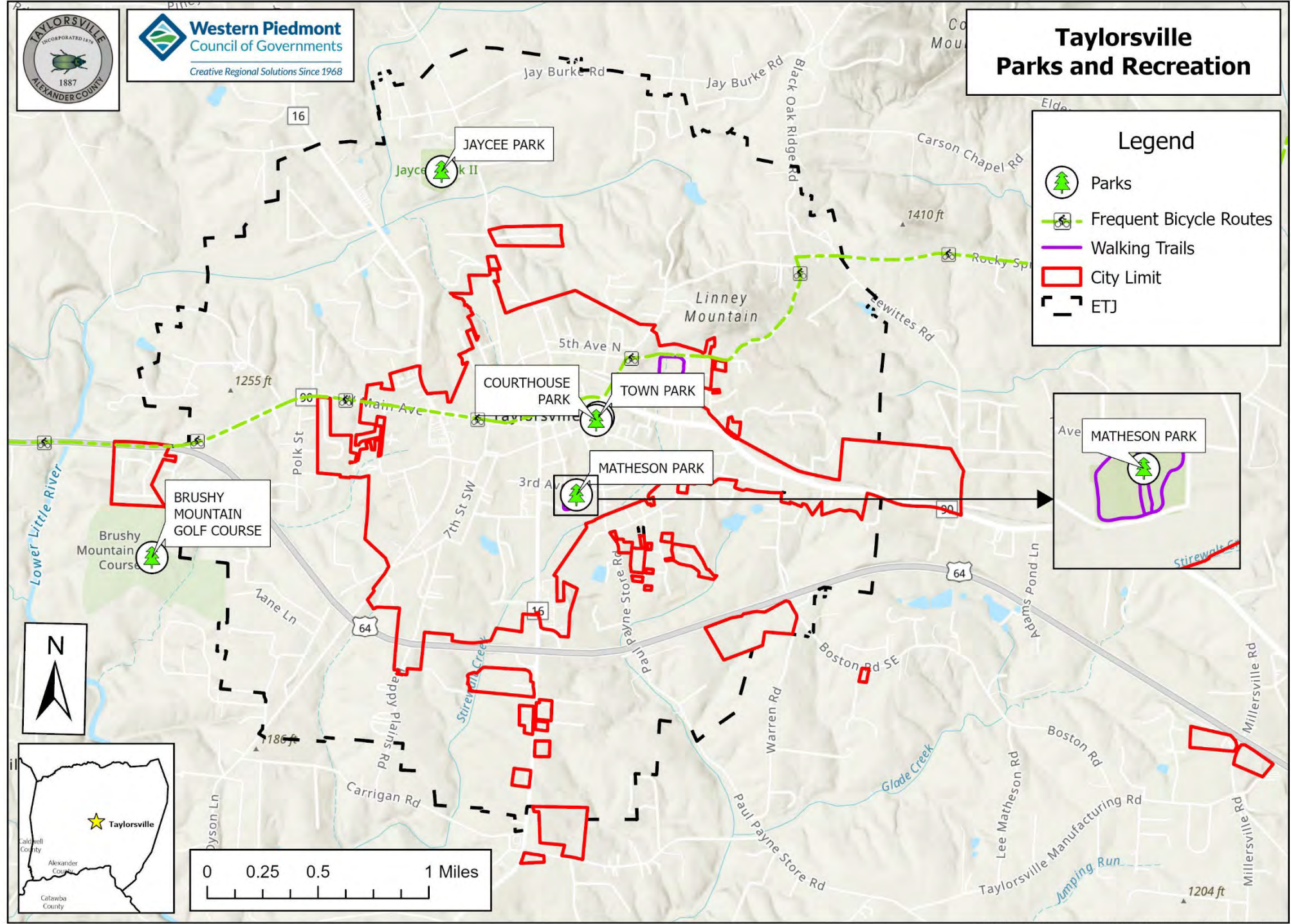
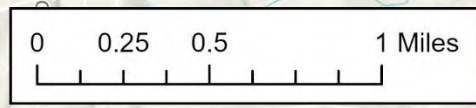
The town can also recognize areas that may discourage cyclists due to unsafe conditions. This can then help to determine what types of bicycle infrastructure could improve cyclist safety and encourage more use of the area. The town can continue to pursue grants to assist in funding green spaces, sidewalk infrastructure, and bike paths.



Taylorsville Parks and Recreation

Legend

- Parks
- Frequent Bicycle Routes
- Walking Trails
- City Limit
- ETJ



PARKS AND RECREATION RECOMMENDATIONS

1. Maintain and enhance existing recreational facilities in the Town.
 - a. Continue to pursue grant opportunities for recreational funding (such as the PARTF grant).
 - b. Provide accessible park space for ADA and special needs children.
2. Evaluate the Town's current pedestrian and bicycle facilities.
 - a. Identify gaps in sidewalk infrastructure and areas that need improvement.
 - b. Identify dangerous areas for bicyclists and pedestrians, and determine what types of bicycle and pedestrian infrastructure could improve overall safety, such as intersections around West Main Ave and Liledoun.
3. Identify the feasibility of recruiting hotels and spaces for overnight guests to serve visitors using town and county recreational assets
4. Update landscaping and beautification of Taylorsville Recreation Facilities
 - a. Upgrade landscaping for Matheson Park
 - b. Encourage and expand the use of Matheson Park for town events
5. Encourage parklets within new developments as a way to increase outdoor public green-spaces throughout the town.
6. Participate in regional and county recreation partnerships.

NATURAL & CULTURAL RESOURCES

TAYLORSVILLE NATURAL RESOURCES

Environmental quality covers a broad range of issues. These issues may include the following:

1. Protection of water quality,
2. Protection of air quality,
3. Sewer collection and treatment,
4. Controlling development in sensitive areas (floodplains, watersheds),
5. Solid waste disposal and recycling,
6. Water and energy conservation,
7. Storm water management, runoff and drainage
8. Hazardous waste disposal,
9. Other source of pollution (excessive noise, odor, and light pollution).

Land use, water quality, water supply and wastewater infrastructure are interrelated. As precipitation runs across land surfaces, it may scour or dissolve materials, transporting them to streams. When it infiltrates soil, it may carry with it materials from the surface. As it moves through soil, it can dissolve and transport materials. Those substances, which reside in either land surfaces or in soils, can degrade the quality of water used for human consumption and habitats for aquatic species. The extent of this degradation is determined in large part by uses to which the land is put, location of land uses to water uses, the infrastructure technology employed, and the practices by which land use and infrastructure impacts are managed.

The manner in which land is developed and managed can also affect how much of the precipitation runs off, how much of it infiltrates into soil, where it runs off and at what velocities it runs off. As land is converted from either forest or agricultural uses to urban uses, the amount of land available for infiltration is reduced and velocities of flow are increased as runoff is guided to channels with lower resistance to flow.

