



CITY OF NEWTON 2015 STRATEGIC GROWTH PLAN

Prepared by the
Western Piedmont Council of Governments



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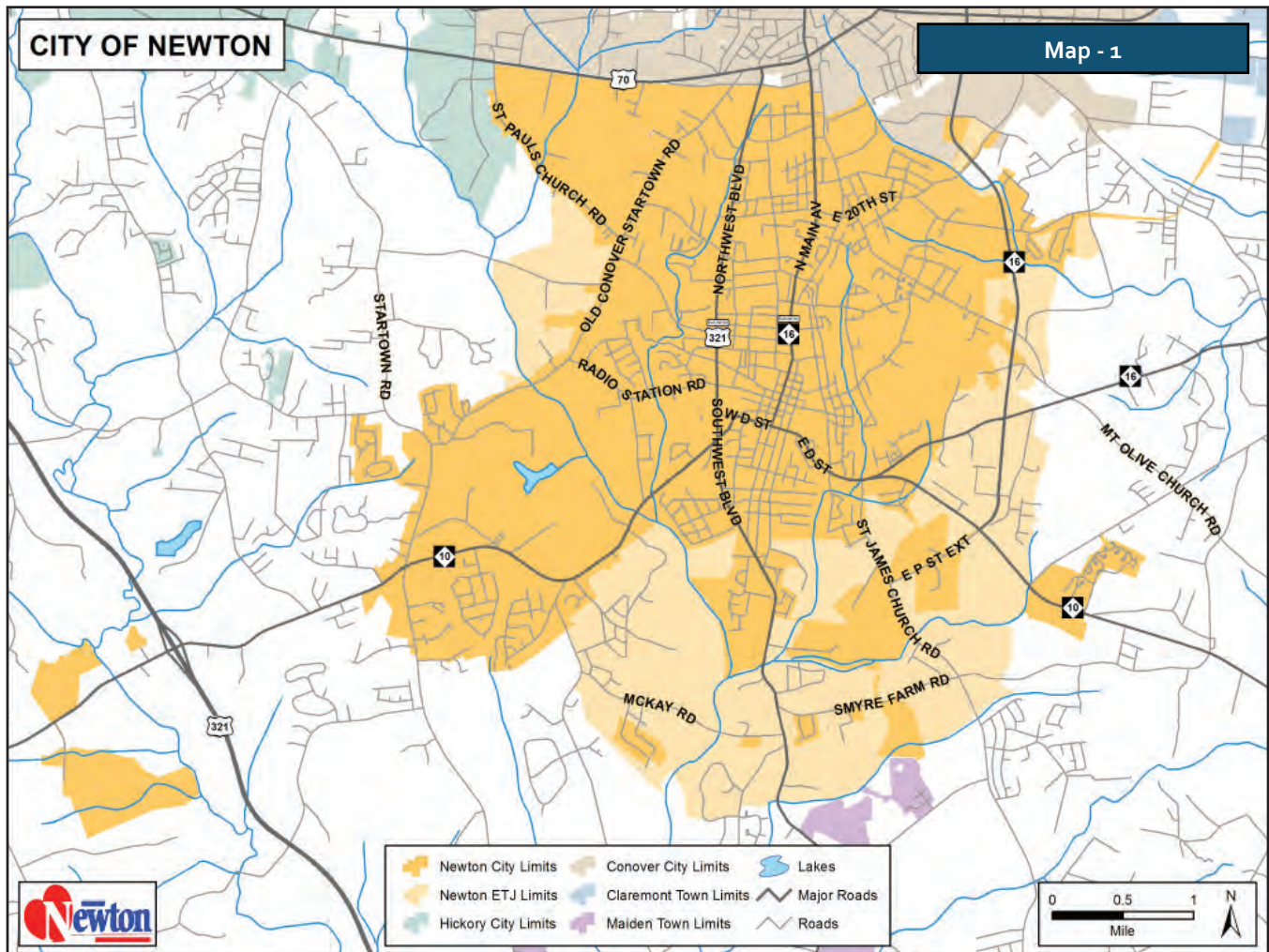
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Introduction

The City of Newton requested technical assistance from Western Piedmont Council of Governments (WPCOG) in developing a Strategic Growth Plan to guide the City in coming years. City leaders and staff believed Newton needed a clear vision of how to capitalize on its central location as the county seat of Catawba County and to clarify ways to attract new residential and commercial development to the City.



After meeting with Newton staff, WPCOG managers assembled a team of colleagues with experience in gathering data, researching similar plans in North Carolina cities, working with citizens and elected officials, developing strategies for implementing a shared vision for citizens and elected officials, and presenting a written report establishing a series of “action items” which built on the City’s assets and challenges.

The current effort evolved from a 2014-2015 “Strategic Plan (DRAFT), which covered many of the items discussed in this Plan. The earlier “Plan” listed ideas and “actions” in these areas: economic development, downtown Newton, community appearance and image, growth

management, transportation and mobility, City utilities, public safety and recreation. The 2014-2015 Plan is included here as Appendix A.

City and COG staff facilitated four meetings to generate action items on Economic Development, Infrastructure, Transportation (including Parks and Recreation) and Public Safety. These meetings were held on four consecutive Thursdays, gathering at Newton City Hall from 5 until 7 pm. Newton staff worked together with COG representatives to present information and data to interested citizens and hear presentations on these four areas. The core of those sessions is presented in this report, together with the solutions developed from those meetings. Action items, listed at the conclusion of each section, propose ways the City can move proactively to solve concerns in each area.

Newton Strategic Growth Plan - Public Meeting on Transportation



A Brief History of Newton

The City of Newton was chartered as a county seat for the newly formed Catawba County that was established in 1842. Newton developed around Catawba County's Greek Revival Courthouse, built in 1847, which caused controversy due to its location away from the county's center. An 1842 survey of Catawba County put Newton squarely at its center (North Carolina statutes called for a County's Seat to be located within 2 miles of its geographic center), but a new survey conducted in 1846 disputed those earlier findings, placing present day Conover at Catawba County's center. Regardless, Newton had established itself as the focal point of County activities and founded the first meeting place for County business within the borders of Newton at Matthias Barringer's homestead, located just 3 miles south of the center of town. M.L. McCorkle became the first County employee hired as Clerk of Court, during an early meeting of the County's elected officials at the makeshift meeting hall. By 1847, Catawba County erected its first permanent courthouse on property located in the center of what would become downtown Newton, and thereby solidifying Newton both in name and practical terms as the County's center. The City of Newton received its charter in 1855.



Barringer Homestead- the small building to the left of the main house was used as the first meeting room for Catawba County.

The origin of Newton's name is split into two camps, both attributing the name to Nathaniel Wilson, the man who led the campaign to establish Catawba County, but each with different stories to why he chose the name. The first story told by one of the Catawba County Historical Association's founders, J.Y. Killian, was that Wilson's son was born on December 25, 1842, which coincided with the 200th birthday of Sir Isaac Newton, for which the boy was named. In turn, the town was named for Wilson's son. The second account told by Matthew L. McCorkle, one of Newton's first residents and a lawyer, challenges that assertion. According to McCorkle, the town's name came from Wilson's admiration of the Patriots during the American Revolution, and therefore named the town Newton in honor of Lt. Newton who fought with the "Swamp Fox," Francis Marion,



1847 Greek Revival Courthouse

of the South Carolina Militia. Whichever account is correct, Newton first appears in supplementary legislation dating back to 1843 but did not receive its charter from the state of North Carolina until late 1855.

A Courthouse has been prominently located in the center of downtown Newton since 1847, and has served as the focal point of Newton's development. The first structure, built in 1843 was a two room building with a central chimney, residing

on the property of Matthias Barringer. By 1845, bidding began on a permanent courthouse, a Greek Revival structure that was built by local men and constructed from local materials. The structure stood as a grand testament to Catawba County's place in North Carolina, a center for government, and a cornerstone of the community for which Newton would quickly build around. As an affirmation of this fact, Newton's population doubled in size by 1849, and soon added mercantile stores, blacksmiths, a bootmaker, saddlers, a lawyer's office, banks, a hotel, taverns, churches and homes in and around the square.

The 1850's brought the promise of a railroad line and the prosperity that comes with it. Several of Newton's prominent residents promoted and contributed both money and political capital to see the Western Railway line come through Newton. After an initial meeting with the project engineer, Newton was determined to be unviable as a stopping point along the new western line, which would run from Salisbury to Morganton. The cost for bringing the line into town would be more than \$176,000 (\$5 million in today's

market) and be an impractical expenditure. At this point Newton's residents, having been one of the strongest supporters of the new western railroad, used their political and personal clout to force a compromise. A branch line, running from Hickory Tavern 9 miles back into town would facilitate Western Railroad with an eventual connection with Newton and then north to Morganton. It was Newton's efforts to force a compromise that would help establish the town of Conover, settling at the crossroads of this newly placed "Y" junction.

During this time, local church leaders proposed and developed Catawba College, first housed at the old Grace Reformed Church, "White Church", and beginning as an academy for young men. The first College facility was erected in 1856 and built just south of downtown Newton at the end of College Avenue. The college would thrive in Newton growing from its single-room at Grace Reformed Church to a modest campus with both female and male dormitories, two instructional halls, an auditorium, a cafeteria, a 2,000 volume library and science laboratory. Catawba College helped define life in Newton for the last half of the 19th century and the first quarter of the 20th, bringing a morally focused, conservative sensibility to the town's politics and practices until its move to Salisbury in 1923.

Like much of the South, Newton suffered some of its hardest times during the 1860's as a Civil War loomed over the nation and took hold by 1861. Records of Newton's activities are sparse during this period, and only a handful of accounts place several dozen Newtonians with the Confederate army or describe the impact on the area. The town weathered the conflict and began again to rebuild its momentum towards a new decade of progress and prosperity.

Downtown Newton circa 1890 - this is currently the oldest known picture of Downtown Newton.



By the late 1890s, more than a dozen stores surrounded the courthouse square, and new investors began building factories and mills within the city limits. The town's first organized real estate venture supported the influx of workers to the area. It's during this time that Newton established a solid industrial foundation, commercial consolidation and its place as the center point of Catawba County politics. Newton's population during the last half of the 19th century almost doubled in size every ten years; starting with 200 residents in 1860, 500 residents in 1880 and approximately 1,500 residents by 1900.



One of Newton's most honored traditions began in the summer of 1889, the first "official" Soldier's Reunion. Local veterans of the Civil War had been meeting for several years prior at the Hickory Fair, marching in local parades and gathering during the summer months on the lawn of the Catawba County Courthouse for picnics and reunions, but a statewide push by a rapidly growing veterans association in 1889 helped establish an official event in Newton. What would become an annual event, taking place the third week in August each year, is now the oldest continually running soldier's reunion in the United States. To this day, people come from all

across Catawba County to march in the parade, hear guest speakers and music, enjoy food and shopping in tents and shops around the courthouse square and socialize with their neighbors. The town hits its zenith during this week, alive with activity both day and night.

The twentieth century brought with it rapid change: Industrialization, the Great Depression, two major wars and two major police actions, Civil Rights and desegregation, economic highs and lows, yet Newton faced each success with modesty and each challenge with a "can do" spirit. Newton was becoming a town of two identities, one a thriving business and growing industrial community and the other a charming and traditional southern town.

By 1916, Newtonians had settled into the business of living and prospering from a period of economic growth, spurred by industrialization and an influx of manufacturing and workers to the region. But the signs of war could once again be seen in the air, only this time it was overseas and not in their midst. Newton wrestled with the issue of US involvement, and the majority of Newton residents even voted to reelect Woodrow Wilson, who had promised to keep America out of the war, but by late 1916, US involvement seemed certain. In this same year, Catawba County experienced its first of two major floods. The flood of 1916 effectively cut Catawba County off from the rest of the state leaving only the Smyre trestle south of Newton passable. It

was weeks before ferries began to bring supplies and mail, across the Catawba River, and roads and electricity were restored around town. Several Newton residents lost their homes to flooding or roof damage caused by torrential rain, the Observer News Enterprise's building flooded, and days after the rain subsided another storm brought lightning, which struck the Corpening Livery Stables. Once the flood waters receded, Newton was quickly back to business and Newton's industrial spirit could be seen by the newly introduced automobiles that had become a frequent sight, skirting around town. The Great War would become America's focus by 1917 and shift Newton's attention and purpose for next few years.

The Great War brought with it economic challenges and perceived mistrust regarding Newton and Catawba County's large German heritage. Many Catawbans identified with their German ancestry and many even openly supported the German cause in the early days of the war, but once Newton started sending young men to fight, its residents began trumpeting both local and national patriotism. During this time, Newton saw shortages of heating coal, wood and wheat. The County began enlisting men at the courthouse for the newly issued draft, and Newton battled other Catawba County towns for bragging rights over war bonds and patriotic endeavors. Newton was also fortunate at this time to suffer few losses to the Spanish flu that swept through Western North Carolina in 1918. In 1919, the Great War ended, and Newton returned to progress and the promise of a future without concerns of war.

Ohio State Senator Robert A. Taft delivering a stump speech on the 1924 Courthouse steps, during his 1940 Presidential election campaign against Franklin D. Roosevelt.



The 1920's brought another 1,200 residents to Newton (most with automobiles), the population was now double that of 20 years prior (3,000+ residents), making way for Newton's first gas station (City Service Station), and the women's suffrage movement allowed Newton's white women to vote in their first town election. Newton also wrestled with Prohibition and bootlegging throughout the 1920's, as the roads through Newton fed the supplies to Gastonia and Gaffney, SC. The hardest fought battle would come

regarding the roads themselves, as the state set out to construct a road connecting the county seats from Shelby to the Wilmington. Newton's location, much like its earlier confrontation with the railroads, would be a detriment. After three separate court battles and a final hearing by the State Supreme Court, Newton won a challenge that would have seen the new Highway 10 bypass the town altogether. The new Highway 10 would eventually run through Newton out to Catawba just two blocks south of the Courthouse doors.

Having served for seven decades as a testament to Catawba County's government and a focal point of Newton's development, the 1847 Greek Revival Courthouse began to show the wear of

time. By 1921, it was evident that Courthouse no longer supported the demands of a growing county and thus a newer larger structure was needed. A bond referendum led by the leaders of Newton and Hickory commissioned the development of a Neo-classical structure that could house all of the County's business. Now the County Court, commission, clerk, register of deeds, sheriff and school superintendent could be found in one central location.

Initially, Newton was unscathed by the Stock Market crash of 1929. Businesses were still investing in the area, the two banks recorded the highest assets ever in that year, local celebrations and events went on as usual, and only one family in the area found hardship that year with the loss of work and their home. By early 1930 things would rapidly change starting first with the loss of the local high school to a fire with limited insurance to replace the structure and the closing of several of the local textile mills, some operating only sporadically and even then with a skeleton crew. Although there was no official census of out-of-work residents, it was estimated at the time that more than 30% of Newton's workforce was unemployed. Newtonians, as did all of Catawba County, began bartering for goods and services. Trade-in-kind became a way of life during this period. Newton residents were settling their bills with grain, eggs, clothing, physical labor or any civilized means at their disposal, but some looked to unlawful activities to make ends meet, as burglaries and armed robberies became an issue. The Shuford National Bank opened its basement level to the newly formed Newton Relief Unit, which gathered clothing, food and supplies to be distributed to those in need.

The "New Deal," ushered in by President Franklin D. Roosevelt, had immediate impacts in Newton and Catawba County. Work slowly picked up at the local mills and the numerous young men who were still unemployed joined the local Civilian Conservation Corp (CCC) Camps responsible for replanting local forests and completing or repairing local and regional infrastructure. The Newton Camp was formed in 1937. In 1933, Newton and Conover, under pressure from the State, would combine school systems using



Left to right, Catawba County Jail and Newton Post Office (both built in the 1930s)

Federal Emergency Relief Funds to construct a high school that could accommodate both populations. New regulations for industry through the National Industrial Recovery Act (at the time, known as the NRA) would also impact the local workforce, as local textile workers saw an increase in pay and hours and businesses around the square coordinated their hours of operation to meet new federal standards. By the late 1930's, Newton along with the majority of Catawba County was seeing real results and slow but steady economic improvement.

Newton had stabilized by 1940, as businesses and the town fought their way out of a decade

or economic turmoil. In many ways, Newton had become a classic Southern town with a busy central square with businesses both new and old housed in buildings that were old yet familiar to the community. Its small town atmosphere enveloped a bustling political and governmental center for the County, and residents were beginning to enjoy better times. 1940 also brought the second major flood to the region and necessitated the cancellation of that year's Soldier's Reunion Parade due to the inaccessibility of the town to many of Catawba County's residents.

On the international scene, Newtonians could see that yet again war seemed inevitable. After the bombing of Pearl Harbor on December 7, 1941, and the US's entrance into World War II, Newtonians leaped into action. Newton residents along with their neighboring cities, men both white and black, showed up to the Catawba County Courthouse to register for the draft or enlist with local outfits. As material resources and goods necessary for the war effort became more and more scarce, Newton, as did the whole of the country, began rationing, recycling and unifying under the American cause. Newton also put forth a tremendous effort in raising bonds for the war, and was recognized for their efforts by the naming of B-25 bomber, the "Spirit of Newton" and a B-29 "Superfortress" named the "City of Newton" out of respect for its pilot, a Newton resident. By 1944, more than 5,000 Catawba County residents were serving or had served in a branch of the armed services.

The impact of the number of men and women serving would no more be acutely felt than the outbreak of Polio in the region in late 1944. Catawba County was only surpassed by Chicago regarding the swiftness and impact of the Polio outbreak. So many cases were reported in the County by summer's end, the local medical community insisted the immediate need for a center to treat patients. Thus, the "Miracle of Hickory" came to be, as county residents helped construct a framed-tent hospital, resting near the shores of the Catawba River, and built in less than 3 days. Newton felt the full impact of the outbreak and had the misfortune of being the first city in Catawba County to report an adult to die of the disease.

A Car accident draws onlookers at the intersection of South College and A Street, circa 1949.



In the decades following World War II, Newton settled into a period of economic growth and prosperity, largely resulting from America's thrust into the forefront of international politics, diplomacy and military power. Returning veterans turned their focus to family and business and like the rest of the country, Newton welcomed a generation of "baby boomers" and a period of economic growth that would see the next generation building bigger and better housing, infrastructure, new businesses, and take advantage of a

growing entertainment industry and national past-times. Downtown Newton would expand in the

1950s, seeing the addition of several new businesses, and many of the old facades would be replaced with “modern” store fronts. Citizens went from a single car per household to multiple cars; home construction increased dramatically and subdivisions and community planning became a part of the American vernacular. Newton would hire its first Town Manager in 1950, and end annual mayoral elections, extending the term to two years and aldermen to every four. Television, once a novelty for the rich, could now be found in almost every house, and disposable income would become a household word. Many Newtonians would refer to the decades after WWII as the best of times, the pinnacle of the “American Dream.” Several of Newton’s men left again for war, this time called a police action, in Korea, the impacts of which were barely felt in the community, but felt acutely by those whose sons had gone overseas to serve.

The 1960’s Newton focused on growing National movements including Civil Rights and desegregation of schools and the possibility of a war in Vietnam. Newton, as did much of North Carolina, moved to improve the lives of Blacks at their local institutions but did little towards fully integrating those students into their “white” institutions. Another major occurrence was the development of Interstate 40 which forced some County residents to sell their homes and relocate, but the economic impact paid dividends throughout the region, as faster thoroughfares to trading partners opened, and slow, winding drives made way for faster, straighter roads.

A group of unidentified students pose for a picture in front of Central High School, circa 1960s.

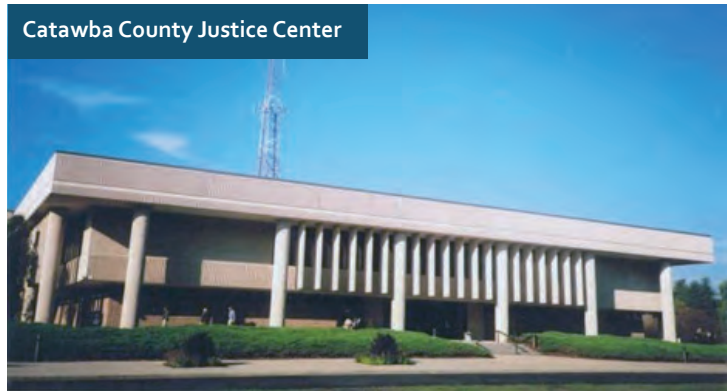


The late 1960s and early 1970s brought politic, economic and civil turmoil. The Civil Rights movement gained more and more steam as the decade rolled on and by 1970 the local school systems moved to fully integrate black and white students. Some local tensions and fighting in the Hickory area put Newton on alert, but for the most part integration, at least for Newton, happened without incident.

The 1970s saw the “baby boomer” generation come to the forefront as community leaders. Newton’s prosperity grew, and bond referendums offered support to various industrial facilities, furniture manufacturing, an expansion of sewer and water services, and Newton hit an operating budget of 1 million dollars, a milestone for the city. The budget began to double each year for several years after, as the City’s infrastructure and business opportunities spurred new growth. Capital improvements included new parking facilities downtown and in cooperation with the County, an extension of water lines paid with federal funds to reduce pollution. By 1973, global demands, rising energy costs and inflation would force many local businesses to sell to outside parties or shut their doors. As the economy turned from recession after 1975, the City of Newton

focused on constructing its first City Hall, elected its first female alderman (Mary Bess Lawing), and in the face of rising energy costs, joined with several local communities to purchase a power plant (Electricities)

1980 brought a new Justice Center located on Northwest Boulevard and the construction of the area's second mall (Valley Hills Mall). While the Justice Center brought more and more county business to Newton, the mall caused the relocation of many stores in the area, including the closing of Belk's on the Courthouse Square. The 80s marked a major turning point in the County's cultural and economic focus, as attention turned from the center of the county towards Hickory. Newton in response, began a more aggressive annexation strategy as it tried to break free of a rapidly closing window of available land and resources. Courthouse Square, once thriving with business and commerce saw close to a third of its storefronts empty and forced the City to look towards downtown revitalization efforts through a national push of the "Main Street" program.



As Newton struggled with its place as the County seat but no longer the economic focus, several bright spots opened around the square. In 1992, the Catawba County Historical Association moved into the old 1924 Courthouse, having been used as county offices until 1991, and established a museum dedicated the history of Catawba County. The auditorium at the old high school was renovated and became a performing arts center, and the Green Room Community Theater moved in bringing a highly praised cultural offering to town.

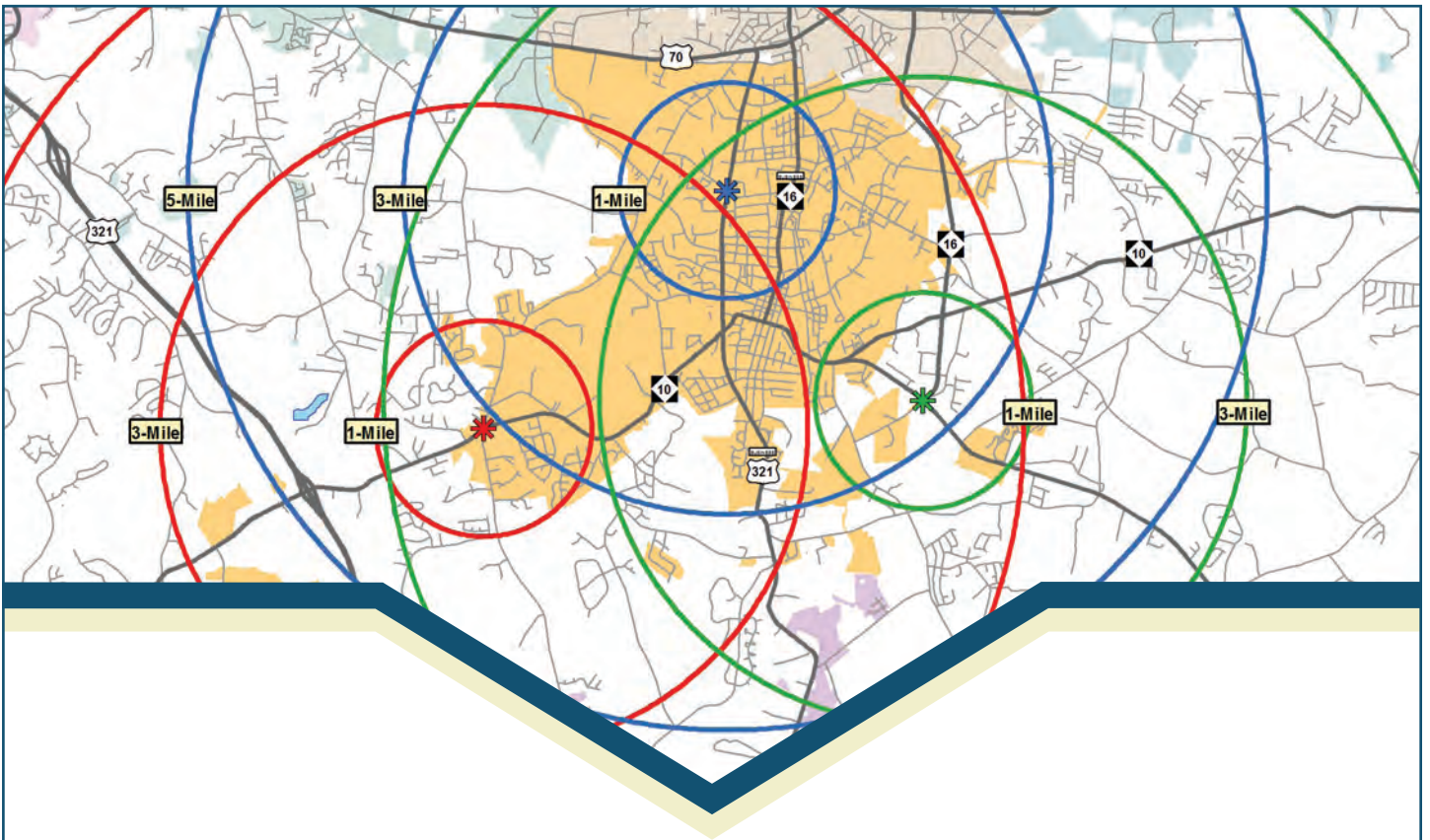
Competition not from within but outside America's borders would be Newton's greatest challenge of the 1990s and into the early 2000s as many local industries moved to foreign soil. The "Global Market" had arrived with the introduction of the Internet and the ability of the average person to access information, goods and services from the convenience of their home. Newton businesses would have to embrace a new kind of commerce.

Post-2000, Newton faced two separate economic downturns and the loss of the majority of its textile and manufacturing base. Many of the shops and businesses closed their doors around the town square, and like the majority of the country struggled with an aging population and infrastructure. As the national economy shows signs of improvement, Newton appears to be capitalizing on the momentum as the city's focus turns to the possibilities of renewed Downtown revitalization, business development, streetscapes and attracting a new generation of young professionals to the area.

Today the Old 1924 Courthouse on center square is still the home of the Catawba County Historical Association and a Museum dedicated to the history of Catawba County. The upstairs courtroom is still active with County Commissioner meetings, public forums, political rallies, special events and quarterly district court hearings. New businesses have moved into those once vacant spots around the downtown square, and downtown loft apartments have offered living space and a built-in customer base. Several industrial areas have seen facelifts or an influx of new immigrant communities bringing their cultural influences and hardworking mentality. Meanwhile, Newton seems poised to do as it has done before, face any challenge head-on and not just persevere but progress.

Images of Downtown Newton 2013





Newton Data Analysis



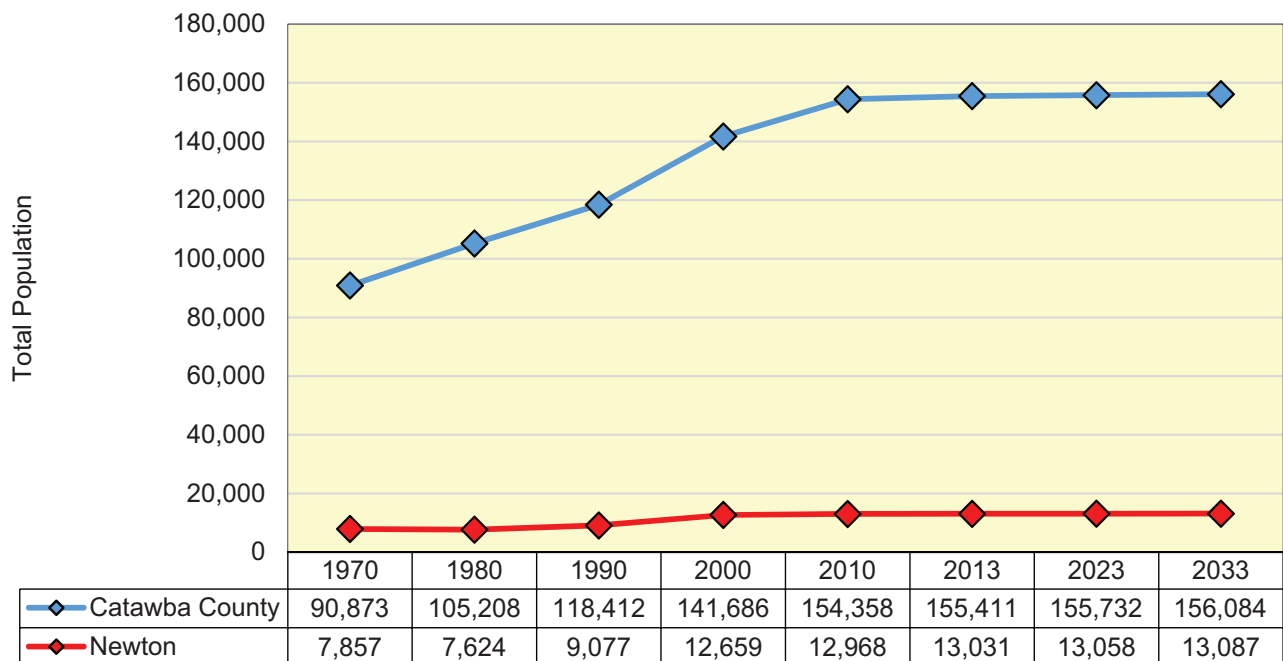
Measures of Population, Housing, Economics and Social Health

This section of the Plan reveals information about the population, housing and economics of Newton compare to Catawba County and North Carolina. The data also examines past and present trends for Newton. The analysis can be used to predict future conditions in the city and to develop goals and objectives of the Plan.

Population Trends

Between 1970 and 2000 Newton's population increased 61.1% from 7,857 to 12,659 (Figure 1). This population growth was due to a combination of annexations as well as population growth within Newton city limits. Between 1970 and 2000 Catawba County's population grew 55.9% from 90,873 to 141,686. The population growth was driven by net in-migration (more people moving into the County than out of the County) due to employment increases as well as Catawba County's birth rate exceeding the County death rate. Between 2000 and 2010 Newton's population grew only 2.4% to 12,968 as the rate of annexations slowed considerably and fewer housing units were added inside Newton City limits. Catawba County's population did increase by 12,672 from 2000 to 2010 to 154,358.

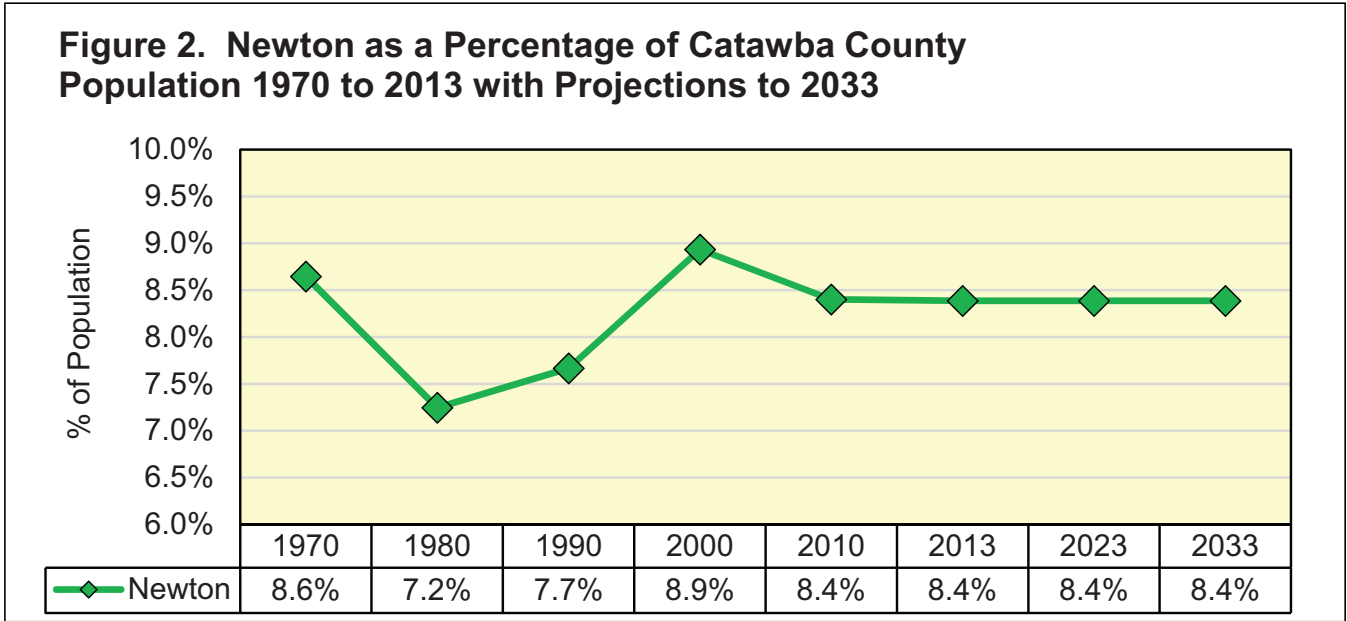
Figure 1. Population Change 1970 to 2013 and Projections to 2033, Newton and Catawba County



Source: US Census Bureau and NC Office of Management and Budget, 2015.

The North Carolina Office of State Planning projects little population growth in Catawba County over the next twenty years. The State is projecting minimal net in-migration into the County over the next two decades, which, in turn, leads to little net population growth in the County. The State predicts Catawba County to grow by a less than 600 persons between 2013 (155,411) and 2033 (156,084). Ultimately, how much population Catawba County and Newton gain over the next twenty years will depend on future job growth. Rapid job growth will lead to population increases while employment decreases will cause the County's and Newton's population to decline.

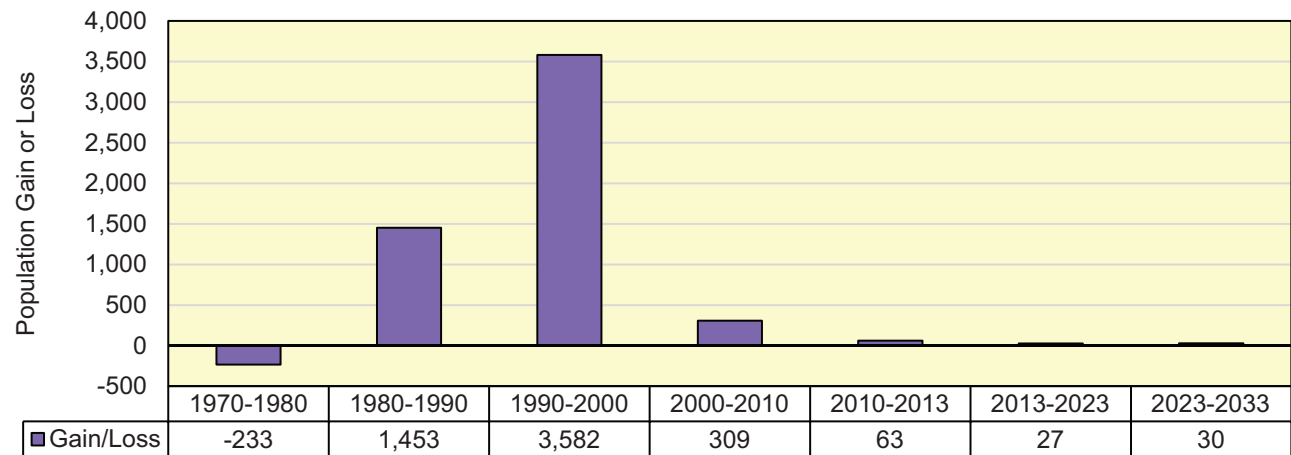
In 1970 Newton's population represented 8.6% of Catawba County's population. By 1980 Newton's proportion fell to 7.2%, meaning that the County was growing at a faster pace than Newton. In 2000 Newton rebounded to having 8.9% of the Catawba County's population. In 2010 and 2013 Newton's total population equaled 8.4% of the County's population. In Figure 1-2 Newton's population is projected as remaining at 8.4% of the County's population over the next 20 years. With minimal County population growth projected over the next 20 years, little population growth is consequently shown in Newton through 2033. Since the 2033 population number seen in Figure 2 is only a projection, how quickly Newton grows over the next two decades will depend on future annexations and economic conditions.



Source: US Census Bureau and NC Office of Management and Budget, 2015.

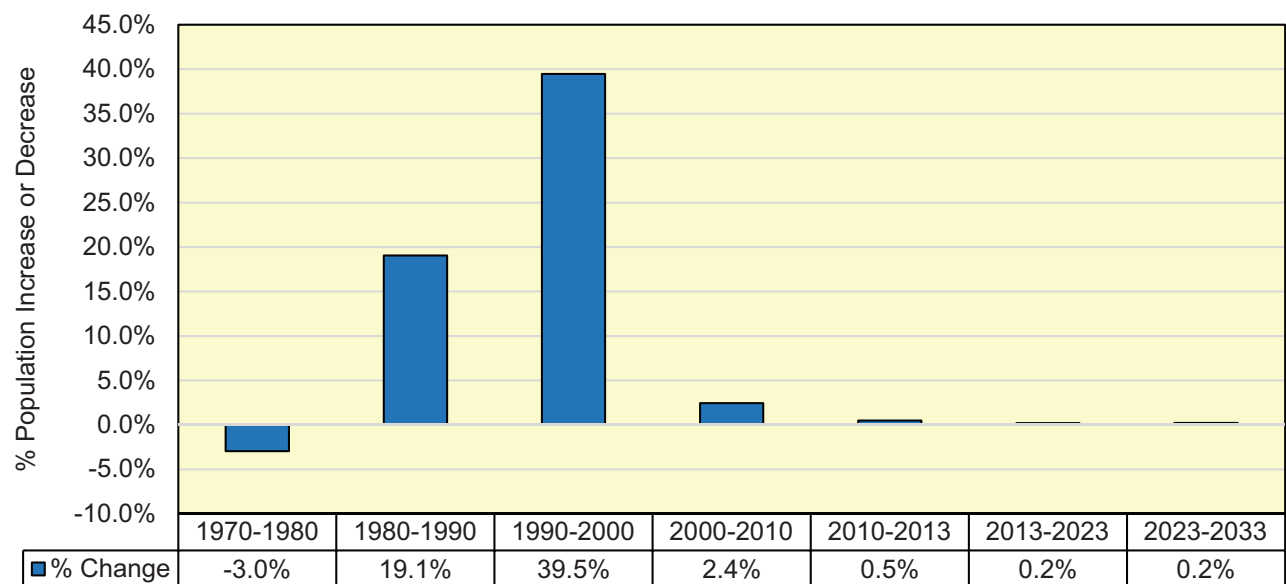
Newton's population declined by 233 persons between 1970 and 1980 (Figure 3, page 17). The City gained 1,453 (19.1%) in the 1980s and 3,582 (39.5%) during the 1990s due to job growth and annexations (Figure 4, page 17). Little population growth has occurred since 2000. Without significant job growth or annexations, this trend is predicted to continue through 2033.

Figure 3. Gain or Loss of Population 1970 to 2013 with Projections to 2033, Newton



Source: US Census Bureau and NC Office of Management and Budget, 2015.

Figure 4. Percent Change of Population, City of Newton, 1970 to 2013 with Projections to 2033

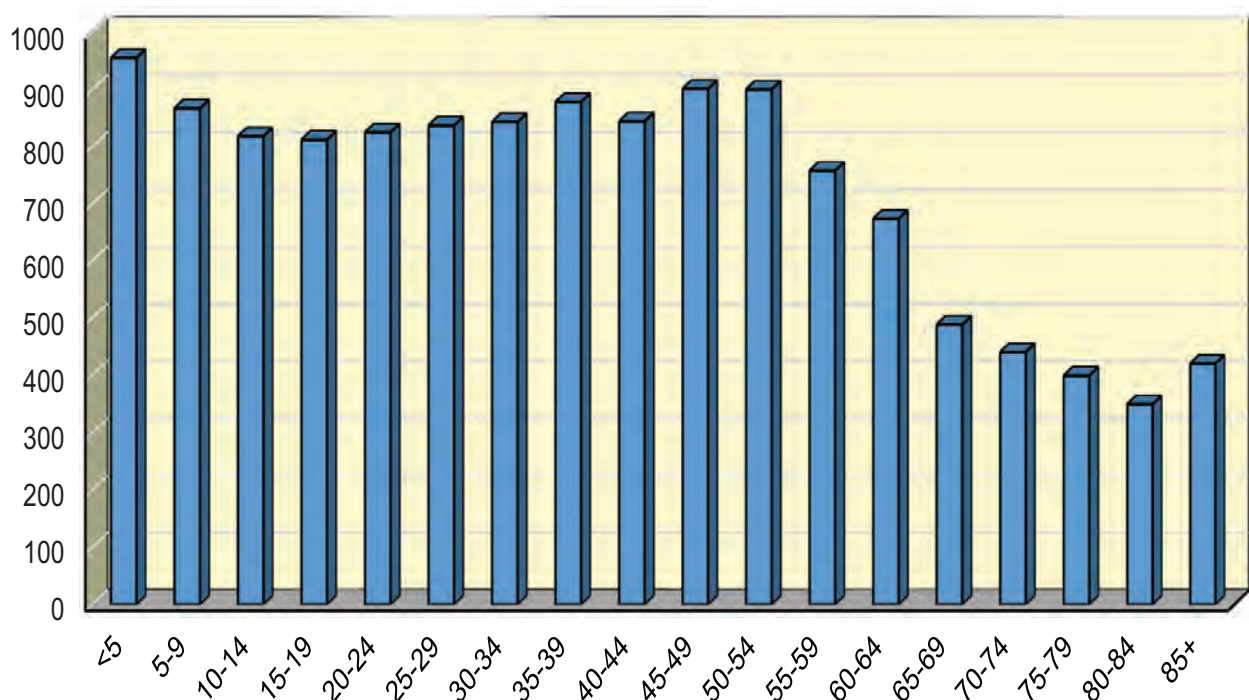


Source: US Census Bureau and NC Office of Management and Budget, 2015.

