

Sherrills Ford Small Area Plan

Recommended by the Sherrills Ford Small Area Planning Committee, June 6, 2002
Recommended by the Catawba County Planning Board, August 26, 2002
Adopted by the Catawba County Board of Commissioners, February 17, 2003



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Cover photos:

1885 Connor Store and Post Office at Terrell courtesy of the Catawba County Museum of History Archives

Lake Norman courtesy of Jeff Cernuto, Bridgewater IV, LLC

INTRODUCTION

BACKGROUND

Certain areas of Catawba County are preparing for anticipated changes that have not been experienced in the County in some time. The Sherrills Ford/Lake Norman community is one such area. School overcrowdedness and an over-capacity Highway 150 are a few of the challenges facing the community.

As a means of attempting to address these and many other issues, work has begun on a long-range Small Area Plan for the Sherrills Ford/Lake Norman community. The concept of conducting small area plans for Catawba County was one of sixteen growth strategies resulting from the County's long-range Strategic Growth Plan (1999). The process for developing the small area plans is a grassroots effort which began with the appointment of a Sherrills Ford/Lake Norman Planning Committee by the Board of Commissioners in December 1999.

Initially, this volunteer committee of citizens who live in the Sherrills Ford/Lake Norman area explored the area's current conditions and defined those issues that are crucial to preserving the quality of life for the community's citizens in the face of rapid change. The committee then used citizen input received at community meetings to develop plan recommendations. More specifically, the committee has accomplished the following:

- 1) Researched several topics pertinent to the area such as (a) watershed protection rules, (b) transportation issues, (c) residential development alternatives, (d) commercial and industrial development needs, (e) zoning controls, (f) innovative land development techniques (g) population and demographics, (h) school capacity issues, (i) open space preservation, (j) affordable housing issues, (k) water and sewer services, and (l) public service needs such as libraries and parks.
- 2) Participated in a photo exercise where each committee member took pictures of development patterns and building architecture (mostly in the Catawba, Iredell and Mecklenburg counties) that they *liked* or *disliked*. Each member presented his or her photos to the Committee for discussion.
- 3) Conducted a random telephone survey of residents in the area regarding their thoughts of the area and its future. (Summaries of the survey are included in the appendix to this Plan).
- 4) Sponsored and facilitated an initial community input meeting on August 31, 2000 which was attended by 135 citizens of the area. Like the other listed activities, the results of this meeting have been used in developing the Plan.
- 5) Presented the draft plan recommendations at a drop-in community meeting held on April 16, 2002. This meeting was attended by 99 residents of the area.

- 6) Presented the plan recommendations to the Planning Board at a public hearing held on June 24, 2002.
- 7) Conducted a special work session on July 11, 2002 with the Planning Board to further review the plan recommendations and comments received at the public hearing.
- 8) Reviewed the plan recommendations with the Board of Commissioners at individual work sessions.
- 9) Presented the plan recommendations to the Board of Commissioners at a public hearing held on February 17, 2003.

After the special work session with the committee, the Planning Board recommended the plan to the Board of Commissioners at its August 26, 2002 meeting. The Board of Commissioners reviewed the plan in detail with committee members and then scheduled a public hearing for its February 17, 2003 meeting. At that meeting, the Board reviewed the open space recommendations in the plan and indicated that the 30% open space requirement for new subdivisions seemed excessive when compared to other small area plans. The Board of Commissioners adopted the plan at its February 17, 2003 meeting. In adopting the plan, the Board directed staff to draft ordinances implementing the open space concept proposed by the committee but with a minimum requirement of something less than 30%.

The Sherrills Ford Small Area Plan has been designed as a policy document to help guide community leaders (elected, appointed and private sector) in making decisions regarding the future growth and development of the area. It will also serve as a tool for making decisions regarding public facility and service investments.

The guiding principles in this Plan have been formulated through numerous meetings and workshops of the Sherrills Ford Small Area Plan Committee. The principles are statements of what the Small Area Plan hopes to accomplish in a broad context, based on the analysis of opportunities and constraints for future development of the Area. The principles are statements of general direction and fundamental considerations which are intended to be a basic guide for making development and public service decisions. These statements will ultimately provide a solid foundation for establishing a recommended course of action and a framework for implementation. It is important to note that the individual principles cannot stand alone, but are part of an interrelated network; achievements resulting from a certain principle may assist in furthering the purpose of more than one principle.

The Plan recommendations are part policy and part action-oriented and, like the guiding principles, are based largely on the input of the Planning Committee. A future land use plan, recommended ordinance revisions and needed public investments are examples of how the Plan's recommendations will be implemented.

Over the next five years, issues may arise that have not been addressed in this document. Since the plan is intended to be an active document, it must be capable of adapting to changes and new challenges. The Sherrills Ford Small Area Plan Committee recommends reviewing the plan every five years, or as conditions change. Some changing conditions the Committee indicated which would trigger amendments to the Plan are the construction of a wastewater treatment plant or the widening of NC Hwy. 150. Amendments to the Plan have a potential impact on all residents and businesses in the Sherrills Ford area and therefore should be treated in a manner that would allow for public input, through notice and hearings, during the amendment procedure.

STUDY AREA

The Sherrills Ford District encompasses an approximately 71 square mile area (45,412 acres) in southeastern Catawba County. The district is bounded by Lake Norman and the Catawba River on the east, the Catawba/Lincoln County line to the south, NC. Highway 16, Buffalo Shoals Road, and Murrays Mill Road to the west, and U.S. Highway 10, the Town of Catawba's Extraterritorial Jurisdiction, and the Catawba River to the north. See Map 1, *Study Area* for boundaries of the district.

There are two primary contrasts that define this planning district. Lake Norman and the Catawba River create a physical barrier on the eastern edge of the district and provide the County with a substantial amount of new residential development. The location and proximity to two major highways, Interstates 40 and 77, as well as a local railroad line has helped prompt the location of two major industrial facilities, CommScope and Prodelin. Marshall Steam Station, a Duke Power hydroelectric power station and major local employer, directly abuts Lake Norman is also located in this area.

The remaining portion of the area is relatively rural. Much of the property along Sherrills Ford Road, Long Island Road, Little Mountain Road, Buffalo Shoals Road, and other centrally located roads is characterized by large agricultural and woodland tracts. However throughout the district an increased number of stand-alone residential neighborhoods are being developed and some urban issues are beginning to face Sherrills Ford.

HISTORICAL CONTEXT

The history of the area originates from the geology and water resources that dominate and also provide the boundaries of this Area. Pre-European era inhabitants of this Area most likely utilized its river bottoms for agriculture and hunting grounds. These are evident by the local relics that are found in the area. Early European settlement of the county originated in this area up from the best rock-shelf crossing/ford of the river that became know as Sherrill's Ford. Many of the names of the Area originate from these geological and water resources— Long Island, Mountain Creek, Gold Mine, Buffalo Shoals, Mountain View.

One of the pre-dominant transportation routes of the region was Sherrill's Ford Road, which follows the western ridge above the river. Beatty's Ford Road also was a major route which provided a southern route across the river from settlement areas along the Henry, Jacob and South fork of the Catawba River.

Agriculture in the area originated along the Catawba River and major creek bottoms. These became the settlement areas of this Area. As the better bottoms were claimed, the upland areas were settled and utilized for agriculture.

This Area had initial industrial development based around the mineral and water resources of the region. The hillsides, with their ample water resources, allowed the settlers of the area to raise corn and wheat to be milled into flour and corn meal and to harvest logs to be sawed at lumber mills. These water resources also allowed for the refinement of iron ore into iron and limestone into cement. The water resources of the river evolved into the development of more sophisticated textile mills. Textile mills at Long Island and Monbo were based on the water resources of the river to power the textile machinery. With the development of Lake Norman and Marshall Steam Station by Duke Power, affordable energy was available to power other industries in the region.

Commercial development within the area was based along the major transportation routes and was centered to support the community. The original commercial development in the region was the Ophiliates Mill on the eastern side of the Catawba River, which was the closest creek/milling location near the best ford on the upper section of the north fork of the Catawba River. This was a trading post on the frontier during that time. Thus, when Adam Sherrill forded the river to settle this section it was most likely due to the geology, which in turn drove the industrial and commercial development of the region. Several of the commercial centers in the region were based on these ridge/transportation routes one of which is in Terrell.

Religion of the settlers of this area was very predominant in the history of the remainder of the US. The origins of the Great Revival movement of the 1790-1840's within the frontier of the Middle America were at the Grassy Branch camp meeting site and the Rehobeth Church cemetery. This Camp meeting ground has evolved into the Campgrounds of Ball's Creek, McKenzie's and Mott's Grove. The name of these areas originates from the religion connections of the settlers – Rehobeth, Terrell, Balls Creek.

CURRENT CONDITIONS AND TRENDS

COMMUNITY PROFILE

DEMOGRAPHIC PROFILE

The beginning point of most community planning projects is to determine what the subject area is like, who lives there, where they work, what the demographic trends are and how the area compares to other areas. This section explores some of the demographic data that has served as one of the tools for the development of this Small Area Plan.

This demographic data is primarily offered as a comparison exercise. Information has been gathered for four places where statistics are available: **(1) the Charlotte MSA** ("Metropolitan Statistical Area"), which includes all of Mecklenburg, Lincoln, Cabarrus, Union and York (SC) counties; **(2) Catawba County**, which generally includes its municipalities in the data; **(3) Census Tract 115**, which closely mirrors the Sherrills Ford Small Area Plan boundaries (See Map 2, *2000 Census Tracts*); and **(4) the Sherrills Ford and Lake Norman of Catawba CDP** ("Census Designated Places"), which is essentially land adjacent to Lake Norman in the extreme southeastern portion of the County.

The Sherrills Ford area has experienced one of the highest growth rates in the County during the last decade. This area in the beginning of 1990 had over 7,600 persons. By the year 2000, over 10,500 persons were counted in the area. This represents a growth rate of over 37%. Most of the growth is a result of large single-family developments along the Lake, especially those holdings of Crescent Resources.