Degradation of water quality and aquatic habitats occurs within a variety of locations within urban or rural water management systems, including:

1. Urban stormwater runoff,
2. Overflows from wastewater collection systems and bypassing of wastewater pumping stations and treatment plants,
3. Seepage from septic tank drain fields,
4. Runoff from agricultural fields, construction activity, forests, and mining operations,
5. Runoff from isolated industrial areas,
6. Runoff and overflows from concentrated animal operation,
7. Runoff to drinking water sources,
8. Infiltration to wellfields,
9. Accidental spills of toxic materials,
10. Destruction of forested riparian areas,
11. Destruction of wetlands.

It is important to protect and preserve these and other natural resources. Environmental threats and changing federal and state regulations will impact the Town in the future. Taylorsville will need to strive to balance promoting economic development and preserving natural resources.

FLOODPLAIN

Floodplain regulations are another example of locally enforced, state-mandated laws. The Town has an interest in discouraging development in the floodplain for public safety reasons. In the Town of Taylorsville. Within the Town's planning jurisdiction, there are two types of designated flood zones with distinct sets of rules: the Floodway and the Flood Hazard-AE Zone. The majority of the floodplain in Taylorsville's jurisdiction is not in its town limits, but within its ETJ.

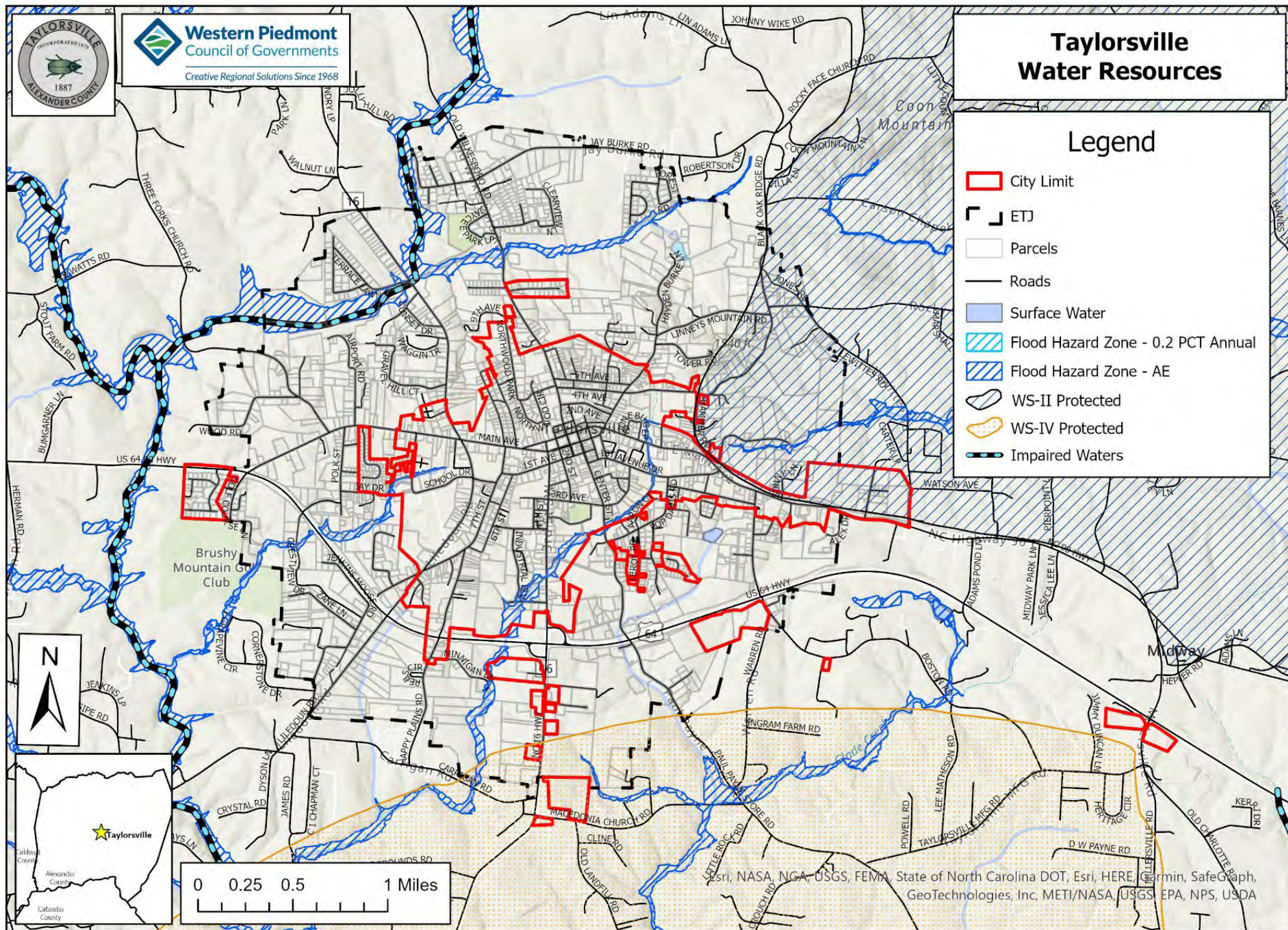
The Town participates in FEMA's Flood Damage Prevention and Insurance Program as outlined in the Flood Damage Prevention Ordinance. Floodplain management is generally defined as a Land Use program of preventative and corrective measures to reduce losses associated with flooding. Floodplain management measures may include, but are not limited to, land use regulations (including new development and construction policy), construction of flood control projects, flood-proofing, floodplain preservation, acquisition of flood-prone properties, education, and implementation of early warning systems.

The floodway is the channel of a river, or any waterway, and the adjacent land that must be reserved in order to pass the base flood discharge without increasing the identified base flood elevation (BFE). To avoid the risk of sediment, construction, or plant debris being swept downstream, the floodway is classified as a "non-encroachment area" (NEA), meaning that no land-disturbing activity should occur there without the completion of a detailed hydrologic study which proves that the activity will not affect downstream water levels. As a general rule, no structures, other than public bridges, are allowed in the Floodway.

The Flood Hazard-AE Zone denotes areas that have a one percent probability of flooding in any given year. New structures are allowed within the AE Zone if a floodplain permit is obtained. A floodplain permit requires all new construction to meet certain standards. The basement and/or foundation (the lowest floor level) must be elevated to or above the BFE. Many property owners choose to build outside of the floodplain to avoid carrying the necessary flood insurance.

IMPAIRED STREAMS

There are no impaired streams within the Town limits of Taylorsville, but there are two to the West. Muddy Fork is impaired for Fish Community, and Lower Little River is impaired for fecal coliform. These streams could suffer from excess sedimentation, degraded habitat for aquatic organisms, fecal coliform bacteria contamination, excessive stormwater flows, and pollutants such as nutrients, metals, and other toxicants from various non-point pollution sources.



OPEN SPACE

The North Carolina Parks and Recreation Trust Fund (PARTF) provides grants to local governments for the acquisition of land to be used for public recreational use. Additionally, PARTF grants can be used to protect natural and scenic resources or to renovate older park facilities.

