

Town of Sparta



Comprehensive Land Use Plan

May 2022

Acknowledgments

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Table of Contents

Introduction.....	4
Background data.....	5
Population.....	5
Economic Characteristics.....	6
Commuter inflow map.....	9
Commuter Outflow map.....	10
Housing.....	11
Environmental Constraints.....	13
Steep Slope and Floodplain Map.....	14
Stream Classification and Wetlands Map.....	15
Transportation.....	16
Powell Bill Map.....	17
Traffic Count Map.....	18
Sidewalks.....	19
Parking.....	19
Development Regulations.....	22
Zoning Map.....	24
Utilities.....	25
Three-Phase Electric Map.....	26
Water System Map.....	27
Sewer System Map.....	28
Existing Land Use.....	29
Land Supply for Infill development.....	30
Existing Land Use Map.....	31
Vacant Land Use Map.....	32
Building Permits.....	33
Parks and Green Space.....	33
Public Input.....	34
Recommendations.....	38
Appendix I – Public Survey Results	
Appendix II – Feasibility Permits	

Introduction

This plan is designed to guide decisions related to land use in the Town of Sparta over the next 10-15 years. It serves to fulfill the requirement set by North Carolina General Statute Chapter 160D that local governments adopt a comprehensive plan as a prerequisite to exercising certain development regulations. To that end, the contents of this plan meet the standards for a comprehensive plan as set forth in N.C.G.S. 160D-501 (a-c).

This plan will include, build off of, and improve upon recommendations from previous Town plans. These include the 2006 Town Pedestrian Plan, Alleghany County's 2012 Comprehensive Transportation Plan, and the 2018 Crouse Park Master Plan.

The bulk of the plan consists of background information related to land use issues in Sparta. The reader can find information related to demographics, housing, transportation, environmental constraints, existing land use, land supply for infill development, parking, land use policies, parks and open space, and utilities.

The plan's development process included public input in the form of an online survey that was open to the public from February to April of 2022. The plan's recommendations are informed by the results of the survey, the findings of the background information, and planning best practices.

Goals and Objectives

A list of goals for the plan was identified prior to beginning the planning process. These goals included:

1. Identify infrastructure needs in Town.
2. Identify housing needs in Town.
3. Determine effectiveness of current land use regulations and ordinances.
4. Enhance community appearance.
5. Ensure Crouse Park meets the recreational needs of Town residents.
6. Ensure a safe and efficient transportation network that meets the needs of pedestrians and drivers.
7. Preserve green space and protect natural resources.
8. Determine available supply of land for future growth.

Note about Data Accuracy

A large portion of the data contained in this plan is from American Community Survey estimates. Data collected by this survey on rural communities often relies on high margins of error. While the data may not be 100% accurate, it is the best available and is useful for identifying trends.

Background Information

Population

Sparta is the only town in Alleghany County. According to 2020 census estimates, the Town has a population of 1,878. This is a considerable portion of the larger county population, which sits at 11,085.

Population Change of Neighboring Towns, 2010-2020

Town	Population Change
Sparta	+10.86%
West Jefferson	+23.13%
Jefferson	+0.37%
Wilkesboro	+1.53%
North Wilkesboro	-3.47%
Dobson	-19.07%
Elkin	-5.37%
Pilot Mountain	-3.25%

Source: American Community Survey 2010 and 2020 estimates

Sparta's population increased by 10.86% from 2010-2020. Compared to most Towns in neighboring Counties, Sparta experienced a greater population increase over the decade. The population of Alleghany County has stayed relatively stagnant over this time period. Though the population of Alleghany has stayed relatively similar, the NC State Demographer's Office projects a population increase for the County in the coming decades. This is largely attributable to increasing numbers of in migration to the County.

Alleghany County Population Predictions, 2020 – 2050

	Natural Increase	In Migration	Total Population	Percent change
2020 – 2030	-508	+1,252	12,302	+6.44%
2030 – 2040	-636	+1,421	13,087	+6.38%
2040 – 2050	-792	+1,578	13,837	+5.73%

Source: NC Office of State Budget and Management

Sparta Population by Age, 2020

Age Group	Total Population	Percentage of Population
Under 5 years	102	5.43%
5-14	223	11.87%
15-24	184	9.80%
25-34	224	11.93%
35-44	143	7.61%
45-54	209	11.13%
55-64	280	14.91%
65-74	222	11.82%
75-84	216	11.50%
85+	75	4.0%

Source: American Community Survey 2020 estimates

The median age of Sparta residents is 47.9 years. This is higher than the median state age but lower than the County, with median ages of 38.9 and 50.6 respectively. 42.23% of Town residents are over the age of 55.

Economic Characteristics

According to 2020 census estimates, Sparta has a Median Household Income (MHI) of \$32,347. This is lower than both Alleghany County and the state, which have MHI's of \$37,158 and \$56,642, respectively. Compared to towns in surrounding counties, Sparta falls in the middle of median incomes. Sparta's MHI has fluctuated greatly over the past decade and has experienced a sharp increase in recent years.

Median Household Incomes of Neighboring Towns

Town	Median Household Income
Sparta	\$32,347
West Jefferson	\$32,273
Jefferson	\$30,764
Wilkesboro	\$36,314
North Wilkesboro	\$24,497
Dobson	\$46,957
Elkin	\$51,286
Pilot Mountain	\$35,306

Source: American Community Survey 2020 estimates

Sparta has an employed population of 773, which is 50.4% of the population age 16 and over. This is greater than the county employment rate, which is 48.6%.

Alleghany County residents are employed in a variety of industries. As of 2020, the biggest industries in the County in terms of employment are educational services, health care, social assistance, manufacturing, construction, and retail. Together, these industries make up 55.98% of full-time employment in the County. Since 2010, the number of full-time workers in the county has increased significantly, from 2,553 in 2010 to 3,278 in 2020. 9 of the 13 industry categories identified by the American Community Survey saw growth in the County. Retail trade, finance, insurance, and real estate saw the greatest growth.

Alleghany County Employment by Industry

Industry	2010 Employed Population	Percentage of Workforce	2020 Employed Population	Percentage of Workforce	Percent change
Agriculture, forestry, fishing, hunting, and mining	168	6.58%	218	6.65%	29.76%
Construction	394	15.43%	408	12.44%	3.55%
Manufacturing	494	19.35%	463	14.12%	-6.27%
Wholesale trade	59	2.31%	73	2.23%	23.73%
Retail trade	172	6.74%	390	11.90%	126.74%
Transportation, warehousing, and utilities	140	5.48%	77	2.35%	-45%
Information	51	2.0%	2	0.06%	-96.08%
Finance, insurance, real estate, rental, and leasing	101	3.96%	348	10.62%	244.55%
Professional, scientific, management, administrative and waste management services	147	5.76%	290	8.85%	97.28%
Educational services, health care and social assistance	593	23.32%	574	17.51%	-3.20%
Arts, entertainment, recreation, accommodation,	98	3.84%	167	5.10%	70.41%

and food services					
Public Administration	75	2.94%	162	4.94%	116%
Other services	61	2.39%	106	3.23%	73.77%

Source: American Community Survey 2010 and 2020 estimates

Over half of Alleghany residents commute less than 20 minutes to work. 31.2% of workers commute over 30 minutes. The average travel time to work is 25.7 minutes. According to NC Department of Commerce data, Alleghany County draws workers from many counties in North Carolina, Virginia, and Tennessee. There are also a considerable number of workers who commute out of the County to surrounding areas. Most commuting inflow and outflow occur to the immediate surrounding Counties. Other counties that draw many commuters from Alleghany include Forsyth, Guilford, Iredell, and Mecklenburg. Maps detailing specific commuter information are included.

Number of Workers

Workers Inflow

1-7

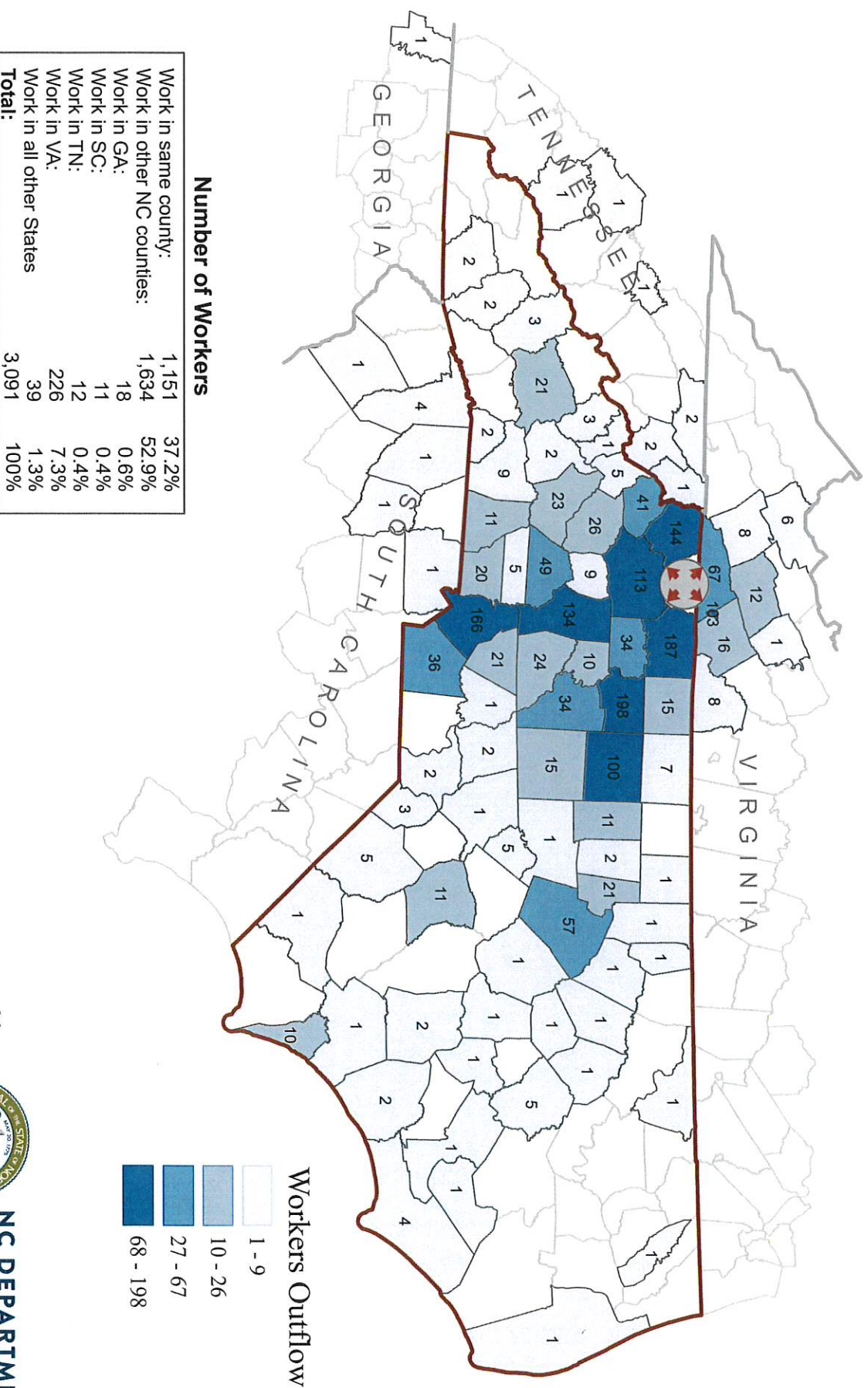
Map showing the number of workers in each county of the Southeastern United States (Georgia, Tennessee, South Carolina, and Virginia). The map is color-coded by the number of workers, with a legend indicating 'Workers Inflow' and a range of '1-7'. The map shows counties in Georgia, Tennessee, South Carolina, and Virginia, with numbers ranging from 1 to 168. The highest concentration of workers is in the central part of the region, particularly in the area around the confluence of the Savannah and Roanoke rivers.

Workers Inflow

1 - 7	
8 - 20	
21 - 44	
45 - 168	

**NC DEPARTMENT
of COMMERCE**
LABOR & ECONOMIC
ANALYSIS

Workers Commuting out of Alleghany County, North Carolina



Housing

Compared with Alleghany County, Sparta has a higher rate of renter-occupied housing. 41.0% of housing in Sparta is rented, compared to only 24.5% in the county. This is an important discrepancy given the importance of affordable housing for a community's vitality. A lack of affordable housing makes it difficult for a community to retain and attract population, particularly those of workforce age. Renters tend to be significantly more burdened by housing costs than owners.

Households spending over 30% of monthly income on housing costs are typically considered to be cost burdened. Renters are typically cost burdened at a higher rate and more severely than homeowners. As of 2020, in Alleghany County 45.9% of renters in the County were cost burdened, compared to 31.6% of homeowners. A majority of cost burdened renters paid 35% or more of their income on rent. Additionally, median gross monthly rent in Alleghany County grew by 19.55% from 2010 to 2020. The percentage of cost burdened renters in the County has decreased steadily in the last decade but is still higher than surrounding counties and the state. Sparta's numbers compare similarly, with 43.8% of renters being cost burdened in the Town and the number of cost burdened renters in Town steadily decreasing. Despite trends in the right direction, these numbers indicate that there is still an affordable housing issue both in the Town of Sparta and Alleghany County.

Adding to the affordable housing issue is the number of aging and vacant housing units in Sparta. Over half of the town's housing units are over 40 years old, and almost 20% are over 60 years old. Less than 1% of housing units have been built in the past 10 years. The number of vacant units in the Town has decreased in the past 10 years but is still a considerable percentage of the Town's housing stock. The total number of housing units in town is also decreasing, falling over 13% in the last decade. A combination of aging and vacant housing makes affordable housing issues worse. These conditions mean that demand, and subsequently rent, for housing in Town will continue to increase without investment and new housing being built.

Respondents to this plan's public survey were strongly in favor of new housing development in Town, especially townhomes, duplexes, and multi-family housing. According to this plan's land use study, the Town also has an adequate supply of vacant land to accommodate new housing.

Alleghany County Housing Statistics, 2010-2020

	2010	2020	Percent Change
Occupied	4,971	5,001	+0.60%
Vacant	2,873	3,198	+11.31%
Owner-Occupied	3,678	3,774	+2.61%
Renter-Occupied	1,293	1,227	-5.10%
Total Housing Units	7,844	8,199	+4.28%

Sparta Housing Statistics, 2010-2020

	2010	2020	Percent Change
Occupied	908	900	-0.88%
Vacant	176	153	-13.07%
Owner-Occupied	477	531	+11.32%
Renter-Occupied	431	369	-14.39%
Total Housing Units	1,084	1,053	-2.86%

Age of Housing Units in Sparta

Year Built	Percentage of Housing Units
1939 or earlier	1.2%
1940 to 1949	6.5%
1950 to 1959	11.9%
1960 to 1969	16.2%
1970 to 1979	37.8%
1980 to 1989	10.7%
1990 to 1999	9.7%
2000 to 2009	5.5%
2010 to 2013	0.5%
2014 or later	0.0%

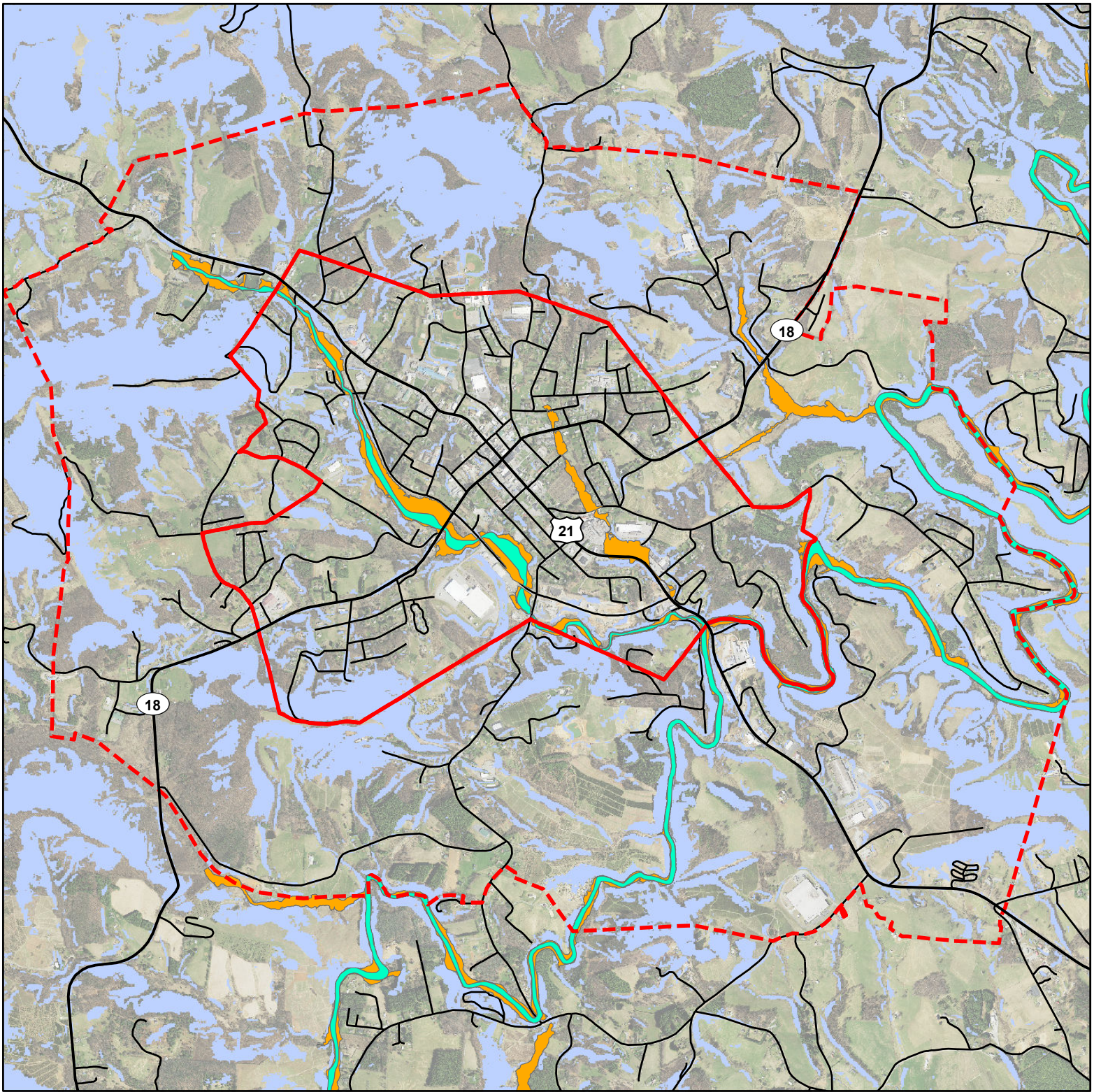
Environmental Constraints

Environmental features such as slope, wetlands, and floodplains impact development patterns greatly. Steep slope and floodplains prevent construction or make it impractical. Regulations surrounding wetlands can dictate the extent and type of development within their vicinity.

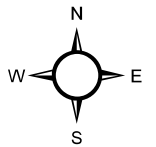
Sparta has minimal environmental constraints within its corporate limits. Sparta's building regulations specify steep slope as any slope greater than 25%. Most steep slope is located in the Town's ETJ. The only flood zones in Town follow Bledsoe Creek through the Town limits as well as a small unnamed stream that links to Bledsoe Creek. Few wetlands exist in Sparta. Those that do exist are minimal in size.

The North Carolina Department of Environmental Quality classifies streams and sets restrictions on activities in the watershed. Bledsoe Creek, as well as the Little River, which run through the Sparta Town limits and ETJ, are designated as Class C and Class C;Tr streams, depending on location. Class C streams are "Waters protected for uses such as secondary recreation, fishing, wildlife, fish consumption, aquatic life including propagation, survival and maintenance of biological integrity, and agriculture. Secondary recreation includes wading, boating, and other uses involving human body contact with water where such activities take place in an infrequent, unorganized, and incidental manner." Trout (Tr) is a "supplemental classification intended to protect freshwaters which have conditions which shall sustain and allow for trout propagation and survival of stocked trout on a year-round basis." This classification is not the same as the NC Wildlife Resources Commission's Designated Public Mountain Trout Waters designation. Sparta's stormwater management and subdivision ordinances regulate development in or near streams. Projects that drain to Class Tr streams in Sparta must include stormwater management measures that do not result in a sustained increase to the water temperature of the receiving stream. A subdivision including a perennial stream in its boundaries must provide a 50-foot vegetative buffer on both sides of the stream to mitigate rapid water runoff and soil erosion.

