



# SOUTHEAST FORSYTH COUNTY

## AREA PLAN

---

### *Update*

City-County  
**Planning**  
BOARD

FORSYTH COUNTY  
& WINSTON-SALEM,  
NORTH CAROLINA

Under special State enabling legislation, the City-County Planning Board (CCPB) of Forsyth County and Winston-Salem is responsible for preparing and maintaining a comprehensive plan for Forsyth County. The *Legacy 2030 Update*, the current comprehensive plan, was adopted in 2012. Comprehensive plans take a broad, communitywide perspective for guiding growth and development. *Legacy 2030* includes chapters on local trends, growth management, land use, transportation, economic development, environmental quality and sustainability, healthy communities, community character, Downtown and the Center City, neighborhoods and towns, rural character, area plans, and key public investments.

The Planning Board prepares a series of urban and suburban area plans for the city and county in an effort to translate *Legacy 2030* into site specific recommendations. An area plan generally contains information about the plan area's existing conditions and recommendations for guiding future growth and development. Citizen participation is an important part of the area plan process, and multiple opportunities for public participation exist within the area planning process.

In 2004, the City-County Planning Board adopted boundaries, names, and priority rankings for seven urban area plans, a Downtown Plan, and thirteen suburban/small town area plans. Seven plans cover the Urban Neighborhoods and Downtown as defined in *Legacy 2030*. Urban Neighborhoods are older neighborhoods and commercial, industrial, and institutional development built mostly before 1940 that surround the Center City of Winston-Salem. The Urban Neighborhoods area has been divided into study areas based on geography and common features.

Thirteen plans cover the Suburban Neighborhoods and Future Growth Area as defined in the *Legacy 2030* plan. These areas have been divided into study areas based on geography and common features. Suburban Neighborhoods include a large portion of the county and most of the small towns where suburban development has occurred in recent decades. It is also the area with the most undeveloped land where much of the future residential, commercial, and industrial development should occur. Future Growth Areas do not usually have sewer or other facilities and services to support urban development. However, because of their potential to be served efficiently by sewer and other facilities and services in the future and/or their proximity to towns, major roads and other public investments, the Growth Management Plan calls for them to eventually be developed.

As of 2012, all planning areas within Forsyth County

have a corresponding area plan which was developed since the 2001 adoption of the original *Legacy* plan to guide future area development decisions. Area plan updates, such as this one, replace these older, existing area plans. Updated area plans provide a current picture of area conditions and an up-to-date set of future development recommendations.

Area plans follow a basic, standardized format that provides for consistent terminology, information, mapping, and land use colors for all area plans. Consistency between plans is important to city staff, the CCPB, and elected officials as they use the plans to make zoning, funding, and other decisions based on area plan recommendations.

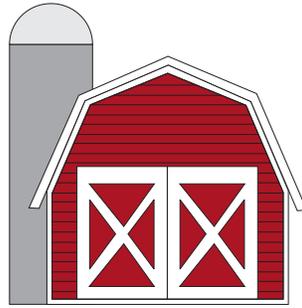
To facilitate implementation of area plan recommendations, a biennial Area Plan Status Report is prepared which includes the current status of recommendations of all adopted area plans. The report includes the status of each action/project listed in the implementation table for each plan. Area plan recommendations are funded in a variety of ways including bonds, bond referendums, transportation funds, general government funds, the Motor Vehicle Tax, capital improvements, and Community Development Block Grants. Inclusion of a project in the area plan implementation table does not mean the recommended project has funding. Area plan projects are prioritized along with other projects and programs by the elected officials.

## How Do Area Plans Relate To Rezoning?

Area plans convey a community vision and general goals to the Planning Board, elected officials, and other community leaders. The land use plan component does not, however, change the zoning of an area or force property owners to develop their land before they choose to do so. Area plans are simply recommendations

developed using a public process to help guide future planning decisions.

Historically, elected and appointed officials follow the area plan land use recommendations in most cases. However, decision makers must also take into account current site conditions, community needs and changing circumstances, as well as other information which was not apparent during the initial area planning process. Officials give serious consideration to the recommendations of the area plans but also must take into account all current and available information to make the most informed decisions on future rezoning proposals.



# *Southeast Forsyth County Area Plan Update*

**Adopted by the City-County Planning Board on May 9, 2013  
Adopted by the Winston-Salem City Council on October 7, 2013  
Adopted by the Forsyth County Board of Commissioners on July 15, 2013**

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**City-County  
Planning  
BOARD**  
FORSYTH COUNTY  
& WINSTON-SALEM,  
NORTH CAROLINA



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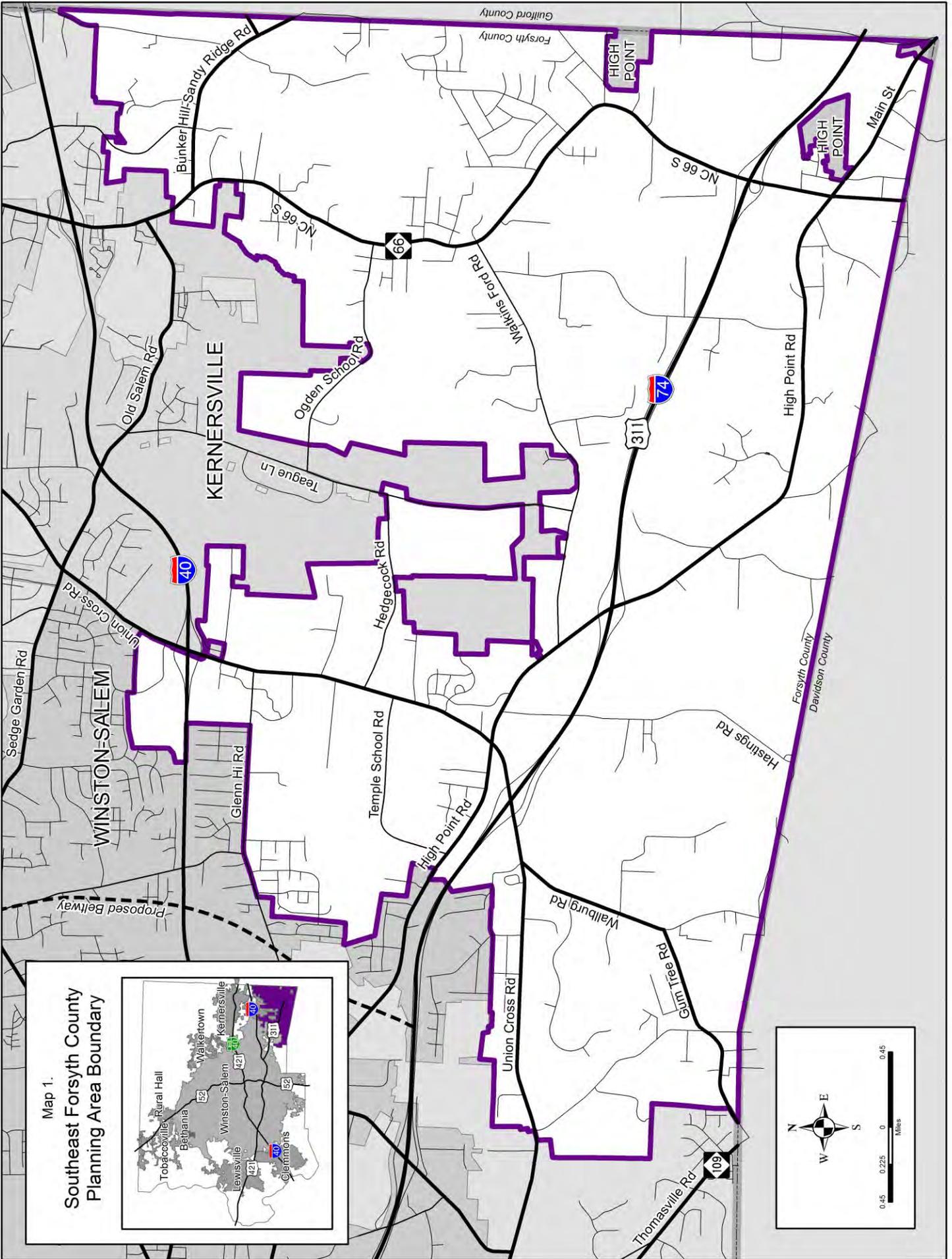
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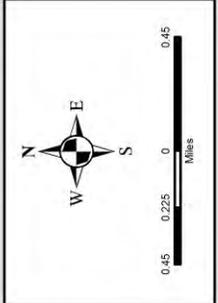
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Map 1.  
**Southeast Forsyth County  
 Planning Area Boundary**



## BOUNDARIES OF THE STUDY AREA

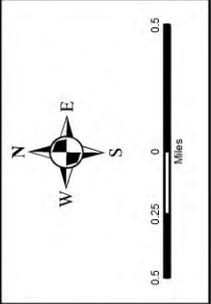
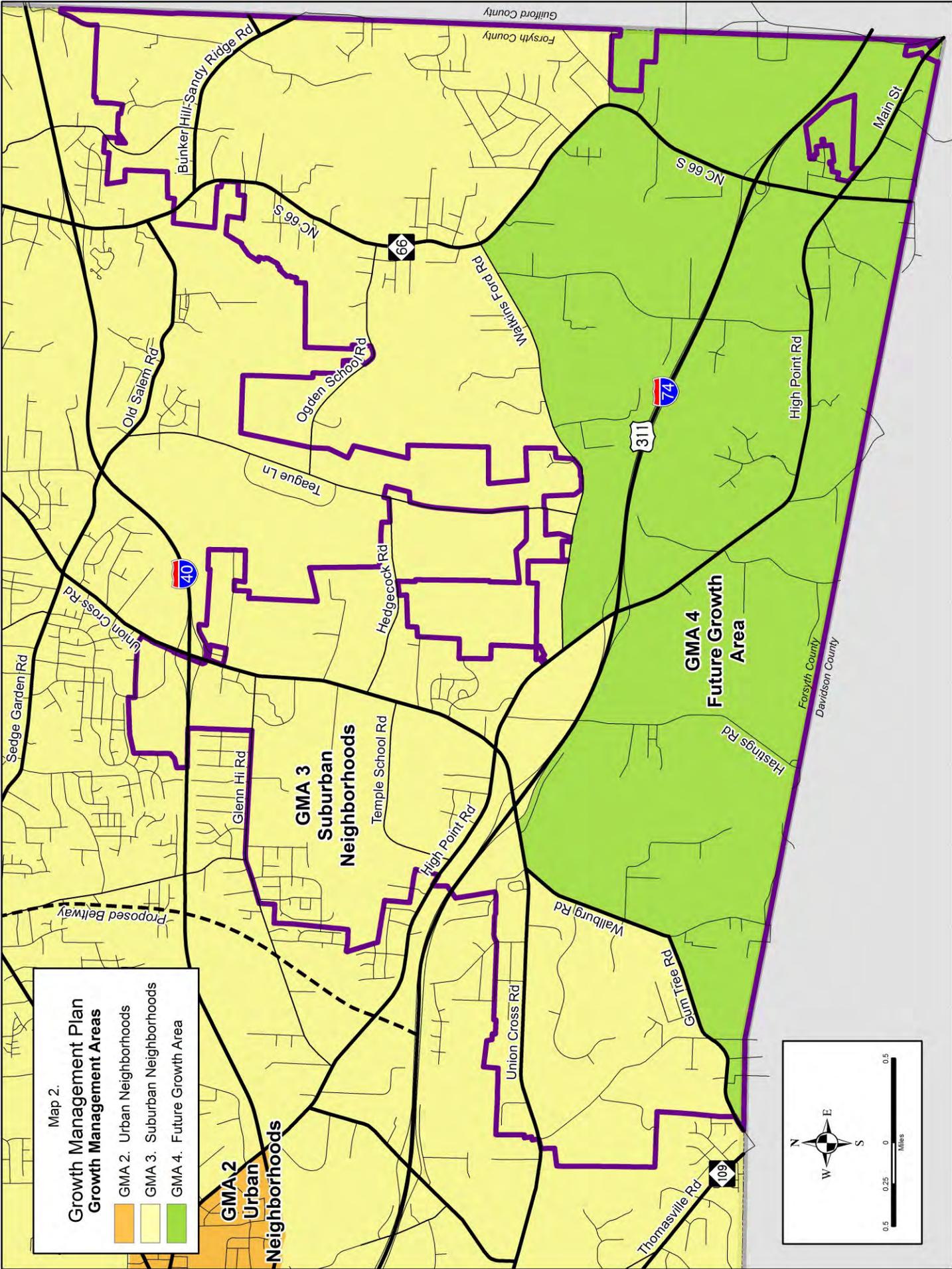
The Southeast Forsyth County Plan Area, as shown on **Map 1** on **page v**, encompasses 13,357 acres. The plan area is bounded generally on the north by the northwest corner of the Union Cross Road intersection with I-40 and the Town of Kernersville municipal limits or its extraterritorial zoning jurisdiction; on the east by the Guilford County line; on the south by the Davidson County line; and on the west by Wallburg Road, Sawmill Road, Union Cross Road (from Sawmill Road to I-40), Temple School Road, and Glenn Hi Road east of Brookstone Ridge Drive. The plan area excludes areas in Forsyth County that are within the City of High Point and the Town of Kernersville.

## RELATIONSHIP TO LEGACY 2030

*Legacy 2030*, Forsyth County's comprehensive plan serves as the framework on which all area plans are built, both geographically and as a policy guideline. The *Union Cross/Southeast Forsyth County Area Plan* was adopted in 2004. The *Southeast Forsyth County Area Plan Update* is intended to translate *Legacy 2030* policies into more detailed recommendations for the Southeast Forsyth Plan Area.

*Legacy 2030's* Growth Management Plan defines a series of specialized areas, each having specific characteristics. In the Growth Management Plan, 46% of the Southeast Forsyth Plan Area is designated as Suburban Neighborhoods, Growth Management Area (GMA) 3 and 54% as Future Growth Area, GMA 4 (see **Map 2** on **page 2**).





## AREA PLAN PROCESS

Citizen participation is a critical part of the area plan process. Multiple opportunities for public participation exist in the area planning process. The steps in the development of an area plan are shown in **Figure 1**. The first step of the planning process is the assessment of current conditions and the consolidation of existing plans. A summary of this information is created and given to citizens at the plan kickoff workshop.

The plan kickoff workshop is the first meeting in the area planning process and is an opportunity for citizens who live and work in the area to share their comments and concerns about the area and its future with planning staff. Staff facilitates this process to help citizens document their thoughts, which provide the basis for the next step in the process.

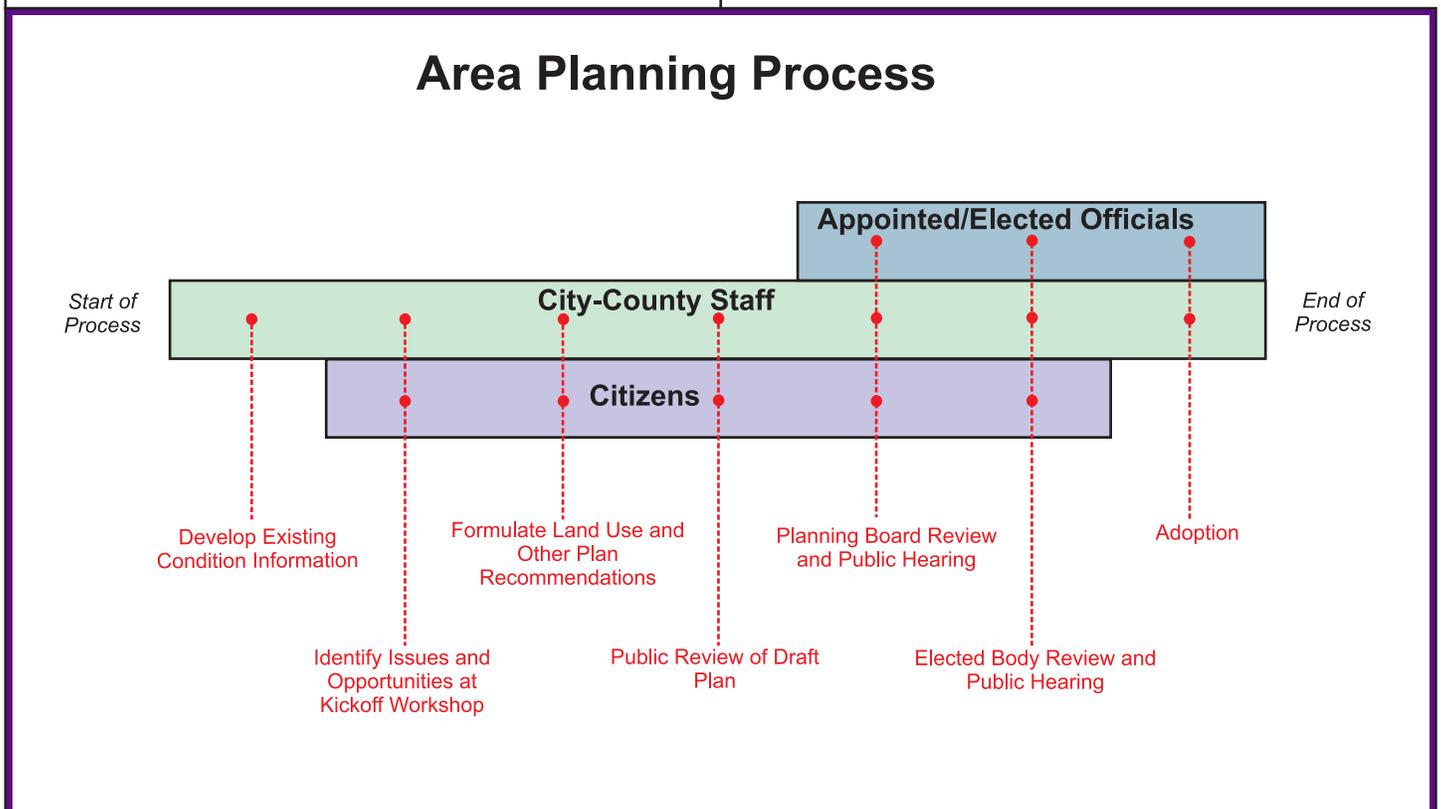
Ideas and issues identified at the process kickoff workshop, along with the policies spelled out in *Legacy 2030*, serve as the basis for the next step in the process: the formulation of recommendations by Planning staff. These recommendations primarily focus on proposed land use recommendations, and site specific design recommendations for corridors and activity centers. Staff works with

the citizens on these recommendations to reach a consensus. Staff and citizens refine the plan recommendations at the meetings which follow the kickoff workshop. The final recommendations are then presented to the entire community for review at the concluding open house. If no consensus is reached, both sets of recommendations will be presented to the City-County Planning Board.

