

Participant's Comments from the Highway 150 Public Meeting

11-21-13

The following is being forwarded to you for informational purposes in order to keep you informed during the Highway 150 Corridor planning process. This listing contains individual comments from attendees at the November 21, 2013 meeting. Similar comments have been grouped together in this document with notation of the number of people that agreed with an individual statement. Ideas that were similar, but included an additional observation have not been grouped.

Land Use Comments

- I like the Sherrills Ford Village Plan. (3 agree)
- [Village at Sherrills Ford and 150] Good idea/Great idea/Yes. (3 agree)
- Increase commercial development while incorporating [measures to protect] the environment. (3 agree)
- Need for medical along 150!
- [Need] Planned Area for medical/hospital.
- Grocery store is a must!!
- [Village at Sherrills Ford and 150] Yes, We need a grocery store! Costco, Wegmans, Trader Joes.
- [Terrell Village Center] Grocery and kid activities. (2 agree)
- [Sherrills Ford Village Center] Need YMCA with indoor pool! Needed now! (6 agree, 1 disagrees)
- [Sherrills Ford Village center] needs a nice gas station.
- [Sherrills Ford Village center] needs a police station.
- Need Charter School.
- Need 55 and over community.
- Need open air shooting range.
- [Village Center at Sherrills Ford and 150] Yes, this needs to happen—why should Catawba County residents give our money to Iredell & Lincoln Counties. Catawba County needs to quit being selfish to residents and have accommodations.
- Need shopping, doctors, etc [at Slanting Bridge Village center] to keep taxes in Catawba County. Keep Catawba County taxes spent in Catawba County. Don't send our taxes to other counties. (4 agree)
- [Sherrills Ford Road] Do not allow new construction without saving room for a wider (4-lane) road.
- Commercial should be in the [area between the railroad and Sherrills Ford Road, the proposed Village Center, and area east of Slanting Bridge along 150.]
- Development on Slanting Bridge and 150 strip mall – with one entrance, not multiple. Need pedestrian crossing. (3 agree)
- Great ideas!! Make it happen.
- Please don't make Sherrills Ford the next Mooresville. We need buffers for commercial use. I.E. Cary NC, Hilton Head SC.
- Need Grocery store and medical office/facility [at Slanting Bridge and Hwy. 150] (4 agree)
- Need golf driving range [along Sherrills Ford Road south of the railroad].
- Please keep community rural. Don't allow any more commercialism of our home lands.
- [From the new Hwy 16 to the Old Hwy 16] Leave this area residential.
- [Mount Pleasant to Slanting Bridge] Residential zoning only.

- [Slanting Bridge Road west to Lake Norman] Keep residential.
- [Slanting Bridge to railroad] A lot of wildlife in this area—no commercial!!
- [Area between the railroad track and the east side of Slanting Bridge] Keep this area as is.
- [Slanting Bridge and Hwy. 150] Keep area as is.
- Development of this parcel [Slanting Bridge Village Center, south of Hwy. 150] as a shopping center will degrade water quality of coves if extra restrictions are not required.
- [Village at Sherrills Ford and 150] No.
- No village. No change.
- Bring in the development and allow multi-family homes (2 agree)
- Ensure multi-family development and commercial development coexist in consolidated areas – We don't want commercial sprawl along 150. (2 agree)
- [Multi-family and village center at Terrell and commercial at Hwy. 150/16] Watershed [issues].
- [Designate a regional commercial center at intersections of Hwy 150 and the new and old 16] No.
- Prevent growth as much as possible.
- [Industrial uses] None!
- [Neighborhood Commercial Center] at intersection of Hwy 150 and Mt. Pleasant Road] No (2 agree)
- [High Density Corridor along Sherrills Ford, Beatty and Island Point Road, running ¼ mile on each side of roads] High density should not be allowed until public sewer is available and ordinance requires additional stormwater detention and treatment. Existing stormwater rules will be inadequate to protect coves and streams.
- [High Density Corridor along Sherrills Ford, Beatty and Island Point Road, running ¼ mile on each side of roads] Re-designate to Medium Density until Sherrills Ford Road is widened.
- [High Density Corridor along Sherrills Ford, Beatty and Island Point Road, running ¼ mile on each side of roads] Rezone it again—back to residential only.
- [Area of one-acre zoning] Go back to two-acre average density to preserve open space and wildlife land—don't think the citizens understood what the density meant. Not a house on 2 acres, but clustering to allow more open space. Hard to accomplish with current UDO.
- [Area of one-acre zoning] Agree with two acres.
- [Area of one-acre zoning] Two acres is great. Need to reduce property values. Property is a liability, not an asset.
- [3/4-acre lots within a 1000-foot strip around Lake Norman] How about watershed? All this development will cause more pollution.
- [Village center at Sherrills Ford Road/Hwy 150] Need parking lot watershed restrictions.
- [Regional commercial center at Hwy. 150 and new and old Hwy. 16] Need water shed restrictions.
- [Medium Density within a 1000-foot strip around Lake Norman] Septic tanks have a record of failure in clay soils in this area. New development should not rely on septic tanks or package plants which have a history of failure.
- New development should not be allowed until public sewer is available for the developed area. Package plants and septic tanks have a history of failure, which degrades water quality.
- [Mixed Use Corridor Overlay (MUC-O)] Overlay should also include requirements for additional stormwater controls, greater buffers, and greenways along creeks. In addition, new development should not be allowed until public sewer is available for the property to be developed. (2 agree)
- [Medium Density within a 1000-foot strip around Lake Norman] Septic tanks are much more reliable than water treatment plants. One spill usually equals thousands of gallons of contaminant into the lake.
- [Medium Density within a 1000-foot strip around Lake Norman] Allow current residents the ability to use water system already installed and “hook-up” to the new water system.