Age Group Trends

Newton's 2010 population by 5-year age cohorts is displayed in Figure 5. The largest 5-year age cohort in Newton in 2010 was the 0 to 5 age cohort (955 persons). The result shows the influence of families with young children in Newton. Newton's 45 to 49 and 50 to 54 age cohort equaled 901 and 900 persons respectively. Five-year age cohort population totals for the 15 to 19, 20 to 24, 25 to 29, 30 to 34, 35 to 39 and 40 to 44 age groups were lowered than the 45 to 49 and 50 to 54 age groups. As of 2010 Newton also had a large number of persons (421) over age 85.

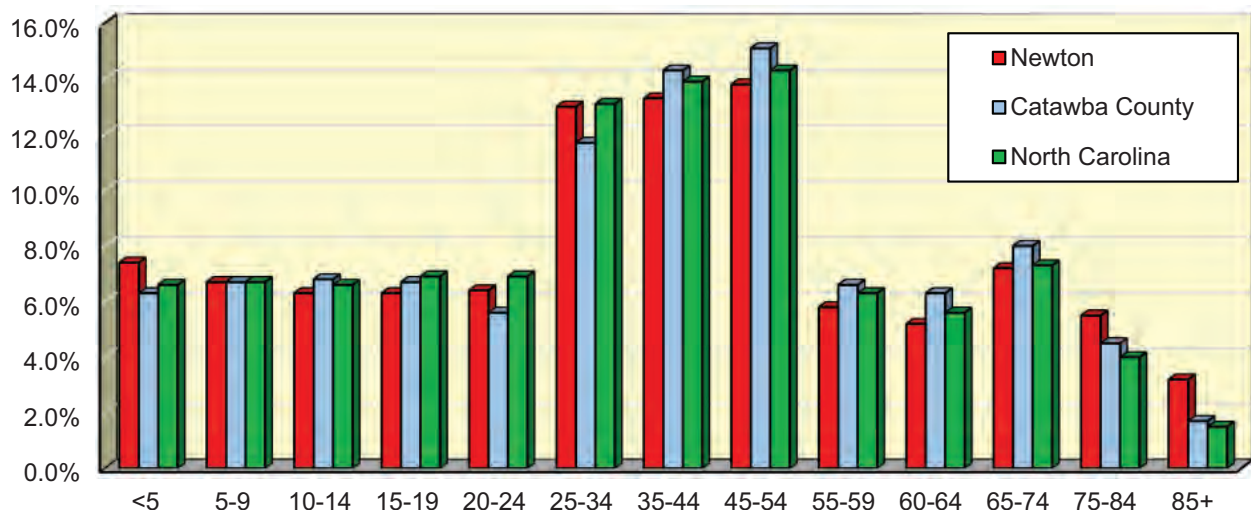
Figure 5. Newton 2010 Population by Age Cohort



Source: 2010 Census, US Census Bureau.

Data from the 2010 Census may be used to make comparisons of age distribution between Newton, Catawba County and the State (Figure 6, page 19). Results reveal that Newton has a greater proportion of persons under age 5, 75 to 84 years, and age 85 and over than Catawba County or North Carolina. Conversely, Newton has a lower portion of persons age 35 to 44 and 45 to 54 (working age) than the State or Catawba County.

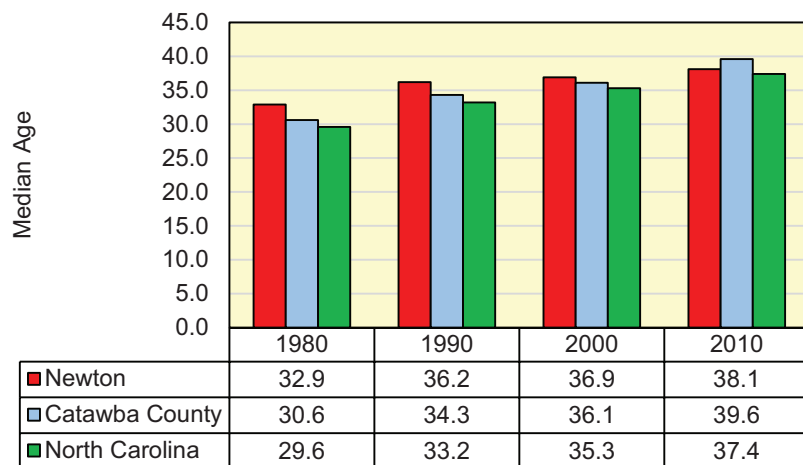
Figure 6. Population Distribution by Age Cohort, 2010, City of Newton, Catawba County and NC



Source: 2010 Census, US Census Bureau.

Data seen in Figure 7 shows how the median age of the City, the County and North Carolina has been increasing the last twenty years as the baby boomers grow older. The median age for Newton increased from 32.9 in 1980 to 38.1 in 1990. The median age in Catawba County has grown by 9.3 years since 1980. The 2010 median age for North Carolina was 37.4 years.

Figure 7. Median Age of Population 1980 to 2010, Newton, Catawba County and NC



Source: 1980 - 2010 Census, US Census Bureau.

Figures 8, 9, 10 and 11 on page 20 show age group patterns since 1980 for Newton, Catawba County and North Carolina. The proportion of Newton's population under 18 fell from 26.5% in 1980 to 23.6% in 1990 and 2010 (Figure 8, page 20). In the past decade, the percentage of Newton's population under 18 has increased slightly to 24.2%. This trend is different than Catawba County and North Carolina Census results, which show the percentage of population under 18 falling between 2000 and 2010. This result means that Newton has been able to attract families to the City.

Figure 8. Percent of Population Under 18, 1980 to 2010, Newton, Catawba County and NC

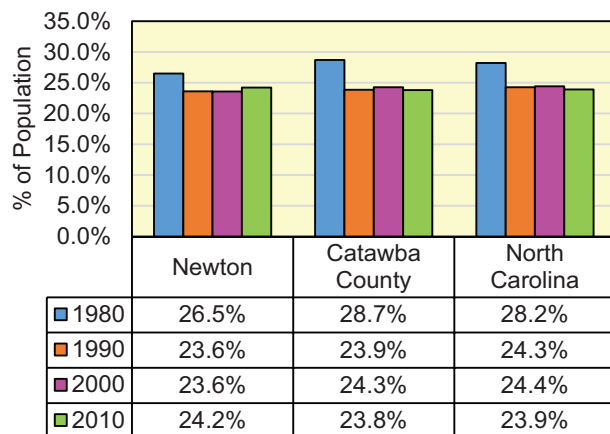


Figure 9. Percent of Population Ages 18 to 44, 1980 to 2010, Newton, Catawba County and NC

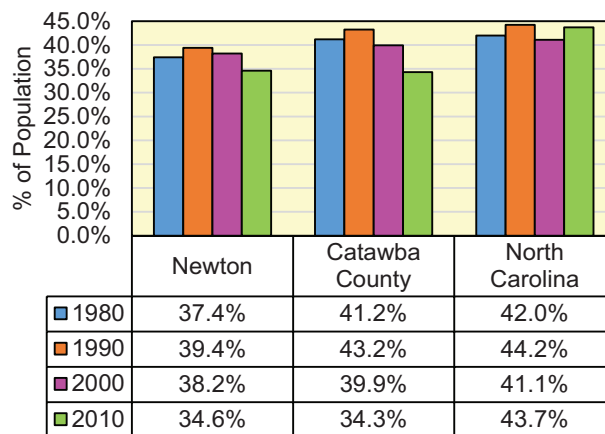


Figure 10. Percent of Population Ages 45 to 64, 1980 to 2010, Newton, Catawba County and NC

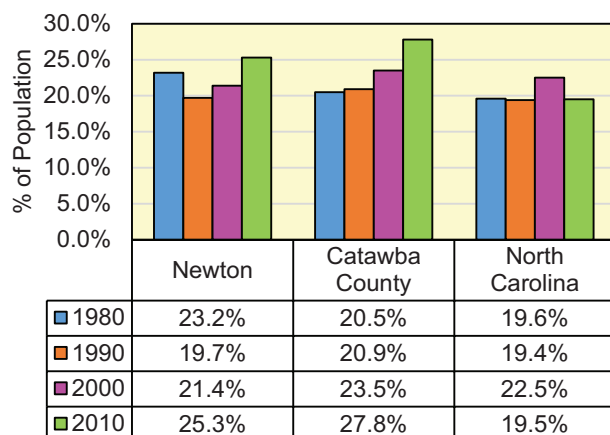
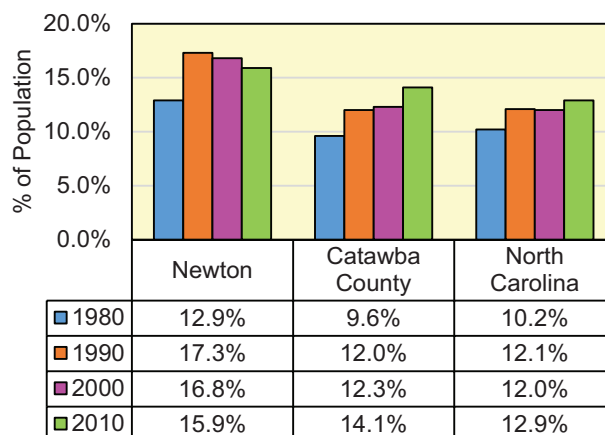


Figure 11. Percent of Population Age 65 and Older, 1980 to 2010, Newton, Catawba County and NC



Source: 1980 - 2010 Census, US Census Bureau.

Data in Figure 9 reveals that after increasing in the 1980's, the proportion of population between ages 18 and 44 has fallen in Newton and Catawba County over the past twenty years. North Carolina data results show, however, that the percentage of population between 18 and 44 increased to 43.7%. This result is due to young people moving to North Carolina's large metropolitan areas such as Charlotte and Raleigh.

Newton and Catawba County have a higher proportion of persons 45 to 64 in 2010 than in 1980 as baby boomers have aged into the 45 to 64 group (Figure 10). Newton, Catawba County and North Carolina all have a higher percentage of persons age 65 and over in 2010 than in 1980 as life expectancy increases (Figure 11).

Although age group projections for Newton are not available, an analysis of age group projections for Catawba County and North Carolina reveal probable age group trends for Newton. Projections seen in Figures 12 and 13 indicate that the proportion of population age 65 and over will continue to increase over the next 20 years as baby boomers grow older. The proportion of population under 18, meanwhile, is expected to fall over the next 20 years as birth rates decline. The percentage of population between age 18 and 44 is expected to remain nearly the same in Catawba County, but fall statewide. For the 45 to 64 age group, a lower proportion of population is anticipated for Catawba County over the next 20 years, but an increase is anticipated statewide.

Figure 12. Population Distribution by Age Cohorts, 2010-2030, Catawba County

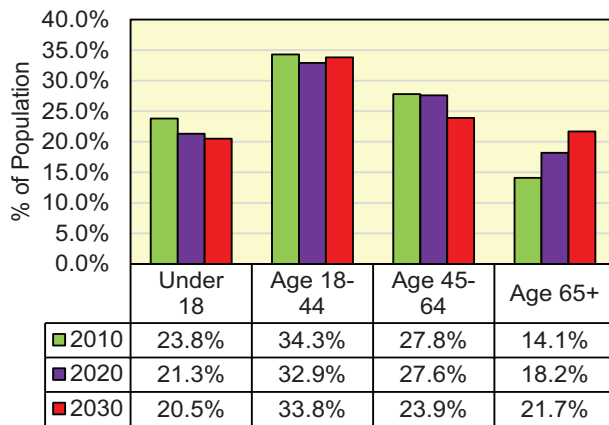
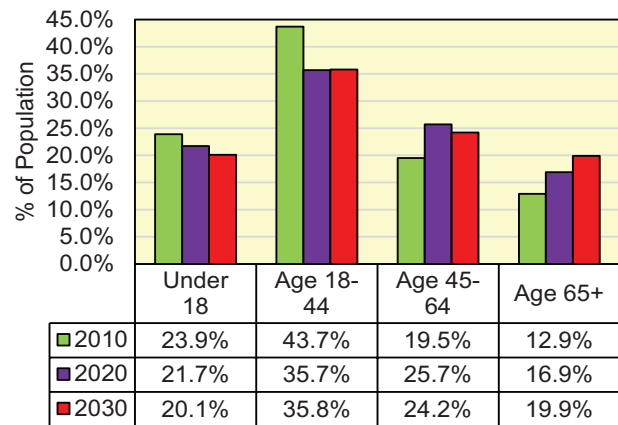


Figure 13. Population Distribution by Age Cohorts, 2010-2030, North Carolina

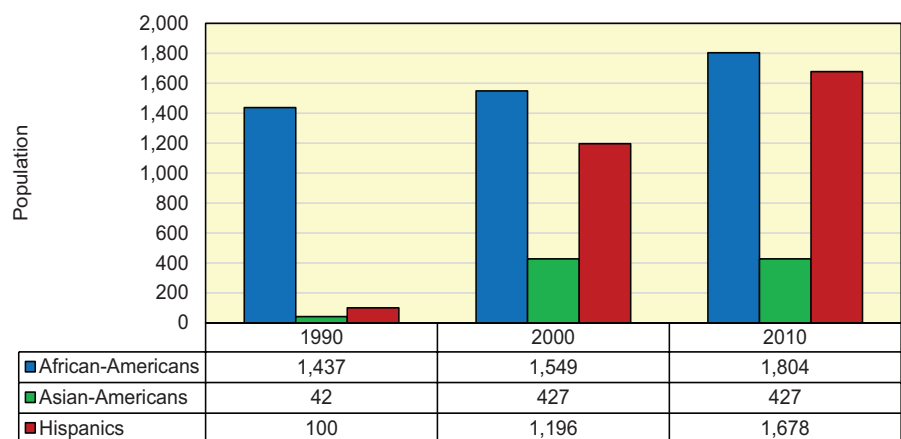


Source: US Census Bureau and NC Office of Management and Budget, 2015.

Population by Race and Ethnic Group

Figure 14 shows population trends for Newton's three largest minority groups (African-Americans, Asian-Americans and Hispanics) from 1990 to 2010. As of Census 2010 African-Americans were the largest minority group in Newton. Their population has increased from 1,437 in 1990 to 1,804 in 2010.

Figure 14. Newton Minority Population, 1990 to 2010



In 2010 African-Americans equaled 13.9% of Newton's population compared to 8.4% of Catawba County's population and 21.5% of North Carolina's population (Figures 15, 16, 17 and 18). African-Americans comprised a lower percentage of Newton's population in 2010 than in 1990 due to Hispanic population growth (Figure 15). A similar pattern can be seen in Catawba County's and North Carolina's 1990 and 2010 Census results (Figures 16 and 17).

Figure 15. Ethnic/Racial Composition of Newton's Population, 1990 to 2010

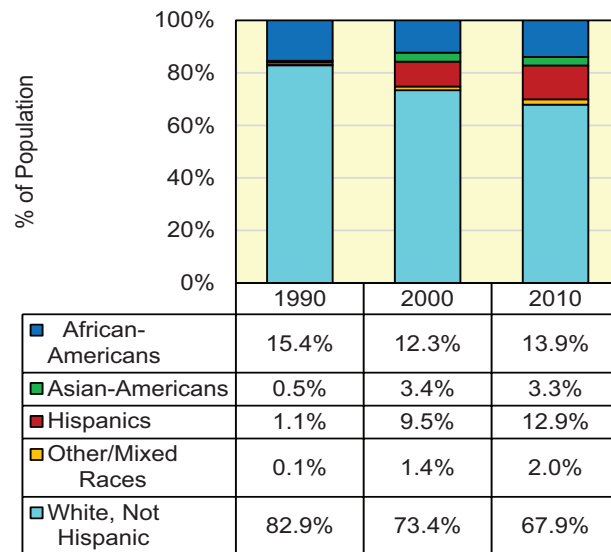


Figure 16. Ethnic/Racial Composition of Catawba County's Population, 1990 to 2010

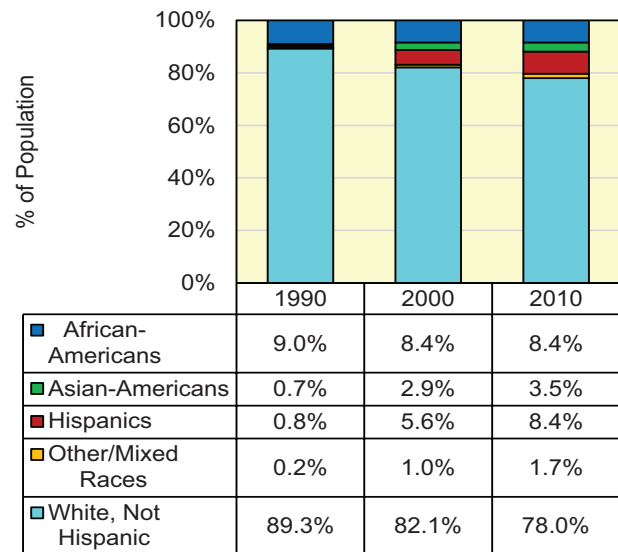


Figure 17. Ethnic/Racial Composition of North Carolina's Population, 1990 to 2010

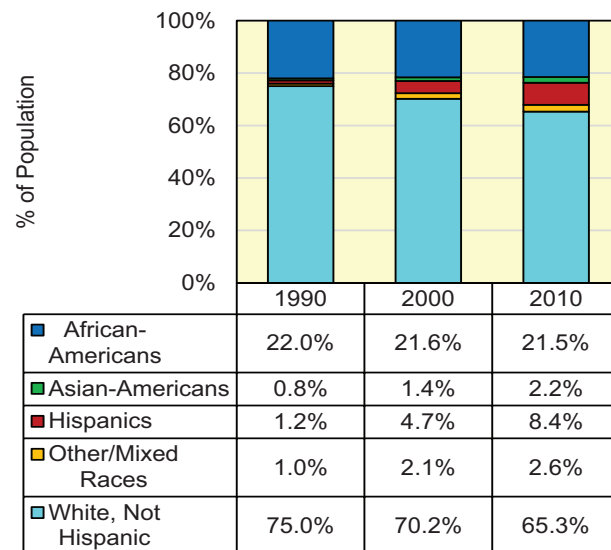
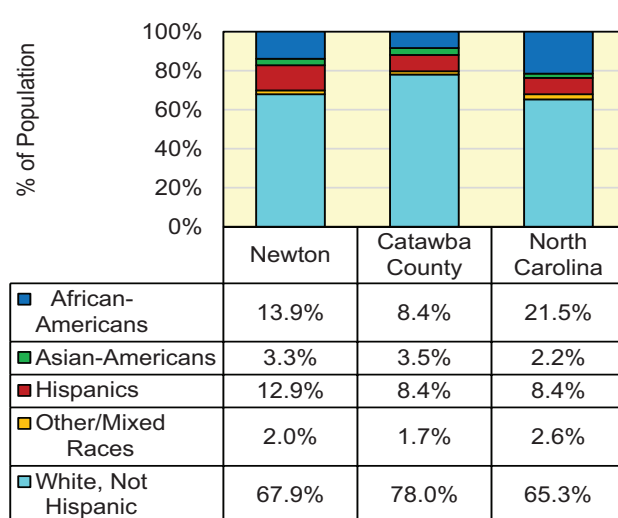


Figure 18. 2010 Ethnic/Racial Composition, Newton, Catawba County and NC



Source: 1990 - 2010 Census, US Census Bureau.

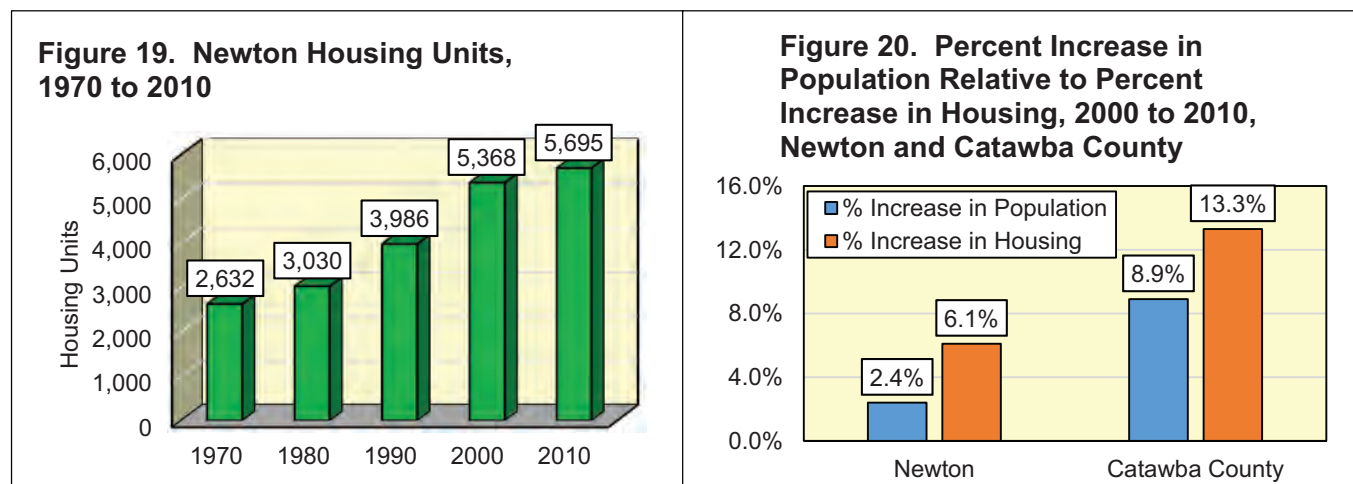
Over the past two decades Hispanics have been the fastest growing minority group in Newton. The City's Hispanic population has grown from 100 in 1990 to 1,678 in 2010. Catawba County and North Carolina have experienced similar dramatic increases in Hispanic population over the last 20 years. Hispanics currently comprise 12.9% of Newton's population (Figure 18, page 22). It is possible that Hispanics will become Newton's largest minority group by the 2020 Census.

Newton's Asian-American population, which is mostly Hmong, increased from 42 in 1990 to 427 in 2000 as immigrants moved into the City. Since 2000, as immigration out of Southeast Asia has been restricted, little Asian-American population growth has occurred in the City.

Housing Trends

Between 1970 and 2010 the number of housing units in Newton grew from 2,632 to 5,695 (Figure 19). Most of Newton's housing growth during the last 40 years occurred during the 1980s and 1990s when over 2,300 housing units were added. The number of new housing units grew via a combination of annexations and housing growth inside the City limits.

Between 2000 and 2010 only 327 housing units were gained inside Newton City limits. The 6.1% housing growth from 2000 to 2010 was still nearly three times the rate of population growth (2.4%) (Figure 20). The data thus shows the number of vacant housing units in Newton has increased in recent years. For Catawba County the number of new houses between 2000 and 2010 increased by 13.3% while its population grew only 8.9%.



Source: 1970 - 2010 Census, US Census Bureau.

Changes in Newton's average household size have followed similar trends experienced in Catawba County and North Carolina over the past 30 years (Figure 21, page 24). Between 1980 and 1990 Newton's average household size decreased from 2.64 to 2.40 as birth rates fell and more persons over 65 live alone. Average household size increased slightly to 2.46 in 2000. Little net change in Newton's household size occurred from 2000 and 2010.

The number of vacant housing units in Newton has been increasing since 1970 (Figure 22). Between 2000 and 2010 the number of vacant units in Newton grew from 361 to 590. The data in Figure 22 matches well with data in Figure 20, which showed the number of housing units rising much faster than the City's population.

Figure 21. Average Household Size 1980 to 2010, Newton, Catawba County and NC

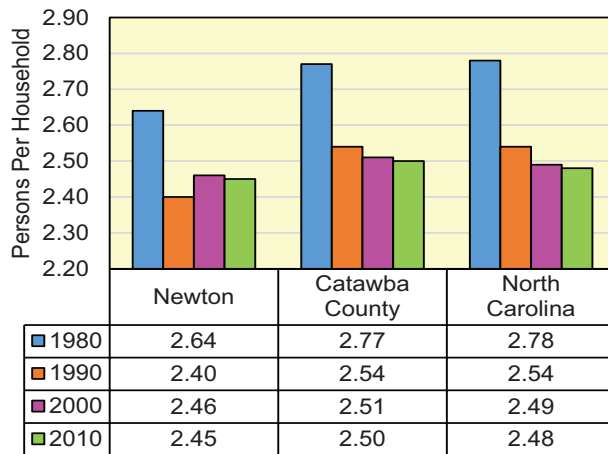
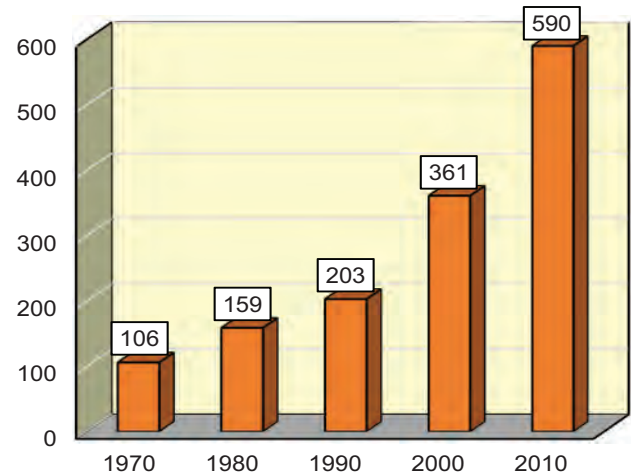


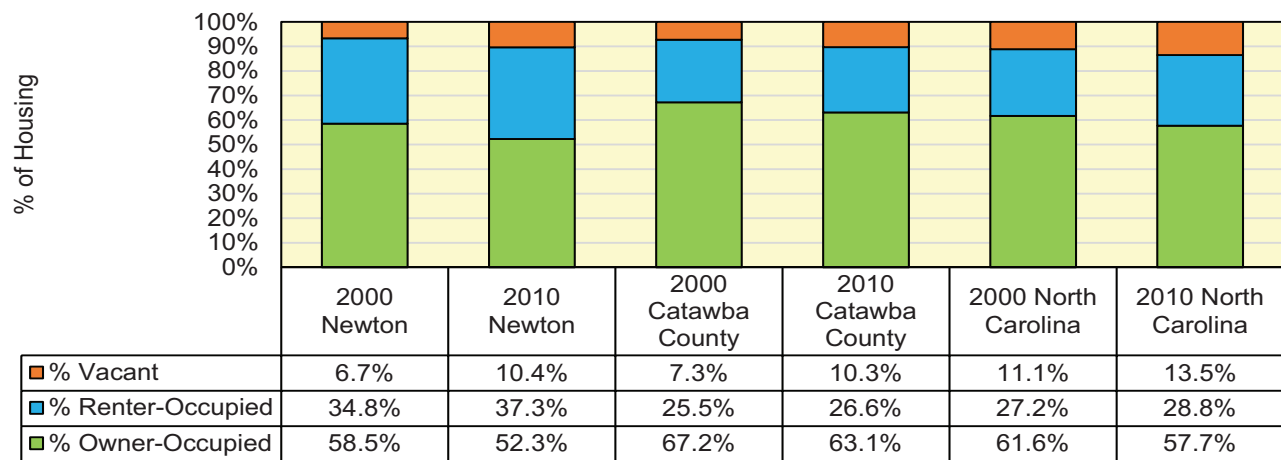
Figure 22. Newton Vacant Housing Units, 1970-2010



Source: 1970 - 2010 Census, US Census Bureau.

Figure 23 compares the percentage of Newton homes that are vacant, renter-occupied or owner-occupied with Catawba County and North Carolina. Between 2000 and 2010 the percentage of vacant homes in Newton grew from 6.7% to 10.4%. In 2010 Newton had a similar percentage of vacant homes as Catawba County (10.3%), but a lower percentage than North Carolina (13.5%).

Figure 23. Percent of Housing Units by Tenure, 2000 and 2010, Newton, Catawba County and NC



Over the past two decades the median value of owner-occupied housing units in Newton has more than doubled from \$49,200 to \$101,600 (Figure 24). The 106.5% increase in home values is more than the rate of inflation between 1990 and 2010 (78.2%). Newton remains a very affordable housing alternative compared to other locations in Catawba County, Mecklenburg County or the State (Mecklenburg County was included to evaluate the incentive of living in Newton but working in Mecklenburg County). The median home value in Newton in 2010 was \$28,700 less than Catawba County, \$47,500 less than the North Carolina median and \$83,500 less than Mecklenburg County. It is important to point out, however, that the age of Newton's housing stock tends to lower the median value of homes in the City.

A closer look at renter-occupied housing costs reveals that median rents in Newton have risen from \$338 in 1990 to \$633 in 2010 (Figure 25). The 87.2% increase in median rent is also higher than the rate of inflation between 1990 and 2010. Newton's 2010 median gross rent in 2010 was similar to Catawba County (\$627), but was substantially less than the North Carolina median (\$718) or the Mecklenburg County median (\$829).

Figure 24. Median Value of Owner-Occupied Housing 1990 to 2010, Newton, Catawba County, Mecklenburg County and NC

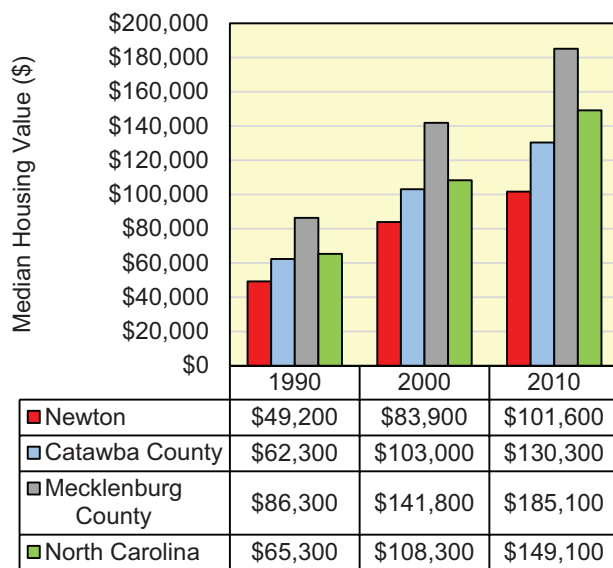
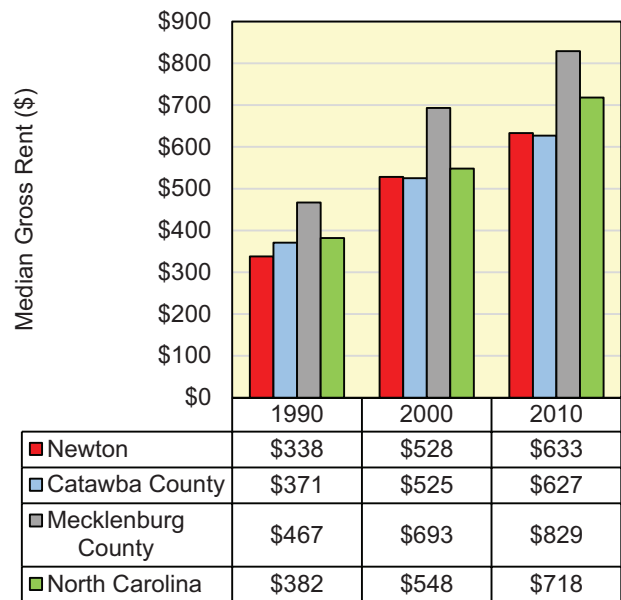


Figure 25. Median Gross Rent 1990 to 2010, Newton, Catawba County, Mecklenburg County and NC

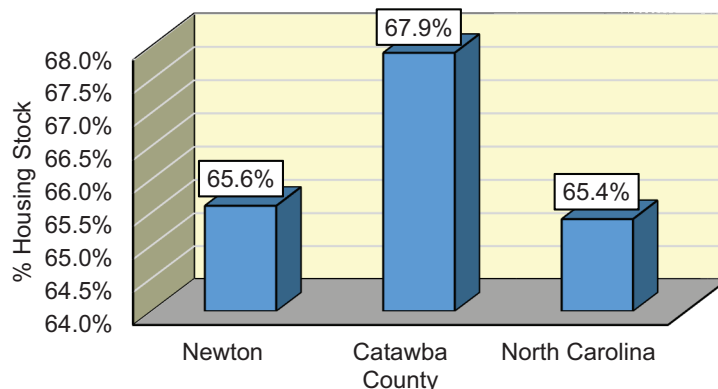


Source: 1990 - 2010 Census/ACS, US Census Bureau.

Data from the 2009-2013 American Community Survey (ACS) reveals that 65.9% of housing units in Newton are site-built, single-family homes (Figure 26, on page 26). The survey results are similar to data tabulated for North Carolina (65.4%), but is a couple of percentage points lower than Catawba County (67.9%).

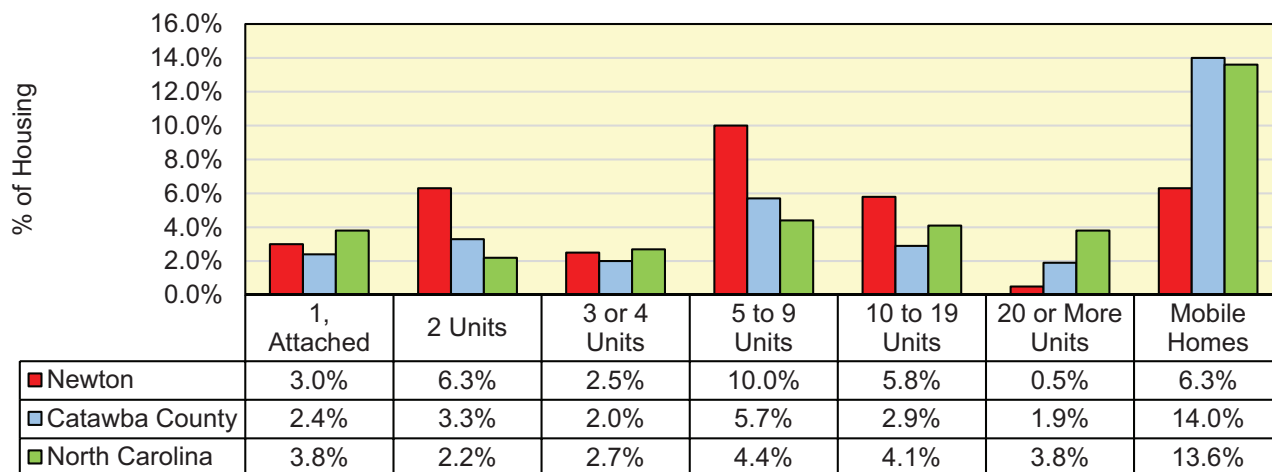
Data in Figure 27 indicates that Newton has a higher percentage of multi-family units than Catawba County, but a lower percentage of mobile home units than Catawba County. For example, 6.3% of housing units in Newton (2009-2013 ACS) are two-unit duplexes. Newton has nearly the double the percentage of duplexes as Catawba County (3.3%), and nearly triple the percentage of duplexes as North Carolina. Besides duplexes, Newton also has a much higher percentage of rentals in five to nine unit apartments (10.0%) than Catawba County (5.7%) or North Carolina (4.4%). Newton does have a lower percentage of renter-occupied units in large apartment buildings (20 or more units) (0.5%) than Catawba County (1.9%) or the North Carolina (3.8%).

Figure 26. Percent of Housing that is Single-Family, Site-Built, 2009-2013 ACS, Newton, Catawba County, and NC



Source: 2009 - 2013 (5-Year) American Community Survey, US Census Bureau.

Figure 27. Percent of Housing by Structure Type other than Single-Family, Site-Built Homes, 2009-2013 American Community Survey, Newton, Catawba County and NC



Source: 2009 - 2013 (5-Year) American Community Survey, US Census Bureau.

Inside Newton are 365 mobile homes compared to 9,500 in Catawba County (Figure 28, page 27). The percentage of housing stock in mobile homes has been decreasing in Newton. In 2009-2013 only 6.3% of housing units are mobile homes compared to 7.1% of homes in Census 2000

(Figure 29). This trend is not surprising since only single-family site-built and multi-family units have been added in Newton since 2000. The percentage decline in mobile homes in Newton is similar to mobile home percentage declines seen in Catawba County and North Carolina.

Figure 28. Mobile Homes, 2009-2013 ACS, Newton and Catawba County

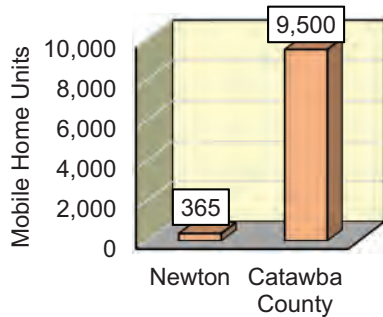
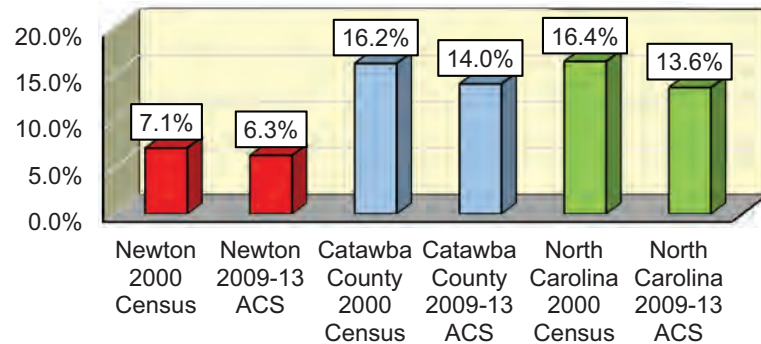


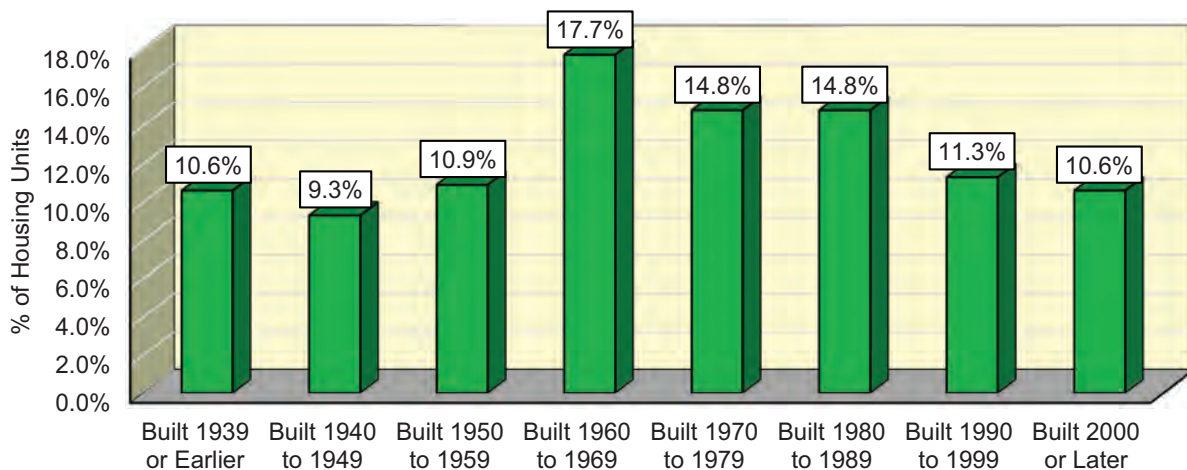
Figure 29. Mobile Homes as a Percentage of all Housing, Census 2000 and 2009-13 ACS, Newton, Catawba County and NC



Source: 2000 Census and 2009 - 2013 (5-Year) American Community Survey, US Census Bureau.

A significant challenge Newton will face in future years is the aging of its housing stock. Figure 30 shows the percentage of Newton housing stock by the age of the unit. Only 10.6% of homes in Newton were built in 2000 or later. About 11.3% of homes were built in 1990s with 14.8% each in the 1980s and 1970s.

Figure 30. Percent Newton Housing Units by Age, 2009-13 ACS



Source: 2009 - 2013 (5-Year) American Community Survey, US Census Bureau.

In 1990 only 25.7% of homes in Newton were more than 40 years old. Data from the 2009-2013 ACS indicates that nearly 50% of Newton's homes are 40 years or older (Fig. 31, pg.28). The

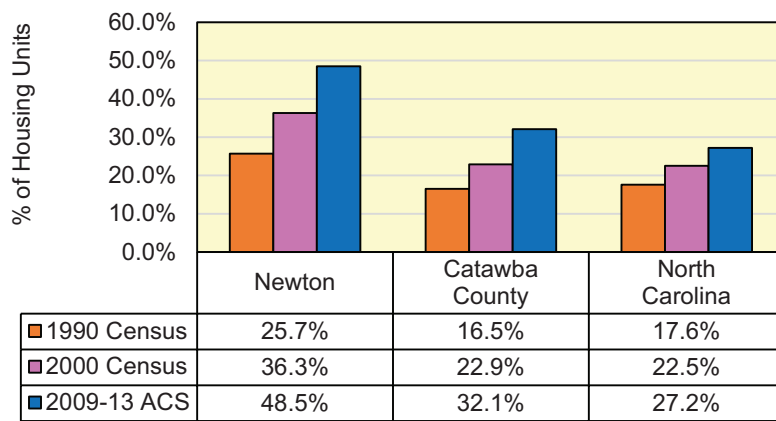
percentage of homes 40 years or older has also been increasing in Catawba Co. and North Carolina. The percentage of Newton's homes 40 years or older, however, is much higher than homes in Catawba Co. (32.1%) and North Carolina (27.2%).