Maps detailing the locations of steep slope, floodplains, wetlands, and stream classifications in the Town limits and ETJ are included on the following pages.



Town of Sparta Steep Slope & Flood Hazard Zones

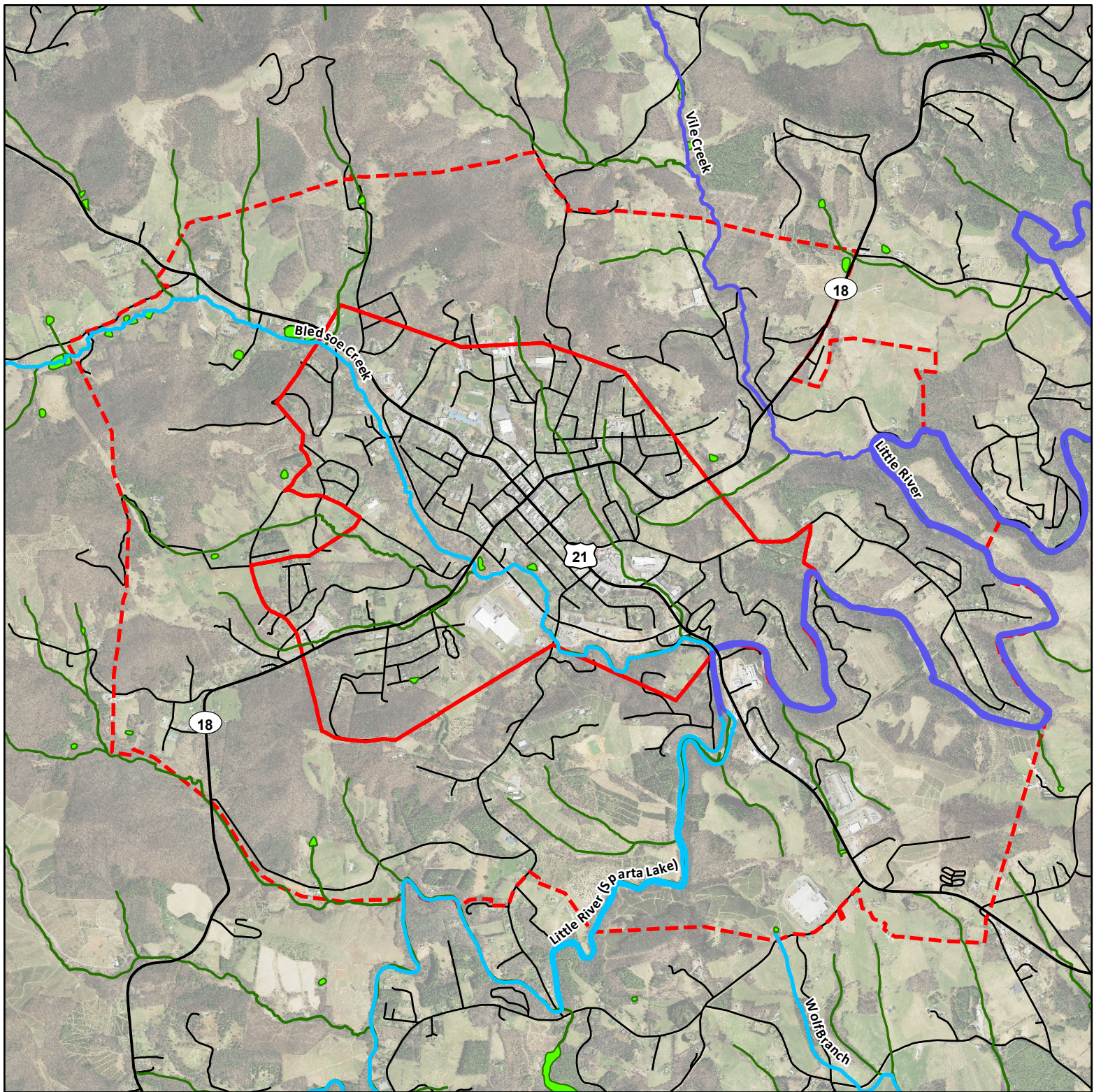


Flood Hazard Zones

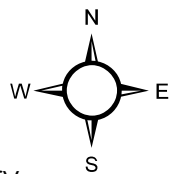
-  AE
-  AE, Floodway

Steep Slope

-  Greater than or equal to 25% slope
-  Town Boundary
-  ETJ Boundary



Town of Sparta Surface Water Classification and Wetlands



Surface Water Classification, NC DEQ

— C

— C;Tr

Wetlands, National Wetlands Inventory

— Town Boundary

— ETJ Boundary

— Streets

Transportation

Roads

Land use, development patterns, and transportation systems are interconnected. For example, communities with a high concentration of industrial uses often require multi-lane highways and access to rail. Communities with a compact or pre-WWII development pattern tend to feature a greater emphasis on multi-modal forms of travel such as walking or biking. Communities and neighborhoods with large lot sizes, suburban-style development patterns, and infrequent transit service force, by their design, residents to rely on access to an automobile to fulfill everyday needs.

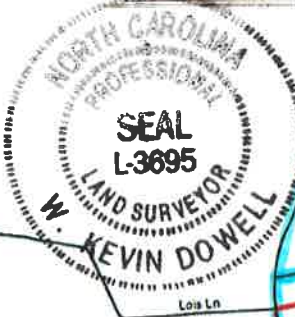
Driving is the primary mode of transportation in Sparta. Two highways, US 21 and NC 18, bisect the town. When the highways reach the town limits, they become Main Street and Whitehead Street. These are the two most trafficked roadways in the Sparta Town limits.

Sparta maintains 14.41 miles of roadway within Town limits. These roads underwent an evaluation in 2020 by the Rural Planning Organization to determine priorities for road resurfacing in Town. All 82 of Sparta's Town Streets were ranked by resurfacing priority as a result of this study.

Maintenance of roadways within North Carolina is the responsibility of municipalities, the North Carolina Department of Transportation (NCDOT), and private property owners. Each year, towns and cities submit a map to the State delineating maintenance responsibility for the streets within their jurisdiction in order to secure Powell Bill funds. These funds are derived from fuel tax collections and are distributed by the State of North Carolina to local governments based on the length of public roadways they maintain. Sparta is receiving \$64,553.96 in 2021 Powell Bill allocations, an increase of over \$10,000 from 2020 allocations.

Sparta's 2020 Powell Bill map, as well as a map comparing traffic counts on main roads in 2009 and 2019, are shown on the following pages.

I hereby certify that this map accurately represents the
 Street system maintained within the corporate limits
 By the Town Of Sparta
J. Kevin Dowell 7-17-2020
 Professional Surveyor Date



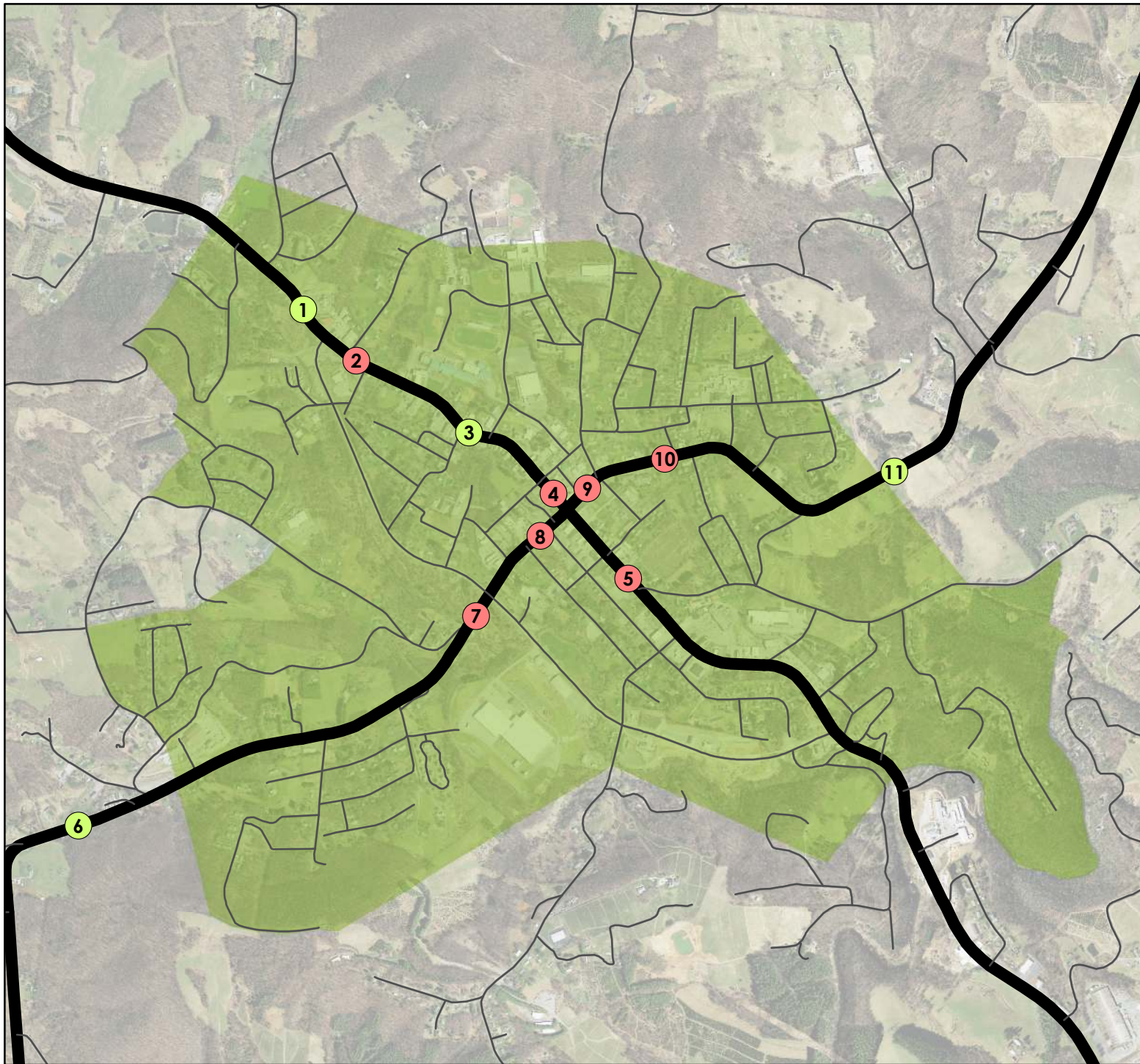
Town of Sparta
2020 Powell Bill Street Map

— State System
 — Private Maintenance
— Town Streets
 — Municipal Boundary

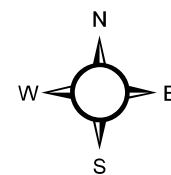
July 17, 2020
 Alleghany County, NC

DISCLAIMER
 Alleghany County assumes no
 legal responsibility for the
 information represented here.
 DISCLAIMER





Town of Sparta Annual Average Daily Traffic (AADT) AADT collected by NCDOT



Number, 2009, 2019

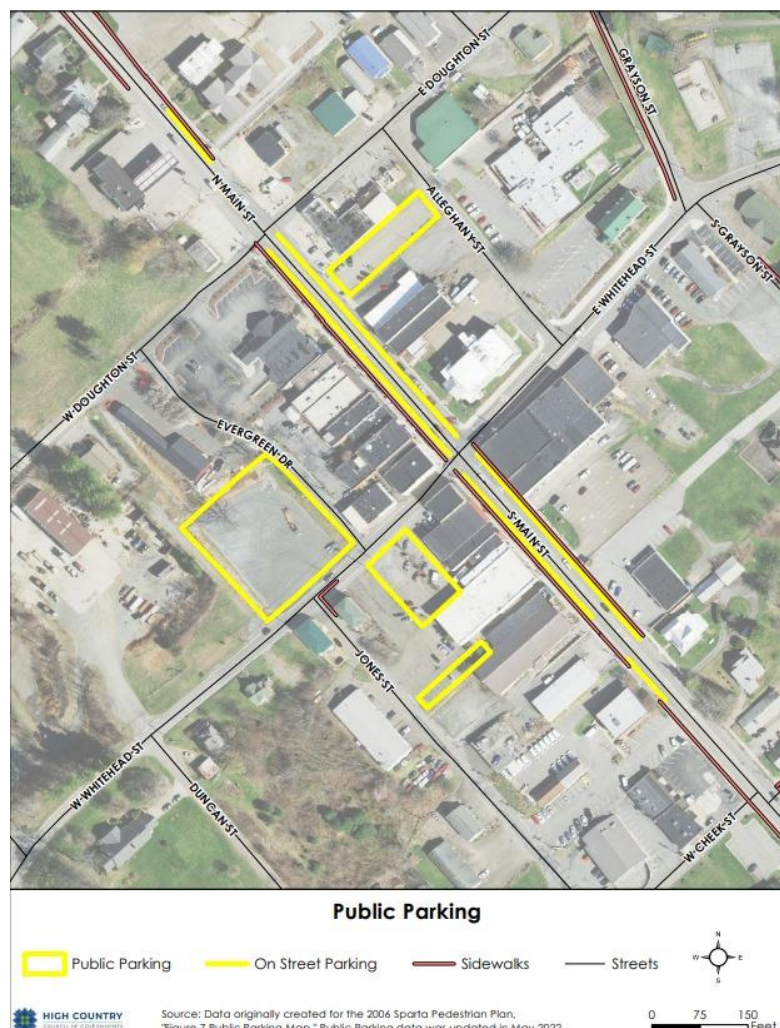
				
1 / 6100 / 6600	3 / 4500 / 5800	5 / 11000 / 7100	7 / 5400 / 4400	9 / 4500 / 3800
				
2 / 5700 / 4700	4 / 4500 / 3800	6 / 2800 / 3000	8 / 3900 / 3000	10 / 3600 / 3300
				
				11 / 3300 / 3400

Sidewalk Locations and Conditions

There are 2.81 miles of sidewalk in Sparta, located mostly along Main Street. The Town's 2005 Pedestrian Plan took an inventory of these sidewalks and evaluated their condition. The plan identified 59% of sidewalks as being less than the 5-foot recommended width and that 10.53% of the network was in poor condition and in need of replacement. A streetscape improvement project was completed by the Town in 2018 which enhanced the condition of some existing sidewalks along Main Street. Survey respondents for this plan stated that further improvements and expansion of the pedestrian network are needed, particularly more connectivity in the system and expansion out of the Town's main commercial districts.

Parking

Public parking in Sparta is available in four Town owned lots as well as spots along Main Street. Public input for this plan indicated that parking availability in public lots is not an issue, but that parking on Main Street is difficult.



Off-street parking is required by the Town's zoning ordinance, with differing requirements depending on the type of land use. That table of requirements is shown below.

	Required Off-Street Parking
Residential and Related Uses	
Any residential use consisting of 1 or more dwelling units.	2 parking spaces for each dwelling unit
Customary home occupations	In addition to residence requirements, 1 parking space per 100 square feet devoted to the home occupation use
Mobile homes	2 spaces for each mobile home
Rooming and boarding homes	1 space for each 3 guest rooms, plus 1 additional space for the owners or managers
Institutional Public and Semipublic Uses	Every building or structure used for business, trade or industry hereafter erected shall provide space as indicated herein for the loading and unloading of vehicles off the street or public alley. The space shall have access to an alley, or if there is no alley, to a street. For the purposes of this section, an offstreet loading space shall have a minimum dimension of 12 feet by 40 feet and an overhead clearance of 14 feet in height above the alley or street grade
Churches and funeral homes	1 space for each 4 seats in the main chapel
Elementary school and junior high, both public and private	1 space for each school employee
Hospitals	1 space for each 4 patient beds, plus 1 space for each staff or visiting doctor, plus 1 space for each 4 employees
Libraries	1 space for each 4 seats provided for patron use
Medical offices and clinics	4 spaces for each doctor practicing at the clinic, plus 1 space for each employee
Places of public assembly including private clubs and lodges, auditoriums, dance halls, pool halls, theaters, stadiums, gymnasiums, amusement parks, community centers and all similar places of public assembly	1 space for each 4 fixed seats provided for patron use, plus 1 space for each 100 square feet of floor or ground area used for amusement or assembly, but not including fixed seats
Rescue squads and armories	Parking space equivalent to 3 times the floor space in the main building

Sanitariums, rest and convalescent homes, homes for the aged and similar institutions	1 space for each 6 patient beds, plus 1 space for each staff or visiting doctor, plus 1 space for each employee
Senior high schools and colleges, both public and private	1 space for each 2 students for whom the school was designed, plus 1 space for each employee
Business Uses	Every building or structure used for business, trade or industry hereafter erected shall provide space as indicated herein for the loading and unloading of vehicles off the street or public alley. The space shall have access to an alley, or if there is no alley, to a street. For the purposes of this section, an offstreet loading space shall have a minimum dimension of 12 feet by 40 feet and an overhead clearance of 14 feet in height above the alley or street grade
Automobile sales and repair garages	1 space for each 2 employees at maximum employment on a single shift, plus 2 spaces for each 300 square feet of repair or maintenance space
Hotels, motels, tourist homes, and tourist courts	1 space for each rental unit, plus 1 additional space for each employee on shift of largest employment
Offices, business, professional, public, including banks	1 space for each 3 seating accommodations, plus 1 space for each employee on shift of largest employment
Restaurants, brewpubs, microbreweries	1 space for each 3 seating accommodations, plus 1 space for each employee on shift of largest employment
Restaurants, drive-in	Parking space equivalent to 5 times the floor space in the main building
Retail business and consumer service outlets	1 space for each 200 square feet of gross floor area
Service stations	2 spaces for each gas pump, plus 3 spaces for each grease rack or similar facility
Shopping centers	3 square feet of parking space for each square foot of gross floor area
Manufacturing and Wholesale	Every building or structure used for business, trade or industry hereafter erected shall provide space as indicated herein for the loading and unloading of vehicles off the street or public alley. The space shall have access to an alley, or if

	there is no alley, to a street. For the purposes of this section, an offstreet loading space shall have a minimum dimension of 12 feet by 40 feet and an overhead clearance of 14 feet in height above the alley or street grade
Industrial and wholesale operations	1 loading space for each 10,000 square feet of gross floor area or fraction thereof
Manufacturing, industrial, and wholesale operations	3 spaces for each 4 employees at maximum employment on a single shift
Retail operations	1 loading space for each 5,000 square feet of gross floor area or fraction thereof

Development Regulations

Sparta regulates land use and development through a collection of adopted policies and standards. These policies and standards are contained within the Town's Land Usage ordinance, which contains chapters on subdivision regulations, zoning, flood regulations, building regulations, tower regulations, and stormwater management. Each document regulates different aspects of development. Subdivision regulations set forth standards for the division of land and improvements to publicly dedicated infrastructure such as roadways. The zoning ordinance controls land use and design standards. The flood ordinance regulates development in the flood zones and is intended to minimize potential property damage and loss of life. The tower ordinance regulates the construction of wireless communication in the town and ETJ. Building regulations ensure proper adherence to building codes. Stormwater management regulates construction and post development to minimize the effects of stormwater runoff and pollution. State building code enforcement and permitting in Sparta are primarily the responsibility of Alleghany County.

