

TOWN OF LANDIS

Comprehensive Land Use Plan 2040



Adopted: May 10, 2021
Recommended by Landis Planning Board: April 13, 2021

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Town of Landis Comprehensive Land Use Plan 2040

TOWN OF LANDIS

Landis Town Hall
312 S. Main Street
Landis, NC 28088

Adopted by the Board of Aldermen: May 10, 2021

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PURPOSE

The State of North Carolina requires local governments in NC General Statute 160D to adopt a plan to be eligible for certain funding, powers and authority by July 1, 2022. The plan is to be used as an assurance to the public that local decisions are made with a perspective on the future implications of pending decisions, and to affirm that public accountability and fiscal responsibility are considered as part of the decision-making process.

Decisions made about public spending and growth can often appear centered around individuals involved and how they may benefit. When governing board decisions adhere to an adopted plan, those individual interests are balanced with others affected by the outcome of decisions, which include citizens, property owners, and businesses.

The Town of Landis Comprehensive Land Use Plan 2040 shall serve as the adopted plan pursuant to §N.C.G.S. 160D in the planning and regulation of development.

COMMUNITY PROFILE

LOCATION

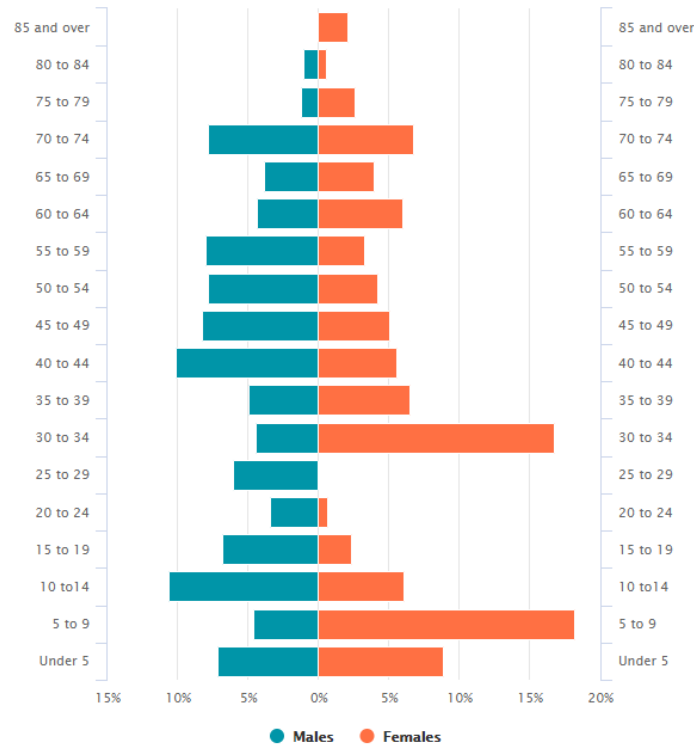
Located in Rowan County, this former mill town was incorporated in 1901 and lies on the Interstate 85 corridor between the metropolitan cities of Greensboro (to the North) and Charlotte (to the South). Main thoroughfares through town include US Highway 29/601, US Highway 29-A, NC Highway 153 with easy access to Interstate 77.

DEMOGRAPHICS

The U.S. Census Bureau prepares a detailed statistical portrait for local governments, counties and states of their respective social, economic, housing, and demographic characteristics through the 5-year American Community Survey (ACS) products. The ACS 5-year estimates are constructed as period estimates and reflect the average characteristics over the five year period. In general, unless a user knows how the estimate for each characteristic is trending over time, it is not accurate to consider the 5-year estimate as an estimate at any given point within the 5 year period. However, under certain conditions, the ACS estimates can serve as a proxy. Figures from the U.S. Census Bureau 2015-2019 American Community Survey are summarized provided below to provide demographic, economic, and cultural factors for the Town of Landis. Rather than refer to the 5 year period (2015-2019), the last year of 2019, will be used for brevity, but the full five year period will be noted as the source for tables and charts.

In 2015-2019, Landis had a total population of 3,099 – 2,046 (66.0 %) females and 1,053 (34.0 %) males. The median age was 35.7 years. An estimated 31.5% of the population was under 18 years, 31.1% was 18 to 44 years, 21.9% was 45 to 64 years, and 15.4% was 65 years and older.

Population by Age and Sex for Landis in 2015-2019



Source: U.S. Census Bureau *2015-2019 American Community Survey*

For people reporting one race alone, 68.0% were White; 26.3% were Black or African American; 0.5% were American Indian and Alaska Native; 4.7% were Asian; 0.0% were Native Hawaiian and Other Pacific Islander, and 0.5 % were some other race. An estimated 0.0% reported two or more races. An estimated 3.4% of the people in Landis were Hispanic. An estimated 65.1% of the people in Landis were White non-Hispanic. People of Hispanic origin may be of any race.

In 2019, there were 959 households in Landis. The average household size was 3.23 people. The median income of households in Landis was \$69,083. An estimated 1.9% of households had income below \$10,000 a year and 4.0 % had income over \$200,000 or more. In 2019, 5.6 % of people were in poverty. An estimated 9.0 % of children under 18 were below the poverty level, compared with 4.6 % of people 65 years old and over. An estimated 3.8% of people 18 to 64 years were below the poverty level.