Economic Trends

Employment/Unemployment

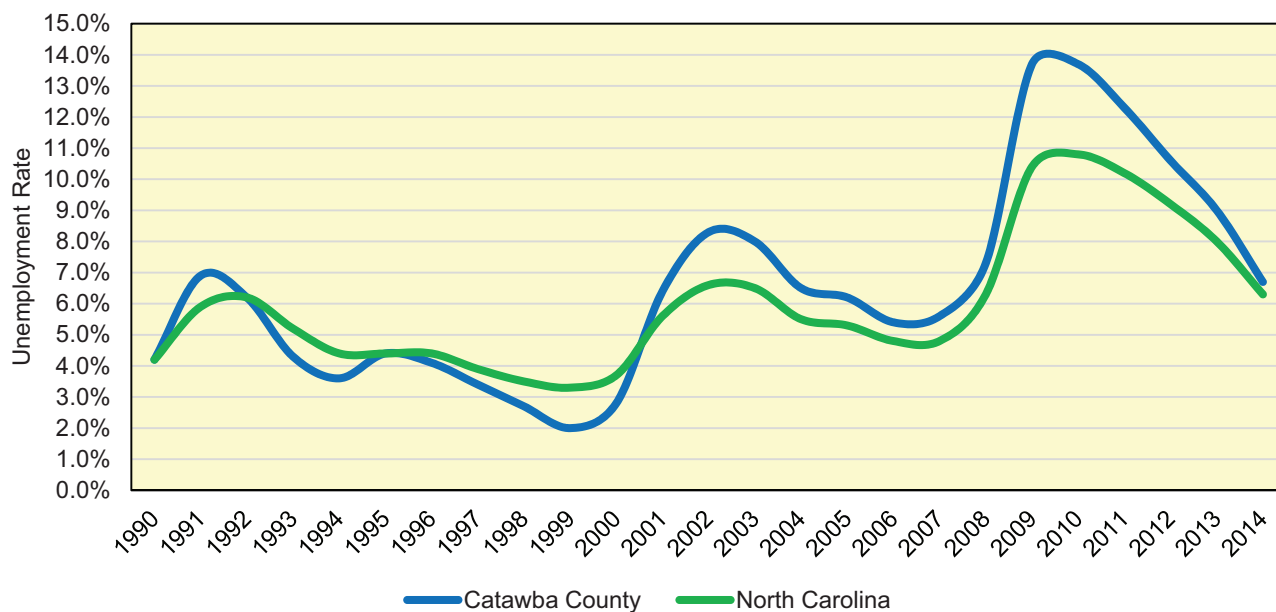
Several trends are seen in Figure 32. First, since 2001 Catawba County's unemployment rate has been consistently higher than the North Carolina rate. Also, as the State suffered unemployment impacts from the previous two recessions (2001-2003 and 2008-2011), Catawba County's unemployment rate has spiked to much higher levels. For example, Catawba County's annual unemployment was 13.7% in 2009 and 2010 compared to 10.4% in 2009 and 10.8% in 2010 for the State. Catawba County's unemployment spikes can be contributed to the higher than average manufacturing employment, which tends to be more susceptible to economic recessions.

Figure 31. Percent of Housing that is Over 40 Years Old, 1990 to 2009-13 ACS, Newton, Catawba County and NC



Source: 2009 - 2013 (5-Year) American Community Survey, US Census Bureau.

Figure 32. Annual Unemployment Rate 1990-2014, Catawba County and NC

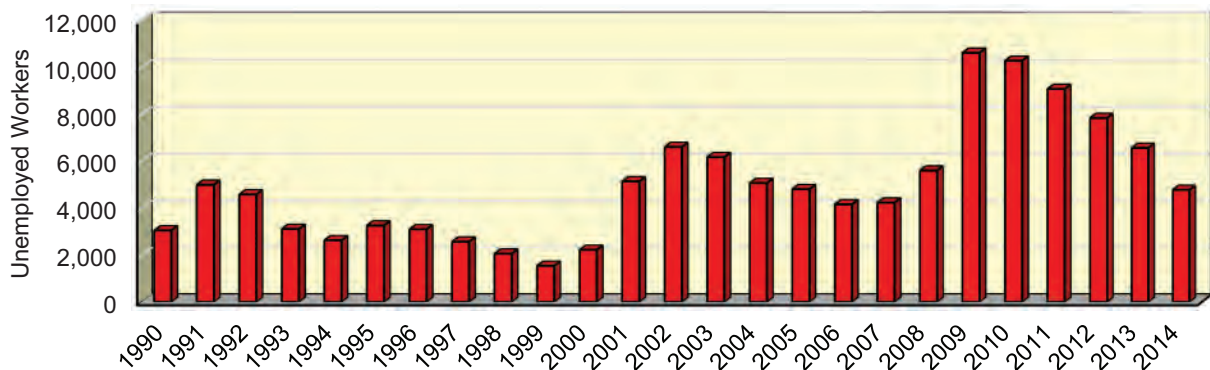


Source: Lead Economic Analysis Division, NC Department of Commerce, 2014.

Economic Trends

Data seen in Figure 33 reveals the corresponding levels of persons counted as “unemployed” with the unemployment rates shown in Figure 34. In 2009 and 2010 more than 10,000 Catawba County workers were counted as unemployed. Since 2010, however, the number of unemployed workers has declined by more than 50% (4,700).

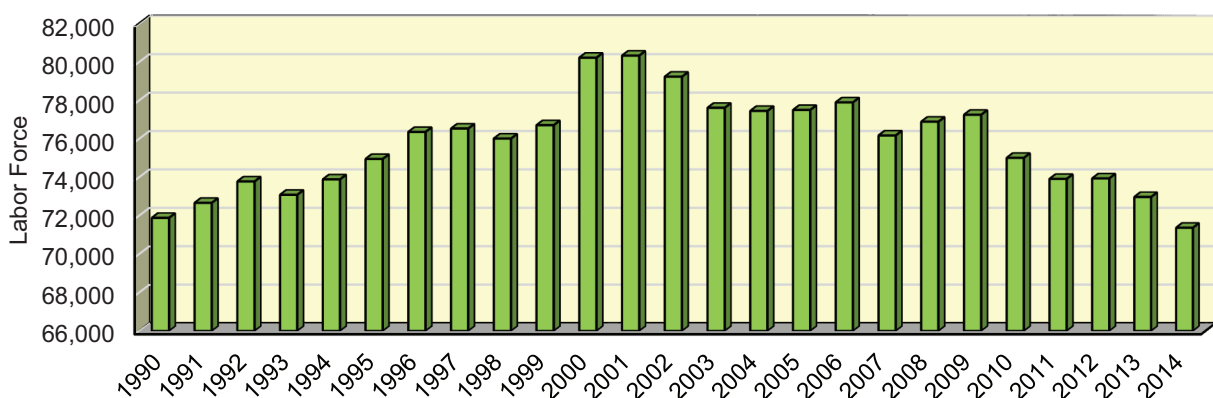
Figure 33. Catawba County Unemployed Workers, 1990 - 2014



Source: Lead Economic Analysis Division, NC Department of Commerce, 2014.

Declines in the unemployment rate can occur two ways: 1) an increase in the number of employed workers, or 2) a decrease in the number of persons counted in the labor force. Catawba County’s labor force includes persons 16 and older who are employed or are actively seeking work. It does include retirees or full time students. The labor force can also decline if persons over 16 move out of the area. Catawba County’s labor force peaked in 2001 at 80,330 (Figure 34). Since 2001 Catawba County’s labor force has been steadily declining. By 2014 the County’s labor force equaled 71,366, or about 500 persons less than the labor force in 1990 (71,881).

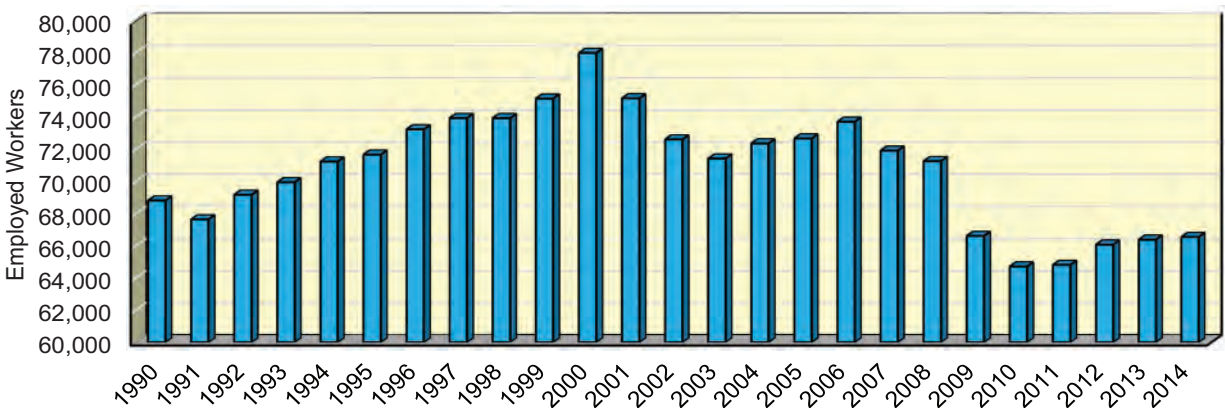
Figure 34. Catawba County Labor Force, 1990-2014



Source: Lead Economic Analysis Division, NC Department of Commerce, 2014.

Employment in Catawba County peaked in 2000 at 78,000 residents. (Figure 35). Between 2000 and 2010 the number of Catawba County employed residents fell by 13,272 to 64,728. Since 2010 employment has increased to 66,563 persons. If Catawba County employment continues to gain about 500 persons per year, it will take between 22 and 23 years (or the year 2036 or 2037) to equal the number of employed residents in the County as in 2000. The data also confirms that the majority of the unemployment rate decline in Catawba County since 2010 was caused by a decrease in the County's labor force.

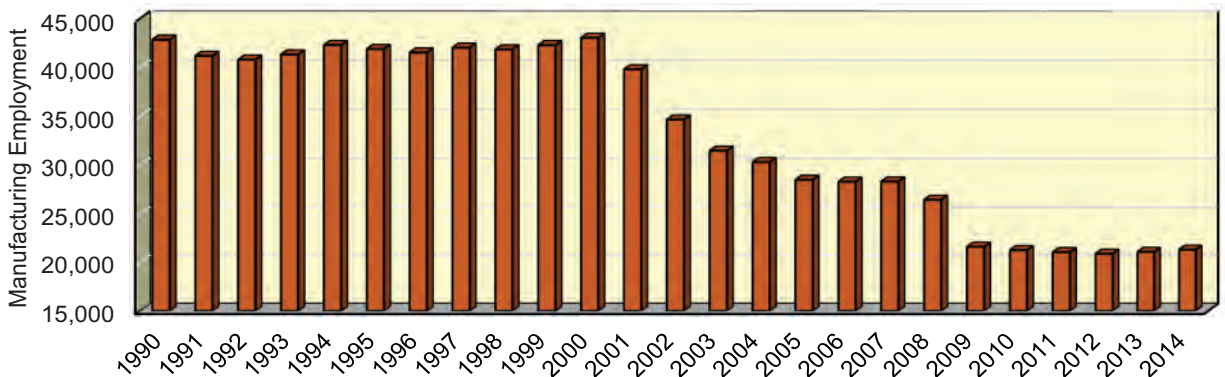
Figure 35. Catawba County Employed Workers, 1990-2014



Source: Lead Economic Analysis Division, NC Department of Commerce, 2014.

Most of Catawba County's employment losses over the past 15 years has been attributable to declines in manufacturing jobs. Manufacturing employment in Catawba County equaled 43,054 in 2000 (Figure 36). By 2012 the number of manufacturing jobs in the County fell to 20,902. In other words, between 2000 and 2012 Catawba County lost more than 50% of all manufacturing employment. On a positive note, manufacturing employment has increased by more than 400 jobs over the past two years.

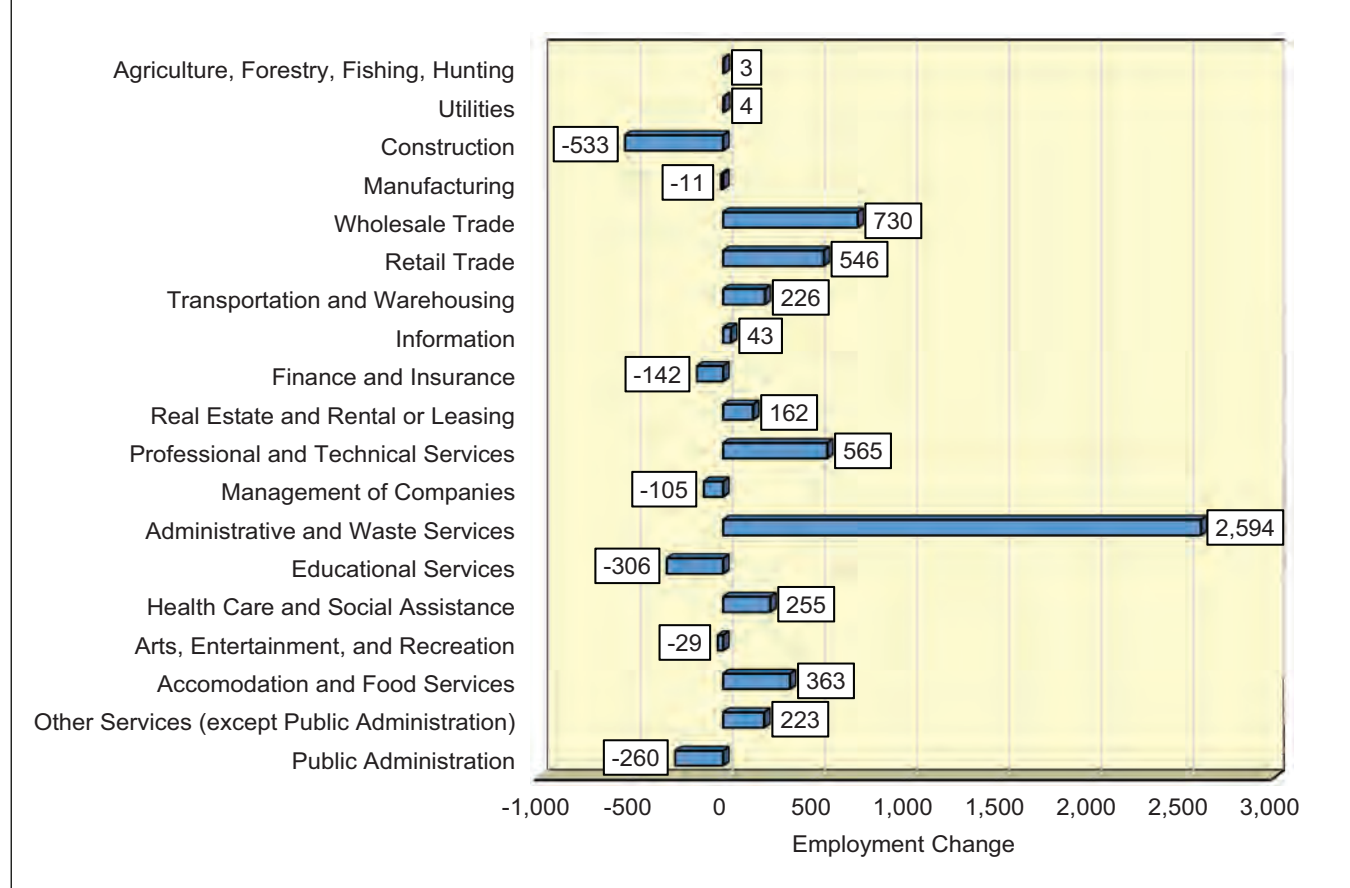
Figure 36. Catawba County Manufacturing Employment, 1990-2014



Source: Lead Economic Analysis Division, NC Department of Commerce, 2014.

Catawba County employment changes by industry since second quarter 2010 are shown in Figure 37. More than half of Catawba County's employment change over the past four years occurred in the "Administrative and Waste Services" industry. This industry includes temporary agency workers, which are usually lower paying positions with limited benefits.

Figure 37. Catawba County Employment Change by Industry, 2010-2014



Source: Lead Economic Analysis Division, NC Department of Commerce, 2014.

Other Catawba County industries with significant employment gains over the past four years include wholesale trade (730), professional and technical services (565), retail trade (546) and accommodation and food services (363). Wholesale trade and professional and technical service jobs generally pay higher wages, while retail trade and accommodation and food service jobs are usually part-time, low paying jobs with limited benefits.

Several Catawba County industries, many with higher paying wages, have continued to lose employment since 2010. The biggest decrease has been in construction (loss of 533 workers) due to a lack of new commercial and residential development over the past four years. Other significant decreases have occurred in educational services (306) and public administration (260) due to state budget cuts.

Recent American Community Survey results indicate that Newton has a much lower labor force participation rate than Catawba County or North Carolina (Figure 38). Only 56.7% of Newton residents over age 16 are in the labor force compared to 63.4% in Catawba County and 63.6% in North Carolina. Several factors lead to the lower labor participation rate in Newton. First, Newton has a higher proportion of retirees than the County or North Carolina. Newton also has a lower participation rate among women (51.0%) than Catawba County or North Carolina (Figure 39).

Figure 38. Percent of Population 16 Years and Older in the Labor Force, 2009-2013 ACS, Newton, Catawba County and NC

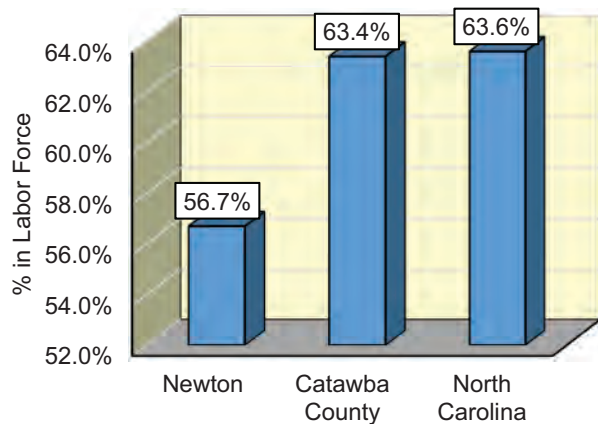
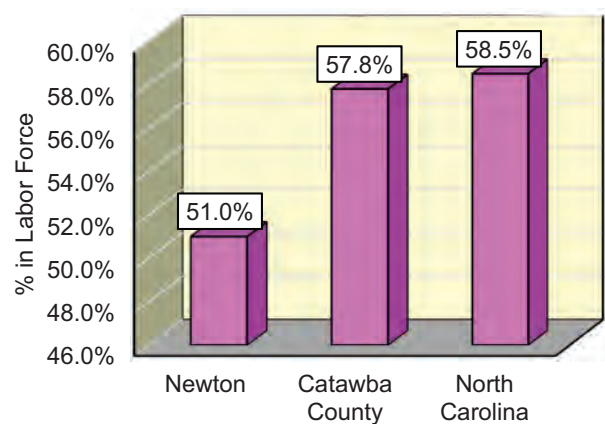


Figure 39. Percent of Female Population 16 Years or Older in the Labor Force, 2009-2013 ACS, Newton, Catawba County and NC

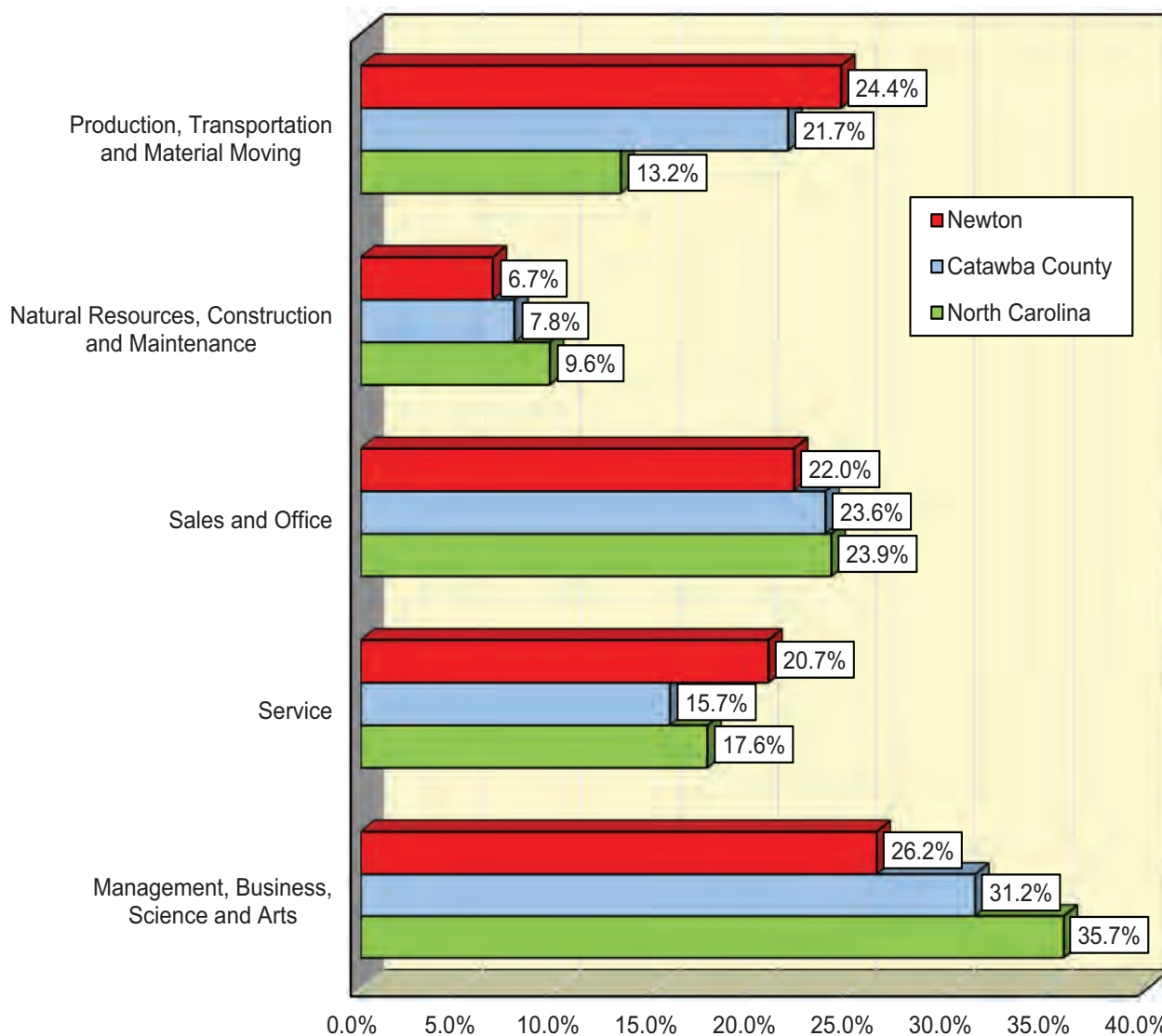


Source: 2009 - 2013 (5-Year) American Community Survey, US Census Bureau.

Data in Figure 40 on page 33 reveals the percentage of workers by occupation for Newton, Catawba County and North Carolina. Both Newton and Catawba County have a much higher percentage of workers in production, transportation and material moving occupations than the North Carolina total. This result is not surprising since manufacturing has a much stronger presence proportionally in Newton and Catawba County than in North Carolina as a whole. Newton also has a higher proportion of persons in service occupations than Catawba County or North Carolina. Newton has a much lower proportion of workers in management, business, science and arts occupations than Catawba County or North Carolina. The percentage of Newton residents in sales and office occupations is similar to the County and the State.

ACS results for the percentage of employment by industry for Newton, Catawba County and North Carolina are displayed in Figure 41 on page 34. Both Newton and Catawba County have a much higher proportion of residents working in the manufacturing industry than the North Carolina average. The number of higher paying manufacturing jobs in the region has helped Newton and Catawba County average wages stay closer to the North Carolina average wage. Newton had a higher percentage of working residents in retail trade (13.1%) than the County (11.3%) or the State (11.7%).

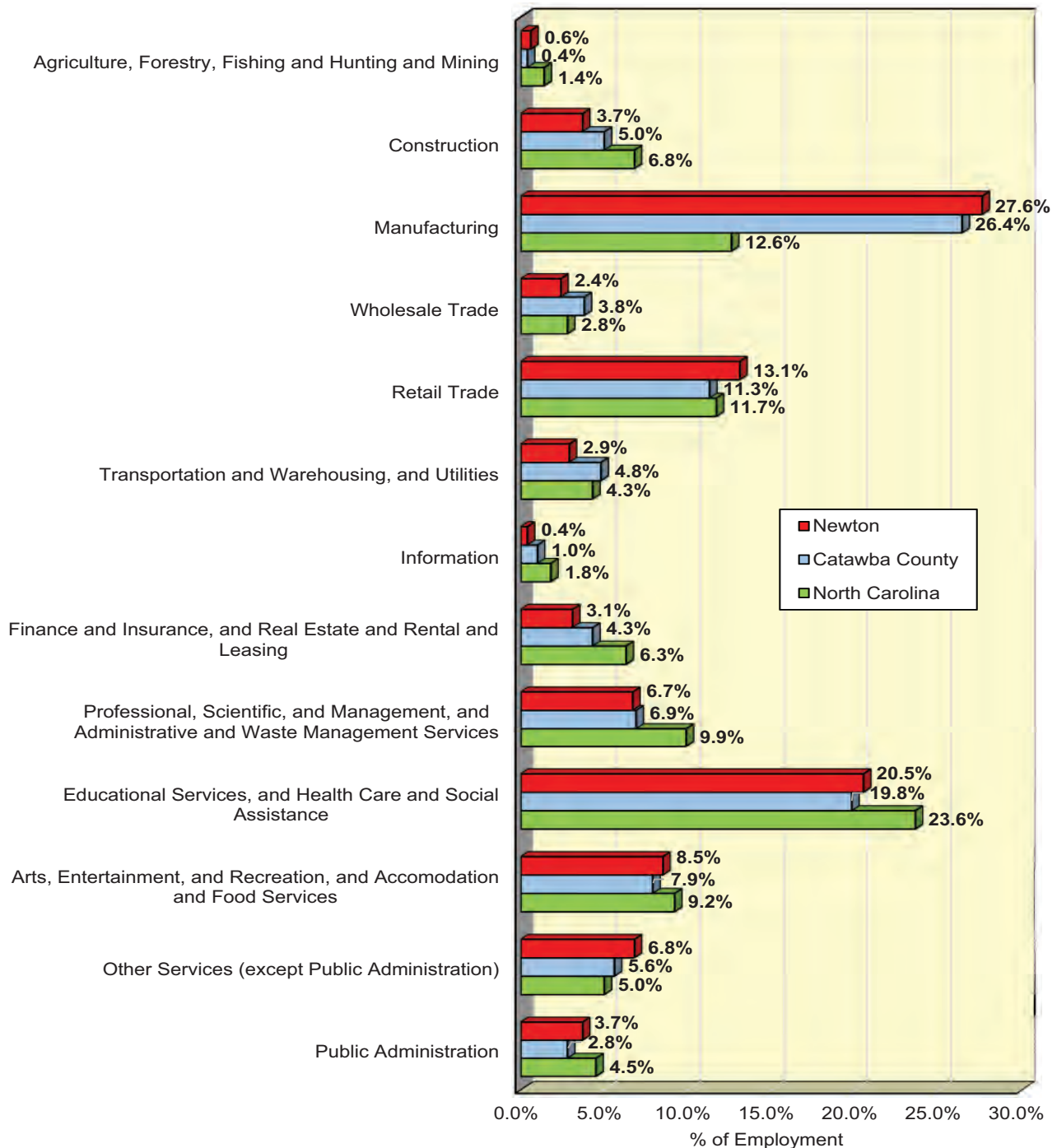
Figure 40. Percent of Workers by Occupation, 2009-2013 ACS, Newton, Catawba County and NC



Source: 2009 - 2013 (5-Year) American Community Survey, US Census Bureau.

Newton had a slightly higher proportion of workers than Catawba County but not the State in educational services and public administration. Newton had a lower proportion of workers in all other industries except for “Other Services (except public administration)”, which includes repair and maintenance, personal and laundry services, religious and other nonprofit organizations and private households.

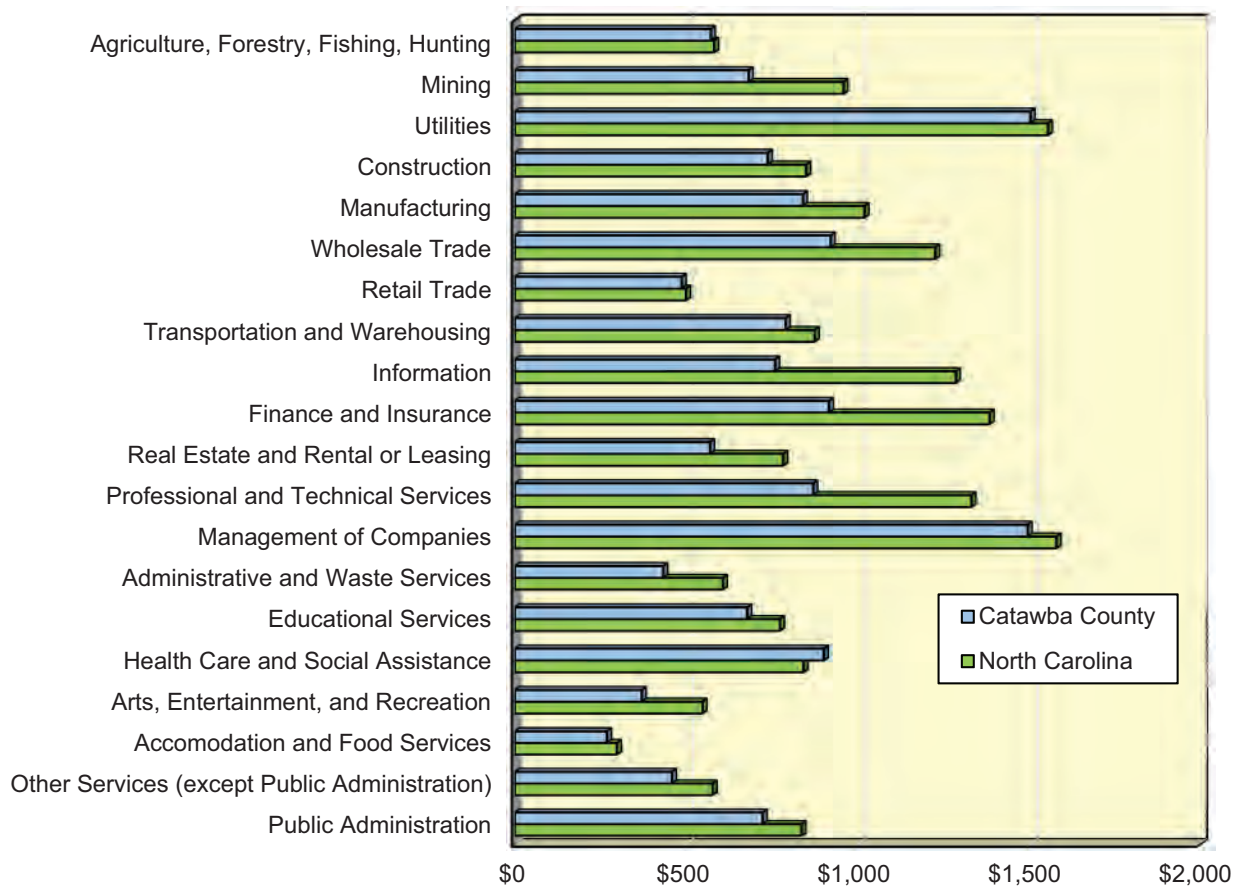
Figure 41. Percent Employment by Industry, 2009-2013 ACS, Newton, Catawba County and NC



Source: 2009 - 2013 (5-Year) American Community Survey, US Census Bureau.

For most industry categories the second quarter 2014 North Carolina average weekly wage was higher than Catawba County's (Figure 42, data for Newton not available). For example, average weekly wages in the "Information" sector were \$526 a week more for North Carolina (\$1,283) compared to Catawba County (\$757). The only industry sector where the Catawba County average weekly wage was higher than the North Carolina average was in "Health Care and Social Assistance." Catawba County average weekly wages in health care and social assistance was \$899 compared to the \$840 a week North Carolina average.

Figure 42. Average Weekly Wage by Industry Group, 2nd Quarter 2014, Catawba County and NC

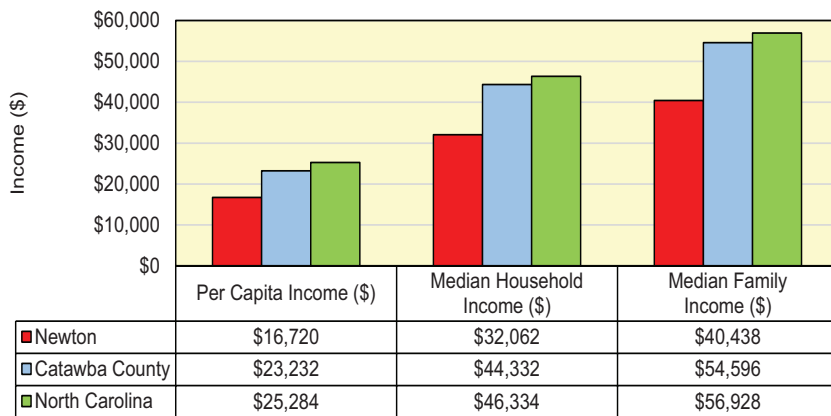


Source: Lead Economic Analysis Division, NC Department of Commerce, 2014.

Income

Measurements of income include per capita income, median household income and median family income. Data from these measurements reveal that Newton residents have considerably less income than other areas (Figure 43, page 36). For example, Newton's per capita income,

Figure 43. Measures of Income, 2009-2013 ACS, Newton, Catawba County and NC

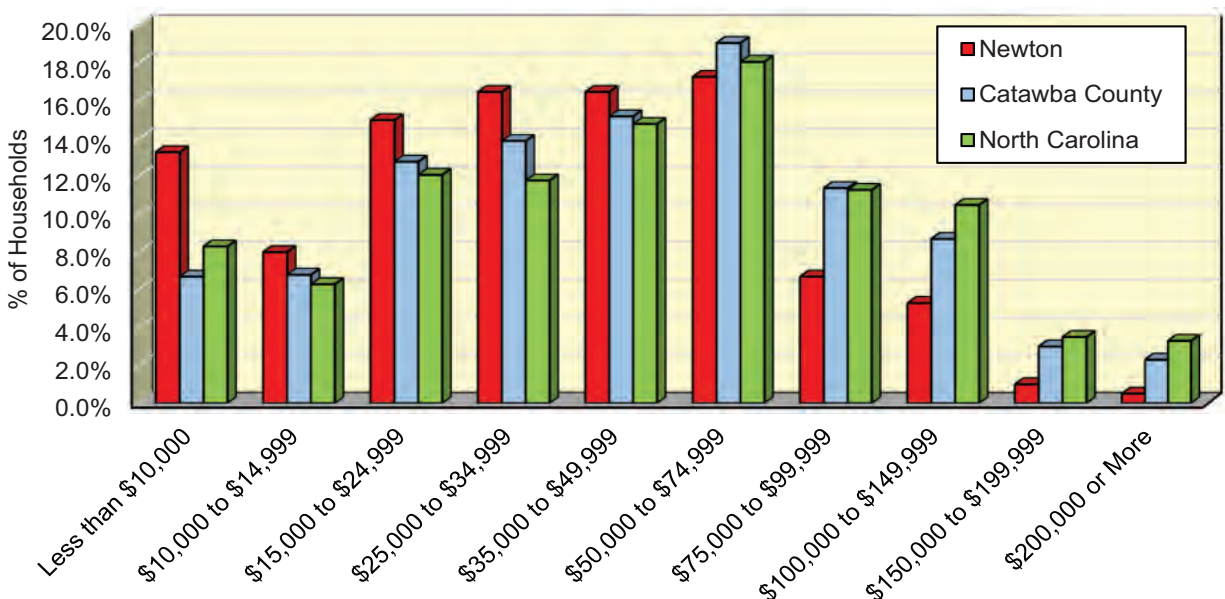


Source: 2009 - 2013 (5-Year) American Community Survey, US Census Bureau.

according to the 2009-2013 ACS (\$16,720), is \$6,512 less than Catawba County's (\$23,232) and \$8,564 less than North Carolina's (\$25,284). Newton's median household income of \$32,062 is 27.7% less than Catawba County's and 30.8% less than North Carolina's median household income. Newton's median family income of \$40,438 was more than \$14,000 less than Catawba County's and more than \$16,500 less than the State's median family income.

Data found in Figure 44 clearly show the dramatic differences in income distribution between Newton and Catawba County/North Carolina. Nearly 13.3% (slightly more than one in eight) of households in Newton earn less than \$10,000 a year. Newton's percentage of households earning less than \$10,000 is nearly double Catawba County's (6.7%) and is five percentage

Figure 44. Percent of Households by Income Range, 2009-2013 ACS, Newton, Catawba County and NC



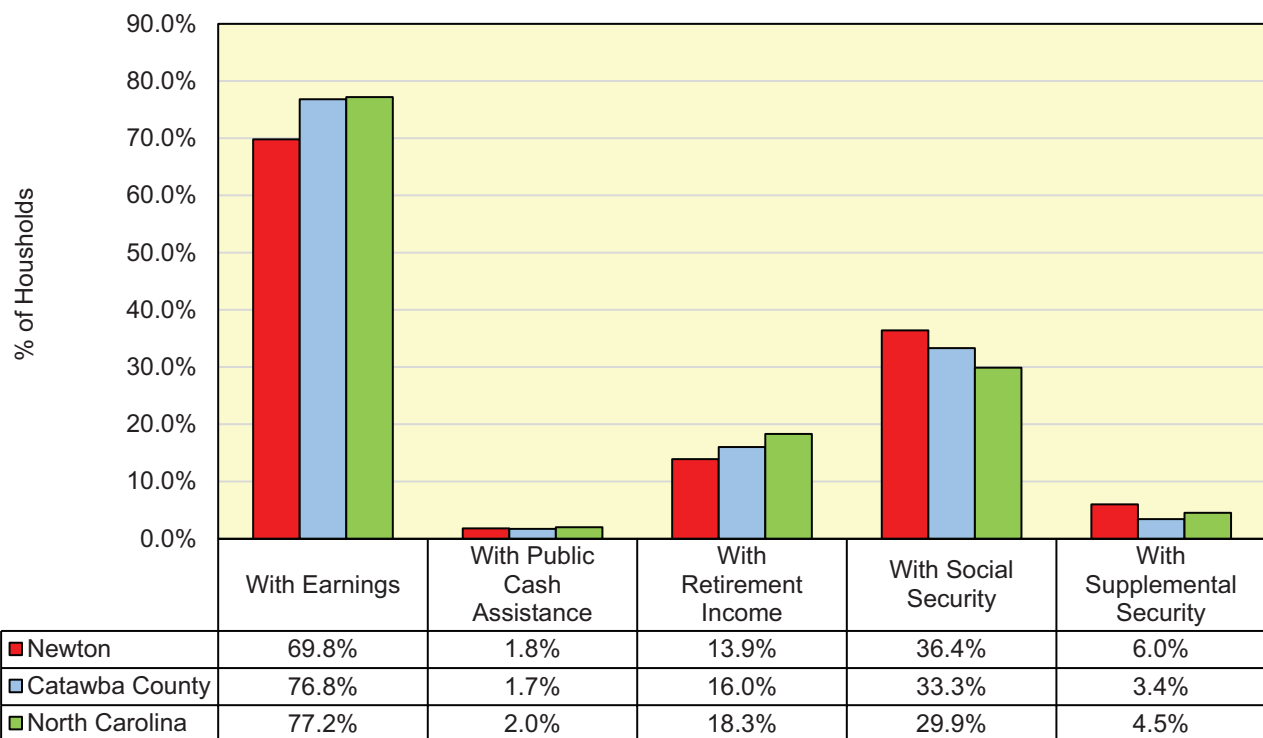
Source: 2009 - 2013 (5-Year) American Community Survey, US Census Bureau.

points higher than North Carolina. Newton also has a higher percentage of incomes between \$10,000 and \$50,000 than the County or the State.

Newton has a much lower percentage of higher-earning income households than Catawba County or North Carolina. Only 6.7% of households in Newton earn between \$75,000 and \$99,999 compared to 11.4% of households in Catawba County and 11.3% of households in North Carolina. In Newton 5.3% of households made between \$100,000 and \$149,999 while 8.7% of households in Catawba County and 10.5% of households in North Carolina earned between \$100,000 and \$149,999.

About 70% of Newton households receive income from earnings (Figure 45). A total of 7% and 7.4% fewer households gain income from earnings in Newton than in Catawba County and North Carolina respectively. More than one-third of Newton households receive money from social security. The result is not surprising given the large number of retirees in Newton. Newton, however, has a lower percentage of households with additional retirement income than Catawba County and the State. The lower number of households with additional retirement income at least partially explains the higher percentage of lower income households in Newton compared to Catawba County or North Carolina.

Figure 45. Percent of Households with Various Sources of Income*, 2009-2013 ACS, Newton, Catawba County and NC

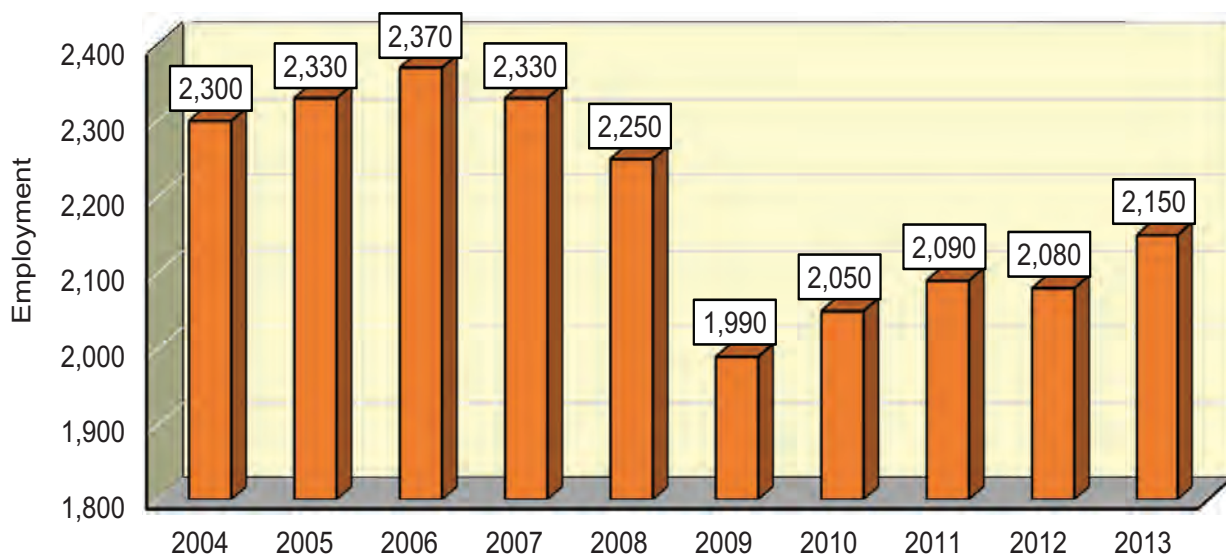


*Households can receive earnings from more than one income source such as social security and other retirement income. Source: 2009-2013 (5-Year) American Community Survey, US Census Bureau.

Travel and Tourism

Tourism can help drive sales for local businesses in Newton as well provide local tax revenues for the City and jobs for local residents. Tourism also provides employment for County citizens. Catawba County tourism employment trends are displayed in Figure 46. Jobs from Catawba County tourism increased from 2,300 in 2004 to 2,370 in 2006. The economic recession caused tourism employment to fall below 2,000 jobs in 2009. Since 2009 tourism employment in Catawba County has recovered to an estimated 2,150 jobs.