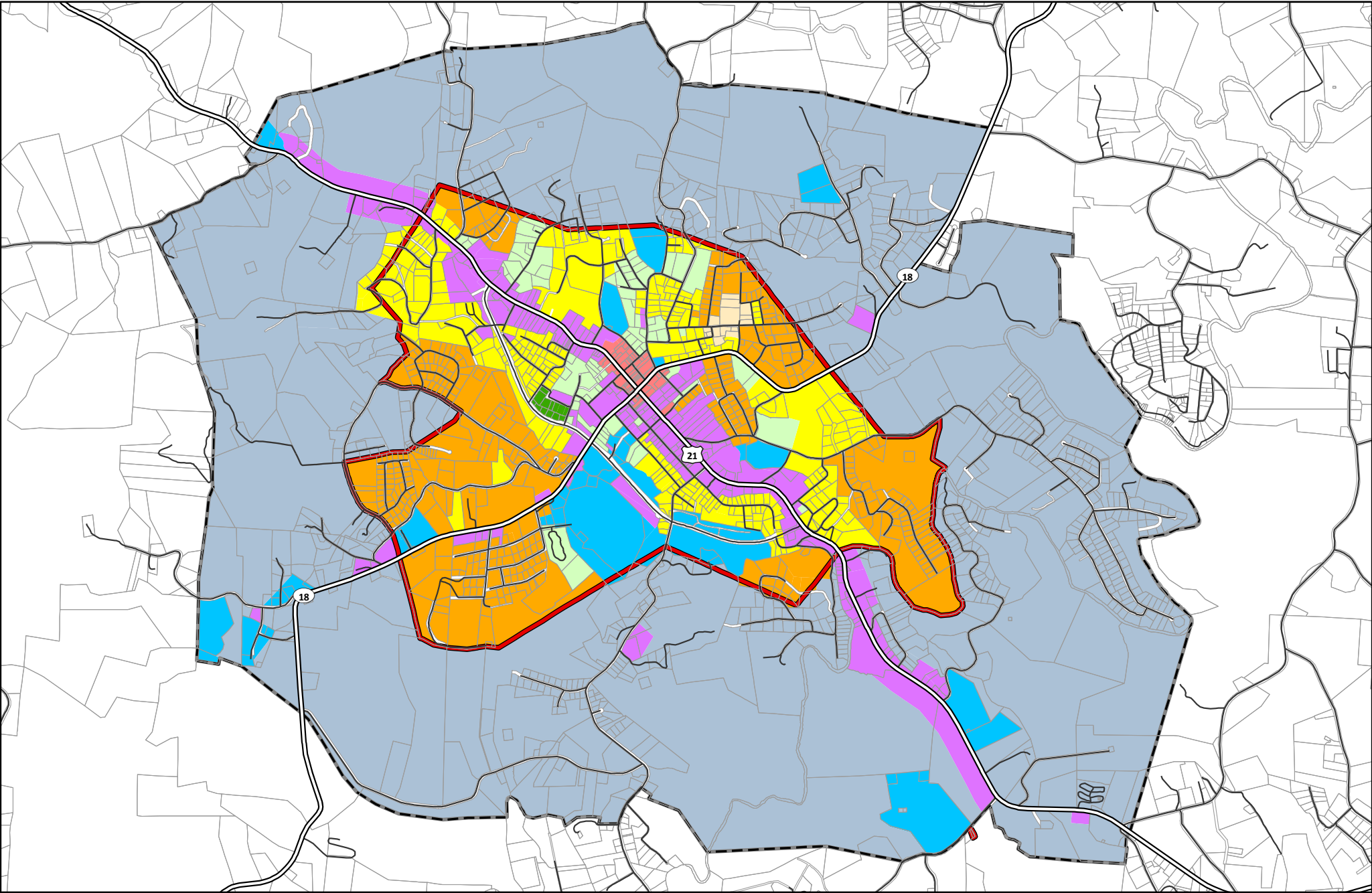
The Town's subdivision regulations set standards for the division and development of land. The ordinance applies to all division of land into two or more lots and/or involving the dedication of a new street. Regulations require property owners and developers to go through an approval process when dividing land or altering lot lines in order to meet minimum standards. For major subdivisions, this includes the submission of a preapplication, preliminary plat, and final plat. For minor subdivisions, the submission of only one plat is required.

Sparta's subdivision regulations also contain technical requirements for both lots and roadways. These include road frontage and design requirements, lot length and width requirements, easement requirements, and buffer requirements. For exact area and dimension requirements, the subdivision ordinance defers to the zoning ordinance for specific zoning districts.

Sparta's subdivision regulation contains a separate chapter on subdivision roads. This section sets minimum standards for the improvement of roads and sidewalks that will be publicly dedicated. Sparta's regulations divide roads into two separate classifications: a local residential subdivision road or a residential collector road. Local residential subdivision roads are those which do not connect thoroughfares or serve major traffic generators. Residential collector roads are those which serve as the connecting street between local residential roads and the thoroughfare system. Each of these classifications contains a set of sub-classifications which further detail specific types of roads.

Sparta's flood ordinance regulates development in flood zones. The ordinance sets forth a number of general and specific standards which must be adhered to when constructing, adding to, or improving any structure in a special flood hazard area. The ordinance also designates a floodplain administrator to administer and implement the provisions of the chapter. In Sparta's case, this duty falls to the Town Manager and/or the Town Planner.

Sparta's zoning ordinance controls land use and dictates development form within the corporate limits of the Town and ETJ. Sparta has nine different zones. These include CB Central Business, LI Light Industrial, NB Neighborhood Business, OI Office and Institutional, R-8 Two-Family and Mobile Home Residential, R-12 Two-Family Residential, R-20 Single-Family Residential, RA Residential-Agriculture, RMF Multiple-Family. A current zoning map for the Town is included on the following pages.



Zoning Classifications

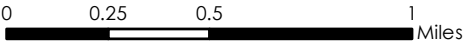
Zoning Code

C-B	O-I	R-8
L-I	R-12	RMF
N-B	R-20	R-A

- Municipal Boundary
- ETJ Boundary
- Streets
- Parcel Boundary

ZONING MAP
TOWN OF SPARTA, N.C.

ALLEGANY COUNTY



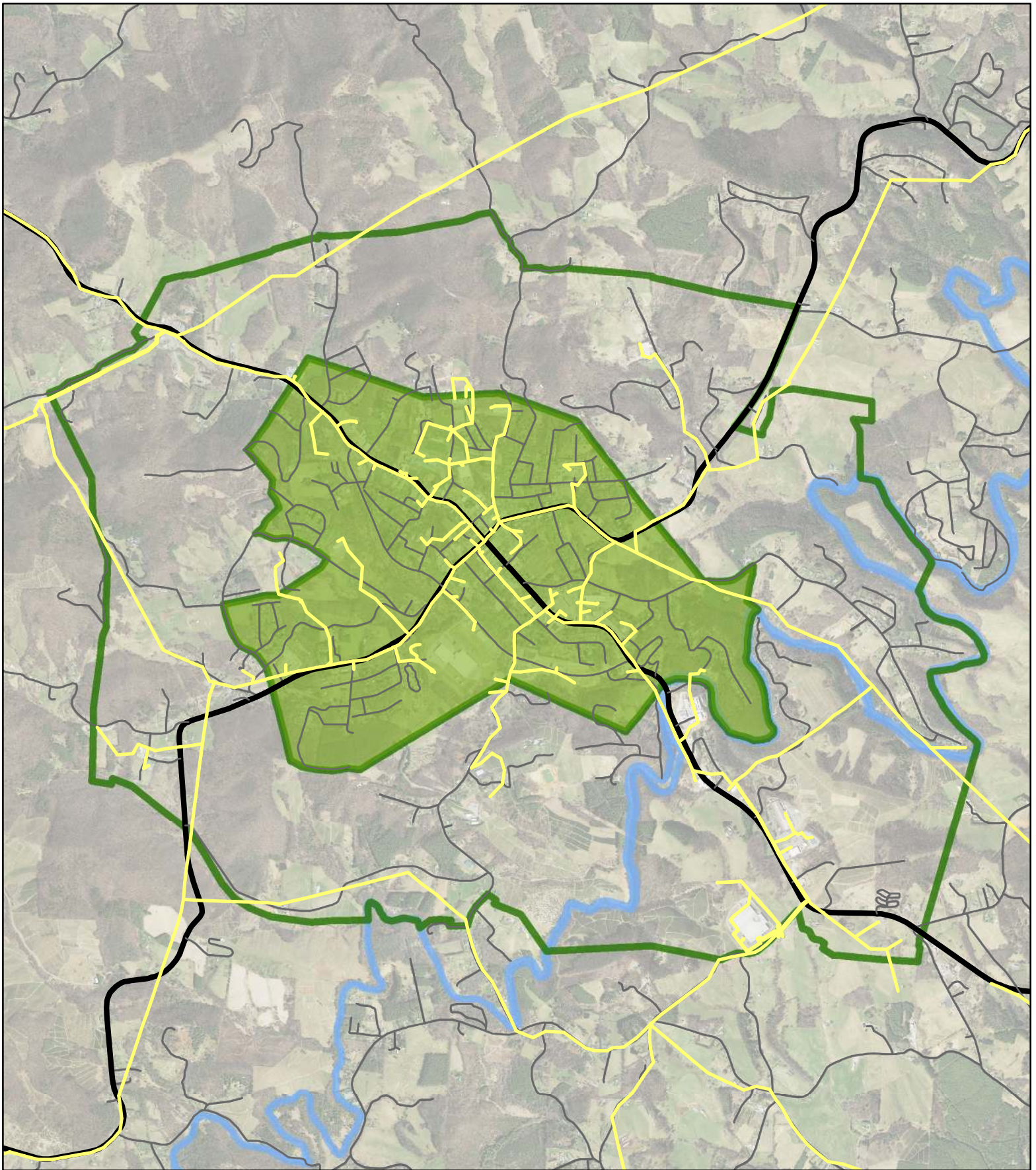
Utilities

Water and sewer service are provided by the Town of Sparta within its corporate limits. In some special cases, extensions of this service are granted to the Town's ETJ. Sparta is the only public water provider in Alleghany County. Its system has operated for over 55 years and includes approximately 40 miles of water main. As of 2021, Sparta served 1,592 metered connections. Residential users account for 80.72% of the system's connections. Commercial, industrial, and institutional users account for the remainder of connections. Industrial users account for the highest average use at 8,977.78 gallons per day, while residential users account for the most use overall.

An analysis of the Town's 2021 NCDEQ Local Water Supply plan showed that the Town has a water tank storage capacity of 1.27 million gallons. 563,000 gallons are available per day and the Town is using around 320,700 gallons on a daily basis, meaning the Town is operating at 57% capacity for its water system. Similarly, the Town's wastewater system operates at 40% capacity with a permitted use at 600,000 gallons per day and an actual use of 239,000 gallons per day. This data shows that the Town's water and wastewater systems are adequate to accommodate new commercial and industrial development, as well as subdivisions.

	Metered Connections	Average Total Daily Water Usage (gallons per day)	Average Individual Daily Water Usage (gallons per day)
Residential	1,285	112,500	87.55
Commercial	222	34,600	155.86
Industrial	9	80,800	8,977.78
Institutional	76	18,400	242.11

Fiber connectivity in and around Sparta is provided by the Skyline/Skybest Corporation. They provide fiber optic connectivity to all locations inside town limits and to most locations in Alleghany County. Blue Ridge Electric provides power to all locations in and around Sparta. Three phase electric, a special type of power intended primarily for commercial uses with higher energy demands, has also been made extensively available. Natural gas is not currently available in Sparta. A map of three-phase electric availability as well as water and sewer availability in Sparta are shown on the following pages.

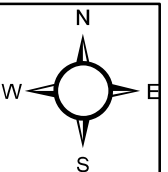


Town of Sparta 3 Phase Electricity

— 3 Phase Line

■ Town Limits

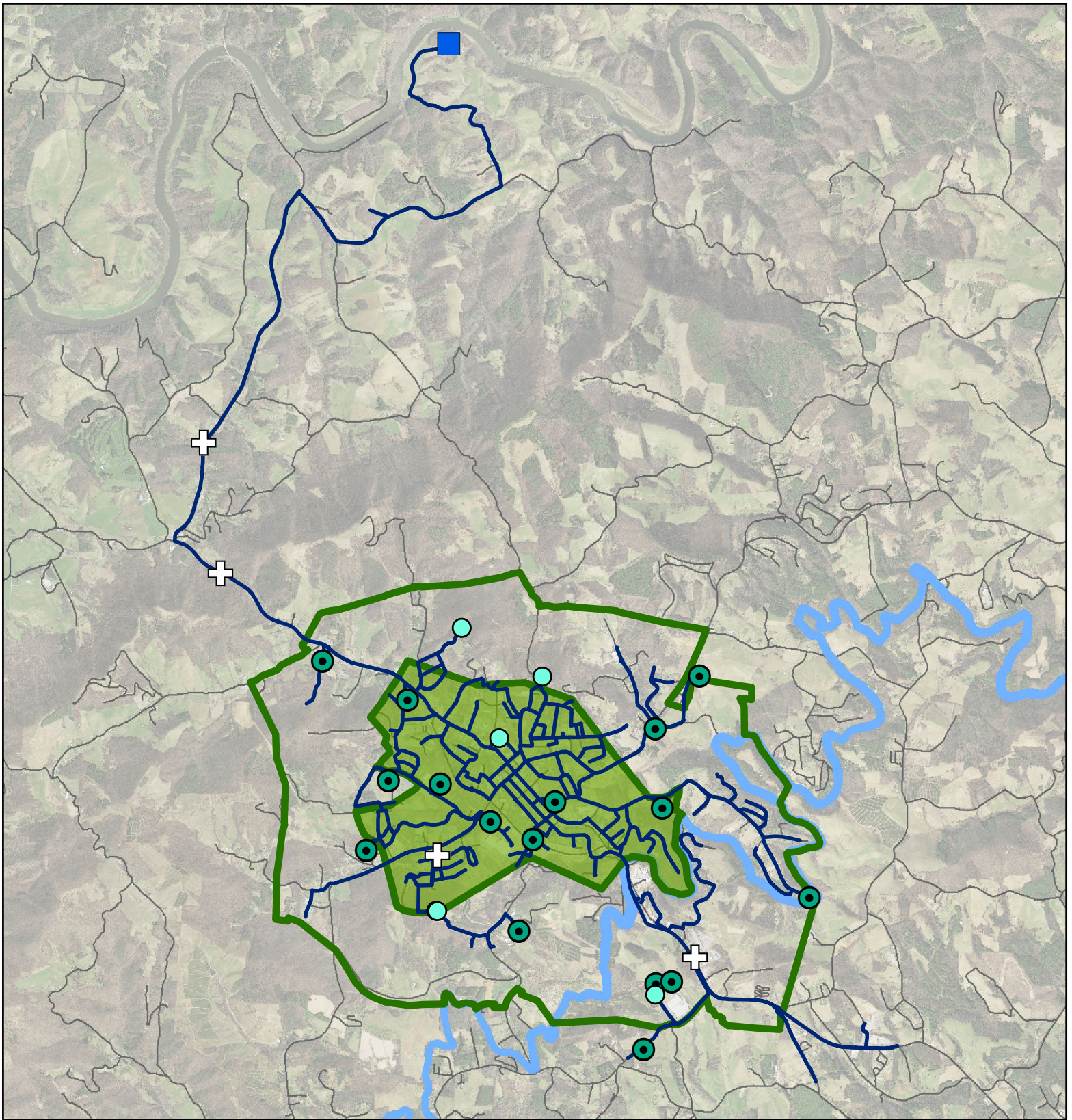
□ ETJ



HIGH COUNTRY
COUNCIL OF GOVERNMENTS

This map is not for survey, legal or excavation uses. It is intended for display, reference and planning purposes only.

0 0.75 1.5
Miles



Town of Sparta Water System

⛶ Pump Station (4)

● Tank (6)

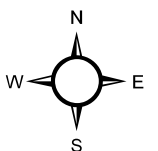
■ Treatment Plant (1)

● Wells (16)

— Water Main

□ ETJ

■ Town Limits



HIGH COUNTRY
COUNCIL OF GOVERNMENTS

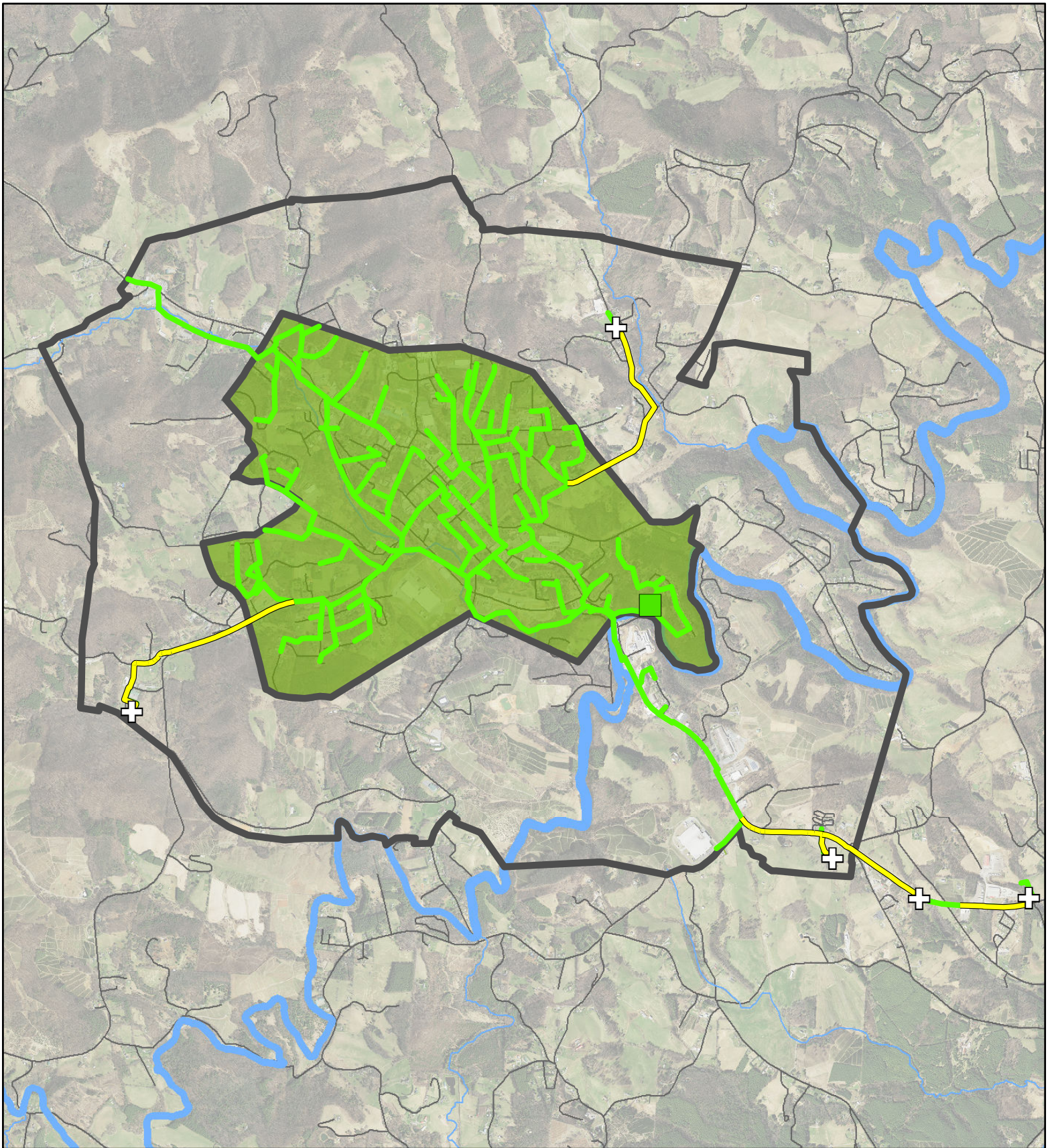
This map is not for survey, legal or excavation uses. It is intended for display, reference and planning purposes only.

0

1.25

2.5

Miles

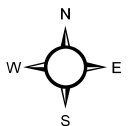


Town of Sparta Sewer System

— Gravity Main
— Forced Main

⊕ Pump Station (5)
■ WWTP

ETJ
Town Limits



This map is not for survey, legal or excavation uses. It is intended for display, reference and planning purposes only.