Similarly, the NC Land and Water Fund (formerly CWMTF) provides grants to local governments for projects that specifically address water pollution problems. The NC Land and Water Fund may fund projects to acquire land that “represents the ecological diversity of North Carolina”. Town of Taylorsville should also be aware of the NC Land and Water Fund program and how it can be used to help the Town achieve its natural resource and environmental planning goals.

CULTURAL & HISTORIC RESOURCES

The National Register of Historic Places is the official list of the Nation's preservation-worthy historic places. The Register includes significant properties, which are further divided into buildings, sites, districts, structures, or objects. The National Register of Historic Places is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources.

NATIONAL REGISTER

The North Carolina State Historic Preservation Officers (SHPO) carries out many historic preservation responsibilities including surveying, evaluating and nominating properties for inclusion in the National Register.

If a property meets the criteria to be on the National Register, the National Park Service designates the property as “Determined Eligible” for listing. However, a property so designated will not yet be formally listed in the Register. Properties that are eligible for the National Register, but not listed, do not qualify for federal rehabilitation tax incentives, federal tax incentives for preservation easements on historic buildings and sites, or National Park Service grants.

In North Carolina, the placement of a property or district on a “Study List” constitutes the first step toward nomination to the National Register. The Study List identifies properties and districts that are likely to be eligible for the National Register, giving the green light to sponsors and staff to proceed with a formal nomination with reasonable assurance that the property can be successfully nominated.

According to the State Historic Preservation Office, there is one site in the Town of Taylorsville that is listed in the National Register, the Taylorsville Milling Company Roller Mill. There is one property that has been determined eligible to be on the list and that is the Walter Watts House. Figure 6-4: Historic Sites illustrates where those places are located.

Listing sites on the National Register of Historic Places is a way to preserve historically significant structures. Economic Development and Tourism experts have found the preservation of historic places and cultural events attract tourists. Tourists enjoy learning about an area, spending money to dine, staying the night, going to festivals,

and perhaps taking something back home to remember their experience. Attracting these visitors represents an opportunity for Taylorsville and Alexander County.

Determined Eligible (DOE)	Walter Watts House	c. 1905 1 1/2-story cross gable brick Craftsman-Colonial Revival Bungalow	794 W Main Ave, Taylorsville
National Register (NR)	Taylorsville Milling Company Roller Mill	1902 3-story side gable heavy timber mill w/ 1-story shed roof wing additions	W side Main Avenue Drive NE, 0.1 mi N of jct w/ NC 90 T*

The Downtown Taylorsville Historic District was listed on the National Register of Historic Places on August 6, 2024. The National Register nomination was submitted through a partnership between the Alexander County Historic Preservation Commission and the Town of Taylorsville. ACME Preservation Services from Asheville, NC researched, documented and photographed the proposed district and prepared the nomination submitted to the NC Historic Preservation Office and the National Park Service.

The Downtown Taylorsville Historic District encompasses a portion of the central business district in Taylorsville, the seat of Alexander County. Following the creation of the county in 1847, town lots were laid out in a modified gridiron pattern around the courthouse square, and Taylorsville became the commercial and governmental center of the county. Taylorsville was incorporated in 1851.

Resources within the district reflect the twentieth-century development of the town as frame buildings and residences gave way to a dense, compact development of one- to three-story brick commercial buildings. The district encompasses the greater portion of five blocks extending north and east from the courthouse square and covering approximately 10.6 acres. The district inventory includes 33 properties (27 contributing resources and six non-contributing resources) consisting of more than 171,000 square feet of commercial and residential space with a 2024 assessed tax value of \$7.2 million dollars.

The district boundary is drawn to include the concentration of largely intact commercial and governmental resources from the period 1906-1973 on Main Avenue, Main Avenue Drive, and Center Street.



Taylorsville Historic Sites

Legend

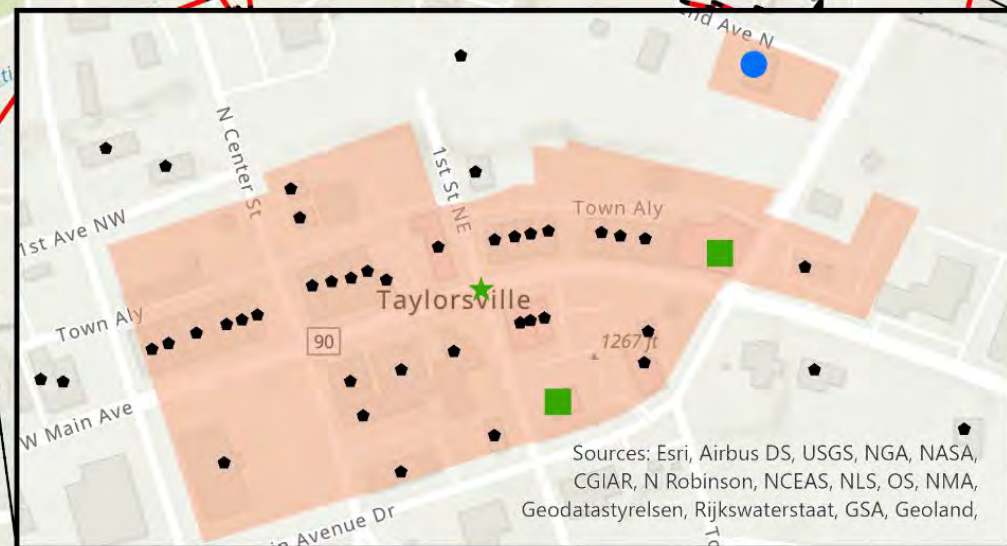
- City Limit
- ETJ

National Register Status

- Determination of Eligibility
- National Register
- Surveyed Area
- Surveyed Only, Gone
- Study List
- Study List Historic District
- Surveyed Only
- Historic District



0 0.13 0.25 0.5 Miles



Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodastystrelsen, Rijkswaterstaat, GSA, Geoland,

NATURAL & CULTURAL RESOURCES RECOMMENDATIONS

1. Protect the natural environment through orderly growth management techniques that preserve open space for communities and safeguards its natural resources.
 - a. Encourage developers to use innovative stormwater treatment techniques such as pervious pavement and sidewalks, bio swales, or bio-retention cells to reduce flooding and improve water quality.
 - b. Continue to monitor Muddy Creek and pursue opportunities for restoration through NCDEQ or EPA grants.
 - c. Explore implementing a 9-Element Watershed Plan with WPCOG.

2. Protect the historic fabric of the Town through preservation and by assigning importance to structures and/or districts of known historical values.
 - a. Maintain structures of value that are listed as determined eligible or are on the study list for the National Register of Historic Places.
 - b. Evaluated potential historic districts so that property owners may apply for state and federal historic preservation grants and other funding opportunities.
 - c. Continue current Town and County efforts in establishing a Downtown Taylorsville national historic district.

LAND USE & GROWTH MANAGEMENT

Land use planning is one of the key tools Taylorsville can use to guide the future development of the Town. Good land use planning leads to orderly growth and the efficient provision of Town services to residents, businesses, and visitors, while retaining enough flexibility to adapt to changing needs and demands.