Figure 46. Catawba County Tourism Employment, 2004-2013

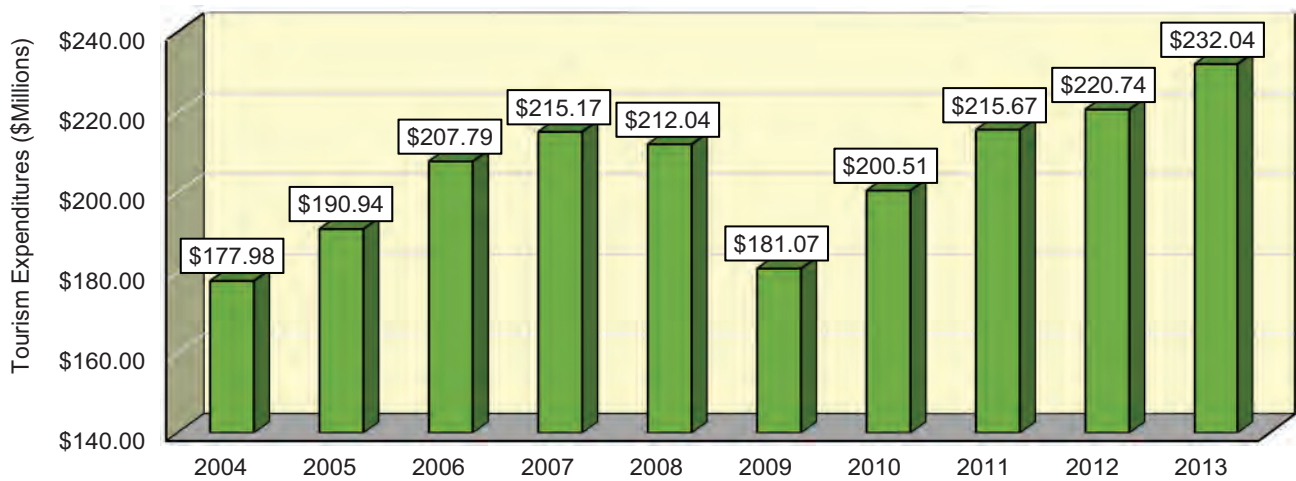


Source: Research Department of the US Travel Association for the N.C. Department of Commerce, 2015.

Tourists spend millions of dollars in Catawba County each year. From 2004 to 2007 Catawba County tourism expenditures increased from \$177.98 to \$215.17 million (Figure 47, on page 39). The recession led to tourism expenditures to decrease to \$181.07 million in 2009. Since 2009 tourism expenditures in Catawba County have been steadily increasing. In 2012 a record \$232.04 million in tourism expenditures occurred in the County. Catawba County ranked 16th in tourism impact among North Carolina's 100 counties in 2013.

Local tax receipts from Catawba County tourism grew from \$5.88 million in 2004 to \$6.93 million in 2007 (Figure 48, page 39). The economic recession caused local tax receipts to drop below \$6 million in 2008. Since 2008 local tax receipts from Catawba County tourism has recovered to \$6.72 million as of 2013. The North Carolina Department Commerce estimates that tourism expenditures in 2013 represented a \$123.50 tax saving for each Catawba County resident.

Figure 47. Catawba County Tourism Expenditures (\$Millions), 2004-2013



Source: Research Department of the US Travel Association for the N.C. Department of Commerce, 2015.

Figure 48. Catawba County Local Tax Receipts from Tourism (\$Millions), 2004-2013



Source: Research Department of the US Travel Association for the N.C. Department of Commerce, 2015.

Socio-Economic Trends

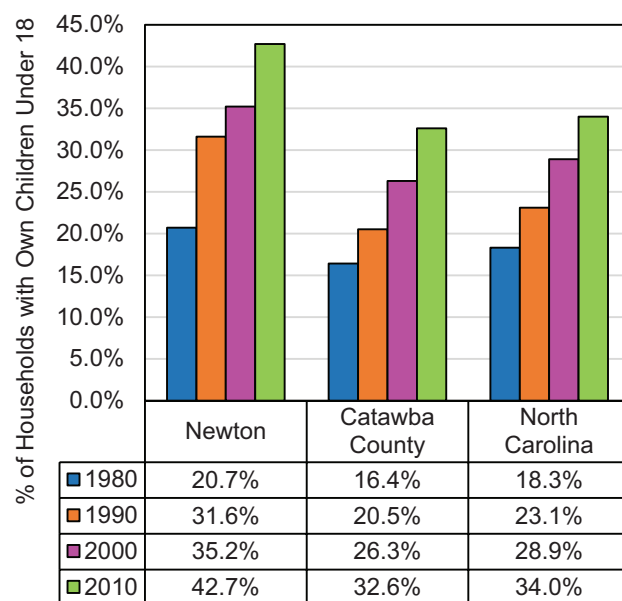
Households

Census 2010 data reveals that Newton has 5,105 households. About one-third of households include persons under 18, while 28.5% (1,457) have individuals 65 years and older. About 30% (1,543) of householders live alone. A total of 3,279 (64.2%) of the 5,105 households in Newton are considered “family households.” Types of families include husband-wife families (2,164

households or 42.4% of all households), female householder, no husband present (838 households or 16.4% of all households) and male householder, no wife present (277 households or 5.4% of all households). A sum of 843 households in Newton (16.5%) are husband-wife families with their own children under age 18, 487 (9.5%) are female householder, no husband present with children under age 18 and 142 (2.8%) are male householder, no wife present with own children under age 18.

Figure 49 shows trends in single-parent households with children under age 18 over the past three decades in Newton, Catawba County and North Carolina. Newton's percentage of single-parent households with own children under age 18 has more than doubled between 1980 (20.7%) and 2010 (42.7%). Newton's percentage of single-parent households with their own children under age 18 is also much higher than Catawba County's or the State's.

Figure 49. Percent of Households with Own Children Under 18 that are Single-Parent Households, 1980 to 2010, Newton, Catawba County and NC



Source: 1980 - 2000 Census, US Census Bureau.

Poverty

Another major challenge that Newton faces going forward are high rates of poverty. The Census Bureau uses a table of income thresholds that vary by size and family-type to determine which individuals have household incomes below the poverty threshold. For example, in 2014 the poverty level for a family of four with two children is \$24,008. Results from the 2009-2013 American Community Survey show that 2,971 Newton residents live below the poverty threshold. The City's poverty rate has more than doubled since the 2000 Census (Figure 50, page 41). ACS results also show that nearly 40% of children currently under age 18 are living in poverty. The over age 65 poverty rate is much lower than poverty rates for other age groups since most persons over 65 receive social security benefits.

Figure 51 on page 41 shows Newton poverty rates from the 2009-2013 ACS for race and ethnic groups. More than 40% of Hispanics in Newton have household incomes below the poverty threshold, the highest percentage of any ethnic group. An estimated 636 or 37.2% of African-Americans live below the poverty level. Less than 7% of Asian-Americans in Newton, however, are below the poverty income threshold.

Figure 50. Newton Poverty Rates for All Persons, Persons Under Age 18 and Persons Over Age 65, 1990 Census, 2000 Census and 2009-2013 ACS

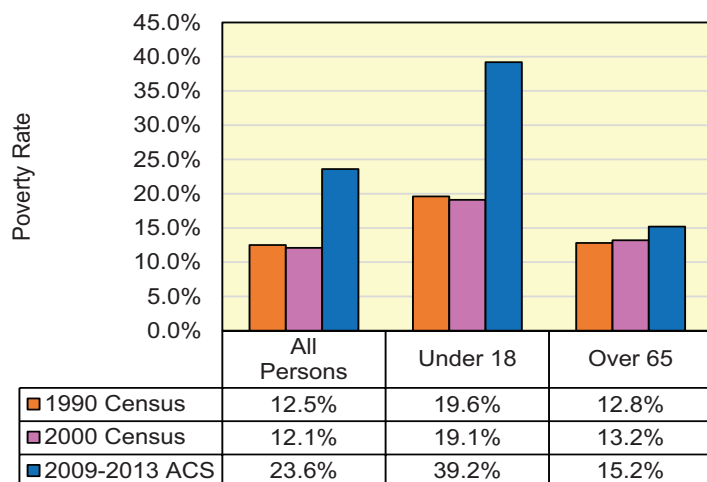
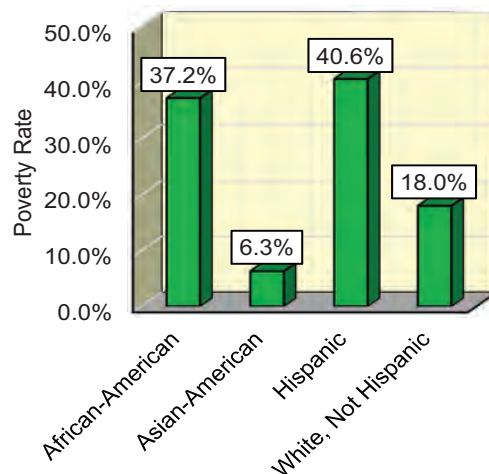


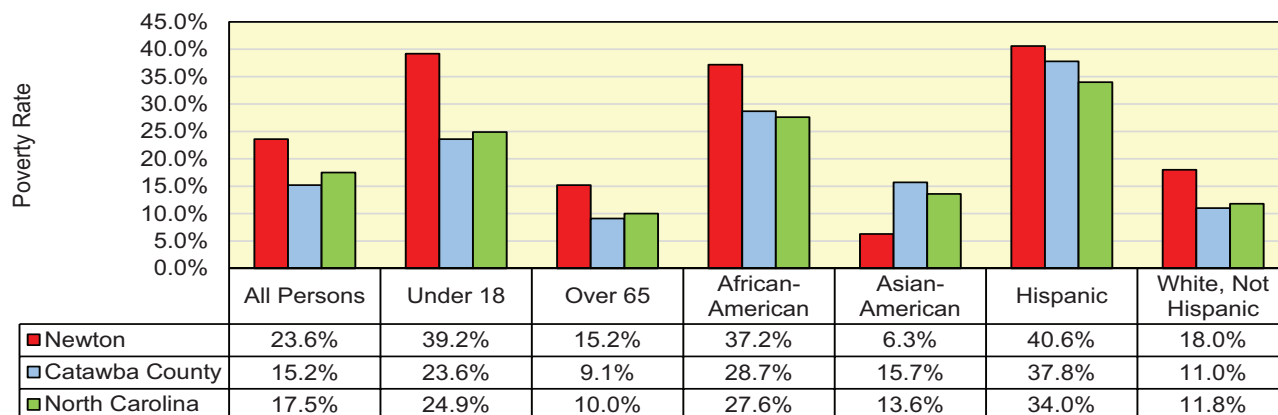
Figure 51. Newton Poverty Rates for Race and Ethnic Groups, 2009-2013 ACS



Source: 1990 - 2000 Census and 2009 - 2013 ACS, US Census Bureau.

Figure 52 compares Newton's current poverty rates by age and race/ethnic group to Catawba County's and North Carolina's poverty rates. Newton was higher than Catawba County and the State in all age and ethnic groups except Asian-Americans. The highest rates of poverty were in the Hispanic ethnic group. Poverty rates (2009-2013 ACS) for Hispanics equaled 40.6% in Newton, 37.8% in Catawba County and 34% in North Carolina. Newton's poverty rate for persons under age 18 (39.2%) was about 15 percentage points higher than Catawba County and North Carolina. The Asian-American poverty rate in Newton was less than half the rate in Catawba County and North Carolina.

Figure 52. Poverty Rates by Age Group and Race/Ethnic Group, 2009-2013 ACS, Newton, Catawba County and NC



Source: 2009 - 2013 ACS, US Census Bureau.

Educational Attainment

American Community Survey results for 2009-2013 estimate that 76.9% of Newton residents age 25 years and older have a high school diploma or equivalent (Figure 53). The most recent ACS results are 6.1% higher than the Census 2000 results. A lower percentage of Newton residents over 25 had an education attainment of high school or equivalent than Catawba County and North Carolina residents.

About 16% of Newton residents over age 25 have a bachelor's degree or higher, according to the latest 2009-2013 ACS results (Figure 54). The percent of persons with a bachelor's degree or higher persons is less than one percentage point higher than in Census 2000. In contrast, the rest of Catawba County and North Carolina have seen significant increases in bachelor's or higher graduates since 2000. Over than 20% of persons age 25 and over have a bachelor's degree or higher in Catawba County and North Carolina.

Building Permit Activity

The impacts of the previous economic recession continue to effect residential and nonresidential development in Newton. Table 1 on page 43 displays the minimal residential building permit activity in Newton between 2010 and 2014. In 2013, for example, only one new single-family (site-built) structure was added inside the City limits. Single-family residential construction did grow to seven new units in 2014.

Figure 53. Percent of Persons Age 25 and Over with a High School Diploma or Equivalent, 2000 and 2009-2013 ACS, Newton, Catawba County and NC

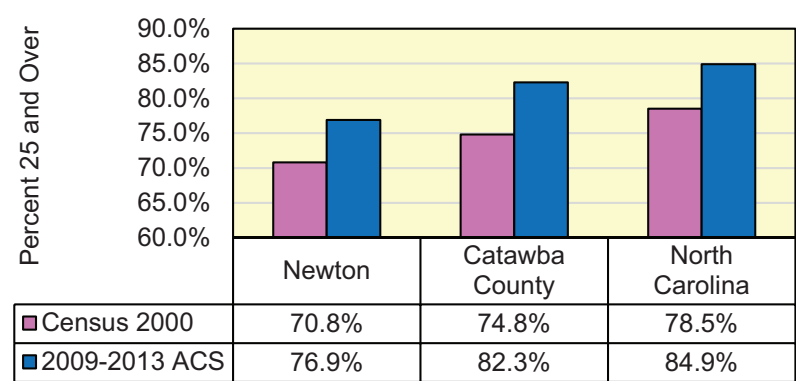
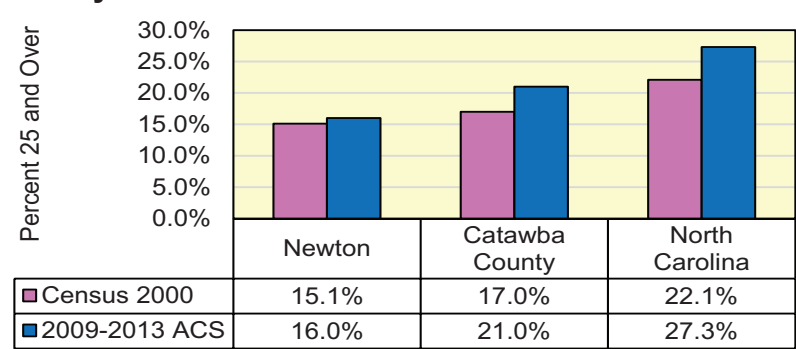


Figure 54. Percent of Persons Age 25 and Over with Bachelor's Degree or Higher, 2000 and 2009-2013 ACS, Newton, Catawba County and NC



Source: 2000 Census and 2009 - 2013 ACS, US Census Bureau.

Table 1. Newton New Single-Family (Site-Built) Permits, 2010-2014						
Permit Type	2010	2011	2012	2013	2014	Total
New Single-Family Permits	5	6	2	1	7	21
New Single-Family Estimated Construction Costs	\$793,650	\$970,157	\$656,423	\$237,767	\$1,368,198	\$4,026,195

Source: Catawba County Building Inspections and WPCOG Data Center, 2015.

While new residential activity occurred throughout the City, it was most heavily concentrated along Old Conover-Startown Road and south of NC Highway 10 near Startown Road (Map 2). Based on current economic conditions and annexation rules, it is unlikely that more than 10 units per year will added in Newton through 2020.

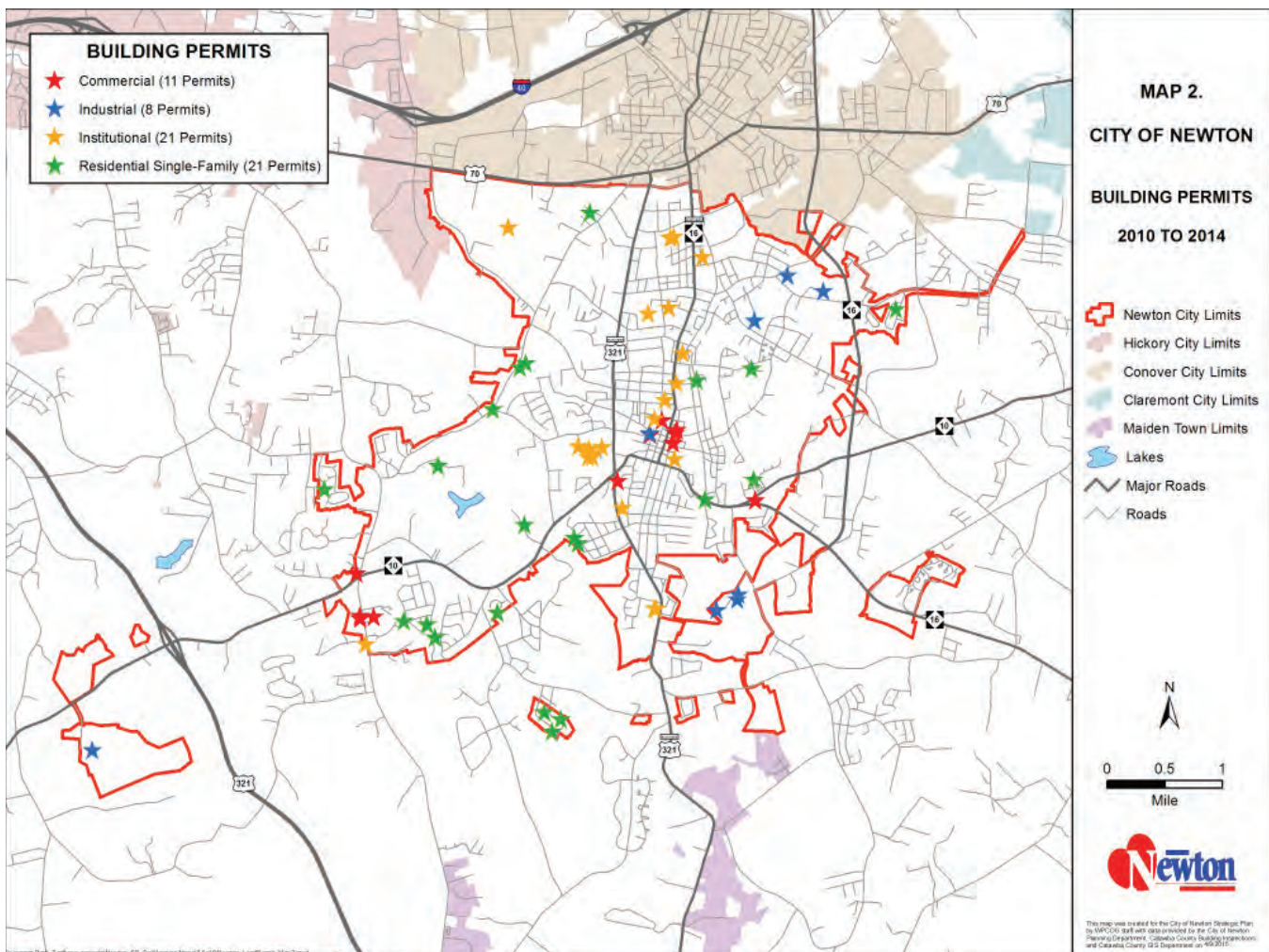


Table 2 on page 44 shows major nonresidential development (defined as a new construction permit or an additional or alteration with an estimated construction cost of greater than \$100,000),

divided into commercial, industrial and institutional permits. Between 2010 and 2014 a total of 40 significant nonresidential construction permits were issued within Newton. Just over half of the permits were institutional (for example, churches, local government and school systems). Many of the institutional permits were concentrated at the Catawba County Justice Center near NC Highway 10 and US Highway 321 Business and new school construction by the Newton-Conover School System.

Table 2. Newton Nonresidential Permits, 2010-2014						
Permit Type	2010	2011	2012	2013	2014	Total
Commercial	0	1	5	4	1	11
Commercial Estimated Construction Costs	\$0	\$100,548	\$1,474,104	\$2,653,362	\$280,000	\$4,508,014
Industrial	2	0	3	2	1	8
Industrial Estimated Construction Costs	\$2,245,824	\$0	\$589,072	\$1,561,230	\$350,000	\$4,746,126
Institutional	2	3	5	3	8	21
Institutional Estimated Construction Costs	\$396,000	\$700,000	\$7,475,910	\$9,154,689	\$24,169,538	\$41,896,137
Total Non-Residential Permits	4	4	13	9	10	40
Total Non-Residential Estimated Construction Costs	\$2,641,824	\$800,548	\$9,539,086	\$13,369,281	\$24,799,538	\$51,150,277

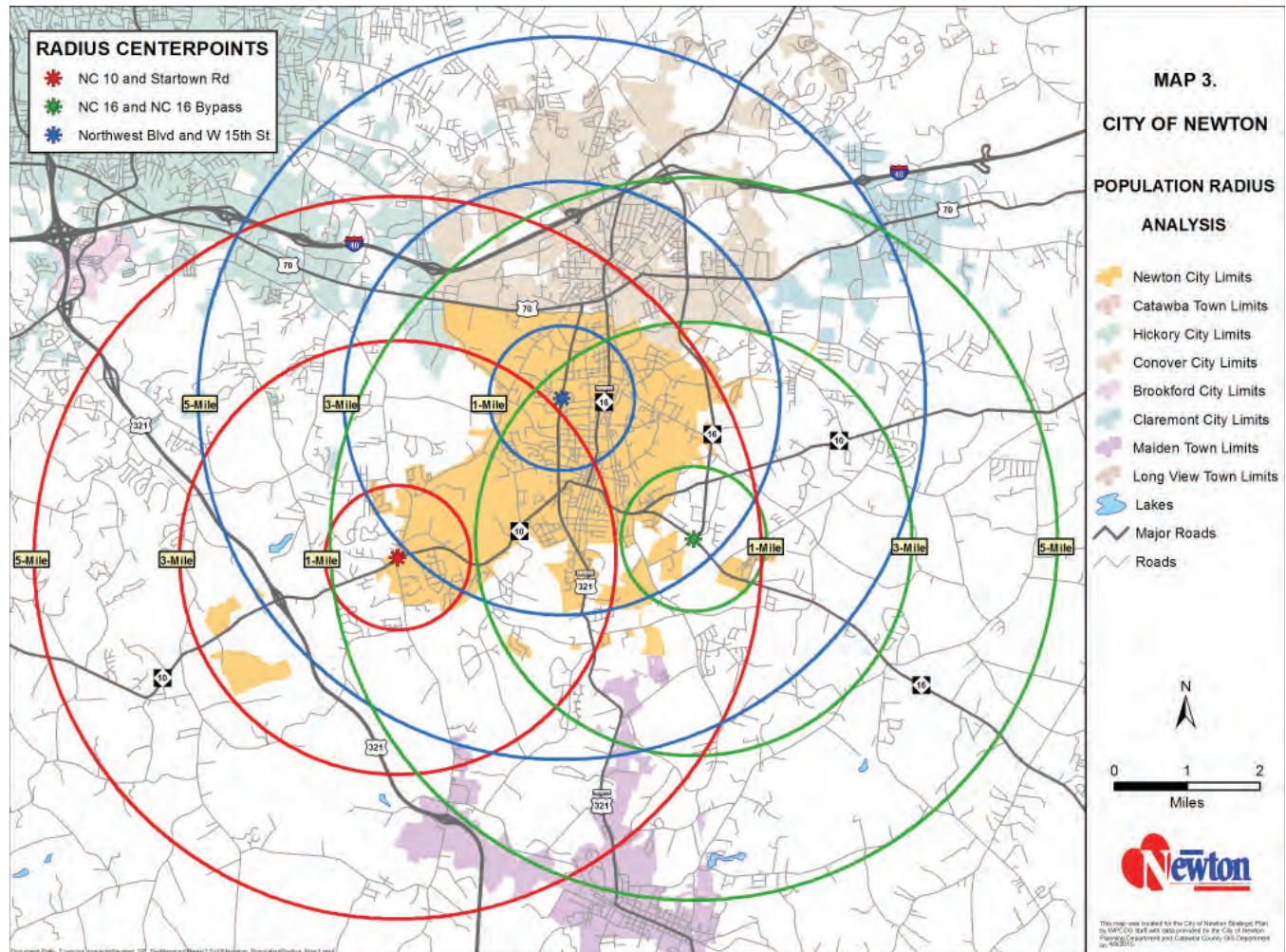
Source: Catawba County Building Inspections and WPCOG Data Center, 2015.

Only 11 significant commercial permits were issued inside Newton city limits since 2010. The commercial permits were concentrated near NC Highway 10 and Startown Road and in downtown Newton (Map 2, page 43). Eight industrial permits were recorded inside Newton city limits between 2010 and 2014. Commercial permit examples include a \$320,000 alteration permit for Twin City knitting, a \$255,388 alteration permit for International Paper Company and a \$1.3 million alteration permit for Bassett Furniture.

Newton Radius Analysis

To get a better understanding of the retail market in Newton, radius analyses were completed inside Newton city limits. One, three and five-mile radius calculations of population, housing and income (one-mile radius income data not available) was completed for the following intersections: 1) NC 10 and Startown Road, 2) NC 16 South and NC 16 By-Pass and 3) US 321 Business (Northwest Blvd.) and West 15th Street (Map 3, page 45). The results of the analysis can be seen in Table 3, page 46.

The radius analysis showed that the 1-mile, 3-mile and 5-mile radius of US Highway 321 Business and West 15th Street had the most population and housing units, followed by NC Highway 10 and Startown Road and NC Highway 16 South and NC Highway 16 By-Pass. For the 3-mile radius, NC Highway 10 and Startown Road had the highest median household income (\$42,332) followed by NC Highway 16 South and NC Highway 16 By-Pass and (\$38,906) and US Highway 321 Business and West 15th Street (\$38,064). NC Highway 16 and NC Highway 16 By-Pass had the highest median household income (\$42,500) of the 5-mile radii.



Results for the Newton radius analysis revealed that the US Highway 321 Business and West 15th Street has the highest population counts, but the lowest median household incomes. Map 3 also shows that much of the 3-mile and 5-mile radius of US Highway 321 Business and West 15th Street are located in Hickory and Conover. These municipalities already have several retail shopping centers including NC Highway 16 and I-40 (Conover) and near the intersections of US Highway 70, I-40 and Startown Road (Hickory).

**Table 3.
Newton Radius Analysis**

NC 10 and Startown Road			
	Population	Housing Units	Median Household Income
1-Mile Radius	2,320	874	N/A
3-Mile Radius	11,413	4,606	\$42,332
5-Mile Radius	31,284	13,222	\$39,768
NC 16 South and NC 16 By-Pass			
	Population	Housing Units	Median Household Income
1-Mile Radius	1,470	644	N/A
3-Mile Radius	16,889	6,405	\$38,906
5-Mile Radius	35,097	14,967	\$42,500
US 321 Business (Northwest Blvd) and West 15th Street			
	Population	Housing Units	Median Household Income
1-Mile Radius	3,361	1,572	N/A
3-Mile Radius	19,804	8,011	\$38,064
5-Mile Radius	41,547	16,112	\$39,658

Source: US Census Bureau and Missouri Census Data Center, 2015.

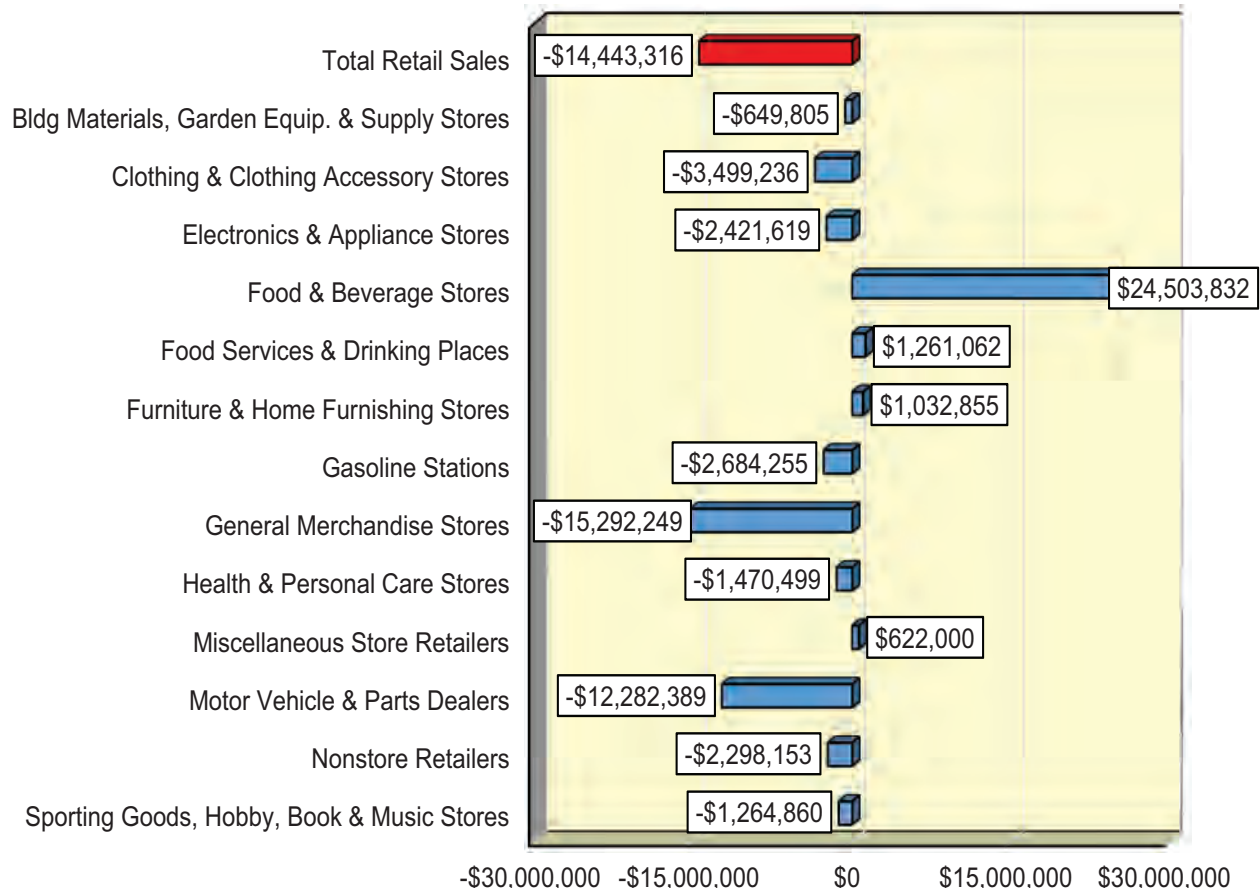
The NC Highway 10 and Startown Road radius analysis showed higher median incomes, particularly at 3-miles. Population counts, however, were the lowest of the three locations. There is also an established Food Lion shopping center, Exxon gas station with a Subway and Dollar General at that location. NC Highway 16 South and NC Highway 16 By-Pass in southeast Newton had the highest incomes at 5-miles due to wealthier households near NC Highway 16 closer to Denver and the Sherrills Ford area. It is also the furthest away from the retail centers in Hickory and Conover.

Retail Surpluses and Leakages

In 2013 NC Electricities produced a retail market report for Newton. Included in the report is a series of tables and graphs that show retail surpluses (+\$) and retail leakages (-\$) for the City. A retail surplus occurs when retail sales for a given area (or retail supply) exceeds the retail potential (or retail demand) of a given area. In other words, a retail surplus occurs in a market where customers (and therefore sales) are drawn in from outside the trade area. A retail leakage occurs when the retail potential (or retail demand) of a given area exceeds retail sales for a given area (or retail supply).

Figure 55 shows Newton's 2012 estimated retail leakages and surplus by major retail category. Overall Newton had a net retail leakage of \$14.4 million in 2012. The biggest retail surplus occurred in food and beverage stores sales (\$24.5 million). This surplus is likely to increase once the Walmart Neighborhood Market on US Highway 321 Business opens.

Figure 55. Newton Retail Surpluses (+\$) and Retail Leakages (-\$) by Retail Category, 2012



Source: Electricities of NC, ERSI and Dun and Bradstreet, 2013.

Newton's largest retail leakages were in general merchandise stores (\$15.3 million) and motor vehicle and parts dealers (\$12.3 million). This result indicates that Newton residents most likely travel to Hickory or Conover for these products and services. For Newton to expand its retail market, it will need to either increase the retail surpluses which currently exist, or reduce the retail leakages out of the city.

Newton Data Analysis: Summary

An analysis of demographic, economic, social and retail data for Newton yields the following:

1. The State Office of Budget and Management predicts little population growth in Newton and Catawba County due to a lack of net in-migration.
2. Newton's largest 5-year age cohort in 2010 was between 0 and 5 years old.
3. Over the next 20 years Newton will be impacted by the aging of the "baby boomer" generation and the loss of 24 to 35 year olds between 2000 and 2010.
4. African-Americans are the largest minority group in Newton, but Hispanics are the fastest growing minority group in the City. Newton will continue to become more ethnically diverse over the next 20 years.
5. The number of vacant housing units has grown dramatically over the last 10 years. Over 10% of homes in Newton are vacant.
6. Newton's housing values are lower than Catawba County and surrounding areas.
7. Newton's housing stock is much older than surrounding areas. Nearly 50% of homes in Newton were built before 1970.
8. Only 56.7% of Newton's population over age 16 is in the labor force.
9. Newton has a higher percentage of workers in production, transportation and material moving than surrounding areas, but a lower percentage of workers in management, business, science and arts than surrounding areas.
10. Newton's median household is more than \$12,000 less than Catawba County's and more than \$14,000 less than North Carolina's. Newton has a much lower percentage of higher-earning income households than Catawba County or North Carolina.
11. Newton has a much higher percentage of single-parent households with children (42.7%) than Catawba County (32.6%) or North Carolina (34.0%).
12. Nearly 25% of Newton residents have household incomes below the poverty level. Nearly 40% of persons under age 18, 37.2% of African-Americans and 40.6% of Hispanics are living in poverty.
13. Newton has a much higher percentage of population over age 25 with less than a high school education, and a much lower percentage of population over age 25 with a bachelor's degree or higher than Catawba County or the State.
14. Minimal building permit activity (residential and nonresidential) has occurred in Newton over the past five years.
15. Radius analyses for Newton shows that areas around US Highway 321 Business and West 15th Street had more population, but lower income levels than areas around NC Highway 10 and Startown Road, and NC Highway 16 South and NC Highway 16 Business.
16. Newton has an estimated annual retail leakage of more than \$14 million. Retail surpluses in food and beverage stores are offset by retail leakages in motor vehicle parts and dealers, and general merchandise stores.



Economic Development



Economic Development

As part of the strategic planning process, a public meeting was held on March 5, 2015 to discuss economic development issues facing Newton. Citizens were separated into small groups that created a list of Newton's assets, Newton's challenges and economic development action items.

Newton Assets

The following is a list of Newton assets developed by meeting attendees. One key asset is the City's location and its connections to key highways across the region. In addition to highway connections to the rest of the region, participants cited Newton's proximity to the mountains, to the South Carolina ocean beaches, Lake Norman and Charlotte and to outdoor activities available in these and other nearby locations. Other items noted are facilities located in or near downtown Newton (the County Historical Museum, County administrative offices and courts), non-profits with offices in Newton, and the diversity of industrial facilities:

- Connectivity - NC Highway 16 Corridor, US Highway 321 and NC Highway 10 – Lots of Potential Land Available for Development.
- Arts/Entertainment (Example: The Green Room)
- County Seat and County Administration Offices
- Home of Several Non-Profits: OPOP (Community Theater), Depot, Newton-Conover Auditorium, Eastern Catawba Christian Ministries
- Strong Historical Character (Examples: Old Courthouse, Catawba County Museum)
- Walkability
- A Good Strategic Location: Proximity to Mountains, Charlotte, Lake Norman, Beaches, Hiking, Watersports, Near New York to Florida Route
- Diversity of Industry: Target Distribution Center, Automotive, Furniture, Medical, Manufacturing
- Downtown Newton Potential
- Newton-Conover School System

Newton Challenges

The following is a list of Newton's challenges developed by meeting attendees. These focused on aging buildings and infrastructure, low income level of some residents, high poverty levels and the lack of bike routes, dining, entertainment, greenways, sidewalks, and shopping in Newton:

- Aging Buildings (Older Buildings with Older Owners)
- Aging Infrastructure
- High Poverty Levels
- Lacking in Sidewalks, Greenways and Biking facilities
- Low Income Levels Compared to Surrounding Areas
- What is there for People to Do? – Lack of Entertainment, Shopping, and Dining Opportunities

Economic Development Action Items

The majority of discussion time during the public meeting was devoted creating a list of economic development “action items” (potential solutions) that capitalize on the City’s assets and mitigate the challenges facing the City. Key suggestions included ways to enliven the downtown with additional living and dining options, using a bond referendum to generate funding for City improvements, improving infrastructure on US Highway 321-Business and Highway 16, streamlining the permit and zoning processes, transforming older, empty industrial spaces, improving streets and sidewalks and targeted marketing at younger potential residents and investors. The complete list of audience suggestions and their vote counts are listed in Appendix X.

Downtown Development

- Continue adding streetscapes in downtown Newton.
- Work with developers to create downtown residential living options.
- Encourage small business development including restaurants and breweries.
- Encourage downtown businesses to be open later during weekdays and weekends.
- Add additional amenities including a dog park, outdoor theater space, a mini-park and a splash pad.
- Develop additional parking in the downtown area.

Other Commercial Development

- Encourage new commercial development along US 321 and NC 16, including an urgent care facility and a hotel.
- Develop a program to transform old manufacturing structures into usable space.
- Apply for grants to help bring new industries into Newton.
- Work with Catawba EDC to create a new industrial park.
- Create a comprehensive economic development website.

Marketing

- Create a new marketing strategy to attract new residents to Newton by targeting Charlotte and surrounding regions for both two-income families with no kids and families with children.

Bond Referendum

- Ask Newton’s citizens to approve a bond referendum to generate funding for economic development and infrastructure projects in the City.

Residential Development

- Develop comprehensive strategy to create new residential housing in Newton to attract residents to the City.
- Assist in creating additional retirement communities in Newton.

Permitting and Zoning Process

- Create one-stop permitting process for Newton businesses, developers and residents.
- Improve online permitting and customer service.



Infrastructure



Infrastructure

Newton Public Utilities

City of Newton provides municipal water, sewer and electricity as publicly-owned utilities available to all Newton residences. Newton operates a water treatment plant, two water towers, a waste water (sewer) treatment plant, seven sewer pump stations and all the lines that provide service to Newton properties. Newton is an ElectriCity; it is a member of North Carolina Municipal Power Agency as a partial owner of the Catawba Nuclear Plant. The City distributes power generated by the Catawba Nuclear Plant to users in the City. It owns two electrical substations and the infrastructure to dispense electricity to its customers.

The public utilities are financed through two separate enterprise funds, the Water and Sewer Fund and the Electrical Fund. An enterprise fund relies entirely upon the fees and usage charges for operation of a business enterprise. General fund money (money collected from property taxes and other levies) cannot be used to supplement enterprise funds nor can enterprise funds be used to supplement other governmental operations. An Enterprise fund must be run like a business.

