Highway 150 Corridor Plan



"Where Yesterday Meets Tomorrow"

Catawba County

Adopted September 8, 2014

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Table 1: Plan Action Strategies *(PASs) Legend						
Chapter Title (Key letter underlined)	Letter (symbolizing chapter title)	Chapter Number	Chapter Principal (P)	Chapter Goal (G)	**Timeframe Ranges: Short, Mid, Long	***Priority (H), (M), (L)
Economic Development	E	2	EP	EG	**	(H), (M), (L)
Land Use and Community Design	L	3	LP	LG	**	(H), (M), (L)
Transportation	T	4	TP	TG	**	(H), (M), (L)
Public Services and Community Facilities	P	5	PP	PG	**	(H), (M), (L)
Natural/Cultural Resources and Open Space	N	6	NP	NG	**	(H), (M), (L)

*PASs- Plan Action Strategies were formulated using the "SMART" criteria:

- **S**pecific- Is it specific enough?
- **M**easurable- Can you measure it?
- **A**chievable- Is it achievable and supported among stakeholders?
- **R**ealistic- Is it cost effective?
- **T**imely- What is the timeframe?

**Timeframe- Each priority level is further categorized by the estimated time (See PASs Tables, "timeframe") to implement the PASs as follows:

- 3-6 months — Short Range
- 6-18 months
- 18 months-3 years

- 3-5 years — Mid Range
- 5-10 years

- 10 + years — Long Range
- Ongoing

***Priority Criteria is based on ease of implementation, political and community support, cost /benefit, funding availability, and timeframe.

- High-(H)
- Moderate-(M)
- Low- (L)

Chapter 1

Highway 150 Corridor Plan

INTRODUCTION

Over the past 15 years, Catawba County has undertaken a series of long-range planning initiatives to assist coordinated growth and development of the County. These plans included a county-wide comprehensive plan, referred to as VisionQuest 2010 (1996), a Strategic Growth Plan (1999) and smaller focused plans referred to as "Small Area Plans" (SAP).

Within the last several years, there has been noticeable activity in and around the Hwy. 150 corridor as it is a vital connector between Hwy. 16 and I-77. The Corridor links the Charlotte and Hickory metro areas. The past two decades have also seen considerable growth in the area north of Charlotte along I-77. This growth trend will most likely take place between the Terrell and Denver areas within the next decade and beyond.



US Highway 150

PURPOSE

The purpose of the Hwy. 150 Corridor Plan, hereafter referred to as the "Plan", is to: (1) develop a set of goals based upon applicable principles in the Sherrills Ford SAP , and (2) prepare a series of Plan Action Strategies (PASs) with measurable outcomes, and realistic timelines. *See Table 1: Plan Action Strategy (PASs) Legend prior to this chapter and each Plan Action Strategy (PASs) table at the end of their respective chapters. The legend explains the symbols, prioritization, and timelines associated with each PASs. The appendix also has a consolidated PAS table for convenience.* The plans described in the *Background* sec-

Highway 150 Corridor Plan

Introduction 1

Purpose 1

Plan Area 2

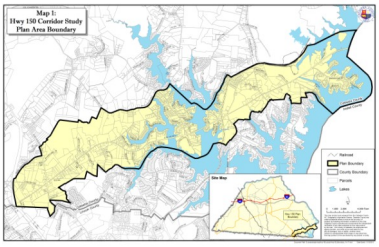
Background 2

Process 5

tion are still valid and serve as the foundation for this Plan.

More specifically, the Plan addresses a series of issues focusing upon:

- A smaller geographic area than what was previously defined within the Future Forward Plan, and the Sherrills Ford SAP;
- The identification of potential economic and educational opportunities;
- An improved transportation network;
- A more harmonious development approach for the County and other jurisdictions along Hwy. 150; and
- Modifying land use recommendations and design standards.



Study Area

PLAN AREA

The boundary of the corridor extends approximately one-half to one-mile north of Highway 150, following the Seaboard Coast Railroad right-of-way, running along Mt. Pleasant Road, along property lines to Highway 16 Business, and then to the new Highway 16. To the south, the corridor extends approximately one-half mile and follows the edges of Lake Norman and property lines. The corridor runs from the Catawba River to the Lincoln County line. *See Map 1: Hwy. 150 Corridor Study Plan Area Boundary.*

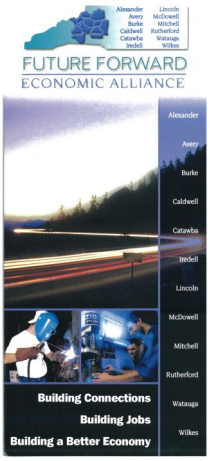
BACKGROUND

As noted in the *Introduction* above, several plans have been adopted/accepted which include components relative to the Hwy. 150 corridor. Following is an overview of those plans and key components, several of which are incorporated into this Plan.

FUTURE FORWARD (2003) – In the Summer of 2002, a committee of business, government, and academic leaders was formed to include twelve counties in North Carolina's 10th and 11th Congressional District. The Fu-

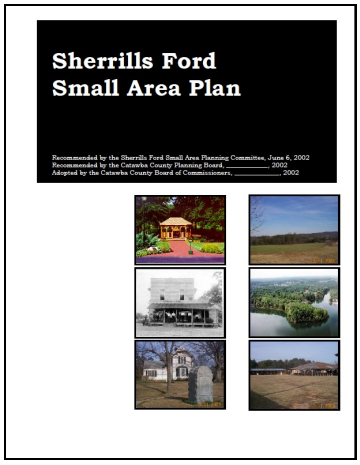
ture Forward Committee set out to create a regional economic development strategy which would serve as a guide to the future and identify critical public and private investments in response to significant economic challenges in the area. This plan identified key elements of the "Future Forward Vision" by focusing upon:

- Improving education and skills of the workforce
- Encouraging a renewed sense of entrepreneurship and innovation
- Promoting a more diverse economy
- Developing and protect the outdoor amenities/ environment
- Encouraging teamwork of local governments

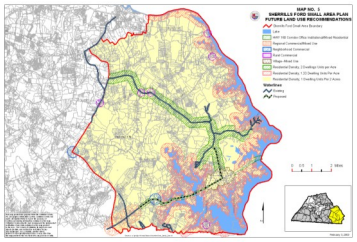


SHERRILLS FORD SMALL AREA PLAN (2003) - This plan is one of seven plans prepared for the unincorporated areas of the County resulting from one of the sixteen strategies identified the County's Long Range Strategic Growth Plan. The plan addresses a host of recommendations some of which are listed below:

- Land Use and Community Design
  - A village center should be designated at the intersection of Hwy. 150 and Sherrills Ford Road, with other commercial nodes along the corridor;
  - Where utilities are available, commercial uses and high density single family and multi-family developments are recommended in the area of the village center at Terrell;
  - Developments along the lake should be of a lower density to protect the lake environment;
  - Development standards should be applied to address access management, setbacks, landscaping, interconnectivity, signage, mixed density and small neighborhood uses; and
  - Industrial uses should be limited to those areas currently zoned for industry.



- Transportation
  - Perform a feasibility study for widening and/or relocating Hwy. 150, including alternatives through Historic Terrell. The SAP Committee favored a four-lane divided highway with landscaped median;
  - Implement measures to preserve enough right-of-way for highway widening;
  - Pursue funding for pedestrian and bicycle paths;
  - Explore mass transit connections;
  - Pursue funding for "gateway" improvements; and
  - Review Hwy. 150 and Slanting Bridge Road intersections for safety improvements.



Future Land Use
Sherrills Ford SAP

- Community Facilities and Public Services
  - Provide recreational opportunities, and offer water access areas on Lake Norman.
  - Obtain a larger library to allow for increased offerings to patrons. Include a public meeting/community room.
  - Explore the possibilities of public water and sewer on a regional basis.

- Economic Development
  - Direct large-scale mixed use commercial developments to the Hwy. 150 corridor, the Hwy. 150/16 regional commercial center and the village center at Terrell.
  - Designate neighborhood commercial centers at the intersections of Hwy. 150. and Mt. Pleasant Road and Hwy. 16.
  - Heavy industrial uses should be limited to currently zoned industrial sites. Light industrial uses should be developed in an attractive park-like setting.

- Natural and Cultural Resources
    - Establish voluntary agricultural districts as a means of protecting the rights of farmers to continue to farm.
    - Encourage the County to partner with local organizations/corporations to increase recreation opportunities.
    - Consider strategic land purchases or development right purchases to preserve wildlife habitats and provide community recreation opportunities.



Terrell

PROCESS

Staff met with the jurisdictions of Lincoln County, City of Mooresville, and Iredell County which touch the study area.

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 the corridor. An NCDOT representative displayed maps showing alternative routes for the Terrell area of Hwy.150. A summary of attendees comments on the plan can be seen in the appendix.



Public Forum

The Plan was drafted by the Catawba County Planning staff with technical assistance from the following:

- Catawba County Utilities and Engineering
- Catawba County GIS
- Western Piedmont Council of Governments
- Economic Development Commission
- NCDOT
- Catawba County Historical Association

The draft plan strategies were considered by the Planning Board in a workshop at its February 24, 2014 meeting.

The draft plan strategies and maps were presented to the public in a drop-by session at the Sherrills Ford-Terrell Fire and Rescue facility on May 8, 2014. Approximately 80 people attended.

The Planning Board conducted a public hearing on the plan at its May 27, 2014 meeting.



Public Forum

The Board of Commissioners conducted a public hearing on the plan at its September 8, 2014 meeting.

Map 1:
Hwy 150 Corridor Study
Plan Area Boundary

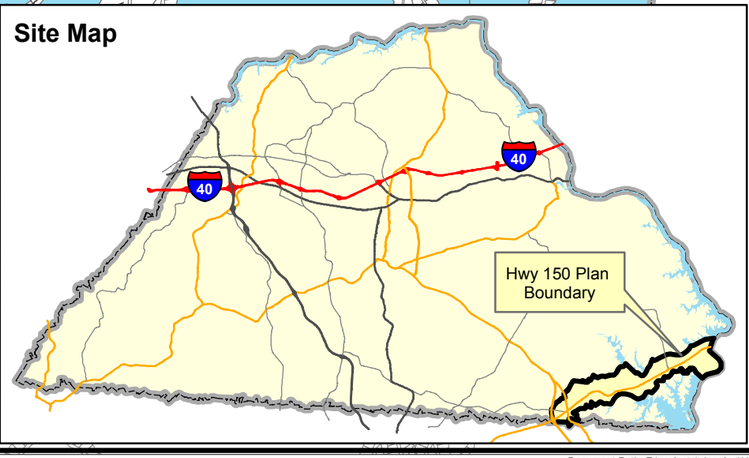
Catawba County

Iredell County

Catawba County

Lincoln County

Site Map



Railroad

Plan Boundary

County Boundary

Parcels

Lakes

N

0 1,000 2,000 4,000 Feet

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Chapter 2

Economic Development

CURRENT CONDITIONS AND TRENDS

Catawba County's economy continues to move away from its historic reliance upon traditional manufacturing industries such as textile, hosiery and furniture. As Catawba County's economy has become more diverse over the last decade, a shift from the production of goods to the provision of services in sectors such as: health care, finance, retail, food, and administration has occurred.

The Hickory MSA continues to suffer under a high unemployment rate. The current rate as of May 2014 is 7.1% as compared to 10.1% in July 2013. The overall labor force decreased from 153,301 in July 2013 to 151,345 in January 2014. These trends are at a level that contributes to an anemic local economy.

It is imperative to aggressively pursue economic opportunities that will help turn these negative economic indicators around. One opportunity centers around the growth along Lake Norman on the I-77 Corridor from Charlotte to Mooresville and extends on NC 150 across the lake into Catawba County. Factors which make this corridor so attractive are its accessibility to major transportation arteries, close proximity to a major international airport, a regional airport, and two metropolitan areas.