Sherrills Ford Small Area Plan, Study Area Growth: 1990 to 2000

Year	1990	2000	Net Change	% Change
Persons	7,656	10,519	2,863	37.4
Households	2,961	4,221	1,260	42.6
Persons/Household	2.59	2.49	-0.10	-3.9

Population

Place	1990 Population	2000 Population	Change	% Change 1990-2000
Lake Norman of Catawba CDP	N/A	4,744	N/A	N/A
Sherrills Ford CDP	N/A	941	N/A	N/A
Tract 115	8,101	10,988	2887	35.6
Catawba County	118,412	141,685	23,273	19.7
Charlotte MSA	1,162,093	1,499,293	337,200	29.0

Source: US Census Bureau, 1990-2000; WPCOG Data Center 2001.

Age of Population, 2000

Place	Persons Age 18 and under (% of all persons)	Persons Age 19 to 64 (% of all persons)	Persons Age 64 and older (% of all persons)
Sherrills Ford SAP	2,405 (22.9%)	6,944 (66.0%)	1,170 (11.1%)
Lake Norman of Catawba CDP	932 (19.6%)	3,235 (68.2%)	577 (12.2%)
Sherrills Ford CDP	242 (25.7%)	581 (61.7%)	118 (12.5%)
Tract 115	2,516 (22.9%)	7,199 (65.5%)	1,273 (11.6%)
Catawba County	34,392 (24.3%)	89,868 (63.4%)	17,425 (12.3%)
Charlotte MSA	380,993 (25.4%)	965,652 (64.4%)	152,648 (10.2%)

Source: US Census Bureau, 2000; WPCOG Data Center 2001

Race and Ethnicity, 2000

Place	White	Black	Other	Hispanic (any race)
Sherrills Ford SAP	94.1%	4.3%	1.6%	1.0%
Lake Norman of Catawba CDP	97.4%	1.3%	1.3%	0.7%
Sherrills Ford CDP	84.5%	13.0%	2.5%	1.5%
Tract 115	92.8%	6.0%	1.2%	1.3%
Catawba County	85.0%	8.4%	6.6%	5.6%
Charlotte MSA	73.6%	20.5%	5.9%	5.1%

Source: US Census Bureau, 2000; WPCOG Data Center 2001.

Household Size, 2000

Place	Persons/Household
	2.49
Lake Norman of Catawba CDP	2.38
Sherrills Ford CDP	2.56
Tract 115	2.50
Catawba County	2.55
Charlotte MSA	2.61

Source: US Census Bureau, 2000; WPCOG Data Center 2001.

Vacant Housing, 2000

Place	Vacant Housing Units (% of all Units)
Lake Norman of Catawba CDP	28.4%
Sherrills Ford CDP	4.2%
Tract 115	17.8%
Catawba County	7.3%
Charlotte MSA	6.7%

Source: US Census Bureau, 2000; WPCOG Data Center 2001

Change in Housing and Migration

Place	% of Persons living in the same house between 1985 and 1990	In-migration 1985 to 1990 (% of population)
Sherrills Ford CDP	51.5%	1,100 (34.3%)
Census Tract 115	61.2%	1,600 (19.9%)
Catawba County	55.1%	19,027 (16.1%)
Charlotte MSA	47.8%	172,933 (16.8%)

Note: In migration refers to those persons that moved into the listed place from another MSA between 1985 and 1990. Note: all of the places in the table are part of the Hickory MSA, except Charlotte.

Commuting Time to Work

Place	Average Work Commute Time	% of Workers commuting over 40 minutes to Work
Sherrills Ford CDP	26.9 minutes	26.7%
Census Tract 115	23.8 minutes	17.6%
Catawba County	17.4 minutes	6.0%
Charlotte MSA	21.6 minutes	12.2%

Place of Work

Place	% of Workers Employed outside of County of Residence
Sherrills Ford CDP	62.4%
Census Tract 115	37.6%
Catawba County	11.9%
Charlotte MSA	20.2%
Hickory-Morganton MSA	20.0%

Employment

Place	% Employed in Professional Occupations	% Employed in Service and Professional Support Occupations	% Employed in Manufacturing Occupations	% Employed in Farming Occupations
Sherrills Ford CDP	23.8%	33.4%	41.1%	1.7%
Census Tract 115	16.4%	29.8%	52.1%	1.7%
Catawba County	17.6%	35.6%	45.8%	1.0%
Charlotte MSA	23.8%	43.1%	31.8%	1.3%

Table only includes employed persons aged 16 and older.

Household Income

Place	1996 Estimated Median Household Income*	% of 1989 Households with Incomes below \$10,000 (\$17,000 in 1996 dollars)	% of 1989 Household Incomes over \$60,000 (\$102,353 in 1996 dollars)
Sherrills Ford CDP	\$57,016	5.7%	20.5%
Census Tract 115	\$53,418	7.4%	12.6%
Catawba County	\$49,860	12.1%	11.5%
Charlotte MSA	\$53,062	13.0%	15.7%

*1996 estimates based on 70% growth since 1989 in per Capita Income for Catawba County - per State Office of Planning.

DEMOGRAPHIC PROJECTIONS

It is projected that the Sherrills Ford area will remain a high growth area in the next 10-15 years. This is based on the demand for lake lots, its close proximity to the Charlotte urban area and relatively low land prices. The area may see even more explosive growth should public utilities become available to serve the region with multi-family housing, which has not currently developed.

Sherrills Ford Small Area Plan, Projected Study Area Growth: 2005 to 2015

Year	2005	2010	2015	Growth 2000 to 2015	% Change
Persons	11,870	13,258	14,535	4,016	38.2
Households	4,806	5,411	5,981	1,760	41.7
Persons/Household	2.47	2.45	2.43	-0.06	2.4

Source: WPCOG Data Center, October 2001.

ASSETS AND KEY ISSUES

COMMUNITY ASSETS

The Sherrills Ford area is blessed with natural beauty from steep lakefront property to the wooded inland areas and rolling farmland. Historic sites, such as Murray's Mill, add further interest to the area.

Citizens in the Sherrills Ford area take an active interest in their community as evidenced by strong participation in this planning process. During the August 2000 community meeting, over 130 Sherrills Ford residents participated in small group discussions to identify what they liked about their community. Following are the assets the community wants to preserve as identified at this meeting:

- Small town atmosphere
- Trees/natural beauty
- Clean lake
- Zoning regulations
- Fire Department/Rescue Squad
- Community traditions

From this list and other issues identified in the community (see the Appendix for complete results of the community meeting), the committee developed the Plan's guiding principles and recommendations.

KEY ISSUES

While being the largest of the designated small areas in the County, the Sherrills Ford/Lake Norman Small Area is also one of the fastest growing. It is one of the least connected areas to the rest of Catawba County and the one with the likelihood for the most growth-related issues to be dealt with over the next 10 years. This District is significantly diverse in population, economics and land use patterns. For instance, the area surrounding the Town of Catawba is very rural in nature but has some development potential along Highway 70 and Highway 10. The rest of the area (except the land adjacent to Lake Norman) is largely undeveloped. Roads such as Sherrills Ford Road, Little Mountain Road and Hopewell Church Road are virtually untapped for new development. Conversely, land around the Lake is becoming very developed at overall densities similar to some urban areas.

The influences of Lake Norman should not to be underestimated. Rapid growth has begun to occur here with very limited municipal-type public services available. The road network (primarily dead-ends) that has been created by land development along both sides of Highway 150 is extensive. Due to a lack of public sewer service, development in this area is often limited to half-acre lots or greater. However, for an unincorporated place, the density is still very high in

certain areas around the Lake. Approximately half of the area's population lives within a mile of either Lake Norman or the Catawba River.

Island Point Road is of particular concern when exploring land use issues. This approximately four mile long road has huge development potential with only one way in and out. As this area becomes developed with more and more residences, traffic will become more burdensome. With the area's strong ties to employment and entertainment opportunities in Charlotte, peak hour traffic on this four mile dead-end road will likely need to be remedied over time. Brawley School Road in Iredell County poses a similar, but much more ominous threat. Density limitations have been placed on that road to address these same issues.

While no specific data exists to determine commuting patterns and shopping habits in this District, general discussions with residents suggest that Sherrills Ford/Lake Norman residents shop and are entertained mostly in Mooresville and northern Mecklenburg County and work in and around Charlotte. For good schools, less congestion and somewhat less expensive waterfront living, the 45-minute to one-hour commute appears to be worth it for a growing number of people. This trend is not apt to change in the foreseeable future.

LAND USE AND COMMUNITY DESIGN

CURRENT CONDITIONS AND TRENDS

Current Land Use

The majority of the Sherrills Ford district is rural. The landscape is dotted with many beef, grain and horse farms, hay fields, large stands of timber, and homes on relatively large, individual lots. The commercial uses in the area tend to fit into one of three groups, small community stores that serve the local residents, larger businesses that serve the entire community, and highway businesses located on the major thoroughfares that serve the traveling public. Industrial uses are few, however those present are large and have a dramatic economic impact on the residents of Sherrills Ford. See Map 3, *Current Land Use* and Map 4, *Current Zoning*.

The table below details the total acreage of specific land use categories found throughout the district.

Land Use Comparison

Land Use Class	Number of Parcels	Total Acreage	Acreage: Percent of Total
Residential	4955	13,026	28.7
Commercial	61	158	<1
Office-Institutional	46	329	<1
Manufacturing	25	541	1.2
Open Space	3731	30,532	67.2
Under Construction	163	826	1.8

Source: Catawba County Geographic Information Systems

Residential

Residential land uses prevail throughout this district. The majority of the area, excluding most of the lakefront or lake view property, is comprised of a mix of stick-built single-family homes and manufactured housing. Much of this development has occurred over the last thirty years, however there are several historic structures in the area, and many that are well over fifty years old. Many of the homes are located on one-acre lots or greater, and in many cases are part of or associated with a much larger tract such as a hay field or farm.

In the last five years, a number of large tracts have been developed for relatively small (40 lots or less) stand-alone subdivisions. The newer subdivisions are evenly distributed between stick-built homes and manufactured or modular homes. These developments are dispersed throughout the area and are not interconnected. Typically these have been cul-de-sac developments and offer no connectivity within the subdivision or to the surrounding area.