The Planning Board reviews the recommendations for consistency with the broad public interest and with *Legacy 2030*. The Planning Board holds a public hearing to consider the plan and make amendments, as appropriate, before recommending adoption of the plan. The document is then forwarded to the City Council and County Commissioners for consideration, amendment, and adoption after a public hearing.

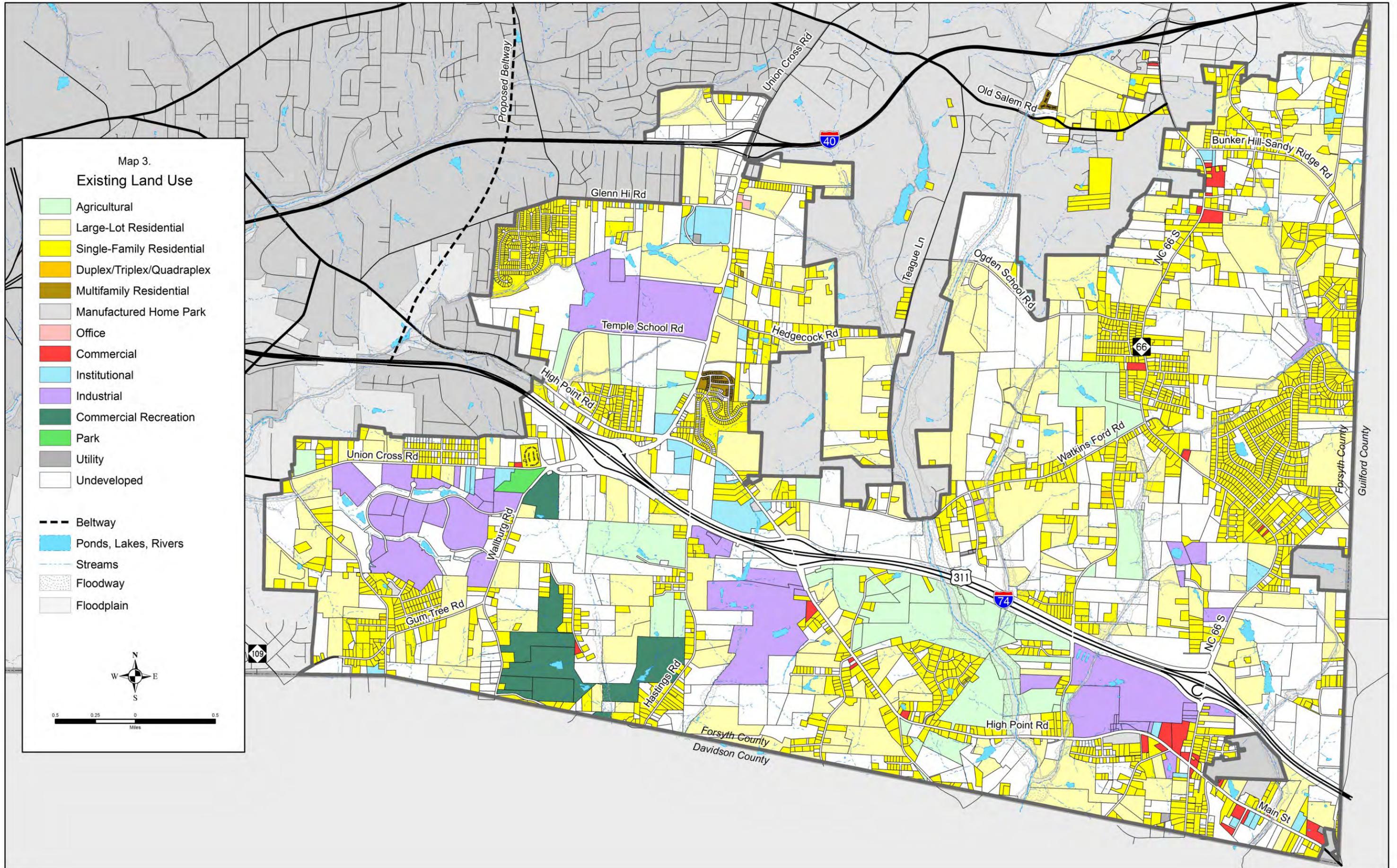
The adopted plan replaces the existing adopted plan for the area and will be used on an ongoing basis by the Planning Board, City Council and the County Commissioners to guide land use, infrastructure, and public investment decisions. An implementation schedule is included in the adopted plan to outline tasks and timing needed for each recommendation. Additionally, developers and neighborhood groups may also use the plan to guide their future business and community development decisions.

**Figure 1. Area Plan Process**





Late 19th Century Farm on Sandy Ridge Road - Photo by Heather Fearnbach





## GENERAL CHARACTER

The Southeast Forsyth County Plan Area consists primarily of unincorporated areas (east of Winston-Salem, south of Kernersville and west of High Point), and includes small portions of southeastern Winston-Salem. Its location between the three cities and between I-40 to the north and US 311/I-74 to the south make it desirable for business/industrial parks and suburban residential development. Being located 12 miles southwest of the Piedmont Triad International Airport and the FedEx Mid-Atlantic cargo hub adds to the development pressure in the area.

Further development has been restrained, however, by the lack of public sewer east of Wallburg Road and south of Watkins Ford Road. There are many traditional farms located in the area that have been zoned for agricultural uses for many years. Several of these farms are included

in Forsyth County's Voluntary Agricultural District Program. Interspersed in these areas are a couple of recent rural subdivisions with mid-to-high-end housing bordered in some areas by larger, more traditional single-family subdivisions along NC 66 and Union Cross Road. There are a couple of areas of rural developments from the 1950s and 1960s: High Point Road south of US 311 and at the Horneytown Road intersection, and along NC 66 near its intersection with Bunker Hill Road.

## DEMOGRAPHICS

Based on the 2010 Census, approximately 10,650 people, or 3% of Forsyth County's population, live in the Southeast Forsyth County Plan Area. This is a 36% increase in population over 10 years, more than double the 15% growth rate for Forsyth County (see **Table 1** for more details).

**Table 1. Demographic Trends/Comparisons**

Population Statistics					
Area	Population				
	2010	2000	2000-2010 Growth	2010 Portion of Forsyth County Population	2010 Density (Persons per Acre)
Southeast Forsyth County Area Plan	10,658	7,832	36%	3%	0.6
Winston-Salem	230,350	185,800	24%	65%	2.7
Forsyth County	352,000	306,000	15%		1.3
Diversity Statistics					
Area	Diversity (Percent)				
	African-American	White	Asian	Other	Hispanic
Southeast Forsyth County Area Plan	9	82	1	2	6
Forsyth County	26	59	2	2	12
Age Statistics					
Area	Age (Percent)				
	Less than 5 years	5-17 years	18-39 years	40-64 years	65 years and older
Southeast Forsyth County Area Plan	6	17	26	38	13
Forsyth County	7	18	29	33	13

Source: 2010 U.S. Census

\*Note: "Hispanic" is not a race; it is an ethnic group. Numbers are provided for comparison purpose.

## EXISTING LAND USE

Existing land uses in the plan area include residential, office, commercial, institutional, parks and open space, industrial, utilities, and agriculture (see **Table 2** on this page and **Map 3** on page 5).

### RESIDENTIAL

Residential use accounts for approximately 43% of the total land area. Large lot residential development (residences on five or more acres) is the largest category of residential use accounting for 24% of land area compared to 19% for single-family residential or duplex development. Only .08% of land is in multifamily development.

### COMMERCIAL AND OFFICE

Approximately 75 acres, about .52% of the land area, is developed with commercial and office uses. The primary concentrations of commercial land use are along High Point Road at its intersection with Horneytown Road and along NC 66 south of Bunker Hill Road.

### INSTITUTIONAL

Both public institutional uses, such as schools and fire stations, and private institutions such as churches are dispersed throughout the plan area. The approximately 172 acres of institutional use accounts for about 1% of the land area.

### INDUSTRIAL

Industrial uses comprise approximately 989 acres or 7% of the plan area. Most of the industrial land use is concentrated in the following areas: along Union Cross Road at Temple School Road with the Caterpillar and the potential Herbalife developments; in the Union Cross Business Park located on Wallburg Road; and two quarries located just south of US 311 at its intersections with High Point Road and with NC 66.

### COMMERCIAL RECREATIONAL

Commercial recreation facilities account for 265 acres of the plan area, or about 2% of the total land area. These commercial recreation facilities include two golf courses: Olde Homeplace on Wallburg Road and Mapleleaf on Hastings Road.

### UTILITIES AND RIGHTS-OF-WAY

Together, utilities and road/rail rights-of-way account for approximately 8% of the land area or 1,027 acres in the plan area.

### AGRICULTURAL

Agriculture accounts for 803 acres or 6% of the plan area. There are 9 parcels of land in the planning area that are in a Voluntary Agricultural District. There are also at least 36 parcels that contain bona fide farms that take advantage of a Forsyth County property tax deferral program.

### UNDEVELOPED

A good portion of the plan area, 4,302 acres or 32% of the land area, is vacant land. Undeveloped land is widely dispersed throughout the plan area.

Land Use	Acres	%
Agriculture	803	6.00
Large Lot Residential	3,151	24.00
Single-family/Duplex	2,564	19.00
Multifamily	10	0.08
<b>Total Residential</b>	<b>5,725</b>	<b>43.00</b>
Office	3	0.02
Commercial	72	0.50
Institutional	172	1.00
Industrial	989	7.00
Commercial Recreation	265	2.00
Rail & Road Right-of-Way	1,021	8.00
Utilities	6	0.05
<b>Total Utilities &amp; Right-of-Ways</b>	<b>1,027</b>	<b>8.00</b>
<b>Total Developed</b>	<b>9,056</b>	<b>62.00</b>
<b>Undeveloped Land</b>	<b>4,302</b>	<b>32.00</b>
<b>Total Area</b>	<b>13,358</b>	<b>100.00</b>

Source: Survey by City-County Planning Staff, November 2012

## ZONING

The most prevalent zoning in the plan area is the Agriculture (AG) District with 7,377 acres. There is also 3,715 acres of single-family residential zoning on lots a minimum size of either 20,000 square feet (RS-20 District) or 30,000 square feet (RS-30 District), located mainly east of NC 66. In addition there are approximately 1,535 acres zoned for industrial, located mainly along Union Cross Road, Wallburg Road, and in two quarries located just south of US 311/I-74 at the High Point Road and NC 66 interchanges..

Since the adoption of the original *Legacy* plan in 2001, there have been more than 33 rezoning petitions approved for approximately 4,475 acres within the planning area, of which 3,150 acres were associated with Winston-Salem's 2006 annexation of land previously in Forsyth County's jurisdiction. Within the same time period, there have been 10 different development approvals involving approximately 415 acres of land. The largest approved development involved the 190-acre Vulcan quarry located at the southwest corner of the NC 66 interchange with US 311/I-74.

## TRANSPORTATION FEATURES

Existing transportation features include roads, bicycle routes, and sidewalks. The location and function of transportation features have a significant impact on land use decisions.

### ROADS

#### Overall Street Pattern

The planning area has a highly networked transportation system that establishes an ease of access within the area, as well as providing convenient connections to destinations in the county and the state. There are two main transportation routes that traverse the planning area. Near the northern boundary, I-40 crosses the area in an east/west direction. To the south, US 311/I-74 bisects the area in a generally northeast/southwest direction from High Point to the southeastern edge of Winston-Salem. It should be noted that US 311/I-74 is both a Thoroughfare Overlay District corridor and a View Corridor under the *Unified Development Ordinances* requiring additional vegetative buffers and setbacks on development and additional restrictions on off-premise signage. Expressways and boulevards providing the major north-south and east-west connections within the planning area include NC 66, Payne Road, Squire Davis Road, Skeet Club Road, and Union Cross Road.

A significant network of major thoroughfares serves the planning area. These include Abbotts Creek Church Road, Bunker Hill Road, Bunker Hill-Sandy Ridge Road, Gumtree Road, High Point Road, Horneytown Road, NC 66, Old Salem Road, Union Cross Road, and Wallburg Road.

Several other minor thoroughfares, residential collector and other local streets connect and feed vehicular traffic to the major thoroughfares for circulation in the planning area. **Map 4** on **page 12** and **Table 3** on **page 10** show existing streets, thoroughfares and highways.

Forsyth County has several long-range transportation plans/processes: the *Long Range Transportation Plan* (LRTP), the *Comprehensive Transportation Plan* (CTP), and the Metropolitan Transportation Improvement Program (MTIP). Details of these plans are available online. **Table 10** on **page 42** shows future street and highway projects in the MTIP and the CTP for the Southeast Forsyth County Plan Area.



Union Cross Road Construction



Union Cross Road Sidewalks

**Table 3. Road Classifications and Features**

Interstate Highways	Description	2011 Average Daily Traffic	2035 Estimated Volume	Current Road Capacity	Road Width	Future Cross-Section
I-40	4 lanes with median	59,000 - 61,000	75,000 - 102,000	61,200 - 62,300	48	8 lanes divided with grass median
US 311/I-74	4 lanes with median	21,000 - 261,000	41,000 - 50,500	61,200	48 - 60	4 lanes divided with median
Expressways	Description	2011 Average Daily Traffic	2035 Estimated Volume	Current Road Capacity	Road Width	Future Cross-Section
NC 66	2 lanes	9,700	---	---	24 - 26	---
Payne Road	2 lanes	2,000	---	---	20 - 21	---
Squire Davis Road	2 lanes	1,100	---	---	19 - 21	---
Boulevards	Description	2011 Average Daily Traffic	2035 Estimated Volume	Current Road Capacity	Road Width	Future Cross-Section
NC 66	4 - 5 lanes	13,000	21,700 - 23,600	43,500 - 44,800	48 - 66	4 lanes divided with raised median, wide outside lanes and sidewalks; 6 lanes with raised median, wide outside lanes and sidewalks
Skeet Club Road	2 lanes	3,800	---	---	24 - 26	---
Union Cross Road	3 - 4 lanes	11,000 - 12,000	23,100 - 35,200	23,600 - 44,800	36 - 52	4 lanes with raised median, wide outside lanes and sidewalks
Major Thoroughfares	Description	2011 Average Daily Traffic	2035 Estimated Volume	Current Road Capacity	Road Width	Future Cross-Section
Abbotts Creek Church Road	2 lanes	1,200	---	---	20 - 22	---
Bunker Hill Road	2 lanes	610	1,400	15,300	22	3 lanes with wide outside lanes and sidewalks
Bunker Hill-Sandy Ridge Road	2 lanes	2,200 - 2,500	3,900 - 9,600	15,300 - 15,800	21	3 lanes with wide outside lanes and sidewalks
Gumtree Road	2 lanes	5,600 - 6,300	10,600	15,800	22 - 24	3 lanes with wide outside lanes and sidewalks
High Point Road	2 lanes	1,700 - 5,900	4,400 - 5,300	15,800	20 - 24	3 lanes with wide outside lanes and sidewalks
Horneytown Road	2 lanes	4,100 - 5,100	---	---	22 - 24	---
NC 66	2 lanes	9,600 - 10,000	16,700	15,300	26	3 lanes with wide outside lanes and sidewalks
Old Salem Road	2 lanes	3,700	6,300	13,800	21 - 22	4 lanes with raised median, wide outside lanes and sidewalks
Union Cross Road	2 lanes	2,100 - 13,000	7,400 - 26,200	15,800	20 - 24	4 lanes with raised median, wide outside lanes and sidewalks
Wallburg Road	2 lanes	11,000	20,200	15,800	22	3 lanes with wide outside lanes and sidewalks

# Existing Conditions



Minor Thoroughfares	Description	2011 Average Daily Traffic	2035 Estimated Volume	Current Road Capacity	Road Width	Future Cross-Section
Curry Road	2 lanes	400	---	---	20 - 22	---
Glenn High Road	2 lanes	6,800	4,400 - 7,300	15,300	21	3 lanes with wide outside lanes and sidewalks
Hedgecock Road	2 lanes	580 - 690	1,200	15,300	20	2 lanes with bike lanes and sidewalks
Ogden School Road	2 lanes	420	1,000	15,800	20	4 lanes with raised median, wide outside lanes and sidewalks
Teague Lane	2 lanes	810	4,500	15,800	20	3 lanes with wide outside lanes and sidewalks
Temple School Road	2 lanes	---	---	15,800	20	4 lanes with raised median, wide outside lanes and sidewalks
Wallburg Road	2 lanes	4,200	8,200	13,800	23	3 lanes with wide outside lanes and sidewalks
Watkins Ford Road	2 lanes	1,200 - 1,500	3,000 - 3,200	15,800	21	2 lanes with wide paved shoulders