Are there recent developments within the Plan area which offer reason for hope and optimism? The answer is yes. Three examples within the NC 150 corridor area that have great potential to foster economic development are:

Sherrills Ford Village Center — The 200 acre site located at the intersection of NC 150 and Slanting Bridge Road was approved in 2007 as a mixed use development including single and multi-family residential, retail, office, and public facility space.

Economic Development

Current Conditions and Trends 1

Guiding Principles 2

Plan Goals 2

Crosland's Bridgewater — The 44 acre development located at the intersection of NC 150 and NC 16 Bypass was approved in 2008. The master planned development should provide over 200,000 square feet of commercial opportunities.

Lowe's Home Improvement — The 22 acre site located north of the Crosland site on NC 150 was originally approved for a home improvement center and remains a high priority opportunity site for retail or mixed use adjacent to the NC 150/ NC 16 Bypass interchange.

GUIDING PRINCIPLES

EP-1 Facilitate and encourage new well-planned economic investments in the Sherrills Ford area.

EP-2 Provide more opportunities for a variety of job types in an effort to improve the employment base in Sherrills Ford, reduce travel trips outside the County, and redirect consumer spending from the Charlotte region to the NC 150 corridor.

PLAN GOALS

EG-1 Pursue the development of well-planned development offering amenities, services, and jobs designed to attract a wide ranging population at strategic locations within the corridor. *See Map 2: Development Projects Approved in the Hwy 150 Corridor Area.*

Plan Action Strategies (PASs)
Economic Development

PASs #	CATEGORY	GOAL	LEAD AGENCY	ACTION STEPS	CHAPTER #	PRINCIPAL #	GOAL #	TIMEFRAME	PRIORITY
1	Economic Development	Pursue the development of well-planned development offering amenities, services, and jobs designed to attract a wide ranging population at strategic locations within the corridor.	Planning and Utilities and Engineering	Coordinate efforts between the County and private developers in achieving necessary project approvals and permits.	2	EP-1 EP-2	EG-1	Ongoing	H

Map 2:
Development Projects Approved in the Hwy 150 Corridor Area

Library

Village Center

Lowes Hardware

Crosland Bridgewater

N

0 1,000 2,000 4,000 Feet

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Site Map



- Plan Boundary
- Parcels
- Crosland Bridgewater
- County Boundary
- Lowes Hardware
- Sherrills Ford Library
- Village Center
- Lakes

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Chapter 3

LAND USE AND COMMUNITY DESIGN

CURRENT LAND USE

Residential uses and open space occupy the vast majority of land in the Plan boundaries. The majority of manufacturing/industrial uses in the Plan are located east of Sherrills Ford Road. Commercial and office-institutional uses are dispersed throughout the Plan area. *See Map 3: Current Land Uses.*

Forty-five percent (45%) of the land is used for residential purposes, while 41% remains vacant (open space). Industrial and manufacturing uses occupy 6% of the land area and commercial and office-institutional uses occupy 5% and 3% each respectively. *See Table 2: Acreage by Use.*



Land Use And Community Design

Current Land Use	1
Current Zoning	2
Existing Zoning Overlay Districts	4
Site Development Patterns and Land Design Trends	5
Future Land Use Classifications	5
Guiding Principles	6
Plan Goals	7

Table 2: Acreage by Use		
LAND USE	**Acreage**	**% of Total**
Open Space	2,096	45%
Residential	1,920	41%
Office-Institutional	128	3%
Commercial	234	5%
Industrial/Manufacturing	263	6%
Total Acreage	**4,642**	**100%**

Source: Catawba County GIS, 2014

CURRENT ZONING

There are 4,642 acres within the Plan boundary. Residential zoning occupies 3,707 acres and non-residential (office-institutional, commercial, and industrial) zoning encompasses the remaining acres. *See Table 3: Acreage by Zoning District.*

Source: Catawba County GIS, 2014

Table 3: Acreage by Zoning District					
ZONING DISTRICT	**Acreage**	**Occupied Acreage**	**Vacant Acreage**	**% Occupied**	**% Vacant**
Residential (R-40, R-30, R-20)	3,707	3,560	147	96%	4%
Office-Institutional (O-I)	6	6	0	100%	0%
Commercial (RC, HC, HC-CD, PD, PD-CD)	609	433	176	71%	29%
Industrial (GI)	320	299	21	94%	6%
Total	**4,642**	**4,298**	**344**	**93%**	**7%**

Residential properties located near the lake are predominately classified as R-30 which is intended to accommodate medium-density (one house 3/4 acre) single-family development and agricultural uses. Residential properties located along Hwy. 150 and at the intersection of Hwy. 150 and Sherrills Ford Road are predominately classified as R-20 which is intended to accommodate higher-density (two houses per acre) single-family development and agricultural uses. The R-40 zoning (one house per acre) applies to most of the larger tracts of land west of Lake Norman near the plan boundary.

Residential growth in the Lake Norman area began increasing in this area and within the corridor soon after construction of Cowans Ford Dam in 1963 and the subsequent creation of Lake Norman. This area of Catawba County is projected to see the largest population growth for the foreseeable future.

Property zoned for General Industrial development (GI) is concentrated at Duke Energy's Marshall Steam Station. There are also several other GI properties in the corridor located on Mt. Pleasant Road (sewer treatment), Hwy. 150 (Steele Rubber Products), and Hwy. 16 Business (rock quarry). The GI district allows for intensive manufacturing, processing, and assembly uses.

Property zoned for mixed-use development (PD-CD) exists at the Hwy. 150 and Hwy. 16 Bypass interchange and at the intersection of Hwy. 150 and Slanting Bridge Road. The PD-CD zoning district is specific to a development proposal. The development proposed to the east (Village Center) allows for a combination of retail, commercial, office-institutional and residential components while the one to the west (Bridgewater) allows for retail, commercial, and office uses.

The majority of existing Rural Commercial RC property is located near the intersection Hwy. 150 and Mt. Pleasant Road. The RC district allows for offices, services, and retail uses designed in scale with residential uses. There is some Highway Commercial HC zoning near this intersection; however, the majority is located in the proximity of the Hwy. 150/Hwy. 16 Business intersection. This district provides for regional highway-oriented businesses, office, service, and civic uses.

Very little property is zoned Office-Institutional (O-I) which provides for office, institutional, civic, or other low intensity commercial uses. *See Map 4: Current Zoning.*

EXISTING ZONING OVERLAY DISTRICTS

The Watershed Protection-Overlay establishes watersheds designed to protect sources of water supply for public water systems by regulating density and built-upon area. The WS-IV Watershed Protected Area exists in the western portion of the corridor. Development is limited in the WS-IV Protected Area as required by the NC Water Supply Watershed legislation. The Protected Area requires 20,000 square feet (approximately two dwellings per acre) for each single-family residential lot or 15,000 square feet (approximately 3 dwellings per acre) with public water or sewer. All other residential and non-residential development in the Protected Area is limited to 24% lot coverage if curb and gutter systems are installed or 36% lot coverage without curb and gutter systems. The WS-IV Critical Area which exists closest to the lakeshore allows less development, requiring 20,000 square feet (approximately 2 dwellings per acre) for each single-family residential lot. All other residential and non-residential development in the Critical Area is limited to 24% lot coverage.

The Catawba River Corridor-Overlay exists to protect the aesthetic qualities of the lake as well as the natural resource. It extends 500 feet inland from the high water elevation of Lake Norman. Minimum lot sizes within the corridor are 30,000 square feet (approximately 1.33 dwellings per acre). Accessory structures must be setback a minimum of 30 feet from the high water mark. Low impact development (LID) techniques must be incorporated in all non-residential and multi-family development.

The Rural Preservation-Overlay is established to protect the viewshed along Hwy. 16 Bypass. It requires a 100-foot setback for all new structures adjacent to the right-of-way.

The Mixed Use Corridor-Overlay exists along Hwy. 150 with exception of a small residential area just west of Slanting Bridge Road. The overlay provides standards relating to building design, signage, access manage-

ment, and landscaping. The overlay aims at providing walkable mixed use developments designed at a pedestrian scale compatible with the historical character of the area. *See Map 5: Current Zoning Overlay Map.*

SITE DEVELOPMENT PATTERNS AND LAND DESIGN TRENDS

Historically, rural and agricultural uses were the most dominant land use in the Plan boundary. In recent decades, housing developments have been built throughout the area. The majority of residential developments have occurred along and within close proximity to the lake. Additional residential developments are anticipated near the lake and more growth is expected in areas where public water and sewer lines are extended.

Non-residential developments (Terrell Village Center, Lowe's, and Bridgewater) were approved in 2007 and 2008 near the intersection of Hwy. 150 and Slanting Bridge Road and Hwy. 150 and Hwy. 16 Bypass. The economic downturn slowed development activity within the corridor. Growth within the corridor is anticipated to exceed trends in other areas of the County due to proximity of nearby urban areas, transportation facility improvements, and installation of public sewer.

FUTURE LAND USE CLASSIFICATIONS

In order to guide development in the Plan area, future land use classifications have been depicted on *Map 6: Future Land Use & Economic Opportunity.* The map is separated by classifications of differing land uses based upon an analysis of existing land uses, economic potential, future utilities, road projects, environmental conditions and input from public participation meetings. Following is a description of the land use classifications:

RESIDENTIAL—MEDIUM DENSITY

The medium density residential classification applies to areas around the lake where there is existing residential development and land areas near the corridor boundary to the west of the lake where agricultural uses and residential development exists. These areas are generally

developed with residential uses, are within the Catawba River Corridor-Overlay, or located farther from public utilities. The medium density residential area would allow single-family residential uses on three quarter-acre lots (30,000 sq. ft.) or larger. Non-residential uses (excluding churches, schools and public facilities) should not be permitted.

RESIDENTIAL— HIGH DENSITY

The high density residential classification applies to the land area near the corridor boundary on Sherrills Ford Road and adjacent to Hwy. 150 in a limited area to the west of the lake. Residential uses exist in these locations and greater access to public utilities exist. High density residential area would allow single-family residential uses on half-acre lots (20,000 sq. ft.) or larger. Non-residential uses (excluding churches, schools and public facilities) should not be permitted.

MIXED-USE/COMMERCIAL/MULTI-FAMILY

The mixed-use/commercial/multi-family classification is shown in areas around the intersections of Hwy. 150/ Hwy. 16, Hwy. 150/Mt. Pleasant Road, Hwy. 150/ Slanting Bridge Road/Sherrills Ford Road, and where existing commercial uses exist near the lake in the eastern corridor. These areas contain the largest amount of existing non-residential uses and have greater access to existing public utilities. The uses are concentrated near the intersections and separated along Hwy. 150 where residential uses exist in an effort not to promote strip development along the full extent of Hwy. 150. Within this classification, higher density residential, commercial and office-institutional uses are allowed but never exclusively single-family homes. The mixed-use classification supports the economic development goals of this Plan.

INDUSTRIAL

The industrial classification is located where there are existing industrial uses within the corridor. Industrial growth is not anticipated within the corridor.

GUIDING PRINCIPLES

LP-1 Continue to recognize the significant variation in current and future land use patterns and growth demands in different parts of the plan boundary.

LP-2 Establish a balanced land use pattern which includes a good mixture of housing, shopping, employment and civic uses (such as schools and religious facilities).

LP-3 Encourage development of well-planned integrated retail centers of varying sizes and functions where adequate traffic carrying capacity is available. Such centers should be limited to the intersection of major highways. Stand-alone strip commercial development between intersections should be discouraged.

LP-4 Regulations should be as flexible as possible to offer the most opportunities for creative land design.

PLAN GOALS

The following goals make recommendations for future land uses aiding in the rezoning process of individual properties upon request. The Plan goals do not proactively rezone those privately-owned properties.