Land use planning can help create neighborhoods where daily needs are located within walking distance, support closer-knit neighborhoods which integrate with each other and the Town, and bolster the community by helping to ensure residents have access to a range of activities and amenities, including spaces for shopping, working, gathering, and enjoying nature and recreation.

Finally, land use planning helps create the conditions that will encourage economic growth without sacrificing the Town's scenic beauty and character. The desire of the Town of Taylorsville is that growth and development be guided by a unified community vision and defined by a clean environment, vibrant civic life, and preservation of the special traits which make Taylorsville an extraordinary place to live.

Three things determine the future of land use in Taylorsville:

1. The manner in which land is currently used;
2. The amount and nature of land available for new development or redevelopment;
3. The zoning and development regulations the Town uses to direct, review and manage the use of land in Town, whether that be for the creation of new businesses, industrial sites, residential subdivisions, or many other possibilities.

The Town's overall responsibility is to ensure land is developed in the most effective and appropriate way to promote the health, welfare and public interest of residents and stakeholders.

ZONING DISTRICTS

The Town of Taylorsville planning jurisdiction consists of approximately 5,027 acres. Land in Taylorsville is predominately zoned as residential, accounting for approximately 82% of the town's planning jurisdiction. The remaining 18% of the Town's planning jurisdiction is zoned as an industrial, office, commercial, or a mixed-use district.

1. **Residential District One (R1)** - The purpose of Residential District One (R1) is to foster orderly growth where the principal use of land is residential. The intent of this district is to allow for medium to high-density residential development consistent with the recommendations of the Comprehensive Plan.
2. **Residential District Two (R2)** - The purpose of Residential District Two (R2) is to foster orderly growth where the principal use of land is residential. The intent of this district is to allow for low to medium density residential development consistent with the recommendations of the Comprehensive Plan. It is also the intent of this district to allow for flexibility in the continuation of existing nonresidential uses.

3. **Residential District Two Rural (R2R)** - The purpose of Residential District Two Rural (R2R) is to foster orderly growth where the principal use of land is residential. The intent of this district is to allow for low to medium density residential development and rural commercial and light industrial development consistent with the recommendations of the Comprehensive Plan.
4. **Residential District Three (R3)** - The purpose of Residential District Three (R3) is to foster orderly growth where the principal use of land is low density residential. The intent of this district is to allow for residential development consistent with the recommendations of the Comprehensive Plan.
5. **Office Institutional District (OI)** - The purpose of the Office Institutional District (OI) is to foster orderly growth where the principal use of land is a mixture of office, institutional, and residential. The intent of this district is to allow for office, institutional and residential development consistent with the recommendations of the Comprehensive Plan. In accordance with the Comprehensive Plan, the district will allow for and provide office, institutional, and residential development that: (1) is directed largely to Community Service Centers as defined in the Comprehensive Plan; (2) is compatible with adjacent development and the surrounding community; and (3) will minimize congestion and sprawl.
6. **Mixed Use District (MU)** - The purpose of the Mixed Use District (MU) is to foster orderly growth where the principal use of land is commercial and residential. The intent of this district is to allow for commercial development consistent with the recommendations of the Comprehensive Plan. In accordance with the Comprehensive Plan, the district will allow for and provide commercial and residential development that: (1) includes a variety of retail sales and services, public and private administrations, offices and all other uses done primarily for sale or profit on a local or neighborhood scale; (2) is directed largely to Community Service Centers as defined in the Comprehensive Plan; (3) is compatible with adjacent development and the surrounding community; and (4) will minimize congestion and sprawl. This general use district is meant to be utilized in all service areas.
7. **Community Commercial District (CC)** - The purpose of the Community Commercial District (CC) is to foster orderly growth where the principal use of land is commercial. The intent of this district is to allow for commercial development consistent with the recommendations of the Comprehensive Plan. In accordance with the Comprehensive Plan, the district will allow for and provide commercial development that: (1) includes a variety of retail sales and services, public and private administrations, offices and all other uses done primarily for sale or profit on the local and community level; (2) is directed largely to Community Service Centers as defined in the Comprehensive Plan; (3) is compatible with adjacent development and the surrounding community; and (4) will minimize congestion and sprawl. This general use district is meant to be utilized in areas designated as Transitional (RTA) or Urban (USA) in the Comprehensive Plan.
8. **Regional Commercial District (RC)** - The purpose of the Regional Commercial District (RC) is to foster orderly growth where the principal use of land is commercial. The intent of this district is to allow for commercial development consistent with the recommendations of the Comprehensive Plan. In accordance with the Comprehensive Plan, the district will allow for and provide commercial development that: (1) includes a variety of retail sales and services, public and private administrations, offices and all other uses done primarily for sale or profit on the local, community, and regional level; (2) is directed largely to Community Service Centers as defined in the Comprehensive Plan; (3) is compatible with adjacent development and the surrounding community; and (4) will minimize congestion and sprawl. This general use district is meant to be utilized in areas designated as Urban (USA) in the Comprehensive Plan.
9. **Industrial District (I)** - The purpose of the Industrial District (I) is to foster orderly growth where the principal use of land is a mixture of industrial and heavy commercial. The intent of this district is to allow for industrial

and heavy commercial development consistent with the recommendations of the Comprehensive Plan. In accordance with the Comprehensive Plan, the district will allow for and provide industrial and heavy commercial development that: (1) is compatible with adjacent development and the surrounding community; (2) will minimize conflict between land uses; and (3) is sensitive to its impact on surrounding land uses and the environment (natural and man-made).

10. **Waterfront Residential District (WR)** - The Waterfront Residential District (WR) is established to maintain the zoning in place prior to the adoption of this Chapter 154. This district is established for residential development on or adjacent to waterfront property, that which is navigable for small recreational-type boats and watercraft. The district is intended to maintain and promote low-density single-family development and is intended to provide protection of the existing waterfront character and environmental sensitivity, particularly the water quality and any adjacent wetlands. The WR District shall not be extended from the locations designated on the Official Zoning Map, nor shall new WR District areas be designated except where initiated by the Board of Commissioners or Planning Board. The WR District may be altered or removed with the completion of Community Plans.

The Town's Zoning Map has a strong connection to both its Existing Land Use and Future Land Use Maps. Comparing the Zoning Map with the Existing Land Use Map shows the relationship between regulation and use. Much of the area zoned for residential, and particularly lower-density residential either is used for residential purposes today or is undeveloped. In this way, the Zoning Map shows what has occurred on the ground, but it also can help show what the Town expects or desires for various pieces of land in the future. This is more clearly shown on the Future Land Use Map.

EXISTING LAND USE

A land use survey of all properties in the Town of Taylorsville Planning Area was completed. Land uses were categorized according to the following primary uses:

<i>Single-Family Residential</i>	A parcel containing a single residence.
<i>Multi-Family Residential</i>	A parcel containing a multi-family use, like apartments or a mobile home park.
<i>Institutional or Office</i>	A parcel containing any type of medical use concerned with the diagnosis, treatment, and care of human beings. This category also includes public services, and may be operated by a federal, state, or local governments, public or private utilities, public or private schools or colleges, churches, public agencies, or tax-exempt organizations.
<i>Commercial</i>	A parcel containing any type of activity involving the sale of goods or services for financial gain (commercial activity), but does not include parcels containing home occupations or medical offices.