## List of Existing Collector Streets

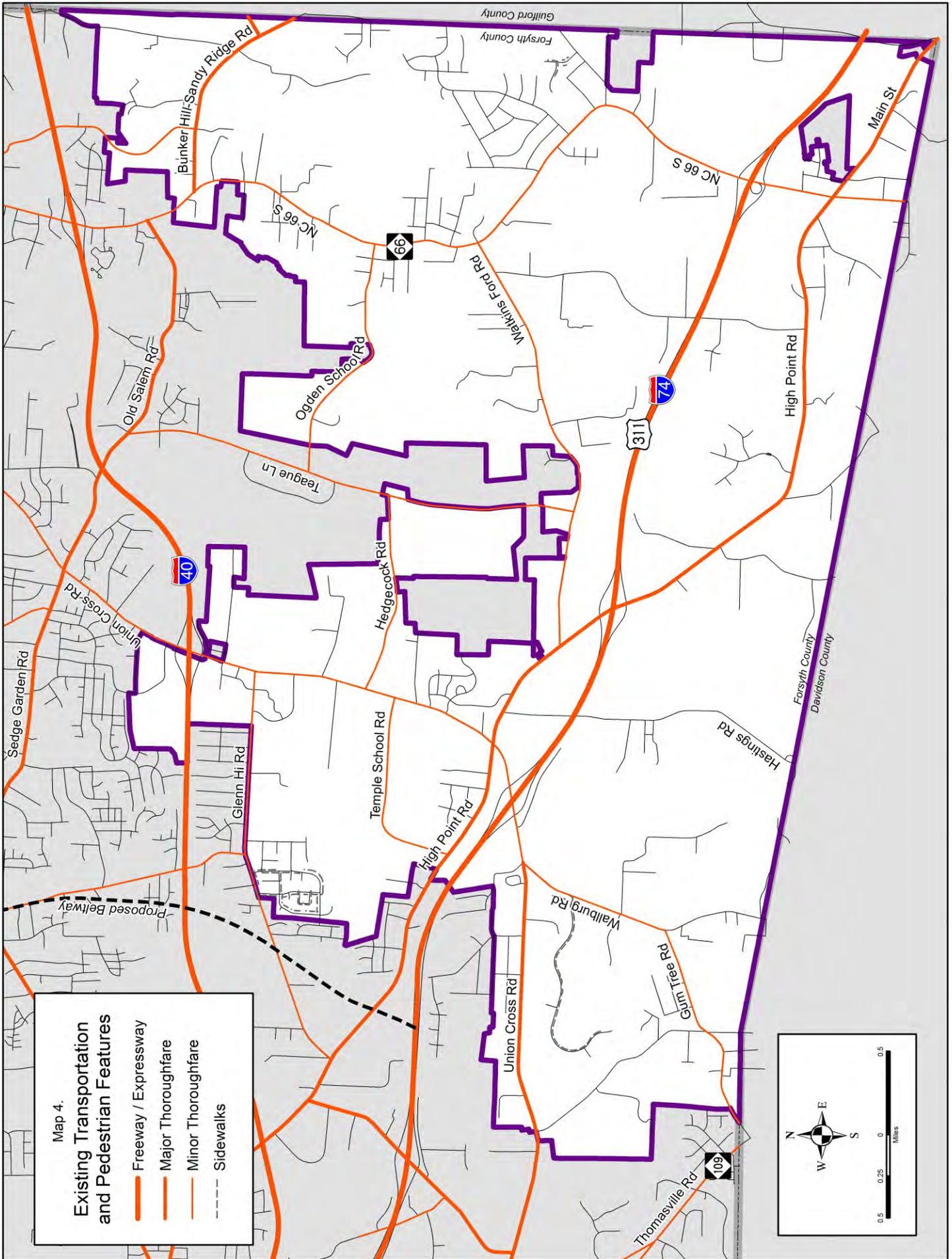
Business Park Drive  
 Canstaff Drive  
 Crews Farm Road  
 Dell Boulevard  
 Glen Way Drive

Glennview Drive  
 Hastings Road  
 Knight Road  
 Piedmont Memorial Drive  
 Pine Meadow Drive

Sawmill Road  
 Serenity Pointe Drive  
 Stonehaven Road  
 Twin Creek Road  
 White Horn Drive



US 311



## PUBLIC TRANSPORTATION

### Regional Transit

PART, the Piedmont Authority for Regional Transportation, was authorized in 1997 by the North Carolina General Assembly as a Regional Transportation Authority. Based on regional cooperation, PART coordinates regional bus service, vanpools carpools, and other transportation-related services.

### Rail

No rail lines are located in the Southeast Forsyth County Planning Area.

### Bicycle Facilities

The *Winston-Salem Urban Area Comprehensive Bicycle Master Plan* was adopted by the Winston-Salem City Council and by the Transportation Advisory Committee in 2005. This detailed study evaluates current cycling facilities in Forsyth County including the use of a Bicycle Level of Service (BLOS) model, and makes recommendations to create a comprehensive bicycle network for the area. The recommended network includes off-road trails, designated bike lanes, wide shoulders for roads, and bicycle route signage.

### Bicycle Routes

The planning area has four bike routes described in **Table 4**. The Sedge Garden Connector and the Union Cross Connector are local routes that are currently signed. The other two Mountain to Sea Routes are state routes that are currently in development and are not signed.

## PEDESTRIAN FACILITIES

With the adoption of the multimodal transportation plans, enhancing and improving the pedestrian infrastructure throughout the county has become a transportation priority.

### Sidewalks

The City of Winston-Salem and Forsyth County have adopted street design standards for new developments that include requirements for sidewalks. There are no major sidewalk locations currently within the planning area. Sidewalks are recommended for all thoroughfares and collector streets except for freeways and expressways and on roadways in GMA 5, the Rural Area.



Neighborhood Sidewalk

**Table 4. Bicycle Routes**

Route Name	Route Map Symbol	General Route
Sedge Garden Connector (Local)	16	From Old Salem Road, right on NC 66, left on Bunker Hill-Sandy Ridge Road, continue on Sandy Ridge Road
Union Cross Connector (Local)	24	High Point Road
Mountains to Sea Route (State)	---	From Gumtree Road, left on Wallburg Road, right on Union Cross Road, right on High Point Road, left on Watkins Ford Road, Right on NC 66, left on Payne Road, left on Squire Davis Road
Mountains to Sea Alternate Route (State)	---	From Union Cross Road, right on High Point Road

## COMMUNITY FACILITIES

The Southeast Forsyth County Plan Area has a number of facilities that serve the community including a park, schools and volunteer fire departments (see **Map 5** on **page 15**).

### Parks

There is one public park located in the Southeast Forsyth County Plan Area, the Union Cross Park, a 15-acre park owned by Forsyth County (see **Table 5**).

The *2015 Parks and Open Space Plan for Winston-Salem and Forsyth County (2007)* concurred with a recommendation of the *Union Cross/Southeast Forsyth County Area Plan (2004)* in recommending a District Park to be located in southeast Forsyth County, south of US 311/I-74.

### Greenways

Greenways are linear open space corridors that can be managed for conservation, recreation, and/or transportation purposes. Many greenways have paved trails and accompanying land that provide pedestrian and bicycle access to neighborhoods and community facilities in addition to waterways of Forsyth County. There are currently no greenways in the Southeast Forsyth County Plan Area.

### Other Community Facilities

Union Cross Elementary School, Glenn High School, Union Cross Volunteer Fire Department and Horneytown Volunteer Fire Department are all located in the plan area. There are also two 18-hole golf courses, Olde Homeplace and Mapleleaf, both located south of US 311/I-74 between Wallburg Road and Hastings Road. There are no library facilities in the plan area. The two closest libraries are the Kernersville Branch and the Southside Winston-Salem Branch.

## UTILITIES

The Winston-Salem/Forsyth County Utilities Commission provides drinking water and wastewater services in the Southeast Forsyth County Plan Area. However, these services do not cover the entire plan area.

Public water service is available along most of the major connecting roads and major residential subdivision streets located west of Union Cross Road/Wallburg Road, and north of US 311/I-74.

Public sewer service is available to a slightly more restricted area. The main sewer outfall that serves areas west of Union Cross Road parallels the South Fork of Muddy Creek. There are also sewer outfalls that follow branches of the lower Abbotts Creek basin, east of Union Cross Road, which serve areas on either side of Teague Lane south to Watkins Ford Road. From Watkins Ford Road, the sewage is pumped westward approximately 3.5 miles to tie into the outfall located along the South Fork of Muddy Creek to flow westward by gravity.



Union Cross Park

**Table 5. Recreation Facilities**

Park Type/Name	Acreage	Major Facilities
Union Cross	15	Walking trail, softball fields, picnic tables and shelter, tennis and basketball courts, playground, horseshoe pits, restrooms



## HOUSING

### GENERAL INFORMATION

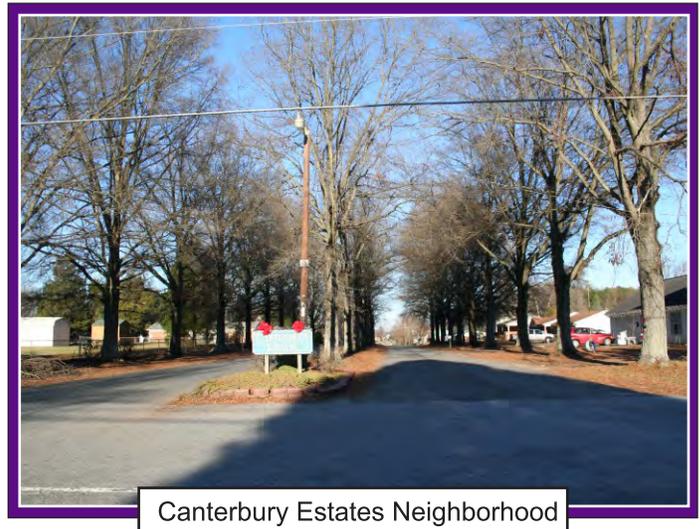
According to the *2010 Census*, there are an estimated 4,746 housing units in the approximate Southeast Forsyth County Plan Area (see note after **Table 6**). Approximately 76% of the households own their own homes, as compared to 67% of households countywide who own their own homes. Also, only 11% of the housing units in the plan area are multifamily, significantly lower than the 25% countywide.

## DESIGN AND APPEARANCE

Urban design is intended to bring, order, clarity and visual harmony to the network of public spaces, streets, parks, and sidewalks.

US 311/I-74 is designated as a Thoroughfare Overlay (TO) District. The main purpose of the TO District is to encourage development and redevelopment that preserves the visual quality and functional operation of the roadway. All development within the TO District is subject to specific site development standards in addition to the

standards of the underlying zoning district. These additional standards relate mainly to screening outside storage, shielding of on-site utilities, screening of loading and garage bays, establishing minimum setbacks from rights-of-way and creating landscaped street yards. US 311/I-74 is also within a View Corridor which prohibits off-premise signs such as billboards.



Canterbury Estates Neighborhood

**Table 6. Housing and Income Statistics**

Housing Type					
Area	Total Housing Units	Single-Family Detached (Percent)	Single-Family Attached (Percent)	Manufactured Housing (Percent)	Multifamily (Percent)
Southeast Forsyth County	4,746	81	1	7	11
Winston-Salem	102,882	62	4	2	32
Forsyth County	154,153	67	3	6	25
Housing Tenure and Value					
Area	Owner-Occupied (Percent)	Renter-Occupied (Percent)	Average Home Value (Dollars)		
Southeast Forsyth County	76	24	148,200		
Winston-Salem	58	42	141,200		
Forsyth County	64	36	149,000		

Source: 2010 Estimates from American Community Survey, U.S. Census Bureau

Note: The Forsyth County Census Tracts used to approximate the Southeast Forsyth County Plan Area Boundaries are: 33.11, 33.12, 33.13, 33.14 and 34.02.

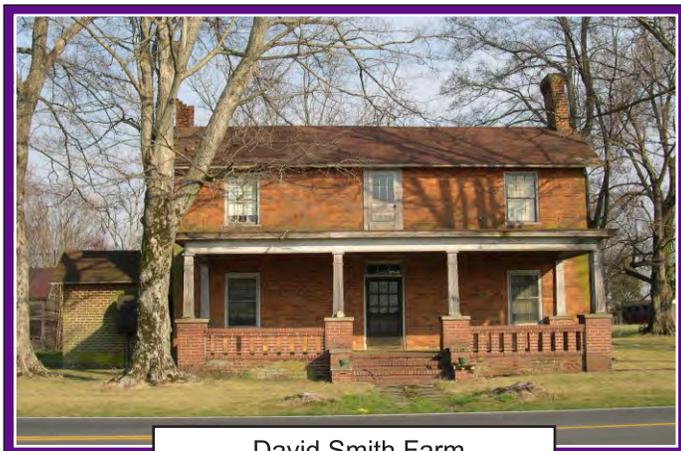
## HISTORIC RESOURCES

The Southeast Forsyth Plan Area is fortunate to possess a number of historic resources, which range from the early-mid 19th century to the late 19th-early 20th century properties. The resources in the area tell the story of early rural homes and farms, and a developing and expanding county. These historic properties vary in type and form; there are individual properties of note. Additional resources include a trail marker and potential archaeological resources. Comprising a significant portion of the built environment, these resources help to tell the story of a rural and growing area, and serve as a tangible reminder of southeast Forsyth County's outstanding history.

Historic Resources Commission staff has reviewed the major historic resource studies/surveys and has determined that a number of historic resources are located within the Planning Area (see **Map 6** on **page 18**).

Forsyth County's first comprehensive architectural survey was completed in 1980 and an update to that survey was finalized in 2009. As might be expected, during the intervening years, a number of historic resources were demolished or removed from their original sites. This was found to be the case throughout all of Forsyth County, including the Southeast Forsyth County Plan Area. However, the survey update project also identified new historic resources. While some properties in the planning area are listed on the National Register, some are of National Register quality, or are Local Historic Landmarks. However, other properties were simply identified for written and photographic documentation.

In **Appendix A** on **page 53** is a list of recognized historic resources in the Southeast Winston-Salem Plan Area. The list includes their current designations along with general historic resources information.



David Smith Farm  
Photo by Heather Fearnbach

## ECONOMIC DEVELOPMENT

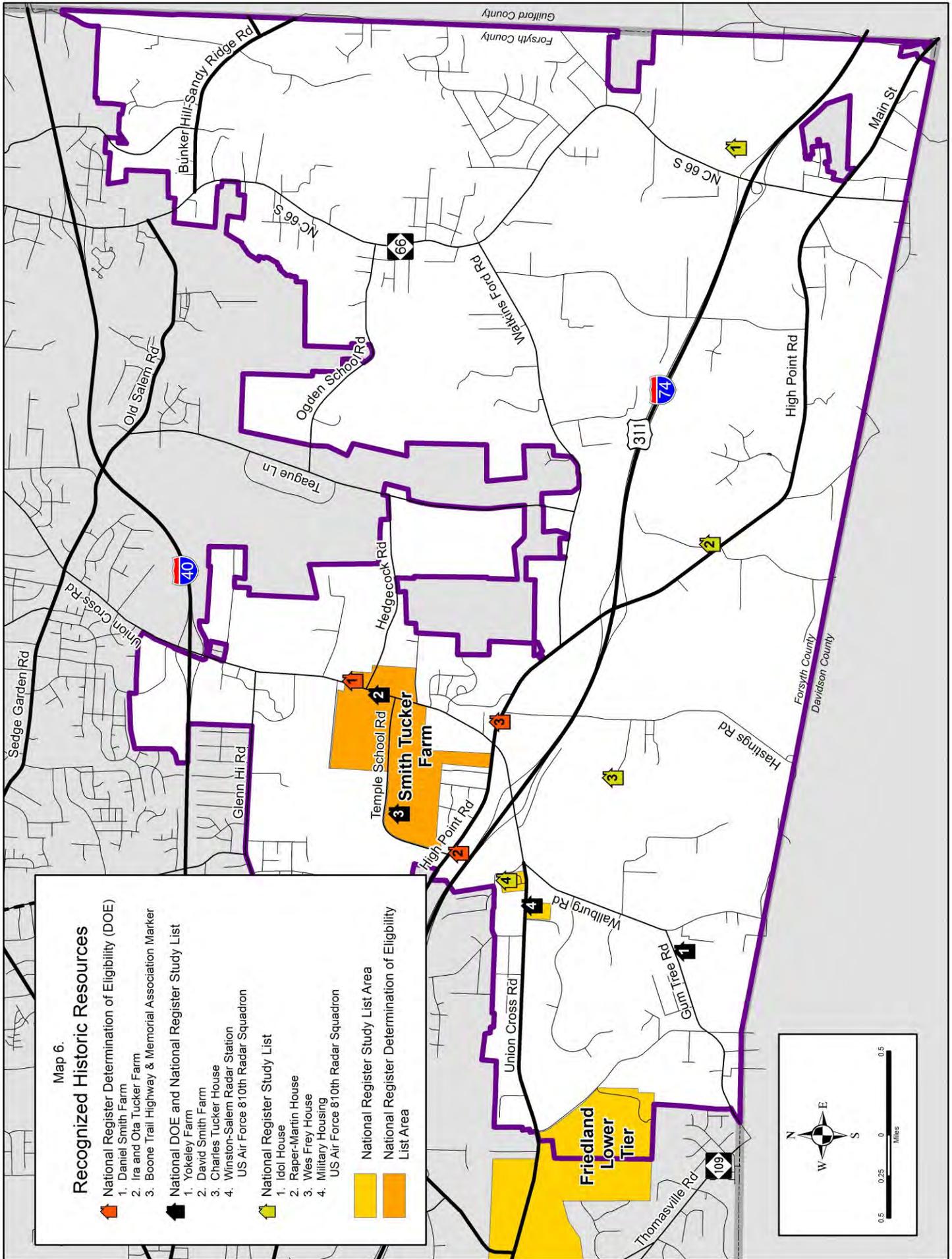
The Southeast Forsyth County Plan Area is one of a limited number of areas in the county where employment opportunities are increasing. The *Union Cross/Southeast Forsyth County Area Plan (2004)* designated five areas for business/industrial development:

- the Union Cross/School Temple Road area;
- the Union Cross Business Park;
- the southeast corner of Union Cross Road/I-40;
- an area east of Teague Lane and north of Ogden School Road; and
- the northwest corner of US 311/I-74 and NC 66.