LG-1 Expand the land area for mixed use, commercial, and multi-family development at the following intersections. *See Map 6: Future Land Use & Economic Opportunity.*

- Hwy. 150 and Hwy. 16
- Hwy. 150 and Mt. Pleasant Road
- Hwy. 150, Slanting Bridge Road, and Sherrills Ford Road
- Properties just west of the main stem of Lake Norman

LG-2 Modify the Mixed Use Corridor-Overlay (MUC-O) to include the areas identified for future mixed use, commercial, and multi-family development. *See Map 7: Future Zoning Overlay.*

LG-3 Allow additional permitted uses within the MUC-O district.

LG-4 Allow increased flexibility in roof design within the MUC-O district.

LG-5 Provide greater flexibility in placement of struc-

tures within developments in the MUC-O.

LG-6 Allow greater opportunity for multi-family residential development in the Mixed Use Corridor-Overlay.

LG-7 Allow business owners greater flexibility of commercial vehicle parking within the Mixed Use Corridor-Overlay.

> ***"Success always comes when preparation meets opportunity".***
>
> *-Henry Hartman*

Plan Action Strategies (PASs)
Land Use

PASs #	CATEGORY	GOAL	LEAD AGENCY	ACTION STEPS	CHAPTER #	PRINCIPAL #	GOAL #	TIMEFRAME	PRIORITY
2	Land Use	Concentrate mixed-use, commercial, and multi-family development maintaining a high level of service along Hwy. 150 Highway and protect existing and future residential development.	Planning	Amend the Official Zoning Overlay Map by reconfiguring the Mixed Use Corridor-Overlay reflecting the areas designated for mixed-use, commercial, and multi-family development as depicted in Map 6, Future Land Use and Economic Opportunity and Map 7, Future Zoning Overlay.	3	LP-2 LP-3	LG-2	6 - 18 Months	H
3	Land Use	Allow additional uses, which are prohibited, in the Mixed Use Corridor-Overlay.	Planning	Amend Table 44-430.05.1 of the Unified Development Ordinance to allow wholesale distribution, industrial supply and equipment sales. Also, allow for high-density single family residential with connectivity to mixed use and commercial uses.	3	LP-4	LG-3	6 - 18 Months	M
4	Land Use	Allow increased flexibility in roof design within the Mixed Use Corridor-Overlay.	Planning	Amend Section 44-430.07(d) of the Unified Development Ordinance allowing for reduced roof pitches where facades in view of public roads do not contain metal or vinyl.	3	LP-4	LG-4	6 - 18 Months	M
5	Land Use	Provide greater flexibility in placement of structures within develoments within the Mixed Use Corridor-Overlay.	Planning	Amend the Unified Development Ordinance by removing Table 44-430.06-1 and Figure 44-430.06-1.	3	LP-4	LG-5	6 - 18 Months	M
6	Land Use	Allow greater opportunity for multi-family residential development in the Mixed Use Corridor-Overlay.	Planning	Amend Section 44-430.08 of the Unified Development Ordinance to allow for multi-family developments even where commercial uses are not part of the development.	3	LP-1 LP-4	LG-6	6 - 18 Months	H
7	Land Use	Allow businesses owners greater flexibility of commercial vehicle parking within the Mixed Use Corridor-Overlay.	Planning	Remove Section 44-430.12(e) of the Unified Development Ordinance not restricting commercial vehicle parking in the Mixed Use Corridor-Overlay.	3	LP-4	LG-7	6 - 18 Months	L

Map 3:
Hwy 150 Corridor Study
Current Land Use

CATAWBA COUNTY 1842

Plan Boundary
County Boundary
Parcels
Lakes
Railroad

Land Use

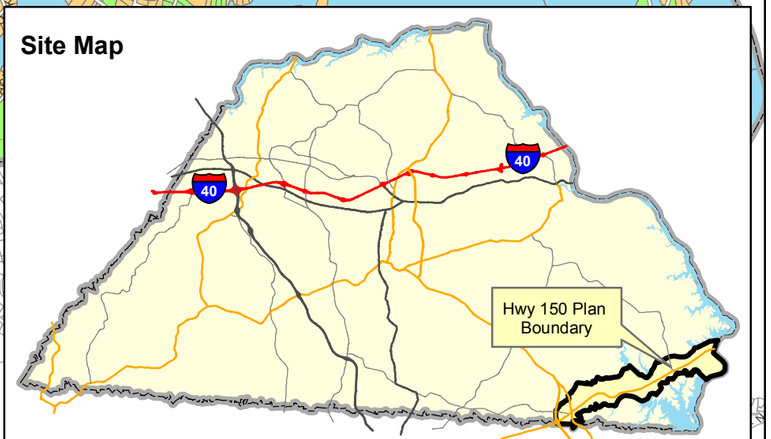
Commercial
Industrial/Infrastructure
Office
Residential
Open

N

0 1,250 2,500 5,000 Feet

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Site Map



Document Path: E:\projects\planning\Hwy150_study\Hwy150_CurrentLandUse_11x17.mxd Date Saved: 5/30/2014

Map 4:
Hwy 150 Corridor Study
Current Zoning

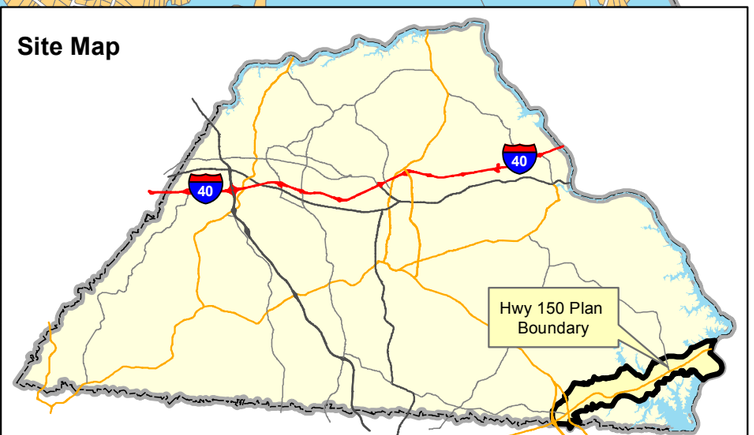
Catawba County

Iredell County

Catawba County

Lincoln County

Site Map



Plan Boundary

County Boundary

Lakes

Railroad

County Zoning

- GI
- HC
- HC-CD
- LI
- MHP
- O-I
- PD
- PD-CD
- R-20
- R-30
- R-40
- R-80
- RC
- RC-CD

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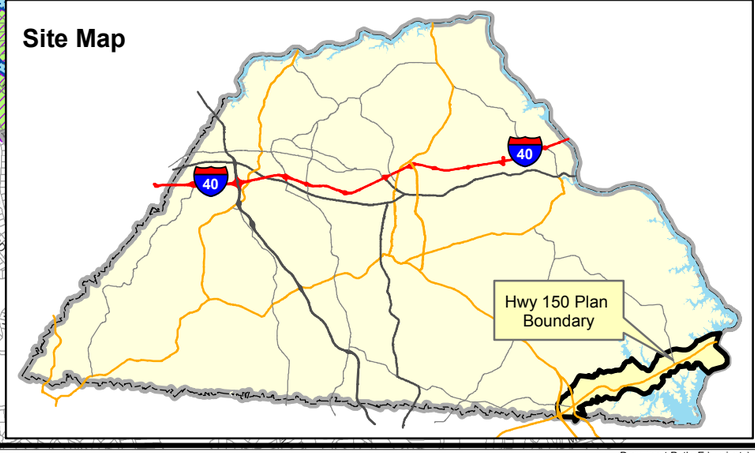
Map 5:
Hwy 150 Corridor Study
Current Zoning Overlay

Motts Grove

Catawba County
Iredell County

Catawba County
Lincoln County

Site Map



- Railroad
- Plan Boundary
- County Boundary
- Lakes
- CRC-O
- FPM-O
- DWMH-O
- MP-O
- MUC-O
- RP-O
- WP-O (WSIV-C)
- WP-O (WSIV-P)

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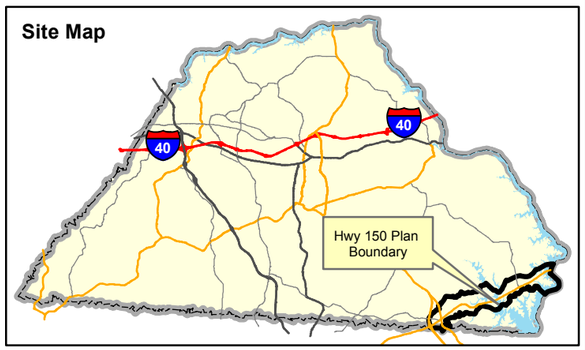
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Map 6:
Hwy 150 Corridor Study
Future Land Use & Economic Opportunity

Catawba County
Iredell County

- County Boundary
- Plan Boundary
- Railroad
- Lakes
- Residential Density; 1.33 Dwelling Units Per Acre (R-30)
- Residential Density; 2 Dwelling Units Per Acre (R-20)
- Mixed Use/Commercial/Multi-Family
- Office/Institutional
- Industrial/Infrastructure

Site Map



Document Path: E:\projects\planning\Hwy150_study\Hwy150_FutureLanduse_EconOpp_11x17.mxd Date Saved: 5/30/2014

Map 7:
Hwy 150 Corridor Study
Future Zoning Overlay

Motts Grove

Catawba County

Iredell County

Catawba County

Lincoln County

Site Map

Hwy 150 Plan Boundary

- Railroad
- Plan Boundary
- County Boundary
- Lakes
- CRC-O
- FPM-O
- DWMH-O
- MP-O
- MUC-O
- RP-O
- WP-O (WSIV-C)
- WP-O (WSIV-P)

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Chapter 4

Transportation

ROADS AND HIGHWAYS

NC Hwy. 150 is a major-east-west thoroughfare that provides inter-county travel to five counties: Cleveland, Lincoln, Catawba, Iredell and Rowan. Major urban areas, including, Shelby, Lincolnton, Mooresville and Salisbury, are served by this highway. The section of Hwy. 150 in Catawba and Iredell counties also serves the fast-growing Lake Norman residential and commercial areas. The Hwy. 150 corridor also serves as an important transportation corridor for emergency and disaster response as part of the 10-mile Emergency Planning Zone (EPZ) for the McGuire Nuclear facility in Mecklenburg County.

Transportation

Roads and Highways 1

Pedestrian and Bicycle System 4

Transit System 6

Guiding Principles 6

Plan Goals 7

The average daily traffic count (number of vehicles per day or ADT) on Hwy. 150 ranges from 8,300—15,000 ADT (see *Tables 4 and 5: Average Daily Traffic Count*). This places the highway at a Level of Service (LOS) B to F based upon its 2-lane practical carrying capacity of 12,100—14,860 ADT (note: LOS represents the relationship of traffic volumes to the capacity of the roadway with LOS A being free-flowing traffic and LOS F being beyond capacity where traffic is slowed/stopped at times).