0 0.75 1.5
Miles

Existing Land Use

Land Use Study

A study of existing land use in Sparta was performed in the process of completing this plan. This study was completed by driving around the Town limits and ETJ and designating each parcel with a land use classification. Fifteen different classifications were used. These include:

- Agriculture
- Agriculture/Residential
- Commercial
- Executive/Office
- Government
- Industrial
- Institutional
- Mixed Use
- Mobile Home
- Mobile Home Park
- Multi-Family Residential
- Recreation
- Single-Family Residential
- Utilities
- Vacant/Undeveloped

The study found that agricultural and single-family residential uses accounted for a majority of land use in both the Town limits and ETJ. These uses accounted for 2,339.11 acres and 1,103.26 acres of land area, respectively. Commercial and vacant properties also accounted for large shares of land use. All land use designations with their respective acreage and number of parcels are included in the table below.

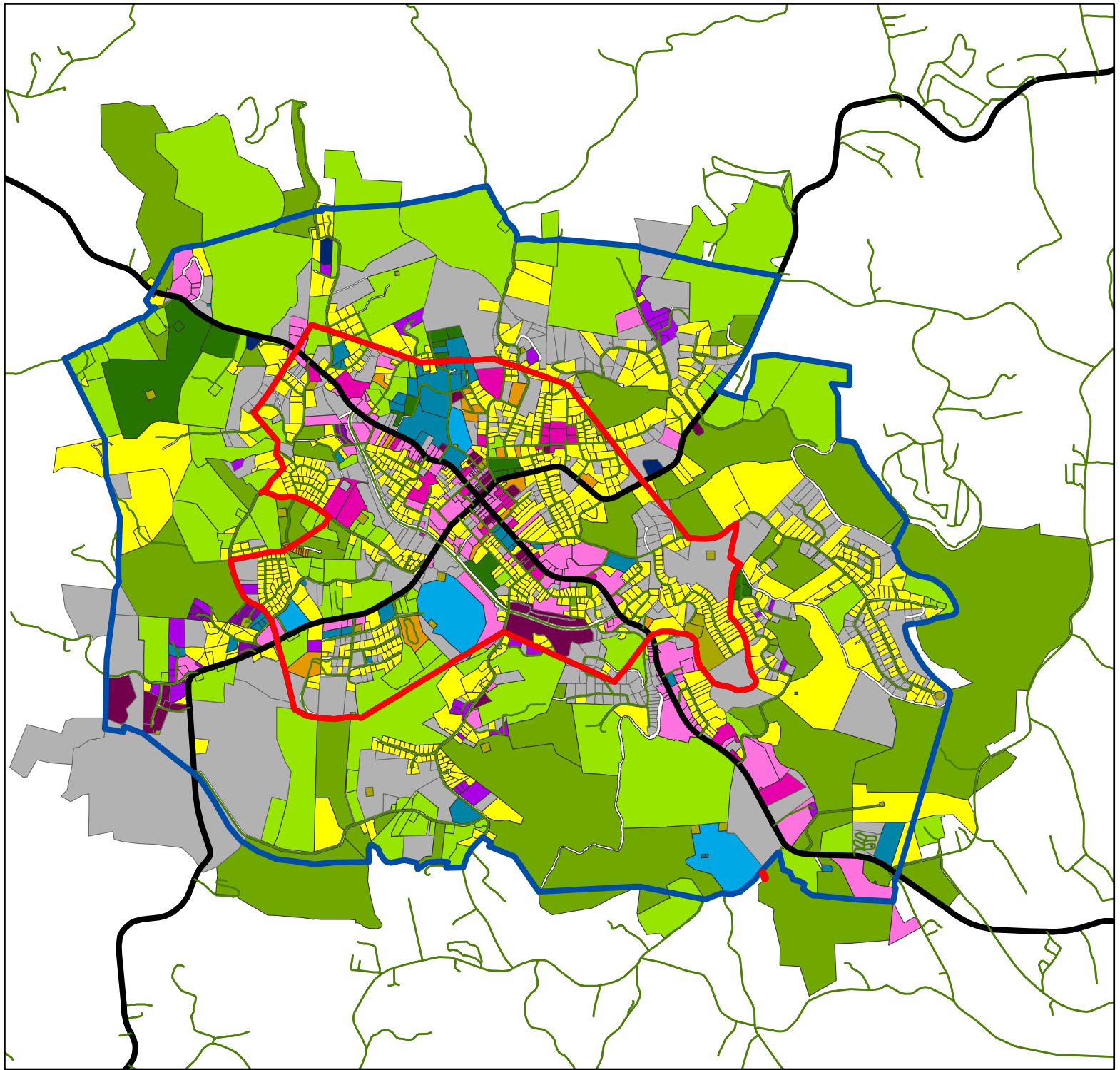
Land Use	Number of Parcels	Total Acreage	Percentage of Total Acreage
Agriculture	41	968.23	17.97%
Agriculture/Residential	107	1,370.88	25.45%
Commercial	168	245.46	4.56%
Executive/Office	39	71.45	1.33%
Government	28	67.58	1.25%
Industrial	4	94.08	1.75%
Institutional	45	100.70	1.87%
Mixed Use	3	8.42	0.16%

Mobile Home	39	55.38	1.03%
Mobile Home Park	8	12.56	0.23%
Multi-Family Residential	37	38.77	0.72%
Recreation	16	124.79	2.32%
Single-Family Residential	947	1,103.26	20.48%
Utilities	33	33	0.61%
Vacant/Undeveloped	427	1,096.04	20.35%

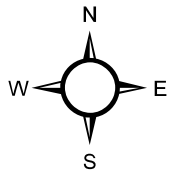
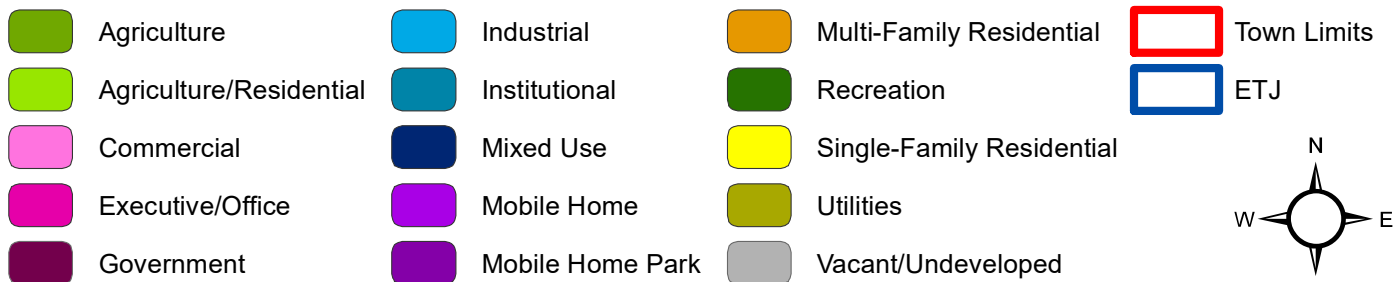
Land Supply for Infill Development

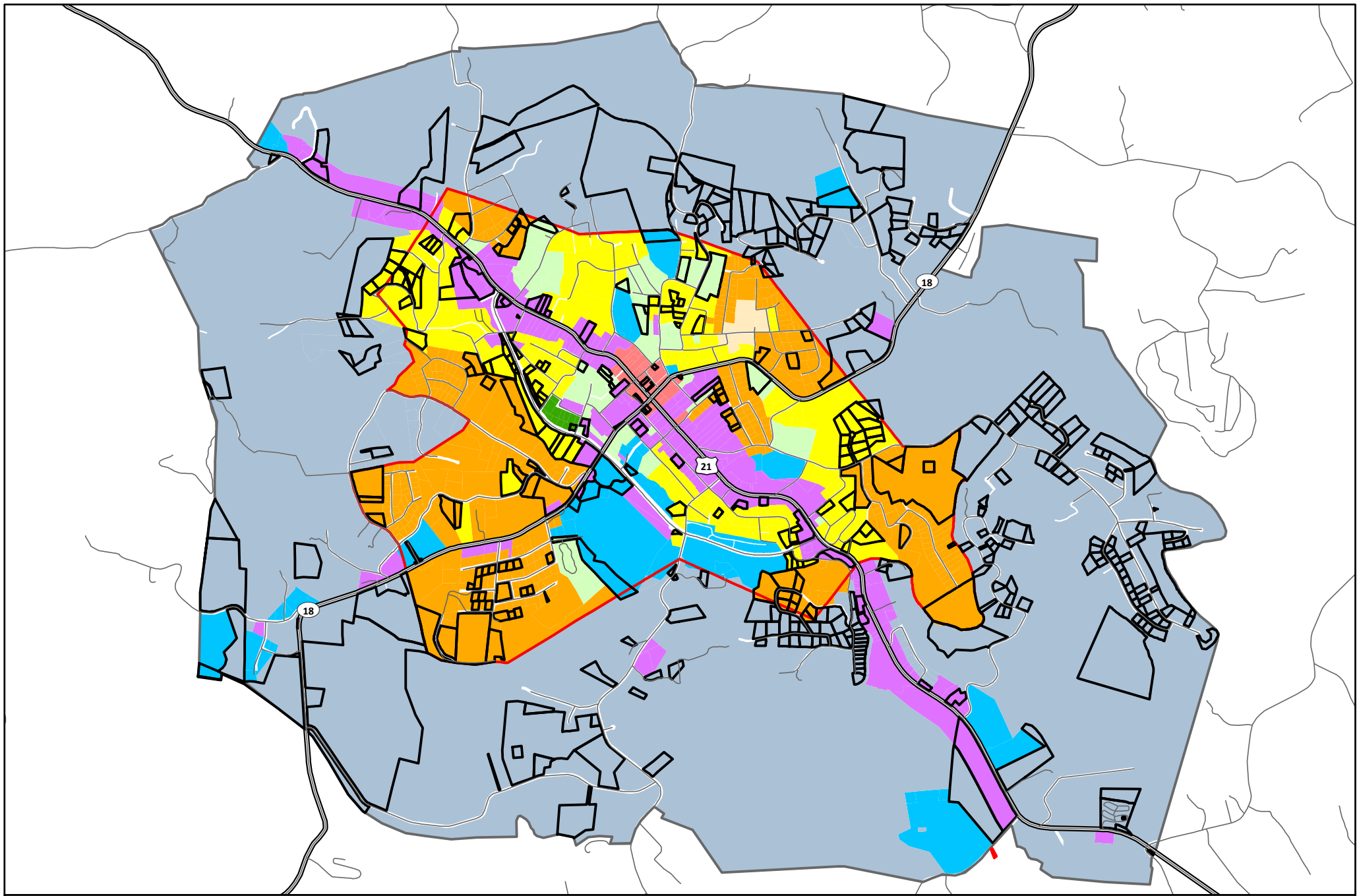
The existing land use study found that 427 parcels in the Sparta Town limits and ETJ are vacant. Together, these accounted for 1096.04 acres of vacant land. This vacant land was spread out among zoning districts, with the Residential Agriculture district accounting for a majority of vacant properties. The Central Business and R-8 districts had a relatively small amount of vacant land, while the Office and Institutional district had no vacant land. Both the quantity and variety of vacant land in Sparta make the Town suitable to accommodate residential and commercial development in the future. Maps detailing existing land use and vacant parcels in Town are shown on the following pages.

Zoning District	Total Acreage of Vacant Parcels by Zone
C-B	1.021
L-I	28.337
N-B	55.964
R-12	74.182
R-20	157.169
R-8	0.296
R-A	759.991
RMF	19.081
Total Acres of Vacant Parcels:	1096.041
Total Number of Vacant Parcels:	427



Town of Sparta Land Use





Vacant Parcels

Zoning Classifications

C-B

L-I

N-B

O-I

R-12

R-20

R-8

RMF

R-A

Municipal Boundary

ETJ Boundary

Streets

Vacant Land Use
TOWN OF SPARTA, N.C.

Building Permits

The Town of Sparta issues feasibility permits prior to any new construction being completed in Town. Most of these permits are for the construction of an accessory structure, additions to an existing structure, remodels, or new signage. Of the 288 permits the Town has issued since 2010, 90 were additions to an already existing structure. Remodels and new signage accounted for an additional 87 permits. A full table of permits issued by year and type can be found in Appendix II.

Parks and Green Space

The only Town owned Park in Sparta is Crouse Park. Veterans Park is also located within the Town's corporate limits but is owned by Alleghany County. Crouse Park is a 3.9-acre park located at 60 Cherry Street in the center of Town. Park facilities include:

- A full-size outdoor asphalt basketball court with two goals
- Approximately 2,336 feet of paved walking trail
- A full-size volleyball court with net
- Shaded benches
- An outdoor concert stage
- Two picnic shelters each containing six tables
- Outdoor grills
- A children's playground
- A Skate park
- The Crouse House (features a covered porch, kitchen, gathering space, restrooms, and vending machine)
- Open area along the creek on the eastern edge of the property
- Three paved parking lots containing a combined total of 66 regular spaces and 5 ADA accessible spaces.

A master plan for the park was developed in 2018. Recommendations from the plan were divided into short-term and long-term projects. The public input process for the plan identified various recreational needs in the Town of Sparta, most of which are reflected in the recommendations of the Park's Master Plan.

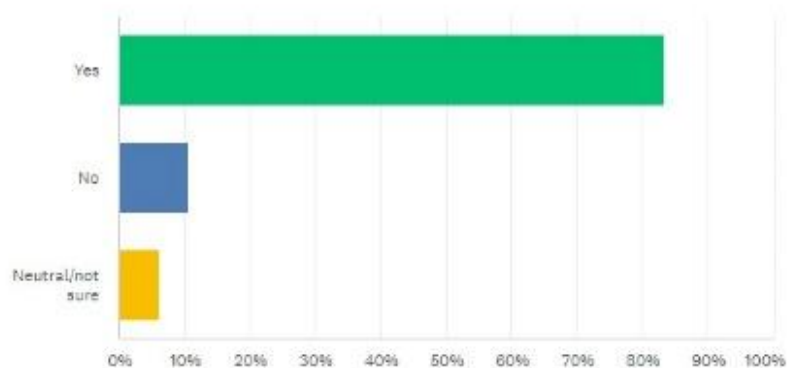
Public Input

A public survey was created to gauge citizen wants and needs as they relate to land use in Sparta. The survey received 364 responses from February to April of 2022. Questions on the survey focused on a variety of demographic information and land use topics.

Many respondents to the survey voiced the need for better upkeep of commercial properties, especially vacant ones. Almost half of respondents rated the exterior appearance of commercial buildings in Town as poor and over half of respondents were in favor of raising property maintenance standards for commercial land uses. Additionally, building/property upkeep, as well as improving/maintaining the appearance of commercial thoroughfares were rated as high priority issues among many respondents.

Do you support raising property maintenance standards (e.g. architectural standards, junk vehicles, lawn maintenance, etc.) for commercial land uses?

Answered: 360 Skipped: 4

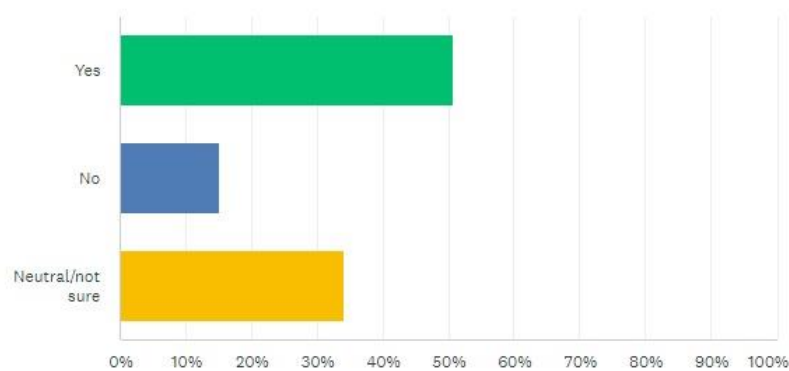


ANSWER CHOICES	RESPONSES	
Yes	83.33%	300
No	10.56%	38
Neutral/not sure	6.11%	22
TOTAL		360

Most respondents were either in favor or neutral on extending water and sewer service outside of town limits as well as annexing property. 42% were in favor of adding an annexation requirement for customers receiving water and sewer service outside of Town limits, with an additional 42% being neutral on the issue.

If requested, should the Town extend water and sewer service to new commercial development beyond the Town limits?

Answered: 355 Skipped: 9

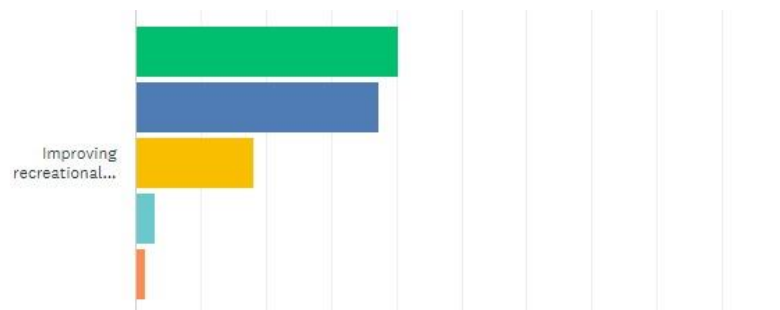
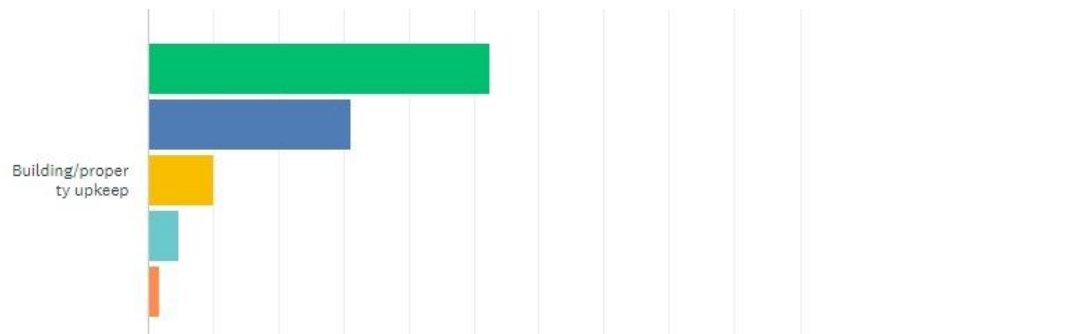


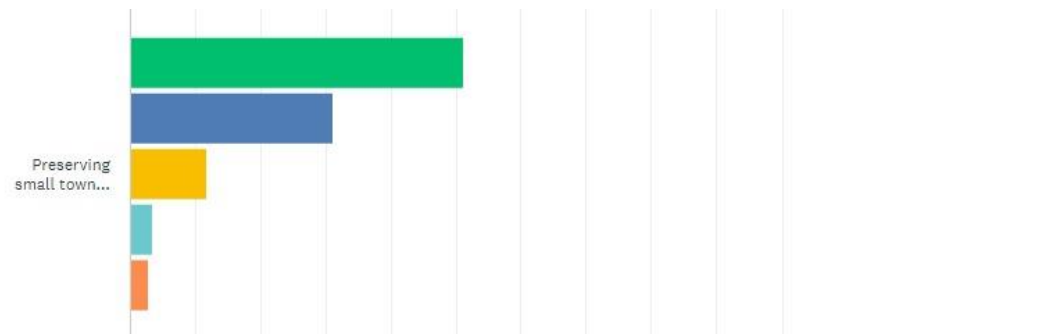
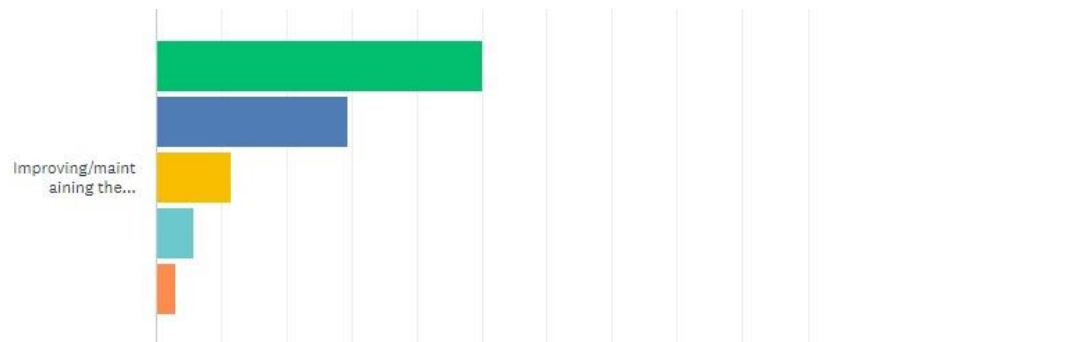
ANSWER CHOICES	RESPONSES	
Yes	50.70%	180
No	15.21%	54
Neutral/not sure	34.08%	121
TOTAL		355

One survey question gave respondents a list of issues and asked to what degree they should be prioritized. Most of the issues listed received a positive response for prioritization, but a few issues were heavily emphasized by respondents. Among these were building and property upkeep, improving recreational opportunities, improving and maintaining the downtown streetscape, and preserving small town environment and image.