Since the earlier plan's adoption in 2004, Caterpillar has opened a plant along Union Cross Road at Temple School Road in 2011 and plans to employ up to 500 people by 2014. In December 2012, Herbalife announced that it would be operating out of the former Dell computer facility in 2013, also employing nearly 500 people. The 400-acre Union Cross Business Park, which opened in the late 1990s, is now fully developed. The Teague Lane/Ogden School Road area is unlikely to develop industrially because it has very poor highway access. The I-74/NC 66 interchange is a good business/industrial location, but is unlikely to develop any time in the near future due to lack of public sewer.



Caterpillar Plant





## THE ENVIRONMENT

A number of environmental issues are of concern in the plan area including watersheds, floodplains, water quality, and wetlands (see **Map 7** on **page 19**).

### WATERSHEDS

Water-supply watersheds have specific State-mandated protection regulations. These regulations attempt to maintain or restore the natural stormwater infiltration and purification process by:

- Limiting housing density by restricting the maximum number of housing units per acre.
- Limiting the built-upon area, or the amount of land covered by pavement and structures.
- Maintaining natural vegetative buffers along streams.
- Requiring engineered stormwater controls that trap sediment and other pollutants before reaching streams.

The Southeast Forsyth County Plan Area is located in four different watersheds. The area located between Union Cross Road and NC 66 is within the Abbotts Creek/Lake Thom-a-Lex (WS III) municipal water supply watershed. Areas located east of NC 66, between I-40 to just south of Squire Davis Road, are located in the Deep River/Randleman Lake (WS IV) municipal water supply watershed. Areas west of Union Cross Road are located in the Muddy Creek drainage basin, south of Salem Lake, which is an area not designated as a water supply watershed. Areas east of NC 66, generally south of Squire Davis Road, are within the Yadkin-Pee Dee drainage basin and not in a designated water supply watershed.

### FLOODPLAINS

Floodplains are flood-prone lands adjacent to creeks and streams. There are requirements to manage activities in these areas. There are approximately 565 acres of floodplain in the Southeast Forsyth County Plan Area. The floodplains associated with Abbotts Creek are the most significant. There are also floodplains associated with:

- the upper reaches of Muddy Creek branches extending to areas west of Union Cross Road south of Glenn High Road;
- the upper reaches of the Deep River located east of NC 66 south of Bunker Hill Road; and
- the upper reaches of the Yadkin-Pee Dee watershed located east of NC 66 and south of Payne Road.

### NATURAL HERITAGE INVENTORY SITES

The State's *Natural Heritage Inventory for Forsyth County* identified the occurrence of significant plant and animal communities, geologic features, historic resources and stream corridors in Forsyth County. There are no properties within the Southeast Forsyth County Plan Area identified on the Natural Heritage Inventory.

## ANNEXATION AGREEMENTS

An annexation agreement is a legal agreement, which defines land that each participating municipality may *not* annex within a specific timeframe. The agreement sets limits on each municipality's future annexation into an area, thus establishing its potential future jurisdiction. The agreement, however, does not obligate a municipality to undertake annexations. Two major benefits from this type of agreement are:

- they promote the orderly and logical extension of municipal services because communities are not competing to annex an individual development; and
- they reduce uncertainty among property owners and public or private development interests.

North Carolina General Statutes authorize municipalities to enter into agreements for up to 20 years. Once adopted, participating municipalities must both agree to change or terminate the agreement before it expires. A municipality may unilaterally terminate an agreement after a five-year notification period. Each participating municipality must also notify the other(s) of all subsequent annexation proposals within the affected area.

There are two municipal annexation agreements in place for land within the planning area (see **Table 7**).

**Table 7. Municipal Annexation Agreements**

Municipality	Adoption Year	Agreement Length	Termination Year
Winston-Salem/Kernersville	1992	20 years	2012*
High Point/Kernersville	2007	20 years	2027

\* *Agreement extension pending.*

## EXISTING PLANS IN STUDY AREA

The following plans and studies have been completed for the plan area:

### **UNION CROSS/SOUTHEAST FORSYTH COUNTY AREA PLAN** (Adopted 2004):

The original *Union Cross/Southeast Forsyth County Area Plan* had the same general boundaries and included approximately 2,500 more acres of land recently annexed by Kernersville or High Point. The area plan designated large acreages for rural conservation subdivisions or modified rural conservation subdivisions, of which neither type of development has occurred since adoption of the area plan.

### **HEART OF THE TRIAD: A COLLABORATIVE PLAN FOR ECONOMIC VITALITY AND QUALITY OF LIFE** (Adopted 2010):

The *Heart of the Triad Plan* was a regional collaborative planning effort among seven different local government jurisdictions that sought to enhance this strategically important area in the center of the Piedmont Triad while maintaining its natural beauty and unique features. The boundaries of the plan are roughly: to the north, Union Cross Road/I-40 interchange, NC66 and Mountain Street in Kernersville, and Market Street in Guilford County; to the east, Sandy Ridge Road and Squire Davis Road in Guilford County and NC 66 in Forsyth County; to the south, US 311/I-74 to Union Cross Road; and, to the west, Union Cross Road from US 311/I-74 to I-40. The plan includes: maps designating agriculture, forestry and open space; maps showing development constraints such as floodplains, existing public facilities, freeways and major thoroughfares; and a generalized land use plan for the area.

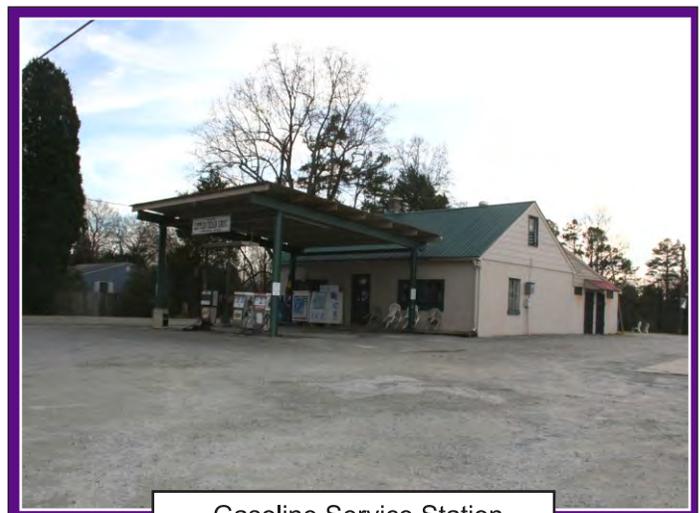
### **TOWN OF KERNERSVILLE LAND USE PLAN** (Adopted 2004; Last Amended 2011)

The major goals of the *Kernersville Land Use Plan* are to enhance Kernersville's small town atmosphere and to establish Kernersville as a unique, high-quality community within the Piedmont Triad. The plan anticipates that Kernersville's population will double in the next twenty years with its municipal boundaries eventually touching adjoining cities. Kernersville is expecting to undergo much change while striving to maintain its "unique sense of place." One of the goals of the plan is to create commercial nodes rather than commercial strips with the Union Cross Road/I-40 interchange area identified as a commercial pocket. Most of the remaining area is shown for single-family residential development of various densities. The boundaries of the *Kernersville Land Use Plan* extend into the Southeast Forsyth County Plan Area

from Union Cross Road southward to US 311/I-74, then follow US 311/I-74 eastward to Pine Meadow Drive coinciding with the town's annexation agreement limits with High Point. The Kernersville Plan boundaries then extend northward to Watkins Ford Road, eastward along Watkins Ford Road to NC 66, southward along NC 66 to Stonehaven Road in the Canterbury Estates subdivision, and finally northeastward and eastward to the Forsyth County/Guilford County line.

### **NORTHWEST AREA PLAN: CITY OF HIGH POINT** (Adopted 2011):

High Point's *Northwest Area Plan* was initiated after adoption of the *Heart of the Triad Plan*, completion of a noise study associated with the FedEx hub at Piedmont Triad International Airport and extension of a sewer outfall to Kernersville that opened areas west of Sandy Ridge Road and north of Squire Davis Road for urban or suburban development. The study area includes 10,260 acres located generally west and northwest of Kendale, Sandy Ridge and Skeet Club Roads, south of I-40. The western boundary roughly follows the Forsyth/Guilford County line. A portion of southeast Forsyth County is included, extending westward along US 311/I-74 to its interchange with High Point Road. The Forsyth/Davidson County line forms the southern boundary of the Forsyth County portion of the study area. The plan established guidelines for new non-residential development to make it harmonious with the surrounding area and to support multiple forms of transportation. The plan also includes land use recommendations for the study area which are consistent with most of the recommendations of the *Heart of the Triad Plan*. The plan designates three areas for development nodes, which are similar to activity centers, at the following locations: I-40/Sandy Ridge Road/Bunker Hill Road; Sandy Ridge Road/Piedmont Parkway Extension; and, the US 311/NC 66 interchange.



Gasoline Service Station



The current Modernist sanctuary for Bunker Hill United Methodist Church was built in 1960 and replaced a frame church built in 1895. Photo by Heather Fearnbach

General policies from *Legacy 2030* provide the framework for recommendations in all area plans. Specific recommendations for the *Southeast Forsyth County Area Plan* were developed through comments heard from citizens at public meetings in conjunction with the work of City-County Planning staff.

## LAND USE RECOMMENDATIONS

Land use recommendations serve as a guide for future development and zoning decisions in the planning area. As directed by *Legacy 2030*, land use recommendations designate locations and formulate policies for compatible residential development, commercial and office uses, industrial uses and activity centers.

### GENERAL RECOMMENDATIONS

Planning policies used to develop land use recommendations for the Southeast Forsyth County Plan Area are:

- The highest intensity, mixed use development should be located in activity centers and where gravity sewer is available.
- Goods and services should be available near where people live and work.
- The mix, type, and design of development should facilitate walking and bicycling where feasible.
- Neighborhoods should be protected from inappropriate residential, commercial, industrial and institutional encroachment.

- Commercial development should be concentrated in designated areas and not be allowed to take the form of strip development along the major roads in the planning area.
- Site design should incorporate pedestrian-oriented design elements such as street trees, buildings located close to the street, building façade articulation and variety, and transparent windows and doors.
- Consideration should be given to protecting significant natural features, natural vegetation, historic resources and open space by clustering development on-site.

## RESIDENTIAL

*Legacy 2030* recommends a variety of housing types throughout the county. Residential recommendations are made for housing densities, and in some cases, types of housing. Factors such as the amount of land available, surrounding land uses, proximity to major roads and services and access to utilities are all considered in determining recommendations for residential uses and densities.

The following are general descriptions for categories of residential land uses and specific recommendations for locations within the plan area suitable for these categories of use. The sites are shown on the Proposed Land Use Changes map and the overall Proposed Land Use map (see **Map 8** on **page 25** and **Map 9** on **page 27**).



Residential Development

## LARGE-LOT RESIDENTIAL/AGRICULTURE

Large-lot residential development and/or agriculture is recommended for the majority of sites in the southern portion of the planning area, generally south of Watkins Ford Road and east of Wallburg Road. This designation is generally intended to reflect land parcels of five acres or greater, although the Agriculture (AG) zoning district could allow lots of approximately one acre or larger. This area currently does not have access to gravity sewer, and sewer is not anticipated to exist in the area within the timeframe of this plan. Additionally, development pressures in the southern portion of the Southeast Forsyth County Plan Area have been limited in recent years. Rezoning to more intense residential districts is generally discouraged here. Additionally, the use of package wastewater treatment plants is not recommended in this area. This area is suitable for large-lot, low-density residential development and farmland/open space preservation. Clustering of lots in new subdivisions to protect environmentally-sensitive areas, preserve additional open space and reduce street and infrastructure costs is also encouraged.

## LOW-DENSITY RESIDENTIAL

Low-density residential development has a density of zero to five dwelling units per acre and consists mostly of single-family, detached units. Low-density residential development is recommended for:

- Existing individual lots and small tracts of land in existing single-family neighborhoods.
- Larger parcels of undeveloped residential land in many parts of the planning area, excluding areas within proposed activity centers and other designated sites.
- This land is generally located in the northern portion of the planning area, either has sewer or is sewerable, and has easy access to thoroughfare roads.

Clustering of lots in new subdivisions to protect environmentally-sensitive areas, preserve additional open space and reduce street and infrastructure costs is also encouraged.

## MODERATE-DENSITY RESIDENTIAL

Moderate-density residential development has a density of five to eight dwelling units per acre. Generally, moderate-density residential land use is recommended for sites greater than two acres that are most appropriately developed with multifamily structures, townhouses or clustered single-family structures. Moderate-density residential is recommended for:

- A portion of the northwest quadrant of the Union Cross Road/I-40 Activity Center.
- Along the east side of Union Cross Road between Glenn Hi Road and US 311/I-74.

Clustering of lots in new subdivisions to protect environmentally-sensitive areas, preserve additional open space and reduce street and infrastructure costs is also encouraged. Design Guidelines for Multifamily Developments are found in **Appendix B** on **page 55**.

## INTERMEDIATE-DENSITY RESIDENTIAL

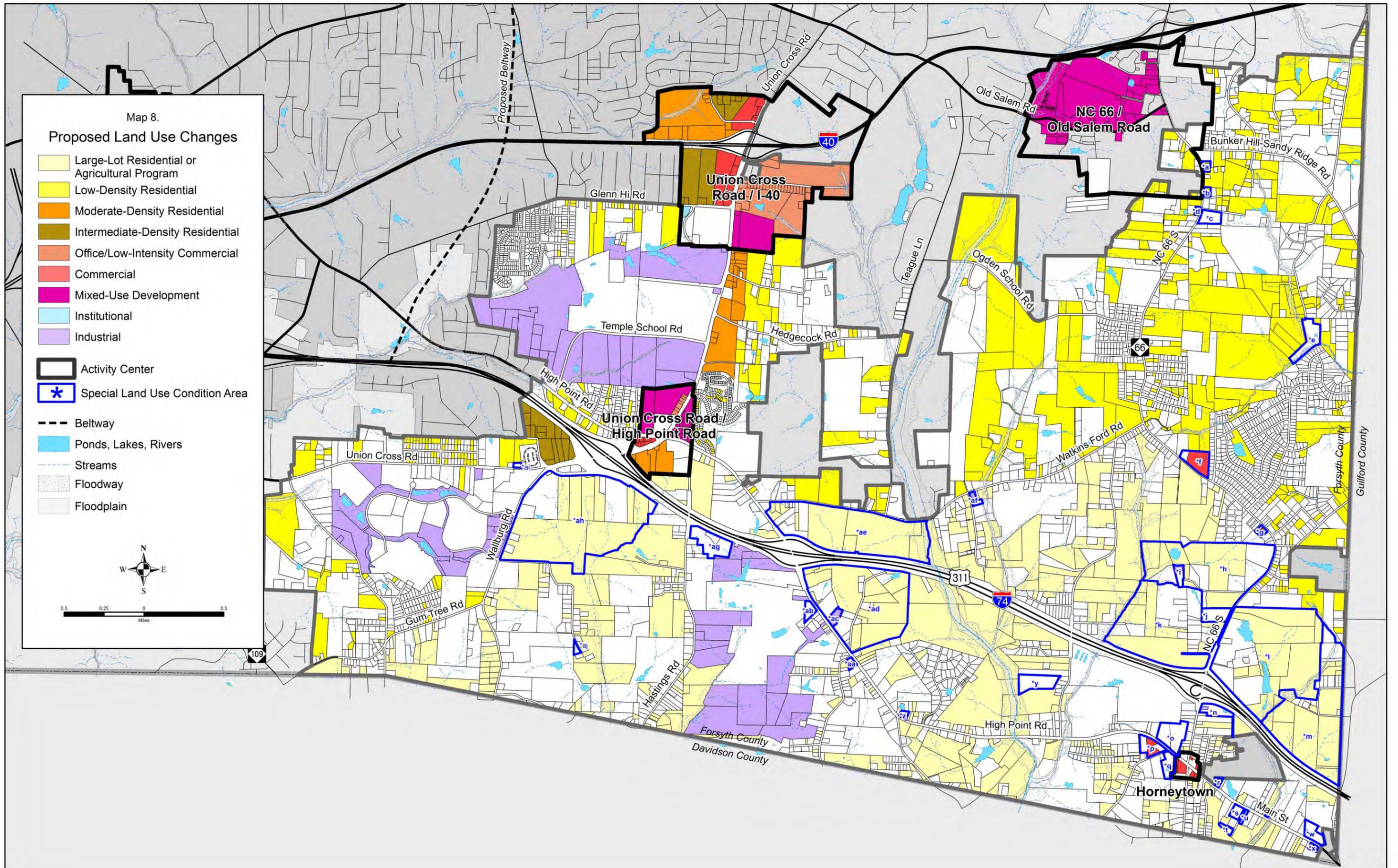
Intermediate-density multifamily residential development has a density of eight to eighteen dwelling units per acre. Generally, high-density residential land use is recommended for large sites that are most appropriately developed with multifamily or townhouse structures. Intermediate-density residential is recommended for:

- A portion of the northwest quadrant of the Union Cross Road/I-40 Activity Center.
- Along the north side of Glenn Hi Road west of Union Cross Road within the Union Cross Road/I-40 Activity Center.
- The southwest corner of the US 311/I-74 interchange with Union Cross Road.