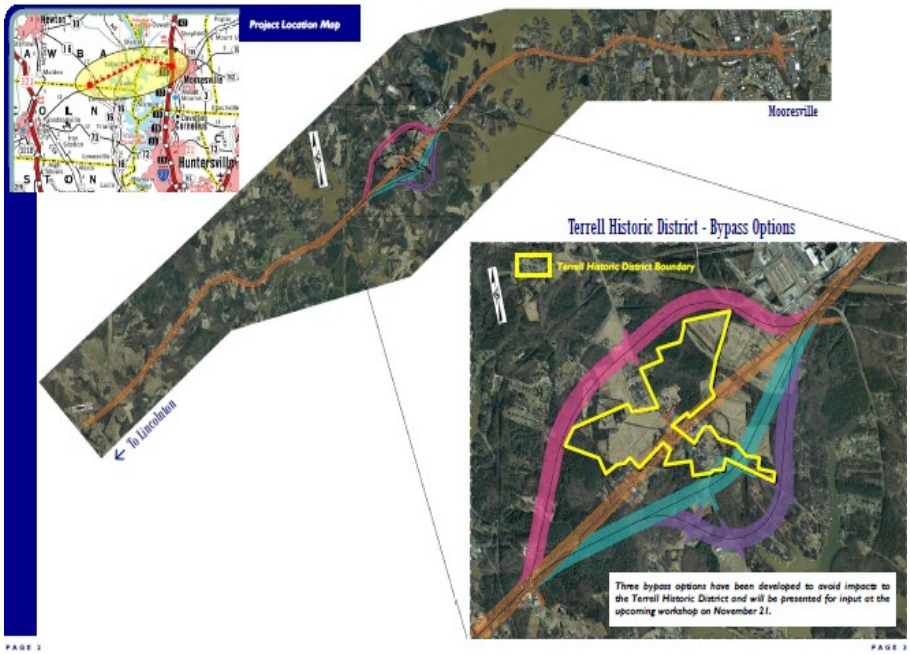


Table 4: Hwy 150 Corridor (Western Portion): Average Daily Traffic Count 2000-2040				
	Hwy. 150/16 Business—west of intersection	Hwy. 150/16 Business – east of intersection	Hwy. 150/Mt. Pleasant Road (SR 1849)	Hwy. 150/ Slanting Bridge Road (SR 1844) - west of intersection
2000	11,600	9,600	6,800	8,300
2004	12,000	9,700	11,000	10,000
2009	12,000	10,000	12,000	9,100
2011	12,000	9,800	11,000	8,700
2021	16,400	12,000	12,900	11,000
2030	20,300	17,900	19,700	16,000
2040	23,300	21,800	24,000	20,500

Table 5: Hwy. 150 Corridor (Eastern Portion): Average Daily Traffic Count 2000-2040				
	Slanting Bridge Road (SR 1844) - south of Hwy. 150	Hwy. 150/Sherrills Ford Road (SR 1848) - west of intersection	Sherrills Ford Road (SR 1848) - north of Hwy. 150	Hwy. 150/ Sherrills Ford Road (SR 1848) - east of intersection
2000	n/a	8,300	n/a	13,000
2004	6,300	13,000	6,400	18,000
2009	6,500	12,000	5,400	16,000
2011	6,600	11,000	5,200	15,000
2021	8,600	13,300	8,400	19,800
2030	11,500	19,200	7,500	25,500
2040	14,700	25,000	10,200	35,300

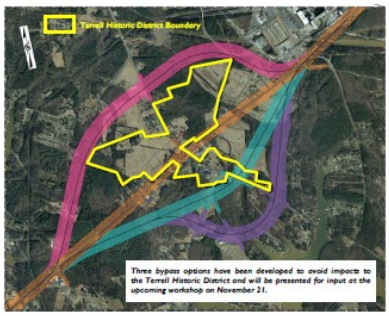
Source: NCDOT AADT Maps, 2003-2011; and 2040 Long Range Transportation Plan (for 2021, 2030 and 2040 projections)

Even though traffic along Hwy. 150 grew significantly in the 1970's and 80's (almost 90% on the section east of Sherrills Ford Road), it has leveled out in the mid-2000s. This is representative of the traffic counts found throughout the Metropolitan Planning Organization (MPO) region. The downturn in the economy, with the resulting loss in jobs and reduction in disposable income, is the basis for the leveling of traffic counts in some estimations.

Transportation planning for the Hwy. 150 corridor plan area is coordinated by the Greater Hickory Metropolitan Planning Organization (GHMPO) and is administered by the Western Piedmont Council of Governments. The GHMPO was created from the Hickory-Newton-Conover MPO when the Hickory urban area expanded after the 2000 Census. As a result of the 2010 Census, the MPO Planning Area expanded to take in the southeastern portion of Catawba County, which now includes the Hwy. 150 corridor. Prior to this, the Hwy. 150 corridor was included in the region's Rural Planning Organization (RPO) planning area.

Future transportation needs for the Hwy 150 corridor area are included in the 2040 Greater Hickory Urban Area Long Range Transportation Plan, which was adopted in January 2014. This Plan is a multi-modal document which guides the planning and development of the urban area's transportation systems for a 25-year horizon period. The Transportation Plan lists Hwy. 150 as a "regionally significant project" and recommends widening the route to a multi-lane boulevard for its entirety in Catawba County. The boulevard design incorporates a center median which restricts movements to right-in and right-out turns and at grade crossings at major/minor cross streets. This design is based upon the North Carolina Department of Transportation's designation of the Hwy. 150 corridor as a "Strategic Highway Corridor" (SHC). The SHC initiative was established to protect and maximize the mobility and connectivity of a core group of highway corridors throughout North Carolina. NCDOT's long-term vision of the corridor is to engage local governments and other partnering agencies to have consistent land-use decision-making and to protect the corridor through access management.

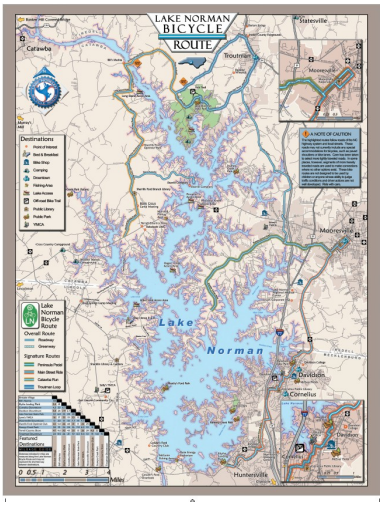
Hwy. 150 is listed in NCDOT's draft 2013-23 State Transportation Improvement Program (STIP) as project



NCDOT Terrell bypass options

#R-2307. The STIP proposes to widen Hwy. 150 from the NC 150/I-77 interchange in Iredell County to the NC 16 Bypass in Catawba County, which is approximately 13.5 miles in length. The project is broken into two segments, with Segment A being entirely in Catawba County and Segment B being from Harvel Road (SR 1902) in Catawba County to I-77 in Iredell County. The draft STIP indicates that right-of-way acquisition for Segment B will begin in FY 2017 and in 2020 for Segment A. Construction would then begin in FY 2019 for Segment B and FY 2023 for Segment A (note: as part of NCDOT's 2013 Strategic Prioritization program, the Hwy. 150 widening project will be re-evaluated for funding priority in mid-2014 which could affect this schedule).

NCDOT formally began the design process for the widening of Hwy. 150 with the sponsoring of a public hearing on November 21, 2013. At the hearing, NCDOT presented maps showing the planning corridor with the existing road alignment along with alternate routes to bypass the Terrell Historic District. Two of the bypass alternates go south of the Hwy.150/Sherrills Ford Road intersection and one goes north. These alternate routes and widening of the existing location are being evaluated by NCDOT. It is anticipated that environmental documents will be available in the summer of 2015 with a draft design corridor and public workshop in late 2015.



Lake Norman Bicycle Route Plan

PEDESTRIAN AND BICYCLE SYSTEM

Pedestrian and bicycle system planning for the County has been conducted over the last several years and is formulated in several documents: The Greater Hickory Recreation/Tourism Plan (2006), Catawba County Master Parks and Recreation Plan (2007), the Lake Norman Bicycle Route Plan (2010) and the Carolina Thread Trail Master (CTT) Trail Plan for Catawba County Communities (2010). These plans have identified several pedestrian and bicycle trail segments within the corridor. Both the Lake Norman Bicycle Route Plan and the Carolina Thread Trail plan endorse the concept of a bicycle route encircling Lake Norman which allows all types of users to experience a safe and enjoyable travel around the lake. While the segments proposed within Catawba County are on-road routes, as new development occurs

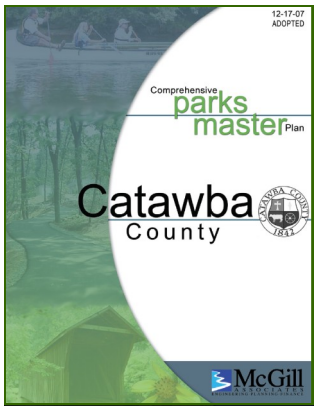
with the area, there will be opportunities for off-road trails. Also key to both plans is the interconnectivity to the adjoining counties of Iredell and Lincoln. The initial route for the Lake Norman Bicycle Plan does not utilize Hwy. 150 for safety reasons. The ultimate plan does include Hwy. 150 when the road is widened , subject to funding, and incorporates a multi-purpose path.



The Lake Norman Bicycle Plan currently includes a signed route which runs on Slanting Bridge Road north of Hwy. 150. This route travels north to Sherrills Ford Road. It ultimately parallels Lake Norman on Kale Road to the cross-county connection at the Hudson Chapel Road bridge over the Lake.

The proposed pedestrian and bicycle facilities within the Plan area are shown on *Map 8: Transportation/Multi -modal Recommendations*.

In order to implement the planned pedestrian and bicycle facilities, Catawba County's Unified Development Ordinance (UDO) requires improvements for new development. Pedestrian walkway construction in new residential development is required when 25 or more lots are proposed within the R-20 or higher density districts. For less dense residential development, open space is required with a portion to be improved as a trail system. In addition, pedestrian improvements are required for new commercial development where the property fronts a road. This provision is included in the County's adopted Unified Development Ordinance. A fee-in lieu of option in place of pedestrian improvement construction or the provision of open space may be allowed by the County. These funds would be used for installation of sidewalks, trails, bicycle paths or capital projects based upon the identified needs in the adopted bicycle/pedestrian plans. The UDO also requires properties in the Mixed Use Corridor Overlay (MUC-O) along Hwy. 150 to provide for pedestrian travel between building clusters within new developments. Bicycle parking facilities are required in the UDO when non-residential and multi-family developments are located within 500 feet of bicycle corridors in officially adopted bikeway plans. It is the policy of the MPO and NCDOT to evaluate any new road construction project for potential pedestrian needs and bicycle accommodations. This coordination particularly has been emphasized with the widening of Hwy. 150 (R-#2307).





Greenway Transit system

TRANSIT SYSTEM

A consolidated public transportation system was established in 2008; whereby, the community transportation network provided by the Piedmont Wagon Transit System was combined with the other Unifour systems to become the Western Piedmont Regional Transit Authority. The new system now operates under the Greenway Public Transportation program providing limited transit services to the Plan area. Vans are available five days per week to transport senior citizens and disabled residents; however, no fixed Greenway routes currently exist in the Plan area.

GUIDING PRINCIPLES

ROADS & HIGHWAYS

TP-1 Anticipate and plan for growth that will result from road, bridge, improvements and widening.

TP-2 The right-of-way for new roads or widening of existing roads should be protected when new developments are approved.

TP-3 Coordinate transportation policies with land use policies.

TP-4 Encourage alternate modes of transportation, including increased use of existing means such as public buses, school buses, railroads, bicycles and pedestrian.

TP-5 Provide for safe roads and intersections and scenic roadways.

TP-6 Provide for interconnection of new developments and where practical, to existing neighborhoods.



Pedestrian—Sidewalk System

PEDESTRIAN SYSTEM

TP-7 Provide safe alternatives for pedestrians.

BICYCLE SYSTEM

TP-8 Provide safe options for bicyclists.

TRANSIT SYSTEM

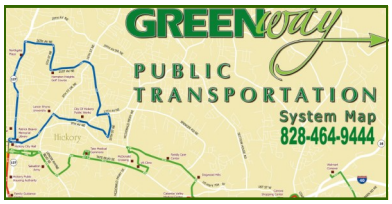
TP-9 Increase opportunities to link with existing transit routes.