Much of the new residential development has occurred on and near Lake Norman. This new housing stock has been primarily higher-end dwellings in neighborhoods with amenities that are typically lacking in other current

developments. In many cases new lakefront homes are replacing older structures previously used as vacation spots.

Institutional

There are two post offices located in the area, Terrell and Sherrills Ford. These facilities are approximately 2.5 miles apart and are located on Sherrills Ford Road and NC Hwy 150. Bandys High School and Sherrills Ford Elementary are located in this area with Mill Creek Middle School located just outside the area's boundary. The Motts Grove Campground, a historical meeting place, as well as many churches, some of which are well over 100 years old, are found in Sherrills Ford.

Agricultural and Woodlands

This area is still comprised heavily of agricultural and wooded area. In the central part of this district, there are many large tracts utilized for several agricultural uses including beef, grain and horse farms, crops, hay fields, and timber stands. In the eastern section a great deal of property on or near the shoreline of the lake which is owned primarily by Crescent Resources, and is utilized for timber purposes.

Commercial

There is one major commercial node in this district. The intersection of N.C. Highway 16 and N.C. Highway 150 near the Lincoln County line has developed into a significant community commercial center. Commercial uses in this vicinity serve the surrounding community as well as the traveling public. Highway 150 has sporadic pockets of commercial development traveling east to the Iredell County line.

The remaining area is served by smaller neighborhood commercial uses that primarily serve the local public. These establishments are generally small convenience stores with gas pumps. Some examples are found at the intersection of Highway 150 and Sherrills Ford Road, at the "Big V" at the intersection of Sherrills Ford Road and Long Island Road, and at the intersection of NC 16 and Buffalo Shoals Road, to name a few.

Accessibility to the lake has also attracted several marinas and related uses. Lake Norman Marina, Long Island Marina, the Lake Norman Motel and the Landing are all located in the Sherrills Ford area.

Industrial

There are three major industrial facilities in this area. When Lake Norman was created by damming the Catawba River in 1963, several electrical-generating plants were constructed. The Marshall Steam Station on Highway 150 was built at that time and has had major social, economic, and physical effects on the area.

CommScope and Prodelin, two major industries located in the area, have also created a substantial number of jobs for residents of this area as well as an

increased tax base. Also located in the area is the Little Mountain Airport off Airport Road.

GUIDING PRINCIPLES

1. **Diversity in Sherrills Ford.** Continue to recognize the significant variation in current and future land use patterns and growth demands in different parts of the Sherrills Ford Small Area.
2. **Balanced Land Use.** Establish a balanced land use pattern which includes a good mixture of housing, shopping, employment and civic uses (such as schools and religious facilities). Land devoted to residential, open space and agricultural uses should continue to make up the majority of all land.
3. **Pedestrian Oriented Development.** Ensure that all new development is designed to accommodate and encourage the pedestrian and bicyclist as equally as the automobile driver.
4. **“Main Street.”** Efforts should be made to promote the creation of a pedestrian oriented village center to serve as a focal point of the Sherrills Ford community in Terrell.
5. **Mixed Use.** Mixed uses of land (“villages”; homes and small “daily need” retail businesses together in neighborhoods) should be permitted and encouraged but only with appropriate design standards; linkages with employment centers should also be encouraged.
6. **Neighborhood Protection.** Protect and enhance the character of existing neighborhoods.
7. **Retail Development.** 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 in Sherrills Ford.
8. **“Livability” and Design Quality.** Encourage development designs that create a sense of place; distinct, cohesive, livable and walkable neighborhoods and communities; Promote quality of design in future public and private development which will contribute to the creation of a visually attractive environment and a distinct community identity.
9. **Screening and Buffering.** Ensure that incompatible land uses are separated by proper screening and buffering. Additionally, intensive public improvements should provide for the same protections.

10. **Flexibility.** Regulations should be as flexible as possible to offer the most opportunities for creative land design.
11. **Aesthetics.** Improve the aesthetic and functional character of development along the area's major corridors to create an attractive contemporary environment suitable for commercial, office/service, and higher-density residential use. To achieve this purpose, standards addressing signage, driveway access and buffering would be developed.

PLAN RECOMMENDATIONS

RESIDENTIAL

1. Designate an area of high density along a half-mile corridor (one-quarter mile on each side) on Sherrills Ford Road, Beatty Road and Island Point Road, where existing public waterlines can serve new development (see Map 5, *Future Land Use Recommendations*). The density in this area will be one-half acre lots, subject to the lots supporting in-ground septic systems. Development standards, such as a minimum open space requirement and setback buffers, would be incorporated.
2. Designate an area of medium density within a 1000-foot strip around Lake Norman (see Map 5, *Future Land Use Recommendations*). The density in this area will be $\frac{3}{4}$ acre lots, subject to the lots supporting in-ground septic systems. This density is in character with the existing development pattern along the lake but the lots are slightly larger to provide for environmental protection. In addition, new developments would incorporate a minimum open space requirement to preserve the character of the area.
3. The remaining area in the Sherrills Ford Small Area Plan district is designated as rural with a residential density averaging one unit per two acres (see Map 5, *Future Land Use Recommendations*). Within the rural density area, new developments would incorporate the following design standards:
 - Encourage open space/cluster subdivision design
 - A minimum open space requirement
 - Density bonuses for providing additional open space beyond the minimum requirement in cluster subdivisions
 - Buffering along the road frontage
4. Explore and evaluate the option of obtaining State-enabling legislation to establish a Transfer of Development Rights program. This program would allow a transfer of development rights from the rural residential area to areas which could support additional development.

5. Multi-family development, defined to include apartments, patio homes and townhome development, is recommended for the Hwy. 150 corridor, the village center at Terrell and the community commercial center at the intersection of Hwy. 150/16. The Hwy. 150 corridor is defined as an area along Hwy. 150 east from the regional commercial center at Hwy. 150/16 to the village center at Terrell and east of the village center at Terrell to the county line (see Map 5, *Future Land Use Recommendations*). The Zoning Ordinance would be amended to include corridor standards for Hwy. 150 addressing the following:
 - Landscaping/buffers
 - Additional setbacks
 - Storage in the rear
 - Access management
 - Signage, including the prohibition of billboards
 - Lighting standards
6. The County should explore and evaluate impact fees to fund additional facilities, such as schools, which are needed as a result of, or to facilitate, new residential development.
7. The current school capacity requirement would be lifted for the high density residential areas noted above; however, the Planning Board would need to evaluate the need for additional growth control should impact fees not be implemented and/or pressures warrant.
8. Explore and evaluate the concept of adopting a minimum housing code to address substandard conditions.

COMMERCIAL

1. Designate a “village” center at the Sherrills Ford Road/Hwy. 150 intersection consisting of approximately 750 acres (see Map 5, *Future Land Use Recommendations*). This area would include a mixture of commercial, office and mixed-residential uses. The Zoning Ordinance would be amended to include development standards for the village addressing the following:
 - access management
 - setbacks
 - landscaping
 - interconnectivity
 - signage
 - mixed density and small neighborhood uses
 - lighting standards

The village should incorporate architectural standards to be compatible with the historical character of the Terrell area.

2. Designate a “regional commercial center” at the intersection of the existing Hwy. 150/16 and the new Hwy. 150/16 interchange (see Map 5, *Future Land Use Recommendations*). The regional commercial center is designed to provide a mixture of uses such as commercial, office-institutional and multi-family to serve the needs of a population service district of 40,000 – 150,000 people within a 20-30 minute drive. Development of this center would be coordinated with Lincoln County. The average size of a commercial center development would be 150,000 square feet of leasable area on an individual site greater than 10 acres.
3. Designate a “neighborhood commercial center” at the intersections of Hwy. 150 and Mt. Pleasant Road and Hwy. 16 and Buffalo Shoals Road (see Map 5, *Future Land Use Recommendations*). Commercial uses at this location would include commercial services for the traveling public. The acreage of each site would range from 10-25 acres.
4. Amend the Zoning Ordinance to include a Hwy. 150 corridor overlay for new development. The ordinance will address the following standards:
 - Landscaping/buffers
 - Additional setbacks
 - Storage in the rear
 - Access management
 - Signage, including the prohibition of billboards
 - Lighting standards

5. Designate “rural commercial nodes” at the following intersections:

- Sherrills Ford Road/Long Island Road
- Sherrills Ford Road/E. Bandys’ Cross Road
- Hudson Chapel/Kale Road
- Long Island Road/Kale Road
- Slanting Bridge Road/Keistler Store Road
- Buffalo Shoals Road/Bandys Crossroad

Rural commercial nodes are designed to serve the surrounding neighborhood with limited commercial services. The maximum area would be 20 acres at the entire node.

6. Explore and evaluate the concept of adopting a minimum commercial code to address substandard conditions.

OFFICE-INSTITUTIONAL

1. Designate office-institutional uses to be allowed in the Hwy. 150 corridor, the Hwy. 150/16 regional commercial center and the village center at Terrell (see Map 5, *Future Land Use Recommendations*). The Zoning Ordinance would be amended to include corridor standards for Hwy. 150 addressing the following:

- Landscaping/buffers
- Additional setbacks
- Storage in the rear
- Access management
- Signage, including the prohibition of billboards
- Lighting standards

The designation of this area is to be re-evaluated in 3-5 years to determine its suitability for such uses.

INDUSTRIAL

1. Industrial uses should be limited to those areas currently zoned for light and heavy industry (E-1 and E-2).
2. Industrial uses in the Little Mountain Airport area are encouraged to develop in a park-like manner.

TRANSPORTATION

CURRENT CONDITIONS

ROADS & HIGHWAYS

The Catawba County Thoroughfare Plan, adopted by the Board of Commissioners in 1992, makes recommendations for road improvements in the Sherrills Ford area. Due to tremendous residential growth in the area since development of the Thoroughfare Plan, it is now outdated. The County, along with the North Carolina Department of Transportation, is currently re-writing this plan using recent development patterns in order to address future transportation needs in this area.