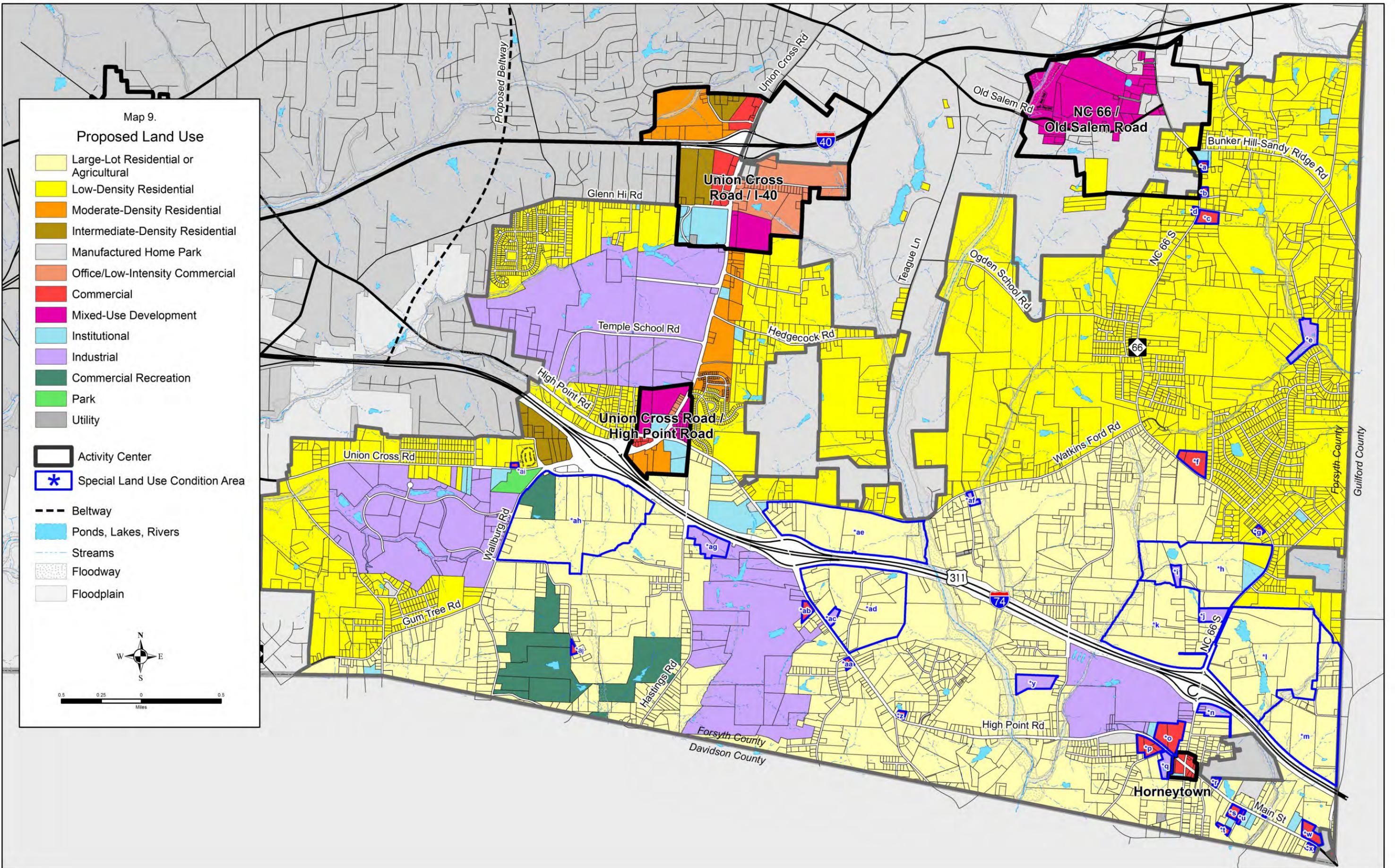
Design Guidelines for Multifamily Developments are found in **Appendix B** on **page 55**.

## MANUFACTURED HOUSING PARK

Manufacturing Housing Parks are low-density residential developments consisting of manufactured housing that has a density of up to five units per acre. Single manufactured homes on individual lots are considered single-family development. New manufactured housing developments must have at least ten lots and a common access point. There are a few existing manufactured housing developments in the southern portion of the planning area. No new ones are proposed in this plan.









## OFFICE AND COMMERCIAL

This plan recommends the consolidation of office and commercial uses at existing commercial/office locations and in designated activity centers. All new and redeveloped commercial and office uses should be designed and developed to be compatible with nearby residential uses.

### Office/Low-Intensity Commercial

Office and low-intensity commercial uses provide services to area residents, often with minimal negative impacts on adjacent residential uses. This land use category includes all office uses as well as commercial uses listed in **Table 8**. This plan recommends office/low-intensity commercial in the following area(s):

- The majority of the southeast quadrant of the Union Cross Road/I-40 Activity Center, and
- Conversion of individual homes located along the west side of Union Cross Road, north of High Point Road within the Union Cross Road/High Point Road Activity Center.

Guidelines for Conversion of Existing Homes to Office or Commercial Uses or New Residentially-Scaled Office Buildings can be found in **Appendix C** on **page 56**. Guidelines for Office/Low-Intensity Commercial Developments can be found in **Appendix D** on **page 57**.

## COMMERCIAL

This plan calls for the creation of new commercial opportunities and the improvement of existing commercial areas that blend with existing development and do not infringe on nearby neighborhoods. Commercial areas should be compact with limited-access to major thoroughfares and should not promote strip development. The reuse of vacant buildings and the redevelopment of existing undeveloped and underutilized sites is recommended, where possible. Commercial development is recommended for sites located in the four activity centers within the planning area:

- The Union Cross Road/I-40 interchange.
- Union Cross Road/High Point Road intersection.
- Horneytown Road/High Point Road intersection.
- Areas west of the NC 66/Old Salem Road intersection.



Union Cross Road/I-40 Land

**Table 8. Defined Low-Intensity Commercial Uses**

Uses* Include:		
Adult Day Care	Food/Drug store without Drive-Through	Residential Building, Townhouse
Arts/Crafts Studio	Funeral Home	Funeral Home
Bed and Breakfast	Furniture/Home Furnishings	Restaurant without Drive-Through
Child Care Drop-in	Museum, Art Gallery	Services A
Child Day Care Center	Post Office	Veterinary Services
Combined Use	Residential Building, Multifamily	Retail Store
Uses* Do Not Include:		
Auto-related Uses	Convenience Stores	Clubs/bars

\* \*Uses defined in the Unified Development Ordinances.

## INSTITUTIONAL

Institutional uses in the planning area are an important aspect of the character, vitality and future of the area. Institutional uses include schools, churches, community organizations and nonprofit agencies. Existing institutions should be permitted to grow and expand in a manner that is compatible with surrounding neighborhoods.

Because of the unique nature of institutions (many of which are allowed by right in residential zoning), it is not possible to indicate on the Proposed Land Use map all properties for which institutional use would be appropriate. Therefore, this plan establishes policies to guide the location of new institutional uses and the expansions of existing ones.

Policies to guide the location of community facilities and proposed generalized locations for these facilities are discussed on **page 43** and shown on **Map 11** on **page 46**.

## PARKS AND OPEN SPACE

The Proposed Land Use map shows existing parks and open space sites. Open space may consist of land protected by conservation easements, City-, Town- or County-owned land, or City or County parks (see Community Facilities on **page 45**, for detailed park recommendations). The proposed new parks recommended by this plan constitute potential additional open space.

## INDUSTRIAL

This plan recommends the consolidation of industrial uses at existing locations as well as the development of possible new industrial sites. Due to its proximity to US 311/I-74, the Southeast Forsyth County Plan Area is home to several sites which could be ideal candidates for industrial development. One large 640-acre industrial area is designated along Temple School Road in the western portion of the planning area. Of the 640 acres, 225 acres are developed with Herbalife, Caterpillar and an axle transport company leaving greater than 400 acres for future development. The only other undeveloped industrially-zoned property is a 30-acre tract, presently developed as a golf-driving range, located at the southeast corner of the Union Cross Road/Wallburg Road intersection.

There are five potential areas that may be suitable for future business park development if public sewer becomes available and the property owners no longer choose to use the land for farming (see **Table 9**). All of these areas are located near US 311/I-74 interchanges making them very desirable for business park development. Voluntary Agricultural Districts and the accompanying tax deferral benefits have been established on portions of these areas. These sites are discussed in more detail in the Special Land Use Condition Areas section of the plan beginning on **page 35**.

A few other scattered small industrial sites also exist in the area currently. New and redeveloped industrial uses should be designed in a manner that makes them compatible with nearby residential uses.

Design Guidelines for Suburban Business Parks can be found in **Appendix E** on **pages 58** and **59**.

**Table 9. Potential Future Business Park Locations**

Location	Acreage	Special Land Use Condition Area
NW Corner US 311/I-74-NC 66 Interchange	175	*k
NE Corner US 311/I-74-NC 66 Interchange	230	*l
SE Corner US 311/I-74-High Point Road Interchange	165	*ad
NE Corner US 311/I-74-High Point Road Interchange	150	*ae
SE Corner US 311/I-74-Union Cross Road Interchange	250	*ah

## MIXED-USE LAND USE

### CATEGORIES

#### ACTIVITY CENTERS

Activity centers are compact, pedestrian-oriented, neighborhood business areas that provide needed services within walking distance of residential areas. Activity centers may serve as neighborhood gathering places. Larger activity centers are envisioned to provide shopping and services meeting the day-to-day needs of nearby residences, and ideally contain a grocery store and a pharmacy. Activity centers may also include a housing component, especially in suburban or future growth areas where new activity centers are being proposed. Very large activity centers can serve as compact mixed-use regional centers for retail, office, civic and residential activity. It is important to install sidewalk connections throughout activity centers to encourage pedestrian as well as motor vehicle connections between uses.

The *Southeast Forsyth County Area Plan* identifies four activity centers: the Union Cross Road/I-40 Activity Center, the Union Cross Road/High Point Road Activity Center, the Horneytown Road/High Point Road Activity Center, and the NC 66/Old Salem Road Activity Center.

#### Union Cross Road/I-40 Activity Center

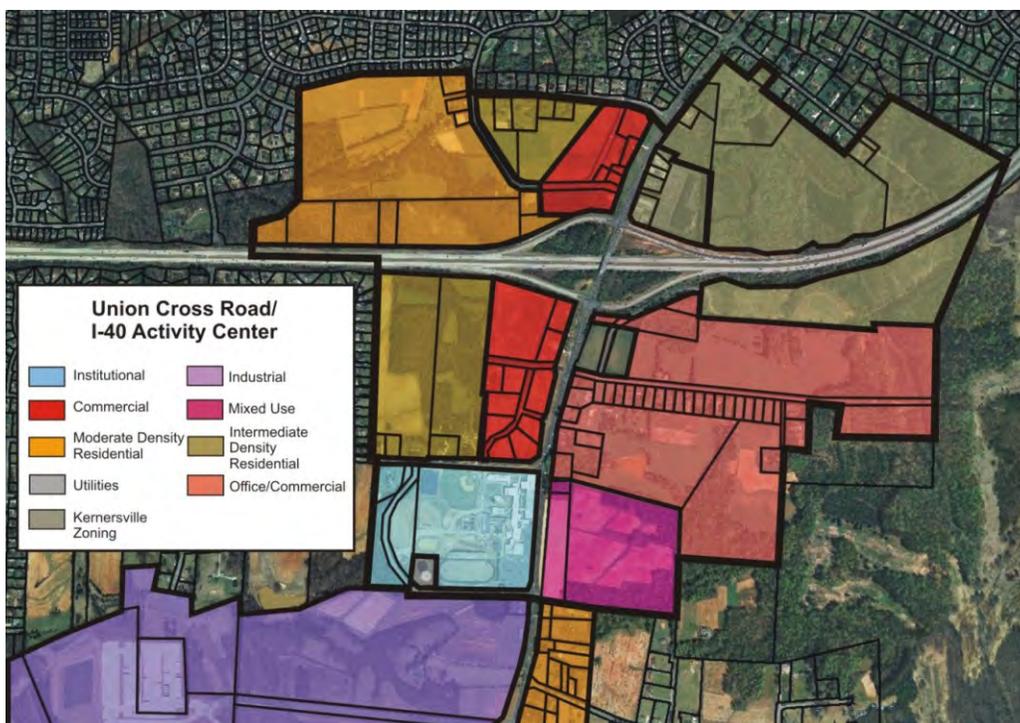
The Union Cross Road/I-40 Activity Center (see **Figure 2**) contains approximately 500 acres, of which approxi-

mately 400 acres is located within the Southeast Forsyth County Planning Area. The activity center contains a 10-acre shopping center and outparcels in the northeast quadrant located in the Kernersville corporate limits. The northwest quadrant contains approximately 120 acres with 10 acres presently zoned for commercial uses including a restaurant, motel and gas station. Farther west, a 272-unit multifamily development has been approved with the remaining area in the quadrant recommended in this plan for moderate density residential development up to eight dwelling units per acre. Generally, the recommended density would accommodate townhomes and/or clustered single-family homes.

The southwest quadrant includes approximately 110 acres. Thirty acres is currently zoned for commercial uses including 2.5 acres approved for a convenience store/gas station. This plan recommends 45 acres west of the commercially zoned parcels for intermediate-density residential which would allow up to 18 multifamily dwelling units per acre. The Glenn High School campus occupies 35 acres.

The southeast quadrant has 6 acres presently zoned for limited commercial uses. Approximately 135 acres is recommended in this plan for low-intensity commercial and office uses on the north side of the proposed extension of Glenn Hi Road. South of the proposed Glenn Hi Road extension approximately 35 acres is recommended for mixed-use development. As part of the mixed-use recommendation, low-intensity commercial/office uses

are recommended for the northwest portion of the tract closest to the southeast corner of Union Cross Road and Glenn Hi Road extension. Such commercial/office uses should not extend more than 600 to 700 feet to the east and south from the intersection and should be pedestrian-oriented with well-designed pedestrian connections to existing residential areas. The remainder of the recommended mixed-use area should be developed as a mixture of intermediate-density residential transitioning to moderate density residential farther east and south of the Union Cross Road/Glenn Hi Road intersection.



**Figure 2. Union Cross Road/I-40 Activity Center**

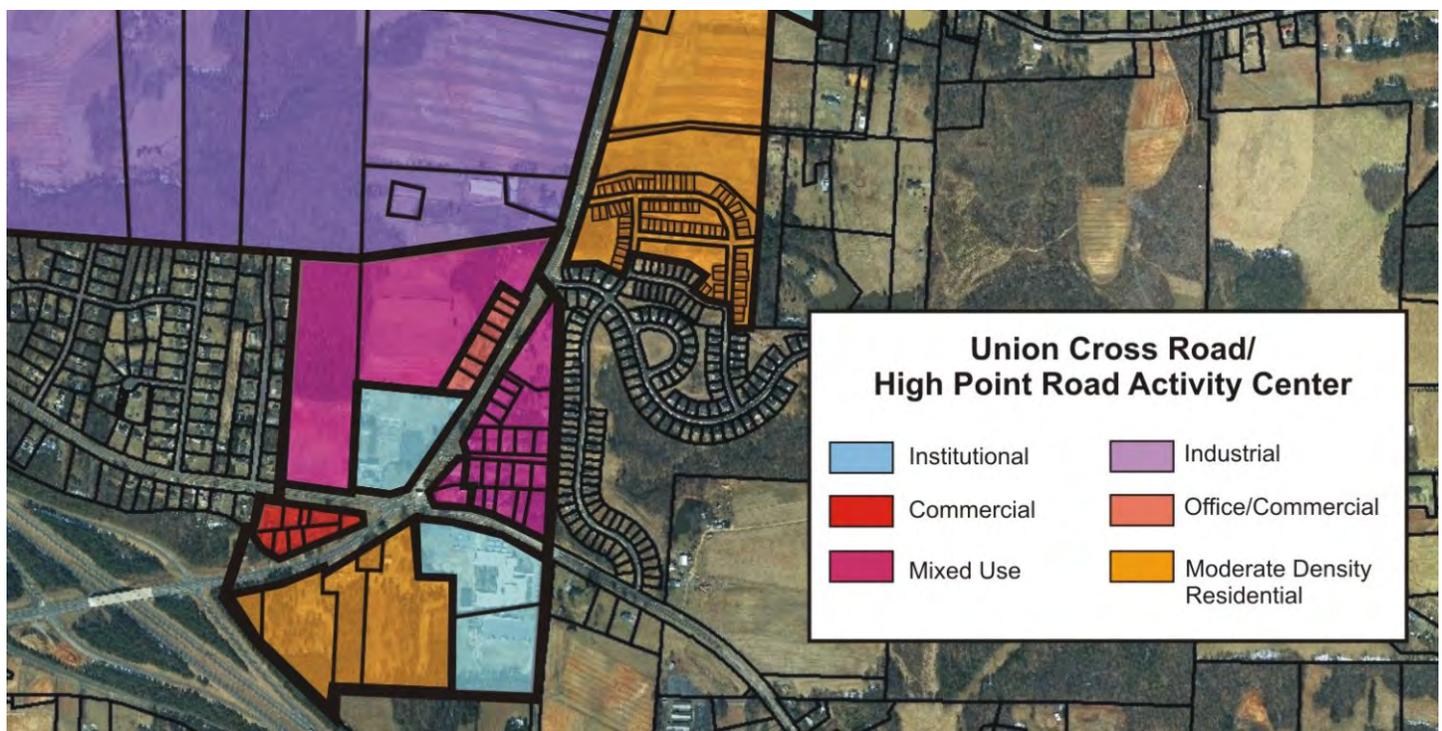
The entire mixed-use area in the southeast quadrant should be comprehensively planned, even if parts of the area are developed by separate entities and at various times. Right-of-way dedication and proportionate roadway construction for the proposed Glenn Hi Road extension is expected along with a well-designed network of internal vehicular and pedestrian linkages. Vehicular access to the mixed-use area should come primarily from side streets or service roads given that the NCDOT will likely limit the number of access points onto Union Cross Road.