Please indicate how much priority the Town should place on resolving or encouraging the issues below.

Answered: 363 Skipped: 1





The full survey results can be found in Appendix I.

Recommendations

Based on the results of the public survey, input from the Town Planning Board and Town staff, and data collected through the planning process, the following list of recommendations has been compiled.

Transportation

1. Request inclusion of improvements to NC Highway 18/Sparta Parkway and Grandview Drive/Sparta Parkway intersections in the Alleghany County CTP.
 - a. Respondents to the plan's public survey frequently cited the NC Highway 18 and Grandview Drive intersections with the Sparta Parkway as dangerous intersections. No improvements to either intersection are included in the North Carolina STIP (State Transportation Improvement Program) or the Alleghany County CTP (Comprehensive Transportation Plan). The Alleghany County CTP is due for an update in 2024. It is recommended that the Town work with the County to include these improvements in that update.
2. Update the 2006 Town of Sparta Pedestrian Plan.
 - a. The Town contracted with the High Country Council of Governments to complete a Pedestrian Plan in 2006. That plan is 16 years old as of the writing of this plan, and an update is warranted. A streetscape improvement project was completed by the Town in 2020 and additional needs to the pedestrian transportation system were identified through this planning process. Namely, the addition of sidewalks on Industrial Park Drive, Moxley Road, and NC Highway 18 South was identified as a need by survey respondents and planning board members. These sidewalks would serve the Highland Village multi-family development.

Parking

3. Develop a Parking study to quantify use of on-street parking spaces and public parking lots.
 - a. Public parking use and demand in Sparta is currently unknown. Survey respondents and planning board members stated that it is difficult to find

parking in Town on certain days and times, but exact demand and need for parking has not been quantified. Parking studies are a common way to quantify and gauge demand for public parking. These studies involve observing public lots on predetermined days and periodically (usually once per hour) taking an inventory of how many spots are being used at that time.

Utilities

4. Develop a public water and sewer use policy that requires annexation for water and sewer service and requires the petitioner to pay for the extension.
 - a. Requiring annexation for water and sewer service is a common practice utilized by Towns to annex property. The Town of Sparta currently allows water and sewer extensions to developments outside of Town limits but collects no property tax from these developments. Requiring annexation for these extensions would be a way to expand the Town's tax base.
5. Develop a Capital Improvement Plan for Town water and sewer systems.
 - a. The Capital Improvement Plan should cover a 10-year period and include cost estimates for recommended improvements. One such improvement should be a new wastewater treatment plant to accommodate future growth in the Town.

Zoning

6. Rezone property along NC 18 North and South to Neighborhood Business within Town limits.
 - a. The NC 18 corridor within Sparta Town limits consists primarily of residential zones. This is inconsistent with the US 21 corridor in Town, which consists mostly of the Neighborhood Business zoning district. Scheduled road improvements from the Alleghany County CTP will continue to make commercial development along NC 18 more attractive. The Town allows commercial development along this route by way of rezoning, but the Town zoning map does not reflect this.

- b. To make NC 18 consistent with US 21 and to encourage commercial development, it is recommended that the Town rezone the NC 18 corridor to neighborhood business within Town limits. To preserve the Central Business district, it is recommended that this only take place from Grayson Street north and the Sparta Parkway south.
- 7. Allow for all residential housing types, with the exception of mobile homes, in the Neighborhood Business zoning district.
 - a. If the Town makes the zoning changes detailed above, it is recommended to amend the zoning ordinance to allow for residential land uses in the Neighborhood Business District. This would accommodate current and future residential land uses along the NC 18 corridor.
- 8. Rezone R-8 district to R-12
 - a. The R-8 zoning district currently comprises only 5.51 acres of land near the center of Town. This is the only location within Town limits where mobile homes are permitted, but the district is made up almost entirely of single-family detached residences.
 - b. To allow for greater uniformity in Town zoning and to eliminate any spot zoning concerns, it is recommended that the Town eliminate the R-8 district and rezone it entirely to R-12. This change would still permit mobile homes in the Town's Residential Agriculture district, which comprises most of the Town's ETJ.

Development

- 9. Develop property maintenance standards for commercial development.
 - a. Survey respondents expressed concern over the upkeep of some commercial buildings in Town. Additionally, the Town currently has no way to enforce property upkeep standards.
 - b. To protect the Town's commercial districts from falling into disrepair from a lack of maintenance, it is recommended that the Town develop property maintenance standards for vacant commercial properties within Town

limits. These standards should address building exteriors, yards, security of property, enforcement, and penalties.

10. Require mobile homes on single lots to meet HUD standards.

- a. Sparta currently has no regulations or standards in place for mobile homes on single lots. To ensure the safety and integrity of housing in Sparta, the Town should include a requirement in its zoning ordinance that mobile homes contain a certification label signifying the home meets or exceeds the U.S. Department of Housing and Urban Development's manufactured Home Construction and Safety Standards.

11. Amend zoning ordinance to require construction of sidewalks along road frontage in new multi-family and commercial developments.

- a. The Town's zoning ordinance does not currently require new developments to construct sidewalks along public streets. Requiring developments to construct sidewalks bolsters a Town's pedestrian network over time and allows for easier connection to existing sidewalks in the future.
- b. It is recommended that the Town include a requirement in its zoning ordinance that sidewalks must be constructed for all new multi-family residential and commercial development. These sidewalks should be required along the entire length of any portions of public streets which abut the development parcel and should meet the NC Division of Highway standards. Additionally, sidewalks constructed along any public street should require the dedication of a permanent easement to the Town of Sparta.

Miscellaneous

12. Develop a junk vehicle ordinance.

- a. To ensure the appearance of private lots is held to a reasonable standard, the Town should develop or amend an ordinance to regulate junk vehicles within Town limits. This should include a definition for a junk vehicle, enforcement procedures, a time frame for compliance, and penalties.

13. Revise subdivision regulations with editorial changes.

- a. Upon review of the Town's subdivision ordinance, it is recommended that the Town make a few minor editorial changes. There are currently a number of outdated references to nonexistent state agencies as well as lack of clarity in a few definitions.

14. Implement 2018 Crouse Park Improvement Plan.

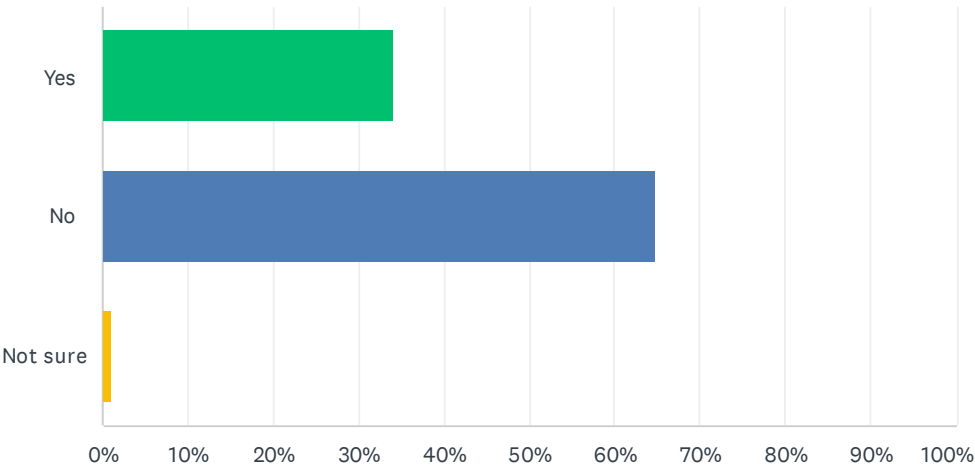
- a. As stated in the parks and green space section of this plan, Crouse Park is the only park owned by the Town of Sparta. A master plan for the Park was developed in 2018 that included many recommendations for improvements to the park. The recommendations from this plan should serve as a guide for future additions and improvements to the Park.

Appendix I

Survey Results

Q1 Do you live in the Town limits of Sparta?

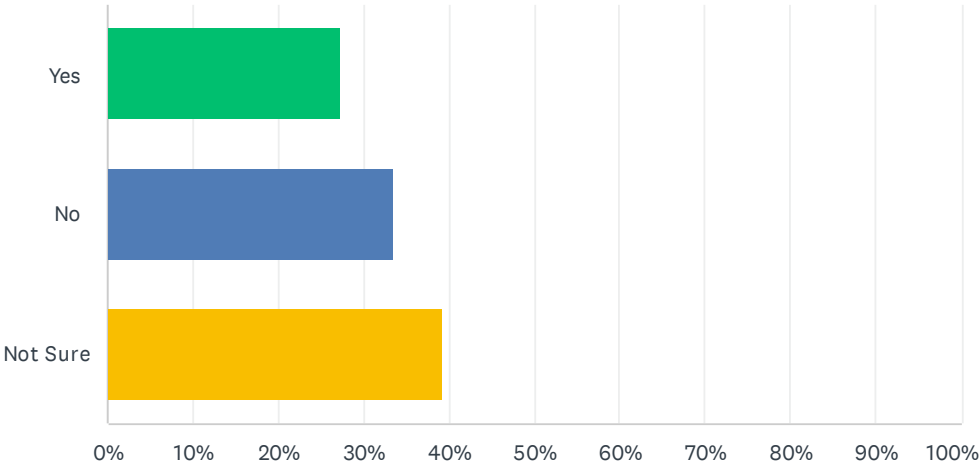
Answered: 363 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	34.16%	124
No	64.74%	235
Not sure	1.10%	4
TOTAL		363

Q2 Do you live in the Town's ETJ?

Answered: 362 Skipped: 2



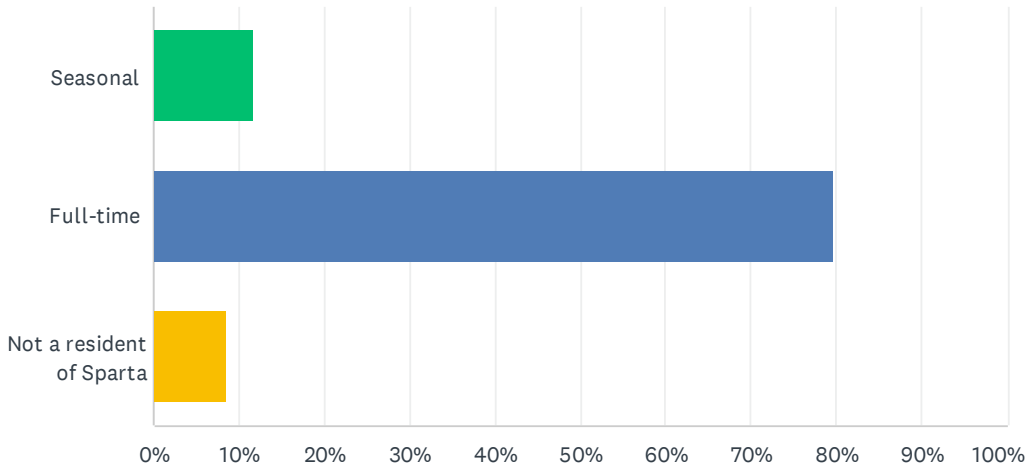
ANSWER CHOICES		RESPONSES	
Yes		27.35%	99
No		33.43%	121
Not Sure		39.23%	142
TOTAL			362

Q3 If so, how long have you lived in Sparta?

Answered: 304 Skipped: 60

Q4 Are you a seasonal or full-time resident?

Answered: 360 Skipped: 4



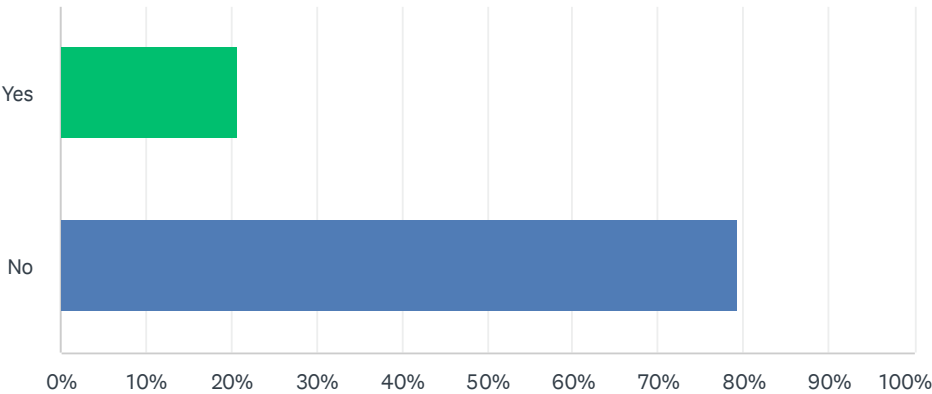
ANSWER CHOICES	RESPONSES	
Seasonal	11.67%	42
Full-time	79.72%	287
Not a resident of Sparta	8.61%	31
TOTAL		360

Q5 How many people live in your home?

Answered: 358 Skipped: 6

Q6 Do you own a business in Sparta?

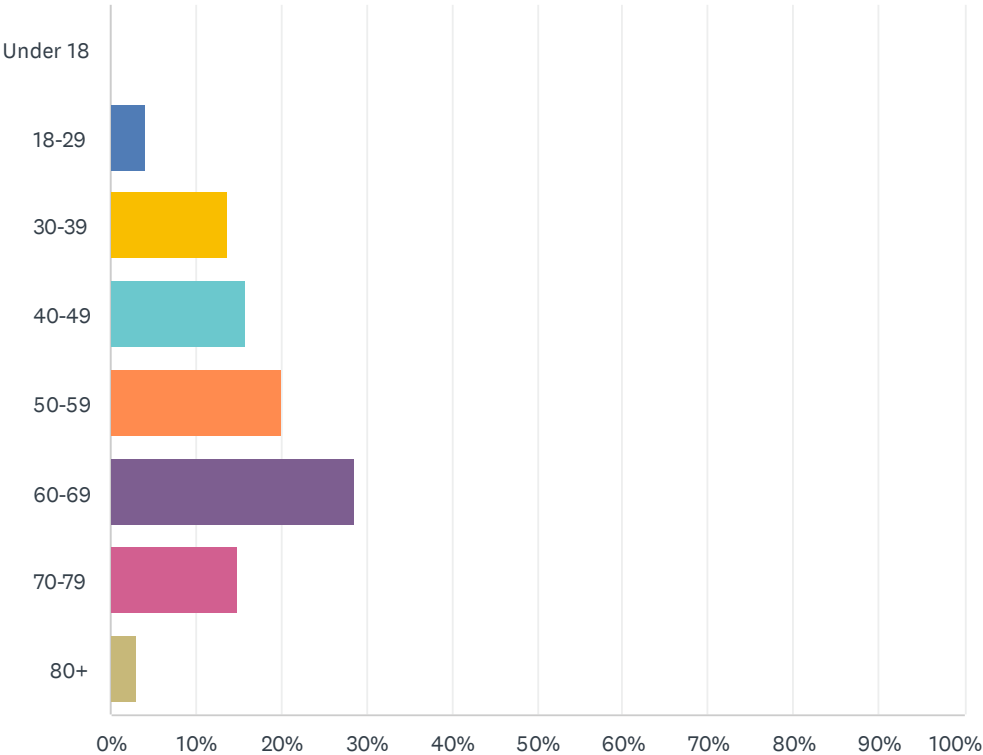
Answered: 359 Skipped: 5



ANSWER CHOICES	RESPONSES	
Yes	20.61%	74
No	79.39%	285
TOTAL		359

Q7 What is your age group?

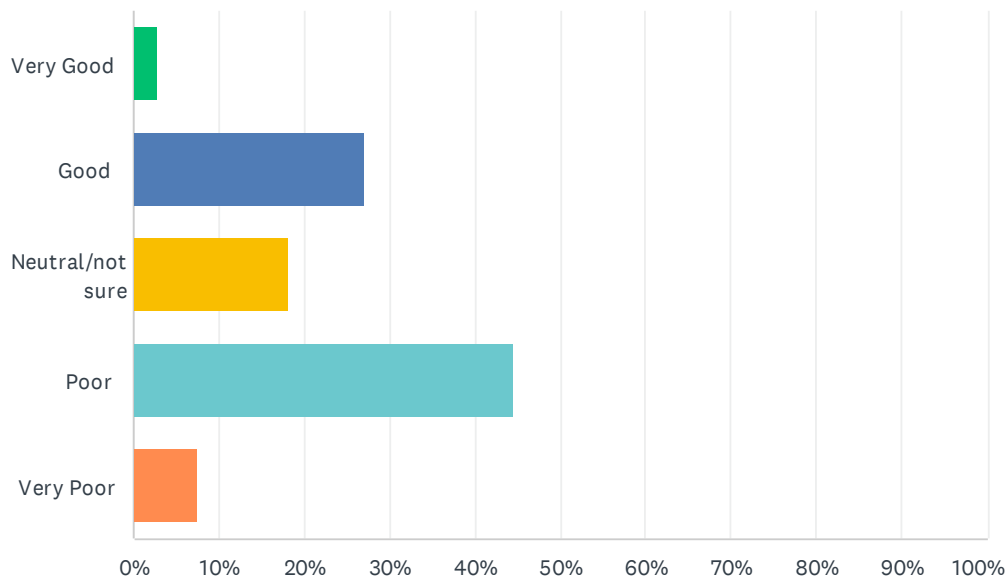
Answered: 361 Skipped: 3



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-29	4.16%	15
30-39	13.57%	49
40-49	15.79%	57
50-59	19.94%	72
60-69	28.53%	103
70-79	14.96%	54
80+	3.05%	11
TOTAL		361

Q8 In general, how would you rate the exterior appearance of commercial buildings in Sparta?

Answered: 363 Skipped: 1



ANSWER CHOICES	RESPONSES	
Very Good	2.75%	10
Good	27.00%	98
Neutral/not sure	18.18%	66
Poor	44.63%	162
Very Poor	7.44%	27
TOTAL		363

Q9 Do you think Sparta has enough recreational opportunities? If no, what additional types of recreation features would you like to see?

Answered: 329 Skipped: 35

Q10 Are you aware of any roadways, intersections, or blind spots in Town that pose a safety concern? Please identify the location and nature of the problem as specific as possible.

Answered: 304 Skipped: 60

Q11 Please describe any areas within the Town of Sparta where it is difficult to walk safely. Be as specific as possible in identifying the area and nature of the problem.

Answered: 253 Skipped: 111

Q12 Have you ever interacted with Sparta Town Hall to obtain a building permit, zoning permit, rezoning, site plan approval, or subdivision approval? If so, how could we have improved your experience?