In 2019, Landis had a total of 1,218 housing units. Of these housing units, 82.5% were single-family houses either not attached to any other structure or attached to one or more structures (commonly referred to as “townhouses” or “row houses”). 6.1% of the housing units were located in multi-unit structures, or those buildings that contained two or more apartments. 11.4% were mobile homes, while any remaining housing units were classified as “other,” which included boats, recreational vehicles, vans, etc. 10.0 % of the housing inventory was comprised of houses built since 2010, while 16.5% of the houses were first built in 1939 or earlier. The median number of rooms in all housing units in Landis was 5.6 rooms, and of these housing units 64.4% had three or more bedrooms.

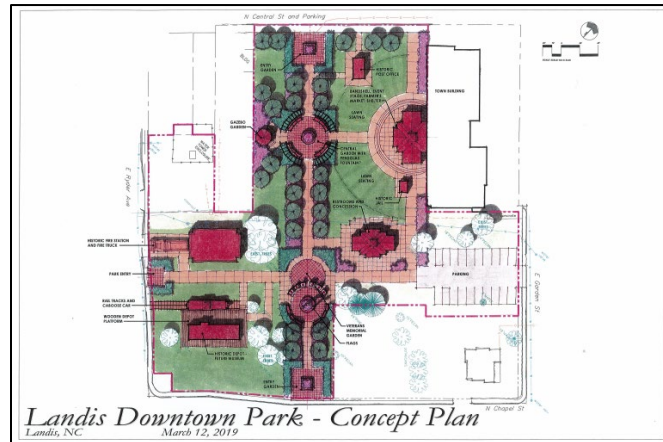
In 2019, Landis had 959 housing units that were occupied or had people living in them, while the remaining 259 were vacant. Of the occupied housing units, the percentage age of these houses occupied by owners (also known as the homeownership rate) was 79.6% while renters occupied 20.4%. The average household size of owner-occupied houses was 2.64 and in renter-occupied houses it was 5.54. 22.4% of householders of these occupied houses had moved into their house since 2015, while 21.0% moved into their house in 1989 or earlier. Households without a vehicle available for personal use comprised 0.0% and another 39.9% had three or more vehicles available for use.

In 2019, the median property value for owner-occupied houses in Landis was \$140,800. For renter-occupied houses, the median gross rent for Landis was \$1,068. Gross rent includes the monthly contract rent and any monthly payments made for electricity, gas, water and sewer, and any other fuels to heat the house. Households that pay 30% or more of their income on housing costs are considered cost-burdened. In 2019, cost-burdened households in Landis accounted for 31.7% of owners with a mortgage, 37.4% of owners without a mortgage, and 32.7% of renters.

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PLAN PREPARATION AND CITIZEN ENGAGEMENT

Determining what is important to a community is critical. One community plan was developed and adopted in recent years after citizen engagement. As allowed by §N.C.G.S. 160D-501(a1), the following plan, adopted by the Town of Landis Board of Aldermen, shall be made a part of this Town Plan 2040 and shall be referenced by Planning Department staff, appointed and elected officials when considering land use decisions to guide the present future physical, social, and economic development within the Town of Landis. The planning process for this plan included opportunities for citizen engagement in plan preparation and adoption.



[Master Plan for Downtown Landis](#) Park dated March, 2019

Town of Landis Board of Aldermen adopted the Plan on [April 1, 2019](#).

Summary of the Plan and Citizen Engagement: Summary of the Plan and Citizen Engagement: Several years ago, park property was generously donated by the late Mr. Duard Columbus (D.C.) Linn, Jr. and Mrs. Francis Cress Linn in Downtown Landis to provide the community an opportunity to fulfill their vision to develop a passive park. The park will provide the community a well-defined center for intimate and large gatherings to enrich a sense of civic pride while providing passive recreational activities. With exception of three historic structures relocated to the park site in 2013, only grass and large mature trees currently exist on the property. New recreational facilities proposed to be built include:

1. Large designed open areas with landscaping, benches, and walkways intended for recreational activities for relaxing with family and friends, picnics and lawn games;
2. Amphitheater and bandshell/community structure;
3. Picnic facilities including picnic shelter (gazebo), picnic tables and trash receptacles;
4. Court and lawn games: Areas with equipment for informal games of bocce ball and horse shoes; and
5. Trails within the park: Sidewalk pavers and textured concrete for walkways to walk and bike, steps and ADA ramps to create a trail within the park with a continuous length of approximately 0.29 miles.

Future phases of auxiliary park facilities will attract visitors to learn and celebrate Landis' history and heritage through enjoying the historic structures, antique relics and Veterans Memorial.

The Town engaged community input in the master plan by launching an online survey in March 2019 and posted links to the survey on their website in multiple locations. The survey yielded 124 unique survey responses, advertised on the town webpage which, between March 14, 2019 and March 28, 2019), as well as advertised on Facebook, from a Landis population¹ of 3,114. The Town of Landis also included a note about the survey in the Town's newsletter that was mailed out to residents in their utility bill March 31, 2019. Although the newsletter was mailed after the survey responses were collected, the note in the utility bill helped gather additional responses from survey participants.

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PLANNING AND DEVELOPMENT

GOALS, OBJECTIVES, AND STRATEGIES

Long-term planning for the future of a community is vitally important. One tool to guide the future of a community is the planning process and adoption of a comprehensive land use plan. Part of a comprehensive land use plan is designed to provide an overview of a community's existing conditions and physical development. The main function of the plan is to serve as a guide to a community's future development policy. The goals of a comprehensive land use plan aim to:

- involve the community in developing a long-term vision,
- address what should be maintained or changed in the future to achieve that vision,
- identify future land uses in an overall community-wide context,
- identify and prioritize needed future infrastructure improvement aimed at supporting the vision, and
- provide implementation guidance as to the private and public investment strategies to realize the vision.