<i>Industrial or Warehouse</i>	A parcel containing any type of business use or activity at a scale greater than home industry involving manufacturing, fabrication, assembly, warehousing, and/or storage.
<i>Agriculture or Undeveloped</i>	A parcel not in use or containing agriculture. May include some parcels with abandoned buildings.

About 85% of land in the Town is used either for residential living or is undeveloped or agricultural. Residential uses occupy the largest percentage of land in the Town, at about 46%, of acreage in the Town. Most of Taylorsville's residential make-up is single-family site-built homes with some scattered manufactured housing and small concentrations of multi-family housing.

Another 40% of land is occupied by agriculture uses or is undeveloped. Industrial or warehousing uses take up a significant portion of Taylorsville's land use at about 7%. Taylorsville's mix of land uses on the ground is relatively diverse. Its downtown core centered on Main Street includes a wide range of uses, with public and institutional areas clustered nearby on either side of Highway 16. Several large parcels holding industrial uses are also found in Taylorsville, especially in the ETJ. Most of the industrial uses on large parcels are to the north and east, though there are other scattered throughout the Town.

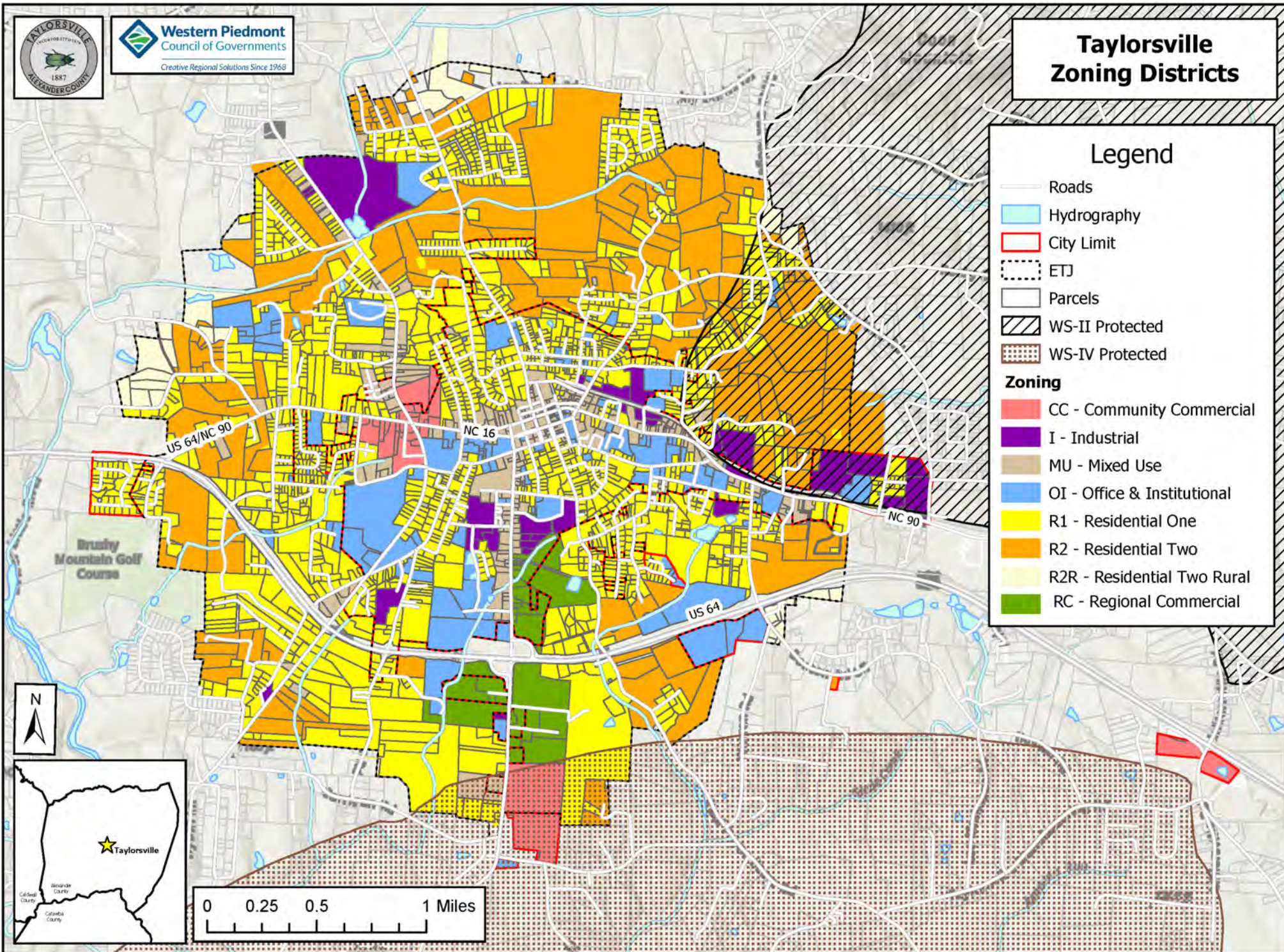
Land Use	Number of Parcels	Total Area (in Acres)	% Total Area (in Acres)
Agriculture or Undeveloped	639	1984.083881	39.93%
Commercial	273	340.282152	6.85%
Industrial or Warehouse	19	172.040451	3%
Institutional or Office	54	218.347158	4%
Multi-Family Residential	69	81.847272	2%
Single Family Residential	1608	2,172.07	44%
Total	2,662	4,968.68	100%



Taylorsville Zoning Districts

Legend

- Roads
- Hydrography
- City Limit
- ETJ
- Parcels
- WS-II Protected
- WS-IV Protected
- Zoning**
- CC - Community Commercial
- I - Industrial
- MU - Mixed Use
- OI - Office & Institutional
- R1 - Residential One
- R2 - Residential Two
- R2R - Residential Two Rural
- RC - Regional Commercial



0 0.25 0.5 1 Miles



Taylorsville Existing Land-Use

Legend

Existing Land Use

- Undeveloped / Agriculture
- Commercial
- Industrial
- Public / Institutional (including parks)
- Multi-Family (mobile home parks, apartments)
- Single-Family Residential

- Taylorsville Town Limits
- Taylorsville ETJ
- Parcels



edoun



0 0.25 0.5 1 Miles

State of North Carolina DOT, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA

FUTURE LAND USE & GROWTH

Members of the Land Use Plan Advisory Committee were asked to aid in the determination of what types of future development would be appropriate for the Town of Taylorsville, where development should be located, and what development standards it should be held to.

The Future Land Use Map was developed to guide zoning and development decisions. Town of Taylorsville Staff, Planning Board and Council rely on the Future Land Use Map to guide policy decisions related to zoning, watershed regulations, and infrastructure needs. Taylorsville Planning staff and the Planning Board should review and update land use regulations to ensure their compatibility with desired types of development as recommended by the Advisory Committee.