North Carolina Hwy. 150, a major east-west thoroughfare, provides inter- and intra-county service in the Sherrills Ford area. The 1992 Thoroughfare Plan recommends widening of Hwy. 150 due to projected traffic counts. In 1989, the traffic count for Hwy. 150 was 7,100 Average Daily Traffic (ADT). The 2010 projection for this highway was 16,200 ADT. The actual traffic count in 1999 was 13,000 ADT which is an 83% increase from 1989. At this rate, Hwy 150 will reach its projected traffic count in the year 2004. At this time the highway is over its practical carrying capacity of 9,900 ADT. The State's 2002-2008 Transportation Improvement Program (TIP) lists Hwy. 150 as an unfunded project.

NC Hwy. 16 traverses the southwestern boundary of the Sherrills Ford district. This highway, like Hwy. 150, provides inter- and intra-county service through the area and serves as a valuable link to the Charlotte urban area. The traffic count in 1989 for the lower portion of Hwy. 16 was 6,400 ADT and the upper portion was 8,700. Projections for the year 2010 would place the road over capacity at 11,300 ADT. Traffic counts for 1999 show the road reaching its practical capacity of 9,900 ADT. The 1992 Thoroughfare Plan recognized the planned improvements to Hwy. 16 from Gaston County into the southern portion of Catawba County above Killians Crossroads. Due to additional growth in the area, the plan also recommended the widening of Hwy. 16 from the end of this project to southeast of Newton. The design recommended in the plan is a four-lane divided roadway with a grass shoulder. The State's current TIP provides funding for Hwy. 16 into two separate projects. The lower portion is funded and is to be complete by 2008. The upper portion is partially funded in the 2002-2008 plan with the remaining funding to be provided beyond 2008.

Following is a chart showing the funding and status of road projects which have significance to the Sherrills Ford area.

2002-2008 Draft Transportation Improvement Program

Project	Description	Cost	Status
NC 16 Southern portion	Multi-lanes: 16.9 miles on a new location from Gaston County (Lucia) to S.E. Catawba County	\$128,710,000	Design in progress Right of Way acquisition in progress Construction 2001 to 2006
NC 16 Northern Portion	Multi-lanes: 9.1 miles of widening from S.E. Catawba County to Newton	\$33,500,000	Design in progress Right of Way acquisition to begin 2002 (some in 2006 and beyond) Part construction 2004 (most beyond 2008)
NC 150	Multi-lanes: 22.6 miles of widening from NC 27 in Lincoln to I-77 in Mooresville	\$96,747,000 (currently unfunded)	No work to begin prior to 2008
I-77	Additional lanes: widening from I-85 in Charlotte to NC 73 in Huntersville	\$100,900,000	Design in progress No additional Right-of-Way needed Part construction 2003 to beyond 2008

Catawba County has special authority from the N.C. General Assembly to assist in thoroughfare plan implementation. The County can expend funds and exercise the power of eminent domain for acquiring land for future roads. In order to do this, the road must be in the State's TIP and a specific road design must have been completed. This allows for protection of future road corridors when development may occur within the area and also can help to move up the project in the State's funding process.

Regional transportation efforts which impact the Sherrills Ford area include coordination with Iredell and Lincoln counties in the request for an updated road feasibility study for NC Hwy. 150. Also, a thirteen county organization, called Voices & Choices, has prepared regional transportation recommendations in an attempt to coordinate thoroughfare planning for the area.

PEDESTRIAN AND BICYCLE SYSTEM

Sherrills Ford has virtually no bicycle or pedestrian routes. Some scattered subdivisions do have sidewalks, however they are primarily internal and do not provide connectivity to, or serve, the surrounding areas.

There are many potential destinations in the Sherrills Ford district that would benefit from a bike/pedestrian system, however the system would have to be substantial due to the generally scattered nature of development. Some possible origins/destinations are as follows:

- Sherrills Ford Elementary School
- Mill Creek Middle School
- Bandys High School
- Sherrills Ford Library
- Molly's Backbone, Sandpits, and Corpening Public Game Lands
- Sherrills Ford Optimist Park
- Possible Park on Island Point Road
- Terrell Historic District
- Local Marinas
- Local Churches
- Balls Creek and Motts Grove Campgrounds

There are currently no plans for bicycle or pedestrian improvements in Sherrills Ford.

TRANSIT SYSTEM

The Piedmont Wagon Transit System (PWTS) has provided public transportation in the Cities of Hickory, Newton, and Conover since 1987. Catawba County was a partner in providing direct funding for the system during its first five years of operation. Since that time, the County has purchased fares for many of the clients of its human services agencies.

In early 2000 the County coordinated with Piedmont Wagon to provide rural and urban general public transportation in addition to the existing human services program. Piedmont Wagon has assumed management of this program and the system now offers two-days a week twice daily service in the Sherrills Ford area. The route runs Hwy. 10 east to Murray's Mill Road then on to Sherrills Ford Road. The route ends at the Sherrills Ford Library and then returns to Sherrills Ford Road. It then covers Mt. Pleasant Road, Little Mtn. Road and Rant Drum Road where it then turns onto Hwy. 16 and returns to Newton.

Due to the significant number of commuters from the Sherrills Ford/Lake Norman area into Mecklenburg County, the issue of transit over the next ten years will likely center on commuter transit to Charlotte rather than inter-county transit. This is even more apparent with the Town of Mooresville pursuing immediate linkages to the soon to be developed northern link of the Charlotte Area Transit System (CATS). At this time, there are several CATS van pools originating in the

Sherrills Ford area which provides service to downtown Charlotte. It is anticipated that this will increase as more people become aware of this service.

GUIDING PRINCIPLES

1. **Transportation System.** Provide an efficient, multi-modal, cost-effective, convenient and safe transportation system.
2. **Urban Transportation Planning.** Transition transportation planning and priority setting in Sherrills Ford from a rural approach to a more comprehensive, urban approach.
3. **Connectivity.** Provide for the interconnection of new developments and, where practical, connections to existing neighborhoods.
4. **Transit Service.** Explore the long-term feasibility of transit service linkages to Mooresville and Mecklenburg County. Ensure that land use patterns are guided in such a way that they ultimately will support such a system.
5. **Pedestrian/Bicycle system.** An “alternative transportation” system of sidewalks and bikeways should be implemented over the course of several years as higher density development takes place.
6. **Traffic Calming.** Reduce pedestrian and automobile conflicts in new developments by implementing traffic calming techniques such as crosswalks, street bump outs, speed bumps and traffic circles.
7. **Reduction of Trips.** Through job creation, commercial and mixed-use development, pedestrian improvements and other approaches, create an environment that facilitates a reduction in the number of vehicle trips per household and the number of miles traveled.
8. **Access Management.** The safety and functional capacity of major roadways should be maintained by strictly managing the access of new driveway and street connections.
9. **Roadway Appearance.** Improve the visual image of the major roadways in Sherrills Ford through screening, buffering, landscaping, continual trash clean-up and right-of-way maintenance.
10. **Preserve future road corridors.** Future road corridors should be protected from new development in order to preserve the right-of-way for new roads or widening of existing roads

PLAN RECOMMENDATIONS

- 1. Construct connector road from Island Point Road to Molly's Backbone Road.**

WHO: Developer of North View Harbor Subdivision Phase II
WHEN: Short Range (0-2 years)

- 2. Improve the safety of the intersection of Mt. Pleasant Road and Little Mountain Road with a traffic signal, caution light or other comparable improvement. Also evaluate the need for a safety improvement at the intersection of Hwy. 150 and E. Maiden Road.**

WHO: NCDOT – Traffic Division
WHEN: Short Range (0-2 years)

- 3. Install new traffic signal on Sherrills Ford Road at Island Point Road / Sherrills Ford Elementary. (Realign intersection if necessary)**

WHO: NCDOT – Traffic Division
WHEN: Short Range (0-2 years)

- 4. Improve safety of the Little Mountain Road approach to the bridge near Mathis Chapel Road through traffic calming measures.**

WHO: NCDOT – Traffic Division
WHEN: Mid Range (2-6 years)

- 5. Increase pavement width on E. Bandys Cross Road for safety purposes.**

WHO: NCDOT
WHEN: Mid Range (2-6 years)

- 6. Rewrite the County Thoroughfare Plan immediately and update the Plan every 3 – 5 years.**

WHO: NCDOT, County staff
WHEN: Short Range (0- 2 years)

- 7. Perform Feasibility Study for widening and/or relocating Highway 150. The Committee favors a four-lane divided highway with landscaped median.**

WHO: NCDOT
WHEN: Short Range (0- 2 years)

- 8. Depending on the Highway 150 and Hwy. 16 Feasibility Study results, implement measures to protect and preserve enough right-of-way for**

widening (or relocation). This may include land acquisition by the County or density bonuses.

WHO: County staff, Planning Board, Board of Commissioners

WHEN: After feasibility studies are completed

9. Consider alternatives to widening Highway 150 through historic Terrell.

WHO: NCDOT, County staff

WHEN: Part of the feasibility study

10. County Staff and NCDOT should create a system of more frequent monitoring of highway levels of service.

WHO: NCDOT, County staff

WHEN: Short Range (0-2 years)

11. County staff should explore the possibilities of implementing an Adequate Public Facility Ordinance (APFO) to link new development and its impact on roads. *(Such an ordinance would likely address other public services as well)*

WHO: County staff

WHEN: Short Range (0-2 years)

12. Amend the County Zoning and Subdivision Ordinances to:

- A) Require Traffic Impact Studies for developments generating 4,000 vehicle trips per day or more. Schools and government facilities should be included.**
- B) Require turn lanes for all developments generating 2,000 vehicle trips per day or more.**
- C) Require developers to construct road improvements when a required Traffic Impact Study indicates that a transportation level of service would be exceeded.**
- D) Establish that all new driveways connecting to Arterials and Collector Streets must be at least 12 feet wide for the first 20 feet of length with a minimum 3-foot turn radii.**
- E) Establish minimum standards requiring additional connectivity of new neighborhoods where practical. Require stub outs to future developable properties. Require second entrances to subdivisions over 200 lots.**
- F) Require the installation of traffic calming devices in new subdivisions where the potential exists for vehicle/pedestrian and vehicle/bicyclist conflicts.**
- G) Require dedication of right-of-way along frontage of residential and non-residential development to accommodate future road widening.**

WHO: County staff, Planning Board, Board of Commissioners
WHEN: Short Range (0- 2 years)

