

Highway 150 Open House Introduction/Summary

November 21, 2013

A drop-in session was held at the Sherrills Ford-Terrell Fire and Rescue facility on November 21, 2013 to gain public input for the County's Highway 150 Corridor Plan. Approximately 256 people signed in for the event. Large scale maps were displayed showing the Corridor Area Study Boundary, Current Land Use, Current Zoning, Current Zoning Overlays, Public Facilities/Utilities, Natural/Cultural Resources, Volunteer Agricultural Districts, and a location map of development projects approved along with corresponding site plan displays for the Slanting Bridge Village Center, the Library, Lowes, and Crosland Bridgewater commercial planned development.

There were also several large copies of maps for Future Land Use/Economic Opportunities and Future Transportation/Multi-Modal facilities, and wall sheets with recommendations from the Sherrills Ford Small Area Plan (SAP). Attendees were encouraged to draw their vision for future land uses along the Hwy. 150 corridor and transportation maps and write their opinions on the SAP wall sheets in order to have their ideas captured as part of the Highway 150 planning process. NCDOT had maps showing the Hwy. 150 road widening project, which included three bypass alternatives around the Terrell Historic District, and the option to keep the current alignment, with the elimination of the grass median through Terrell. Attendees were encouraged to note their preferences on each map.

Comments on the Future Zoning/Overlay/Economic Opportunities maps indicated that people wanted a grocery store and gasoline station along Hwy. 150.

- Most participants agreed that the Village Center at Slanting Bridge and/or a Village at Terrell along Sherrills Ford Road would be welcome; however, they wanted a single vehicular access with pedestrian crossings to the facilities in order to avoid further traffic problems.
- Congestion was a major issue on people's minds. To help alleviate traffic problems many felt stretches of Hwy. 150 should be zoned residential, particularly from the west end of the corridor to Mount Pleasant or even Slanting Bridge, while others said from Lake Norman east to Slanting Bridge, and between the Old and New Highways 16.
- Central business access was desired, as opposed to individual driveway cuts to Hwy 150.
- Several people made comments that commercial opportunities were needed along the corridor in Catawba County in order to provide convenience while keeping the tax base in the County.
- Bike lanes were considered necessary.
- Many felt the infrastructure should be installed before any more development was approved.

Generally speaking, participants recognized the need for and welcomed commercial activities, but wanted them somewhat consolidated with joint access to avoid commercial sprawl.

The Transportation/Multi-Modal map contained an inset showing NCDOT's four alternates for Hwy. 150 in relation to the Historic Terrell Area. An NCDOT representative was at the open house and answered several questions about the widening project.

NCDOT's Plan is for a 4-lane grassed median design; however, there is not enough space for this design in the historic area, so people were asked to note their preferred alternate by placing dots on their optimal Highway 150 route through Terrell.

- 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, and two preferred the southern bypass which went through the southern part of Terrell. None chose the option of the most southerly route which completely bypassed the historic district.
- Several made comments that the Terrell Historic District Boundary should be adjusted, or the buildings should be moved farther from the road. Others said the district should be eliminated since the district contains only two historic buildings with the historic house on the south side of Hwy. 150 being in disrepair. (Further research has found there are additional structures, including a church and cemetery, and a slave cemetery within the district.)

The Sherrills Ford Small Area Plan Recommendation sheets contained the following comments in addition to those listed above.

- Highway 150 intersections with Sherrills Ford and Slanting Bridge are dangerous and need to be reviewed.
- The County must ensure that multi-family and commercial coexist without creating sprawl.
- Development needs to be controlled so it is not just crammed into the area.
- Several wanted a mass transit system along the Corridor.
- Some wanted the Mixed Use Overlay District (MUC-O) extended farther north along Slanting Bridge and Sherrills Ford Roads to ensure attractive development.
- Review of the Historic District and the need for bike lanes were reiterated.

This summary and a complete list of comments will be posted on the Planning Department's Website along with a link to NCDOT's website. Similar comments on the list have been grouped together with notation of the number of people that agreed with a statement. Ideas that were similar, but included additional observations were not grouped.