CURRENT DEVELOPMENT

Residential development in Taylorsville has primarily been clustered within residential subdivisions. The majority of residential development has been single-family construction, with 52 new single-family homes compared to 2 multi-family residential units constructed between 2010 and 2022. During this time, 43% of all new residential development has occurred inside the town limits.

TABLE 8-3: RESIDENTIAL DEVELOPMENT, 2010 – 2022

Residential	Town of Taylorsville	Inside Town Limits	Inside ETJ	% Inside Town Limits	% Inside ETJ
Multi-Family Residential	2	2	0	4%	0%
Single-Family Residential	52	23	27	43%	53%
Total	54	25	27	47%	53%

From 2010 to 2022, new non-residential development primarily occurred along Highway 16 (See Figure 8-3: Residential & Nonresidential Development, 2010-2022). The majority of construction was new, rather than additions to existing structures. There were 25 non-residential construction permits issued between 2010 and 2022, of which 19 were new construction and 6 were additions to existing structures. From these permits, 84% of all non-residential development occurred within the town limits.

TABLE 8-3: NON-RESIDENTIAL DEVELOPMENT, 2010 – 2022

Non-Residential	Town of Taylorsville	Inside Town Limits	Inside ETJ	% Inside Town Limits	% Inside ETJ
Commercial Addition	2	2	0	8%	0%
Commercial New	13	11	2	44%	8%
Industrial Addition	0	0	0	0%	0%
Industrial New	0	0	0	0%	0%
Institutional Addition	4	3	1	12%	4%
Institutional New	6	5	1	20%	4%
Total	25	21	4	84%	16%

FUTURE LAND USE MAP

The Future Land Use Map was developed to show the Town's vision. Planning staff, Planning Board and Council rely on the Future Land Use Map to guide policy-making related to zoning, watershed regulations, and infrastructure needs.

During the preparation of this plan, the Advisory Committee expressed that they believe a design code should be established for the Downtown area (essentially the MU Downtown Overlay District) that requires landscape and streetscape requirements, façade improvements, landscaped alleyways, and the exploration of placing utilities underground. An improved streetscape should be constructed to enhance the aesthetics of the Downtown and to attract more visitors. They also believed that the Town should do what it can to support downtown building reuse and mixed-use improvements within Downtown along Main Avenue. The reintroduction of angled parking, potential discussion with property owners, and the pursuit of building reuse funds could revitalize that "downtown" area, along with establishing a volunteer downtown committee or future participation in the NC Main Street Program.

For future residential construction, the committee expressed a desire to allow for increased density and housing variety, require new subdivisions to be designed as walkable neighborhoods, and to review ordinance to allow and encourage multi-family developments or Planned Unit Developments.

For future commercial and industrial construction, the committee wanted the town to be proactive in identifying future industrial and commercial nodes, and to expand south along NC-16, as Town utilities are already available out to Millersville Road. They also believed that the town should require pedestrian facilities and heavier buffer/street yards around heavy pedestrian areas and enforce design standards for new commercial and industrial development and redevelopment. Finally, they said that the town should continue to be involved in cooperative efforts and communication with both Alexander County, Alexander County EDC, and regional partners.

Future Land Use Designations: The following future land use designations defined below are shown on the Future Land Use Map on the following page.

- **Low Density Residential:** reflects the use and regulations found in the R-1 zoning districts.
- **Rural Residential:** reflects the uses and regulations found in the R-3 zoning districts.
- **Medium Density Residential:** reflects the uses and regulations found in the R-2 zoning districts.
- **Mixed Use:** reflects a land use designated in the previous land use plan that was preceded by this document.
- **Industrial:** reflects the uses and regulations found in the M-1 and M-2 zoning districts.
- **Commercial:** reflects the uses and regulations found in the B-2 and B-4 zoning districts.
- **Downtown:** reflects the uses and regulations found in the B-1 zoning district.

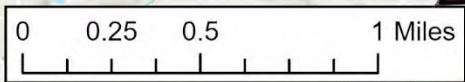
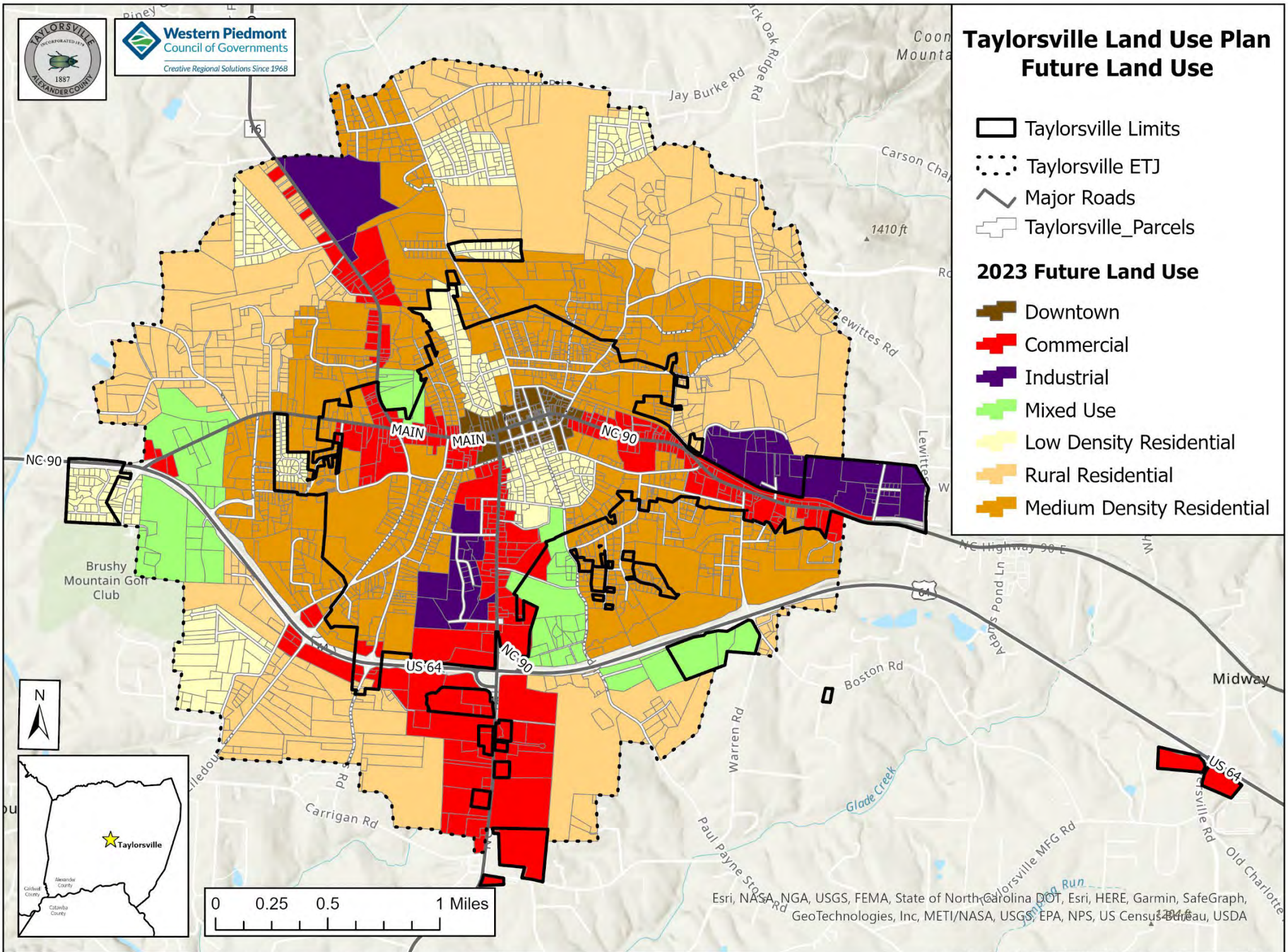