13. **Evaluate the feasibility of constructing safety improvements to Little Mountain Road due to the increased amount of “cut-through” traffic. This will be reviewed during the development of the County Thoroughfare Plan.**

WHO: NCDOT
WHEN: Long Range (2-6 years)

14. **Explore mass transit connection with Mooresville and the Charlotte Area Transit System (CATS) when the Iredell County extension develops. This may include smaller shuttle buses or van pools. (*Consideration should also be given to a similar approach with Denver and CATS along Highway 16.*)**

WHO: County staff, Board of Commissioners, CATS, NCDOT, adjacent jurisdictions, Hickory-Newton-Conover MPO
WHEN: Mid Range (2-6 years)

15. **Pursue funding for the construction of a pedestrian and bicycle connection between Mill Creek Middle School and Bandys High School.**

WHO: County staff, NCDOT (TEA 21 Funding), Board of Commissioners
WHEN: Mid Range (2-6 years)

16. **Begin to design and construct a lake-oriented pedestrian and bicycle system that links the currently segregated lake-area neighborhoods together.**

WHO: County staff, NCDOT (TEA 21 Funding), Board of Commissioners
WHEN: Long Range (7-10 years+)

17. **When road and highways are resurfaced, add additional pavement to accommodate the construction of bicycle lanes along Little Mountain Road, Sherrills Ford Road, the future Highway 150, Hudson Chapel Road (Catawba to the Marina), Slanting Bridge Road (Highway 150 to Denver), Buffalo Shoals Road and Monbo Road.**

WHO: County staff, NCDOT (TEA 21 Funding), Board of Commissioners
WHEN: Mid to Long Range (2-10 years)

18. **Pursue funding for the following four “gateway” improvements in Sherrills Ford:**

- **Highway 150 near Greenwood Road**

- **Highway 150 at NC 16**
- **Highway 16 at Buffalo Shoals Road**
- **Highway 150 at Sherrills Ford Road**

Such gateways may include landscaping, monuments, fountains, welcome signs, sculptures and similar features.

WHO: County staff, NCDOT (TEA 21 Funding), Board of Commissioners
WHEN: Mid Range (2-6 years)

19. Reduce speed limit to 45 mph on the following roads:

- **Slanting Bridge Road**
- **Mt. Pleasant Road from Little Mountain Road to Hwy. 150**
- **Buffalo Shoals Road from Hwy. 16 to Bandys Crossroad**

WHO: NCDOT – Traffic Division
WHEN: Short Range (0-2 years)

20. Upgrade pavement widths from 20 feet to 24 feet for all roads with an average daily traffic count of 2000 vehicles and when roads are resurfaced.

WHO: NCDOT
WHEN: 0-2 years

21. Request NCDOT to review the following intersections for safety improvements:

- **Slanting Bridge Road at NC Hwy. 150**
- **Slanting Bridget Road at Sherrills Ford Road**
- **Sherrills Ford Road at Beatty and Steam Plant Roads**

WHO: NCDOT
WHEN: 0-2 years

See Map 6, *Future Transportation Recommendations*.

COMMUNITY FACILITIES AND PUBLIC SERVICES

CURRENT CONDITIONS

SCHOOLS

The Sherrills Ford district is served by the County School system. Sherrills Ford Elementary, Balls Creek Elementary, Catawba Intermediate, Mill Creek Middle School and Bandys High School are the schools which children attend from this area. As noted earlier, Sherrills Ford Elementary and Bandys High School are located within the plan area. Catawba Intermediate and Balls Creek Elementary are located outside the district. Mill Creek Middle School is located just outside the district's western boundary.

Sherrills Ford Elementary

The Sherrills Ford Elementary School has seen steady increases in its student population during the 1995-2003 school years. The marked decrease in enrollment during the 1999-2000 school year is due to the transferring of the sixth graders to the Catawba Intermediate school. Growth continues to impact this school as noted by the current student population. Of notice is the 2000 student population at Sherrills Ford which was greater than the 1995 population when the school housed kindergarten through sixth grade.

Sherrills Ford Elementary School 1st month Enrollment			
School year	Total Student Enrollment	Change	% Change
1995-1996	648	N/A	N/A
1996-1997	692	44	6.8%
1997-1998	723	31	4.5%
1998-1999	761	38	5.3%
1999-2000	653	-108	-14.2%
2000-2001	658	5	0.8%
2001-2002	639	-19	-2.9%
2002-2003	649	10	1.6%

With the current and projected growth in the Sherrills Ford area, the elementary school has been and will be over its building capacity of 650. It is projected that the school will be at 122% of its capacity during the 2007-08 school year.

Balls Creek Elementary School

Student population in the Balls Creek Elementary School has also seen a steady increase over the 1995-2003 period. Like Sherrills Ford, there is a marked decrease in enrollment in 1999 which coincides with the date that sixth grade students were transferred to Tuttle Middle School. Also, like Sherrills Ford, the Balls Creek Elementary School has seen the student population reach its pre-1999 count during the 2000 school year.

Balls Creek is close to its capacity of 925 students. With projected growth, the school will see a capacity of 114% during the 2007-08 school year.

Balls Creek Elementary School 1st month Enrollment			
School year	Total Student Enrollment	Change	% Change
1995-1996	856	N/A	N/A
1996-1997	902	46	5.4%
1997-1998	969	67	7.4%
1998-1999	986	17	1.8%
1999-2000	854	-132	-13.4%
2000-2001	886	32	3.7%
2001-2002	886	0	0.0%
2002-2003	880	-6	-.7%

Catawba Intermediate School

Catawba Intermediate School serves sixth grade students only. This school was opened in 1999 when Catawba Middle's seventh and eighth grade students were transferred to the new Mill Creek Middle School and Riverbend Middle School. Sixth grade students from Sherrills Ford, Claremont and Oxford Elementary schools were then transferred to Catawba Intermediate.

The 2000-01 enrollment at Catawba Intermediate School was 384. This number dipped to 278 in the 2001-02 year due to the transfer of students to the new Lyle Creek Elementary school. This decision helped to reduce the burden on the school's 375 student building capacity. Looking at projections from the large area which feeds into this school, it is anticipated that the Intermediate School will reach its building capacity during the 2005-06 school year.

Mill Creek Middle and Bandys High Schools

The Mill Creek Middle School was constructed in 1999. Prior to this time, students from this area attended either the Catawba or Tuttle Middle Schools.

The 1999-2000 enrollment at Mill Creek Middle School was 497 students. This has increased to 516 students for the 2001-02 school year.

Enrollment in Bandys High School has steadily increased during the 1995-2003 time frame. This is a result of new residential development in the area as well as increased enrollments in the feeder schools.

Bandys High School 1st month Enrollment			
School year	Total Student Enrollment	Change	% Change
1995-1996	734	N/A	N/A
1996-1997	779	45	6.1%
1997-1998	791	12	1.5%
1998-1999	783	-8	-1.0%
1999-2000	816	33	4.2%
2000-2001	837	21	2.6%
2001-2002	891	54	6.5
2002-2003	944	53	5.9%

PARKS AND GREENWAYS

There are no public parks or greenways in the Sherrills Ford District. Without traveling out of the area, citizens rely primarily on open space, public game lands, the lake, and private facilities for most recreational pursuits.

The Sherrills Ford Elementary School has some playground equipment and ballfields, however these facilities are limited to school hours and functions. Most youth organized sports are held at the Sherrills Ford Optimist Park and indoor activities/sports are generally held at the Elementary School gymnasium.

Hunting and passive recreational pursuits are limited to three public game land tracts and private property. The three game land tracts are located on Molly's Backbone Road and off of Hudson Chapel Road.

Lake Norman, and to a lesser extent the Catawba River, are the centers for boating and water sports. Plans for a park on Island Point Road with Lake access have been considered over the last two years. Duke Power is currently offering several tracts and water access areas to the four Counties surrounding Lake Norman. Although this tract has not been purchased or leased as of yet, the County will continue to examine this possibility.

LIBRARIES

There are seven libraries located in Catawba County. The Central/Main Library, located in Newton, is the primary County facility. One of the six other branches is located in Sherrills Ford, at 8456 Sherrills Ford Road. This 2,980 square foot building has one full time staff member who also serves as the branch head and one full time library assistant.

Each of the County libraries has a targeted three mile service radius. These service areas are defined as the distance in which patrons will consistently drive to use a facility. The fast growing Sherrills Ford area has pushed its library to capacity. There are no other branch libraries within three miles of Sherrills Ford.

To further accentuate this problem, much of the property located within the Sherrills Ford Branch's service boundary is experiencing and will continue to experience, a great deal of residential development. The increased number of residents will escalate the need for an expanded or new facility. This need has been recognized in the "Catawba County Long-Range Facilities Plan" conducted in June 1999. The plan noted that the Sherrills Ford Library needs more space for rate of utilization and that expansion should include a public meeting or community room. In addition, the Plan recognized the need for an individual master plan for the County library system to identify specific facility needs for the entire system. A draft of this plan was prepared in March 2001. Preliminary results indicate the need for a new library facility to serve the growing Sherrills Ford community.

WATER AND SEWER SERVICE

The Board of Commissioners adopted the Southeastern Catawba County Service Area (SECC) Water Extension Policy on August 21, 2000. The purpose of this policy is to set guidelines for the extension of water service in the Southeast Service area. Properties within this area are required to tie into existing waterlines if they are within the guideline distances indicated in the policy. This area is bordered by Buffalo Shoals Road/Balls Creek at the creek on the west; Highway 10/Hudson Chapel Road on the north; Highway 16 on the southwest; the Catawba/Lincoln County line on the south; and Lake Norman on the east. This policy was expanded when the Board of Commissioners adopted it as a countywide ordinance in November 2001.