Following are goals, objectives, and strategies for the Town of Landis.

Goal 1: ATTRACT GROWTH!

Objective 1.1: Harness the imminent opportunities of both the northward expansion of the Charlotte region's growth and enhanced I-85 access while managing Landis' growth.

Strategy 1: Encourage private investment within Landis by updating development ordinances to encourage desired development and establish quality standards and specifications to protect the environmentally sensitive and historically relevant assets of the Town.

Strategy 2: Adopt Required Review Procedures. Adopt required review procedures and standards and specifications for development in an updated Unified Development Ordinance (UDO).

Objective 1.2: Ensure quality development within the Town of Landis.

Strategy 1: Encourage development first in areas where existing infrastructure and convenient proximity to Town services are already provided. The expanding business market into Landis will be directed, through application of the Future Land Use Map and Zoning Map, to areas where utilities and services are already provided.

Strategy 2: Prepare a new UDO with standards to assure quality growth. The new unified development ordinance (UDO) will address the community's priorities to attract business and manage growth to assure safety and quality. The UDO will achieve compliance with new requirements of the North Carolina General Statutes (G.S.) by the G.S.'s deadline and add references to the Town of Landis Plan 2040 where necessary.

Objective 1.3: Have a good plan and ordinances so projects achieve the mission of the plan.

Strategy 1: *Adopt Town Plan 2040 to establish Landis as a successful community and a partner in the future growth and re-development of the area.* Establishing a clear vision and the action steps to achieve the goals established by the Town is the first task toward a bright future.

Strategy 2: *Prepare and adopt a new UDO establishing standards and specifications for new development and re-development.* The replacement of antiquated ordinances with relevant modern development standards will establish Landis as a leader in North Carolina in proactively seeking to refresh itself into a 21st century community.

Goal 2: COME TOGETHER AS A COMMUNITY!

Objective 2.1: Encourage community events co-hosted by Landis businesses and the Town.

Strategy 1: *Provide businesses with periodic Town support staff and resources to attract residents and visitors to Landis for events (i.e., parades, Veterans Day ceremonies, holiday events, and concerts) to increase pride in the community and raise exposure to local businesses.*

Objective 2.2: Identify opportunities to add parks as the number of neighborhoods grow.

Strategy 1: *Explore properties the Town could acquire to construct public parks.*

Strategy 2: *Identify opportunities for new development to provide parks in their plans.*

Objective 2.3: Pedestrian Pathways.

Strategy 1: *Require developers construct sidewalks within new neighborhoods and commercial developments.*

Strategy 2: *Prepare, fund, and implement a sidewalk master plan so the town may start budgeting toward building a sidewalk system connecting existing and future neighborhoods to schools and town amenities.*

Goal 3: IMPROVE LANDIS' IDENTITY!

Objective 3.1: Ensure the types of businesses permitted and their respective development standards starting at key locations (i.e., at Town's major entrances, along major roadways, and at Landis's main intersections): improves visitors' first impressions; strengthens the Town's identity as having a modern and healthy economy; and attracts customers from within and outside of Landis.

Strategy 1: *The new zoning map and the new UDO will ensure Town staff, property owners, interested developers, the Planning Board, and the Town Council have a clear path forward in investment and rezoning decisions consistent with the Future Land Use Map and this and other related goals, objectives and strategies.*

Strategy 2: *The new UDO will encourage investment in downtown Landis.* The UDO should integrate architectural design standards and enhanced enforcement requirements.

Strategy 2: *Create a vehicle-based services and repair district to allow for clustering of such services.* The new unified development ordinance (UDO) will establish a "Vehicle Services and Repair District" or VSR, which will establish standards and specifications for addressing the concerns experienced with business establishments which are vehicle-based service, motor vehicle repair, and storage of disabled motor vehicles. This district should be used in strategic locations, and likely not in the downtown area, as these existing or new businesses serving these needs seek additional space. This strategy is intended to turn a perceived problem into an opportunity for Landis's businesses serving local citizen needs.

Goal 4: RETAIN EXISTING BUSINESSES!

Objective 4.1: Support existing businesses and encourage additional businesses outside the downtown area that complement and not compete with downtown.

Strategy 1: *Ensure Town standards and specifications encourage growth and expansion of businesses.* The Town's new UDO will identify different commercial zoning districts with varying permitted uses and development standards.

Objective 4.2: Foster growth in local-craft businesses.

Strategy 1: *Adopt a new UDO with standards and specifications that respond to challenges associated with expanding and attracting local-craft businesses in downtown Landis.* Restaurants, artisan specialty shops, and entrepreneurs producing products high in craftsmanship within proximity to each other will generate interest and establish Landis as a destination. Ensure the UDO acknowledges the fiscal challenges a start-up business would have if required to develop property under the same conventional standards and specifications as a national retailer regarding minimum lot area, building setbacks, minimum parking and other site development standards. Adopt standards and specifications that allow conversions of existing structures into new uses, encourage shared parking, and provides flexibility in building setbacks to respond to

unique lot dimensions. Adopt administrative review procedures sensitive to challenges faced by local craft businesses to improve their successful start-up in Landis.

Objective 4.3: Identify shared parking opportunities for downtown businesses

Strategy 1: *The new UDO should allow and encourage shared parking in downtown Landis for businesses that have different hours of parking demands.* The land area and cost to develop parking is a large cost of land development that could be reduced if shared parking is allowed. The UDO should allow rear alleys downtown that provide standards that allow businesses to provide rear parking as well as allowing shared parking with other businesses of complementary hours will be recommended.