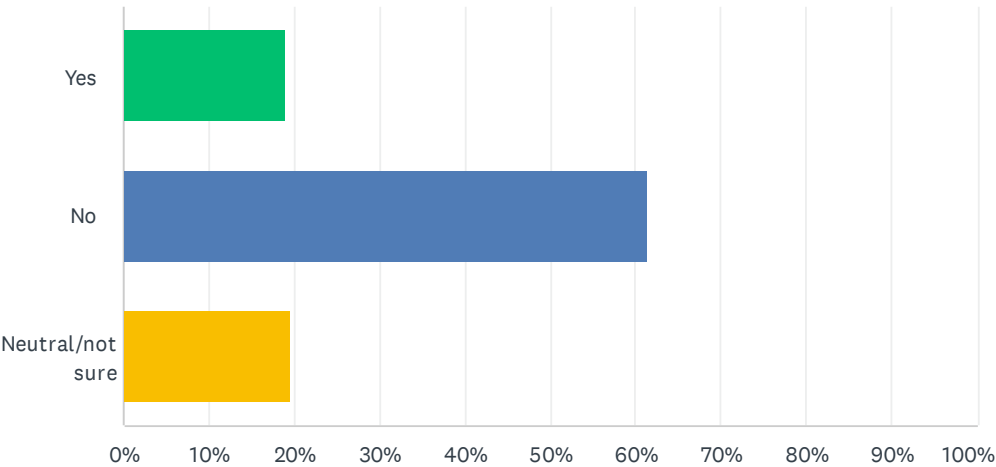
Answered: 303 Skipped: 61

Q13 Do you have a hard time finding parking in Town? If so, please specify the time of day and day of the week.

Answered: 316 Skipped: 48

Q14 Would you support the addition of metered parking and parking fees for public lots in town?

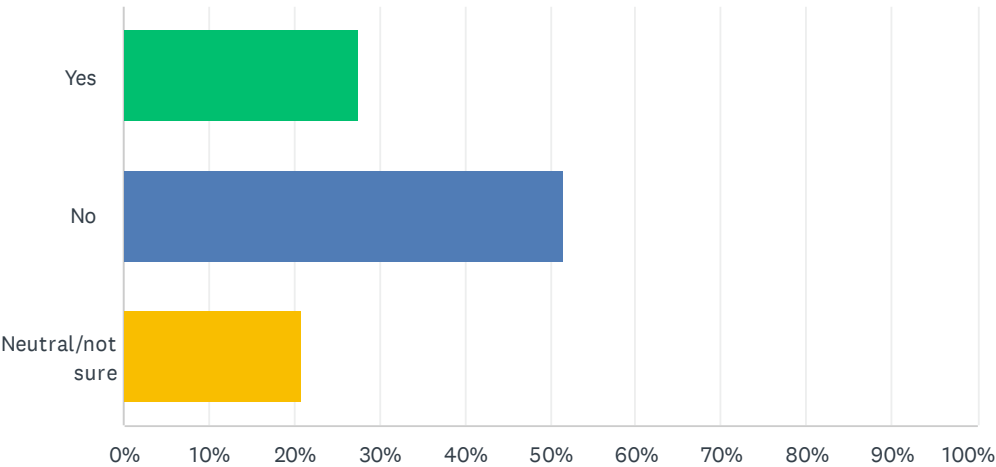
Answered: 360 Skipped: 4



ANSWER CHOICES	RESPONSES	
Yes	18.89%	68
No	61.39%	221
Neutral/not sure	19.72%	71
TOTAL		360

Q15 Would you support the use of parking fees to better maintain and make improvements to existing lots?

Answered: 359 Skipped: 5



ANSWER CHOICES	RESPONSES	
Yes	27.58%	99
No	51.53%	185
Neutral/not sure	20.89%	75
TOTAL		359

Q16 What, if any, land use or development changes have had a positive impact on Sparta?

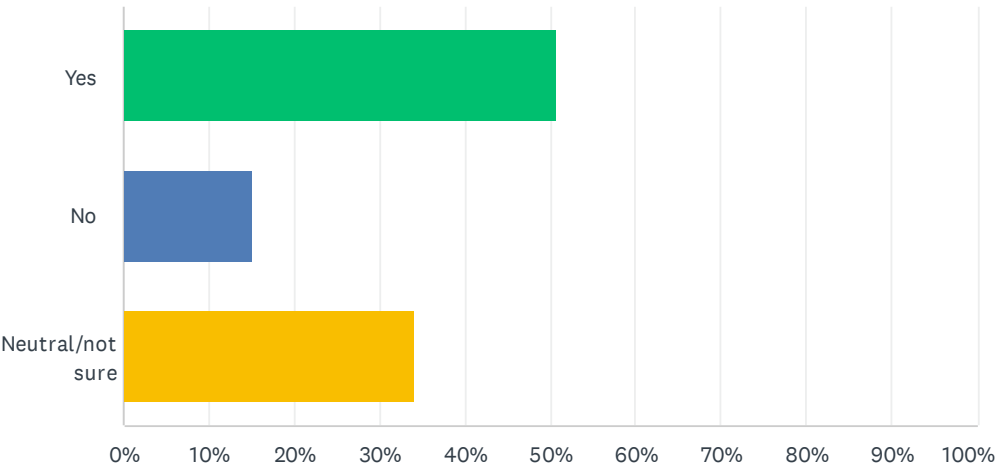
Answered: 305 Skipped: 59

Q17 What, if any, land use or development changes have had a negative impact on Sparta?

Answered: 274 Skipped: 90

Q18 If requested, should the Town extend water and sewer service to new commercial development beyond the Town limits?

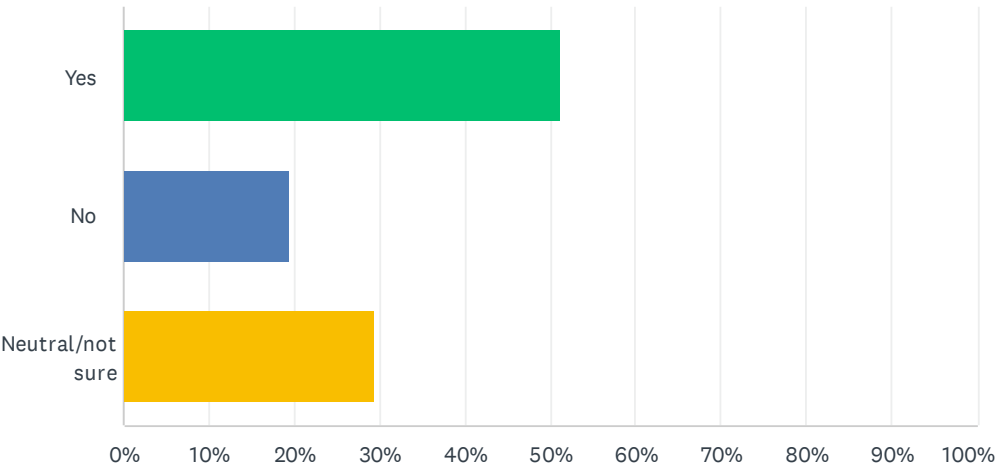
Answered: 355 Skipped: 9



ANSWER CHOICES	RESPONSES	
Yes	50.70%	180
No	15.21%	54
Neutral/not sure	34.08%	121
TOTAL		355

Q19 If requested, should the Town extend water and sewer service to new residential development beyond the Town limits?

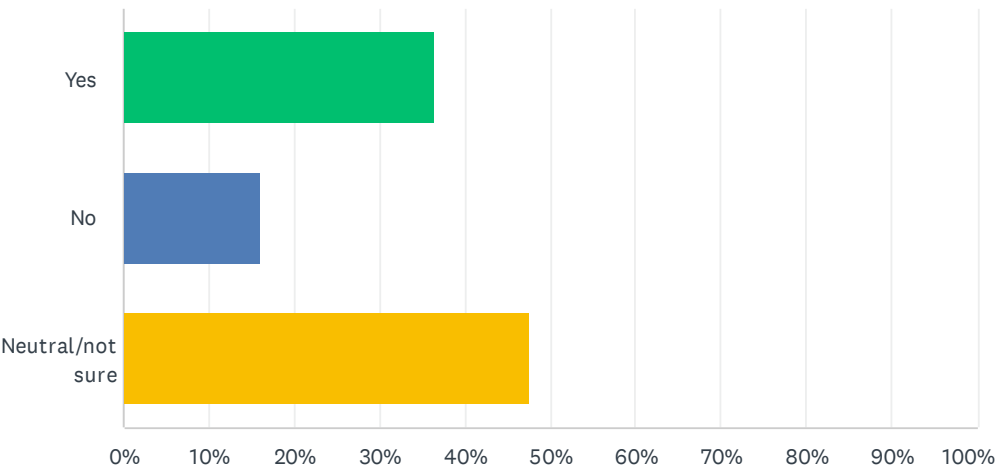
Answered: 356 Skipped: 8



ANSWER CHOICES		RESPONSES	
Yes		51.12%	182
No		19.38%	69
Neutral/not sure		29.49%	105
TOTAL			356

Q20 If requested by a landowner, should the Town annex property?

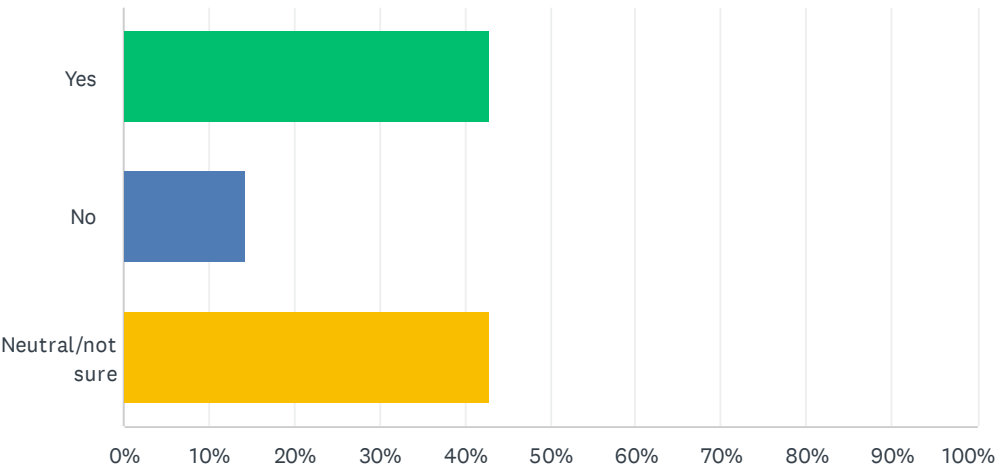
Answered: 357 Skipped: 7



ANSWER CHOICES	RESPONSES	
Yes	36.41%	130
No	15.97%	57
Neutral/not sure	47.62%	170
TOTAL		357

Q21 Should the Town consider amending its ordinance to include an annexation requirement for customers receiving water and sewer service outside of Town limits?

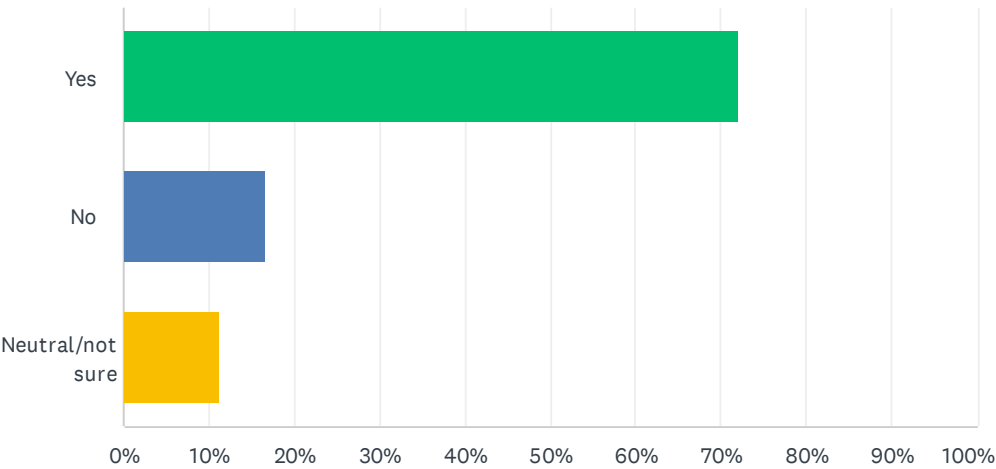
Answered: 359 Skipped: 5



ANSWER CHOICES	RESPONSES	
Yes	42.90%	154
No	14.21%	51
Neutral/not sure	42.90%	154
TOTAL		359

Q22 Do you support raising property maintenance standards (e.g. architectural standards, junk vehicles, lawn maintenance, etc.) for residential land uses?

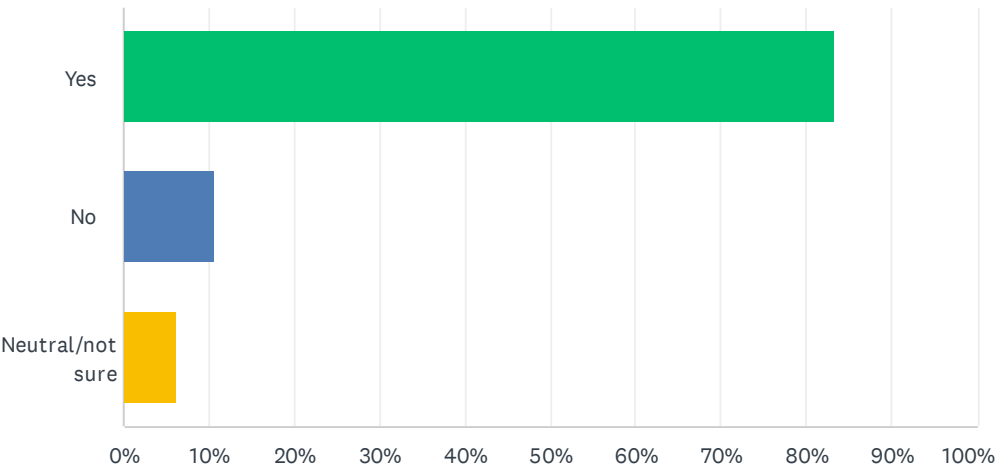
Answered: 361 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	72.02%	260
No	16.62%	60
Neutral/not sure	11.36%	41
TOTAL		361

Q23 Do you support raising property maintenance standards (e.g. architectural standards, junk vehicles, lawn maintenance, etc.) for commercial land uses?

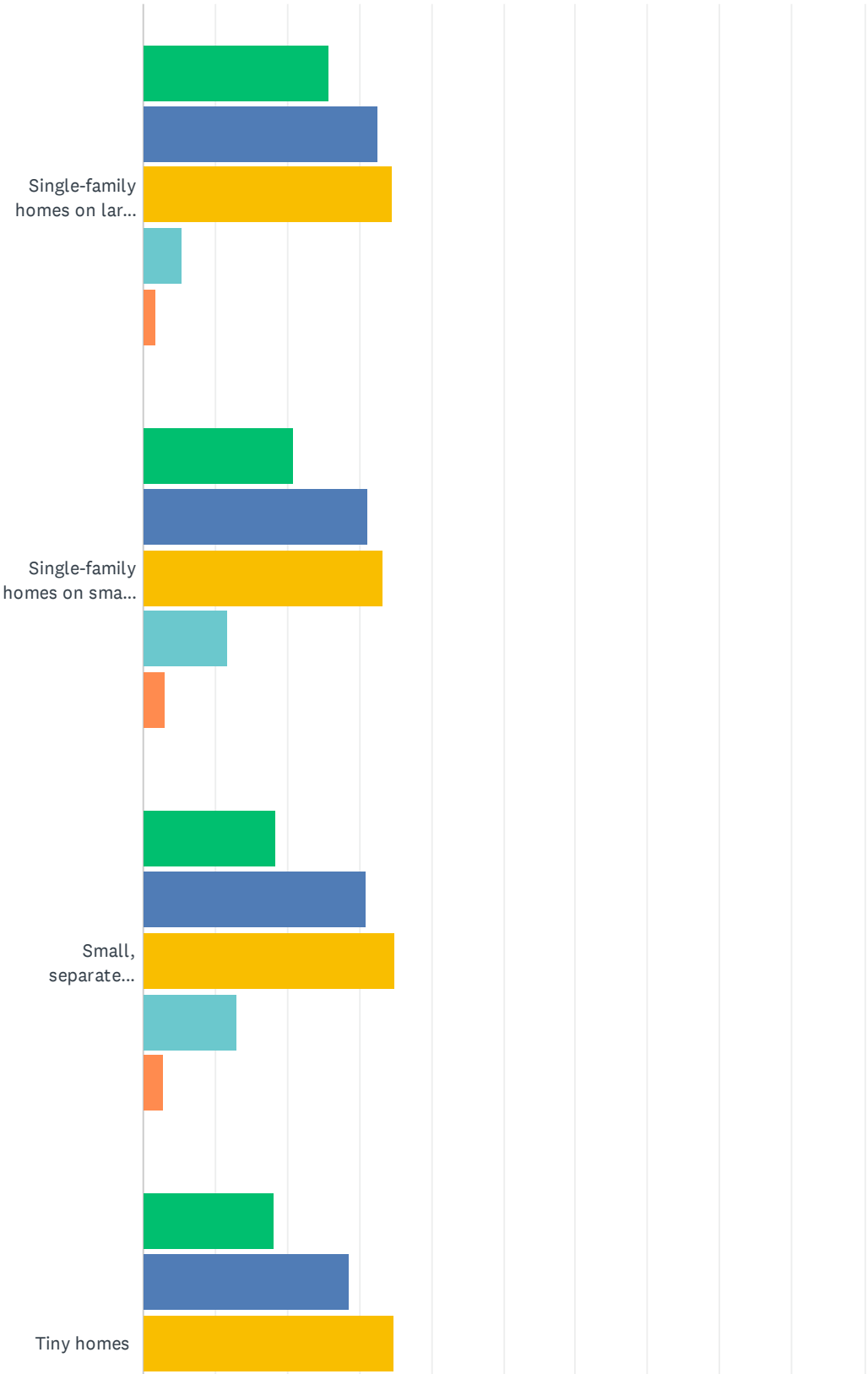
Answered: 360 Skipped: 4



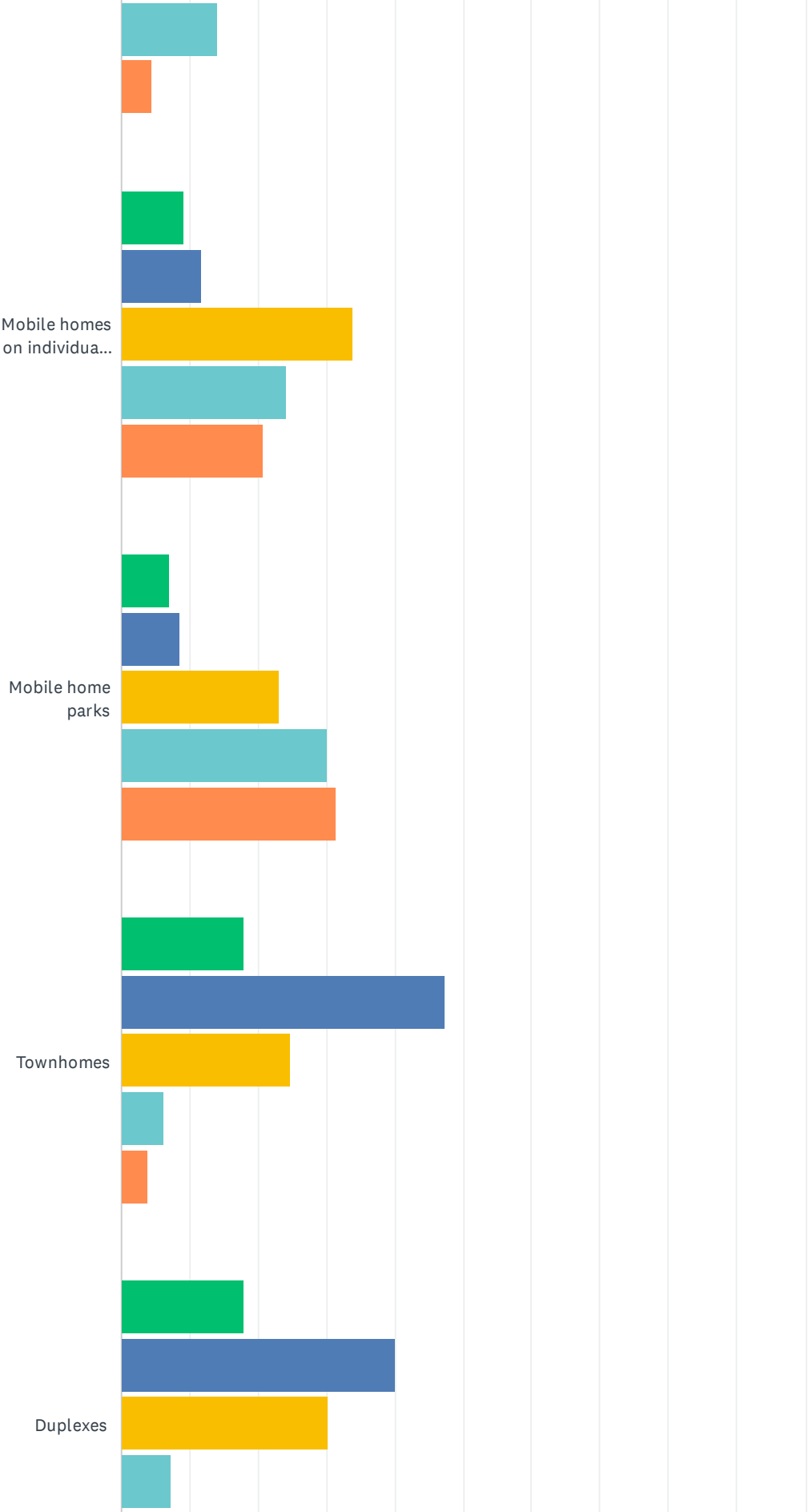
ANSWER CHOICES		RESPONSES	
Yes		83.33%	300
No		10.56%	38
Neutral/not sure		6.11%	22
TOTAL			360

Q24 Please choose the degree to which you would like the Town to encourage or discourage the following residential uses.