As of October 1, 2001, State maintained roadways having municipal water service in the SECC boundary area are Buffalo Shoals Road from Sherrills Ford Road to Bandy's Cross Road, Sherrills Ford Road from Buffalo Shoals Road to the Sherrills Ford Library, Island Point Road, Beatty Road, Molly's Backbone Road from Sherrills Ford Road to Lynmore Drive, and Lynmore Drive. Future plans for waterlines in the Sherrills Ford Area include extending the line from the Sherrills Ford Library to the intersection of Sherrills Ford Road and Highway 150, then west to the intersection of Highway 150 and Highway 16. Lincoln County has waterlines into the intersection of Highway 16 and Highway 150, up Highway 16 approximately one mile north of the intersection. Developers and private

citizens are able to extend waterlines into new (or existing) subdivisions where all other requirements are met.

Lincoln County serves the immediate area around the Highway 150 and Highway 16 interchange and north on Hwy. 16 to Mt. Beulah Road. The City of Hickory serves the remaining SECC area.

Lincoln County's water plant has a capacity of 3 million gallons per day (MGD). The City of Hickory's water plant has a capacity of 32 million gallons per day (MGD).

There is currently no public wastewater treatment service in the planning area. Properties are served by either small private systems or individual septic tank systems.

EMERGENCY SERVICES

The Sherrills Ford area is primarily served by a joint fire/rescue department operating from two locations - one on Sherrills Ford Road and the other at Mt. Pleasant Church Road. The department is comprised almost exclusively of volunteers. The Bandys, Denver, and Catawba VFDs and Catawba Rescue Squad also have service areas in this district. The fire district tax rates for each district are as follows:

Fire/Rescue Department Summary

Department	Paid Personnel	Volunteers	ISO Rating	2000-2001 Tax Rate
Bandys	0	47	5	\$0.039
Catawba	1	33	5/9	\$0.070
Denver	1	30	6/9	\$0.032
Sherrills Ford	1.5	55	9	\$0.040

This district is served by three Emergency Medical Service (EMS) bases. The district is primarily served by the Sherrills Ford EMS base, which is the only base located in the area. It is also served by the Catawba EMS base in the northwestern quadrant and the Newton base in the extreme southwestern area. The average response time for the entire County is eight minutes.

Police protection is provided by the Catawba County Sheriff's Department. This area is entirely located within one patrol zone. These zones are currently being redrawn and this may change. All law enforcement calls are filtered through the Catawba County Communications Center in Newton and officers for the Sherrills Ford area are dispatched directly from this Center. The Sheriff's Department also employs two lake patrol officers who spend substantial time on the waters of Lake Norman.

GUIDING PRINCIPLES

1. **Adequate Public Facilities.** Ensure that the public service and facility impacts of new development are properly accounted for. Tools and techniques (financial and regulatory) should be used to link new development with its impacts.
2. **Park Space.** Increase the amount of both active and passive park land and recreation facilities to meet the needs of the changing Sherrills Ford population.
3. **Linear Park System.** Put into action the long-term construction of a linear park system (with bicycle and/or pedestrian facilities) linking together parks, recreation facilities, residential development, shopping areas and employment centers.
4. **Schools.** Support efforts to ensure that there is adequate school facility space in Sherrills Ford to accommodate future growth.
5. **Joint Use Facilities.** Create an environment where public, private and non-profit organizations work toward the common good through cooperative facility sharing.
6. **Environmental Recreation and Education.** Develop a broad range of recreational and educational opportunities within a park and open space system which preserves and enhances the area's landforms, natural features and wildlife habitats.

PLAN RECOMMENDATIONS

1. The County should explore and evaluate the use of impact fees to address facility needs for the Sherrills Ford district. The Planning Board would need to evaluate the need for additional growth control should impact fees not be implemented and/or pressures warrant.
2. As government facilities are developed (like the library), consolidate the location of new structures in order to create a village center for Sherrills Ford.
3. Coordinate with school facility planners to review potential sites for new schools.
4. As new school facilities are constructed, locate them contiguous to one another in order to allow for shared facilities, such as ball fields, media centers, etc.

5. The current school capacity requirement would be lifted for the high density residential areas noted on Map 5, *Future Land Use Recommendations*; however, the Planning Board would need to evaluate the need for additional growth control should impact fees not be implemented and/or pressures warrant. This map can be used by facility planners to locate new schools where future residential densities will be greater.
6. Explore with Duke Power the opportunity to make their gameland areas off Molly's Backbone Road and Hudson Chapel Road, their former gameland area located off Island Point Road and other land holdings available for passive recreation use.
7. Ensure that recreation opportunities for pre-school aged children and senior citizens are provided in the village center at Terrell. Also, include such opportunities as facilities are being developed at the schools.
8. When road and highways are resurfaced, add additional pavement to accommodate the construction of bicycle lanes along Little Mountain Road, Sherrills Ford Road, the future Highway 150, Hudson Chapel Road (Catawba to the Marina), Slanting Bridge Road (Highway 150 to Denver), Buffalo Shoals Road and Monbo Road.
9. Begin to design and construct a lake-oriented pedestrian and bicycle system that links the currently segregated lake-area neighborhoods together.
10. Support the results of the Library Facility Study to construct a new library facility and improve services to support the growing needs of the area.
11. In order to support the landuse recommendations contained with this plan, there is a need for public water and sewer on a regional basis.
12. Where public sewer is not available to support open space/cluster residential subdivisions, multi-family or non-residential development, alternate sewage disposal methods should be explored with preference to non-discharging type systems.
13. Encourage the County to explore and evaluate a special parks and recreation district, similar to a community development district, for funding the acquisition of land for future parks (both passive and active) and recreational facilities. The County should also evaluate other funding options such as the State's Wetlands Restoration Fund and the Parks and Recreation Trust Fund (PARTF).
14. Explore the possibility of using the County-owned property at Slanting Bridge Road for a passive park, which may not preclude the development of the property for other uses. This park would be in addition to other facilities such as those noted in recommendation #6 above.

ECONOMIC DEVELOPMENT

CURRENT CONDITIONS

Economic development for this area historically has been very limited. However, the impact of a few larger entities has been significant from an economic perspective. The County's largest tax base comes from Duke Power's Marshall Steam Plant in Sherrills Ford, and the County's largest single manufacturing location is CommScope's Sherrills Ford Plant. Other manufacturing facilities are located in the area but are relatively isolated or impact the area significantly less than these facilities.

This area will be seeing a great deal of influence over the next 20-30 years as a result of growth from the Charlotte/Mooresville area to the east and the expansion of the Hickory/Conover/Newton area to the northwest. Issues which will impact the development of the area include limited access to 4-lane highway connectivity, the area's tendency to remain rural, limited infrastructure, and other factors inhibiting large-scale development. There is the opportunity to develop locations for areas of lesser impact and still provide economic growth, balancing the rural character of the area with areas for economic investment for the future.

Trends for the area for the next 20-30 years will be somewhat contradictory. More people will want to locate here for its rural nature but will demand more upscale development and proximity to services.

Ideal economic development for the area will be oriented toward smaller projects with lesser impact. Smaller business parks, light office/institutional, low-impact manufacturing, and service companies on sites of 30 acres or less would be preferred. The only areas of significantly larger impact or opportunity would be located directly adjacent to CommScope or Marshall Steam Plant.

GUIDING PRINCIPLES

1. **Economic Investment.** Facilitate and encourage new, clean, well planned economic investments in the Sherrills Ford Area.
2. **Multi-Purpose Development.** Promote high-quality office and industrial development in locations accessible to the regional transportation system and which support the development of multi-purpose, mixed use centers.
3. **Job Growth.** Provide more opportunities for a variety of job types in efforts to improve the employment base in Sherrills Ford and to reduce travel trips outside of the County.

4. **Retail Opportunities.** In efforts to redirect a portion of day-to-day consumer spending to Catawba County and Sherrills Ford (from Iredell County, Charlotte, etc.) new retail development opportunities should be encouraged in Sherrills Ford.

PLAN RECOMMENDATIONS

1. Limit heavy industrial development to areas currently zoned E-2.
2. Lower intensity industrial development should be developed in a park-like setting around the Little Mountain Airport area.
3. Larger-scale mixed use commercial developments are directed to the Hwy. 150 corridor, the Hwy. 150/16 regional commercial center and the village center at Terrell (see Map 5, *Future Land Use Recommendations*).
4. Rural community commercial uses are directed to the intersections of the following roads:
 - Sherrills Ford Road/Long Island Road
 - Sherrills Ford Road/E. Bandys' Cross Road
 - Hudson Chapel/Kale Road
 - Slanting Bridge Road/Keistler Store Road
 - Long Island Road/Kale Road
 - Buffalo Shoals Road/Bandys Crossroad
5. Designate a "neighborhood commercial center" at the intersections of Hwy. 150 and Mt. Pleasant Road and Hwy. 16 and Buffalo Shoals Road (see Map 5, *Future Land Use Recommendations*). Commercial uses at this location would include commercial services for the traveling public. The acreage of each site would range from 10-25 acres.
6. Office-institutional uses are directed to the Hwy. 150 corridor, the Hwy. 150/16 regional commercial center and the village center at Terrell (see Map 5, *Future Land Use Recommendations*).

NATURAL RESOURCES

CURRENT CONDITIONS

Lake Norman and the Catawba River are the two primary natural resources in Sherrills Ford. 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 four County region that abuts the impoundment.

Lake Norman is roughly defined as beginning at Buffalo Shoals/Hudson Chapel Road and ending at the Cowan's Ford Dam. It encompasses approximately 32,500 acres and has approximately 520 miles of shoreline. Catawba County has the second longest shoreline on the lake at 143 miles, behind only Iredell County. Catawba County has almost 8,000 registered boaters, distributed on three Lakes (Norman, Lookout Shoals, and Hickory) and the Catawba River. There are several marinas located on the lake in Sherrills Ford, including Long Island Marina, Bill's Marina, Midway Marina, Lake Norman Motel Marina, Boat Rack Marina, Lake Norman Marina, and Mountain Creek Marina.

The impact that the lake has had on Sherrills Ford goes beyond recreation. Access to the water has created a highly desirable residential location and has been the impetus for numerous developments. Lake Norman has also brought visitors (fishermen, boaters, vacationers, etc.) to Catawba County from around the region and the State.

Sherrills Ford is primarily a rural area with over 20,000 acres of forest and wooded land and almost 9,000 acres of agricultural property. The topography is rolling, with many creeks, such as Terrapin Creek, Mountain Creek, and Balls Creek that feed into Lake Norman. In the southwestern section, Anderson Mountain rises to approximately 1,300 feet above sea level, the highest point in the Sherrills Ford district. Conversely, Lake Norman lies at 760 feet above sea level, the lowest point.