Goal 5: KEEP OUR SMALL TOWN FEEL!

Objective 5.1: Preserve the small town appeal of Landis while encouraging compatible business growth through development of revised development standards and specifications.

Strategy 1: *Create a Main Street District (MS) through zoning standards and specifications with architectural design standards and specifications and development incentives designed to allow existing business to grow and encourage compatible new development.* Careful consideration will go into the preparation of design standards and specifications that reinforce the small town feel through an understanding of architectural and urban design principles that direct the placement and massing of structures. Attention will be also given to what may be considered the public realm, typically composed of streets, sidewalks, and civic spaces to help guide the Town's decision-making of details when investing in light posts, outside furniture, landscaping and sidewalk surfaces.

Strategy 2: *Give attention during preparation of the Main Street District (MS) to address development standards of adjacent properties and streets.* As the core area of Landis increases in development interest and popularity as a destination for commerce, entertainment and civic events, it is important to allow adjacent areas to have the option to transition to new uses that may offer supportive roles through the service sector, such as professional offices, while remaining compatible to adjacent residential uses. This transition also helps add to the number of employees and the private-sector clients who may become frequent patrons of restaurants and businesses within Landis's core area. Dismissive planning of support areas to Main Streets inadvertently restricts the primary destination streets from maximizing their potential in retaining the community-cherished small town feel. The UDO can provide flexibility to allow access for parking, deliveries and other utilitarian functions.

Strategy 3: *Have the Town consider adaptive reuse of historic structures for public uses before designing new structures.* There may be existing historic structures contributing to the small town feel of Landis that are in need of significant reinvestment beyond the current property owner's abilities to provide. As opportunities arise, the Town will explore whether such historic structures may be repurposed into new and diverse uses including residential.

Strategy 4: Have the Town consider context-sensitive designs when it is time for Town-owned buildings to be constructed so that designs reinforce the small town feel.

The architectural style of publicly owned buildings has historically provided inspiration for privately developed buildings which often mimicked many design elements to create a cohesive sense of place. Large investments by the Town of Landis of civic buildings can positively or negatively have a domino effect on the designs of private-sector investments in land development. To successfully respond to the community's desire to retain a small town atmosphere, the Town must dedicate resources to design structures which emulate enduring qualities expressed by the community. An example of this principal was the design for the Town of Edenton, North Carolina's new Police Headquarters building. Its design was inspired by the Town's historic cotton mill and although it served a large governmental function, the building blended in well with the surrounding historic neighborhood and instantly created a sense of pride for the Town and area residents.

Strategy 5: Incorporate a sense of small town ambiance in public infrastructure.

The details within the public realm of a town can be as important as the privately-owned buildings themselves for maintaining a tangible small town look. When the Town of Landis is tasked with selecting sidewalks, outside furniture, utility posts and even landscaping, the Town should have a pre-selected palette of elements from which to order that are in harmony with the small town ambiance.

Goal 6: STAY FAMILY-ORIENTED!

Objective 6.1: Identify which barriers currently exist in Landis that inhibit it from being a more family friendly community.

Strategy 1: Identify whether the following barriers exist in Landis that inadvertently inhibit it from being family oriented: lack of affordable housing; exclusionary and single-use zoning; insensitive urban design; property tax too high; lack of services; lack of quality education; and crime.

Objective 6.2: Continue to support housing at affordable prices.

Strategy 1: Continue to offer practices within the Town's ability to foster development of housing at affordable prices.

Objective 6.3: Ensure the zoning map and the UDO advance interests of families in the approval process of siting child-care facilities.

Strategy 1: Review the zoning map to ascertain if zoning districts where child-care facilities are allowed are convenient to neighborhoods and employers.

Strategy 2: Ensure the new UDO's approval process for child-care facilities balances convenience to families while ensuring compatibility to surrounding land uses.

Objective 6.4: Safe Neighborhoods.

Strategy 1: Identify and continue practices that consistently achieve low crime rates throughout Landis neighborhoods.

Goal 7: PURSUE ADDITIONAL DOWNTOWN REVITALIZATION OPPORTUNITIES!

Objective 7.1: Pursue the selection of future public offices and facilities in the downtown area.

Strategy 1: Obtain property for key public uses within the downtown area. Emphasizing the role of downtown as the heart of the community by concentrating future public investments will add economic strength to this vital area by providing both jobs and purpose for citizens to be in the downtown core area.

Objective 7.2: Adopt standards and specifications and take actions that attract new businesses and residential uses within downtown with higher development and code enforcement standards to assure quality development.

Strategy 1: Ensure the new UDO encourages investment in downtown Landis through mixed uses and densities balanced with architectural and enforcement standards. The UDO should incentivize investment downtown through an allowance of compatible mixture of uses, horizontally and vertically, and a mixture of residential density coupled with architectural design standards and enhanced enforcement requirements. Also see section 8.5.1 of this document for additional information.

Strategy 2: Establish a way-finding sign program throughout Landis to enhance the visitor experience, especially in the downtown area. The way-finding signs will attractively help guide visitors to the concentrations of shopping, services, accommodations, and food/beverage businesses in Landis.

Strategy 3: Attract motorists from the new I-85 interchange into downtown Landis. Commit resources to design and decide on sign messaging and locations along I-85 to attract travelers to local businesses. Provide clear concise information on special signage designed specifically to capture attention of non-local travelers.