Newton Water System

(Please see maps 4 and 5 for further illustration)



The raw water intake at Jacob's Fork

System Overview

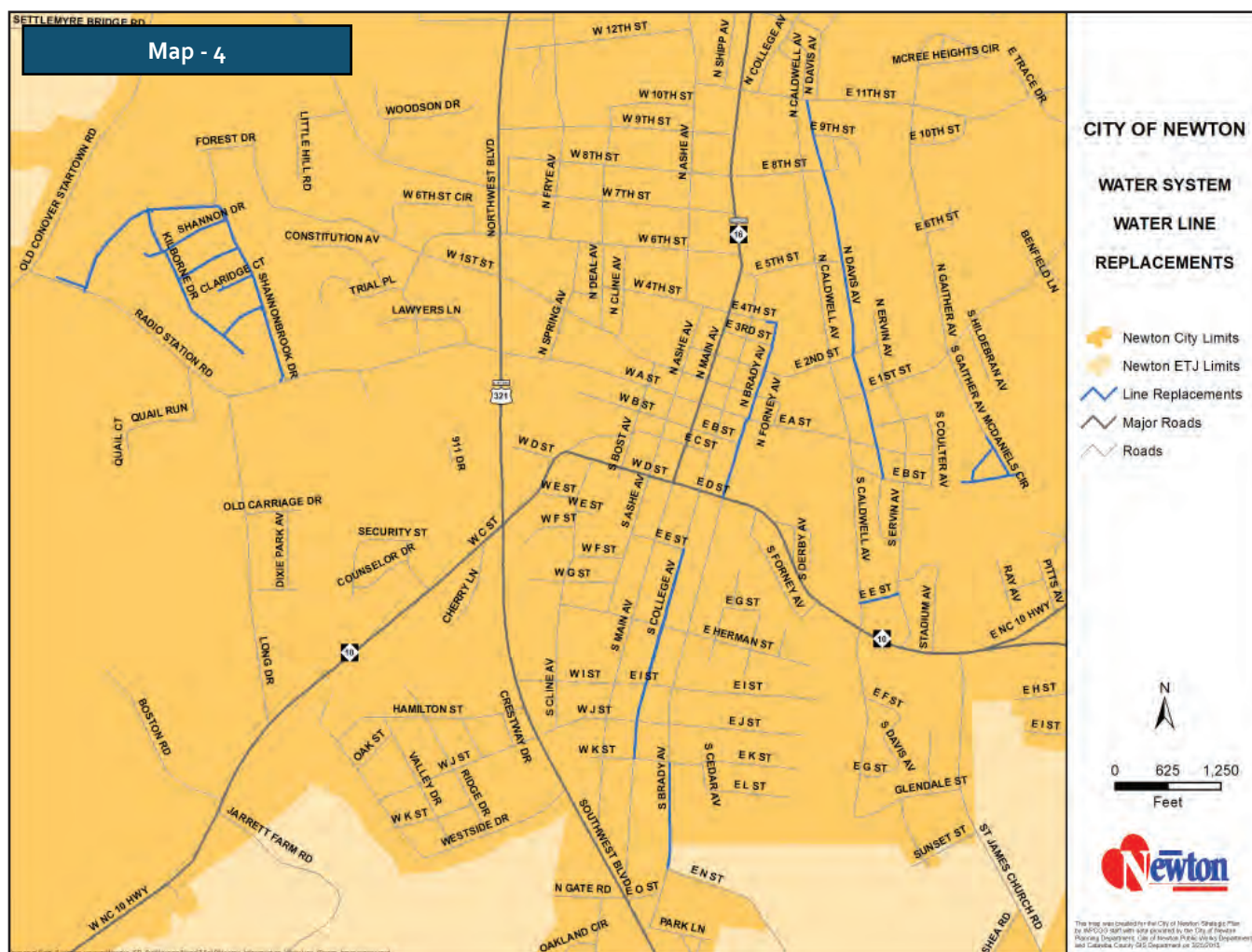
Water for the City of Newton comes from an intake on Jacob's Fork, a tributary of the Catawba River. The water quality of Jacob's Fork is of exceptionally high quality because its 475 acre watershed is mostly undeveloped with limited agriculture. Raw water is pumped from the intake at Jacob's Fork Park to the City Lake. This reservoir has been in service since 1937 and holds 45 million gallons,

about a ten day supply. In the reservoir, sediment has an opportunity to settle out, helping with turbidity and clarity of the water before going to the Water Plant for treatment. The overall quality of water in Newton's system requires minimal treatment. The Water Plant has the capacity to treat 8 million gallons per day (MGD), but is only permitted for 5 MGD. The current average daily demand is 3.75 MGD with a peak demand of 5 MGD during the summer. Energy United, the City's largest user at about 1.6 MGD, supplies water to Taylorsville, Alexander County, Troutman

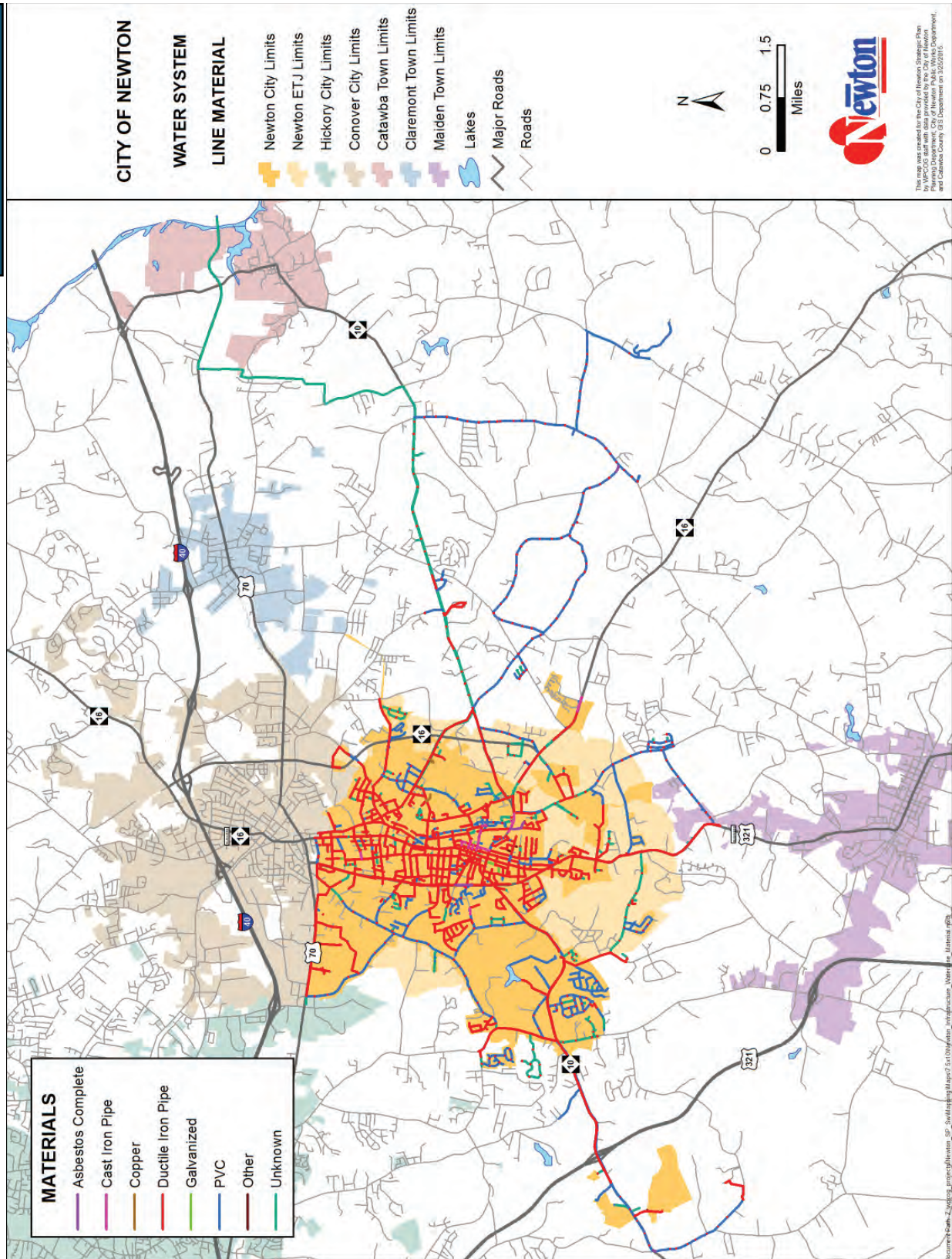
and west Iredell County. The storage capacity of Clear Well at the Water Plan is 2 million gallons, and the old water plant also had storage and pumping capacity that is routinely used.

Newton's water system has operated, in some manner, for over a century. A majority of the oldest infrastructure is located around the Courthouse square. In the 1980s, a Public Works crew found a wooden water line in this area that was still in excellent working condition; it leaked only where it was fitted to modern pipes. All of the wooden water lines were replaced by 2014. In the 1950s, the City expanded the system along US Highway 70 in response to commercial development. During the 1970s, the system was upsized for large volume industrial users such as textile manufacturers. Residential development in the late 1980s and early 1990s was the catalyst for another expansion of the system.

Recent Improvements



Map - 5



Over the last four to five years, City Council and staff have established a progressive schedule and budget for updating the aging water system. All the waterlines in the Shannonbrook residential development have been replaced by the City investing nearly \$500,000 in the neighborhood. Other large projects, each costing over \$100,000, include the following: East E Street/Ervin to Saunders Street, Davis Avenue/B Street to Caldwell Street, South Brady Street /N Street to K Street, South Brady Street/4th to D Street, College Street/E Street to K Street, US 70 West Conover and McDaniels Circle. The finished water pumps at the Water Plant were also upgraded.

Upcoming Projects

The City of Newton is partnering with Catawba County on two major water infrastructure projects to create loops in their system. Looped waterlines are preferred over dead ends because water keeps moving through the system so that the water does not get stagnant at the end of the line. Dead end lines have to be flushed periodically and this requires significant staff time. One project will follow NC 16 to Buffalo Shoal Rd, connecting with existing system at Bandy's Crossroads and Balls Creek Elementary School to create a loop. The second loop will be created by extending water lines out Rocky Ford Road from Startown Road to Hickory-Lincoln Highway to Highway 10. With the expansion of water lines, new users may voluntarily annex into the corporate limits to avoid out-of-city rates. The City also has immediate plans to spend \$2 million to upgrade to AMI so that meters can be read remotely, thus reducing staff time needed to record the water usage.

Issues Facing the Water System

Even with the numerous upgrades already completed, Newton's water system still has significant obstacles in the short-term and long-range future. The age and material of the lines are the biggest issues facing the City. Most of the waterlines are made of cast or ductile iron (See map 5 for the material of the water lines). Although these lines have lasted decades, corrosion and decay have impaired the system. Water does not flow as efficiently through corroded iron pipes and breaks are more prevalent.

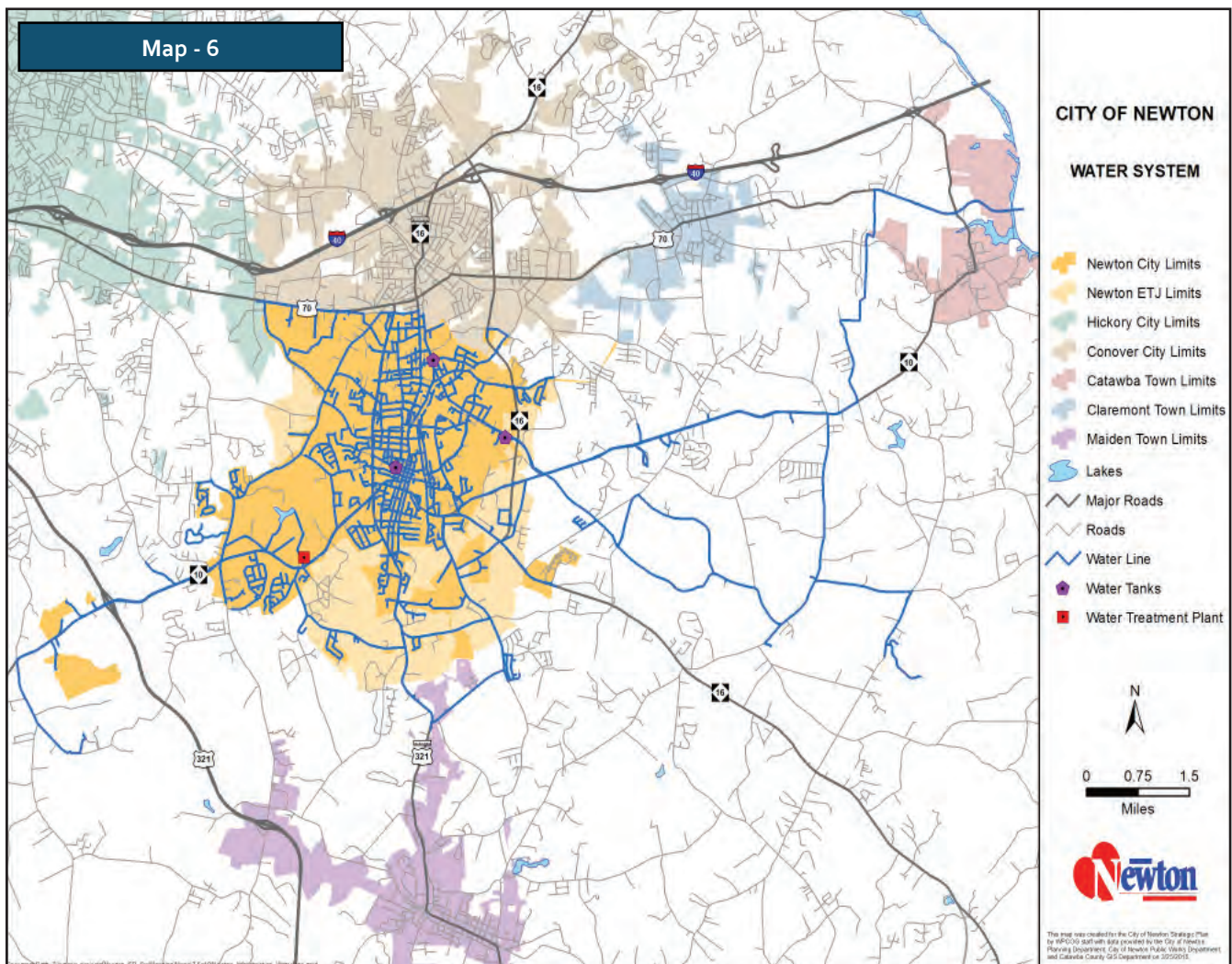
Fire protection is another reason waterlines need to be upgraded. To maintain a quality fire rating, water pressure and rate of flow are very important, especially for industrial properties. Water pressure and rate of flow can be negatively impacted by corrosion inside iron pipes. Fire hydrants must be served by at least a 6-inch water line and many of the older lines are not that large. Nine miles of water lines are less than 6 inches in diameter, but a fire hydrant has to be served by a line that is 6 inches or bigger according to today's fire code.

The Water Plant and City Lake also face age and useful life issues. The water plant was built to be rehabilitated and upgraded while in use; the exception is the treatment basin behind the plant. Other parts and equipment can be improved without ceasing operation. Large upgrades to the equipment need to be made over the next 20 years to prolong the life of the facility. The earthen

dam at City Lake is also a concern. Standing water around the dam may indicate seepage problems. An engineering assessment on the dam would compile a cost estimate and establish a timeline to fix issues at the dam.

Storage of water could also be a concern. There is a 10 day supply in the City Reservoir. The old water plant is used for storage along with the clear well at the Water Plant. If there is significant growth or if large water users, such as textile industries, re-enter the Newton service area, ensuring enough stored water is a potential challenge. This could be a problem if there is prolonged equipment malfunction that kept new water from entering the system.

Within the existing City limits, there are very few properties without water service. Newton is limited on areas for potential water line expansion due to its close proximity to neighboring water systems. When the annexation agreement between Newton and Hickory expires in 2016, a new agreement to be negotiated could establish potential areas of water line extension. This should also be considered with all other annexation agreements with Conover, Claremont and Maiden.

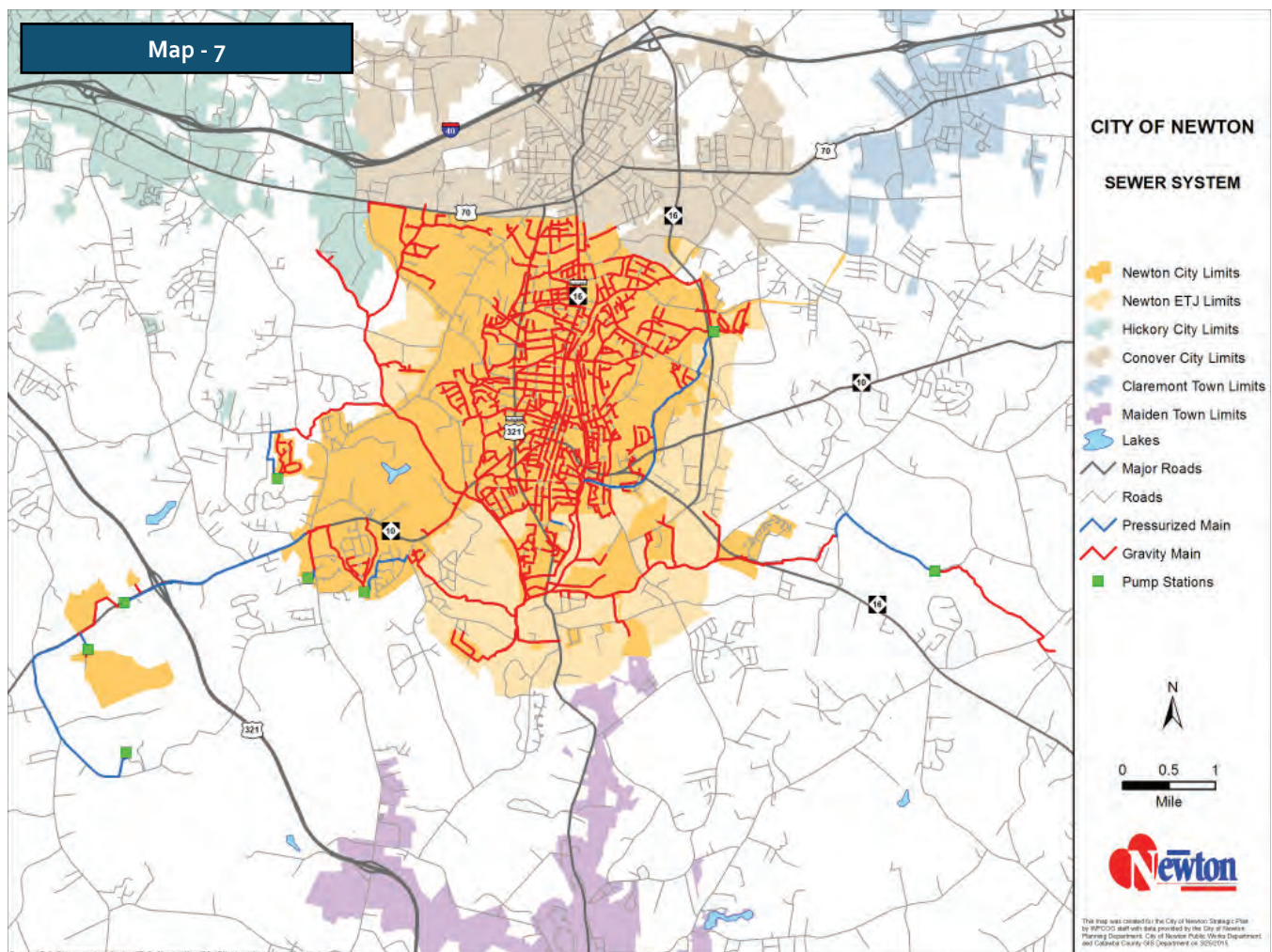


Newton Sewer System

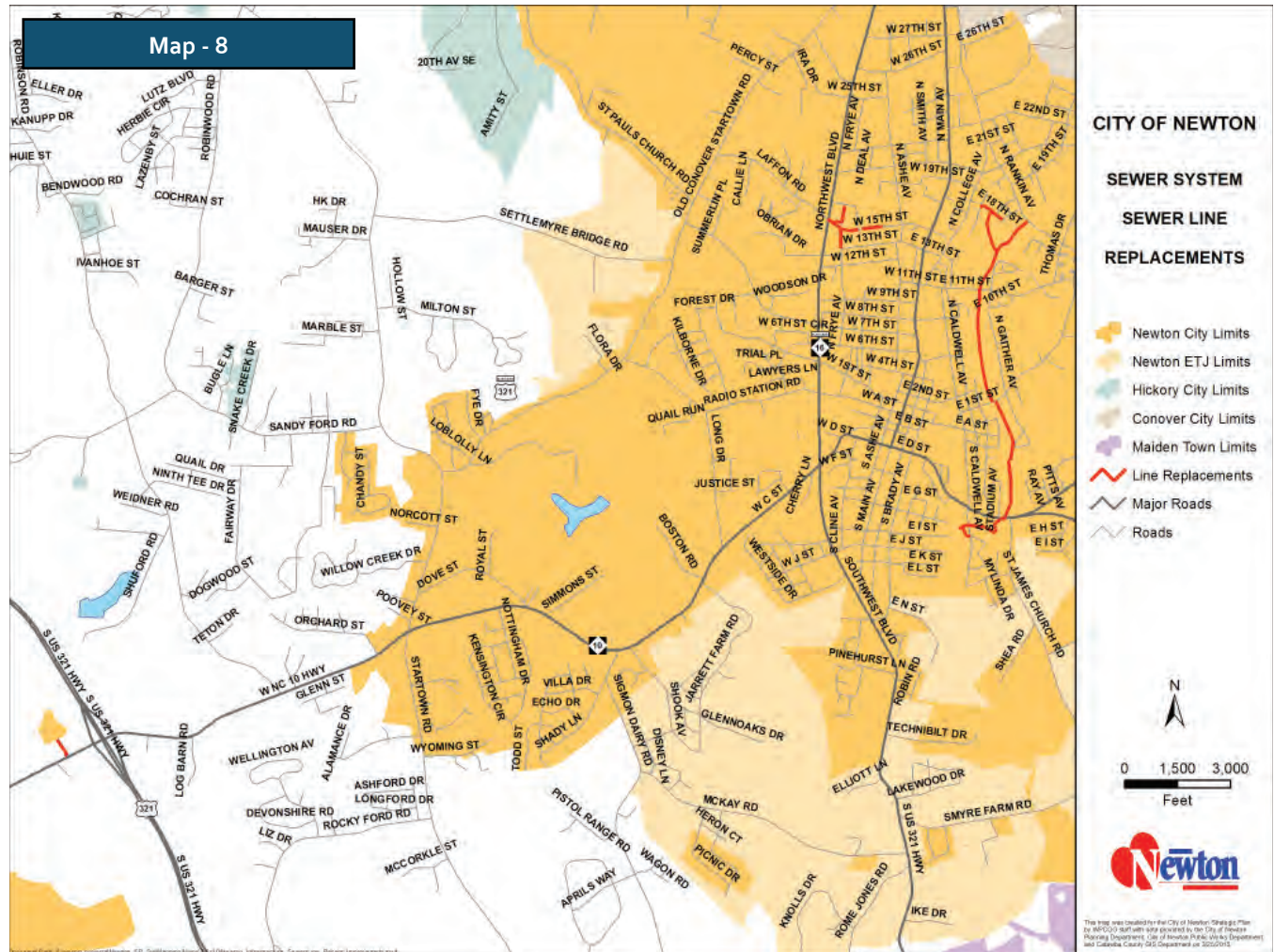
System Overview

Newton's Waste Water Treatment Plant (WWTP) has been in service since 1977 and is located off of McKay Road. It is permitted to treat 5 MGD per day, but has the potential to expand to 7.5 MGD. The current average demand is 1.7 MGD. Like the water system, the sewer system has been negatively affected by the loss of textile manufacturing. Parts of the sewer system are nearly a century old. The expansion of the sewer system paralleled the water system with an upsize occurring in the 1970s with the growth of textile industries in the area.

Most of Newton's downtown and those areas immediately adjacent to downtown are served with sewer. There are significant portions of Newton west of US 321-B that do not have access to sewer. The system is also hampered by the material and age of most of the service lines. There are 43 miles of terra cotta (clay) pipes in downtown and areas immediately adjacent



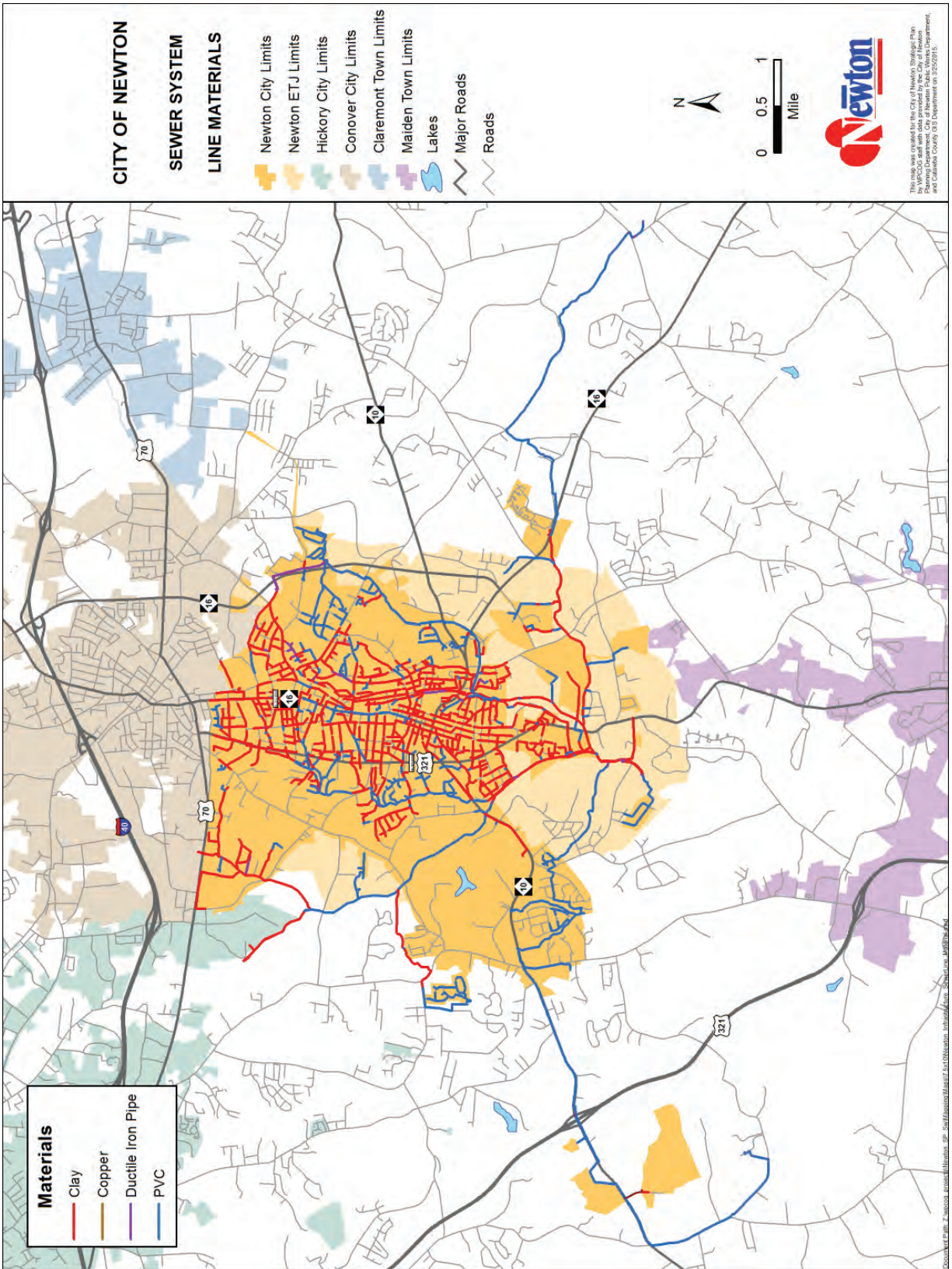
to downtown. Terra cotta pipes, especially older pipes, are subject to breakage which allow inflow and infiltration of rainwater into the sewer system. In heavy rain events, this dramatically increases the amount of sewage the WWTP has to treat. (Map 9 on page 66 shows material of the sewer lines)



Recent Improvements

The City has taken a progressive approach to upgrading the sewer system similar to its stance with the water system. It has spent over \$2.5 million to upgrade the system, outside of the WWTP. Major improvements include: trunk lines in Startown area, N. College Ave upgrade, line from Newton-Conover High School to Northwest Blvd, the Snow Creek outfall line, Southfork Drive line, N. Frye Ave/ 13th St to 15th Street line, South Cline Drive to S. Main line, and Burris Road pump station and forced main replacement. In addition to these projects, nearly \$825,000 has been spent to update the WWTP.

Map - 9



Upcoming Projects

City staff has recently begun the process to expand sewer to the Startown area. An engineering firm has been contacted to compile preliminary plans and cost estimates to serve the Startown area with sewer. This is a large and lengthy project that will need to be included in a Water/Sewer Capital Improvement Program. It will also need a public outreach program or partnership to maximize the new sewer customers. Entire neighborhoods will need to connect to the sewer to make the project worthwhile and cost effective. Other upcoming projects include rehabilitating the pump station on Highway 10, upgrading sewer lines on W. 1st Street and N. Ashe Avenue, as well as lines on W. D Street and S. Cline Avenue.

Issues Facing the Sewer System

The biggest issue facing the sewer system is the age of the infrastructure. Older terra cotta lines are broken and cracked by tree roots over time. There are 43 miles of clay sewer lines in the City. During rain storms, these broken pipes are infiltrated by rain water that is carried to the WWTP. This water has to be treated just like regular sewage. On particularly heavy rain days, the WWTP can treat up to 12.5 MGD in a short amount of time. A 2004



study estimated that the town was treating an excess of 500,000 extra gallons per day because of inflow and infiltration. Approximately 10% of the sewer lines are treated for root control every year but this still does not alleviate the problem. These lines need to be upgraded to modern standard PVC pipe.

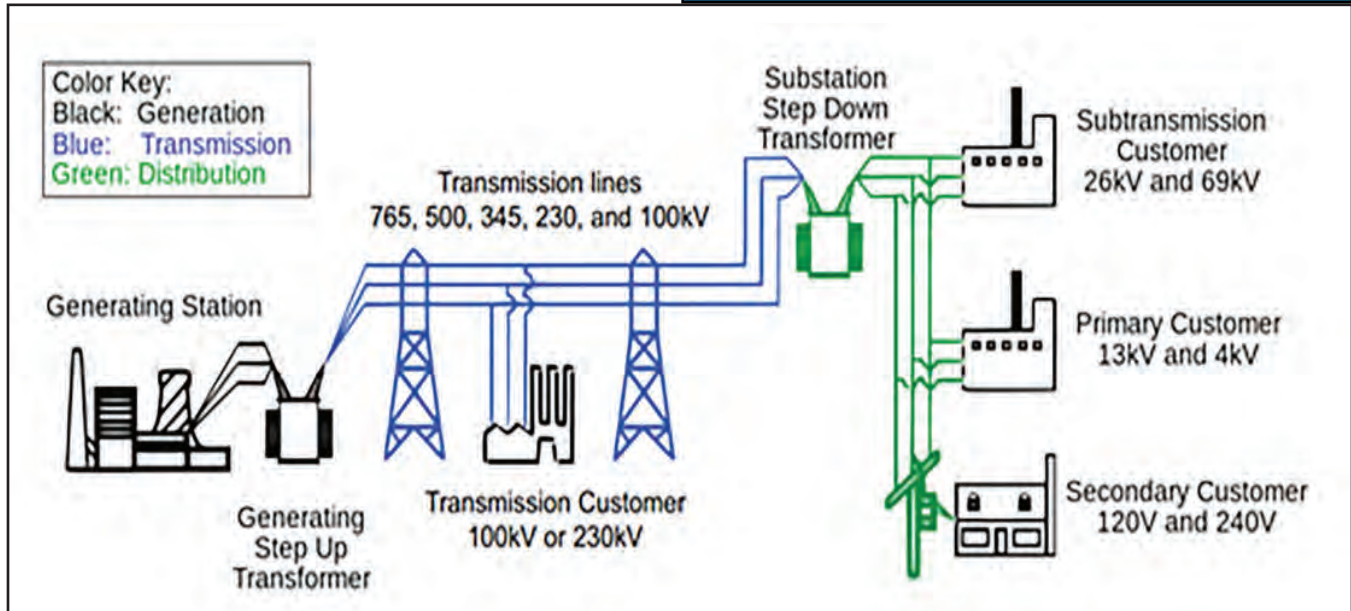
Like the Water Plant, the WWTP will need to have major upgrades over the next two decades to extend its life. The WWTP has significant capacity since textile industries moved out of the region. Although the capacity is not used, all the equipment and the facility must be maintained to meet state standards. Another major issue facing the sewer system is expansion to the Startown area. The citizens of this area have voiced their concerns about being in the City limits but not having access to sewer. This is a large project which will take intense coordination with property owners, citizens and entire neighborhoods in order to be completed in a timely and cost effective manner.

Newton Electrical System

(Please see maps 10 and 11 for further illustration)

System Overview

Figure 56. City of Newton, Distribution of Electricity

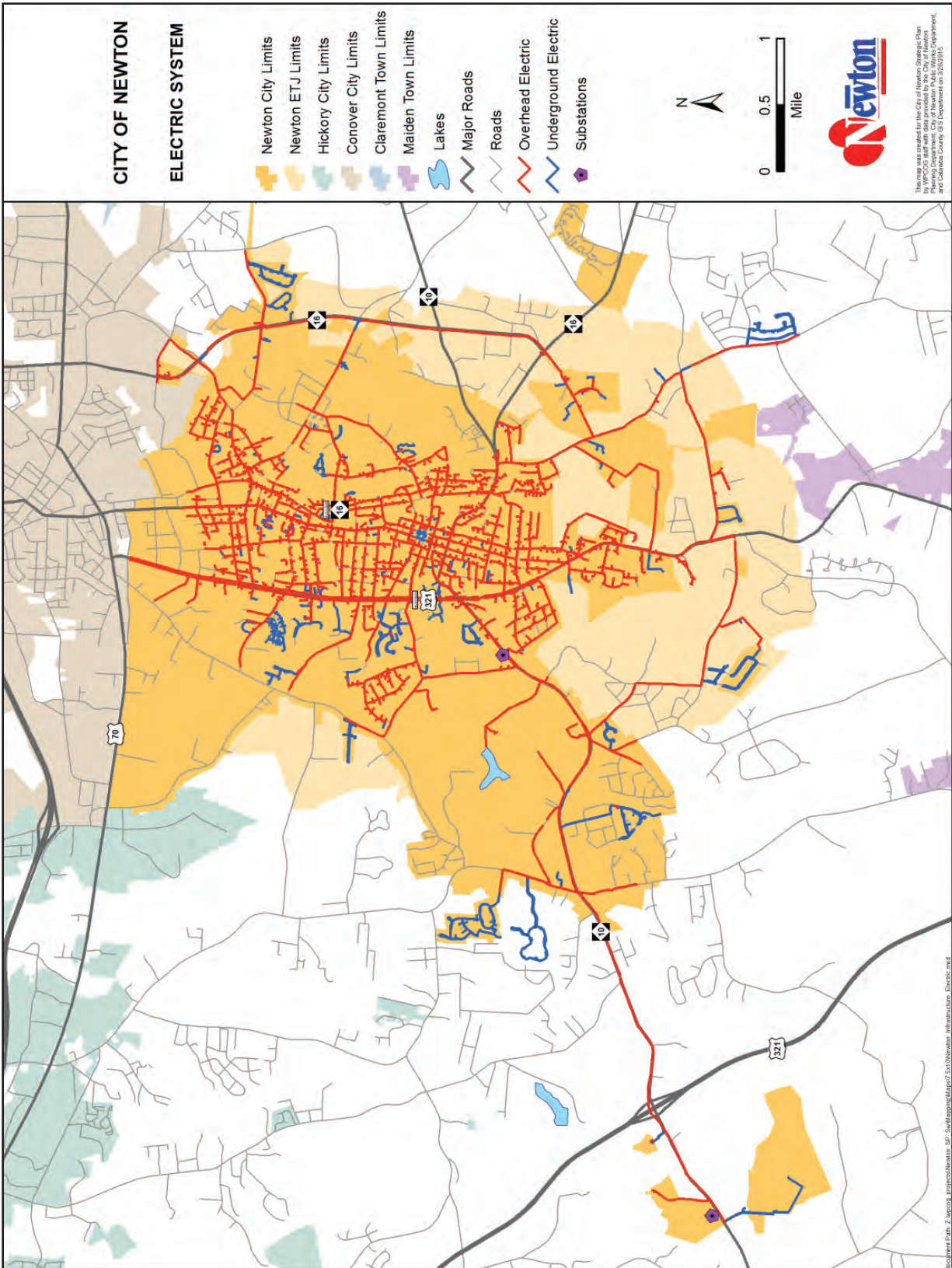


Newton is a member of North Carolina Municipal Power Agency (NCMPA1), which means it is an ElectricCity. This is a group of 19 municipalities in western North Carolina that have a 75% ownership in the Catawba Nuclear Plant. The plant is owned by NCMPA1 but operated by Duke Energy and produces 832 megawatts (Mw) of power. Newton owns 2.1147% stake in the Catawba Nuclear Station.

The City is responsible for the distribution of electricity. It operates the substation step down transformer and is responsible for getting the energy from the substation to the point of use. Figure 56 illustrates this process.

Last year, Newton purchased 152,860,367 kilowatt hours (Kwh) from the NCAMP1. Since 2005, electric power purchased has increased 37.5%. The City owns and operates 2 substations, one on NC Highway 10 and the other at Jacob's Fork Park. The Highway 10 substation has a capacity of 30 Mw and the substation at Jacob's Fork's capacity of 27 Mw with potential to expand an additional 25-30 Mw.

Newton maintains approximately 125 miles of distribution lines. The average total demand is 25-35 Mw for the City's 3960 residential, 463 commercial, and 30 industrial customers. The usage diversity per Kilowatt hour is as follows: 32% residential, 32% commercial and 36% industrial. The City has 11 Peak-shaving generators that can supply approximately 19Mw, employed during peak time of electric use to keep costs low for the City.



Recent Improvements

The electrical system has its own enterprise fund and is fairly robust. As far as utilities provided by the City, electrical is easiest to establish but the most difficult to maintain. The City has been proactive with this infrastructure as well, spending nearly \$2.7 million on reconfiguring their system from a 4 kilovolt (Kv) system to a 24 Kv system. This reorganization has created a more efficient electrical grid and allows for better customer service and faster response times when there are power outages. Upgrades to the Jacob's Fork substation have also been substantial; the City has invested \$1.85 million in that facility. In total, Newton has allocated over \$5 million into improving its electrical system.

Upcoming Projects

In the current budget year, \$1.5 million has been designated for SmartGrid projects. For the electrical system, this includes remote-read meters and other equipment that will help automate distribution. Other projects include redundant distribution lines and another substation in the Smyre Farm area. The City is also converting to energy efficient LED streetlights.

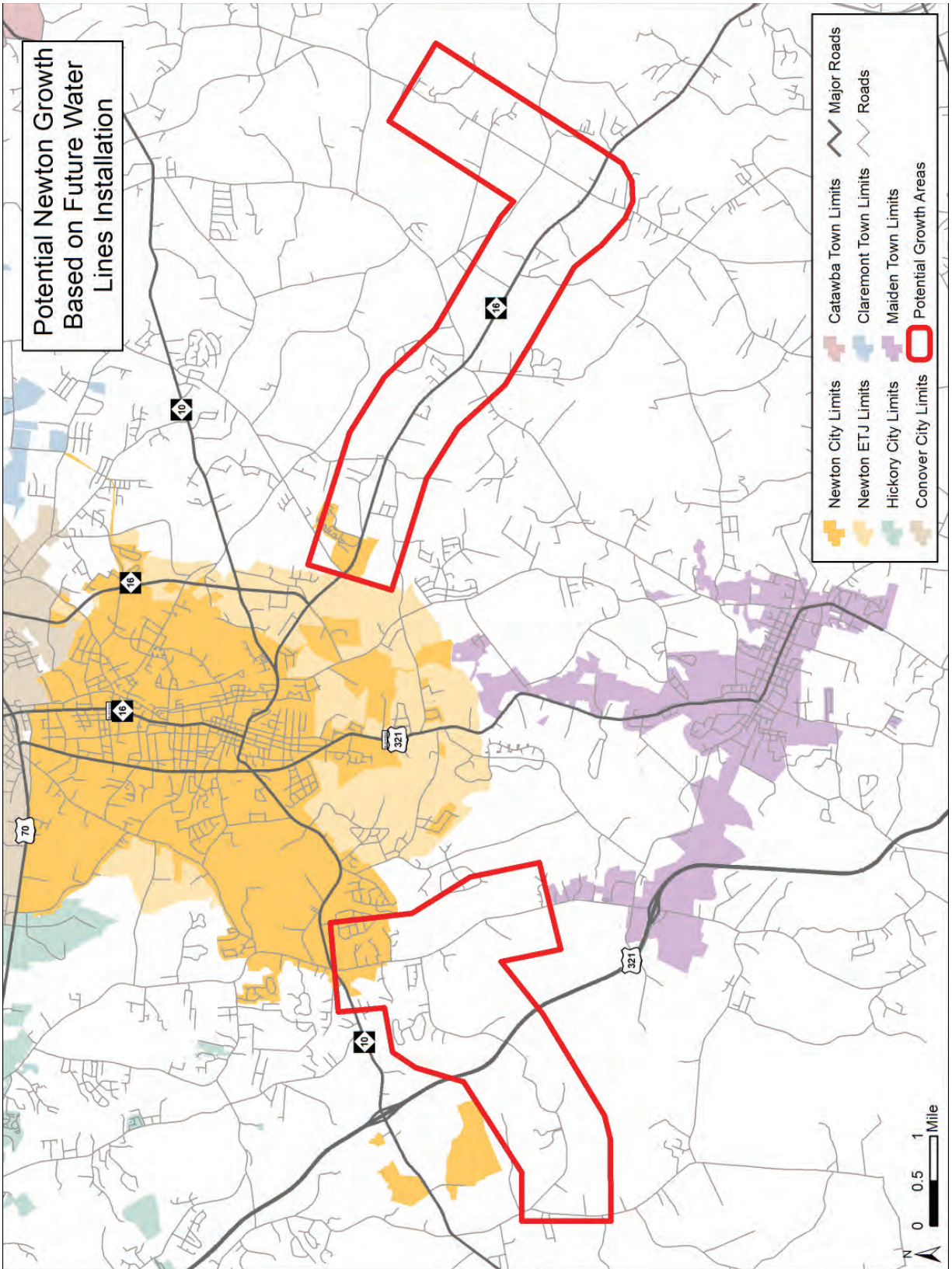
Issues Facing the Electrical System

Any expansion to the electrical system has to follow Federal and State guidelines. The City serves most of the citizens inside the corporate limits and Duke Energy serves most of the users outside of the limits. When new users come in, in certain areas near the City limits, the customer may have a choice for an electrical provider. For most users, the City's rates are very competitive with Duke Energy but for a large energy user, the tenths of a cent difference in the rates could be very significant. Expansion possibilities exist from new service loads around Newton.

The electric infrastructure is also hampered by the cost of redundant equipment. There are 12 diesel generators to be used in case of power outages. These multi-million dollar pieces of equipment are expensive to purchase as well as expensive to operate and maintain.

Future Growth Areas

Map 11 shows the potential growth areas for the City of Newton. Potential growth areas are based on the plans for water line expansion along NC 16 on the southeastern side and along Startown Road on the southwestern side of Newton. If public utilities are extended into these locales, it is likely that these areas could be voluntarily annexed into the City. If annexation does occur in these areas, the City would also have to provide all other municipal services, such as solid waste, police and fire protection.



Infrastructure Action Items

Water System

- Establish definitive timeline in the CIP for replacing aged iron water lines, based on usage, failure rate, etc.
 - Concentration in the downtown area first, with emphasis on streetscape area.
 - Coordinate with Fire Department about replacing water lines that do not meet fire code for the greatest impact on fire protection
- Include engineering assessments and planning into the CIP for upgrades to water plant to maximize the life of the facility and equipment for next 20 years
- Coordinate water line improvements with street resurfacing projects to get greatest leverage of Powell Bill funds

Sewer System

- Establish public outreach/partnership with a definitive timeline for expanding sewer into the Startown neighborhoods to maximize new sewer users.
- Ensure entire neighborhoods hook onto sewer.
- Coordinate streetscape improvements with sewer line upgrades.
- Place all utilities underground in streetscape areas.
- Coordinate sewer line rehabilitations with street resurfacing projects to get greatest leverage of Powell Bill funds.
- Include engineering assessments and planning into the CIP for upgrades to waste water treatment plant to maximize the life of the facility and equipment for next 20 years.
- Establish definitive timeline in the CIP for replacing aged terra cotta sewer lines, based on usage, failure rate, etc.
- Concentration in the downtown area first, with emphasis on streetscape area.

Electrical System

- Offer competitive rates/service for any new electric customers that may have a choice of provider
- Require by ordinance all new or upgraded electric lines in downtown to be placed underground.