The abundant wooded land is primarily utilized for logging and recreation. Many large tracts are leased and used for hunting purposes. Crescent Resources, the land management arm of Duke Power Company, owns much of the vacant wooded land adjacent to or near Lake Norman. Much of this property is beginning to be developed for residential purposes. Duke Power has designated three large tracts (Molly's Backbone Tract, Sandpits Tract, and Corpening Tract) totaling about 1,000 acres for use as public game lands on Molly's Backbone Road and Hudson Chapel Road.

Anderson Mountain is located in the southwestern section of the Sherrills Ford district. Traditionally vacant, the "mountain", which is also known as Little Mountain, has recently been opened up for residential development. Highway 16 travels over a saddle formed between the two highest points of Little Mountain.

GUIDING PRINCIPLES

1. **Open Space Protection.** Ensure that new development is sensitive to the preservation and protection of open spaces.
2. **Preservation of Natural Features.** Where practical, the community's natural terrain, existing vegetation, natural drainageways and bodies of water should be protected and preserved.
3. **Tree Preservation.** When possible, existing mature shade trees and timberland should be preserved and incorporated into new development designs.
4. **Farmland Preservation.** Strive to pursue measures that encourage the preservation of active farming operations in Sherrills Ford.
5. **Water Quality.** The quality of the water in Lake Norman and the Catawba River must be protected and enhanced.
6. **Code Enforcement.** Active, focused enforcement of deteriorated housing, junked vehicles and other public nuisances should be implemented.
7. **Environmentally Sensitive Development.** Ensure that new development occurs in a manner that preserves and enhances the area's landforms, natural features and wildlife habitats.
8. **Mountain Protection.** Minimize the impacts of further development upslope on Anderson (Little) Mountain in order to protect its environmental-sensitive features.

PLAN RECOMMENDATIONS

1. Explore and evaluate the concept of obtaining State-enabling legislation to establish a Transfer of Development Rights (TDR) Program. Begin discussions with the municipalities regarding a joint TDR program.
2. Explore offering tax/fee incentives for open space conservation, especially for conservation-oriented developments.
3. Consider strategic land purchases or development right purchases of highly visible undeveloped land. These sites could be acquired for future parks (both passive and active) in order to preserve wildlife habitats and provide community recreation opportunities. Funding for these acquisitions could come from a special parks and recreation district, the State's Wetlands Restoration fund or PARTF.

4. Explore with Duke Power the opportunity to make their gameland areas off Molly's Backbone Road and Hudson Chapel Road, their former gameland area located off Island Point Road and other land holdings available for passive recreation use. In order to encourage the preservation of these areas, the concept of transfer of development rights could be utilized. This would allow large undeveloped tracts to be preserved in a natural state for the enjoyment of the citizens in the area.
5. Establish voluntary agricultural districts as a means of protecting the rights of farmers to continue to farm.
6. Within the rural residential density area as shown on Map 5, new developments would be encouraged to be constructed as an open space/cluster subdivision design. Standards for these developments would include:
 - A) A minimum open space requirement
 - B) A reduction of subdivision lot size requirements up to 75%
 - C) Density bonuses for providing additional open space beyond the minimum requirement in cluster subdivisions
 - D) Limits on the percentage of unusable or "bad land" with the dedicated open spaces
 - E) Mandatory buffering along major road corridors
7. Within the medium residential density area along Lake Norman as shown on Map 5, a minimum percentage of open space would be required for new developments in order to preserve the natural features and protect water quality.
8. Within the high residential density along Sherrills Ford Road, Beatty Road and Island Point Road, as shown on Map 5, a minimum open space requirement and a setback buffer would be required to protect the natural features and visual character of the roadway.
9. Encourage the County to partner with local organizations/corporations to increase recreation opportunities.
10. Explore and evaluate funding mechanisms for the preservation of farmland. This may include the purchase of development rights or Federal and State grants.
11. Establish standards for new development on Anderson (Little) Mountain above the 1200-foot elevation in the area designated as "Mountain Protection District" as shown on Map 7, *Natural and Cultural Resources*. All new major subdivisions will be subject to a planned development process which will address the following:
 - A) lot clearing limits based on percent slope

- B) height restrictions
- C) building material and finishes of homes and signage to be compatible with the natural environment
- D) environmentally sensitive road and lot configurations

The average density allowable is one unit per two acres. To minimize the impacts to environmentally sensitive areas, the transferring of densities within the development will be strongly encouraged.

CULTURAL RESOURCES

CURRENT CONDITIONS

The Sherrills Ford Small Area district has the largest number of cultural resources of any small area district within the County. Of concern is that these resources are under the largest threat due to new development within the area.

The cultural resources in this district are centered on the Catawba River and the geological features of Anderson Mountain and the main creeks (Balls and Mountain) that border the Kings Mountain Belt Ridge/fault (better known as Buffalo Shoals Road).

Existing historical districts/locations within the Sherrills Ford area are:

- Terrell Historic District
- Sherrill Family Cemetery
- Murray's Mill Historic District
- McCorkle Family Cemetery
- Little Family Cemetery
- Rehobeth UMC and Slave Cemeteries
- Mt Pleasant UMC

Other sites which are historical in nature but are not protected include:

- Gold Mine Area
- Trollinger Lime Kiln Area
- Anderson Mountain Furnace
- Holdsclaw Cemetery
- J. P. Sherrill House and the Sherrill's Ford Crossing monument
- Motts Grove Campground Historic District
- Motts Grove School
- Adam Sherrill Home Place identification
- Bandy's Farm Historic District
- Balls Creek Campground Historic District
- Grassy Branch Campground site

See Map 7, *Natural and Cultural Resources*.

GUIDING PRINCIPLES

1. **Preserve Sherrills Ford Character.** Land development and other changes should be sensitive to the history and character of the area; Protection should be afforded to areas or sites of significant environmental, historic or scenic character from incompatible or intensive development which would destroy or disrupt their unique character.
2. **Historic Structures and Resources.** Efforts should be put in place to ensure that all identified historic structures be protected from new development, destruction or deterioration.

PLAN RECOMMENDATIONS

1. Architectural controls should be incorporated into the Terrell village center design in order to be compatible with the historical character of the area.
2. Request NCDOT to consider alternatives to widening Highway 150 through historic Terrell.
3. Request the Catawba County Historical Association to evaluate the inclusion of Motts Grove Campground, the Gold Mine area and other significant sites as National Historic Register properties.
4. Conduct an inventory of local cemeteries and ensure protection as development encroaches upon them through an ordinance amendment to require a 50 foot buffer at its property line.

HOUSING

CURRENT CONDITIONS

The Sherrills Ford area has seen one of the highest growth rates from 1990 – 2000 with a 35.6% increase in population. This can be attributed to the desire for lakefront property and its close proximity to the Charlotte urban area. Housing trends in this area can be tracked by examining building permit data. Census tract 115 closely matches the boundary of Sherrills Ford so this data is used to analyze the housing trends for the period of 1997-2001.

Residential Building Permits for Census Tract 115			
Year	Single-Family Site-built Permits	Singlewide Manufactured Home	Doublewide Manufactured Home
1997	64	30	39
1998	86	37	73
1999	96	37	54
2000	137	25	29
2001	188	19	39
Totals	571	148	234

Site-built homes over the last two years have increased tremendously due to large developments being approved off Island Point Road. The number of singlewide manufactured homes has been decreasing to almost half and likewise doublewide manufactured homes are decreasing. The total of singlewide and doublewide manufactured homes permitted in this area during 2001 represent around 14% of the total manufactured home permits issued in the County. The housing trends in the Sherrills Ford district mirror the countywide trends with the number of site-built homes increasing in comparison to manufactured homes.

GUIDING PRINCIPLES

1. **Housing Diversity.** Encourage and facilitate a range of housing types and densities that will meet the needs of different incomes and household types.
2. **Manufactured Housing.** Manufactured housing, especially single-wide homes, should make up a minor portion of the overall future housing stock in Sherrills Ford.
3. **Multi-Family Housing.** Apartments, condominium and townhome developments should be located only on major roadways (Hwy. 150 and). An emphasis should be placed on higher density projects that are designed as a part of a mixed use/mixed density project rather than as stand alone developments.

PLAN RECOMMENDATIONS

1. Rezone the areas shown on Map 8, *Proposed Rezoning*, to R-1 and R-3. R-1 zoning allows for single-family stick-built and modular homes. R-3 zoning allows for single-family stick-built, modular and doublewide manufactured homes. The areas proposed for rezoning represent a buffer along the major road corridors in the district. Areas currently developed with singlewide manufactured homes and near industrial areas were retained as R-2 zoning. Rezoning of this district is proposed due to the area's proximity to an urban area (Charlotte/Huntersville/Mooresville) where there is a demand for stick-built homes. Other reasons include the permitting history of the area, past requests for rezoning to R-1 and the impacts of the new Hwy. 16 which would place additional demands for stick-built homes.
2. Existing singlewides in the area proposed to be rezoned would be allowed to be replaced with another singlewide manufactured home based on its nonconforming status.
3. Singlewides, allowed in the R-2 zoning area, would be underpinned with masonry underskirting.
4. Multi-family housing, defined to include apartments, townhomes, patio homes, cluster housing and zero lot line developments, is to be located in the NC Hwy. 150 corridor, community commercial center at the Hwy. 150/16 intersection and the village center at Terrell, as shown on Map 5, *Future Land Use Recommendations*. Said developments shall conform to the Hwy. 150 corridor development standards which address driveway locations, signage, setbacks and buffering. An alternate to public sewer systems should be evaluated to accommodate multi-family housing.
5. Affordable housing in the district is encouraged in all residential districts. Multi-family housing, such as townhomes and patio homes are examples of affordable housing options in the district.
6. Preserve rural character of the district by limiting the density of housing as shown on Map 5, *Future Land Use Recommendations*.