Sidewalk construction

PLAN GOALS

In the State of North Carolina, counties do not construct or maintain roads; therefore, the following recommendations will be forwarded to NCDOT or used in area-wide transportation planning. The transportation goals are depicted on *Map 8: Transportation/Multi-modal Recommendations. Note:* A Transportation Goal (TG) reference number is depicted on the map representing site specific projects.



TG-1 Construct a multi-purpose path during the widening of the Hwy. 150 corridor.

TG-2 Establish the existing route as the preferred alternative through the Terrell Historic District at the existing Hwy. 150 location.

TG-3 Employ traffic calming techniques between Sherrills Ford Road and Slanting Bridge Road.

TG-4 Preserve future right-of-way for the widening of Hwy. 150 when new developments are proposed.

TG-5 Ensure that necessary turn lanes, acceleration lanes and deceleration lanes are constructed for new developments.

TG- 6 Ensure that mass transit is provided within the corridor, as demands dictate.

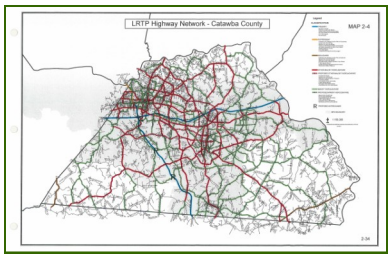
TG-7 Request NCDOT to install mast poles when replacing or installing new traffic signals.

TG-8 Reduce the speed limit on Slanting Bridge Road and Mt. Pleasant Road (from Little Mountain Road to Hwy. 150) to 45 mph.

TG-9 Evaluate the alignment of the following intersections:

1) Sherrills Ford Road/Slanting Bridge Road

2) Hwy. 150/Mt. Pleasant Road



Long Range Transportation Plan
Catawba County

3) Hwy. 150/Greenwood

TG-10 Evaluate the intersection of Hwy. 150 and Grassy Creek Road for signalization.

TG-11 Provide a welcoming gateway into the County for westbound traffic at the Lake Norman bridge.

TG-12 Request NCDOT to consider designing an elevated Lake Norman bridge in order to provide larger boat access to the northern portion of the lake.

TG-13 Remove barriers that will impede the widening of Hwy. 150.

Plan Action Strategies (PASs)
Transportation

PASs #	CATEGORY	GOAL	LEAD AGENCY	ACTION STEPS	CHAPTER #	PRINCIPAL #	GOAL #	TIMEFRAME	PRIORITY
8	Transportation	Construct a multi-purpose path during the widening of the Hwy. 150 corridor.	Planning	Continue to correspond with NCDOT to ensure that the multi-purpose path design is incorporated into TIP #R-2307. As the TIP project is funded, if insufficient funds are provided, work with the MPO to apply for CMAQ funds for simultaneous construction of the project.	4	TP-4, 7, 8	TG-1	3 - 6 Months	H
9	Transportation	Established the preferred route at the Terrell Historic District on the existing Hwy. 150 location.	Planning	Work with property owners at the intersection of Hwy. 150 and Sherrills Ford Road along with NCDOT to identify alternatives that will allow for the road widening section to remain at the current location. This could include a reduced cross-section and/or re-location of exiting buildings.	4	TP-3, 5	TG-2	3-6 months	H
10	Transportation	Employ traffic calming techniques between Sherrills Ford Road and Slanting Bridge Road.	Planning	Continue to correspond with NCDOT to evaluate a 45 mph design speed for the section between Sherrills Ford Road and Slanting Bridge Road.	4	TP-5,6	TG-3	3-6 months	H
11	Transportation	Preserve future right-of-way for the widening of Hwy. 150 when new developments are proposed.	Planning	Meet with NCDOT to stress the importance of obtaining a definitive set of cross-section drawings for the Hwy. 150 widening project which can be used by developers and the County for planning purposes.	4	TP-1,2	TG-4	3-6 months	H
12	Transportation	Ensure that necessary turn lanes, acceleration lanes and deceleration lanes are constructed for new developments.	Planning	When discussions are being held with developers for new projects in the corridor, contact NCDOT to begin conversations on the required entrance improvements .	4	TP-3	TG-5	Ongoing	H
13	Transportation	Ensure that mass transit is provided for within the corridor.	Planning	Meet with CATS (Charlotte Area Transit Authority) and the Western Piedmont Regional Transit Authority (WPRTA) to determine the best locations for Park and Ride lots along the Hwy. 150 corridor. Then require the construction of Park and Ride lots upon approval of large-scale developments at those locations. Meet with the WPRTA as growth occurs to develop new routes to service the area.	4	TP-4,9	TG-6	6-18 months	H
14	Transportation	Request NCDOT to install mast poles when replacing or installing new traffic signals.	Planning	Correspond with NCDOT to ensure that mast poles are installed for new and future projects. This can also be discussed through the Council of Planning with a consistent request from the local governments along the corridor.	4	TP-5	TG-7	18 months - 3 years	M
15	Transportation	Reduce the speed limit on Slanting Bridge Road and Mt. Pleasant Road (from Little Mountain Road to Hwy. 150) to 45 mph.	Planning	Correspond with NCDOT to request a reduction of the speed limits on Slanting Bridge Road and Mt. Pleasant Road from Little Mountain Road to Hwy. 150.	4	TP-5	TG-8	6-18 months	M
16	Transportation	Evaluate the alignment of the following intersections: 1) Sherrills Ford Road/Slanting Bridge Road, 2) Hwy. 150/Mt. Pleasant Road, and 3) Hwy. 150/Greenwood Road.	Planning	Correspond with NCDOT to request a study to evaluate the intersection alignments at Sherrills Ford Road/Slanting Bridge Road and Hwy. 150/Mt. Pleasant Road.	4	TP-5	TG-9	6-18 months	M
17	Transportation	Evaluate the intersection of Hwy. 150 and Grassy Creek Road for signalization.	Planning	Correspond with NCDOT to request a traffic signalization study at the intersection of Hwy. 150 and Grassy Creek Road.	4	TP-5	TG-10	6-18 months	M

Plan Action Strategies (PASs)
Transportation

PASs #	CATEGORY	GOAL	LEAD AGENCY	ACTION STEPS	CHAPTER #	PRINCIPAL #	GOAL #	TIMEFRAME	PRIORITY
18	Transportation	Provide a welcoming gateway into the County for westbound traffic at the Lake Norman bridge.	Planning	Identify potential grant sources to develop a gateway corridor with consistent signage and landscaping at the westbound lane of Hwy. 150 at the Lake Norman bridge.	4	TP-5	TG-11	5-10 years	L
19	Transportation	Request NCDOT to consider designing an elevated Lake Norman bridge in order to provide larger boat access to the northern portion of the lake.	Planning	Request NCDOT to consider designing an elevated Lake Norman bridge in order to provide fire boats, work vessels, tourist boats, family overnight vessels and sail boating access to the northern portion of the lake.	4	TP-1	TG-12	6-18 months	M
20	Transportation	Remove barriers that will impede the widening of Hwy. 150.	Council of Planning	Work with Iredell County and Mooresville to coordinate Hwy. 150 improvements, regulations, and land uses similar to the Hwy. 73 Corridor Council of Planning.	4	TP-1 TP-2 TP-3	TG-13	Ongoing	H

Map 8:
Hwy 150 Corridor Study
Transportation/Multi-modal Recommendations

Catawba County

Iredell County

Catawba County

Lincoln County

E NC 150 HWY

Railroad

Lake Norman Bike Route

Carolina Thread Trail - Final Route

Carolina Thread Trail - Alternate Route

Road Widening (Not to Scale)

Gateway Improvements

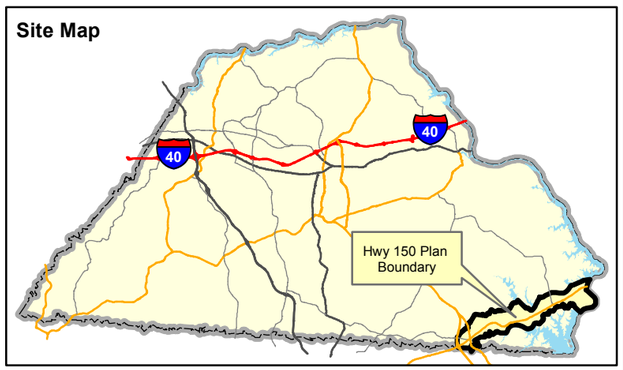
Safety Improvements

Plan Boundary

County Boundary

Lakes

Site Map



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Chapter 5

Public Services and Community Facilities

Public Services and Community Facilities

Schools 1

Libraries 4

Public Safety 4

Water Service 5

Sewer Service 5

Guiding Principles 5

Plan Goals 6

SCHOOLS

The Plan study area includes portions of the Sherrills Ford, Balls Creek, and Tuttle Elementary School districts. Students in the eastern and central portion of the study area are currently assigned to Sherrills Ford Elementary. Elementary students in the west central portion of the plan area are currently assigned to Balls Creek Elementary. Students in the Sherrills Ford and Balls Creek Elementary districts attend Mill Creek Middle School and Bandy's High School. Students in the western most portion of the study area are assigned to Tuttle Elementary and attend Maiden Middle School and Maiden High School. *See Map 9: Existing Public Use Facilities.*

In 1999, the Catawba County, Hickory, and Newton-Conover Schools systems commissioned the Western Piedmont Council of Governments to develop the *Catawba County Growth Estimation Model*. This model identified and examined various factors and trends that impact student population and helps plan for future school facilities. The model was updated in 2010.

SHERRILLS FORD ELEMENTARY SCHOOL

Data for the *Catawba County Growth Estimation Model* (2010) shows that the student population at Sherrills Ford Elementary School is at 93.1% building capacity (613 students) for school year 2013-2014 and is projected to remain near capacity in year 2019-2020.

BALLS CREEK ELEMENTARY

Data for the *Catawba County Growth Estimation Model* (2010) shows that there is a current population of 642 students at Balls Creek Elementary School. The school is at 88% capacity (715 students) and is estimated to remain under capacity through 2019-2020.

TUTTLE ELEMENTARY

Data for the *Catawba County Growth Estimation Model* (2010) shows that there is a current student population of 553 at Tuttle Elementary School. The school is at 99% capacity and is expected to remain near building capacity (558 students) through 2019-2020.

> *"If you are planning for a year, sow rice; if you are planning for a decade, plant trees; if you are planning for a lifetime, educate people"*
>
> *- Chinese Proverb*

MILL CREEK MIDDLE

Data for the *Catawba County Growth Estimation Model* (2010) shows that there is a current student population of 491 at Mill Creek Middle School. The school is at 74% capacity (664 students) and is projected to decrease through 2019-2020.

MAIDEN MIDDLE

Data for the *Catawba County Growth Estimation Model* (2010) shows that there is a current student population of 476 at Maiden Middle School. The school is at 96.2% capacity (495 students) and is projected to be near capacity in 2019-2020.

BANDY'S HIGH SCHOOL

Data for the *Catawba County Growth Estimation Model* (2010) shows that there is a current student population of 862 at Bandy's High School. The school is at 77% capacity (1,120 students) and is projected to remain below capacity through 2019-2020.

MAIDEN HIGH SCHOOL

Data for the *Catawba County Growth Estimation Model* (2010) shows that there is a current student population of 857 at Maiden High School. The school is at 81.2% capacity (1,055 students) and is projected to remain below capacity through 2019-2020.

The Catawba County School System is not currently planning for an additional elementary school within the plan area. A school site was initially depicted on the Sherrills Ford Village Center Plan in 2007; however, other locations may be better suited based upon factors including school population increase, road capacity, infrastructure, land availability, parcel size, and location.

In order to accomplish certain principles and recommendations identified in the Sherrills Ford Small Area Plan, the Catawba County School System should consider the Community Oriented Schools concept, explained below, as it sites new schools.