General Public Works

- Conduct a pay scale reclassification to provide veteran workers compensation commiserate with experience and tenure. Offer incentive for employees with 4 years or more experience and training to stay with City instead of finding new employment



Transportation



Transportation

Regional Transportation Setting

The City of Newton is located in central Catawba County. While Newton is not located directly on an interstate, it is well positioned between several major interstate highways and US Routes:

- I-40 east (Statesville and Winston-Salem)
- I-40 west (Hickory and Asheville)
- NC 16 south (Charlotte)
- NC 16 north (Taylorsville and Wilkesboro)
- US 321 north (Hickory and Boone)
- US 321 south (Gastonia)

Greater Hickory Metropolitan Planning Organization (GHMPO)

The Greater Hickory Metropolitan Planning Organization (GHMPO) conducts transportation planning in cooperation with state and federal government in the four county region of Alexander, Burke, Caldwell and Catawba Counties. Cooperatively, the Greater Hickory MPO also works with North Carolina Department of Transportation to develop transportation plans, travel models, thoroughfare plans, transit plans, bicycle and pedestrian plans. Also, the Greater Hickory MPO works with the state on funding issues for transportation improvements, on project planning issues, and on issues such as environmental impacts and air quality. The MPO also works with local governments to coordinate land use with transportation planning.

Long Range Transportation Plan (LRTP)

The Long Range Transportation Plan (LRTP) is a federally required long-term planning document that lists the transportation improvements and policies to be implemented in the GHMPO area. The plan provides an assessment of future area transportation needs, issues and recommendations, along with future transportation investment recommendations. The LRTP is updated every four years and covers a 25-year time-span.

Project Prioritization Process

The North Carolina Department of Transportation (NCDOT) now uses a transparent, systematic and data-driven process for prioritizing the major transportation in the state and making investment decisions. Projects are evaluated based on their merit through an analysis of the existing and future conditions, the benefits the project is expected to provide, the project's multi-modal characteristics and how the project fits in with local priorities. Each of the Department's six modes of transportation (highway, ferry, rail, public transportation, bicycle and pedestrian, and aviation) uses a data-driven approach for ranking projects. The outcome of the Strategic Prioritization Process serves as input to the State Transportation Improvement Program (STIP) and likewise the Metropolitan Transportation Improvement Program (MTIP).

Metropolitan Transportation Improvement Program (MTIP)

While local area transportation plans provide most of the research and rationale to recommend an overall plan and necessary highway improvements in the area, the Metropolitan Transportation Improvement Program (MTIP) is a document that identifies the most critical projects and their schedule for design, right-of-way purchasing and construction.

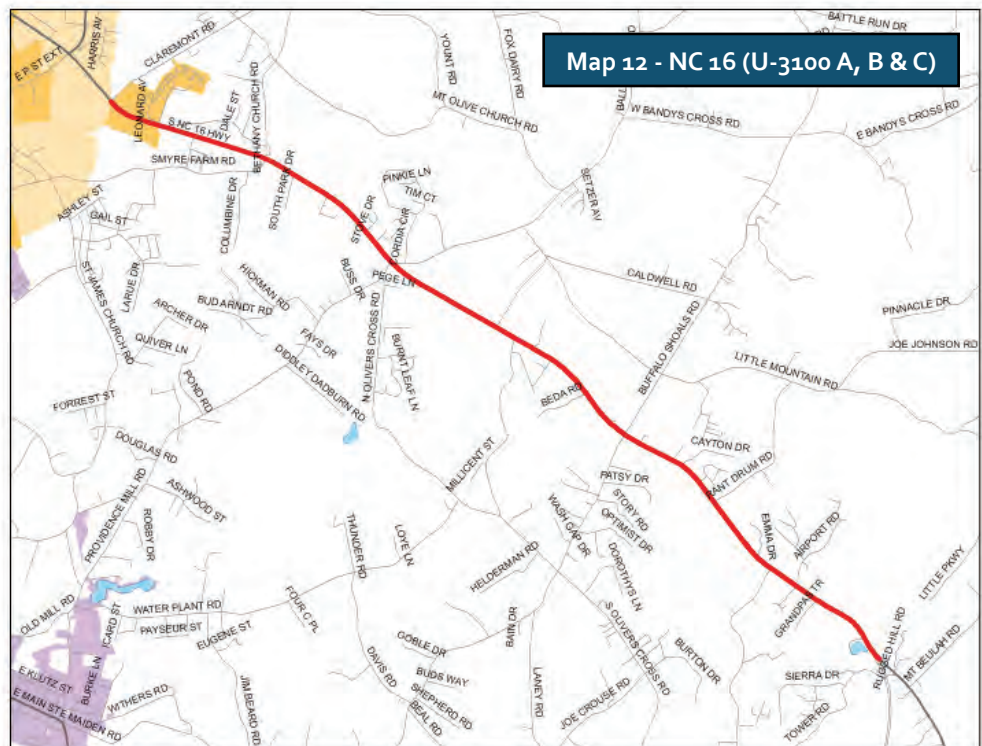
The MTIP, as it is commonly referred to, is a cooperative priority-setting process involving the State DOT and the local governments represented on the Greater Hickory MPO. The MTIP sets forth those transportation projects which, based on a variety of criteria, are to receive priority for funding over the ensuing seven-year period for transportation planning organizations across the state.

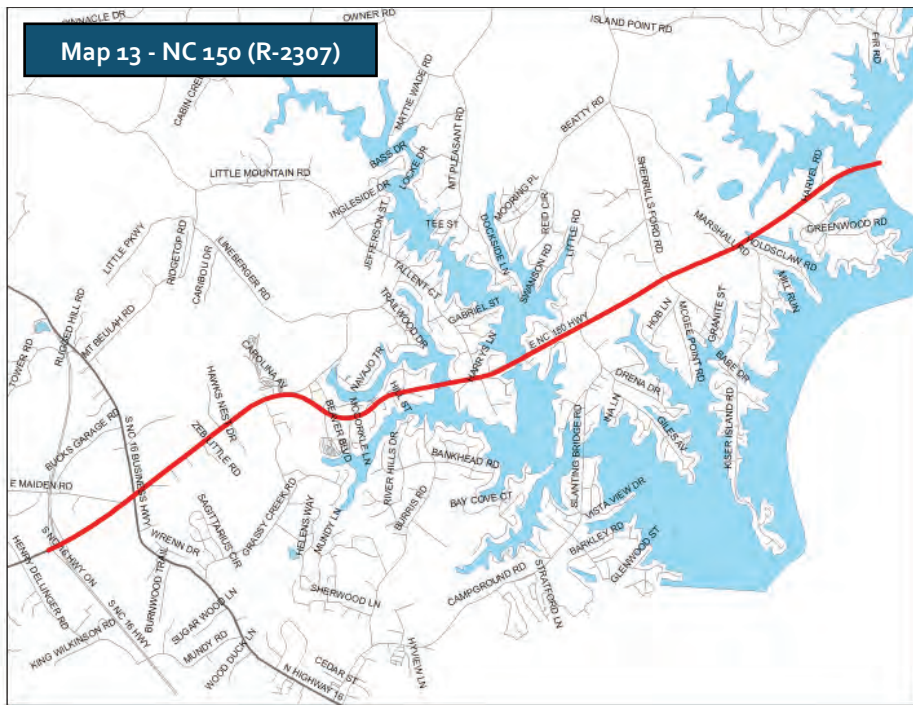
Transportation Projects in the State Transportation Improvement Program (STIP)

NC 16

NC 16 is a major north-south radial serving the Newton-Conover area as well as eastern Catawba County. It also serves as a valuable link to the Charlotte urban area and Alexander County.

The STIP recommends that NC 16 be widened to a 4-lane divided boulevard with a superstreet design from Tower Road (SR 1895) to Claremont Road (SR 1801). The STIP Project is listed as R-3100 (A, B and C). Segment “A” is from Tower Road to Caldwell Road and Segment “B” is from Caldwell Road to Claremont Road. Right-of-way acquisition is scheduled for 2015 and construction is scheduled for 2017 and 2018 for Segments “A” and “B.” Segment “C” from Claremont Road to NC 16 has been completed.





NC 150

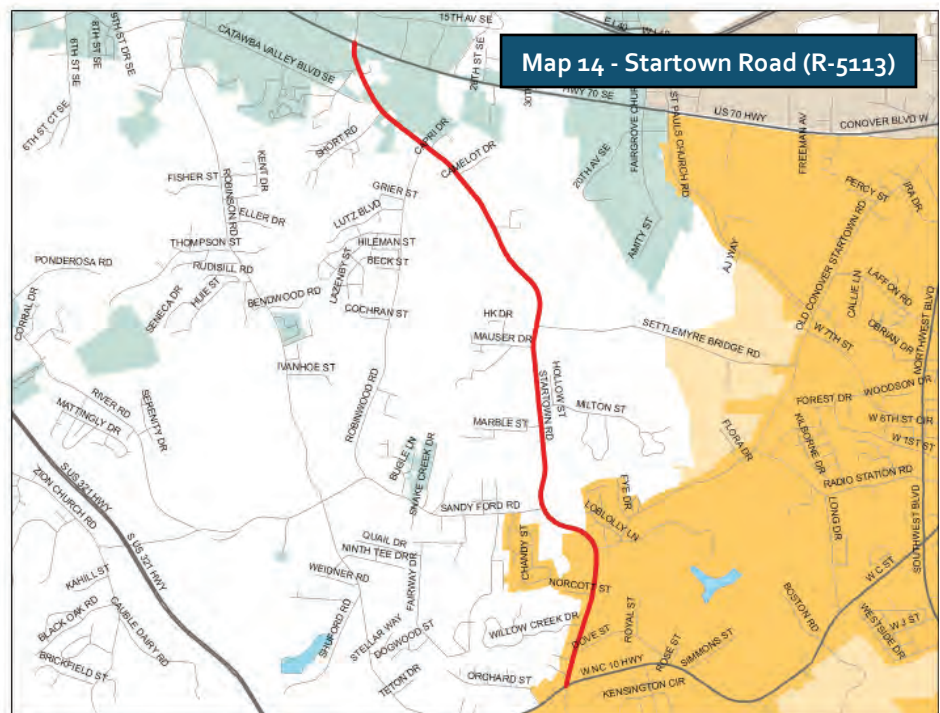
NC 150 is a major east-west route between Shelby, Lincolnton, and Mooresville (I-77). A portion of NC 150 goes through the southeast corner of Catawba County.

The STIP recommends NC 150 be widened from 2-lanes to four-lane median divided from NC 16 in Catawba County to I-77. The STIP Project is listed as R-2307 (A and B). Segment "B" is from I-77 in Mooresville to Harvel Road (SR 1902) in Catawba County. Right-of-

way acquisition for Segment "B" is scheduled for 2018 and construction is scheduled for 2019-2022. Segment "A" is from Harvel Road in Catawba County to NC 16 in Catawba County. Right-of-way acquisition for Segment "A" is scheduled to begin in 2025 and construction is scheduled post year 2025.

Startown Road (SR 1005)

This major north-south thoroughfare serves travel in the southern part of the planning area. It provides a connection to the regional commercial center off US 70 and the developments along its corridor. Except for congestion on the northern end, no traffic problem currently exists on this facility. The link with the proposed McDonald Parkway, which connects to Startown Road at US 70, will create a north-south



system providing service for travel between the southern part of planning area and the core industrial and business districts in eastern and northern Hickory. Traffic on Startown Road is expected to increase to a level that is well beyond the practical capacity of this 2-lane facility.

The STIP Project is listed as R-5113 and recommends that the section of Startown Road between NC 10 to US 70 be widened to a 4-lane divided boulevard with a grass median. Right-of-way acquisition is scheduled for 2022 with construction scheduled to begin in 2025.

Transportation Projects in the Long Range Transportation Plan (LRTP)

The Long Range Transportation Plan (LRTP) is a federally required long-term planning document that lists the transportation improvements and policies to be implemented in the GHMPO area. The plan provides an assessment of future area transportation needs, issues and recommendations, along with future transportation investment recommendations. The LRTP is updated every four years and covers a 25-year time-span.

Burris Road and Extensions (SR 1746)

This 2-lane road serves the industrial area in eastern Newton. Currently, this facility terminates at Travis Road (SR 1734). Extending this facility to Heart Drive (SR 1929) will provide a much-needed connector for traveling between Newton and the City of Claremont. This connection will especially benefit local commuters by providing an efficient alternative for travel between the residential areas in Claremont and the industrial center in eastern Newton. Second, the facility will allow for future development in the area. A rural 2-lane road is recommended.

Catawba Valley Boulevard and Extension (Hickory-Newton)

Catawba Valley Boulevard is located on the south side of the Valley Hills Mall extending from Robinson Road (SR 1146) to Startown Road (SR 1005). This 5-lane facility serves major commercial and residential developments and provides a connecting service between Startown Road and Robinson Road.

The proposed extension will connect Catawba Valley Boulevard to Twentieth Street in Newton and create a major east-west facility paralleling US 70. Due to the anticipated high growth on US 70, future travel demands are expected to increase exponentially causing major congestion problems along this facility. The proposed road will also create an efficient route to link Hickory and Newton. A 4-lane divided boulevard with a grass median is recommended west of Fairgrove Church Road. East of Fairgrove Church Road, a 2-lane rural cross-section is recommended.

Cloninger Mill Road-Kool Park Road (SR 1400) and Section House Road (SR 1491)

This facility provides a major travel service for the traffic in the northeastern part of the planning area extending from NC 127 in northern Hickory to US 70-A in Conover. The northern section of Section House Road should be realigned to improve the offset intersection at Springs Road. This facility will provide an efficient route for traveling between northern Hickory and I-40 by bypassing Conover's CBD via the proposed Newton-Conover North Loop and US 70-A. Second, via the proposed Conover-Startown Road Extension and the Newton-Conover Loop, this facility will also serve as a valuable link for commuters between the residential area in northern Hickory and the major industrial centers in Conover and Newton.

Although no traffic problems currently exist, the future traffic volume is expected to more than double. To accommodate the projected traffic, it is recommended that this facility be widened to a 4-lane divided boulevard with a grass median.

Conover-Startown Road (SR 1149) and Extension

Currently, this 2-lane facility serves western Newton by providing a connection between Startown Road and US 70. The proposed extension to Section House Road will facilitate the travel between the anticipated residential growth in western Newton and the Conover West Industrial Park off of US 70, as well as other industrial centers off US 70-A in Conover. In addition, the combination of this facility with the Section House Road-Kool Park Road-Cloninger Mill Road will form a major north-south corridor serving the entire central part of the planning area. A multi-lane cross-section is recommended.

Emmanuel Church Road (SR 1732) and Extensions

This major thoroughfare provides service between NC 10 and the major industrial center in eastern Newton and Conover. Traffic problems are currently being experienced in the vicinity of the Emmanuel Church Road, McLin Creek Road and SR 1739 (Emmanuel Church Rd) juncture. High anticipated growth in the area will further deteriorate the traffic condition on Emmanuel Church Road.

Several improvements are recommended for this facility. Emmanuel Church Road should be extended westward to connect to the proposed Newton-Conover East Loop. Second, the geometry at the Emmanuel Church Road, McLin Creek Road and SR 1739 intersection should be modified by realigning SR 1739 to connect to McLin Creek Road. Finally, the section of Emmanuel Church Road between this intersection and NC 10 should be widened to multi-lanes. These improvements will maximize the efficiency of this facility, allowing it to serve future traffic at a more acceptable level. A 2-lane extension to the south connecting Emmanuel Church Road to SR 1804 (Bethnay Church Rd) is also recommended. This extension will create a continuous north-south road serving the area east of Newton and Conover.

Fairgrove Church Road and Extensions

Functioning as a major north-south facility, this project (previous STIP U-2529) will provide a major service between the southeast and the northwest sections of the planning area. As part of the loop system around Newton and Conover, Fairgrove Church Road and its extensions will provide a safe and efficient route for through and truck trips to reach other major routes in the planning area. Currently, traffic must zigzag through a number of discontinuous routes in the Newton area to reach these destinations. The southern extension of the project also will play an important role in the future growth of the City of Newton. This improvement will open up landlocked properties on the west side of the city. This facility is expected to carry a mixture of travel, mainly internal and external-internal trips.

It is recommended that Fairgrove Church Road be extended northward to Section House Road and southward to NC 10 in Newton. The extensions are recommended for a 4-lane divided boulevard with a grass median. The existing 3-lane section of Fairgrove Church Road should be widened to multi-lanes.

Keisler Road and Extension (Newton)

This 2-lane facility is located in the industrial area in eastern Newton. Currently, it is a dead-end road serving the industrial sites along its corridor. The proposed extension of this facility will create a continuous east-west facility connecting Keisler Road to US 70 on the west and SR 1731(Keisler Dairy Road) on the east. This facility will provide a connecting service for the travel between the industrial area and other major thoroughfares such as Emmanuel Church Road, NC 10 and US 70. It will also open up land in eastern Newton for development. A 2-lane cross-section is recommended for the extension.

McKay Road (SR 2014) and Extension (Newton)

This minor thoroughfare links SR 2013 (Sigmon Dairy Rd) to US 321 in the southern fringe of the planning area. The extension of this facility will connect to Smyre Farm Road (SR 1884) to create a major east-west facility serving the residential communities in southern Newton. A cross-section of two lanes is recommended for the extension.

NC 10

NC 10 is a major radial that serves the southern part of the planning area. Development along the corridor is sparse except for the section through downtown Newton where it serves a mixture of residential and commercial businesses.

The downtown Newton section has been experiencing extreme pressure created by several

factors. First, as a merged facility (NC 16 merges onto NC 10 at this section), traffic volume on this section has been heavy. The second factor is the high number of trucks that use the facility. Coupling with the poor design of the facility itself, these factors have made travel through this section of NC 10 very dangerous, especially during peak hours.

Except for the section east of NC 16, travel pressure on the rest of NC 10 is expected to increase dramatically due to high growth rate along NC 10 corridor. The completed US 321 freeway south of US 70 has relieved some pressure on NC 16, especially truck trips, which also improved the section of NC 10 through Newton. The proposed Newton-Conover Loop will further reduce the travel demand on this section by diverting trips away from NC 10 and NC 16. It is recommended that the section of NC 10 between NC 16 and US 321 Business maintain its current configuration due to impact widening would have on the existing community. On the section of NC 10 between US 321 Business and the US 321 freeway, traffic volumes are expected to exceed capacity for a 2-lane road. Widening to a cross-section of a 4-lane divided boulevard with a grass median is recommended for this section.

Newton-Conover Loop System

This recommended loop system encircles the entire Newton and Conover urban area. It facilitates travel between suburban areas by connecting the radials before they converge to both cities' Central Business Districts. Through and regional travel will certainly benefit by being able to circumvent the busy downtown areas. Most of the proposed construction of the Newton-Conover Loop System will be on new route; however, some existing local streets will also be incorporated. The recommended cross-section for the Loop is a 4-lane divided boulevard with a grass median. For the benefit of discussion, the Loop has been divided into four parts: North, East, South and West.

- **Northern Portion** - This part of the Loop extends from Twelfth Avenue Drive NE (SR 1441) to NC 16 in Conover to serve the northern part of the City of Conover. The North Loop is a part of the previous STIP Project U-2531. A portion of this loop is also a part of the North Crosstown Loop.
- **Eastern Portion** - This part of the Loop serves the eastern part of the Newton-Conover urban area from NC 16 South in Newton to NC 16 North in Conover. This facility will remove a considerable amount of through and truck traffic from the downtowns of both Newton and Conover, which will reduce the travel demand on the road system in these areas. The Loop is particularly important to the City of Newton because it opens up the landlocked properties on the eastern part of the City for new development. It also provides the only major entrance to the City from I-40. This portion has been completed.
- **Southern Portion** - This part of the Loop is included in TIP Project U-3450 and extends from NC 16 South to NC 10 in southern Newton. It comprises two new location sections and two

existing sections of East “P” Street and East “P” Street Extension between NC 16 and Saint James Church Road. The Newton-Conover South Loop serves traffic that enters the Newton-Conover area from the south, connecting them to the East and West Loop. This facility also provides access service for the projected developments in southern Newton especially the industrial area between US 321 and Saint James Church Road. The Newton-Conover South Loop was previously programmed as STIP Project U-3450.

- **Western Portion** - This part of the Loop extends from NC 10 in Newton to the proposed Newton-Conover North Loop. It consists of three sections: 1) NC 10 in Newton to Fairgrove Church Road; 2) Fairgrove Church Road itself; and 3) the extension from Fairgrove Church Road to the North Loop. This project is part of the previous STIP Project U-2529.

North Crosstown Loop

Currently, Highland Avenue is the only major continuous east-west thoroughfare serving the northern Hickory-Newton-Conover planning area. The rapid growth in housing and employment and the high demand for inter-city travel between Hickory, Newton and Conover will cause a dramatic deterioration in travel service on this corridor. The Northern Crosstown is proposed to provide travel relief for Highland Avenue and to open up the land in the northern planning area for new development.

The eastern extension from Twelfth Avenue Drive NE is also the northern part of the proposed Newton-Conover Loop. The linkage of Northern Corridor, the Newton-Conover Loop, the proposed Southern Corridor and 33rd Street in Long View will form a loop for the entire planning area. This system will provide a safe and efficient alternative route to serve suburban travel as well as the inter-city travel.

The recommended Northern Crosstown consists of three parts. The first part is the widening of Twelfth Avenue Drive NE (SR 1441) to a 4-lane divided boulevard with a grass median. The other two parts consist of the extensions from Twelfth Avenue Drive NE. The east extension terminates at NC 16 in Conover and the west extension terminates at NC 127 in Hickory. The recommended cross-section for the extensions is also a 4-lane divided boulevard with a grass median. The Northern Crosstown was programmed previously STIP project U-2531.

Southern Corridor

Currently, NC 10 is the only major thoroughfare that serves the southern part of Hickory and Newton. This 2-lane highway mostly provides for travel to and from the City of Newton. The Southern Corridor has been proposed to serve the area between the NC 10 and US 70/ I-40 corridors connecting four future growth areas in the region -- western Newton, River Road/US 321 interchange, Mountain View and southern Brookford. The link between this project, the Newton-Conover Loop, the Northern Crosstown and Hildebran-Shelby Road (SR 1206)/Costner

Road (SR 1780) would form an east-west system in the planning area. This system will facilitate the suburban travel as well as the inter-city travel between Hickory, Newton, Conover, Long View and eastern Burke County.

The recommended Southern Corridor extends from the City of Newton (NC 16 Business) on the east to Exit 119 of I-40 in Burke County on the west. The corridor consists of the widening of Settlemyre Bridge Road (SR 1165), River Road at the US 321 South interchange, Bethel Church Road (SR 1176) and Hildebran-Shelby Road (SR 1206)/Costner Road (SR 1780). Between these roads are the new location segments. The recommended cross-section for this project is a 4-lane divided boulevard with a grass median. The Southern Corridor is needed to serve the future travel in the southern part of the planning area. The Southern Corridor was programmed previously STIP Project U-2532.

Public Transportation

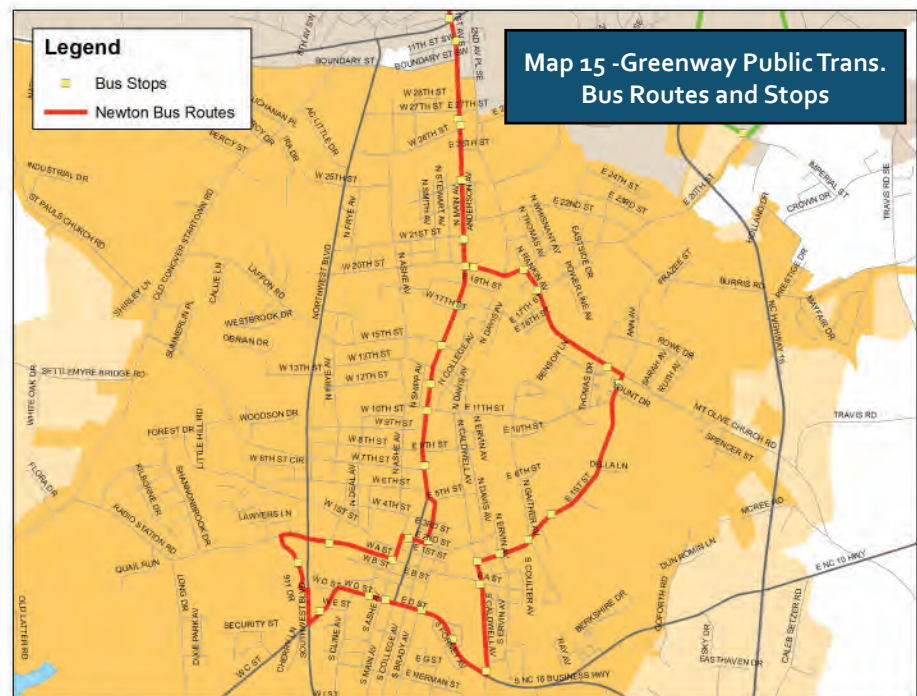
Western Piedmont Regional Transit Authority

The Western Piedmont Regional Transit Authority, operating as Greenway Public Transportation, provides van service to residents of Alexander, Burke, Caldwell and Catawba Counties, and bus service to residents in the cities of Conover, Hickory, and Newton. With its creation on July 1, 2008, the Western Piedmont Regional Transit Authority officially became the first rural-urban regional transit Authority in the State of North Carolina. The City of Newton currently has 33 transit stops along 7.88 miles.

Pedestrian and Bicycling Facilities

Western Piedmont Bicycle Plan

The Western Piedmont Bicycle Plan (WPBP) is intended to improve safety, access and mobility for cyclists by developing a network of designated routes that connect municipalities and other major destinations in the region. The WPBP will identify needed improvements to existing roadways, prioritize the



improvements and develop a signage plan to mark the identified routes. Currently there are three routes identified that intersect the city limits of Newton that will be highlighted in the WPBP.

Bicycle Facilities

The only designated bicycle facility currently in Newton is the Heritage Trail Greenway. Newton also does not have designated bike lanes in the city limits. During the public workshops for this plan suggested adding designated bicycle lanes on several streets throughout the city.

Greenways

The Catawba Valley Heritage Alliance has proposed a greenway loop around Newton. The trail, which is called the Heritage Trail will allow the opportunity for cyclists and pedestrians to travel on a system of trails and greenways that would be off limits to motorized vehicles. The portion of the Heritage Trail through the southwest area has been adopted as the Catawba County Section of Carolina Thread Trail.

Carolina Thread Trail “Route M” coincides with the Heritage Trail Greenway through Newton and also links Newton to Maiden and Conover with greenways. The Newton Recreation Commission supports the Carolina Thread Trail and to that end recommends developing the Heritage Trail Greenway Phase III (from Highway 10 to Southside Park) as soon as funding can be obtained.

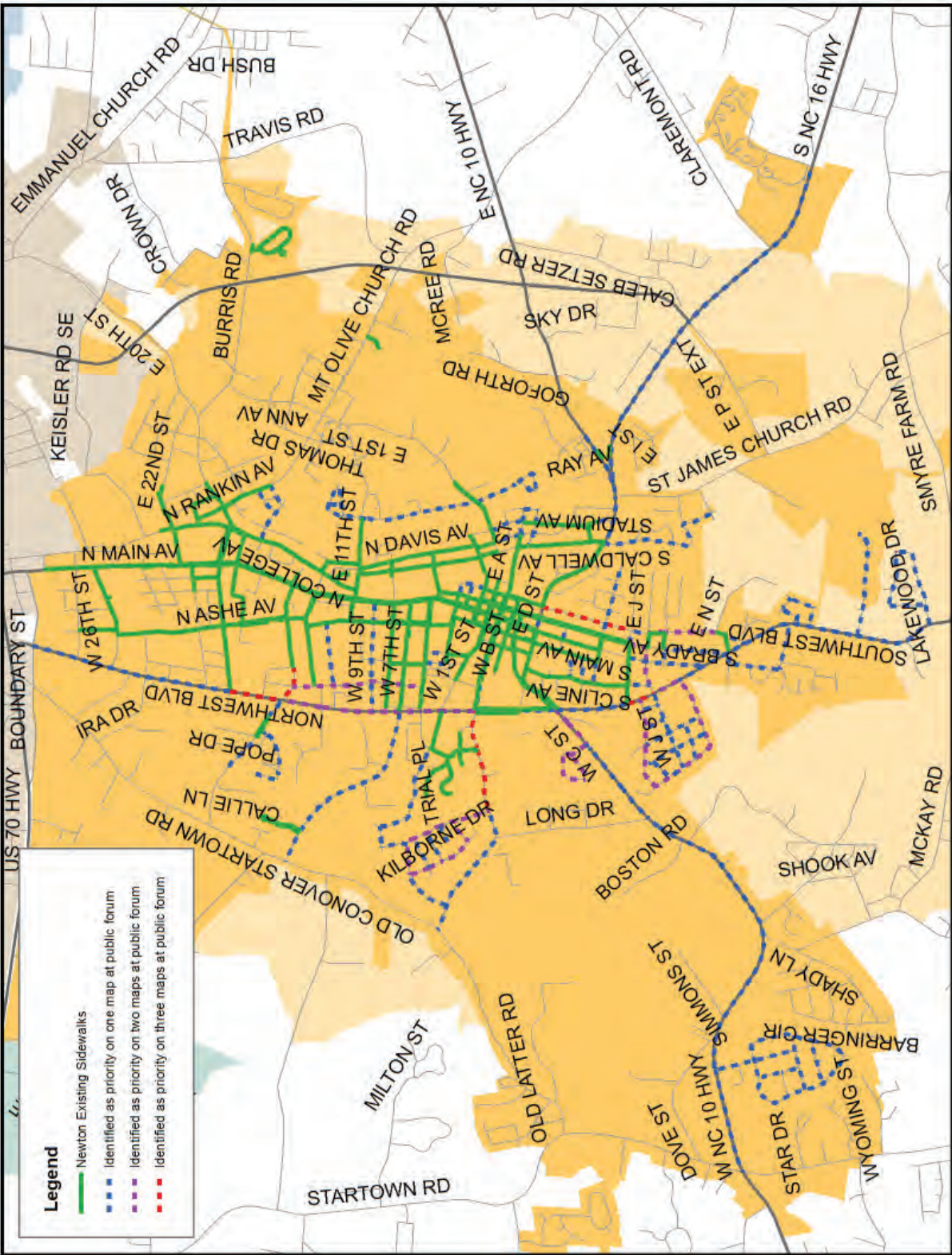
The Recreation Commission also supports the Heritage Alliance’s efforts to create a historic walking tour downtown. The College Street and Main Avenue parts of the walking tour also coincide with Carolina Thread Trail Route M.

Catawba County’s Eat Smart Move More program also designed a one-mile and a two-mile walking loop that starts and ends at Yount Park and uses College Street and Main Avenue. The Parks and Recreation Department intends to help promote these downtown loops and the historic walking tour, build the Heritage Trail Phase III, and further in the future, help build the rest of the Thread Trail route towards Conover and Maiden, and develop a larger network of greenway.

Sidewalks

The majority of existing sidewalks in Newton are located in the core area of the city. This area contains over 25 miles of sidewalks. Notable locations without sidewalks within the core area include the majority of US 321 Business and NC 10/16 west of South Caldwell Avenue. In the southeast area of the city there are sidewalks along South Brady Avenue in front of the Agriculture Center and in the east side of the city sidewalks exists along East 11th Street and in the Mayfair Subdivision.

Map 16 - Newton Existing and Potential Sidewalks



Transportation Action Items

Project Prioritization Process

- Work with the MPO to select the best candidate projects for NCDOT's Project Prioritization Process to be included in the STIP.

Highway Projects

- Investigate the feasibility of changing Newton's one-way street system back to two-way traffic in the downtown area.
- Complete street condition analysis and establish a priority list for paving or other improvements.
- Complete the City's wayfinding project with welcome signs and landscaping.
- Identify roads that are critical to mitigating traffic congestion and creating links to existing and future arteries in the region.

Public Transportation

- Add new transit stop on Northwest Boulevard near West 20th Street to provide access to the Walmart Neighborhood Market.

Bicycle

- Add bicycle lanes to the following street:
 - S Cline Avenue (West J Street to West D Street)
 - S Main Avenue/N Main Avenue (Southwest Blvd. to Conover City Limits)
 - S College Avenue (Southwest Blvd. to N Main Avenue)
 - S Brady/North Brady (Southwest Blvd. to E 4th Street to N College Avenue)
 - E 20th Street/Rankin Avenue (N Main Avenue to E NC 10)
 - NC 10/NC 16 Business (S Brady Avenue to Newton City Limits)

Greenway

- Continue the Greenway from NC 10 to Southside Park.
- Continue the Greenway south of Radio Station Road along West A Street and continue downtown to tie into the existing sidewalk system.
- Apply to NCDOT Bicycle and Pedestrian Planning Grant Initiative for funding assistance for a Pedestrian Plan.

Sidewalks

- Update existing sidewalk plan to include:
 - Complete sidewalk condition analysis and establish a revised priority list of sidewalk repairs and replacement.
 - Complete new sidewalk construction priority list.
- Apply for Surface Transportation Program – Direct Attributable (STP-DA) and Transportation Alternative (TA) funds through the MPO to supplement the construction of prioritized sidewalks needs.



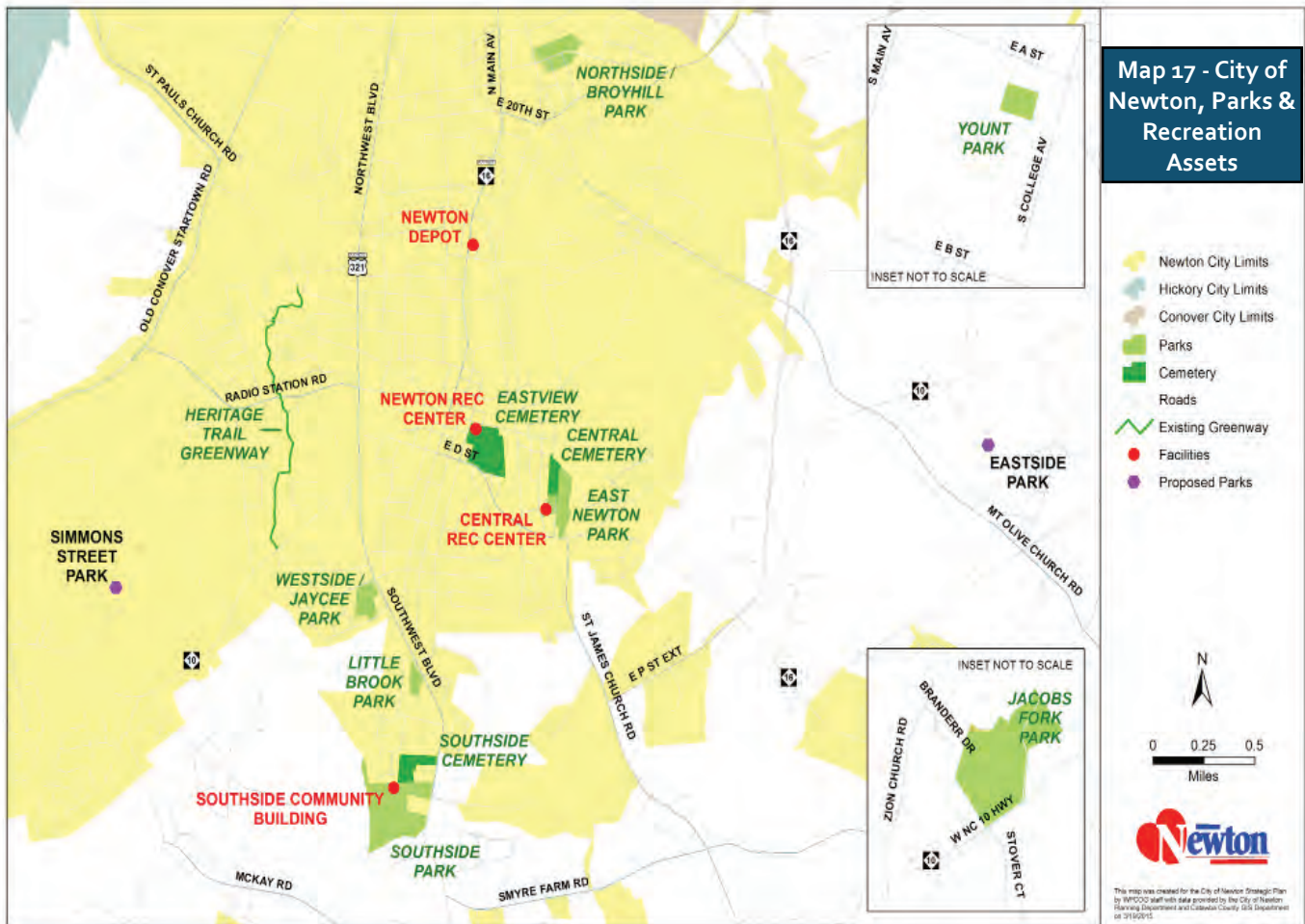
Parks and Recreation



Parks and Recreation

Overview

The Parks and Recreation Department is responsible for six parks, four community buildings and three cemeteries (Map 17). From the north to the south the department's facilities are:



- **Northside/Broyhill Park** - 602 East 22nd St. This 12-acre park contains youth baseball and soccer fields, a lighted softball field, two lit tennis courts, a basketball court, a playground, a walking trail and two horseshoe pits.
- **Newton Depot** - 1123 North Main Ave. Like every other facility for which the Recreation Department is responsible, the former train depot is available to rent for private parties. It has a kitchen and can seat 60 people. In the near future the Depot will have an outdoor train exhibit. At their 2014 Strategic Planning session Council stated a desire to create a strategy to attract tourists to the Depot.

Newton Depot Exterior



Newton Depot Interior



- **Yount Park** - 29 East A St. Yount Park is a downtown “pocket park” across from the Catawba County History Museum.

Yount Park, Downtown Newton



- **Newton Recreation Center** - 23 South Brady Ave. The Newton Recreation Center is the Department’s headquarters and has the most amenities of all the sites: a gym for basketball and volleyball, an indoor walking track, a fitness room, two classrooms and a multi-purpose room. The swimming pool is on site and the Eastview Cemetery is adjacent.
- **Central Recreation Center** - 304 South Ervin Ave. This site is also known as the former “Central High School.” The gymnasium is still in use, but the classroom buildings behind the gym need renovation. East Newton Park and Central Cemetery are adjacent to this site. East Newton Park has a ballfield, a lighted basketball court and a playground.
- **Westside/Jaycee Park** - 1020 Southwest Blvd. This 9-acre park has four lighted tennis courts, a lighted ballfield, a playground, a walking trail, four horseshoe pits and a basketball court.

- **Little Brook Park** - 1330 Southwest Blvd. Little Brook Park is a 1/2-acre park with picnic tables bordering a stream.
- **Southside Park** - 1775 Southwest Blvd. This 27-acre park behind the National Guard Armory has a large open area, a one-mile walking trail, an amphitheater, two sand volleyball courts and two horseshoe pits. The Southside Community Building with meeting space for 90 and the Southside Cemetery are located within this park.
- **Jacob Fork Park** - 3730 NC Highway 10. Jacob Fork Park is the City's largest and newest park and the focus of many proposed recreation projects. The 100-acre park has a newly-opened 2.5-mile mountain bike/hiking trail known as The Woodland Loop Trail, a bicycle pump track, two softball fields and a canoe launch.
- **Heritage Trail Greenway** - The department also maintains 1.5 miles of greenway that runs from West 7th Street to Highway 10 West.

Jacob Fork Woodland Loop



Participation Rates

The Parks and Recreation Department collects participation statistics that can be grouped into four categories: tournaments/special events, swimming, league sports and classes.

Tournaments and special events attract the highest numbers of participants. Often these participants and spectators are from out-of-town, so on event days the Recreation Department's impact to the local economy is significant. Table 4.

Table 4	
Tournaments & Special Events Participation Rates FY13-14	
Activity	Participants
Cross-Country Meets Combined	1,125
United Way Track Meet	1,000
Soldiers Reunion 5K	455
Greater Smokey Mtn Basketball Shootout	408
Motorcycle, Truck, Car Show	220
Time to Remember Luminary Display	200
Spooktacular Costume Contest	200
Take-A-Kid Fishing Day	190
Soldiers Reunion 30-60-100 Bike Ride	125
Carolina Select Volleyball	125
Western Youth Midget Girls Basketball	85
Soldiers Reunion Senior Citizens Dance	75
Citywide Yard Sale	60
Arbor Day Tree Planting	55
City Employee Bowling Tournament	55
Catawba County Football Physicals	50
Basketball Skills Clinic	50
Youth Football Camp	30
Soldiers Reunion Pet Mania	30
Other, Combined	69
Total	4,199

Table 5

Swimming Pool Participation Rates FY13-14

Activity	Participants
Public Swim	1,760
Daycamps	831
July 4th Pool Party	60
Water Aerobics	27
Swimming Lessons	21
Total	2,699

The swimming pool hosts open swim (with 1,760 participants last summer), daycamps (831 participants), a July 4th pool party, water aerobics and swimming lessons.

Table 5.

Recreational league sports contribute a smaller numbers of participants than tournaments and swimming activities, but numbers of participants in season-long team sports are meaningful. Low-income Newton households that cannot afford to

join travel leagues depend on the Recreation Department's sports leagues. The most popular sport is soccer with 405 adult and 340 youth participants. Girls' volleyball is the next-most-popular sport, followed by basketball, football and baseball-in that order. Recreation Director Sandra Waters says that soccer and girls volleyball are gaining popularity and that new sports pickleball and lacrosse are also in demand. In the fall of 2015 the Department will organize a pickleball league for the first time. (Pickleball is a sport played with a hard paddle and a whiffleball on an indoor or outdoor court half the size of a regular tennis court.) Games will be held in the Newton Recreation Center. A lacrosse league will be offered later if the Department can build a regulation-size soccer/lacrosse field at Jacob Fork Park. Table 6.

The Recreation Department offers classes independently and in cooperation with the Catawba County Council on Aging and Catawba Valley Community College. Class participation rates are shown in Table 7 on page 98.

The Department also tracks free-play participants. For example, 1,000 people played pick-up basketball, 125 participated in volleyball free-play and 1,021 used the fitness room in the Newton Recreation Center in the 2014 fiscal year. Two-hundred twenty-six people attended senior citizens dances hosted by the Recreation Department over the course of that year.

Table 6

League Sports Participation Rates FY13-14

Activity	Participants
Youth Soccer	405
Adult Soccer	340
Girls Volleyball	224
Basketball	176
Football	84
Baseball	68
Softball	0
Total	1,297

During the March 19 public input session a City Council member supported the notion that Newton's parks are heavily used-especially by low-income families, cross-country runners and sand volleyball players in his observation.