Objective 7.3: Identify shared parking opportunities for downtown businesses

Strategy 1: Provide standards and specifications in the new UDO that encourage shared parking in downtown Landis for businesses that have different hours of parking demands. The land area and cost to develop parking is a large cost of land development that could be reduced if shared parking is allowed. The UDO should allow rear alleys downtown that provide standards that allow businesses to provide rear parking as well as allowing shared parking with other businesses of complementary hours will be recommended.

Goal 8: ADOPT STRONG ZONING STANDARDS AND SPECIFICATIONS FOR BOARD DECISIONS!

Objective 8.1: Establish a predictable development review process.

Strategy 1: *Adopt Required Review Procedures.* Adopt required review procedures and standards and specifications for development in the new Unified Development Ordinance (UDO).

Objective 8.2: Ensure quality development within the Town of Landis.

Strategy 1: *Establish zoning districts and standards consistent with this Town Plan 2040.*

FUTURE LAND USE

The exciting aspects of this plan are not captured by the issues we have faced or the problems we believe we have, but the opportunities we have before us. The opportunities to build upon our previous successes are the greatest asset the businesses and citizens of Landis possess. This plan recognizes those attributes, identifies the community stakeholders' goals, and crafts a vision of our future. Along with the actions we must undertake to achieve the goals stated in this document, this plan provides the foundation for systematic decision-making by businesses, citizens, prospective investors in our community, and leadership at various levels.

Simply stated, the key to our success is to increase the population of the community by reasonable numbers to increase the economic activity to a level that will support the services we desire. The three groups to focus our energy on are as follows:

- Retain our young adults by creating the home-town they dream about.
- Attract newcomers by offering the dynamic small-town feel they seek.
- Encourage opportunities for our citizens to age-in-place through local options for senior living.

Creating an attractive atmosphere in Landis will contribute toward our efforts to attract young adults to return, to come home when they seek that long-term location to settle into. These same investments will attract the newcomers seeking a special small-town atmosphere with lifestyle opportunities they find attractive. When a community feels good about itself it shows and that will become its greatest attribute in attracting visitors who just want to be a part of it all. That is what successful Towns do, they become special by taking deliberate steps toward that goal and they reap the rewards when they do it well.

Focusing attention on strategic locations to reignite interest to reinforce downtown Landis and enhance existing commercial development can boost investment by re-thinking development in the corridors. Incentives to refresh and redevelop strategic sites in existing underutilized locations where existing infrastructure and location dynamics combine to support successful new investments will reinforce property values within these strategically important locations. The ***Future Land Use Map***, appearing on Figure 1, depicts a pattern of development to accommodate a combination of residential, non-residential, and mixed-use growth and redevelopment. The

map serves as the overall plan to guide decisions about future infrastructure investments and other public services for Landis's future growth.

NEW UNIFIED DEVELOPMENT ORDINANCE (UDO)

The Town has contracted to prepare a new UDO consistent with this plan. The new UDO is being prepared nearly simultaneously with the preparation of this Town Plan 2040 both of which are scheduled to be completed in mid- to late-2021.

Adoption of the new UDO will accomplish two primary objectives:

- To modernize the Town's criteria and specifications to meet current statutory requirements, and
- To make certain the criteria and specifications are designed to help Landis continues to thrive.

This '*plans and specs*' approach to Town building improves the relationship of the Town with its businesses and citizens by establishing objectives, then administering the UDO to simply achieve those objectives. By using common sense policies to encourage re-use and reinvestment in Landis, the Town can reduce tax and utility rates as the plan is implemented. This approach benefits all Landis's businesses and citizens.

The new UDO standards will establish cost saving measures for the tax and utility rate payer for all new subdivisions. When new streets are built properly, they last longer and are far less costly to maintain. These new streets must also be reported to the NCDOT upon completion to ensure the local share of the fuel tax collected from every motorist when they purchase fuel, will be returned to the Town. When these fuel taxes are returned each year, they can do more for the older streets where repairs may be warranted.

Subdivision criteria and specifications also improve utility performance and reduce cost to serve all rate payers. By establishing specific criteria for the location of lines we can reduce confusion and improve the effectiveness of future maintenance and repairs. Each utility is designated a specific location in or near the street.

The new Unified Development Ordinance (UDO) will adequately address land use in floodplains. This ordinance is mandatory in order to be eligible for the National Flood Insurance Program administered by the federal government. The new UDO will adequately address land uses and use specifications, (i.e. lot size, coverage, etc.), and stream buffers within these sensitive areas.

The administration of the new Unified Development Ordinance (UDO) consistent with this plan must be performed by experienced professionals to ensure protection of the rights of businesses and citizens. Such fair and unbiased administration must be proactive and seek to help these businesses and citizens achieve the successes they may seek that are consistent with both the adopted Town Plan 2040 and the new UDO.

The criteria or specifications included in these ordinances should accomplish some basic objectives including:

- Ensure the purchaser or owner receives a safe and reliable building product,
- Ensure the state and federal mandates are satisfied to avoid penalties, and
- Ensure the result does not increase the burden on other tax and utility rate payers without deliberate determination that such increases are for the overall benefit of the community.

The best remedy for Landis’s existing underutilized commercial areas is to encourage re-use and re-development through new zoning criteria and specifications. This approach can work well provided there is a commitment to areas where the investment in infrastructure has already been made. Policies that promote the success of neighborhoods, businesses and civic uses alike are far more desirable to all persons involved; promote a more viable future of the community; and preserve the investments made by property owners in the community. This approach respects property rights in balance: the rights of one property owner, the rights of the adjacent or nearby property owner(s), and the interests Town-wide linked to a vibrant community.