COMMUNITY ORIENTED SCHOOLS

In the early part of the twentieth century urban centers were rapidly developing. Schools were often the center of communities where a variety of services and amenities were in close proximity to high-density residential neighborhoods. As the country developed, suburban sprawl became a trend that helped to undermine traditional neighborhood design. The introduction of the



Community Oriented School Design

automobile led to a more mobile society and was a major factor contributing to the development of rural communities. This concept of neighborhood schools being the center of activity played less of a role as a catalyst for growth and activity.

The Community Oriented Schools concept helps to recapture the traditional neighborhood design. It encourages educational facilities to be established using smart

growth principals. This model calls for smaller schools that fit into the neighborhoods they serve, encourages community involvement at the planning stage, enables schools to act as a neighborhood anchor, and provides after hours community facilities and activities. This approach also provides opportunities for multi-use campuses with public/private services such as, a daycare, library, public safety, parks and recreation facilities, located on the same tract of land or in close proximity to the school. While traditional neighborhood schools were historically developed in urban areas, many of the principles can work around the fringes of urban centers where public infrastructure, higher density, and mixed-use developments are planned.

LIBRARIES

Catawba County operates a well-established library system with one central library and six branch libraries. The majority of the plan area is served by the Sherrills Ford Branch Library. Catawba County is in the process of constructing a new Sherrills Ford Library located within the study area along Sherrills Ford Road near the its intersection with Hwy. 150. *See Map 9: Public Facilities & Utilities.*



PUBLIC SAFETY

EMERGENCY MEDICAL SERVICES

An EMS base is located within the study area, located near the intersection of Hwy. 150 and Mt. Pleasant Road. The Catawba and Bandy's EMS bases offer secondary responses to calls within the Plan area. *See Map 9: Public Facilities & Utilities.*



LAW ENFORCEMENT

The Catawba County Sheriff's Department serves the plan area. The patrol division includes fifty officers of which four serve the Terrell area. The Sheriff's Department also operates a jail and maintains security for the court system in Catawba County. Crime prevention, investigations and civil enforcement are other functions conducted by the Sheriff's Department.

FIRE PROTECTION

There are two primary fire stations within plan study area and two additional stations outside of the area offering fire protection. Also, Bandy's Station 3 offers mutual aid to the Hwy. 16/150 area when necessary. The eastern area of the plan is served by the Headquarters Station located on Slanting Bridge Road. The western portion is served by the station located near the intersection of Hwy. 150 and Mt. Pleasant Road. *See Map 9: Public Facilities & Utilities.*

WATER SERVICE

Water service is available along Hwy. 150, Sherrills Ford Road, Hwy. 16 Business, and in some cases within subdivisions located off of Hwy. 150. The water lines are owned by the County and maintained and operated by the City of Hickory. *See Map 9: Public Facilities & Utilities.*

SEWER SERVICE

Sewer service is being installed along Hwy. 150 just east of Sherrills Ford Road to Hwy. 16 Bypass and is scheduled to be complete in June 2014. The sewer system is owned by the County and operated and maintained by the City of Hickory. The sewer line is also being extended along Slanting Bridge Road between Sherrills Ford Road and Hwy. 150. The system has been designed to accommodate long term growth along the corridor. *See Map 9: Public Facilities & Utilities.*

GUIDING PRINCIPLES

SCHOOLS

PP- 1 Plan to accommodate student enrollment growth.

PP- 2 Plan for community-based, neighborhood schools in a mixed use development.

LIBRARIES

PP- 3 Maintain and plan for an adequate level of library services for the community.

WATER/SEWER SERVICES

PP-4 Provide water and sewer services in higher density areas. (Note: As new development occurs in high-density areas, developers are required to extend utility lines based upon the County's Water and Sewer Availability Ordinance.)

EMERGENCY SERVICES

PP-5 Maintain existing levels of service and expand those services as demand requires.

PP-6 Consider ways to expand emergency facilities by locating them with existing or future public facilities.

PLAN GOALS

SCHOOLS

PG-1 Base the development of new school facilities upon the Community Oriented Schools approach using a collaborative process involving the community, key stakeholders, and school officials.

PUBLIC FACILITIES

PG-2 Explore options for locating future public library facilities, medical clinics, and other facilities on school sites or within mixed use development.

Plan Action Strategies (PASs)
Public Services and Community Facilities

PASs #	CATEGORY	GOAL	LEAD AGENCY	ACTION STEPS	CHAPTER #	PRINCIPAL #	GOAL #	TIMEFRAME	PRIORITY
21	Public Services	Base the development of new school facilities upon the Community Oriented Schools approach using a collaborative process involving the community, key stakeholders, and officials.	Catawba County Schools and Planning	Assist the school system in order to determine the feasibility of locating a new Community Oriented school within the Plan boundary.	5	PP-1 PP-2	PG-1	Ongoing	H
22	Public Services	Explore options for locating future public library facilities, medical clinics, and other facilities on school sites or within mixed use development.	Planning and Library Services	Explore the feasibility of funding and ownership options for constructing and managing school facilities, onsite recreational facilities, and other public and private services.	5	PP- 3 PP-5 PP-6	PG-2	Ongoing	H

Map 9:
Hwy 150 Corridor Study
Public Facilities & Utilities

Balls Creek Elementary

Sherrills Ford Elementary

Tuttle Elementary

Future Mtn Creek Park

SHERRILLS FORD LIBRARY

SHERRILLS FORD HQ

SHERRILLS FORD ST2

SHERRILLS FORD ST3

SHER FORD 3MED7

Catawba County

Iredell County

Lincoln County

JOE JOHNSON RD
HOPEWELL RD
CHURCH
MATTIE WADE RD
RAVEN LN
WILSON RD
LOCKE DR
MOUNTAIN CREEK DR
KINGSWAY
BARGASS DR
INGLESIDE DR
LITTLE MOUNTAIN RD
BEARGRASS RD
TEE ST
CHUBS LN
DOCKSIDE LN
BURTON ST
LAKE BLUFF DR
PLEASANT LN
REID CIR
BEATTY RD
STEAM PLANT RD
SHERRILLS FORD RD
MCDONALD DR
MARSHALL
SALLIE GABRIEL LN
SWANSON LN
OLD MILLS RD
CHEVY LN
HARVEL RD
FAMILY CIR
GREENWOOD RD
LEGRAND DR
WATERVIEW LN
GORDON ST
DOYLE CIR
HOUSECLAW RD
LITTLE PKWY
RIDGETOP RD
DUREE LN
CARIBOU DR
MT BEULAH RD
LINEBERGER RD
MT PLEASANT RD
DUFFY DR
RIGHT ANGLE ST
NORMAN DR
BARBRICK ST
WATERSEDGE DR
SHADETREE LN
NAVAJO TR
EMERALD ISLE DR
E NC 150 HWY
WORTH ST
HILL ST
FIGHTING CREEK RD
HARRIS LN
TODD ST
POINTE NORMAN DR
CANDLEWOOD DR
CYPRESS ST
CASCADE ST
MCGEE POINT RD
GRANITE ST
DRENA DR
IVA LN
GILES AVE
HOWARD DR
TOWER RD
S NC 16 BUSINESS HWY
WOODARD DR
WOBEGONE TR
HAWKS NEST DR
LITTLE FARM DR
ZEBULON RD
RANCHWAY ST
DOVE DR
BOS DR
BUD RD
E MAIDEN RD
HICKS GARAGE RD
LOVE POINT RD
EMMA LOVE DR
ELI DR
GATES DR
HICKS DR
WRENN DR
RACING DR
BURNWOOD TRAIL
SUGARWOOD LN
N HIGHWAY 16
S NC 16 HWY
BURKHURST LN
LINEBERGER
ANGEL LANE
HENRY DELLINGER RD
BRIMBROOK CREEK RD
WOODCHUCK RD
FINCH DR
GOLD
BANKHEAD RD
JAMES CT
SLANTING BRIDGE RD

PS – Sewer Pump Stations

Legend

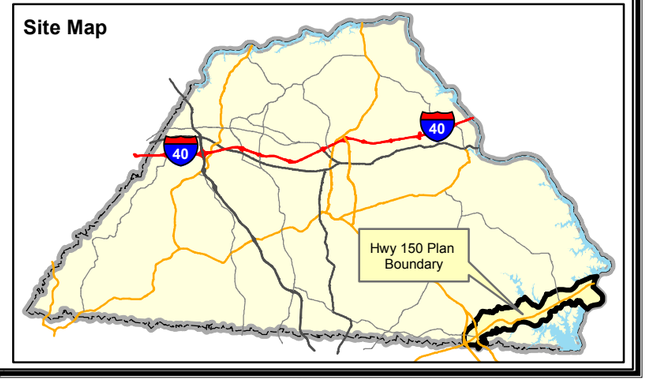
- Plan Boundary
- County Boundary
- Balls Creek Elementary
- Sherrills Ford Elementary
- Tuttle Elementary
- County Owned Property
- Lakes
- Fire Stations
- EMS Bases
- Sewer Lines (Under Construction - Force Main)
- Sewer Lines (Under Construction - Gravity)
- Sewer Lines (Proposed)
- Water Lines (Installed)
- Water Lines - (Under Construction)
- Railroad

N

This map product was prepared from the Catawba County, NC, Geographic Information System. Catawba County has made substantial efforts to ensure the accuracy of location and labeling information contained on this map. Catawba County promotes and recommends the independent verification of any data contained on this map product by the user. The County of Catawba, its employees and agents disclaim, and shall not be held liable for any and all damages, loss or liability, whether direct, indirect or consequential which arises or may arise from this map product or the use thereof by any person or entity.

0 1,000 2,000 4,000 Feet

Site Map



Chapter 6

Natural / Cultural Resources and Open Space

Natural / Cultural Resources and Open Space

Natural Resources	1
Open Space	3
Recreational Opportunities	4
Cultural / Historic Resources	4
Guiding Principles	9
Plan Goals	10

NATURAL RESOURCES

The Catawba River and Lake Norman, along with its many tributaries help define the character of the Hwy. 150 study area. Lake Norman was created in 1967 when Duke Power Company built the Cowan's Ford Dam on the Catawba River between Mecklenburg and Lincoln Counties. Since that time Lake Norman has helped drive development in the region.



East Entrance to Study Area

The Catawba River mainstream, which divides Catawba County from Iredell County, forms the eastern boundary of the study area. Continuing west, Hwy. 150 crosses two Lake Norman tributaries, traverses additional land in Catawba County and ends at the Lincoln County line.

Positive impacts that the lake has had on the area goes beyond recreation. Access to the water has created a highly desirable location for residential developments. Lake Norman has also brought visitors (fishermen, boaters, vacationers, etc.) to Catawba County.



Development along the Lake

Species of fish in Lake Norman include Largemouth Bass, Bluegill, Striped Bass, Yellow Perch, Channel Catfish and Crappie. The NC Wildlife Resources Commission stocked the lake earlier this year with hybrid bass and expects to do so for the next several years.



Barred Owl

Bird species in the corridor area include Bald Eagles, Osprey, Red Tailed Hawk, Ring Billed Gull, Great Blue Herrin, Barred Owl, King Bird, Orchard Oriole, and Barn and Cliff Swallows, among others. Lake plants include Pickerel Rush, Cattails, Creeping Water Primrose, and Spatterdock. Land plants in the corridor include a mixture of deciduous and evergreen plants and an assortment of field crops and grassland.

Since much of the region's drinking water comes from the Catawba River, regulations have been put in place to protect the water quality of the river. Land area extending 500 feet from the Catawba River mainstream, and land area 1,000 feet from the high water elevation of Lake Norman are located in the Catawba River Overlay District (CRC-O).