Table 7

Class Participation Rates FY13-14	
Activity	Participants
<u>Co-Host with Council on Aging</u>	
Senior Citizen Holiday Breakfast	145
Senior Citizen Flu Shots	138
AARP Driver Safety Program	40
Senior Citizen Yoga	20
<u>Co-Host with CVCC</u>	
Quilting: Back to Basics	15
Quilting: Back to Basics Workshop	15
Oil & Acrylic Painting	14
Needle Fun	12
Needle Fun Workshop	12
Line Dancing	12
Decorative Duck Carving	12
Stained Glass: Beginning	11
Intermediate Shag	10
Beginners Wreath Making	10
<u>Recreation Dept Classes</u>	
Americanized Karate	30
Rook Club	12
Total	508

Near-Term Plans: New Facilities

Past and future participation rates, demographic trends, public input and funding levels influence the Newton Recreation Commission's recent recommendations for new recreational facilities. The Recreation Commission recently presented a project wish list to City Council, partly inspired by the \$1.2 million immediately available in the Sue Jones Estate fund. Highlights of the Recreation Commission's project list include:

-
- **New Playground Equipment at Four parks** - Southside, Westside/Jaycee, Central and Jacob Fork need “tot lots” or little playgrounds for the three-to-five year old age group. This supports the demographic data examined in the Economic Development chapter of this plan because the under-five age group is a growing cohort in Newton.
 - **Splash Pad/Spray Ground** - A splash pad (shallow wading pool with fountains or public foundations to play in) has been a popular idea for more than two years, recommended by the Recreation Committee, voted on during Council’s 2014 Strategic Planning session, and also receiving a mention and a vote during this plan’s public input session. The splash pad could be located within the streetscape downtown or at the Newton Recreation Center’s swimming pool and there are advantages at either location. During the March 19, 2015 public input session on recreation, one citizen suggested covering the outdoor pool so that it could be used year-round.
 - **New Central Recreation Facility** - In 2012 the City conducted a “Building Space and Reuse Study” for Central High School and the majority of citizen participants wanted to convert the former classroom buildings into banquet space. The space could be used for Senior Citizen’s dances and a Senior Citizen Center. The draft 2014 Strategic Plan recommends “developing activities/programs for the senior adult population including, but not limited to, the creation of a senior center.” Currently senior citizens’ dances are very popular, with 226 participants last year. The over-55 population cohort is growing and will continue to grow in the future, according to this plan’s demographic report.
 - **Light Two Existing Ballfields** - This recommendation comes from the Jacob Fork Master Plan that both the Recreation Commission and Parks and Recreation Department adhere to and try to implement. The committee continually works towards completing Phases II and III of the Jacob Fork Master Plan and Town Council voiced support for their efforts during the 2014 Strategic Planning Session. A City Council member during the March 19, 2015 public input meeting stated his opinion that lit ballfields would augment Newton’s ability to host tournaments and special events and would be a good return on investment.
 - **Shelters** - The Commission recommends constructing two small and one large shelter with amenities at Jacob Fork Park. This recommendation also comes from the Jacob Fork Master Plan.
 - **Disc Golf Course** - A disc golf course at Jacob Fork is both a Recreation Commission and a Jacob Fork Master Plan recommendation.
 - **Flow Track/Exercise Trail** - A flow track or exercise trail for mountain bikes is another recommendation from the Jacob Fork Master Plan that the Recreation Commission endorses.
 - **Regulation-size Soccer Field** - This recommendation was part of the Jacob Fork Master Plan, but it has recently become more significant as the number of participants in Newton’s

soccer league and the Hispanic and low-income populations increase. Newton will also be able to offer lacrosse as a league sport if the City has a regulation-size soccer field.

- **Dog Park** - The City should build a dog park on a 1-2 acre reservation. This idea was voted on during the March 5, 2015 public input session and at Council's 2014 Strategic Plan session. At one point the City investigated locating a dog park at the former Carolina Mills property, but the project did not gain traction, partly because of a large undevelopable railroad right-of-way at this site.
- **Outdoor Stage** - The Recreation Committee submitted a recommendation to Council for a portable stage at Yount Park with an estimated cost of \$3,500 to \$10,000. Participants at this plan's public input session also wanted an outdoor stage anywhere within the streetscape or downtown but did not specify if they preferred a permanent or portable structure.
- **New Gym Facility** - Due to gym usage and overcrowded program participation, a new gym facility is needed, but there is no recommendation to size, location or cost at this time.

The Recreation Committee's full project list and cost estimates are shown in Appendix 5(a). Other recommendations that were recently put forward (during the March 19, 2015 public input meeting) concerned marketing Newton's downtown as a destination. The City's wayfinding system should point to parks as well as downtown restaurants and other nearby attractions.

Near-Term Plans: Maintenance/Repair/Planning

The Sue Jones Estate fund can be used for new recreational facilities but not for maintenance or planning projects. Those types of projects will need to draw funding from the Recreation Department's operating budget or other sources. Currently all tennis courts need resurfacing and the maintenance division needs new headquarters with offices and indoor and outdoor storage space, and the Department may make budget requests for those purposes within the next couple of years.

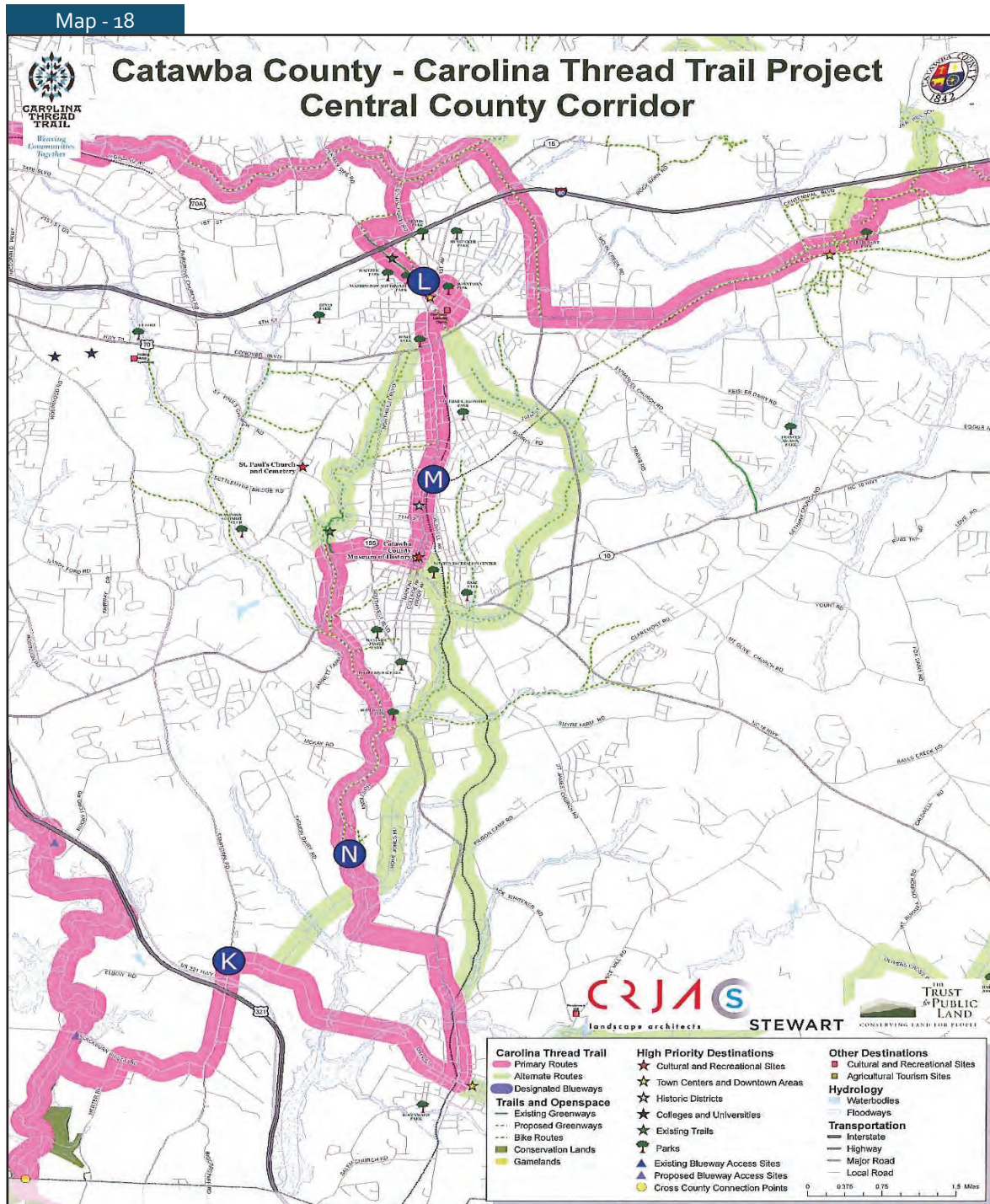
The Department looks to request \$30,000 in Fiscal Year 2016 to hire a consultant to create a city-wide parks and recreation master plan. The master plan will enable Newton to be more competitive for PARTF grant funding and will replace a fourteen-year-old former plan.

Long-Term Plans

Because the last city-wide plan was written in 2001, many of its recommendations are no longer valid, except the recommendations to build new parks at City Lake and on the east side near Highways 10 and 16. These parks have not yet been established nor further planned because the population growth that was anticipated in 2001 did not occur. If Newton's population grows again the City will begin planning for these new parks.

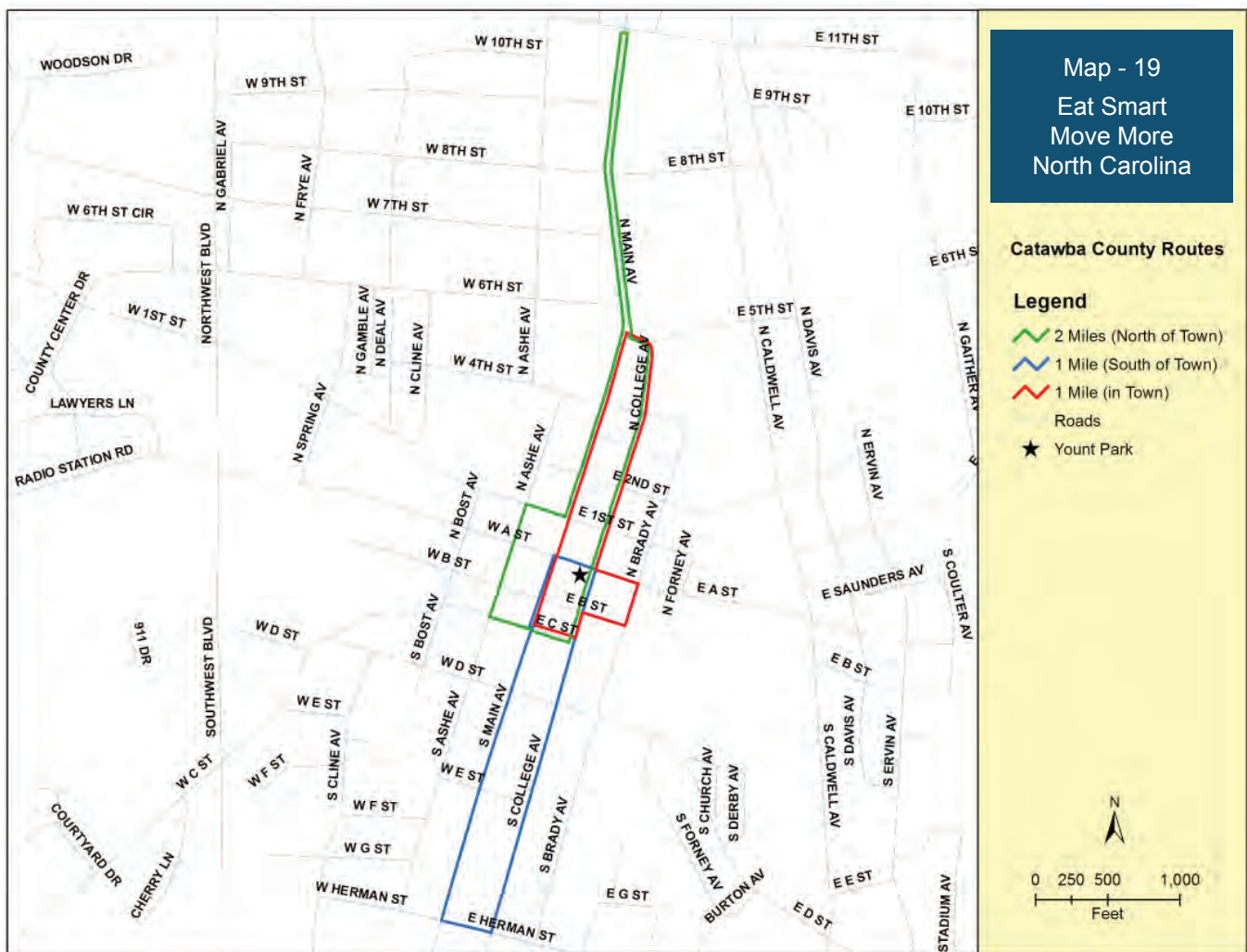
Greenways and Walking Routes

The Carolina Thread Trail created a greenway master plan for Catawba County and its municipalities. Carolina Thread Trail “Route M” (Map 18) coincides with the Heritage Trail Greenway through the center of Newton and also links Newton to Maiden and Conover with



greenways. The Newton Recreation Commission supports the Carolina Thread Trail and to that end recommends developing the Heritage Trail Greenway Phase III (from Highway 10 to Southside Park) as soon as funding can be procured. The preliminary cost estimate is \$400,000 to \$450,000.

The Recreation Commission also supports the Heritage Alliance's efforts to create a historic walking tour downtown. The College Street and Main Avenue parts of the walking tour coincide with Carolina Thread Trail Route M. Catawba County's Eat Smart Move More program designed a one-mile and a two-mile walking loop (Map 19) that starts and ends at Yount Park and uses College Street and Main Avenue (much like the Heritage Alliance's historic walking tour route). The Parks and Recreation Department intends to help promote these downtown routes, build the Heritage Trail Phase III, and further in the future, help build the rest of the Thread Trail routes towards Conover and Maiden to create a wider greenway network.



Parks and Recreation Action Items

New Park Features or Facilities

- Use Sue Jones Estate funds.
 - New playground equipment (Southside, Westside/Jaycee, Central and Jacob Fork)
 - New central recreation facility
 - Splash pad
 - Lighting at ballfields at Jacob Fork
 - Disc golf course
 - Flow track or exercise trail at Jacob Fork
 - Regulation size soccer field
 - Dog park
 - Outdoor stage
 - New Gym Facility
 - Columbarium or mausoleum
 - Community garden
 - Senior programming, including building a senior center

Parks and Recreation Master Plan

- Complete a city-wide Parks and Recreation Master Plan within the next 3 years.

Resurface Tennis Courts

- Broyhill Park
- Jaycee Park.

Maintenance Division

- Move to a new location with office, indoor and outdoor storage space.

Heritage Trail Phase III

- Set aside matching funds or whole project cost.
 - *recommended as a 2014 Strategic Plan item but not as a result of this study



Public Safety



Newton Public Safety

The City of Newton has a professional Police Department and Fire Department. There are 54 employees of the Police Department. The Fire Department has a total staff of 47 members. For both departments, these numbers include full-time, part-time and support personnel.

Newton Police Department

Structure of the Department

The Newton Police Department has 36 sworn full-time police officers, 2 sworn part-time police officers, 8 full-time and 8 part-time support staff positions. The department operates on the basis of five 12-hours shifts, two permanent day shifts, two permanent night shifts and one split shift that work 2:00 pm until 2:00 am doing community policing. Newton's police force does not rotate day and night shift personnel. Each road patrol shift is made up of one lieutenant, one sergeant and three patrol officers. The community policing shift consists of one lieutenant, one sergeant and two patrol officers. The City is divided into three patrol zones and one community policing zone. During each shift one patrol officer is assigned to each zone with the lieutenant and sergeant roaming the city as backup.

The community policing officers work only in their zone which is incorporated into a regular patrol zone when they are off-duty. An additional officer functions as a traffic officer responsible exclusively to traffic duties and responsibilities. The traffic officer position works various days and hours to ensure coverage for both day and night. The City of Newton has one sworn police officer for every 362 citizens. Table 8 compares Newton's officer- to-citizen ratio to other municipalities in the region.

Table 8. Municipality Police Officer-to-Citizen Ration

Municipality	Sq. Mi.	Population	Full-time Police	Ratio of Population to Full-time Police
Newton	13.128527	12983	34	382/1 officer
Hickory	29.211305	40178	116	346/1 officer
Conover	10.559901	8,188	27	303/1 officer
Lenoir	18.641422	18126	39	465/1 officer
Morganton	19.071358	16,903	62	273/1 officer
Lincolnton	8.188854	10595	30	353/1 officer
Gastonia	49.723597	72,300	177	408/1 officer

Population Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey, police data obtained from municipality websites.

Impact of Annexation

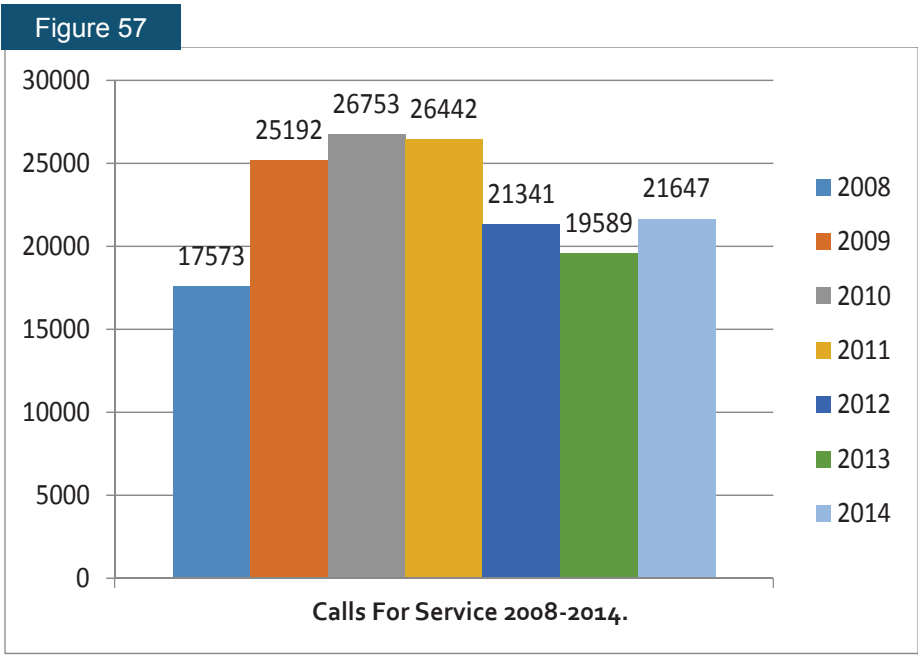
With the large annexation of the Startown community in 1988, the city limits almost doubled in size. This caused a realignment of patrol zones to include the newly annexed property and the addition of four new officers to the police department. If Newton’s infrastructure is expanded and there are new annexations into the City limits, the police force will once again need to be expanded and new facilities erected.

Community Policing

In 1991 the Newton Police Department underwent a major change in the philosophy and a paradigm shift in the organization. The department adopted the Community Oriented Policing approach to East Newton in an effort to reduce violent crime and drug activity. Four officers were selected to serve as the first community policing officers in a permanent zone for 12 hour shifts. To increase public interaction and recognition, officers involved in Community Policing increased foot patrol and used bicycle patrols. Community Policing builds a strong bond between the community and police officers. Officers have more day-to-day interaction with the community; this gives the officers an opportunity to address specific policing concerns. In 1992 the Newton Police Department applied for and received a COPS grant which allowed the department to hire four new officers to replace the four that were transferred from road patrol to community policing.

Service Calls

Figure 57 charts the number of service calls the police have received from 2008 through 2014. Since 2008 calls for service have increased 23%. In 2011 and 2012 the police department transitioned to a new computer system. The new system allows for a more accurate reporting of calls for service versus crime related calls for service. Many calls for service from the old system are now considered out of service calls. A service call is a request from a citizen for law enforcement response. Out of service calls include directing traffic during school hours, working on equipment, delivering paperwork and other similar services. This reclassification accounts for some of the decrease from 2011 to 2012 in calls for service.



Criminal Activity in Newton since 2007

Table 9 and Table 10 show criminal activity according to index crimes in Newton. These index crime categories conform to the nationally accepted Uniform Crime Reporting system (URC) and are referred to as Part I crimes. Part I crimes are considered serious in nature and/or cause injury to someone during the commission of the crime; part I crimes are sorted between crimes against property and crimes against persons. Table 9 shows the number of property related crimes reported in Newton from 2007 to 2014. Overall, most property crimes have decreased since 2007. This is very interesting because the recession began during this time period and the unemployment rate rose significantly in Catawba County. Arson is the only property crime that has increased.

Table 9. City of Newton, Property Crimes 2007 - 2014

CRIME	2007	2008	2009	2010	2011	2012	2013	2014	% Change 2007-14
Burglary	210	210	194	187	171	140	141	112	-46.67%
Residential	135	120	128	125	103	102	97	81	-40.00%
Non-Resident	47	64	38	34	43	19	16	16	-65.96%
Commercial	28	26	28	25	25	19	28	15	-46.43%
Larceny	557	507	391	417	394	304	265	286	-48.65%
Auto Theft	70	53	40	41	33	19	9	7	-90.00%
Arson	3	1	1	1	5	5	1	4	33.33%
Property Totals	840	771	626	643	603	468	416	409	-51.31%

Table 10 shows violent crimes against persons reported in Newton from 2007-2014. Some violent crimes are down but assaults have increased considerably since 2007. Murders have also increased by a dramatic percentage. There are very, very few murders that occur in Newton, so every murder has a huge impact on the percentage.

Table 10. City of Newton, Violent Crimes 2007 - 2014

CRIME	2007	2008	2009	2010	2011	2012	2013	2014	% Change 2007-14
Murder	0	1	0	0	0	0	0	2	200%
Rape	6	3	2	3	5	4	2	5	-16.67%
Robbery	19	9	15	10	7	4	11	8	-57.89%
Commercial	5	3	3	2	1	1	5	2	-60.00%
Individual	14	6	12	8	6	3	6	6	-57.14%
Assault	29	21	14	10	8	21	39	47	62.07%
Totals	54	34	31	2	20	29	52	62	14.81%

Newton Police Department Arrests

Table 11 illustrates the number of arrests made by the Newton Police from 2008 to 2014 for property crimes. Arrests have also decreased to align with the decrease in reported crimes. There are so few commercial property crimes and arsons, that any minute increase skews the percentages.

Table 11. Arrests made by Newton Police for Property Crimes

CRIME	2008	2009	2010	2011	2012	2013	2014	% Change 2008-14
Burglary	56	40	25	39	32	27	18	-67.86%
Residential	56	40	25	39	28	26	16	-71.43%
Non-Resident	0	0	0	0	0	0	0	0
Commercial	0	0	0	0	4	1	2	200%
Larceny	96	83	80	99	98	69	59	-38.54%
Auto Theft	5	1	5	5	0	1	0	-100.00%
Arson	0	0	0	1	0	0	2	200%
Property Totals	157	124	110	144	130	97	79	-49.68%

Table 12 charts the arrests made by Newton Police Department from 2008 to 2014 for violent crimes. Once again, as fewer crimes are committed, fewer arrests are made, but the percentage of arrests for violent crimes increased.

Table 12. Arrests made by Newton Police for Violent Crimes

CRIME	2007	2008	2009	2010	2011	2012	2013	2014	% Change 2008-14
Murder	0	1	0	0	3	0	0	1	0%
Rape	0	0	3	1	0	1	0	2	200.00%
Robbery	0	11	8	6	8	2	7	5	-54.55%
Commercial	0	0	0	0	0	0	0	2	200.00%
Individual	0	11	8	5	8	2	7	3	-72.73%
Assault	0	14	21	11	19	12	34	21	50.00%
Totals		26	32	18	30	15	41	29	11.54%

Criminal Activity in Newton relative to County Unemployment Rate

Figures 58-59 chart these index crimes against the Catawba County unemployment rate over the 2007-2014 time period. Figure 58 totals all the Part I Crimes, property and personal, and compares that trend to the overall unemployment rate in Catawba County over the same time period.

Figure 58. Comparison of Newton's Part I Crimes Reported with Catawba County Number of Unemployed, 2007-2014

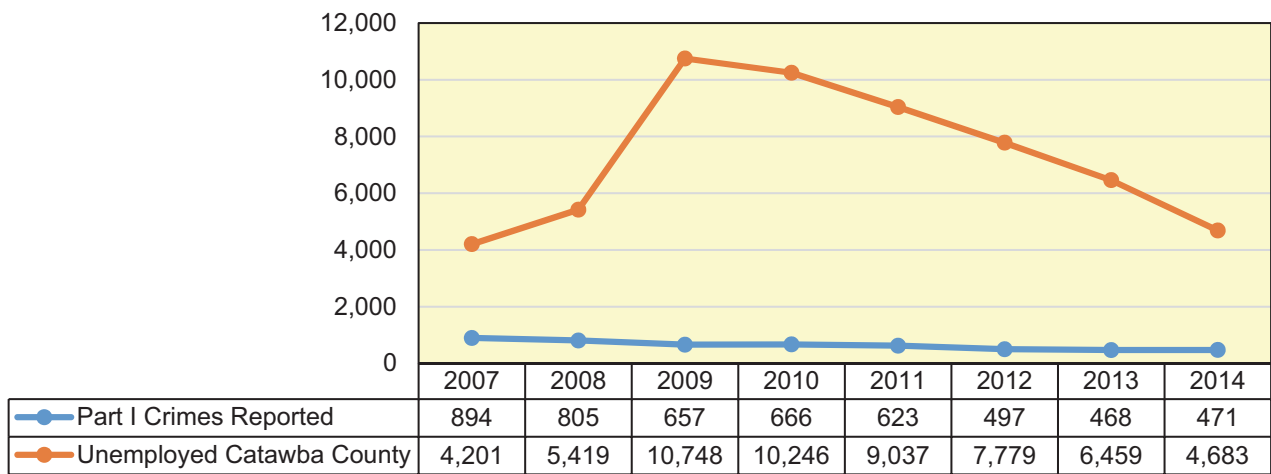


Figure 59 compares the Catawba County unemployment rate to the occurrences of rape and murder in the City of Newton.

Figure 59. Catawba County Unemployment Rate, Murder and Rape Crimes, City of Newton



Figure 60. Catawba County Unemployment Rate, Auto Theft and Arson Crimes, City of Newton

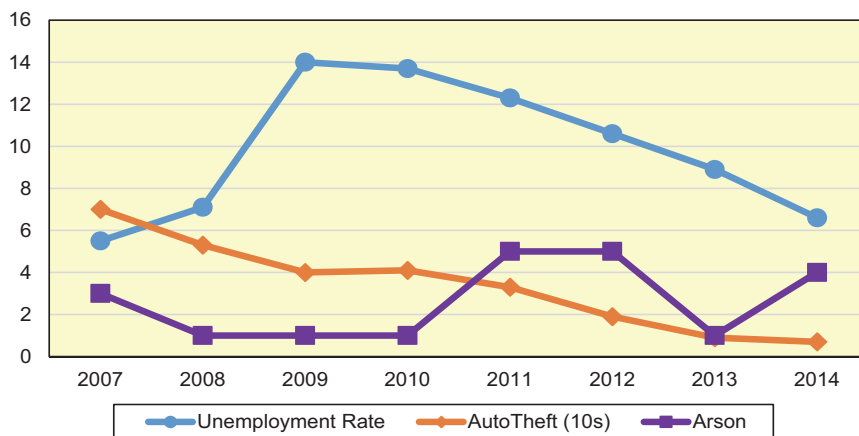


Figure 60 compares the Catawba County unemployment rate to the occurrences of auto theft and arson in the City of Newton. Occurrences of auto theft did not peak in 2009 with the unemployment rate but has continued the downward trend.

Figure 61. Catawba County Unemployment Rate, Assault and Robbery, City of Newton



Figure 61 compares the Catawba County unemployment rate to the occurrences of assaults and robberies in the City of Newton. Occurrences of robberies did peak in 2009 with the unemployment rate and has continued a similar downward trend. The number of assaults has been low but there is slight increase since the 2011 low.

Figure 62. Catawba County Unemployment Rate, Burglary and Larceny, City of Newton

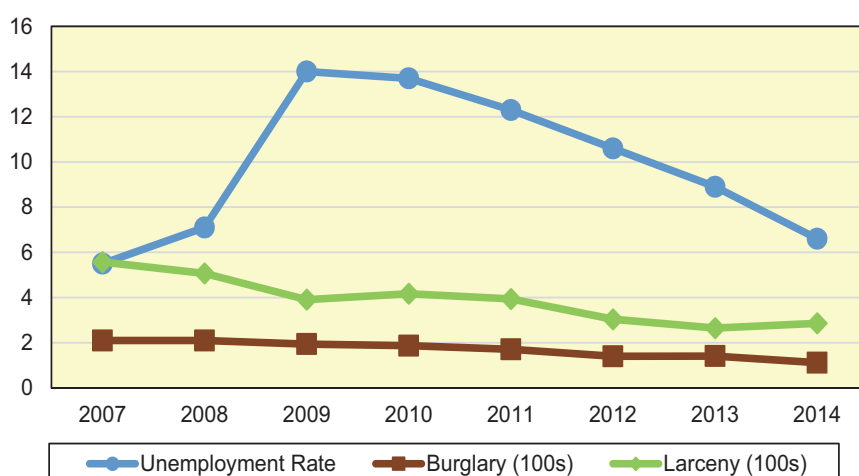
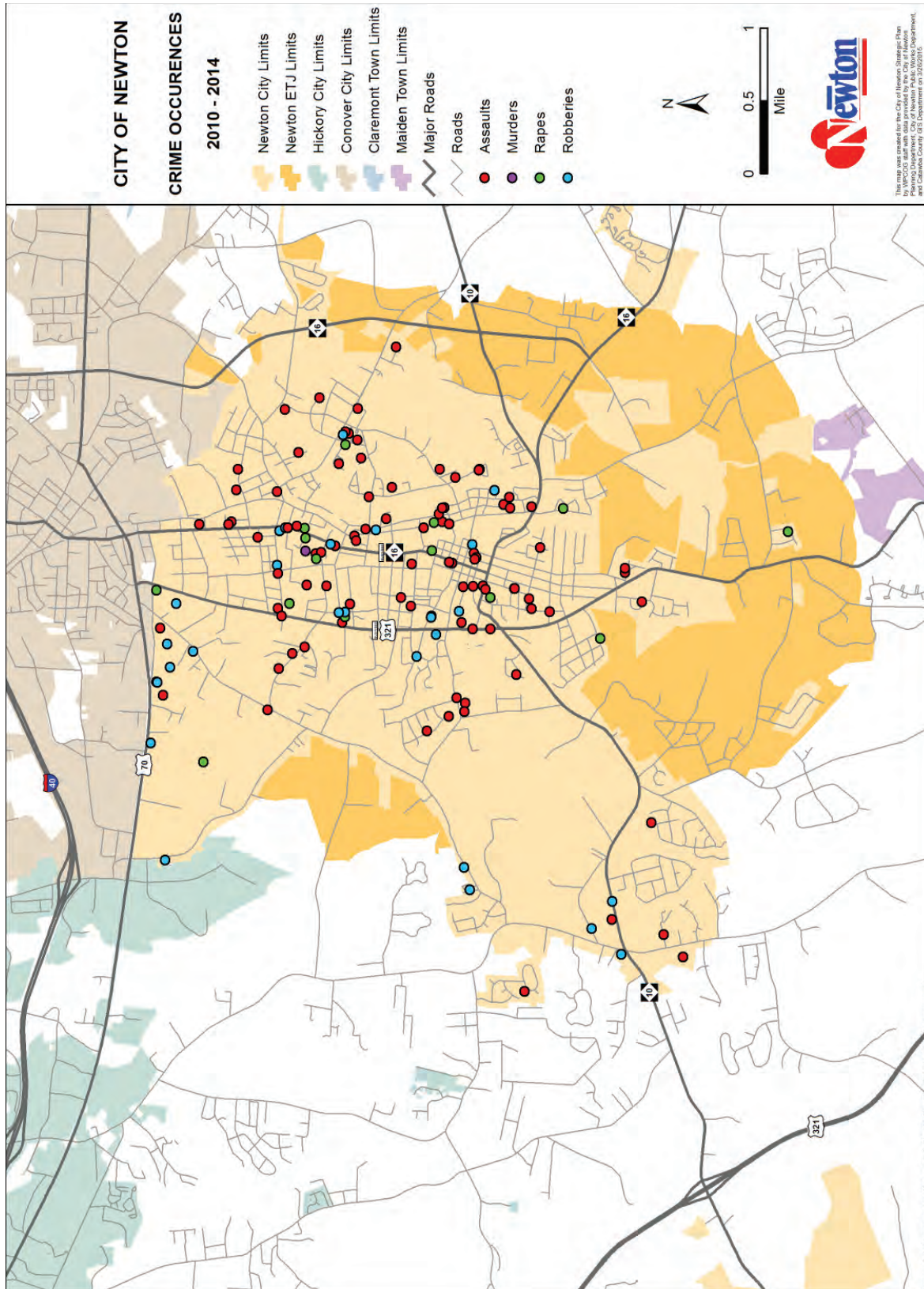
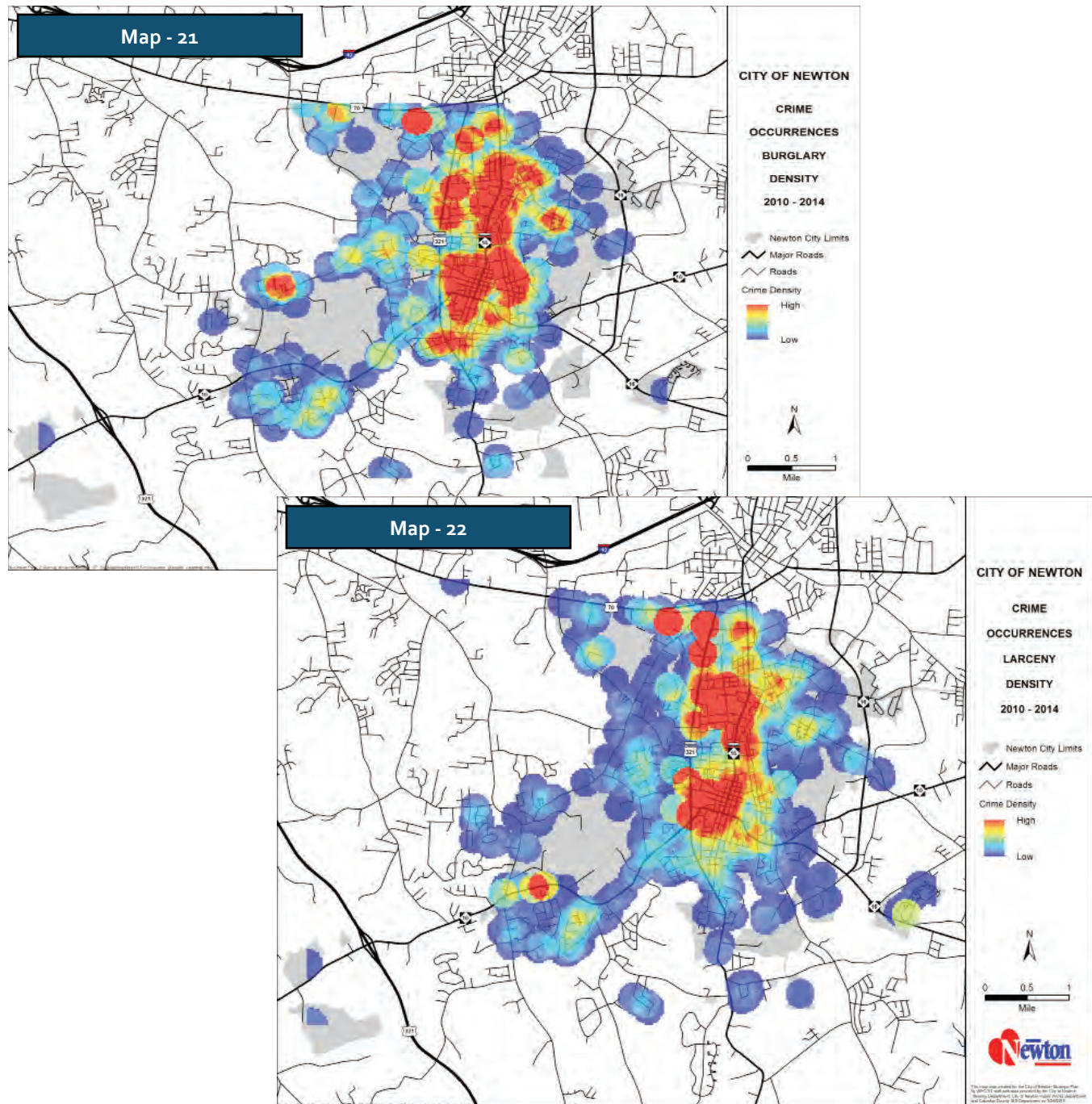
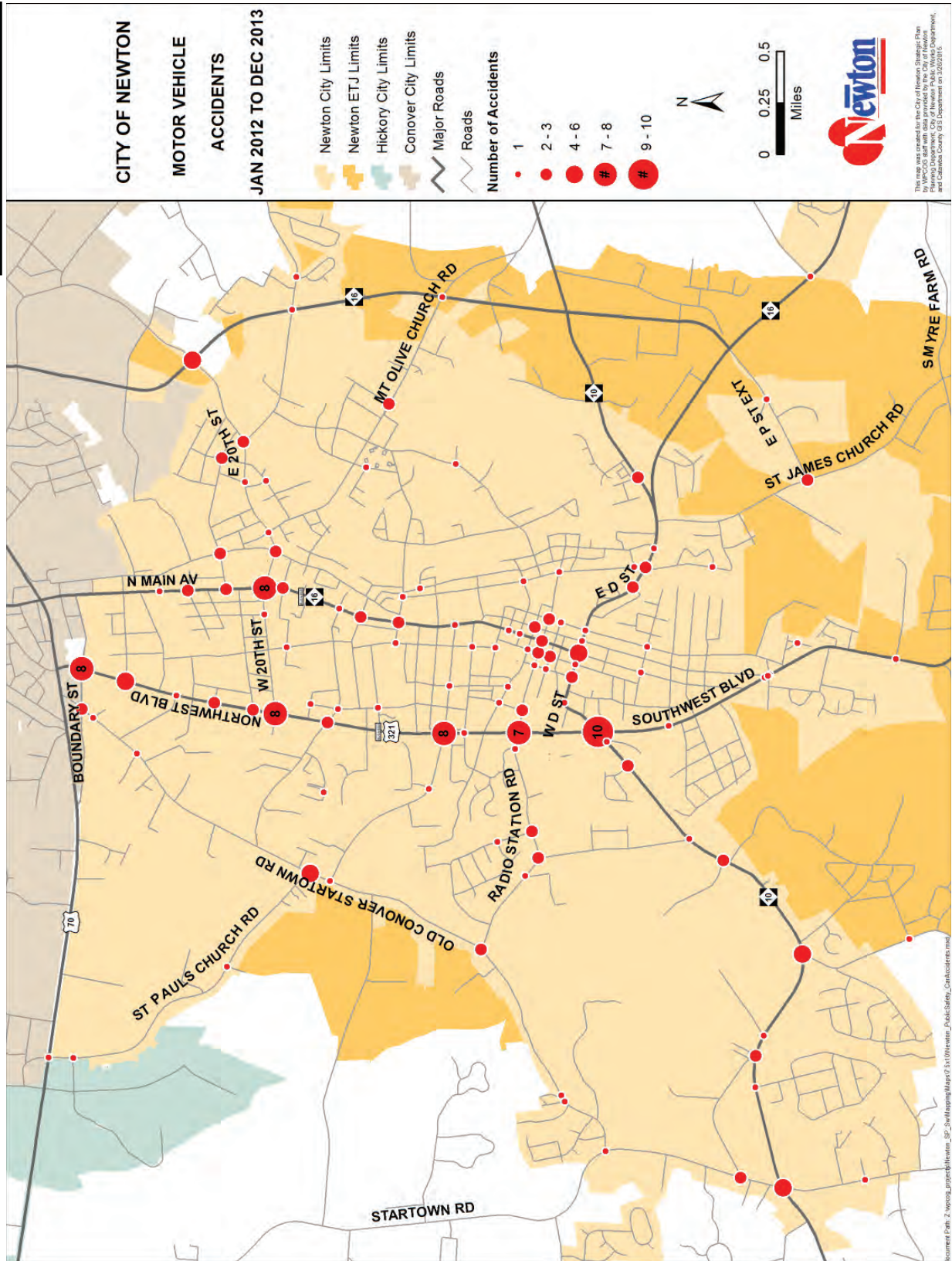


Figure 62 compares the Catawba County unemployment rate to the occurrences of burglaries and larcenies in the City of Newton. The number of both burglaries and larcenies have remained low over 2007-2014. There has even been a slight decrease since 2010.



Map 20 show the occurrences of rape, murder, and assault, by year from 2010-2014. Most of these crimes happen east of 321-B and west of NC Hwy 16. Maps 21 and 22 are density maps which highlight the areas where most larcenies and burglaries occur. It appears that burglaries are concentrated in downtown, areas immediately east of downtown and north of downtown along NC16 Business. Larcenies most often occur in downtown, west of downtown to US 321 Business and north of downtown between US 321 Business and NC 16 Business.

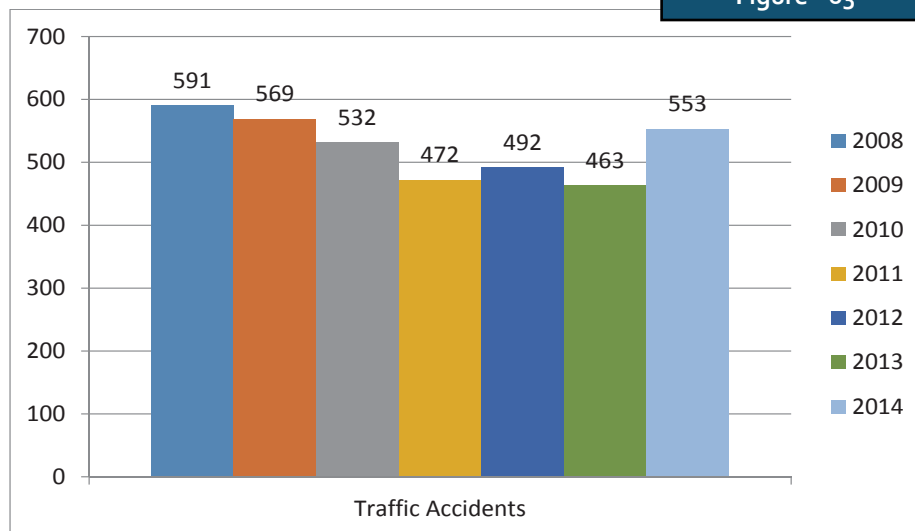




Traffic Concerns

Figure 63 shows traffic accidents in Newton from 2008 to 2014. Since 2008, traffic accidents have decreased 6.4%. Map 23 shows the distribution of traffic accidents 2012-2013. Most accidents happen along high-traffic routes, such as US 321-B (Northwest and Southwest Blvd), and Main Avenue. A concentration of accidents occurs around the downtown, as shown in Map 24. Most downtown accidents happen at the intersection of West D Street and South Main Avenue. The Police force feels the one-way streets in Newton's downtown contribute heavily to the amount of accidents.