The following descriptions of districts or zones the new UDO should establish describe the character of the various neighborhoods and non-residential parts of Landis. These new districts should replace all existing districts and be accompanied by opportunity-driven district standards: opportunities for both growth and preservation of natural areas.

Careful consideration has been given when crafting the criteria and specifications for development to avoid as much non-conformity or “grandfathering” as possible. While some properties may not avoid a non-conforming (grandfather clause) status, it is very important to make as much existing development compliant as reasonably possible. This attempt should not be misguided into making fundamentally poor choices in drafting the UDO, nor should it fail to recognize the role of property maintenance rules.

Agriculture District

The Agriculture District (AG) is established to protect lands used for agricultural production, agriculturally based businesses and related activities. Farmland is a defining element of Landis’s traditional identity and the protection of these lands aids in preserving the character of the Town until such time as new development is preferred by the Town. Listed uses are limited, with an emphasis on uses that are agricultural in nature. Development density is very low to encourage preservation of agricultural lands while discouraging large lot residential subdivision type development and excessive septic system utility. The Agriculture District can also be used to preserve open spaces.

Single-Family Residential Districts

The Single-Family Residential Districts (SFR-1, SFR-2 and SFR-3) provide for the completion of existing residential neighborhoods and the development of new residential neighborhoods. Allowed building/lot types in the Single-Family Districts are Detached House. Listed uses are restricted to Single-Family, including duplex (two-family), homes and their accessory uses. Neighborhoods in these districts are the dominant land use in Landis and are a major element in defining the character of the community. Standards for the Single-Family Residential Districts promote that new development maintains the character of the community. The Single-Family Residential Districts permit the completion and conformity of conventional residential subdivisions already existing or approved in sketch plan form by the Town of Landis prior to the effective date of these regulations.

Residential Main Street Transition District

The Residential Main Street Transition District (RMST) provides for the completion of residential neighborhoods in the residential area(s) surrounding the Main Street and contiguous Civic Districts through in-fill development. The intent of this district is to recognize that gradual transformation of existing development to high quality mixed density residential development is needed to support the central core of the Town. Higher density residential development allows a greater number of households to walk or bike, thus supporting businesses while reducing the parking demand and providing environmental and health benefits. Allowed building/lot types in these districts are the Detached House, Attached House, and Multi-family Building. Streets in the Residential Main Street Transition District should be interconnected, with streets and sidewalks providing a connection from Landis's Main Street and other mixed-use districts to the Single-Family Residential districts surrounding these neighborhoods. A range of housing types is encouraged. Criteria for the mix of building types establishes compatibility.

Main Street District

The Main Street District (MS) provides for new development, revitalization, reuse, and infill development in Landis's core downtown. A broad array of uses is listed to enable the needs of residents and visitors to be met. Allowed building/lot types in this district are Urban Workplace, Shop-front, Detached House, Attached House, Multi-family Building, and Civic Building. The development pattern seeks to integrate shops, restaurants, services, workplaces, civic, educational, and higher density housing in a compact, pedestrian-oriented environment. The Main Street District serves as the hub of the surrounding neighborhoods and of the broader community. The Main Street District may be expanded over time to meet the needs of the growing community for downtown facilities and services. Expansion of the Main Street District shall be contiguous and not separated from the primary district area.

Civic District

The Civic District (CIV) provides a location for educational, medical, governmental, religious, and other institutional uses. Large developments in the Civic District are encouraged to provide a master plan to the Town. Institutional uses in the Civic District are required to provide pedestrian connections on their campuses and, to the extent possible, develop an internal street system with structures fronting on the streets. Parking should not be the dominant visible element of the campuses developed for institutional uses. Providing a unique district for civic uses will establish uniform standards.

Mixed-Use Districts

The Mixed-Use Districts (MU-1 and MU-2) are established to provide opportunities for both compatible and sustainable re-development where underutilized commercial properties already exist as well as infill sites where site specific land planning of new development creates opportunities for businesses and various housing designs sharing community amenities and enhancements. Existing auto-oriented street, lot, and building designs can create uncomfortable pedestrian environments; however, with careful site planning these areas will allow a greater number of residents to walk or bike to businesses and services with an interconnected network of streets and sidewalks. Allowed building/lot types are Highway Commercial, Urban Workplace, Shop-front, Detached House, Attached House, and Multi-family. Dominant uses in this district are residential, retail and office. The Mixed-Use Districts are expected to serve Landis residents as well as persons who travel from surrounding communities. The development pattern in this district acknowledges the role of the automobile, with parking and access provided to promote

safety for the motoring public. Development standards in the Mixed-Use Districts promote the creation of a pleasant pedestrian-friendly auto-oriented environment while enabling a compatible transition to uses in adjacent neighborhood districts.

Interstate Highway 85 Commercial District

The Interstate Highway 85 Commercial District (C-85) is established to provide opportunities for compatible, resilient and sustainable development along the Interstate Highway 85 corridor. Development standards in the C-85 district acknowledge that the automobile is the primary mode of transportation. Development and design standards encourage pedestrian scale development along a secondary street network serving larger projects. Goals of the C-85 district include providing a pleasant calm environment for motorists, a safe environment for pedestrians within a network of streets and pedestrian facilities; promoting the safety of motorists, cyclists and pedestrians; and preserving the capacity of the transportation network outside the core area as shown in the adopted Town Plan. Uses in this district include commercial goods & services, employment, and some limited small-scale industrial. Allowed building/lot types include Highway Commercial, Urban Workplace, and Shop-front.