- [Mixed Use Corridor Overlay (MUC-O)] Create the new development while also protecting our environment. “Green City” (2 agree)
- [Mixed Use Corridor Overlay (MUC-O)] Control development by holding developers and builders accountable for community infrastructure needs. Instead of taxpayers always being responsible, minimize their incentives so that development projects are adequately planned for and not “crammed” into place like Mooresville.
- [Mixed Use Corridor Overlay (MUC-O)] No.
- [Slanting Bridge Village] need grocery store!
- [Slanting Bridge Road Library Area] Need grocery store and pharmacy in this area too!
- [Slanting Bridge Road Library Area] Grocery store and pharmacy is 10 minutes or less from Terrell in BOTH directions.
- [Slanting Bridge Road Library Area] Should not be a new library.
- [Water and Sewer] Dig them up.
- Water and sewer should be extended to Slanting Bridge!!!
- [County owned property at Slanting Bridge Road] Park would be great!
- [County owned property at Slanting Bridge Road] High school and middle school closer to this area.
- [County owned property at Slanting Bridge Road] Leave natural.
- [Affordable housing—multifamily housing and patio homes are examples] No. Affordable housing is great. Cut out property taxes, that will help. Stop regulations. Quit developing.
- [Affordable housing] No!!! (2 agree)

Bicycle Transportation Comments

- Make bike lanes on 150. Share the road. Bike lanes really needed. (5 agree)
- Need bike lanes for 150, and where possible, all entrance roads. (4 agree)
- Make bike lanes separate and convenient for Catawba County residents who commute daily into Mooresville. Eight mile bike into Mooresville from Terrell or Sherrills Ford is desirable.
- We need a safe bike lane on Hwy. 150 from Slanting Bridge Road to Mooresville. We’d commute daily if it were safe.
- Bike lanes that are safe would take cars off the road. Good for people and the environment.
- Family friendly rails for bikes, running, etc.—not on 150 because too busy, but central and convenient (4 Agree)
- Agree—Excellent time to make roads safe for cyclists.
- Add bike rails, walking trails, and bike lanes.
- Need to ensure these [bike] paths integrate with new development.
- LOVE THIS! Encourage a public bike share program too.
- [Village center] Need to ensure any development is walker/biker friendly to encourage outdoor activity. Will existing communities be able to access village by bike, walking, or golf cart? (4 agree)
- Need bike and walking/jogging paths along Island Point!
- If you have bike routes, put in bike lanes.
- Have you ever driven [on Little Mountain Road] -- Dangerous for cyclers?
- Bike paths and/or walking on roadways – too many people using roads for biking and running!
- Don’t allow pedestrians or bicycles on 150 or Slanting Bridge until extra widening is done. To dangerous now.
- No bike trails on 150!
- Keep bikes off of 150—keep it safe for everyone! (2 agree)
- Keep bikes in yard. Don’t buy a bike if you don’t have room to ride it