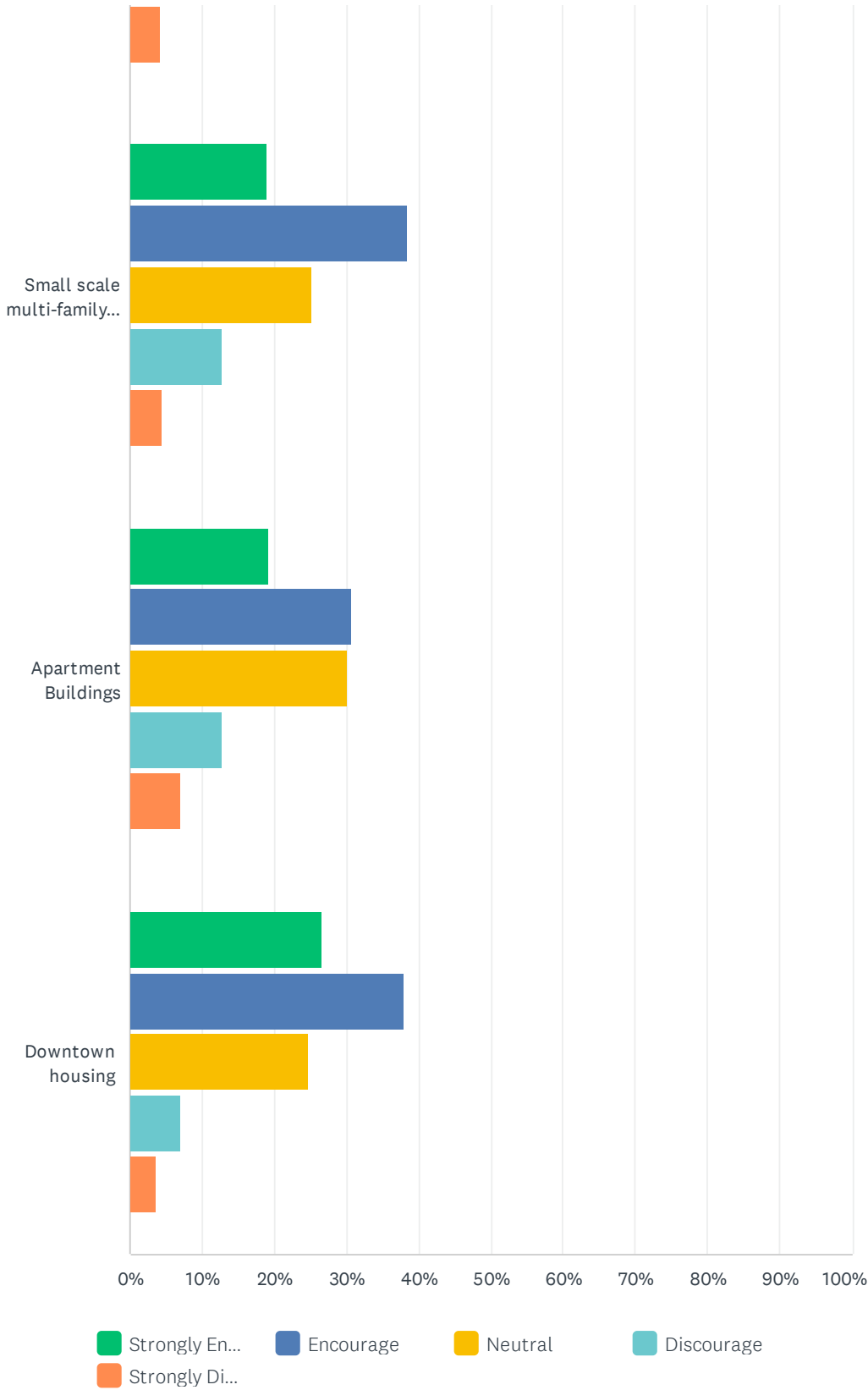
Answered: 361 Skipped: 3



Sparta Land Use Survey



Sparta Land Use Survey

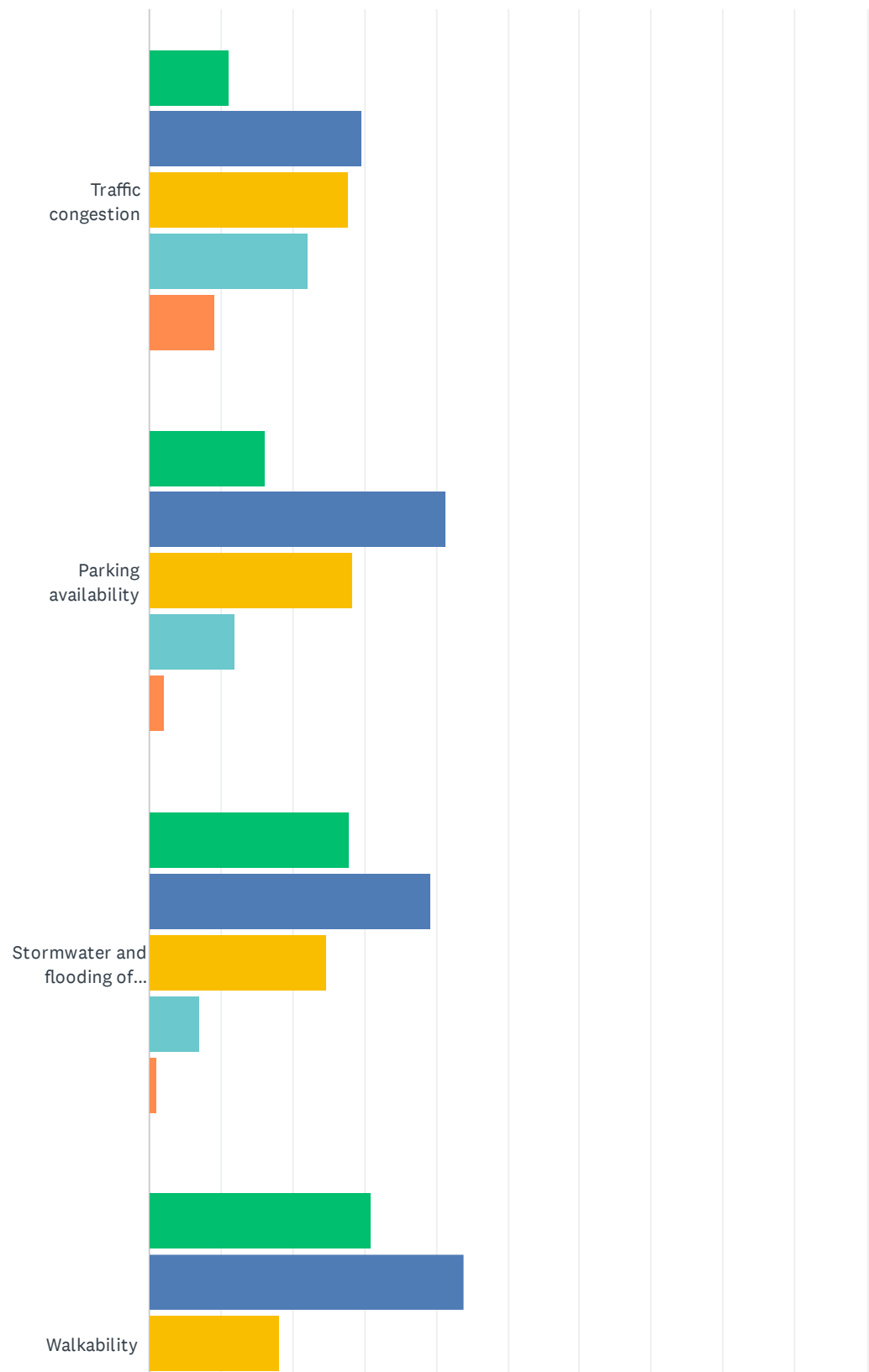


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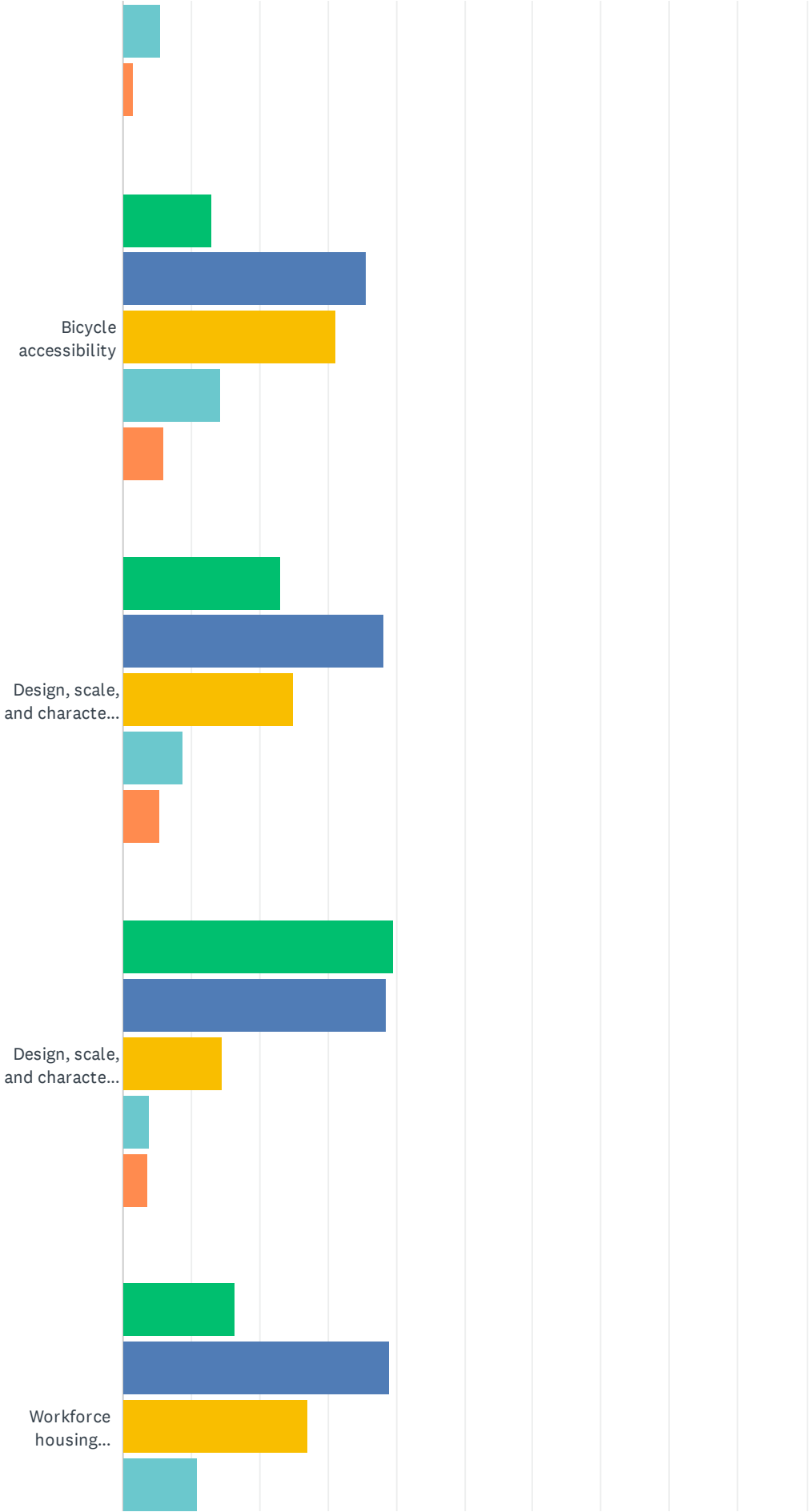
	STRONGLY ENCOURAGE	ENCOURAGE	NEUTRAL	DISCOURAGE	STRONGLY DISCOURAGE	TOTAL
Single-family homes on large lots	25.91% 93	32.59% 117	34.54% 124	5.29% 19	1.67% 6	359
Single-family homes on small lots	20.83% 75	31.11% 112	33.33% 120	11.67% 42	3.06% 11	360
Small, separate dwelling units built as an accessory to a single-family home (e.g. garage apartments, "granny" flats, or backyard cottages) used to accommodate family or to generate rental income.	18.33% 66	30.83% 111	35.00% 126	13.06% 47	2.78% 10	360
Tiny homes	18.06% 65	28.61% 103	34.72% 125	14.17% 51	4.44% 16	360
Mobile homes on individual lots	9.27% 33	11.80% 42	33.99% 121	24.16% 86	20.79% 74	356
Mobile home parks	7.04% 25	8.45% 30	23.10% 82	30.14% 107	31.27% 111	355
Townhomes	17.83% 64	47.35% 170	24.79% 89	6.13% 22	3.90% 14	359
Duplexes	17.98% 64	40.17% 143	30.34% 108	7.30% 26	4.21% 15	356
Small scale multi-family housing that blends into the surrounding neighborhood (triplexes, fourplexes)	19.05% 68	38.38% 137	25.21% 90	12.89% 46	4.48% 16	357
Apartment Buildings	19.27% 69	30.73% 110	30.17% 108	12.85% 46	6.98% 25	358
Downtown housing	26.74% 96	37.88% 136	24.79% 89	6.96% 25	3.62% 13	359

Q25 Please indicate how much priority the Town should place on resolving or encouraging the issues below.