US Highway 29 Commercial District

The US Highway 29 Commercial District (C-29) is established to provide opportunities for compatible, resilient and sustainable development along the US Highway 29 corridor. Development standards in the C-29 district acknowledge that the automobile is the primary mode of transportation. Development and design standards encourage pedestrian scale development along a secondary street network serving larger projects. Goals of the C-29 district include providing a pleasant calm environment for motorists, a safe environment for pedestrians within a network of streets and pedestrian facilities; promoting the safety of motorists, cyclists and pedestrians; and preserving the capacity of the transportation network outside the core area as shown in the adopted Town Plan. Uses in this district include commercial goods & services, employment, and some limited small-scale industrial. Allowed building/lot types include Highway Commercial, Urban Workplace, and Shop-front.

Vehicle Service and Repair District

The Vehicle Service and Repair District (VSR) is established to provide locations for specific uses that, due to their unique characteristics and importance to the community, and the traveling public, require different criteria and specifications than typical commercial development. Development standards in the Vehicle Service and Repair District acknowledge that the automobile is the primary mode of transportation in suburban communities and there is a vital need for such businesses to be located in close proximity to one another. Uses within the Vehicle Service and Repair District are buffered from adjacent uses. The dominant uses in this district are vehicle oriented and/or dependent and include vehicle-based services, vehicle repair shops and disabled vehicle storage areas. The Vehicle Service and Repair District is reserved for uses which require broad maneuvering spaces and avoid pedestrian interaction with potentially hazardous conditions. Goals of the Vehicle Service and Repair District include providing a pleasant environment for motorists, a safe environment for pedestrians along the network of streets and pedestrian facilities; promoting the safety of motorists and pedestrians; and preserving the capacity of Main Street and it's interconnecting network of streets outside the core area as shown in the adopted Town Plan. Uses in this district include heavy commercial goods and services for motor vehicles, and some limited industrial. Allowed building/lot type is Highway Commercial.

The Industrial District (IND) is established to provide locations for industrial uses that, due to the scale of the buildings and/or the nature of the use

Industrial District

The Industrial District (IND) is established to provide locations for industrial uses that, due to the scale of the buildings and/or the nature of the use, cannot be integrated into the community. Uses within the Industrial District are buffered from adjacent uses. The dominant uses in this district are manufacturing and warehouse storage. Small scale manufacturing and storage that is compatible with less intensive uses can and should be located in other non-residential or mixed-use districts. The Industrial District is reserved for uses which require very large buildings and/or large parking and loading facilities.

Traditional Neighborhood Development Overlay District

The Traditional Neighborhood Development Overlay District (TNDO) provides for the development of new neighborhoods and the revitalization or extension of existing neighborhoods. These neighborhoods are structured upon a fine network of interconnecting pedestrian-oriented streets and other public spaces. Traditional Neighborhood Developments (TND's) provide a mixture of housing types and prices, prominently sited civic or community building(s), stores/offices/workplaces, and churches to provide a balanced mix of activities. A Traditional Neighborhood Development (TND) has a recognizable center and clearly defined edges; optimum size is a quarter mile from center to edge. A TND is urban in form, is typically an extension of the existing developed area of the Town and has an overall residential density of up to eleven (11) dwelling units per acre. TNDO districts should have a significant portion of land dedicated to improved open spaces, and reserve un-improved open spaces where environmentally sensitive areas are located.

Scenic Corridor Overlay District

The Scenic Corridor Overlay District (SCO) is established to protect the pastoral scenes and open spaces that provide a sense of arrival for residents and visitors traveling the major entrance roads and gateways to the Town. The pastoral scenes and undeveloped property along the entrance roads and gateways contribute significantly to Landis's community character and sense of place. The Scenic Corridor Overlay District provides development options for the owners of the property abutting the entrance roads and gateways. The goal of this district is to protect the scenic value of the corridors through a mix of incentives and development standards. These standards will preserve the suburban character of the Town by maintaining the sense of a suburban corridor in an urban environment; provide an aesthetically appealing experience for those traveling the corridor; provide multi-modal transportation options for travel; and promote a safe transportation corridor for motorists, bicyclists, and pedestrians.

Heavy Industry Overlay District

The Heavy Industry Overlay District (HIO) is established to protect all environments from the negative impacts of certain activities and types of development. It is the intent of this district to provide and permit certain public and private heavy industrial uses and facilities that incorporate hazardous materials and/or scientific technology, including wholesale, distribution, storage, processing, manufacturing and production. However, it is required that industries in this district take all necessary actions including but not limited to installation of apparatus and technological equipment available to prevent negative impacts on the environment and the community from

the emissions of smoke, dust, fumes, noise and vibrations and other activities and/or products resulting from such hazardous industrial activities in accordance with federal, state and local regulations.