Taylorsville Land Use Plan Future Land Use

- Taylorsville Limits
- Taylorsville ETJ
- Major Roads
- Taylorsville_Parcels

2023 Future Land Use

- Downtown
- Commercial
- Industrial
- Mixed Use
- Low Density Residential
- Rural Residential
- Medium Density Residential



Esri, NASA, NGA, USGS, FEMA, State of North Carolina DOT, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

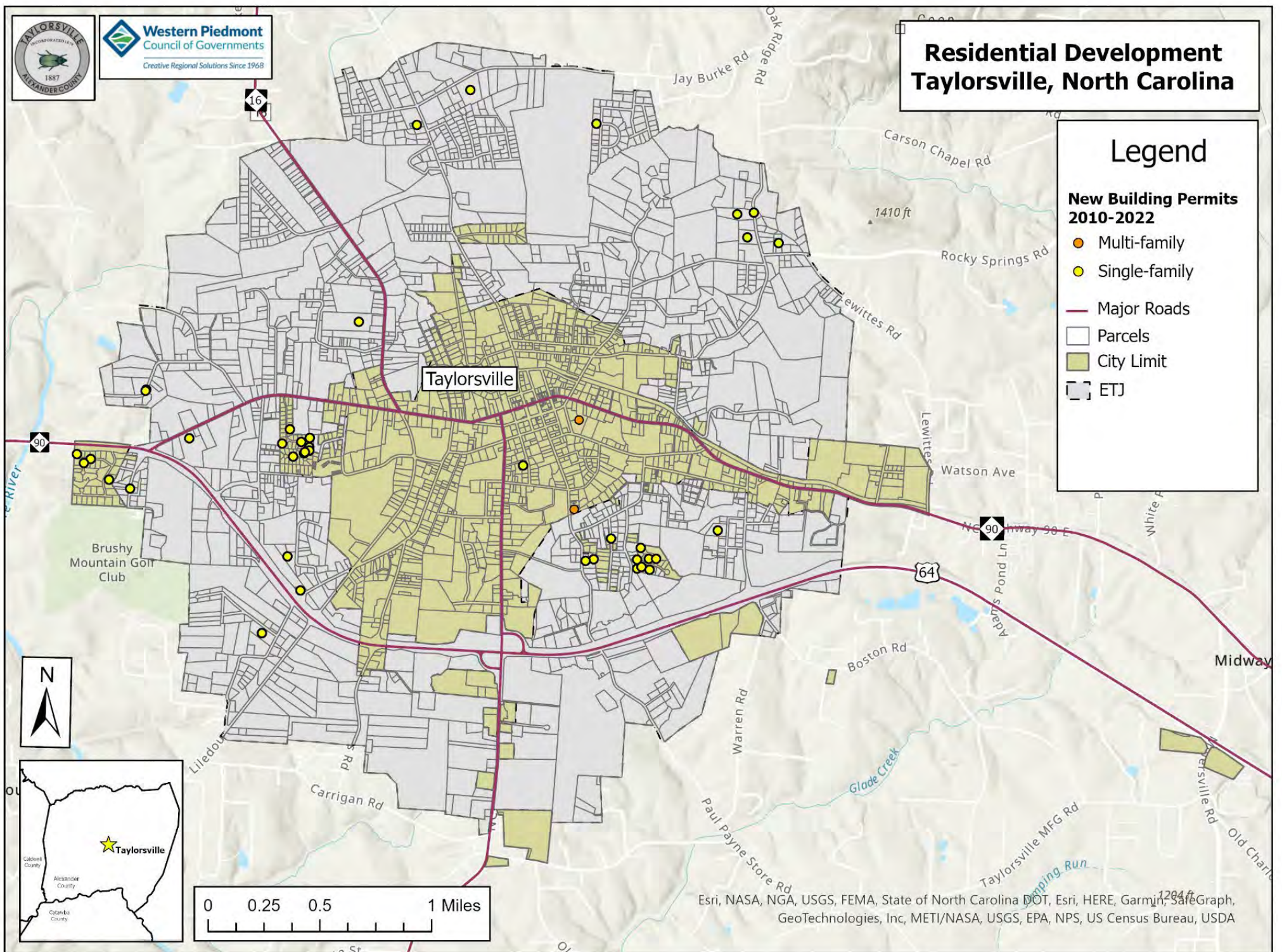


Residential Development Taylorsville, North Carolina

Legend

**New Building Permits
2010-2022**

- Multi-family
- Single-family
- Major Roads
- Parcels
- City Limit
- ETJ





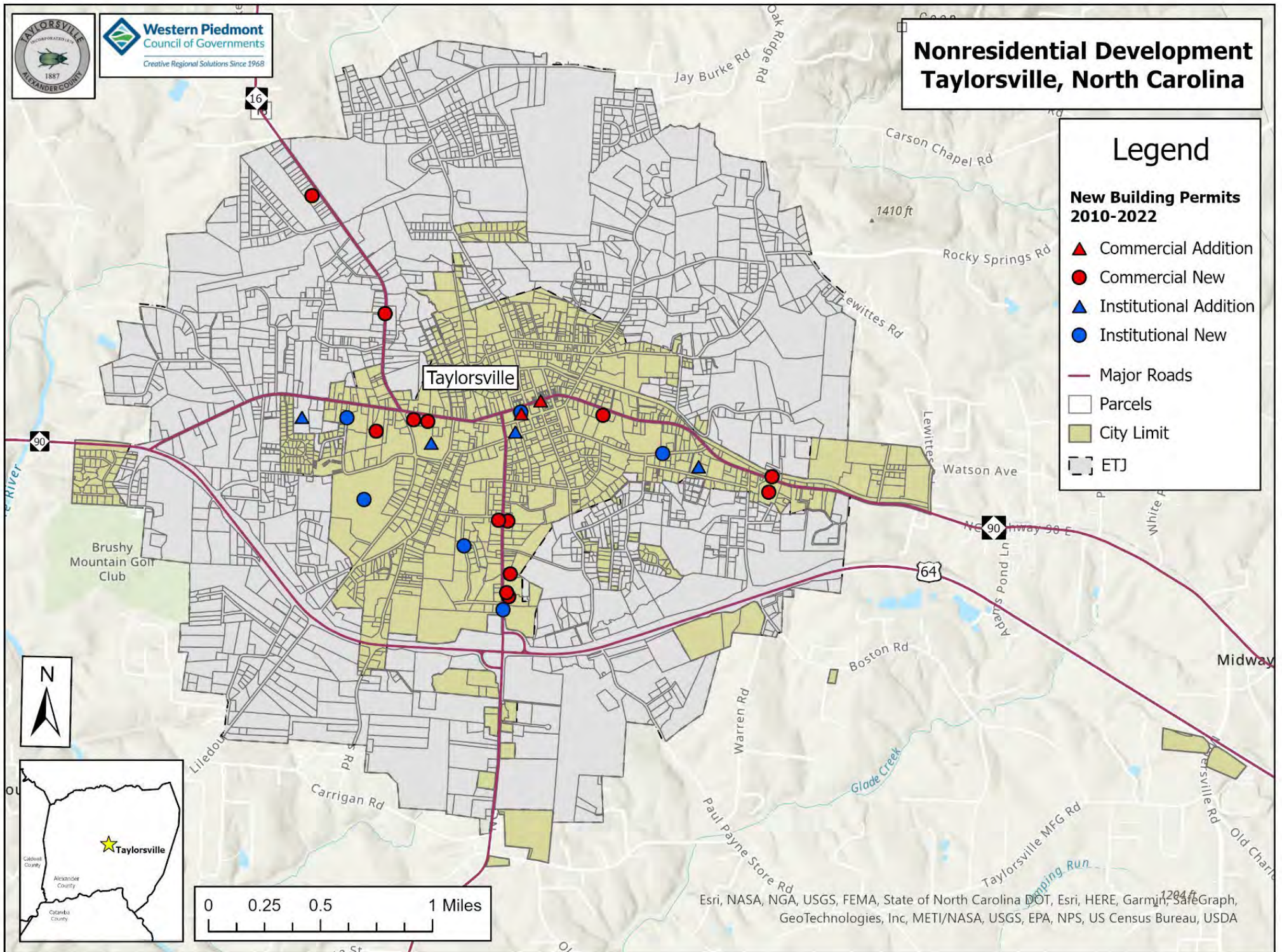
Nonresidential Development Taylorsville, North Carolina

Legend

New Building Permits 2010-2022

- ▲ Commercial Addition
- Commercial New
- ▲ Institutional Addition
- Institutional New

- Major Roads
- Parcels
- City Limit
- ETJ



Esri, NASA, NGA, USGS, FEMA, State of North Carolina DOT, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

LAND USE & GROWTH MANAGEMENT RECOMMENDATIONS

Downtown

1. A design code should be established for the Downtown Overlay Zoning District and Downtown area.
 - a. Require landscape and streetscape requirements.
 - b. Require façade improvements for redeveloped buildings.
 - c. Consider installing underground utilities along Main Street as part of a larger streetscape plan.
 - d. Consider developing an “alleyway” design guideline within the Downtown area.
 - e. All loading, storage, refuse and maintenance areas should be heavily landscaped and located at the rear of buildings.
 - f. Promote the expansion of the sidewalk network in Taylorsville by
 - i. Requiring all businesses to install sidewalks in areas that are reasonably expected to attract pedestrian traffic;
 - ii. Requiring sidewalks and/or greenways in new major subdivisions;
 - iii. Promoting connections of existing sidewalks through a Pedestrian, Greenway and Bicycle Plan.
2. Mixed uses should be more common in downtown – especially due to a lot of existing infrastructure (multi-floor commercial)
3. Volunteer downtown committee or future participation in the NC Main Street Program.
4. The Town should do *what it can* to support downtown building reuse and mixed-use improvements along Main Avenue, from the intersection with Main Avenue Drive, to the intersection of Main Avenue and 2nd Street NW. The reintroduction of angled parking, potential discussion with property owners, and the pursuit of building reuse funds could revitalize that "downtown" area. 2nd story apartments above shop-fronts could be a benefit.
5. Use a consulting firm for development of renderings of what the Downtown could look like with streetscaping, angled parking, parklets and improved directional signage that could be submitted for grants.

6. Conduct a study for traffic and pedestrian crossings within the downtown area to improve safety and efficiency.

Commercial & Industrial

1. Be proactive in identifying future industrial and commercial nodes and ensure that zoning aligns with identified areas of promise.
2. Not a lot of industrial is permitted with zoning – expand south with potential industrial zoning on appropriate parcels.