Vehicular Transportation Comments

- Need to improve traffic flow through here now [Hwy. 150/Sherrills Ford intersection].
- Control access to commercial areas (not allow direct access from 150)—not like Mooresville.
- Control access from 150 to commercial sites. [Create a] Birkdale type Village Center.
- Need Service roads to the business areas along 150.
- Pursue funding for Highway 150 at Sherrills Ford Road.
- [Widening Highway 150] Needs to be a priority before development. Traffic is already a disaster!
- Must widen 150 FIRST before other development (3 agree)
- Infrastructure needs to be in place first. Then land use can be next. (4 agree)
- What is the impact to the crossroads going to be? Are plans being reviewed for congestion on Slanting Bridge, Sherrills Ford Road, etc?
- [Widening Highway 150] Minimize the footprint.
- [Widening Highway 150] No.
- No widening [Hwy 150]. Keep as is.
- Please don't widen 150. Too much traffic already.
- There are no indicators of the economy improving. No government agency should spend unnecessary money. Postpone [Hwy 150 widening] for at least two years.
- Keep further commercial development off 150 between County line and new Hwy. 16. Limit population density growth to include lots of green space!
- Connect Big Timber Drive to Little Road and Stillwater for alternate exit from Reid Circle.
- Complete road and intersection improvement in front of Sherrills Ford Elementary school.
- Need red light at Greenwood.
- Need traffic light at Sherrills Ford Road and Island Point Road during school hours.
- A traffic light was promised at Sherrills Ford Road and Island Point Road when the school changed its entrance and that was how many years ago?
- No traffic lights. No improvements.
- Review Grassy Creek Road/150 – several accidents. 150 cut-through to Hwy 16. (2 agree)
- Review Mt Pleasant and 150.
- Sherrills Ford Road & Slanting Bridge is dangerous. If you don't drive a taller SUV you can't see when turning left onto Sherrills Ford Road.
- [Highway system] Need to create a Council of Planning like the NC73 COP to coordinate land use and transportation along the corridor.
- Agree that a Council of Planning should be created. Roads near Raleigh are all big and beautiful, but those in our County (Hwy 150) and I-77 through Charlotte are horrible!
- Need rapid transit on both sides of Lake Norman to Charlotte.
- Need mass transit from Mooresville to new 16 via 150.
- [Mass transit connection to Mooresville and Charlotte Transit System] Agree 100% (3 agree)
- [Mass transit connection to Mooresville and Charlotte Transit System] No.
- [Reduce speed limit to 45 mph on Slanting Bridge Road and Mt Pleasant Road from Little Mountain Road to Hwy 150] Absolutely! The intersection of Mt Pleasant and Little Mountain is dangerous. A blinking light is insufficient.
- [Reduce speed limit to 45 mph on Slanting Bridge Road and Mt Pleasant Road from Little Mountain Road to Hwy 150] Absolutely not—45 is too damaging to cars, and too fatal to humans. Raise all speed limits.
- Reduce [speed limits] on the whole Mt Pleasant Road to 45. (2 agree)

- Have a longer 35 mph [speed limit] at the General Store area.
- Need a stoplight at Sherrills ford Road and Island Point Road!
- Progress is good. Keep traffic to minimum. Add 4-lanes through Terrell.

Highway 150 Bypass for the Terrell Historic District

Background: NCDOT's Plan is for a 4-lane grassed median design for Highway 150. However, there is not enough space for this design in the Terrell historic area so meeting attendees were asked place a dot on their preferred alignment of the highway.

- Overwhelmingly, with 181 votes, keeping the highway in its present location, but eliminating the grassed median in Terrell was the preferred choice.
- One person wanted the highway to bypass Terrell to the north
- Two preferred the southern bypass which went through the southern part of Terrell.
- No one chose the option of the most southerly route which completely bypassed the historic district.

Other bypass Comments

- Widening of NC Hwy 150 should follow existing path. (4 agree)
- Minimum 4-lane road through Terrell.
- [Terrell Historic District] Widen existing road bed. Get rid of Historic District. Not much historical about intersection. (3 agree)
- Why go around Terrell? Widen 150 and go through it! No by-pass is needed or wanted! (2 agree)
- Keep [150 route through Terrell] on 150. It's already existing.
- [Terrell Historic District] What is the definition of a Historic district???
- What exactly constitutes the [Terrell] "Historic District? There is none!
- [Architectural controls in Terrell Village] Good idea.
- [Architectural controls in Terrell Village] No building.
- [Terrell Historic District] Tear down the two buildings at the corner.
- [Terrell Historic District] Save Terrell store, move it! Tear down other building in disrepair.
- [Terrell Historic District] Consider relocating historical buildings to new development and developing with a historical these (i.e. make all buildings look historical) Don't create another humdrum set of square brick buildings. Let's differentiate ourselves! (3 agree)
- Move the Historic District. Move the buildings. Is this a joke? Those are two old rundown buildings. We are not about Roman treasures.
- Reassess the historical district or the structures to ascertain they can be saved. There is really no "district".
- Mount Rehobeth Church and cemetery, and a slave cemetery are located within the Terrell Historic boundary.

Miscellaneous Comments

- A blue granite vein [exists by the southern tip of the Terrell Historic District Boundary].
- No water and sewer. No gas.
- No more ash!! (13 agree)
- Please monitor radiation levels.
- Gateway Improvements—yeah. Let's make it attractive and a nice place to live, spend dollars, etc. (2 agree)

- A park with walking and kid biking type paved areas is also desirable, but more for recreation than commuting.
- Increase mixed use corridor (MUC-O) distance on Sherrills Ford Road. Ugly building across from new library.
- Extend water and sewer [on Slanting Bridge Road, south of Hwy 150, across the lake]. (2 agree)
- No, [to a treatment plant to provide sewer on Slanting Bridge Road, south of Hwy 150, across the lake] too close to Lake Norman. Put it behind the power plant.
- Catawba County needs more funding for the parks it already has so investors will see the potential for Mt. Creek Park!
- [Voluntary Agricultural District] Yes! (2 agree)