APPENDIX

Sherrills Ford/Lake Norman Small Area Plan Preliminary Citizen Survey Citizen Results

The Catawba County Planning and Development Department conducted a random telephone survey of citizens of Catawba County. Persons were interviewed mostly during late afternoons and early evenings in mid July through early August 2000. Although this survey is not being presented as a controlled, scientific survey, similar such surveys using randomly chosen samples have resulted in margins of errors between 4% and 5% . The number of respondents to the survey was 100.

(1) Age range of respondents

Under 25	0.9%
25-40	11.3%
41-59	52.8%
60 and over	35.0%

(2) Name – No analysis

(3) Address – Analysis to be completed

(4) How long at current address?

Less than 5 years	28.3%
5-10 years	17.9%
11-20 years	26.4%
More than 20 years	27.4%

Average tenure of residency: 16.5 years

(5) Own home?

Yes	85.8%
No	14.2%

(6-A) Restrictions on single-wide manufactured homes

(1) No Support	12.3%
(2) Limited Support	4.7%
(3) Neutral	20.8%
(4) Support	9.4%
(5) Strong Support	52.8%

(6-B) Restrictions on double-wide manufactured homes

(1) No Support	22.8%
(2) Limited Support	12.3%
(3) Neutral	24.5%
(4) Support	4.7%
(5) Strong Support	37.7%

(6-C) Preservation of wooded areas and open spaces through zoning regulations.

(1) No Support	2.8%
(2) Limited Support	0.9%
(3) Neutral	15.1%
(4) Support	10.4%
(5) Strong Support	70.8%

(6-D) Allowing smaller scale commercial development such as restaurants, barber shops and drug Stores in appropriate locations.

(1) No Support	10.4%
(2) Limited Support	2.8%
(3) Neutral	19.8%
(4) Support	19.8%
(5) Strong Support	47.2%

(6-E) Preservation of land through zoning regulations for the widening of Highway 150.

(1) No Support	12.3%
(2) Limited Support	2.8%
(3) Neutral	17.9%
(4) Support	11.3%
(5) Strong Support	55.7%

(6-F) The installation of bike lanes and sidewalks on major roads.

(1) No Support	22.6%
(2) Limited Support	6.6%
(3) Neutral	27.4%
(4) Support	16.0%
(5) Strong Support	27.4%

(6-G) Allowing large discount or home improvement stores (e.g., Wal-Mart, Lowes) to develop in Sherrills Ford/Lake Norman.

(1) No Support	31.1%
(2) Limited Support	7.5%
(3) Neutral	19.8%
(4) Support	12.3%
(5) Strong Support	29.3%

(6-H) Permitting the construction of condominiums, apartments and townhomes along major roadways such as highways 150 and 16.

(1) No Support	36.8%
(2) Limited Support	10.4%
(3) Neutral	30.2%
(4) Support	11.3%
(5) Strong Support	11.3%

(6-I) Zoning to allow for business parks and industrial and office development.

(1) No Support	30.2%
(2) Limited Support	7.5%
(3) Neutral	31.1%
(4) Support	14.2%
(5) Strong Support	17.0%

(6-J) Restricting the size, height and quantity of commercial development signs within the community.

(1) No Support	1.9%
(2) Limited Support	2.8%
(3) Neutral	19.8%
(4) Support	21.7%
(5) Strong Support	53.8%

(7) How would your overall satisfaction with the Sherrills Ford/ Lake Norman area as a place to live or conduct business.

(1) Not satisfied	1.9%
(2) Less than satisfied	1.9%
(3) No Opinion	17.9%
(4) Satisfied	16.0%
(5) Very satisfied	62.3%

(8) What will happen to the overall quality of life in Sherrills Ford/Lake Norman over the next 15 years?

Improve	53.8%
Remain the Same	12.3%
Decline	33.9%

Sherrills Ford/Lake Norman Community Input Meeting Results

The Sherrills Ford/Lake Norman Small Area Plan Committee hosted a community input meeting on August 31, 2000 at the Sherrills Ford Elementary School. The purpose of the meeting was to receive input from citizens about the future of their community, which the Committee would use in the development of the Small Area Plan. In addition to the fourteen Planning Committee members, one hundred thirty five (135) citizens attended the meeting. The format of the meeting included an introduction of the Committee members and general information on the Small Area Plan process. Those in attendance were then divided into small groups and were asked three questions: “What do you like about Sherrills Ford/Lake Norman?; What concerns do you have for Sherrills Ford/Lake Norman?; and What is your future vision of Sherrills Ford/Lake Norman?” After the individual small group comments were combined into general issue categories, they were posted on large sheets of paper on the walls and attendees voted for the top five issues that were important to them. No limitations were placed on the number of votes that could be placed in each of the three question categories. Therefore, there were more votes cast for the “future vision” issues than either the “likes” or “concerns” issues. However, attendees were asked to limit one vote per issue.

The general categories listed below are broken out to show the specific issues that residents voted on, the number of small groups that listed that same issue, and the vote totals. If an issue has (0) beside it, that indicates that the issue was listed for voting but no one voted for it.

Question One: What do you like about the Sherrills Ford / Lake Norman Area:

Issue	Listed	Votes
Small town atmosphere	9	19
Trees / natural beauty	10	9
Clean lake	6	8
Zoning regulations	1	6
Fire Department / Rescue	3	4
Well water	1	3
Big lots in new developments	2	2
Not like Mooresville	1	2
Peacefulness	4	2
Optimist Club/civic spirit	8	2
Historical resources	3	2
Friendly people	4	1
Rural location	12	1

Issue	Listed	Votes
Opportunity to plan for growth	1	1
Safe and secure living	11	1
Not overcrowded	7	1
Library	4	1
Cheaper to live here (lower taxes)	3	1
Good access to shopping	2	1
Family oriented community	3	0
Wilderness / flowers	2	0
Active people	2	0
Clean environment	1	0
Affordable housing	1	0
Opportunity for Input	2	0
Close to Charlotte	2	0
Great Postal Service	2	0
Access to City conveniences	7	0
Lack of industry	2	0
Diversity of people	2	0
No "cookie-cutter" communities	1	0
Lake	7	0
Good schools	8	0
Churches	4	0
Traffic not too bad	5	0
Lack of Lake congestion	1	0
Established neighborhoods	2	0
Limited commercial development	5	0
Lake access	3	0
Recreation opportunities	2	0
TOTALS		67

Question Two: What are your concerns for the Sherrills Ford / Lake Norman Area?

Issue	Listed	Votes
Sewer plant location	5	34
Lake pollution	9	29
Minimize multi-family and industrial development	4	24
Overcrowded schools	10	10
Too much industrial growth	1	8
No parks or recreation	5	7
Roads are too narrow and deteriorated	10	5
Too much Duke Power control	2	5
Air and water quality	7	4
Deforestation of woodlands	6	3
Increase Sheriffs department staff	3	3
Impact on wildlife	1	3
Growth along Highway 150	5	2
Adhere to planned growth, adopt adequate public facilities ordinance and/or impact fees	2	2
Excessive growth	6	2
Reduce side yard setbacks from 60' to 30'	1	2
Boater safety	5	2
Deficient sewer availability	2	1
Access to emergency health care	1	1
Paying for sewer plant and not being able to connect	1	1
Better markers for train crossings	3	1
Inadequate emergency services	2	1
Tax revenues not being fairly distributed to area	3	1
Deteriorating lake quality	1	0
Deficient water availability	3	0
Failing septic tanks	1	0
Lack of past planning	3	0
Rising cost of real-estate	4	0
Airport noise	2	0
Lack of design rules for development	1	0
Road congestion	9	0
Too much commercial growth	6	0
Inadequate library service	3	0
Only one garbage collection site	2	0
No ladder truck for tall buildings	1	0
Need more than 1 full time fireman	1	0
Visual pollution (billboards)	1	0
Services not keeping up with growth	4	0
Tacky fast food businesses	1	0

Issue	Listed	Votes
Light pollution	2	0
Lack of current law enforcement	5	0
Preserve open space	2	0
Lack of access to water and sewer	2	0
No sound zoning practices	3	0
Limit density of development	2	0
Noise pollution	1	0
Spillover of Mooresville	2	0
Lack of local control	6	0
Too much dry boat storage	1	0
Political community tensions	1	0
Too many homes	2	0
Lack of lake enforcement	2	0
Create agricultural zoning	1	0
Too much sprawl	2	0
Highway 150 over-developed	2	0
Keep residential zoning	1	0
Larger library	2	0
Preservation of historic Terrell	2	0
Control growth when sewer plant is complete	2	0
Private decks deteriorating	1	0
TOTALS		151

**Question Three: What is your future vision for 1
Sherrills Ford / Lake Norman Area?**

Issue	Listed	Votes
District representation for County Board of Commissioners	2	53
Limited commercial development	3	41
Strict zoning regulations	2	40
Alternate route of Highway 150	2	27
Promote a Village concept for new development	3	27
Recreation facilities / parks / YMCA	13	26
Preservation of trees and open spaces	7	16
Use of impact fees for new development	4	14
Incorporation of Sherrills Ford	5	14
Clean lake water	1	14
Improved roads and schools infrastructure	7	12
Additional shopping / dining	1	11
Well planned growth	9	10
Increased industry/business parks	4	8
Limit industrial growth	2	8
Restriction of billboards/regulate signage	2	8
Boating regulations / license requirements	4	7
Protection of landowner rights	1	7
New cultural facilities	1	6
Planned developments / "smart growth"	3	6
Preservation of the historical character	5	6
New library	5	6
No sewer service	1	5
Larger schools	12	4
Widening of Highway 150	4	3
Improved police protection	5	3
Better medical services needed	3	2
Use of transfer of development rights	1	2
No apartments	1	2
Less population density	2	1
Public water and sewer	2	1
Limit light pollution	1	1
Maintain small community feeling	4	1
No "big box" commercial development	2	1
Mobile home standards	1	1
Adequate building setbacks	1	1
Control traffic	3	1
New community facility (auditorium)	5	1
Senior citizen activities	1	0
Urban service boundaries	1	0
Retirement community	1	0

Issue	Listed	Votes
Buried utilities	1	0
Limited access roads	1	0
Mass transit	2	0
No metal buildings / architectural standards	1	0
TOTALS		397