## Union Cross Road/High Point Road Activity Center

The Union Cross Road/High Point Road Activity Center (see **Figure 3**) contains approximately 105 acres and includes all four corners of the intersection. The northeast quadrant totals 16 acres and consists of single-family homes oriented to High Point Road, Pinewood Terrace and Union Cross Road. The southeast quadrant is 39 acres in size and includes Union Cross Traditional Academy, existing single-family homes and undeveloped land oriented to Union Cross Road and adjacent to US 311/I-74. The southwest quadrant includes approximately 8-10 single family dwellings totaling 4 acres with orientation either to Union Cross Road or High Point Road. The northwest quadrant consists of six single-family homes fronting onto Union Cross Road, the Union Cross Moravian Church campus and two large undeveloped tracts used for farming that together total 45 acres.

As recommended in this plan, the northeast quadrant is proposed as a mixed-use area which should be comprehensively planned, even if parts of the area are developed by separate entities and at various times. Prior to rezoning for commercial use, sufficient acreage must be assembled so that no existing residences are surrounded by commercial uses or left without proper access to a public street. Primary access to the commercial portion of the area should be from High Point Road since NCDOT will likely restrict vehicular access to Union Cross Road to right-in, right-out access only. This plan recommends that any proposed commercial uses be located closest to High Point Road and extend northward no more than 600 to 700 feet. The remainder of the mixed-use area farther to the north should be developed as moderate-density residential. All commercial and residential areas should be pedestrian-oriented with a well-designed network of internal vehicular and pedestrian connections.

This plan also supports the conversion of existing homes facing Union Cross Road in the northwest quadrant to office or low-intensity commercial uses. This conversion could occur either as an adaptive reuse of an individual home or as a comprehensive redevelopment of several contiguous residential parcels. Internal vehicular connectivity via cross access easements between parcels is expected as a condition of rezoning. Any new structures located in this area should be residential in scale and compatible with adjacent land uses.



**Figure 3. Union Cross Road/High Point Road Activity Center**

Architecture should also reflect the rural residential character of the surrounding area. Such parcels may also be combined with undeveloped properties to the west as a recommended commercial component of a larger mixed-use development as described below.

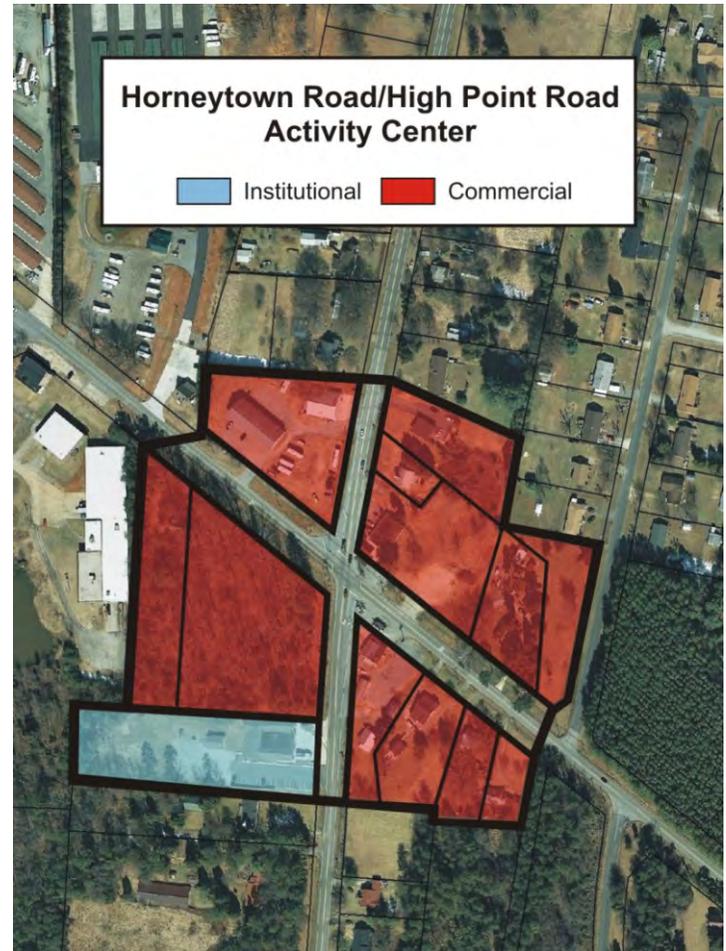
More broadly, this plan recommends that the northwest quadrant of this activity center be developed as a mixed-use area which should be comprehensively planned, even if parts of the area are developed by separate entities and at various times. Transportation linkages between different parts of the mixed-use area should be accommodated for both for vehicles and pedestrians. Primary access to the commercial areas should come from High Point Road with perhaps one access point to Union Cross Road.

Office and commercial uses should be located closest to either Union Cross Road or High Point Road and should not extend more than 600 to 700 feet to the north or west. The remainder of the mixed-use area should be developed as a mixture of intermediate-density residential transitioning to moderate density-residential farther west and north from Union Cross Road and High Point Road, respectively. All office/commercial areas should be pedestrian-oriented with well-designed internal pedestrian connections between developments and residential areas.

## Horneytown Road/High Point Road Activity Center

This 10-acre activity center (see **Figure 4**) encompasses the four corners of the intersection of Horneytown Road and High Point Road, south of US 311/I-74. The intersection is currently developed with automotive-related facilities on the northwest corner, a restaurant grill and a beauty salon on the northeast corner, a gas station on the southwest corner and the Horneytown Volunteer Fire Department and undeveloped land on the southwest corner. All of this area is zoned either Highway Business (HB) or Neighborhood Business (NB).

This activity center provides localized commercial services to neighborhoods in the vicinity including Canterbury Estates to the north of US 311/I-74 and the Laurel Oaks development in High Point located to the south along Horneytown Road. This activity center is not recommended for the expansion of uses with outdoor displays such as recreational vehicle sales, automobile sales and repair and mini self-storage units such as those currently located outside this activity center to the west. These more intense retail uses are generally not recommended for expansion beyond their present configuration.



**Figure 4. Horneytown Road/High Point Road Activity Center**



Horneytown Road/High Point Road

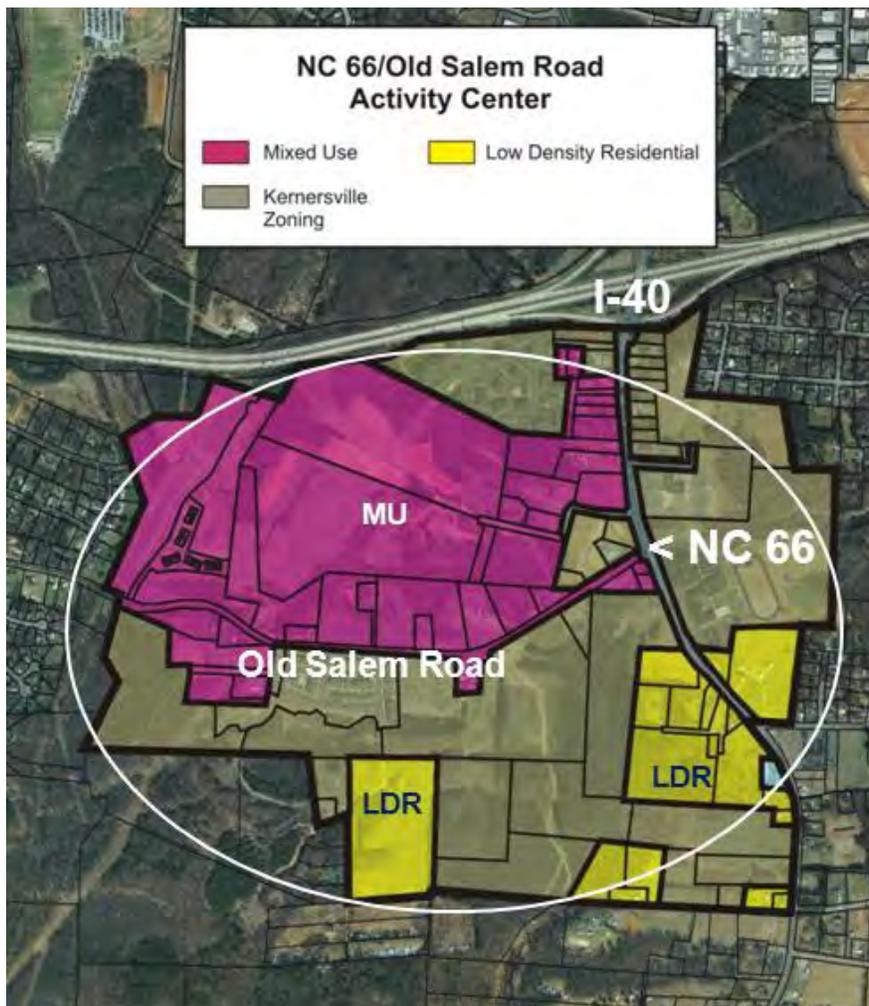
## NC 66/Old Salem Road Activity Center

This activity center is the largest of the four activity centers and includes approximately 530 acres (see **Figure 5**). Approximately 300 acres is located within Forsyth County's jurisdiction surrounded by 230 acres within the Town of Kernersville. This activity center extends from I-40 south along NC 66 to Mc-Idol Road and extends westward to Abbotts Creek. Old Salem Road roughly bisects the area into northern and southern halves. The NC 66 South area includes traveler-oriented services, offices and apartments at the I-40/NC 66 interchange, Moses Cone Health Services, and Bishop McGuinness High School. A multi-family complex and townhomes currently exist along Old Salem Road. More than half of the acreage in this activity center is undeveloped but is planned as part of the future Carrollton mixed-use development.

This area plan recommends future development in this area to be in compliance with the *NC 66/Old Salem Road Area Metro Activity Center Guidelines* adopted in 2001 by the Kernersville Board of Alderman and the Forsyth

County Board of Commissioners. These guidelines are incorporated by reference as part of this area plan and are found in **Appendix F** on **page 60**. The 2001 *NC 66/Old Salem Road Activity Center Guidelines* recommends a mix of residential uses along with low-intensity commercial and office uses. Future developments will likely require rezoning and a comprehensive development plan review to meet performance standards that preserve and promote Kernersville's village character, allow for more intense development at the activity center core and provide guidance regarding signage, streets, parking and pedestrian connectivity. The plan also calls for the reservation of sites for public facilities such as schools and libraries.

Any portion of this activity center within Forsyth County's zoning and subdivision jurisdiction will have future development requests coordinated with the Town of Kernersville for compliance with its planning objectives since the town surrounds most of the county-controlled lands within the activity center.



**Figure 5. NC 66/Old Salem Road Activity Center**

## SPECIAL LAND USE CONDITIONS

The Proposed Land Use map (see **Map 9** on **pages 27**) shows recommended land uses for all undeveloped property in the planning area and changes in land use for some developed sites. In some circumstances, there are special conditions or prohibitions of certain uses. These situations are referenced on the map with a blue ★ (star) and a lower case letter as follows:

### ★ a

This 1.7-acre area is composed of portions of three parcels located at northeast and southeast corners of NC 66 South and Mc-Idol Road, of which 0.8 acres is presently zoned as a Limited Business (LB) zoning district. The northernmost parcel is presently undeveloped, the central parcel at the northeast corner area is developed with a furniture upholstery shop, and the southernmost parcel at the southeast corner of NC 66 and Mc-Idol Road is occupied by a manufactured home. Approximately half of the two parcels north of Mc-Idol Road is zoned LB with the rear portion of each lot zoned RS-20 for residential single-family lots with a minimum lot size of 20,000 square feet. To the north and northeast, the area is surrounded by a RS-20 zoned church and church property. To the south and southeast, the area is surrounded undeveloped land and single-family homes zoned RS-20. To the west, across NC 66 South, are three single-family residences and a church zoned Agricultural (AG). The current commercial use is permitted under its present zoning. Expansion of LB zoning to match existing property lines may be recommended provided that any new structures look residential in character and parking is located to the rear of the structures. Any expansion of commercial development on adjoining properties is generally not recommended in this plan. However, it may be appropriate to zone property to the south totaling approximately 9.6 acres for neighborhood-serving commercial uses if extensive new residential development occurs under current zoning in the vicinity in the future. All expansions should provide adequate buffering to adjoining residential uses.

### ★ b

This 1.4-acre area located along the northeast corner of NC 66 South and Gibson Park Drive includes two parcels, the southernmost parcel developed as a photography studio zoned for Limited Business (LB) uses and the northern parcel being used by an oil company currently zoned General Industrial - Special Use District (GI-S). Located to the north, east and south are single-family homes and undeveloped land zoned RS-20 for residential single-family lots with a minimum lot size of 20,000 square feet. Located to the west across NC 66 South are a single-family home and undeveloped land zoned Agricul-

tural (AG) and large undeveloped tracts zoned Mixed Use Special Use District (MU-S) to be developed as a future phase of the mixed-use Carrollton development. The present uses on the two properties are permitted by their existing zoning. However, expansion of the parcel currently zoned GI-S is not recommended and a change to a Limited Business (LB) District to permit commercial uses may be more appropriate. Expansion of LB zoning to either parcel may be recommended provided that any new structures look residential in character and parking is located to the rear of the structures. All expansions should provide adequate buffering to adjoining residential uses. Expansion of the commercial uses to adjoining properties is not recommended.

### ★ c

This 6.7-acre site located at the southeast corner of NC 66 South and Greenview Drive is presently zoned Highway Business - Special Use District (HB-S) zoning. Approximately one-half of the property is developed as an outdoor equipment rental facility. All areas surrounding the site on the west side of NC 66 are zoned RS-20 for residential single-family lots with a minimum lot size of 20,000 square feet. Expansion of the outdoor equipment rental existing use beyond its current HB-S zoning boundaries is not recommended nor should any future uses be more intensive than the current use.

### ★ d

This 1-acre site on the west side of NC 66 South is developed with a seasonal produce and flower shop/stand and is zoned Agricultural (AG). Rezoning to an appropriate commercial zoning district, such as NB, or LB with a limitation on uses and provision of appropriate buffers to surrounding properties, would be appropriate at this location. However, expansion or intensification of the existing operation, either on this parcel or on adjacent parcels, is not recommended.

### ★ e

This 15-acre property located at the southern terminus of Knight Road is presently zoned RS-20 for residential single-family lots with a minimum lot size of 20,000 square feet. A salvage yard presently occupies approximately two-thirds of the property. This site may be appropriate for rezoning to General Industrial - Special Use District (GI-S) zoning prohibiting expansion the salvage yard to the southwest portion of the property along Canstaff Branch and providing significant buffering around the perimeter of the salvage yard area using existing vegetation where possible. Expansion of the use on this property or adjoining properties is not recommended.

## ★f

The area located on the east side of NC 66 north of the Canterbury Estates residential development is composed of three properties totaling 11.8 acres and zoned Limited Business (LB). The developed property includes a deteriorating commercial building at its western edge along with two single-family dwellings. The site is zoned appropriately for its current use, and expansion of the current use on site may be appropriate. However, expansion of the existing use to adjacent lots is not recommended.

## ★g

This 1.8-acre tract is composed of two properties zoned Limited Business (LB). The properties are located on the west side of NC 66 South directly across from Canterbury Estates. The northern property has two operating commercial structures while the southern property has one operating commercial structure. The area surrounding the site is zoned RS-20 for residential single-family lots with a minimum size of 20,000 square feet. The areas surrounding the site are developed with single-family residences, except to the southwest, where farming occurs. The site is zoned appropriately for its current uses, and expansion of the current uses on site may be appropriate. However, expansion of the existing uses to adjacent lots is not recommended.

## ★h

This area includes approximately 160 acres located on the west side of NC 66 South across from Payne Road, Welborn Road and Moore Farm Drive. It extends westward to the easternmost branch of Lower Abbotts Creek within the planning area. All of the area is zoned Agricul-

tural (AG) with the majority of the area used for farming interspersed with a few single-family homes. This area's location between designated industrial areas to the south and established single-family residential neighborhoods to the north makes it suitable for future moderate density residential development once public water and sewer become available.

## ★i

This 2.4-acre property, occupied by a heavy intensity general contractor, is located at the western terminus of Creekwood Forest Drive, 0.4 miles west of NC 66 South. The property is zoned for a Highway Business - Special Use District (HB-S). The property is surrounded by farming uses zoned Agricultural (AG). The site is zoned appropriately for its current uses, and expansion of the current uses on site may be appropriate. Expansion of the existing use to a 1.47-acre tract adjoining to the north may be appropriate, but no expansion to other properties is recommended.

## ★j

This 9.21-acre property located on the west side of NC 66 South is developed with an industrial use and is zoned for a Limited Industrial - Special Use District (LI-S). There is extensive vegetation on the property between the industrial structure and single-family homes to the west on Woodruff Road. Surrounding the site on the west side of NC 66 South are a few single family homes and farming sites zoned Agricultural (AG). The site is zoned adequately for its current use, and expansion of the current use on site may be appropriate with buffering to adjoining single-family homes.



Herbalife Plant and Farmland

## ★k

This area includes approximately 175 acres located on the west side of NC 66 South between Creekwood Forest Drive and the NC 66 South intersection with US 311/I-74. The area extends westward to the easternmost branch of Lower Abbotts Creek within the planning area. All of the area is zoned Agricultural (AG) with the majority of the area used for farming interspersed with a few single-family homes along Woodruff Road. This area's location near US 311/I-74 may make it appropriate for future business park development if public water and sewer ever becomes available.