Mini Farm Overlay District

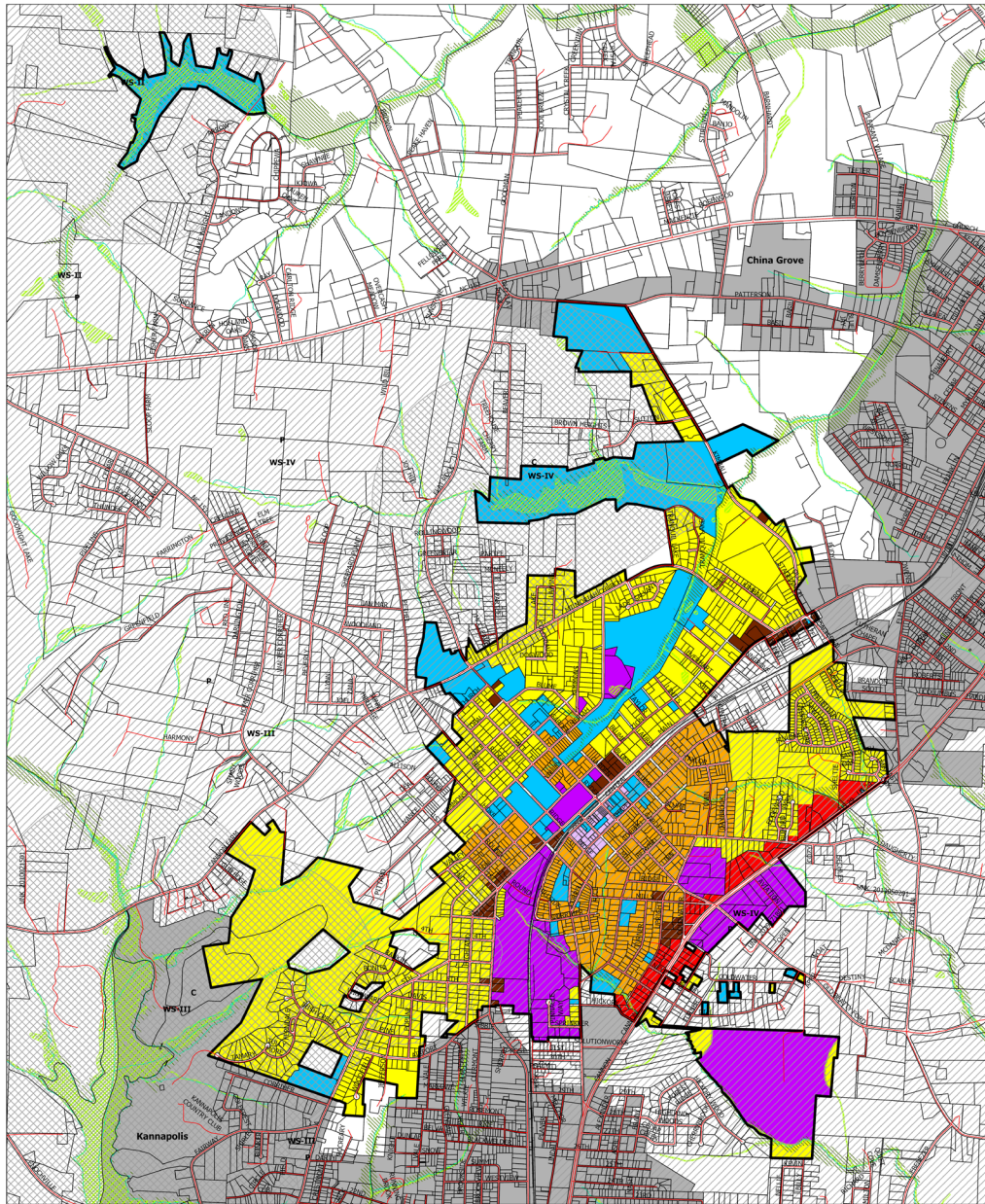
The Mini Farm Overlay District (MFO) permits buildings to be grouped on a site, parcel, or property in order to optimize the use of land and resources for both residential and agricultural purposes. By clustering development at a density no greater than one unit per developed acre, projects developed in accordance with these standards can obtain density bonuses while preserving unique natural features for agricultural use. The Mini Farm Overlay District mandates the dedication of both agricultural land and open space with density bonuses provided as an incentive for adhering to the standards. It is the intent of this district to be used for new development in undeveloped outlying areas of the Town and its extraterritorial jurisdiction. Allowed building/lot type is Detached House.

Manufactured Home Overlay District

The Manufactured Home Overlay District (MHO) is established to protect the standard of living and neighborhood conditions. Established standards that will enable the use of innovative manufactured homes with a higher aesthetic standard will invigorate these communities. Non-conforming manufactured home parks that have not received approval for continuation would be amortized over a period of time to allow the owner/operator to meet reasonable financial payback expectations in accordance with accepted practices in North Carolina. Existing parks could be limited to less fundamental standards and specifications, while new parks are required to meet a higher standard. These parks may be ideally suited for alternative designs such as Tiny House, Park Model and other styles of housing where installation standards are considered temporary. The overlay could be expanded to apply to permanent installations of innovative manufactured housing in subdivisions or parks in accordance with G.S. 160D-909.

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Figure 1 *Future Land Use Map*



Future Land Use Map

Landis, NC May 10, 2021

<ul style="list-style-type: none"> — Roads — Railroad — Stream Centerline Water Bodies 2018 Flood Zone Wetlands Identified by USFWS WS-II, III, & IV CA Water Supply Watershed Critical Areas - Consult NCDEQ WS-III & IV P Water Supply Watershed Protected Areas - Consult NCDEQ <p>Jurisdictions</p> <ul style="list-style-type: none"> Landis Town Limit Surrounding Municipal Jurisdictions 2021 County Tax Parcels 	<p>Future Land Use Designations</p> <ul style="list-style-type: none"> Rural Neighborhood Transitional Neighborhood Mixed Use Civic Commercial Town Center Employment/Manufacturing 	<div style="text-align: center;"> </div> <div style="text-align: center;"> </div>	<p><small>Sources: Source of Wetlands Data: U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI), February 21, 2020. The source of the 2021 parcel data is Rowan County, NC GIS.</small></p> <p><small>Prepared by: N-Focus, Inc.</small></p>
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