Lake Cattails

Because this area is ecologically sensitive, it must be protected from pollution caused by erosion sedimentation, agricultural and industrial runoff, and natural or manmade obstruction. As such, development within the first 50 feet must comply with the State's Catawba River Basin Riparian Buffer Rules as enforced by the North Carolina Department of Environment and Natural Resources (NCDENR). The minimum residential lot size within the CRC-O is 30,000 square feet for conventional subdivisions, and minimum lot width for waterfront lots is 100 feet. Non-residential and multi-family development must use Low Impact Development (LID) techniques.

Since the Catawba River provides water for residence of the City of Mooresville, Charlotte-Mecklenburg, and Lincoln County, watershed rules were also put in place to help protect this sensitive area. To ensure water quality, the State of North Carolina enacted the Water Supply Watershed Protection Program in 1989. The program requires all local governments with land use planning jurisdiction in designated watersheds to administer a Water Supply Watershed Protection Ordinance to protect surface drinking water.



Lake Norman

The area within one-half mile of the lake is designated as the WS-IV Critical Watershed, mandating minimum 20,000 square foot lots for conventional single family development, and a maximum 24% built upon area for multi-family and nonresidential development.

Beyond the critical area is the WS-IV Protected Area Wa-

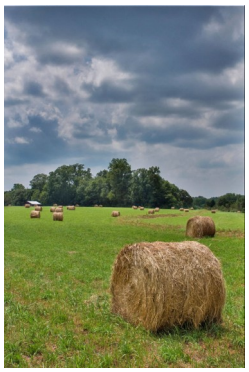
tershed. Regulations mandate minimum 20,000 square foot lots without public water or sewer, or 15,000 square foot lots with public water or sewer for conventional single family development, without curb and gutter streets. Multi-family and non-residential uses are limited to 24% impervious coverage of a lot with curb and gutter, and 36% without curb and gutter. Within the Protected Area, planned developments may use the high-density option of 70% impervious coverage with stormwater controls if a "5%/70% Bonus" permit is approved by the Catawba County Board of Adjustment.



Farm in Corridor

OPEN SPACE

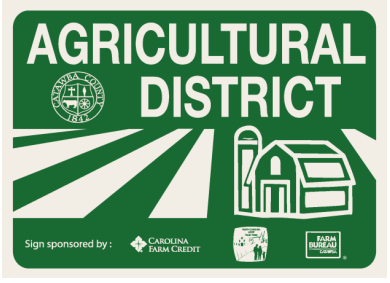
The Hwy. 150 Corridor Plan Study Area is located within the Sherrills Ford Small Area Plan (SAP). The plan indicates that residents value open space, protection of natural features, preservation of farmland, and environmentally sensitive development.



Agricultural Scene

In order to help preserve agricultural and forest lands, the County adopted a Voluntary Agricultural District (VAD) program in 2008. The program allows landowners to voluntarily enter their property into an agricultural district which recognizes the property as farmland and commits the landowner to retain the property as active agricultural land. In exchange, signs are located on the farmland which identifies the property as an agricultural district, and notice is provided through the County's land records system (GIS) which identifies approved districts and land in proximity to the districts.

Much of the land within the study area is already developed; however, a 12-acre tract of land is designated as a voluntary agricultural district in the study area. An additional 347 acres in the corridor could qualify for the agricultural district program since the acreage is in the County's present use tax value program (one of the qualifications for the VAD program). *See Map 10: Natural and Cultural Resources*.



Voluntary Agricultural District

Open space is also preserved through park land dedications. The County's Unified Development Ordinance (UDO) regulations require open space dedication for all major subdivisions. The contribution is in the form of an onsite park if practical, or trails which allow people to enjoy the outdoors if the tract is within the Carolina

Thread Trail route, or a fee in-lieu for the purchase of parkland if onsite land and amenities are deemed impractical.



Trail to Marshall fishing Area

RECREATIONAL OPPORTUNITIES

A recreational amenity in the corridor is the Marshall Steam Station Fishing Area. It is located off Highway 150 south of the Marshall Steam Station. The fishing area runs along the outlet from the Steam Station and is referred to as the "hot hole" by locals due to the higher water temperatures from the energy plant's water output. Duke Energy has made the area available to the public free of charge, and has added a parking lot, graveled walkways and ample lighting at night.

A future Catawba County Park referred to as Mountain Creek will provide passive recreation opportunities within proximity to the study area. The park space is approximately 600-acres and is located in the back of the cove of the Mountain Creek arm on Lake Norman.



Marshall Fishing Area Entrance

Active recreational opportunities located within proximity of the study area are offered by the Sherrills Ford Optimist Club. The park is located on Mollys Backbone Road.

Other opportunities are available within the study area through businesses offering marinas and campgrounds. Additional recreational opportunities will be explored with the development of the Village and Commercial centers along Hwy. 150.

Trails and outdoor facilities will be encouraged as part of the Key Harbor residential development, which is located outside of the study area off Island Point Road. Other future facilities within proximity will be offered through the Federal Energy Regulatory Commission (FERC) Agreement along Lake Norman. These facilities include the Island Point access area to the north of the study area and Slanting Bridge access area to the south of the Corridor.



Residents Enjoying Fishing Area

CULTURAL / HISTORICAL RESOURCES

Many of the early settlers of Catawba County were Germans and Scotch-Irish who left their native countries for

religious freedom and the hope of better economic conditions. With massive populations initially settling in Pennsylvania and Maryland, many people migrated to Virginia and North Carolina in search of a more rural area. The first census of the United States taken in 1790, indicated that there were 342 families in Catawba County. The population of 10,096 people was 100% rural.



Terrell Historic District

Catawba County's religious history begins with the earliest settlers, who gathered to worship outdoors, or in private homes or barns. Some of the first church buildings were "union churches" in which congregations of two different faiths shared the use of the same building. One of the first church buildings constructed in the County was Rehobeth Methodist Church. The church and associated historic cemetery are located within the study area.

The first known architect in Catawba County was Charles Henry Lester. Lester built several houses in the Hwy. 150 study area, including the T.F. Connor House. The Victorian houses created by Lester represented a radical departure from the vernacular architecture of the time. Previously, most houses were two-story rectangular structures which were at least two rooms long and one room wide. This configuration helped ventilate the building during hot humid summers. The main entrance was usually on the long side of the building so the most impressive façade was seen from the road.

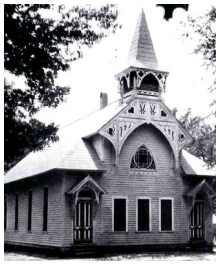


Lake Norman

The study area also includes the Terrell Historic District, which is the most intact crossroads community remaining in Catawba County. It is representative of numerous crossroad settlements throughout rural North Carolina. Development of the crossroads began in 1885 with the establishment of a cotton gin by Miles Whitfield Sherrill, and with the opening of a general store by Thomas Franklin Connor, the nephew of Sherrill. By 1893, a post office was established in the Connor store and the crossroads community was named Terrell, after a minister who served Rehobeth Methodist Church. The new community had a population of 25 people.

The Hwy. 150 Corridor Plan includes several sites listed on the National Register of Historic Places as part of the Terrell Historic District. These sites have been recog-

nized by state and federal historians as worthy of preservation for their significance in American history, architecture and culture. A brief description of some of those properties is shown below. The Terrell Historic District showing all of the specific property locations are shown on the district map. *See Map 11: Terrell Historic District.*



Rehobeth 1889 Church

Rehobeth Methodist Church and Cemetery — Rehobeth Church was the first Methodist Church constructed in North Carolina west of the Catawba River. This first structure was built in 1791 of hewn log.

A frame church was erected in 1889 and later brick veneered in the 1950's. The present church is the result of remodeling and adding on to that original 1889 building. Rehobeth was the only church in the Terrell community and was therefore the main place of worship for the community.



Present Day Rehobeth Church

The cemetery adjoining the church contains the graves of the builders and subsequent owners of the houses, stores, mill, gin and farms. The graves of members of the Gabriel, Connor, and Sherrill families are prominent among the stones in the cemetery.



Rehobeth Cemetery

Coleman-Caldwell-Gabriel Farm — The farm is located just north of the Terrell crossroads at the end of a long lane. This is the oldest house in the district and an significant example of Greek Revival architecture. It was built in 1854 by Dr. Coleman and his wife Lucy Hawkins, the daughter of William Hawkins who served as the North Carolina Governor from 1811 to 1814. In 1877 the house was purchased by Franklin Caldwell, a prosperous farmer and Catawba County deputy sheriff. In 1914, the property was sold to County Commissioner R.E. Gabriel. His son R.H. Gabriel operated the general store, post office and cotton gin in Terrell for years as well as being a farmer.



Coleman-Caldwell-Gabriel Farm

The house is a two-story, frame vernacular farmhouse of Greek Revival influence. Characteristically, these houses were two-story rectangular structures with the long side and main entrance

facing the road. As was also typical for the era, the house has a stone pier foundation, weatherboard siding, a gable roof with overhanging boxed eaves. The exterior-end brick chimneys were laid in common bond and with a single shoulder. Between 1915 and 1920 the porch was enlarged, and a two-story ell (building extension at right angle to the main structure) with its central chimney is believed to have been added toward the end of the nineteenth century. A two-story porch lines the south side of the ell, continuing along the west wall of the house. An exterior stair connects the two levels of the porch.



T.C. Connor House

T.F Connor House — Architect Charles Lester originally built the house in 1886 for Thomas Franklin Connor who was the prominent country merchant that built the store/post office building which still stands at Terrell crossroads today. This Queen Anne style house is a large two story structure with a steep pitched gabled roof, and asymmetrical massing. Exterior details alternate between various types of cut shingling, German siding, sawn brackets, and louvered blinds.



Original General Store and Post Office

Connor Store and Post Office — In 1885 Thomas Franklin Connor, the son of Charles and Mary Jane Sherrill Connor, opened a general store at the crossroads opposite the cotton gin which was operated by his uncle, Miles Whitfield Sherrill. A few years later Connor replaced this store with the larger store which is still in use today.



Present Day General Store

The current store is a large two-story frame structure with clapboard siding and a gable roof disguised by a false front on the east side front façade. Attached to the north side of the store is a one-story, roofed wing which was originally used as the post office. A shed roofed porch runs the entire length of the front façade. Even with minor remodeling through the years, the building still gives the feeling of an early twentieth century country store.



Sherrill-Gabriel House

Sherrill-Gabriel House — This house was built in the early 1880's by Cebring Sherrill as a one-story, three-room frame cottage. In 1906 Mr. Sherrill's son-in-law R.E. Gabriel converted the

one-story house into a two-story house. He turned the building around so it faced west. A two-story late-Victorian block was added on the east side, which then became the main entrance for the house.



Walter Gabriel House

The house is a three-bay-wide structure with a gable roof and exterior-end brick chimneys. The house is sheathed in weatherboard, except for the gable ends and the walls of the front porch and balcony, which are sheathed in narrow German siding. A one-story, hip-roofed porch with turned posts, balusters, and sawn-work brackets runs nearly the length of the east façade. The center bay of the porch features a pediment. Above the center bay is a second story, balcony with another pediment and details that match the porch.



James Gillian House

Walter Gabriel House — The house was built in 1902 by Walter Gabriel, who was the bookkeeper at the Connor Store. It was remodeled in the mid-twentieth century. The house is a one-and-one-half story frame structure, three bays wide, with a cross-gable roof and interior chimneys. The dominant feature of the west façade is the large, dormer-like gable end with its pair of windows. A shed-roofed porch shelters the front entrance.

James Gillian House — Mr. Gillian is believed to have been the first miller at R.E. Gabriel's gristmill in the early twentieth century. The late-Victorian dwelling is a two-story frame structure with weatherboard siding, a multi-gabled roof, and a right front projecting bay. It has a one-story ell attached to the back left side of the structure, and interior chimneys.