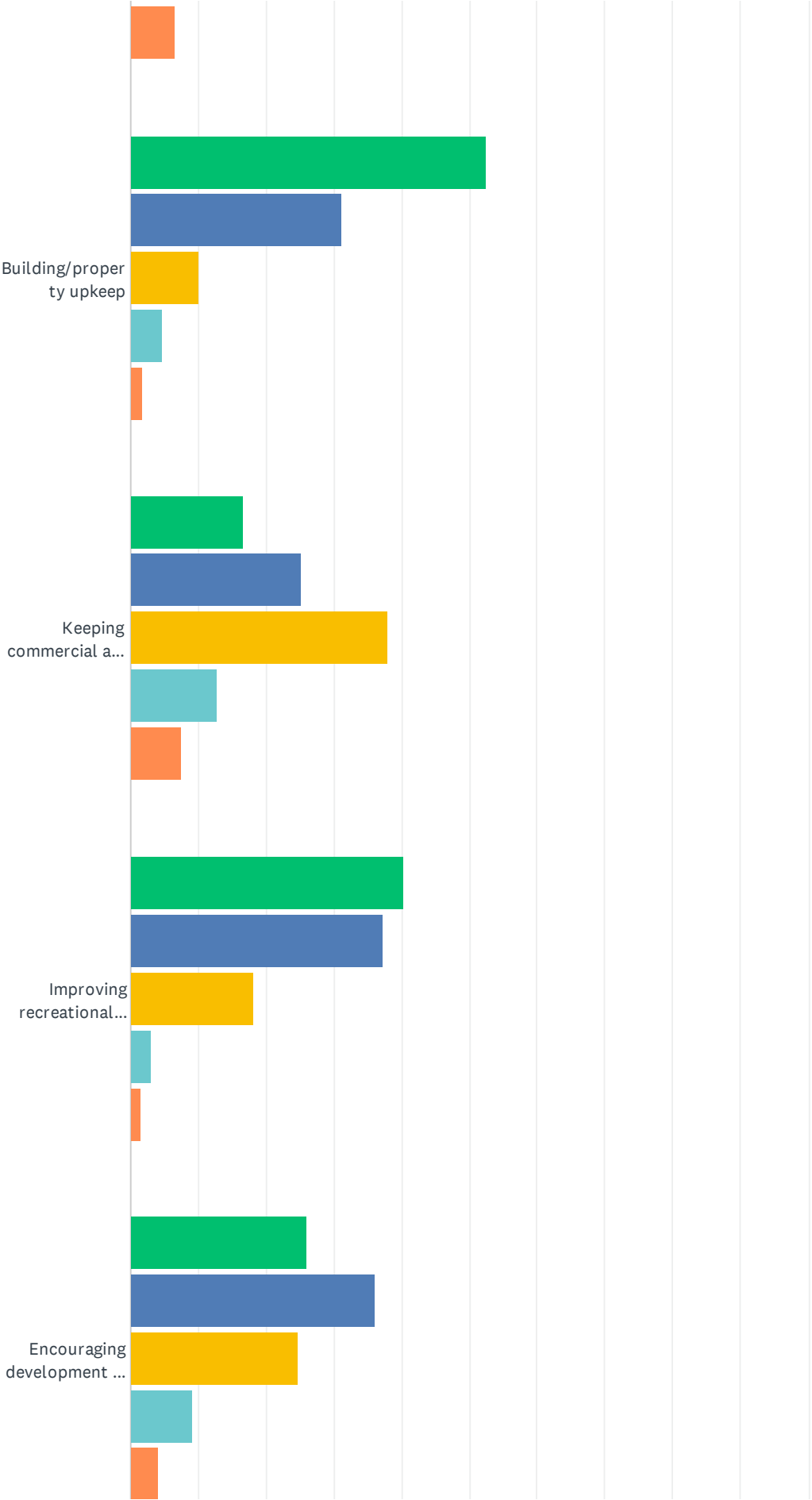
Answered: 363 Skipped: 1



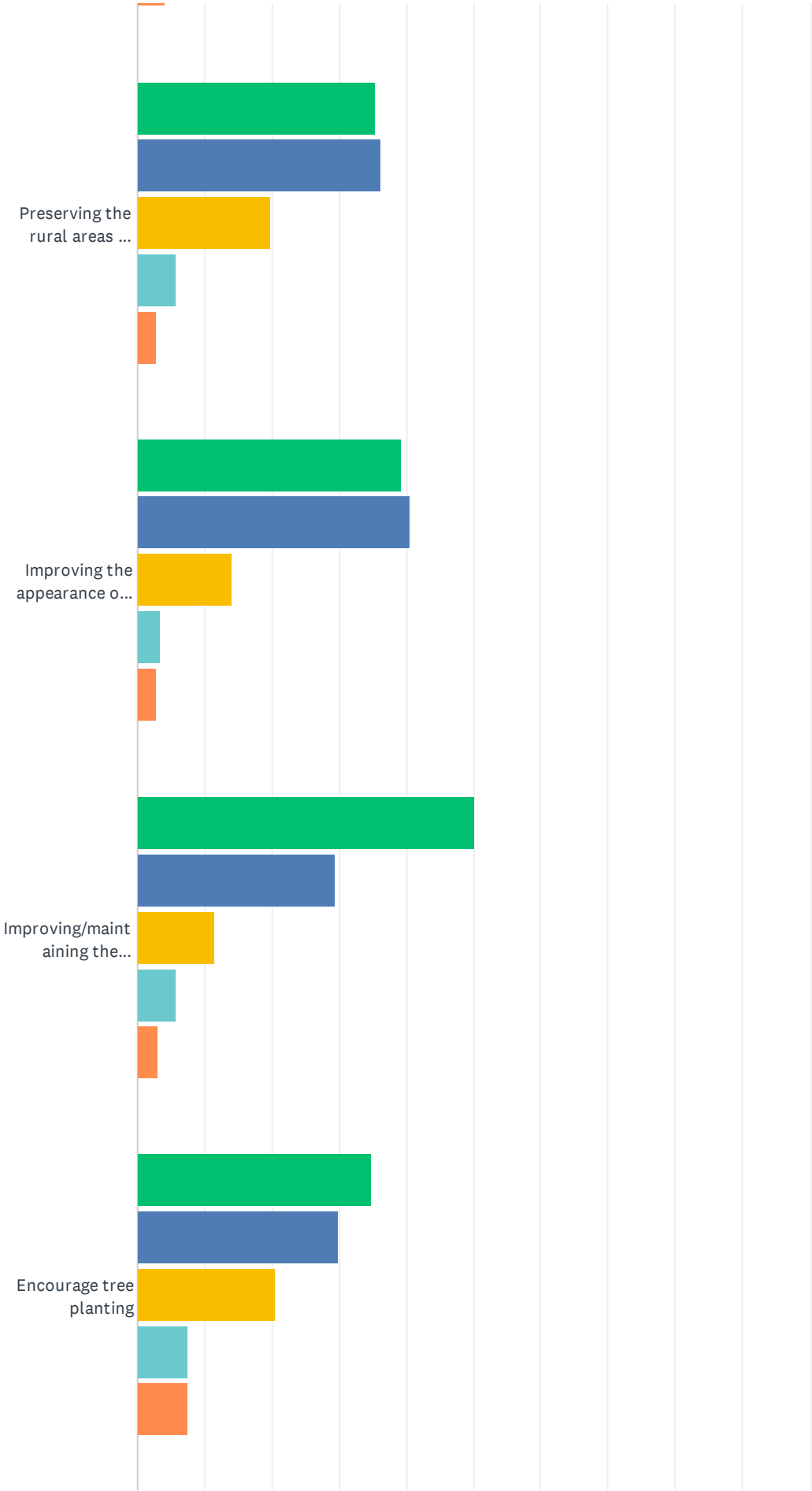
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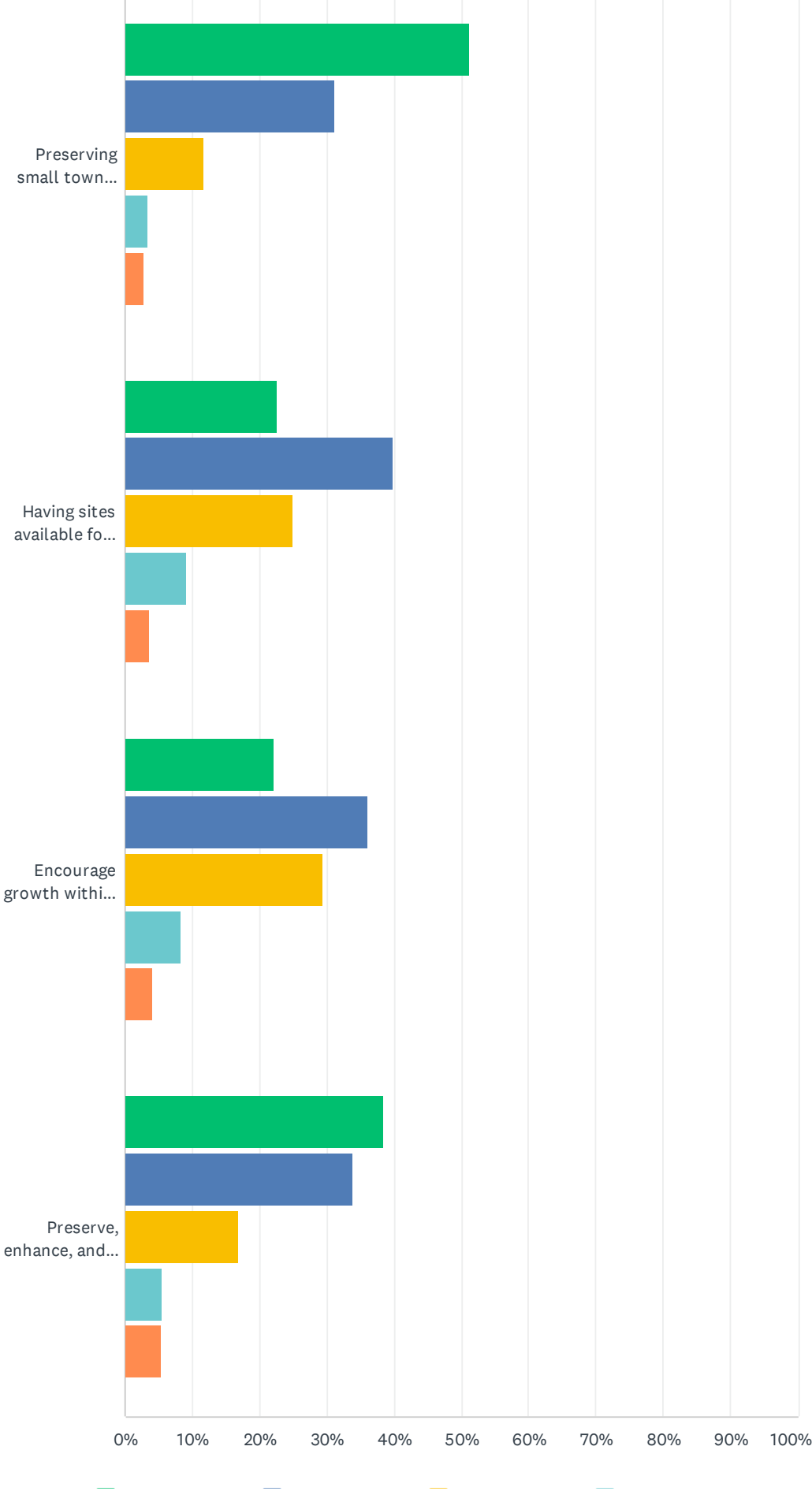
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■ High priority
 ■ Priority
 ■ Neutral
 ■ Not priority
■ Low priority

	HIGH PRIORITY	PRIORITY	NEUTRAL	NOT PRIORITY	LOW PRIORITY	TOTAL
Traffic congestion	11.11% 40	29.72% 107	27.78% 100	22.22% 80	9.17% 33	360
Parking availability	16.11% 58	41.39% 149	28.33% 102	11.94% 43	2.22% 8	360
Stormwater and flooding of streets, yards	27.86% 100	39.28% 141	24.79% 89	6.96% 25	1.11% 4	359
Walkability	30.92% 111	44.01% 158	18.11% 65	5.57% 20	1.39% 5	359
Bicycle accessibility	12.92% 46	35.67% 127	31.18% 111	14.33% 51	5.90% 21	356
Design, scale, and character of residential development	22.93% 83	38.12% 138	24.86% 90	8.84% 32	5.25% 19	362
Design, scale, and character of commercial development	39.61% 143	38.50% 139	14.40% 52	3.88% 14	3.60% 13	361
Workforce housing availability	16.34% 59	39.06% 141	27.15% 98	10.80% 39	6.65% 24	361
Building/property upkeep	52.49% 190	31.22% 113	9.94% 36	4.70% 17	1.66% 6	362
Keeping commercial and residential uses separate	16.62% 60	25.21% 91	37.95% 137	12.74% 46	7.48% 27	361
Improving recreational opportunities	40.28% 145	37.22% 134	18.06% 65	3.06% 11	1.39% 5	360
Encouraging development to increase the tax base	26.04% 94	36.01% 130	24.65% 89	9.14% 33	4.16% 15	361
Preserving the rural areas in and around town	35.36% 128	36.19% 131	19.89% 72	5.80% 21	2.76% 10	362
Improving the appearance of commercial thoroughfares	39.34% 142	40.44% 146	14.13% 51	3.32% 12	2.77% 10	361
Improving/maintaining the downtown streetscape	50.14% 182	29.48% 107	11.57% 42	5.79% 21	3.03% 11	363
Encourage tree planting	34.81% 126	29.83% 108	20.44% 74	7.46% 27	7.46% 27	362
Preserving small town environment/image	51.25% 185	31.02% 112	11.63% 42	3.32% 12	2.77% 10	361
Having sites available for future commercial development	22.65% 82	39.78% 144	24.86% 90	9.12% 33	3.59% 13	362
Encourage growth within the Town's extraterritorial jurisdiction	22.16% 80	36.01% 130	29.36% 106	8.31% 30	4.16% 15	361
Preserve, enhance, and/or create green space in town	38.33% 138	33.89% 122	16.94% 61	5.56% 20	5.28% 19	360

Q26 Of the above list, please identify the three issues that are most important to you.

Answered: 311 Skipped: 53

Q27 Is there another town anywhere that you think should be the model for how Sparta should develop, in terms of appearance, land use, development patterns, walkability, etc.? If so, please identify the town.

Answered: 282 Skipped: 82

Q28 What characteristics of that town appeal to you?

Answered: 285 Skipped: 79

Q29 Do you have any other thoughts or concerns about land use and development that aren't addressed in this survey? If so, please leave them here.

Answered: 225 Skipped: 139

Open Ended Question Summary

Question 3:

- Most respondents indicated that they had lived in Sparta for an extended period of time, frequently over 10 years.

Question 5:

- Most respondents indicated that they lived in a multi-person household.

Question 9:

- Respondents listed a wide variety of recreational features and opportunities they would like to see added in Sparta. The most frequently cited additions included:
 - A new walking trail/greenway
 - A new swimming pool
 - A dog park
 - More kid and teen-centric recreational offerings

Question 10:

- The two intersections that received the most safety driven complaints were the Sparta Parkway and NC 18 intersection, as well as the Sparta Parkway and Grandview Drive intersection.
- Other common complaints about dangerous driving locations included both ends of Halsey Street being blind spots, and that Main Street is too narrow.

Question 11:

- Common responses for pedestrian safety concerns included a lack of sidewalks along NC 18 North and South, as well as a lack of crosswalks on Main Street.

Question 12:

- Those who had interacted with the Town to obtain a permit of any kind indicated that they had positive experience.

Open Ended Question Summary

Question 13:

- Most respondents stated that they did not have a hard time finding parking in Sparta. Those who did said it was usually on weekends and usually in the spots along Main Street.

Question 16:

- Positive land use impacts that were frequently stated include the recently completed streetscape project and the upcoming splashpad being added to Crouse Park.

Question 17:

- The most frequently cited negative land use impact was vacant commercial buildings along Main Street, specifically a lack of upkeep of these buildings. Some respondents also stated that the streetscape project had a negative impact, though this group was far smaller.

Question 26:

- The three issues that received the highest priority rankings and the most mentions were improving recreational opportunities, improving and maintaining the downtown streetscape, and preserving small town environment and image.

Question 27:

- Frequently cited towns for Sparta to model off of included West Jefferson, Blowing Rock, Galax, and Mt. Airy. An equal, if not greater number of respondents said that Sparta was unique and should not model off of another Town.

Question 28:

- Common reasons that other Towns appealed to respondents were cleanliness, walkability, a vibrant atmosphere, and small-town image.

Appendix II

Feasibility Permits

Permit Date	Permit Type
3/24/2022	Addition
3/3/2022	Addition
3/2/2022	Addition
2/28/2022	Addition
2/23/2022	New Mobile Home
2/22/2022	New Industrial
2/18/2022	New Single-Family
2/17/2022	Accessory Structure
2/14/2022	Addition
2/14/2022	Addition
2/11/2022	Remodel
1/27/2022	New Single-Family
1/20/2022	Remodel
1/10/2022	Remodel
1/4/2022	Addition
1/4/2022	Remodel
12/17/2021	Addition
12/17/2021	Sign
11/30/2021	Accessory Structure
11/22/2021	Addition
11/19/2021	Sign
11/8/2021	Addition
10/28/2021	Addition
10/11/2021	Accessory Structure
9/24/2021	Accessory Structure
9/24/2021	Remodel
9/23/2021	Addition
9/14/2021	Addition
8/27/2021	Addition
7/21/2021	New Single-Family
7/8/2021	Accessory Structure
7/8/2021	Accessory Structure
7/8/2021	New Commercial
6/24/2021	Accessory Structure
6/14/2021	Addition
5/21/2021	Addition
5/17/2021	Sign
5/7/2021	Addition
5/6/2021	New Single-Family
4/27/2021	New Multi-Family
4/21/2021	Addition
4/19/2021	Addition
3/22/2021	Addition
3/8/2021	New Single-Family
3/1/2021	Accessory Structure
1/19/2021	Remodel

12/7/2020 New Commerical
10/20/2020 Addition
10/19/2020 Addition
9/21/2020 Addition
9/8/2020 Addition
9/4/2020 New Single-Family
8/12/2020 Accessory Structure
8/4/2020 New Commercial
5/21/2020 Accessory Structure
3/26/2020 New Commercial
2/11/2020 Sign
2/5/2020 Accessory Structure
1/31/2020 Mobile Home
1/29/2020 New Instituional
11/27/2019 New Commercial
11/27/2019 Remodel
11/4/2019 Addition
10/22/2019 New Multi-Family
10/21/2019 Sign
10/18/2019 New Single-Family
10/10/2019 New Commercial
9/9/2019 Accessory Structure
9/5/2019 Accessory Structure
8/23/2019 Addition
8/7/2019 Addition
6/13/2019 Addition
4/29/2019 Sign
4/24/2019 Addition
4/9/2019 Addition
3/20/2019 Sign
3/20/2019 Sign
3/7/2019 Addition
2/15/2019 Addition
2/15/2019 Remodel
2/5/2019 Sign
11/2/2018 Accessory Structure
10/30/2018 Addition
10/18/2018 New Commercial
10/18/2018 New Single-Family
10/15/2018 Accessory Structure
10/15/2018 Addition
9/14/2018 Addition
8/22/2018 Addition
8/16/2018 Remodel
8/2/2018 Accessory Structure
7/27/2018 Addition
7/18/2018 Mobile Home

7/12/2018 Remodel
6/26/2018 New Multi-Family
6/21/2018 Mobile Home
6/15/2018 Accessory Structure
6/7/2018 Sign
4/30/2018 New Single-Family
4/26/2018 Addition
3/27/2018 Addition
3/23/2018 New Mobile Home
3/13/2018 New Mobile Home
3/12/2018 Remodel
2/21/2018 New Multi-Family
2/20/2018 Addition
1/30/2018 New Commercial
1/30/2018 Remodel
1/22/2018 New Commercial
12/18/2017 Sign
11/1/2017 Remodel
10/30/2017 Addition
9/7/2017 Addition
9/6/2017 Addition
9/5/2017 Remodel
8/30/2017 Addition
8/15/2017 Accessory Structure
7/18/2017 Remodel
7/5/2017 New Single-Family
7/3/2017 Mobile Home
6/23/2017 Addition
5/30/2017 New Single-Family
4/26/2017 Mobile Home
4/10/2017 Sign
4/4/2017 Addition
3/9/2017 Accessory Structure
3/9/2017 Accessory Structure
2/20/2017 New Commercial
1/6/2017 Accessory Structure
12/16/2016 Sign
12/12/2016 Sign
12/5/2016 Addition
11/2/2016 Remodel
10/31/2016 Addition
10/20/2016 Remodel/Sign
10/10/2016 Addition
9/26/2016 Addition
9/19/2016 Mobile Home
9/15/2016 Sign
9/1/2016 Accessory Structure

8/23/2016 Addition
8/22/2016 Mobile Home
6/13/2016 Sign
6/10/2016 New Single-Family
6/9/2016 Sign
5/20/2016 Mobile Home
5/10/2016 Remodel
4/22/2016 Addition
4/1/2016 Mobile Home
3/28/2016 Remodel
3/14/2016 New Commercial
3/10/2016 Addition
2/22/2016 Accessory Structure
11/13/2015 Addition
9/22/2015 Addition
9/18/2015 Addition
9/4/2015 Accessory Structure
9/3/2015 Remodel
8/14/2015 Accessory Structure
8/11/2015 Remodel
8/7/2015 Remodel
7/22/2015 Addition
7/14/2015 Mobile Home
6/30/2015 Sign
6/19/2015 New Commercial
5/28/2015 Accessory Structure
5/28/2015 Mobile Home
4/10/2015 New Single-Family
4/6/2015 Remodel
3/19/2015 Mobile Home
3/17/2015 New Commercial
3/5/2015 Sign
1/20/2015 Sign
11/13/2014 Remodel
11/3/2014 Remodel
10/29/2014 Mobile Home
10/21/2014 Remodel
10/13/2014 Mobile Home
10/10/2014 Mobile Home
9/17/2014 Accessory Structure
8/12/2014 Accessory Structure
8/5/2014 Accessory Structure
8/5/2014 Remodel
6/30/2014 New Single-Family
6/17/2014 Accessory Structure
6/10/2014 Addition
5/19/2014 New Commercial

5/8/2014 Mobile Home
4/15/2014 Remodel
3/18/2014 Remodel
3/13/2014 Sign
3/10/2014 Sign
2/18/2014 Addition
2/7/2014 Sign
2/5/2014 Remodel
1/23/2014 Addition
10/7/2013 Accessory Structure
10/3/2013 Addition
9/24/2013 Addition
9/6/2013 Addition
9/4/2013 Addition
8/5/2013 Accessory Structure
7/24/2013 Addition
7/2/2013 Sign
6/19/2013 Addition
6/5/2013 Addition
6/3/2013 Addition
5/22/2013 Addition
5/17/2013 Mobile Home
5/7/2013 Addition
5/6/2013 Accessory Structure
3/6/2013 Sign
11/14/2012 Accessory Structure
10/30/2012 Addition
10/24/2012 Remodel
10/1/2012 New Commercial
9/14/2012 Sign
8/29/2012 Addition
8/14/2012 Remodel
8/2/2012 Addition
8/2/2012 New Single-Family
7/30/2012 Addition
7/24/2012 Remodel
6/11/2012 Remodel
5/24/2012 Sign
5/15/2012 Sign
5/9/2012 Remodel
5/1/2012 Remodel/addition
4/17/2012 Remodel
3/19/2012 Sign
3/16/2012 Remodel
3/14/2012 Remodel
3/12/2012 Addition
3/6/2012 Mobile Home

2/27/2012 Accessory Structure
2/24/2012 Addition
2/21/2012 Remodel/addition
1/24/2012 Sign
12/22/2011 Addition
12/22/2011 Sign
12/14/2011 Sign
10/25/2011 Remodel
10/24/2011 Remodel
10/12/2011 Remodel/addition
10/7/2011 Remodel
9/13/2011 Addition
8/30/2011 Accessory Structure
8/26/2011 Sign
7/21/2011 New Single-Family
7/8/2011 New Commercial
5/18/2011 Addition
5/9/2011 Accessory Structure
4/21/2011 Addition
4/21/2011 Remodel
4/6/2011 New Commercial
3/21/2011 Addition
3/21/2011 Sign
3/10/2011 Accessory Structure
3/9/2011 Addition
3/8/2011 Remodel
3/1/2011 Sign
2/14/2011 New Commercial
2/4/2011 Accessory Structure
1/24/2011 Addition
11/30/2010 Sign
10/21/2010 Remodel
9/16/2010 Remodel
9/2/2010 New Institutional
8/24/2010 Addition
8/18/2010 Addition
8/16/2010 New Single-Family
7/9/2010 Addition
7/1/2010 Addition
6/30/2010 Addition
6/23/2010 Addition
6/21/2010 New Commercial
5/26/2010 Sign
5/21/2010 Sign
5/18/2010 New Single-Family
5/18/2010 Remodel
5/10/2010 Accessory Structure

5/10/2010 Addition
4/26/2010 Mobile Home
4/15/2010 Addition
4/13/2010 Addition
3/29/2010 New Single-Family
3/8/2010 Sign
1/14/2010 New Single-Family