## ★l

This area includes approximately 230 acres located at the northeast corner of US 311/I-74 and NC 66 South zoned RS-20 for residential single-family lots with a minimum size of 20,000 square feet. The majority of the area is used for farming with a few single-family homes interspersed in the area. This area's location near US 311/I-74 may make it appropriate for future business park development, if public water and sewer become available, with suitable buffering around any remaining homes on Woodruff Road.

## ★m

This triangular area includes approximately 155 acres located approximately 0.6 miles from the east side of NC 66 South. The area is bounded on the west by a branch of Rich Fork Creek, on the east by the Guilford County line and on the south by US 311/I-74. All of the area is zoned RS-20 for residential single-family lots with a minimum size of 20,000 square feet with a majority of the area wooded and undeveloped. There are some single-family homes developed along Joyce Circle with access to Skeet Club Road in High Point. There are also a couple of single-family homes in the southeastern corner of this triangular area with direct access to Skeet Club Road. This area's location between designated industrial areas to the west and established single-family residential neighborhoods to the east along Skeet Club Road make it suitable for future moderate density residential development if public water and sewer become available. Access for some of this development may need to be coordinated with the proposed NC 66 South – Skeet Club Road connector.

## ★n

This 7-acre area is located on the southeast corner of the NC 66 South and US311/I-74. It is zoned for a General Industrial - Special Use (GI-S) District and is used as part of Vulcan's quarry operations. The major portion of Vulcan's quarry operations is located across NC 66 South at the southwest corner of NC 66 with US 311/I-74. The

site is zoned appropriately for its current uses and is fully developed. Expansion of the current use to include two existing residential single family residences adjoining the site to the west zoned RS-20 for residential single-family lots with a minimum size of 20,000 square may be appropriate with appropriate buffering to the south and along the frontage of NC 66 South.

## ★o

This 15.6-acre area is located on the north side of High Point Road approximately 325 feet west of NC Highway 66 South. It is zoned Highway Business - Special Use District (HB-S) and is developed with a mix of self-storage units and recreational vehicle sales. The Vulcan quarry adjoins the property to the north, a church borders the area to the west and commercial and single-family homes adjoin the property to the east. Expansion of the existing uses to adjacent lots is not recommended.

## ★p

This 5.1-acre area includes three parcels zoned Highway Business (HB) located at the southwest corner of High Point Road and Barney Road. The area is developed with recreational vehicle sales on the western parcel and motor vehicle sales and repair on the eastern parcel. The center parcel appears mostly undeveloped. This area is surrounded by a mobile home park to the west zoned Manufactured Housing Development (MH) District and Agriculture (AG). To the south are single-family homes along Mowery Drive and Barney Road zoned AG. To the east across Barney Road are businesses and warehouse uses zoned Limited Industrial (LI). Expansion of this use to the middle parcel is permitted by current zoning. Expansion of this area to the south to include the entire block bordered by High Point Road, Mowery Drive and Barney may be appropriate.

## ★q

This 7.2-acre area includes three business/warehouse uses zoned Limited Industrial (LI). It is surrounded to the west, north and east by Highway Business (HB) zoning districts. Adjoining this area to the south and southwest are a small farm and undeveloped lands zoned Agricultural (AG). There is room on-site for further expansion and permitted by the present zoning. Expansion of the existing uses to adjacent properties does not seem appropriate.

## ★r

This 1.3-acre property, located on the north side of North Main Street one-quarter mile east of NC 66 South, is developed with automotive upholstery and trim business and a cellular communications tower in the rear of the property. The property is zoned Limited Business (LB). To the west and north is a 58-acre tract annexed into the City of High Point and zoned for low-density residential use. To the south and east are single-family homes on large lots zoned RS-20 for residential single-family lots with a minimum size of 20,000 square feet or zoned RM-12 for attached residential units up to 12 dwelling units per acre. The site is zoned appropriately for its current uses, and expansion of the current uses on site may be appropriate. However, expansion of the existing uses to adjacent lots is not recommended.

## ★s

This 4.7-acre tract located at the southwest corner of North Main Street and Trulite Church Road consists of 3.3 acre property zoned Highway Business - Special Use District (HB-S) and a 1.4-acre property zoned for Limited Business (LB). The HB-S zoned property is fully developed with two retail businesses and a mini self-storage facility. The LB property is presently developed with two residential structures. This area is surrounded to the west and north by RS-20 for single-family residences on large lots and a manufactured housing park currently zoned RS-20 for residential single-family lots with a minimum size of 20,000 square feet, or zoned RM-12 for attached residential units up to 12 dwelling units per acre. Another HB-S zoned property lies adjacent to the area to the east while to the south is undeveloped land and a church zoned RS-20. The site is zoned appropriately for its current uses, and development of commercial uses on the 1.4-acre tract is permitted. However, expansion of this commercially zoned area to other adjacent lots is not recommended.

## ★t

This 1-acre portion of a 1.6-acre property is located at the southern terminus of Trulite Church Road 800 south of North Main Street. It is zoned Limited Business – Special Use District (LB-S) and RM-12 for attached residential units up to 12 dwelling units per acre. The LB-S portion of the property is developed with a motor vehicle repair and storage yard. The RM-12 portion of the property is presently undeveloped. Surrounding the property is a church and undeveloped land zoned RS-20 or RM-12. The site is zoned appropriately for its current use, and expansion of the current use on site may be appropriate with rezoning and extensive buffering to any nearby single-family homes. However, expansion of this commercial use to other adjacent lots is not recommended.

## ★u

This 1.2-acre property located at the southeast corner of North Main Street and Trulite Church Road is zoned Highway Business - Special Use District (HB-S). A single-family residence occupies the frontage of the property with a motor vehicle repair shop located behind the residence. The property is surrounded by retail uses and a church to the west, by single-family residences on large lots and a manufactured housing park to the north, a cemetery to the east and undeveloped land to the south. The site is zoned appropriately for its current uses and expansion of the current uses to adjacent lots is not recommended.

## ★v

This 0.4-acre portion of a 7.5-acre tract located on the north side of North Main Street just west of Rich Fork Creek has previously been occupied with a small grocery store. The property is zoned RS-20 for residential single-family lots with a minimum size of 20,000 square feet. The area is surrounded by single-family homes on large lots or undeveloped land all zoned RS-20. The property is currently not zoned for the retail use and rezoning of the approximately 0.36-acre area to a Limited Business - Special Use District (LB-S) may be appropriate. However, expansion of this commercial use on the entire 7.5-acre property or to other adjacent lots is not recommended.

## ★w

This 9.9-acre area, composed of two parcels, is located on the north side of North Main Street approximately 925 feet west of its intersection with Skeet Club Road in High Point and zoned Highway Business (HB). The eastern 8.2 parcel is developed with a lawn and garden center with a cell tower to its rear. The western 1.7-acre property is presently developed with two single-family residences. Located to the north of this area appears to be a small farm zoned RS-20 for residential single-family lots with a minimum size of 20,000 square feet. Located to the west is a rest home zoned RS-20. Located to the southwest is one single-family residence on a large tract zoned RS-20. Located across North Main Street is a 1.2 acre area occupied by three single-family residences and a small repair shop zoned for a Highway Business - Special Use District (HB-S). To the east and southeast are a church and a mini self-storage facility located within the corporate limits of High Point. The site is zoned appropriately for its current use, and expansion of the current use on site is permitted. However, expansion of this commercial use to other adjoining lots is not recommended.

## ★x

This 1.2-acre area is composed of two parcels and is occupied by three single-family residences and a small repair shop to the rear zoned Highway Business - Special Use District (HB-S). To the north is a lawn and garden facility zoned Highway Business (HB). Immediately adjoining to the west, south and east are three parcels of land totaling 5.6 acres and developed with three single-family residences. Further east are a church and a mini self-storage facility located within the corporate limits of High Point. The site is zoned appropriately for its current use, and expansion of the current use on site is permitted. Expansion of this commercial area to other adjoining lots may be appropriate given the area's proximity to High Point and the size and intensity of commercial uses nearby. Concurrence by the City of High Point is suggested prior to any expansion of use. If expanded, residential areas to the south and west would need to be adequately buffered.

## ★y

This 13.5-acre property located approximately 500 feet west of Pine Meadow Drive appears to be developed with a high-intensity general contracting operation on its easternmost 5 acres. Surrounding the site are single-family homes and farmland zoned Agricultural (AG). Rezoning of the eastern 5 acres that includes this operation to the most restrictive zoning district that permits it may be appropriate, provided it has a legally-approved access to Pine Meadow Drive and sufficient buffering is provided to adjacent properties. Expansion of this use on-site or to adjoining properties should not be permitted unless allowed in the AG district.

## ★z

This 1.4-acre property is located on the north side of High Point Road just northeast of the intersection with Curry Road. The property is zoned for Limited Business (LB) and is presently developed with a waterproofing business. The area is surrounded by single-family residences on large lots and farmland zoned Agricultural (AG). The site is zoned appropriately for its current use, and expansion of the current use on site is permitted. However, expansion of this commercial use to other adjoining lots is not recommended.

## ★aa

This 1.9-acre area is composed of three tracts zoned Limited Business (LB) located at the southeast corner of High Point Road and Abbotts Creek Church Road. The western parcel is occupied by two older commercial structures, the center parcel is vacant and the eastern parcel is developed with an older metal working or automotive garage facility. The area is surrounded by

single-family residences on large lots and farmland zoned Agricultural (AG). The site is zoned appropriately for its current uses, and expansion of the current uses on site is permitted. However, expansion of this commercial use to other adjoining lots is not recommended.

## ★ab

This 3.9-acre parcel, located on the south side of High Point Road 140 feet west of the intersection with Brittany View Lane, is presently developed with a single-family residence, a gas station and outdoor landscaping material sales zoned Agricultural (AG). To the west and south are properties zoned General Industrial – Special Use District (GI-S) developed with quarry operations. Located to the north are single-family homes on large lots, undeveloped land, and farmland zoned AG. To the east are single-family residences on smaller lots along Brittany View Lane zoned AG. The property is not properly zoned for all of its present uses and rezoning to a business district that permits these uses is recommended given the adjoining quarry uses. However, expansion of these commercial uses to other adjoining lots is not recommended.

## ★ac

This 3.6-acre property is located on the north side of High Point Road approximately 1,000 feet northwest of Dixie Drive and is zoned Agricultural (AG). At one time, the property had been used for a transport company. This site is surrounded by single-family homes on large lots and farmland, all zoned AG. The property is not properly zoned for its present uses and rezoning to a business district that permits this use is recommended provided there is sufficient buffering to adjoining properties. Expansion of this commercial use to other adjoining lots is not recommended.

## ★ad

This area includes approximately 165 acres located at the southwest corner of the interchange of High Point Road with US 311/I-74. The area extends along the north side of High Point Road between US 311/I-74 to Dixie Drive. All of the area is zoned Agricultural (AG) with the majority of the area used for farming interspersed with a few single-family homes along High Point Road and Dixie Drive. This area's location near US 311/I-74 may make it appropriate for future business park development if public sewer becomes available to the site.

## ★ae

This area includes approximately 150 acres located at the northeast corner of the interchange of US 311/I-74 with High Point Road. The area extends along the south side of Watkins Ford Road from High Point Road to Abbotts Creek. All of the area is zoned Agricultural (AG) with the majority of the area used for farming interspersed with a few single-family homes along High Point Road and Watkins Ford Road. This area's location near US 311/I-74 may make it appropriate for future business park development if public sewer becomes available to the site.

## ★af

This 2.4-acre area located at the southeast corner of Watkins Ford Road and Idlewild Road encompasses a former single-family residence property and a 1.4-acre portion of a 2-acre property immediately adjacent to the south along Idlewild Road. This site is zoned Agricultural (AG), but it is being used for a high-intensity general contracting operation. Rezoning of the 2.4-acre area to the most restrictive zoning district that permits the contracting operation may be appropriate provided there is sufficient buffering to adjoining residential properties and the property will revert back to Agricultural (AG) once the contracting use ceases. Expansion of this use on-site or to adjoining properties is not recommended.

## ★ag

This 18.6-acre area is located on the west side of Hastings Road just south of US 311/I-74 and is zoned Agricultural (AG). The property is developed with a manufactured home and indoor/outdoor storage of motor vehicles and other materials. This area is surrounded by the Martin Marietta quarry to the east zoned General Industrial - Special Use District (GI-S). Located to the south and west of the site are single-family homes and farmland zoned AG. The property may not be zoned properly for all of its present uses and rezoning to an industrial district that permits these uses is recommended given the adjoining quarry use, provided there is sufficient buffering to the adjoining residential uses. However, expansion of these potential industrial uses to other adjoining lots is not recommended.

## ★ah

This area includes approximately 250 acres located at the southeast corner of the interchange of Union Cross Road with US 311/I-74. The property extends from Wallburg Road on the west, to Sherlie Weavil Road to the south and to a drainageway located approximately one-third of a mile west of Hastings Road to the east. The area is zoned Agricultural (AG) except for one 30-acre parcel zoned General Industrial - Special Use District (GI-S) that is

presently developed with a golf driving range. The remainder of the area is zoned AG with the majority of the area used for farming interspersed with a few single-family homes along Wallburg Road and Hayes Drive. Union Cross Business Park and Union Cross Park are located to the west across Wallburg Road, with farmland and single-family homes located to the south along Sherlie Weavil Road and to the east along Hastings Road. This area's location near US 311/I-74 may make it appropriate for future business park development if public sewer becomes available.

## ★ai

This 0.8-acre property is located on the north side of Union Cross Road across from Union Cross Park and is zoned Neighborhood Business – Special Use District (NB-S). It is presently developed with a convenience store, which once included gasoline pumps, along with three manufactured homes. It is surrounded on the east by single-family homes once associated with a nearby former military radar facility and zoned RS-20 for residential single-family lots with a minimum size of 20,000 square feet. Union Cross Park and the former radar facility zoned Institutional and Public District (IP) are located to the south across Union Cross Road. Located to the east and north are a single-family home and farmland, respectively, zoned RS-20. The site is zoned appropriately for its current use as a convenience store, and expansion of the current uses on-site to permit gas sales would be appropriate. However, expansion of this commercial use to other adjoining lots is not recommended.

## ★aj

This 1.4-acre site is located near the southern terminus of Sherlie Weavil Road just to the east of Olde Homeplace golf course. It is developed with what appears to be a private garage but it may also conduct small automotive repair and is zoned Agricultural (AG). The site is surrounded by the golf course to the west and by single-family homes on one-acre lots to the north and east along Sherlie Weavil Road, all zoned AG. To the south is a manufactured home lot and undeveloped land also zoned AG. The site is zoned appropriately if the current use is a personal garage but is not zoned properly for small motor vehicle repair. Rezoning of the site to the most restrictive commercial district that permits motor vehicle repair may be appropriate if operation of such a use can be suitably proven. However, expansion of this commercial use to other adjoining lots is not recommended.

## TRANSPORTATION RECOMMENDATIONS

*Legacy 2030* calls for a balanced, sustainable network of all transportation modes that provide choices for travel needs. Street networks should develop in a manner that is consistent with the land use plan and to promote connectivity in communities. A more compact pattern of growth as outlined in the land use recommendations supports public transportation as a practical alternative to the automobile. Developing walkable neighborhoods and creating a network of bikeways, sidewalks, and greenways will provide for needed transportation choices for all segments of the population.

### PROPOSED ROAD AND BRIDGE IMPROVEMENTS

The Transportation Features map (see **Map 10** on **page 44**) shows the location of the proposed projects listed in **Table 10** on **page 42**, Transportation Improvement Projects. For a discussion on the long-range planning process for roads and bridges, please see Transportation Features in the Existing Conditions section of this document. Forsyth County has several long-range transportation plans/processes: the *Long Range Transportation Plan* (LRTP), the *Comprehensive Transportation Plan* (CTP), and the Metropolitan Transportation Improvement Program (MTIP). Details of these plans are available online.

### North Carolina Department of Transportation (NCDOT) Metropolitan Transportation Improvement Program (MTIP) Projects

#### Union Cross Road (U-4909)

The project will widen 4.2 miles of Union Cross Road in Winston-Salem and Kernersville from Sedge Garden Road north of I-40 to just south of US 311. It also includes constructing the area's first diverging diamond interchange at I-40.

### Comprehensive Transportation Plan Projects

#### Winston-Salem Southern Beltway

A "Southern Beltway" connecting the eastern and western segments in Forsyth County and northern Davidson County is in the initial planning stages. Construction is not anticipated until after at least 2035. If completed as planned, the Southern Beltway would serve as a connector for the communities of Midway, Wallburg, and Arcadia, and would not necessarily be utilized as a bypass

for I-40 due to the freeway's southward dip. The southern section would have an approximate length of 15 miles and would intersect future Interstate 285 (US 52) near its midway point. Once the northern segments of the loop are completed, I-40 through Winston-Salem could complete the beltway loop without the southern section.