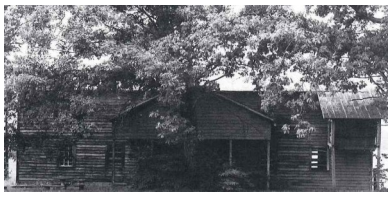
Grist Mill

Three buildings which were instrumental in Terrell's history have been removed since the formation of the Terrell Historic District. They include the Grist Mill, the Gabriel Cotton Gin, and the Cotton Storage Building.

Grist Mill — The gristmill is believed to have been built during the early twentieth century by R.E. Gabriel, with James Gillian serving as the first miller. It was a large, two story frame structure with stone-pier foundation, weatherboard siding, and metal-covered gable roof. A shed-

roofed porch with wooden posts ran across the front of the mill.

Gabriel Cotton Gin — The cotton gin was established by Miles Sherrill, and later rebuilt by R.E. Gabriel. The gin continued operation until 1960. The structure was a one-story rectangular frame building sheathed in German siding with a pitched gable roof. The east side had an external feeder apparatus. A metal shed was attached to the rear of the building.



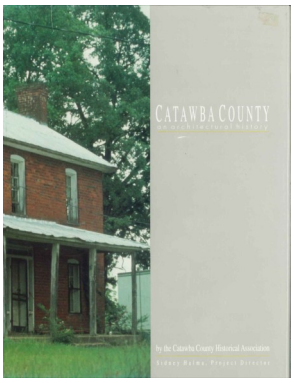
Cotton Storage Building

Cotton Storage Building — The cotton storage building, constructed by the Gabriel family was a one-story rectangular frame structure. Resting on a stone pier foundation, the building was sheathed in weatherboard siding.

Persons interested in a more comprehensive inventory are encouraged to consult the Catawba County Historical Association or Sidney Halma's book titled *Catawba County: An Architectural History.*

GUIDING PRINCIPLES

NATURAL RESOURCES, RECREATION AND OPEN SPACE



Catawba County: An Architectural History By Sidney Halma

NP-1 Assist farmers/property owners desiring to maintain the agricultural or open space use of their property by providing assistance and information on available options.

NP-2 Preserve ample open space for future generations by encouraging open space, conservation easements, pocket parks, or greenways as part of future developments.

NP-3 Provide adequate recreational opportunities for all segments of the population.

CULTURAL HISTORICAL RESOURCES

NP-4 Recognize and protect cultural resources.

NP-5 Preserve properties of local and national historic significance.



Catawba River Greenway— Morganton, NC

PLAN GOALS

NATURAL RESOURCES RECREATION AND OPEN SPACE

NG-1 Contact farmers in the study area who qualify for the Voluntary Agricultural District program to educate and encourage them to participate.

NG-2 Evaluate opportunities for developers to include open space in new projects. Search for innovative ideas to create new recreational opportunities.

NG-3 Pursue grants to secure easements and open spaces, and help develop parks and trails

CULTURAL HISTORICAL RESOURCES



Terrell Historic District from Sherrills Ford Looking Toward Hwy 150

NG-4 Encourage and support the Catawba County Historical Association and the NC State Historical Society in the endeavor to identify historic properties and keep the inventory listing current.

NG-5 Work with the Department of Transportation, the local Historical Association, State Historical Society and the property owner of the Sherrill-Gabriel House to determine the Hwy. 150 route through Terrell Historic District

NG-6 Preserve existing historic properties and assist owners with adaptive reuse to ensure sustainability.


Welcome to Historic
TERRELL, N.C.
HOME OF Rehobeth United
Methodist Church
~EST. 1789~

Plan Action Strategies (PASs)
Natural/Cultural Resources

PASs #	CATEGORY	GOAL	LEAD AGENCY	ACTION STEPS	CHAPTER #	PRINCIPAL #	GOAL #	TIMEFRAME	PRIORITY
23	Natural Resources Open Space	Contact farmers in the study area who qualify for the Voluntary Agricultural District program to educate and encourage them to participate.	Planning and Cooperative Extension	Work through the Agricultural Advisory Board to identify farmers located in the study area and contact them personally to educate and encourage them to participate in the Voluntary Agricultural District program.	6	NP-1	NG-1	Ongoing	M
24	Natural Resources Open Space	Evaluate opportunities for developers to include open space in new projects. Search for innovative ideas to create new recreational opportunities.	Planning	Encourage developers to incorporate recreation and open space as an amenity that enhances their development. Discuss design possibilities for individual developments which can take advantage of topography and existing features to achieve the appearance of natural open space which exists in harmony with the built environment.	6	NP-2 NP-3	NG-2	Ongoing	H
25	Natural Resources Recreation	Pursue grants to secure easements and open spaces, and help develop parks and trails.	Planning	Identify grant and matching fund sources for trail easements, parkland, and trail and park development. Apply for grants as funding becomes available.	6	NP-3	NG-3	18 months - 3 Yrs.	M
26	Natural Resources Cultural	Encourage and support the Catawba County Historical Association and the NC State Historical Society in the endeavor to identify historic properties and keep the inventory listing current.	Planning & Historical Association	Identify historic properties in the County. Research documentation at the County Historical Association and State Historic Society to verify all known properties are included on the listing. Encourage the application of adaptive reuse techniques while preserving the historic features of the building.	6	NP-4 NP-5	NG-4	18 Months - 3 Yrs.	M
27	Natural Resources Cultural	Work with the Department of Transportation, the local Historical Association, State Historical Society and the property owner of the Sherrill-Gabriel House to determine the Hwy. 150 route through Terrell Historic District	Planning & Historical Association	Work with property owners at the intersection of Hwy. 150 and Sherrills Ford Road along with NCDOT to identify alternatives that will allow for the road widening section to remain at the current location. This could include a reduced cross-section and/or re-location of exiting buildings.	6	NP-4 NP-5	NG-5	3 - 6 Months	H
28	Natural Resources Cultural	Preserve existing historic properties and assist owners with adaptive reuse to ensure sustainability.	Planning & Historical Association	Identify adaptive reuse opportunities.	6	NP-4 NP-5	NG-6	Ongoing	M

Map 10:
Hwy 150 Corridor Study
Natural & Cultural Resources

Future Mtn Creek Park

Catawba County

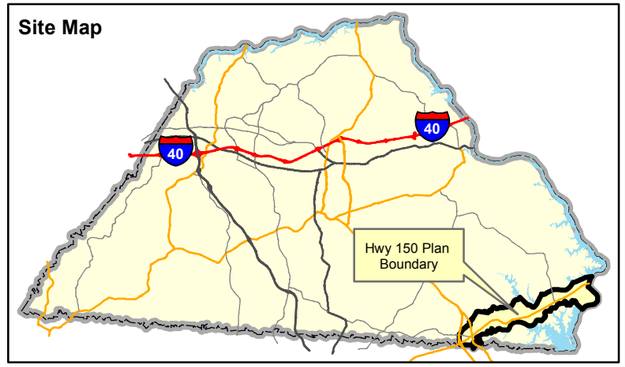
Iredell County

Catawba County

Lincoln County

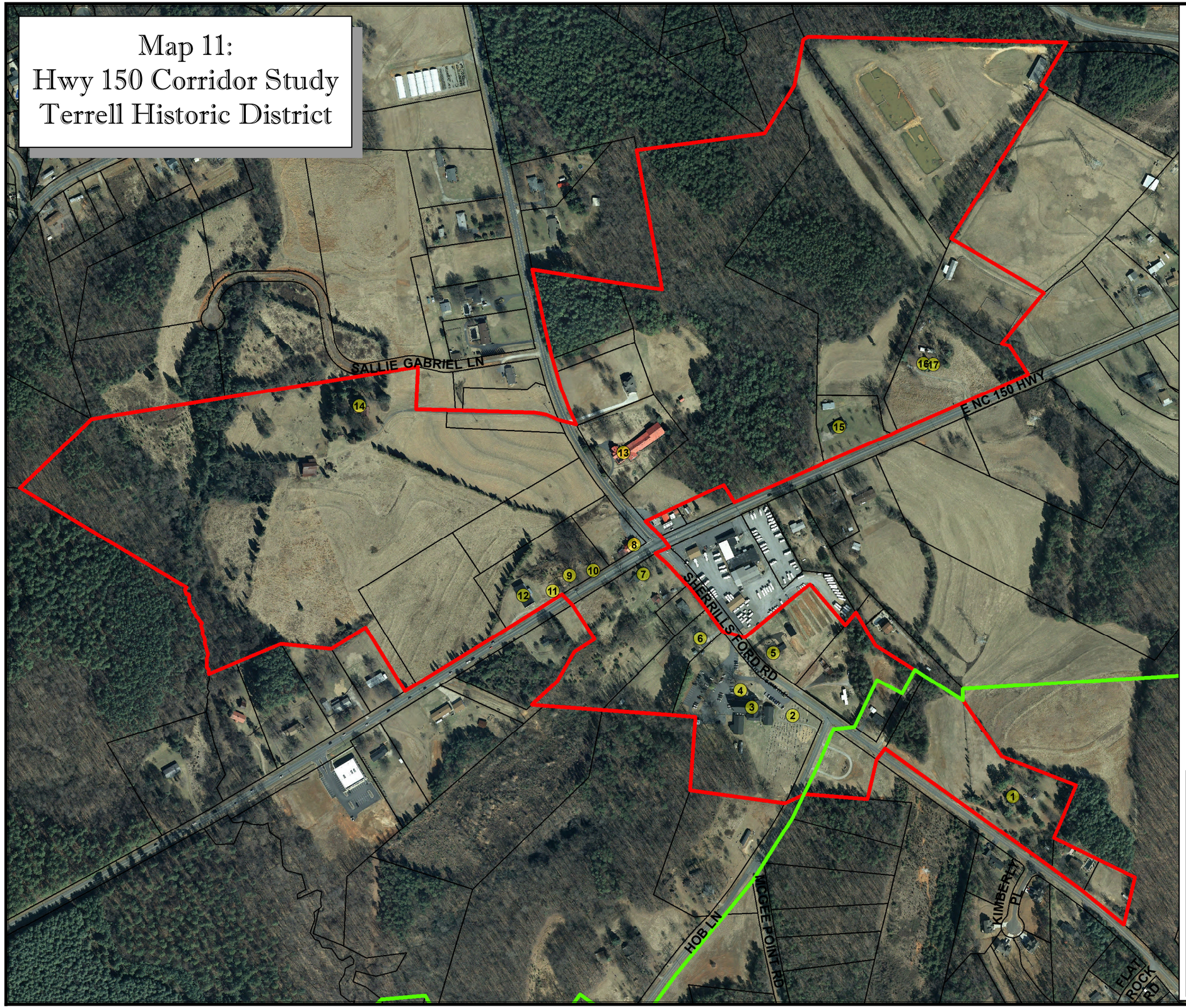
County Boundary	Terrell Historic District
Parcels	Park - Marshall Fishing Area
Plan Boundary	Streams
Natural Heritage	Floodplain
Farmland (Present Use)	Lakes
VAD	Railroad

Site Map



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Map 11:
Hwy 150 Corridor Study
Terrell Historic District



Historic Sites

Plan Boundary

Terrell Historic District

Parcels

Number	Name
1	James Gillin House
2	Rehobeth Methodist Church Cemetery
3	Rehobeth Methodist Church & Parsonage
4	Sherrill House (Approximate Site)
5	Walter Gabriel House
6	Jesse Stutts House
7	Sherrill-Gabriel House
8	Connor Store & Post Office
9	Gabriel Cotton Gin (Gone)
10	Grist Mill (Gone)
11	Cotton Storage Building (Gone)
12	Warehouse
13	T.F. Connor House
14	Coleman-Caldwell-Gabriel Farm
15	Kermit Lee Howard House
16	Jason Sherrill House
17	Early Sherrill House

N

0 250 500 1,000 Feet

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Site Map