Figure - 63

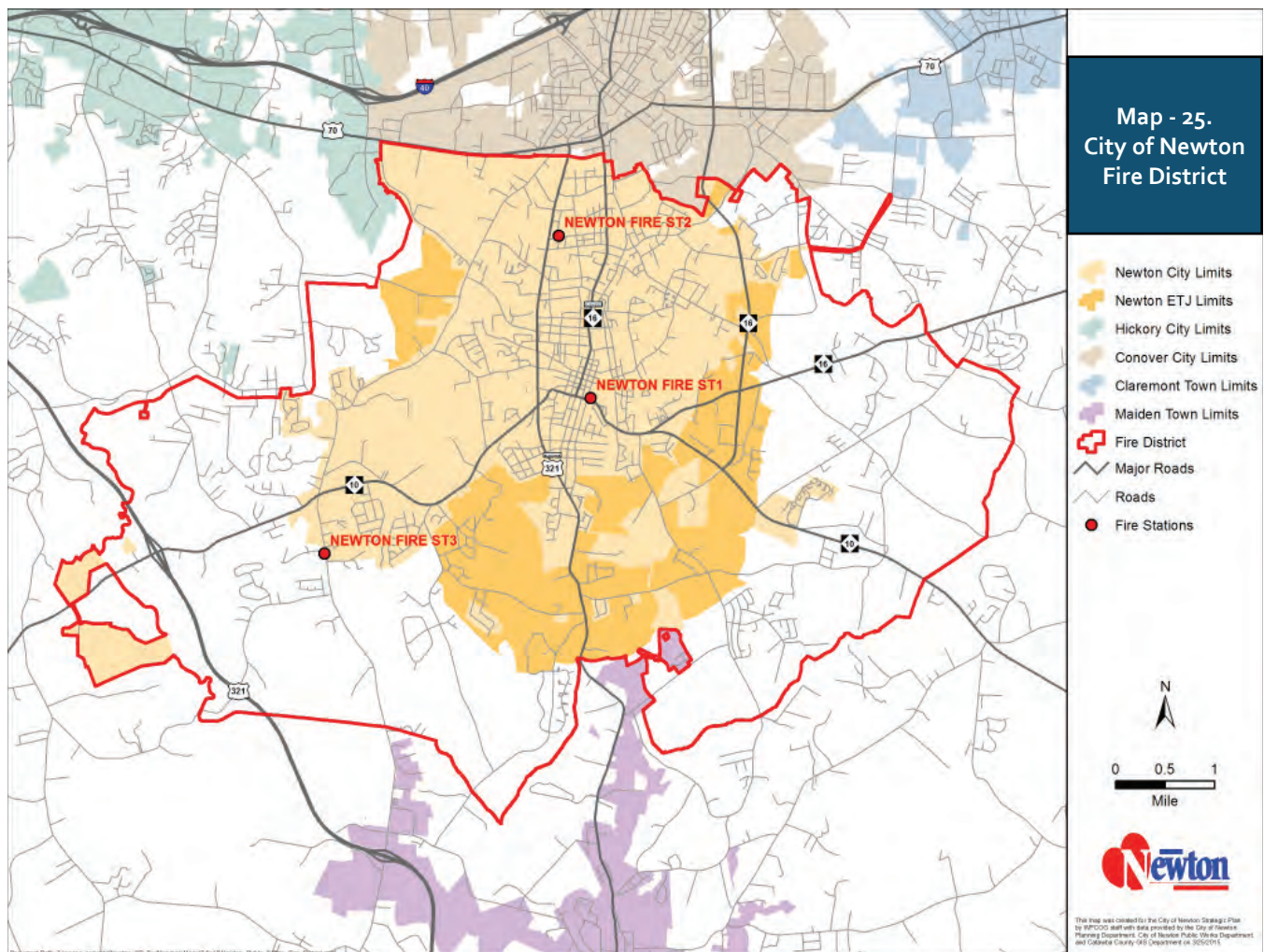


Fire Department

Structure of the Department

Newton has a professional fire department that has operated with a paid firefighting staff since 1926.

The firefighters work out of three different stations: Headquarters Station located at 119 S. Brady Avenue, Station 2, located at 560 West 21st Street, and Station 3, located at 4197 Startown Road. Map 25 shows the coverage area of Newton's Fire Department and the stations.



The Newton Fire Department is the second largest fire department in Catawba County and serves a population of 19,200 in an area of 38.3 square miles. The department protects more than just the 13 square miles of Newton; it provides fire protection for a section of Catawba County. This large geographical area of the County is in a rural setting without significant commercial or

industrial density. There is a significantly larger volume of calls from within the City limits than from the County area. In 2014, the Fire Department received 1208 call from inside the City limits compared to 226 calls from the County; only 16% of the calls were outside of Newton limits.

The Fire Department does receive limited funding from the County's fire tax on the areas outside of the City limits. The City of Newton is responsible for over \$3 million in revenue for the Fire Department, with Catawba County contributing \$438,000 for 2014.

The Fire Department employs 27 full-time, 13 part-time and 6 reserve firefighting personnel with one full-time civilian administrative assistant. This roster includes one full-time and one part-time fire inspector. Other than the inspectors and administrative assistant, the department consists of the fire chief, a deputy fire chief, a fire marshal, a fire educator, fire captains, a safety officer, apparatus engineers and firefighters. The department transitioned from a volunteer to a professional, paid department in 1998-1999. Crew members include individuals certified as Emergency Medical Technicians and Confined Space and Trench Rescuers. The City's Insurance rating is 4; only the City of Hickory has a lower fire rating in Catawba County.

The department transitioned from a volunteer to a professional, paid department in 1998-1999. Six full-time firefighters were hired the first year, and plans were made to hire 3 full-time firefighters every year until the City had three crew members at all three stations 24-hours a day. Due to budget issues, the additional full-time firefighters were not hired and this quota is still not fulfilled. Station 2 and Station 3 only have full-time staff during business hours. Six additional staff members are needed to have full-time coverage at all three stations.

Figure 64 displays the number of calls for the Fire Department from 2009-2014. Calls have increased by 80% in the last six years.

Fire department personnel respond to a variety of calls. Figure 65 shows the different types of call that have been received by the Fire Department. Service calls and medical calls dramatically outpace all other calls. The department provides many other services such as distributing smoke

Figure - 64

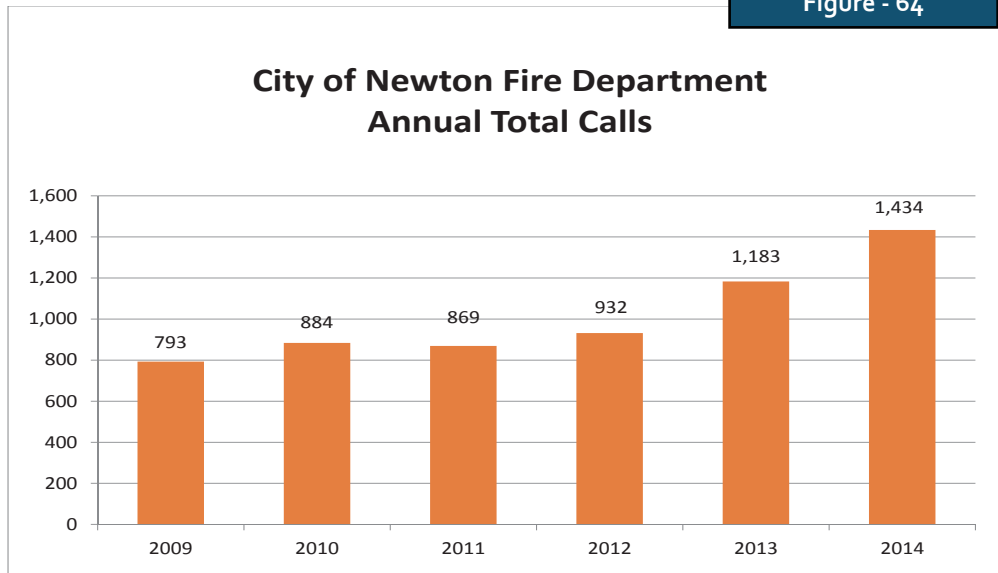
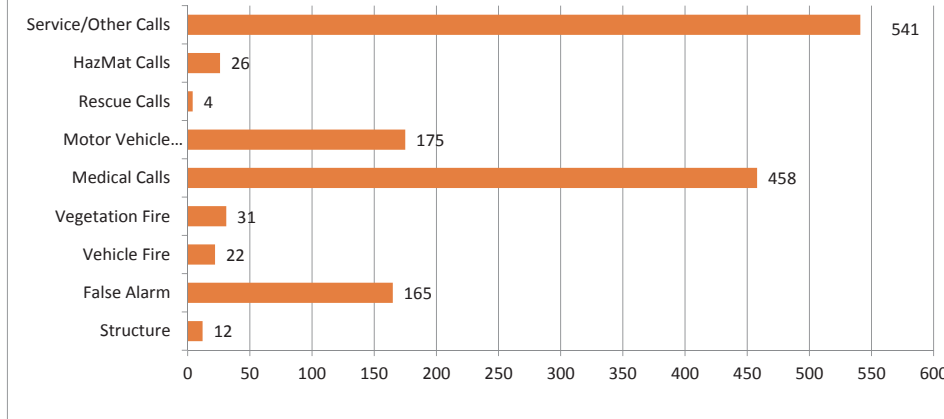


Figure - 65

City of Newton Fire Department Call Volume for 2014



detectors, smoke alarms and carbon monoxide detectors, installing car seats, issuing burn permits and completing fire inspections.

Issues Facing the Fire Department

Several challenges face the Fire Department. The biggest issue concerning fire protection is the infrastructure which serves the City's fire hydrants. To meet modern fire codes, waterlines serving fire hydrants must be at least 6" and a significant amount of the City's lines are substandard. Water flow rates need to be met for fire protection for certain industries. With the aging iron pipes, this may be a problem in older areas of Newton, specifically downtown and neighborhoods between US 321 B and NC 16 Business (see City of Newton Water System, Line Material - Map 5, page 61).

Abandoned and vacant buildings also pose a challenge for the Fire Department, especially buildings downtown and vacant industrial buildings. Downtown has been established as the fire district that needs to meet stricter fire regulations. The vacant buildings have been checked and cleared of combustible materials, but staff has difficulty maintaining contact with property owners to gain access for inspections. This is also important when the property owner wants to change the use of the building or attempts to occupy it without notifying City staff.

Like the Police Department, the Fire Department will be impacted if the City grows due to annexation. If the City expands along NC 16 southeast of downtown or along Startown Road southwest of downtown, new facilities and staff will have to be acquired to adequately serve newly annexed areas. This is also a potential issue as Abernathy Laurels grows and adds more independent residences as well as expands the skilled nursing facilities.

Public Safety Action Items

- Conduct a pay scale reclassification to provide Public Safety veterans compensation commiserate with experience and tenure;
- Offer incentive for employees with 4 years or more experience and training to stay with City instead of finding new employment
- Include in long-term CIP funding a new facility for police and fire along south NC 16 or in the Startown area.

Police Department

- Actively recruit minority, especially Hispanic, BLET participants/graduates for the police force:
 - Sponsor minority candidates, especially Hispanic candidates, through BLET if there are no minority graduates.
 - Outreach to local high schools and regional colleges (ASU, UNC-Charlotte, CVCC, WPCC, CCC&TI, etc) to recruit minority applicants for BLET.
 - Use existing programs (DARE, Newton 101, etc) for public outreach about employment potential, requirements and possible sponsorship with police force.
- Expand the police force to include one more officer per shift and one traffic patrol officer.
- As City expands infrastructure with annexation intentions, include budget for officers.

Fire Department

- Coordinate with Public Works Department to upgrade water infrastructure to meet Fire Code & maximize fire protection
 - Prioritize downtown rehabilitations downtown and around industrial areas.
- Improve condition and access of abandoned or vacant industrial buildings and downtown buildings to reduce fire risk.
 - Work with Downtown Newton Development Association and Main Street program to establish a Historic Commission, or work with property owners, DNDA, Main Street Program and Planning Commission, to help regulate appearance, safety, and access of buildings downtown.
- Expand fire staff to include six full time fire fighters to have complete coverage at all three fire stations
- As Abernathy Laurels expands, work with the community to ensure adequate service, especially responding to medical calls.

Appendix 1(a) - Economic Development Meeting - March 5, 2015

Economic Development Meeting - March 5, 2015

<u>Name</u>	<u>Affiliation</u>
Collette Touchette	Appearance Commission Chair
Joshua Cumming	DNDA Chair
Kevin Yoder	Newton Fire Dept
John Stiver	City Council
Jennifer Toney	Citizen
Seth Mabry	Observer News Enterprise
Teresa Laffon	City of Newton HR
Anne Stedman	Mayor
Sandra Waters	Parks & Recreation Director
Ken Simmons	Planning Commission
Serina Hinson	Finance Director, City of Newton
Jim Gargis	Citizen
Mary Bess Lawing	City Council
Zara Saine	Human Relations Chair
Rob Powell	City of Newton Main St Manager
Tom Rowe	City Council
Suzanne White	Library
Chaoya Yang	Citizen
Doug Wesson	Public Works
Dusty Wentz	City of Newton PWU
Don Brown	City of Newton Police Dept
Kyle Smith	Parks & Recreation
Jerry Hodge	Business Advisory Committee
Sean Hovis	City of Newton
Alex Fulbright	City of Newton
Amy Falowski	City of Newton
Randy Williams	City of Newton
Todd Clark	City of Newton
Jason Toney	WPCOG/ Citizen
Elinor Hiltz	WPCOG
Todd Stroupe	WPCOG
Anthony Starr	WPCOG
John Marshall	WPCOG
John Kenny	WPCOG
Taylor Dellinger	WPCOG

Appendix 1(b) - Infrastructure Meeting - March 12, 2015

Infrastructure Meeting - March 12, 2015

<u>Name</u>	<u>Affiliation</u>
John Stiver	Council
Mary Bess Lawing	Council
Jerry Hodge	BAC
Collette Touchette	Appearance Commission Chair
Ken Simmons	Planning Commission
Michael Waltuch	Citizen
Sandra Waters	Parks & Recreation Director
Jim Gargis	Citizen
Anne Stedman	Mayor
Rob Powell	City Employee
Zara Saine Human	Relations Chair
Teresa Lafone	City Employee
Kristen McCorkle	Citizen
Dennis D Falder Jr	City Employee
Tony Rowe	Council
Sean Hovis	Administration
Sheila Iveson	Appearance Commission
Gustano Loza	Citizen
Chris Benfield	Citizen
Pagra Yang	School teacher
Chaoya Yang	Citizen
Cylivia Lee	Citizen
Wayne Dellinger	Board
Todd Stroupe	WPCOG
Anthony Starr	WPCOG
John Marshall	WPCOG
John Kenny	WPCOG
Jason Toney	WPCOG/ Citizen
Laurie LoCicero	WPCOG

Appendix 1(c) - Transportation Meeting - March 19, 2015

Transportation & Parks & Rec. Meeting - March 19, 2015

<u>Name</u>	<u>Affiliation</u>
Sandra Waters	Parks & Recreation Director
Alex Fulbright	City of Newton
Todd Clark	City of Newton
Sean Hovis	City of Newton
Mary Bess Lawing	Council
John Stiver	Council
Doug Wesson	Public Works
Ken Simmons	Planning Commission
Serina Hinson	Finance Director, City of Newton
Dusty Wentz	City of Newton PWU
Dennis D Falder Jr	PW City of Newton
Kristen McCorkle	Citizen
Anne Stedman	Mayor
Tom Rowe	City Council
Jerry Hodge	BAC
Suzanne White	Library
John Cilley	Attorney
Chris Benfield	Citizen
Don Brown	City of Newton Police Dept
Amy Falowski	City of Newton
Kevin Yoder	Newton Fire Dept
Teresa Laffon	EME/ Citizen
Collette Touchette	Appearance Commission Chair
Anthony Starr	WPCOG
Todd Stroupe	WPCOG
John Marshall	WPCOG
John Kenny	WPCOG
Jason Toney	WPCOG/ Citizen
Elinor Hiltz	WPCOG

Appendix 1(d) - Public Safety - March 26, 2015

Public Safety - March 26, 2015

<u>Name</u>	<u>Affiliation</u>
Mary Bess Lawing	Council
Ken Simmons	Planning Commission
Sandra Waters	Parks & Recreation Director
Tom Rowe	City Council
Anne Stedman	Mayor
Cathy Stewart	Citizen
Dennis D Falder Jr	City Employee
Kristen McCorkle	Citizen
Danny Setesol	Citizen
John Stiver	Council
Jerry L McCombs	Citizen-NAACP
Leslie M Yount	Citizen
Jordan Crouse	Citizen
Sean Hovis	City of Newton
Alex Frick	City of Newton
Chris Benfield	Citizen
Collette Touchette	Appearance Commission Chair
Todd Stroupe	WPCOG
John Marshall	WPCOG
John Kenny	WPCOG
Jason Toney	WPCOG/ Citizen
Laurie LoCicero	WPCOG

Appendix 2 - Public Input Suggestions - Economic Dev. Meeting

Newton Public Input Session | Economic Development Forum | March 5, 2015

Solutions		Agreement
Downtown Development (Public Suggestions: streetscapes, residential living, small business development, more restaurants or a brewery, later business hours, dog park, outdoor theater space, splash pad)		25
Commercial Development (Public Suggestions: commercial development along Hwy 321 & Hwy 16, transformation of old manufacturing structures into useable space, outside funding for industry, industrial park)		20
Infrastructure (Public Suggestions: water and sewer, improve sidewalks and roads, strengthen ordinances related to decaying structures, better transportation within the City)		14
Marketing (Public Suggestions: attract new residents by targeting Charlotte and surrounding region for dual-income families with no kids and young families)		13
Bond Referendum		11
Residential Development (Public Suggestions: adjustments to property taxes, residential tax incentives for developers, additional retirement communities)		10
Make Permit and Zoning Process easier (Public Suggestions: one-stop permitting, improve online permitting and customer service)		8
Outreach (Public Suggestions: outreach to local single parents, minority groups, and low income households)		8
Long-Range Strategic Plan (10+ years)		6
More City Council Involvement		5
Less than 5 votes (Other)	Better communication/collaboration between local government, private business and nonprofits	3
	Maintain competitive tax and utilities rates with other cities in the region	3
	Reinstate Municipal Service Tax	2
	Workforce Development – reaching residents not seeking work	1
	Additional services within the City – Ex. Urgent Care Facility	1

**Suggested but received no votes: annexation, complete the widening of Hwy 16 and raise property*

Appendix 3(a) - Newton Draft Strategic Plan

CITY OF NEWTON

2014 - 2015 STRATEGIC PLAN (DRAFT)

1. Economic Development

Policy Reference

Actions 1.1.1: Periodically update an inventory of vacant or underutilized buildings and previously used properties (brownfield sites) in Newton available for adaptive reuse. Coordinate this inventory with other economic development agencies. Develop a program offering incentives for reusing such vacant buildings and properties. Examine local development standards to look for regulations that might unintentionally impede efforts at adaptive reuse.
Actions 1.1.2: Develop one or more small business incubators in vacant buildings.
Actions 1.1.3: Develop a marketing strategy for commercial and industrial development with focus on the Charlotte metropolitan area.
Actions 1.1.4: Aggressively recruit "targeted" businesses based on Newton's most recent retail leakage study
Actions 1.1.5: Acquire a site for a spec building. Coordinate this activity with the Catawba County Economic Development Corporation.
Actions 1.1.6: Develop a dedicated and comprehensive economic development web site.
Actions 1.1.7: Identify strategic locations for the construction of a hotel and solicit interest from developers
Actions 1.1.8: Attract an Urgent Care/Minute Clinic
Actions 1.1.9: Expand the City's small business retention and expansion program
Actions 1.1.11: Encourage businesses that provide services to the Hispanic/Latino population
Actions 1.1.12: Promote Danner Industrial Park through marketing partnership with EDC
Actions 1.1.13: Promote Newton Corporate Center through marketing partnership with EDC

2. Downtown Newton

Policy Reference

Actions 2.1.1: Strengthen the DNDA by funding a full-time Downtown Coordinator position and provide funding for marketing/events
Actions 2.1.2: Develop additional parking in the downtown area
Actions 2.1.3: Implement a downtown redevelopment/revitalization investment program
Actions 2.1.4: Add parks and mini-parks to downtown to attract commercial and residential development
Actions 2.1.5: Install street signs downtown designating the historic district

3. Community Appearance and Image

Policy Reference

Actions 3.1.1: Develop a new destination for Newton (eg. Sports complex)
Actions 3.1.2: Review corridor overlay district regulations to align appearance standards with economic development goals and objectives
Actions 3.1.3: Implement Streetscape Project / Phase I Downtown Area
Actions 3.1.4: Implement Streetscape Project / Phase II North Newton Area

Appendix 3(b) - Newton Draft Strategic Plan cont.

Actions 3.1.5: Amend Downtown (B1) zoning regulations to encourage investment(s) and strengthen appearance standards for buildings downtown
Actions 3.1.6: Create a new signature festival or event downtown
Actions 3.1.7: Develop a comprehensive street tree inventory and install trees consistent with recommendations from the Tree Board
Actions 3.1.8: Create a new public art program
Actions 3.1.9: Review and strengthen nuisance, minimum housing and non-residential maintenance codes

4. Growth Management

Actions 4.1.1: Update the City's Comprehensive Plan
Actions 4.1.2: Update residential and commercial plan review process
Actions 4.1.3: Encourage residential growth by recruiting developers and develop appropriate incentives, including but not limited to, the provision of utilities
Actions 4.1.4: Seek to annex unincorporated areas as allowed under state law to encourage growth in the Highway 16 and Highway 10 corridors

5. Transportation and Mobility

Actions 5.1.1: Complete a comprehensive street condition analysis survey and establish a revised priority list of streets scheduled for paving or reconditioning
Actions 5.1.2: Complete a comprehensive sidewalk condition analysis survey and establish a revised priority list of sidewalks scheduled for construction or reconditioning
Actions 5.1.3: Revisit the Transportation Improvement Program to prioritize projects relevant to the construction of roads that are critical to mitigating traffic congestion and creating links to existing and future arteries in the region
Actions 5.1.4: Complete the City's wayfinding project with welcome signs and landscaping
Actions 5.1.5: Continue to work with State Legislators, Catawba County, and adjacent municipalities to complete construction of Highway 16 between Claremont Road and Tower Road

6. City Utilities

Actions 6.1.1: Develop and implement a plan to expand city infrastructure to meet anticipated population growth and to replace outdated systems
Actions 6.1.2: Generate a plan to expand city infrastructure to meet anticipated population growth and to replace outdated systems (e.g. wwtp)
Actions 6.1.3: Build and/or acquire redundant critical infrastructure (facilities & equipment)
Actions 6.1.4: Construct a new electric delivery station
Actions 6.1.5: Construct a new 2 million gallon fresh water tank
Actions 6.1.6: Assess public support for a bond referendum supporting a massive street resurfacing and sidewalk construction project
Actions 6.1.7: Develop engineering plans and financing for construction of water & sewer utilities in Startown
Actions 6.1.8: Develop a plan to replace the public works corporation yard/facility

Appendix 3(c) - Newton Draft Strategic Plan cont.

Actions 6.1.9: Initiate a long range water supply study
Actions 6.1.10: Initiate a long range sanitary sewer capacity study
Actions 6.1.11: Implement a stormwater utility enterprise fund
Actions 6.1.12: Implement a smart metering project
Actions 6.1.13: Construct critical water lines on Highway 16, Balls Creek Road, and Buffalo Shoals Road in cooperation with Catawba County
Actions 6.1.14: Construct critical water lines on Rocky Ford Road in cooperation with Catawba County
Actions 6.1.15: Construct water and sewer lines in unserved portions of the city

7. Public Safety

Policy Reference

Actions 7.1.1: Acquire property for the purpose of relocating Fire Station III in the Startown Community with the exact location to be determined by population changes, call volumes and ISO ratings
Actions 7.1.2: Acquire property for the purpose of constructing a new fire station on Highway 16 with the exact location to be determined by population changes, call volumes and ISO ratings
Actions 7.1.3: Acquire property for the purpose of relocating the Police Department to meet future needs of the city

8. Recreation

Policy Reference

Actions 8.1.1: Update recreation master plan
Actions 8.1.2: Identify capital projects utilizing Sue Jones estate
Actions 8.1.3: Determine outcome of Central High School and develop associated implementation strategies
Actions 8.1.4: Complete Jacob Fork Park Phases II and III
Actions 8.1.5: Create a strategy to support tourism with emphasis on the Historic 1924 Courthouse and museum and the Newton Depot
Actions 8.1.6: Complete Phase III of the Heritage Trail Greenway
Actions 8.1.7: Locate new operational facilities for the recreation (maintenance) staff
Actions 8.1.8: Develop activities/programs that the senior adult population including, but not limited to, the creation of a senior center
Actions 8.1.9: Construct a dog park
Actions 8.1.10: Construct a columbarium or mausoleum (Could Be Combined With 8.1)
Actions 8.1.11: Construct a splash pad (Could Be Combined With 8.1)
Actions 8.1.12: Develop a community garden (Could Be Combined With 8.1)

Other Areas For Possible Inclusion:

Government/Civic Affairs
 Neighborhoods and Housing
 Education and Training
 Health Care/Social Issues

Appendix 4(a) - Newton Sidewalk Priority List

STREET NAME	FROM	TO	LENGTH (FT)	PRIORITY	COMMENT
BRENTWOOD DR	N GATE RD	PINEHURST LN	1,310.77	1	NO SIDEWALK
BROOKSIDE AV	MEADOWBROOK LN	LAKEWOOD DR	906.62	1	NO SIDEWALK
CARDINAL DR	SOUTHWEST BLVD	ROBIN RD	503.12	1	NO SIDEWALK
CHELESA LN	KENSINGTON CIR	KENSINGTON CIR	1,100.72	1	NO SIDEWALK
CLARIDGE CT	SHANNONBROOK DR	DEAD END	442.55	1	NO SIDEWALK
CLOVER LN	MEADOWBROOK DR	ROBIN RD	330.91	1	NO SIDEWALK
COUNSELOR DR	SECURITY ST	COURTYARD DR	746.97	2	NO SIDEWALK
COURTYARD DR	SECURITY ST	W C ST	673.24	2	NO SIDEWALK
CRESTWAY DR	W J ST	HAMILTON ST	406.35	1	NO SIDEWALK
E 16TH ST	N RANKIN AV	E 18TH ST	585.25	1	NO SIDEWALK
E 17TH ST	N RANKIN AV	E 18TH ST	760.72	1	NO SIDEWALK
E 18TH ST	N COLLEGE AV	E 16TH ST	1,080.24	1	NO SIDEWALK
E 3RD ST	N COLLEGE AV	N BRADY AV	308.29	1	NO SIDEWALK
E 4TH ST	N COLLEGE AV	N BRADY AV	272.51	1	NO SIDEWALK
E A ST	N DAVIS AV	S COULTER AV	662.60	1	NO SIDEWALK
E B ST	S CALDWELL AV	S COULTER AV	948.84	1	NO SIDEWALK
E D ST	S CALDWELL AV	ST JAMES CHURCH RD	1,227.67	1	NO SIDEWALK
E D ST	S MAIN AV (BUS 16)	S COLLEGE AV	326.91	1	NO SIDEWALK
E E ST	S MAIN AV (BUS 16)	S COLLEGE AV	353.36	1	NO SIDEWALK
E HERMAN ST	S COLLEGE AV	DEAD END	1,825.71	1	NO SIDEWALK
E I ST	S COLLEGE AV	S BRADY AV	328.77	1	NO SIDEWALK
E J ST	S COLLEGE AV	S MAIN AV (BUS 16)	355.59	2	NO SIDEWALK
E K ST	S MAIN AV (BUS 16)	S COLLEGE AV	359.52	1	NO SIDEWALK
E NC 10 HWY	S NC 16 BUSINESS HWY	POCONO PL	1,548.59	1	NO SIDEWALK
FOREST DR	SHANNON PARK DR	W 1ST ST	541.01	1	NO SIDEWALK
GLENDALE ST	S CALDWELL AV	MYLINDA DR	572.54	1	NO SIDEWALK
HAMILTON ST	SOUTHWEST BLVD	WESTSIDE DR	2,324.36	2	NO SIDEWALK
KENSINGTON CIR	NOTTINGHAM DR	NOTTINGHAM DR	6,409.42	1	NO SIDEWALK
KILBORNE DR	SHANNONBROOK DR	WEMBLEY DR	1,759.59	2	NO SIDEWALK
KNIGHTBRIDGE DR	KENSINGTON CIR	STONEHENGE ST	1,056.82	1	NO SIDEWALK
LAFFON RD	LAFFON RD	POPE DR	1,105.98	1	NO SIDEWALK
LAKEWOOD DR	BUSINESS 321	MEADOWBROOK LN	2,248.23	1	NO SIDEWALK
MCDANIELS CIR	S GAITHER AV	MCDANIELS CIR	1,461.73	1	NO SIDEWALK
MCREE HEIGHTS CIR	E 11TH ST	MCREE HEIGHTS CIR	2,228.87	1	NO SIDEWALK
MEADOW LANE DR	W J ST	HAMILTON ST	530.53	1	NO SIDEWALK
MEADOWBROOK DR	SOUTHWEST BLVD	CLOVER LN	632.20	1	NO SIDEWALK
MEADOWBROOK LN	BROOKSIDE AV	LAKEWOOD DR	1,410.06	1	NO SIDEWALK
MYLINDA DR	GLENDALE ST	SUNSET ST	779.27	1	NO SIDEWALK
N BRADY AV	E 4TH ST	E 2ND ST	585.56	1	NO SIDEWALK
N CLINE AV	W 6TH ST	W 4TH ST	511.70	1	NO SIDEWALK
N DAVIS AV	E 1ST ST	E A ST	661.51	1	NO SIDEWALK
N DEAL AV	W 6TH ST	W 4TH ST	511.74	1	NO SIDEWALK
N ERVIN AV	E 1ST ST	E SAUNDERS AV	453.00	1	NO SIDEWALK
N FRYE AV	W 6TH ST	W 15TH ST	3,310.48	2	NO SIDEWALK
N GAITHER AV	E 1ST ST	E 11TH ST	2,953.42	1	NO SIDEWALK
N GATE RD	SOUTHWEST BLVD	BRENTWOOD DR	274.62	1	NO SIDEWALK
NORTHWEST BLVD	W 15TH ST	W 20TH ST	1,351.96	3	NO SIDEWALK
NORTHWEST BLVD	W A ST	W 15TH ST	4,919.57	2	NO SIDEWALK
NORTHWEST BLVD	BOUNDARY ST SW	W 20TH ST	5,092.26	1	NO SIDEWALK
NOTTINGHAM DR	W NC 10 HWY	STONEHENGE ST	2,071.57	1	NO SIDEWALK
OAK HILL DR	POPLAR CIR	DEAD END	797.69	1	NO SIDEWALK
OAK ST	WESTSIDE DR	VALLEY DR	583.16	1	NO SIDEWALK
OSWALD T DR	MCREE HEIGHTS CIR	MCREE HEIGHTS CIR	323.49	1	NO SIDEWALK
PINEHURST LN	BRENTWOOD DR	SOUTHWEST BLVD	1,179.20	1	NO SIDEWALK
RADIO STATION RD	SHANNONBROOK DR	NORTHWEST BLVD	2,600.24	3	NO SIDEWALK
RADIO STATION RD	OLD CON-STAR RD	SHANNONBROOK DR	3,503.13	1	NO SIDEWALK
RIDGE DR	HAMILTON ST	WESTSIDE DR	1,546.82	1	NO SIDEWALK
ROBIN RD	CARDNIAL DR	CLOVER LN	625.19	1	NO SIDEWALK
S BRADY AV	E I ST	E D ST	2,302.62	3	NO SIDEWALK

Appendix 4(b) - Newton Sidewalk Priority List cont.

NOTTINGHAM DR	W NC 10 HWY	STONEHENGE ST	2,071.57	1	NO SIDEWALK
OAK HILL DR	POPLAR CIR	DEAD END	797.69	1	NO SIDEWALK
OAK ST	WESTSIDE DR	VALLEY DR	583.16	1	NO SIDEWALK
OSWALD T DR	MCREE HEIGHTS CIR	MCREE HEIGHTS CIR	323.49	1	NO SIDEWALK
PINEHURST LN	BRENTWOOD DR	SOUTHWEST BLVD	1,179.20	1	NO SIDEWALK
RADIO STATION RD	SHANNONBROOK DR	NORTHWEST BLVD	2,600.24	3	NO SIDEWALK
RADIO STATION RD	OLD CON-STAR RD	SHANNONBROOK DR	3,503.13	1	NO SIDEWALK
RIDGE DR	HAMILTON ST	WESTSIDE DR	1,546.82	1	NO SIDEWALK
ROBIN RD	CARDNIAL DR	CLOVER LN	625.19	1	NO SIDEWALK
S BRADY AV	E I ST	E D ST	2,302.62	3	NO SIDEWALK
S BRADY AV	E N ST	E K ST	1,254.58	2	EXISTING SIDEWALK -W SIDE
S BRADY AV	E J ST	E I ST	428.02	1	NO SIDEWALK
S BRADY AV	SOUTHWEST BLVD	E O ST	504.74	1	NO SIDEWALK
S BRADY AV	E K ST	E J ST	447.88	2	EXISTING SIDEWALK-W SIDE
S BUS 321 HWY	TECHNIBILT DR	LAKEWOOD DR	1,987.41	1	NO SIDEWALK
S CALDWELL AV	E D ST	GLENDALE ST	2,250.48	1	NO SIDEWALK
S CLINE AV	W J ST	W I ST	552.95	1	NO SIDEWALK
S COLLEGE AV	E J ST	E I ST	437.17	2	NO SIDEWALK
S COLLEGE AV	SOUTHWEST BLVD	E K ST	1,551.44	1	NO SIDEWALK
S COULTER AV	E A ST	E B ST	361.10	1	NO SIDEWALK
S DAVIS AV	E A ST	E B ST	355.62	1	NO SIDEWALK
S ERVIN AV	E E ST	E D ST	692.74	1	NO SIDEWALK
S ERVIN AV	E SAUNDERS AV	E A ST	407.00	1	NO SIDEWALK
S GAITHER AV	E 1ST ST	MCDANIELS CIR	1,101.15	1	NO SIDEWALK
S MAIN AV	SOUTHWEST BLVD	W I ST	1,893.43	1	NO SIDEWALK
S NC 16 BUSINESS HWY	ST JAMES CHURCH RD	NC HIGHWAY 16	5,022.48	1	NO SIDEWALK
S NC 16 HWY	NC HIGHWAY 16	LEONARD AV	5,133.77	1	NO SIDEWALK
SANDHURST DR	KILBORNE DR	SHANNONBROOK DR	826.27	1	NO SIDEWALK
SECURITY ST	COUNSELOR DR	COURTYARD DR	1,083.67	2	NO SIDEWALK
SHANNON DR	KILBORNE DR	SHANNONBROOK DR	842.73	1	NO SIDEWALK
SHANNON PARK DR	SHANNONBROOK DR	FOREST DR	649.94	1	NO SIDEWALK
SHANNONBROOK DR	RADIO STATION RD	KILBORNE DR	3,057.87	2	NO SIDEWALK
SHANNONBROOK DR	RADIO STATION RD	KILBORNE DR	1,275.30	1	NO SIDEWALK
SOUTHWEST BLVD	W J ST	W I ST	710.34	3	NO SIDEWALK
SOUTHWEST BLVD	WESTSIDE DR	W J ST	704.83	2	NO SIDEWALK
SOUTHWEST BLVD	W I ST	W C ST	1,829.32	1	NO SIDEWALK
SOUTHWEST BLVD	WESTSIDE DR	TECHNIBILT DR	4,911.63	1	NO SIDEWALK
SOUTHWEST BLVD	W C ST	EXISTING S-WEST BLVD	931.30	1	EXISTING SIDEWALK-W SIDE
STONEHENGE ST	KENSINGTON CIR	KENSINGTON CIR	1,397.71	1	NO SIDEWALK
TECHNIBILT DR	SOUTHWEST BLVD	DEAD END	2,702.30	1	NO SIDEWALK
VALLEY DR	HAMILTON ST	WESTSIDE DR	1,729.21	1	NO SIDEWALK
W 12TH ST	N FRYE AV	N ASHE AV	1,615.35	1	NO SIDEWALK
W 15TH ST	NORTHWEST BLVD	N DEAL AV	946.49	3	NO SIDEWALK
W 15TH ST	EXISTING SIDEWALK	NORTHWEST BLVD	533.95	1	NO SIDEWALK
W 1ST ST	FOREST DR	W 6TH ST	2,643.01	1	NO SIDEWALK
W 7TH ST	OLD CON-STAR RD	NORTHWEST BLVD	5,064.82	1	NO SIDEWALK
W 9TH ST	NORTHWEST BLVD	N MAIN AV (BUS 16)	2,785.35	1	NO SIDEWALK
W A ST	NORTHWEST BLVD	EXISTING W A ST	792.13	1	SIDEWALK ON SOUTH SIDE
W A ST	EXISTING W A SIDEWALK	EXISTING W A ST	307.56	1	SIDEWALK ON NORTH SIDE
W C ST	COURTYARD DR	SOUTHWEST BLVD	1,158.00	2	NO SIDEWALK
W C ST	NC 10	COURTYARD DR	1,456.60	1	NO SIDEWALK
W F ST	S ASHE AV	S CLINE AV	570.38	1	NO SIDEWALK
W G ST	S ASHE AV	S CLINE AV	617.38	1	NO SIDEWALK
W HERMAN ST	S CLINE AV	S ASHE AV	562.07	1	NO SIDEWALK
W J ST	SOUTHWEST BLVD	WESTSIDE DR	2,018.24	1	NO SIDEWALK
W J ST AND E J ST	S MAIN AV (BUS 16)	S CLINE AV	602.70	2	NO SIDEWALK
W K ST	WESTSIDE DR	RIDGE DR	916.88	1	NO SIDEWALK
W NC 10 HWY	STARTOWN RD	W C ST	11,703.22	1	NO SIDEWALK
WEMBLEY DR	KILBORNE DR	SHANNONBROOK DR	623.82	2	NO SIDEWALK
WESTBROOK DR	POPLAR CIR	W 15TH ST	1,228.47	1	NO SIDEWALK
WESTSIDE DR	WESTSIDE DR	SOUTHWEST BLVD	1,875.28	2	NO SIDEWALK
WESTSIDE DR	HAMILTON ST	WESTSIDE DR	1,720.06	2	NO SIDEWALK

Appendix 5(a) - Project List, Sue Jones Estate

Project List Sue Jones Estate – 1.2 Million Dollars

1. **Jacob Fork Park**
 - A. Light (2) existing softball fields - **\$250,000 - \$350,000**
 - B. Build a regulation soccer field w/lights - **\$350,000 - \$500,000**
 - C. Disc Golf – 18 holes - **\$20,000 - \$25,000** (Course named after Sue Jones)
2. **Playgrounds**
 - A. Equipment at (4) parks – Southside (\$80,100), Westside/Jaycee (\$40,000), Central (\$40,000) Jacob Fork Park (\$150,000) = **\$310,100**
 - B. ½ City and ½ donated monies.
3. **Swimming Pool/Spray Ground/Splash Pad**
 - A. Located at Recreation Center/Swimming Pool (restroom facilities available).
 - B. Splash Pad - **\$125,000 - \$275,000**
 - C. Playground Equipment w/pad unit inside swimming pool - **\$15,000**
 - D. Other locations throughout the City (will need restroom facilities). Southside Park, Northside Park, Old Farmers Market, North Newton Area and Old Fire Department.
4. **New Central Recreation Facility - \$500,000 - \$1,000,000**
5. **Shelters**
 - A. One large shelter at Jacob Fork Park 30' x 44' (wood) with cement base - **\$35,000**
 - B. Two small shelters 16' x 28' with cement base - **\$58,000**
 - C. Amenities:
 - a. (3) picnic grills at \$520 each = **\$1,560**
 - b. (4) trash receptacles at \$500 each = **\$2,000**
 - c. (30) 6' tables at \$950 each (Jacob Fork Park) = **\$28,500**
6. **Jacob Fork Park – (Recommended by the Catawba Valley Heritage Alliance Committee to continue with Future park plan)**
 - A. Flow Track - **\$5,000**
 - B. Bike Exercise Trail - **\$5,000**Total: **\$10,000**
7. **A City Dog Park – (Need at least 1-Acre)**
 - A. Fence with (2) single gates and (1) double gate - **\$20,000**
 - B. Two park benches - **\$1,000**
 - C. Two trash receptacles - **\$1,300**
 - D. One spigot - **\$500**
8. **New gym facility.**
9. **3/4 quarter mile greenway trail**
 - A. Hwy. 10 to Southside Park - **\$400,000 - \$450,000**
10. **Stage at Yount Park – (Events in downtown)**
 - A. Portable stage with guardrails and stairs, skirting, etc. - **\$3,500 to \$10,000**

Appendix 5(b) - New Facilities & Features Cost Information

Splash Pad/Spray Ground
\$125,000—\$275,000



Playground Equipment at (4) Parks—\$310,100
 Southside Park—\$80,100
 Westside/Jaycee Park—\$40,000
 Central—\$40,000/Jacob Fork Park—\$150,000





Light (2) Existing Ballfields @ Jacob Fork Park
\$250,000—\$350,000

Disc Golf Course @ Jacob Fork Park—\$20,000





Build a Soccer Field w/lights—\$350,000



Shelters—\$115,000
 (2) Small 16'x18' - (1) Large 20'x44" w/Amenities @ Jacob Fork Park



3/4 Mile Greenways Trail—Hwy 10—Southside Park
\$400,000—\$450,000



Dog Park
\$25,000



Portable Stage @ Yount Park
\$3,500 to \$10,000



Flow Track/Exercise Trail @ Jacob Fork Park—\$10,000

Hire a Consultant to create a new updated Master Plan

Spend interest from donated funds

New Gym Facility



New Central Recreation Facility
\$500,000—\$1,000,000