3. Continue to be involved in cooperative efforts and communication with both Alexander County, Alexander County EDC, and regional partners.
4. Several undeveloped lots are currently zoned R -C and should be reviewed for possible industrial zoning.
5. Explore the opportunity to continue expanding South along NC-16, as Town utilities are already available out to Millersville Road.
6. Require pedestrian facilities and heavier buffer/street yard around heavy pedestrian areas (i.e. Food Lion). Taylorsville should prioritize bicycle and pedestrian connectivity around the Food Lion area.
7. Enforce design standards for new commercial and industrial development and redevelopment. Building facades should be well-articulated and blank walls should be avoided.

Residential

1. Allow for increased density and housing variety.
2. Require new subdivisions to be designed as walkable neighborhoods, which include the following pedestrian amenities:
 - a. Connected streets: Encourage connectivity between subdivisions by limiting the length of cul-de-sacs and requiring stub-out streets to adjacent vacant properties. Inform residents that “stub-outs” are not dead-end streets and are designated for future connections.
 - b. Pedestrian sidewalk connections within the development and to commercial, recreational and mixed-use destinations.

- c. Street trees, street lighting, and planting strips should be encouraged Throughout the development.
- d. Open spaces:
 - i. Provide 20% common open space in major single-family residential subdivisions that is accessible and usable for recreation.
 - ii. Stormwater retention areas should be designed as community amenities such as a park or as part of an open space area. Encourage tree preservation by prohibiting clear-cutting during construction and requiring cut trees to be replaced.
- 3. Review ordinance to allow and encourage multi-family developments or Planned Unit Developments.

General Land Use Recommendations

- 1. A diversified tax base is needed – more commercial, industrial and diversity of housing.
 - a. The area between US 64 and Macedonia Church Road presents opportunities for such growth.
- 2. Ordinance amendments to incorporate comprehensive plan ideas.
 - a. Incentivize some areas for development
 - b. Requiring sidewalk
 - c. Higher density district
 - d. Commercial district
 - e. Connectivity and design
- 3. Building re-use and redevelopment for residential, mixed-use, commercial, or industrial.
- 4. Minimize suburban sprawl and be prepared to expand town limits and utilities to outside area development.
- 5. The Town should consider re-establishing its own zoning code separate from the county in order to more easily achieve its own land use goals.
- 6. The Town should consider expanding staff capacity to handle Code Enforcement and dedicating a planning and development position.

7. The Town should prioritize planning as a municipal function for both land use and development purposes by increasing staff capacity to seek and administer any and all grant funds related to revitalization or reuse.