### North-South Airport Connector

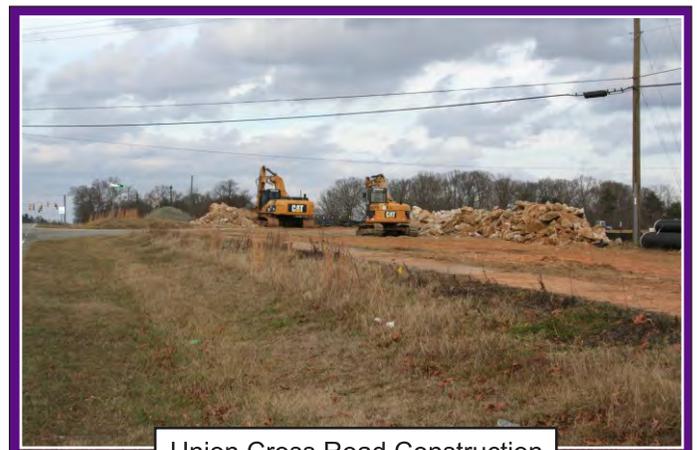
This project would develop a direct route in a north/south direction between the City of High Point and the Piedmont Triad International Airport (PTIA), either at a new location, or by upgrading existing facilities, or a combination of both. The general purpose of the High Point Airport Connector project is to enhance mobility and increase capacity between northeastern Davidson County, eastern Forsyth County, western Guilford County, and PTIA; improve system linkage, access, and connectivity by providing a north-south thoroughfare that will provide an alternate and more direct route to PTIA and areas north of I-40; and provide transportation infrastructure necessary to support expected land uses, and to accommodate development pressures and subsequent growth along the project corridor and in northeast Davidson County, eastern Forsyth County, and western Guilford County.

### Glenn Hi Road Extension

The proposed project is to construct a four-lane divided boulevard on new location with bicycle accommodations and sidewalks from the current termini of Glenn Hi Road with Union Cross Road to NC 66. The purpose of this project is to relieve congestion on local facilities and create system linkage between Union Cross Road and NC 66.

### NC 66-Skeet Club Road Connector

This project would provide greater system linkage and routing alternatives between NC 66 and Skeet Club Road.



Union Cross Road Construction

**Table 10. Transportation Improvement Projects**

Location	Description	Current Status	Completion
<b>Road Widening and Improvements</b>			
U-4909 - Union Cross Road (Wallburg Road to Sedge Garden Road)	Widen to multi-lanes	Under construction	2014
<b>Intersection Improvements</b>			
W-5304 - Gumtree Road	Improve intersections with Sawmill Road and Reid Road	MTIP project	2014
<b>New Roads</b>			
Winston-Salem Southern Beltway	Freeway	Comprehensive Transportation Plan proposal (Winston-Salem)	---
North-South Airport Connector	Expressway	Comprehensive Transportation Plan proposal (Winston-Salem)	---
Glenn Hi Road Extension	Boulevard	Comprehensive Transportation Plan proposal (Winston-Salem)	---
NC 66-Skeet Club Road Connector	Minor Thoroughfare	Comprehensive Transportation Plan proposal (Winston-Salem)	---
Brookford Road-Twin Creek Road Connector	Collector Street	Collector Street Plan proposal	Based on developer participation
Chamelin Road-Glennview Drive Connector	Collector Street	Collector Street Plan proposal	Based on developer participation
Crews Farm Road Extension	Collector Street	Collector Street Plan proposal	Based on developer participation
Crews Farm Road Extension-Glenn Hi Extension Road Connector	Collector Street	Collector Street Plan proposal	Based on developer participation
Glenn Hi Road Extension-Ogden School Road Connector	Collector Street	Collector Street Plan proposal	Based on developer participation
Glennview Drive-Teague Lane Connector	Collector Street	Collector Street Plan proposal	Based on developer participation
Idlewild Road Extension	Collector Street	Collector Street Plan proposal	Based on developer participation
Merriweather Road Extension	Collector Street	Collector Street Plan proposal	Based on developer participation
Ogden School Road-Watkins Ford Road Connector	Collector Street	Collector Street Plan proposal	Based on developer participation
White Horn Drive Extension	Collector Street	Collector Street Plan proposal	Based on developer participation
<b>Bridge Improvements</b>			
B-5107 - High Point Road	Replace bridge over Abbotts Creek	MTIP Project	2015

Source(s): 2012 Winston-Salem Urban Area Comprehensive Transportation Plan, 2012 High Point Comprehensive Plan, 2035 Winston-Salem Urban Area Long-Range Transportation Plan, 2035 High Point Long-Range Transportation Plan, NCDOT Updates

## Collector Streets

As properties come in for zoning or subdivision review, the *Winston-Salem Urban Area Collector Street Plan* will be consulted for recommended street connections. The Collector Street Plan includes the general location of new collector streets and recognizes existing streets that function as collector streets. Proposed locations for new collector streets are:

- Brookford Road to Twin Creek Road
- Chamelin Road to Glennview Drive
- Extension of Crews Farm Road
- Crews Farm Road Extension to Glenn Hi Road Extension
- Glenn Hi Road Extension to Ogden School Road
- Glennview Drive to Teague Lane
- Extension of Idlewild Road
- Extension of Merriweather Road
- Ogden School Road to Watkins Ford Road
- Extension of White Horn Drive

## PEDESTRIAN

Construction of sidewalks in the planning area may be achieved through public funding and through private funding of new developments which include sidewalks. Sidewalks are recommended in the *Sidewalk and Pedestrian Facilities Plan* for all thoroughfares and collector streets except for freeways and expressways. Of particular importance are sidewalks to be constructed along a widened Union Cross Road between Sedge Garden Road and US 311/I-74, in the Union Cross Road/I-40 Activity Center, the Union Cross Road/High Point Road Activity Center, the Horneytown Road/High Point Road Activity Center and in the NC 66/Old Salem Road Activity Center.

## GREENWAYS

Greenways serve a dual purpose within a community. Beyond being a recreational amenity, greenways play an integral role in establishing an active transportation network along with sidewalks and bikeways. Three long-range greenway projects are located within the planning boundary of this plan. Information and recommendations pertaining to these projects can be found in the Community Facilities section.

## BICYCLE

No bicycle lane designations are proposed for the Southeast Forsyth County Planning Area.

## COMMUNITY FACILITIES RECOMMENDATIONS

Both public and private community facilities such as schools, parks, medical offices and day care providers should be easily accessible to all segments of the population. *Legacy 2030* promotes the sharing of institutional facilities as a way to meet the various needs of the community. An important recommendation from *Legacy 2030* is the creation of the central public space in all communities to serve as an urban reference point and the focus of civic and community life.

The Community Facilities recommendations map (see **Map 11 on page 46**) shows existing and proposed community facilities.

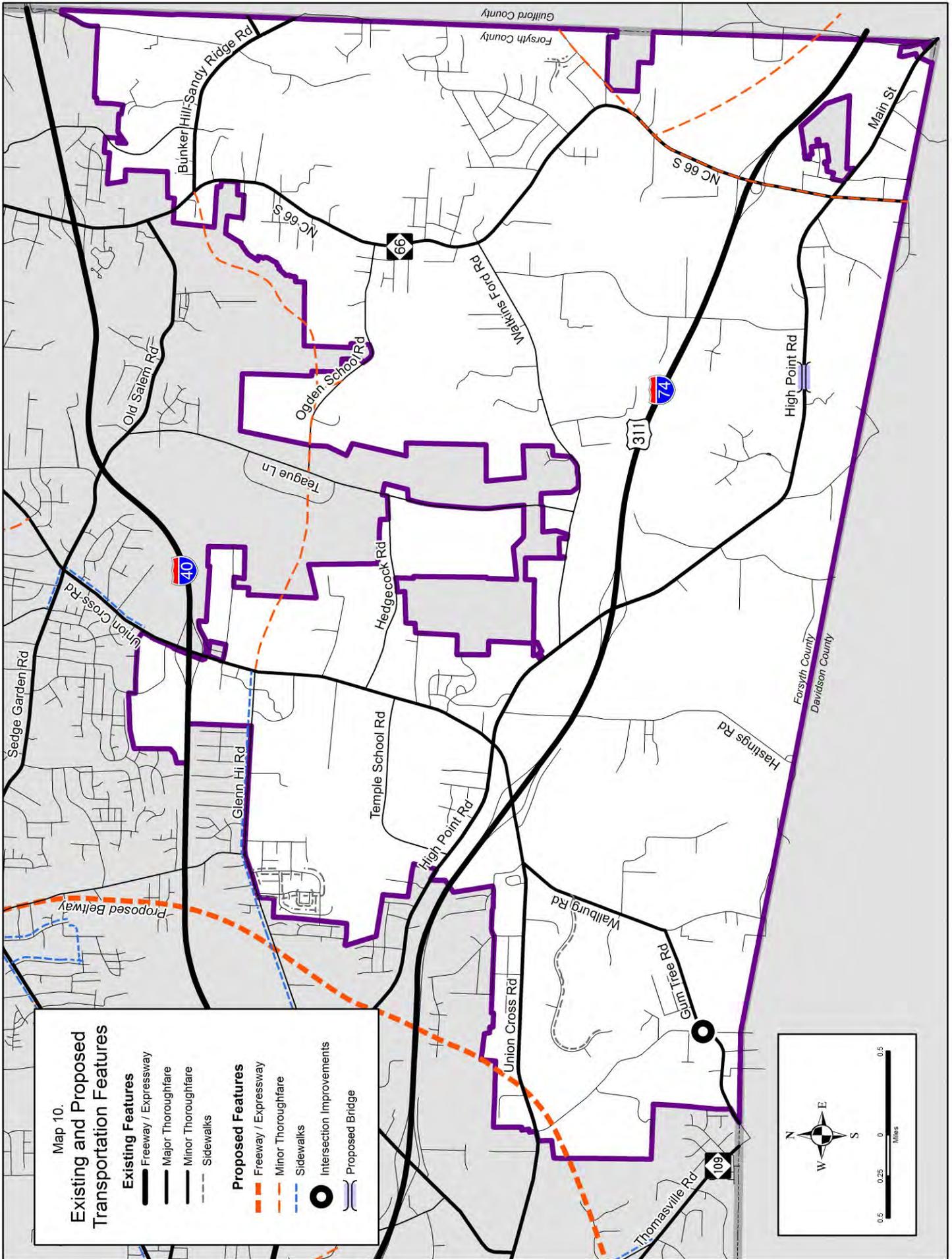
## SCHOOLS

*Legacy 2030* calls for quality schools that are assets to the neighborhoods in which they are located. School planning should be coordinated with parks and other public facilities. Recommendations for schools in the planning area are:

- Replace, upgrade or expand existing schools to meet the needs of the planning area as its population grows.
- Consider alternative uses for school property that is no longer needed for school facilities.
- Consider improved arrangements for using school property and facilities for community events and recreational activities.
- Provide a high level of maintenance at schools on an ongoing basis.
- Request that large-scale residential developments consider the donation of property for future school sites to accommodate future school population growth



Glenn High School



## RECREATION FACILITIES

Recommendations for proposed parks, recreation facilities, and open space take into consideration the number, size and location of existing facilities; the need for updating existing recreational facilities; the anticipated location of future growth; and the expectations of the community as identified during this planning process. Following are recommendations for various categories of recreation and open space:

- Assess usage of the area's existing parks/recreation facilities and the community's preferences for facilities and programs. Modify facilities and programs, as needed.
- Establish a new district park south of US 311/I-74 to serve southeast Forsyth County. District parks are generally between 50 and 250 acres in size and are easily accessible from a main thoroughfare.
- Establish two new community parks that are generally between 30 and 80 acres in size and are accessible from main roads:
  - One in the vicinity of Abbotts Creek and Ogden School Road.
  - One along Glenn Hi Road, west of Glenn High School
- Establish three neighborhood parks that are generally between 5 and 20 acres in size. Potential locations for park sites include:
  - Sites in the general vicinity of NC 66 South and Old Salem Road.
  - Sites in the general vicinity of Watkins Ford Road and Teague Road.
- Establish a linear park along Abbotts Creek.
- Integrate recreation facilities/open space into the design of large-scale residential developments to provide neighborhood parks/activity areas, focal points and green spaces.

## GREENWAYS

There are three proposed greenways within the planning area boundary that have been identified in the *Greenway Plan Update*: Abbotts Creek, West Fork of the Deep River, and Fiddlers Creek greenways. However, these greenways are long term projects with construction likely not to begin for at least fifteen years or more. Given this, the following recommendations are proposed:

- Complete feasibility studies along Abbotts Creek, West Fork of the Deep River, and Fiddlers Creek to determine the most appropriate alignment for a greenway and phasing schedule for construction.
- Obtain minimum 40-foot easements along Abbotts Creek, West Fork of the Deep River, and Fiddlers Creek as part of the development process.

- Identify potential funding sources for greenway construction along Abbotts Creek, West Fork of the Deep River, and Fiddlers Creek once feasibility studies are complete.
- As new parks are developed within the area, consider locations for connections to the proposed greenways.

## LIBRARY FACILITIES

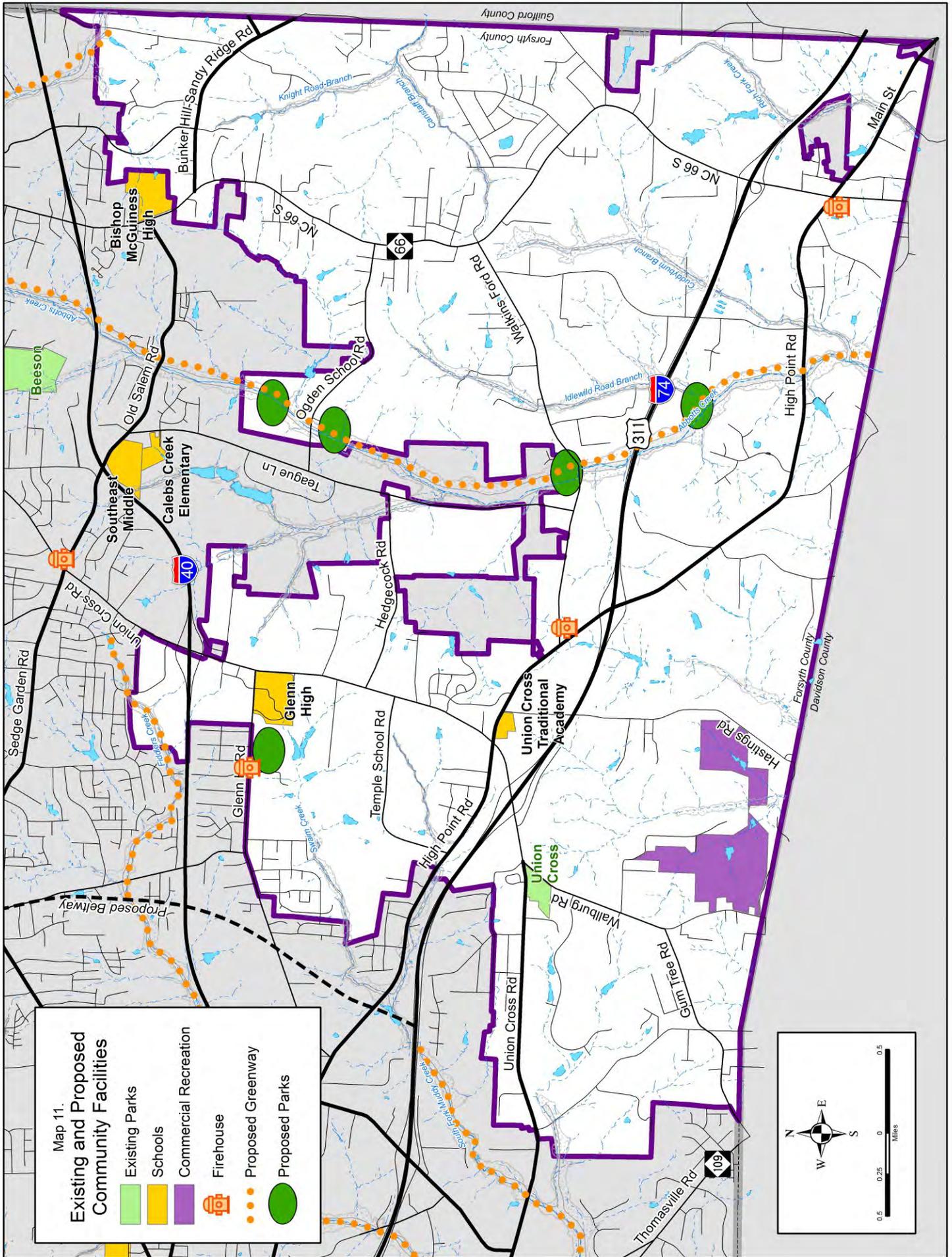
Public libraries play an essential role in providing learning opportunities for all citizens. The reuse of existing structures, joint locations with other facilities and central siting should be considered in the development of libraries. Recommendations for libraries in the planning area are to consider a new library branch within or in the vicinity of the NC 66/Old Salem Road Activity Center.

## GENERAL RECOMMENDATIONS

- Encourage schools, churches and recreational facilities to share facilities and work cooperatively to provide services and host community events.
- Provide a high level of maintenance at schools, parks and other facilities on an ongoing basis.
- Consider safety and environmental sensitivity when designing community facilities.
- Assess the need for additional police and fire services in the planning area based on future growth and development.
- Acquire land or obtain easements for parks, recreation facilities, open space and other community facilities.
- Actively pursue local, state, federal and private funding for land acquisition and development of these facilities.
- Seek cooperation with the school board, nonprofit and private organizations, where appropriate, to implement park and recreation proposals.
- Involve residents in master planning for parks, greenways and other community facilities.



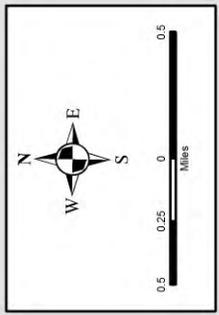
Union Cross Moravian Church



Map 11.

**Existing and Proposed Community Facilities**

- Existing Parks
- Schools
- Commercial Recreation
- Firehouse
- Proposed Greenway
- Proposed Parks



## HOUSING AND COMMUNITY

### DEVELOPMENT RECOMMENDATIONS

*Legacy 2030* recommends that neighborhoods offer a variety of quality housing types for different income levels, family size and types that reduce the segregation of neighborhoods by race, age and income. Affordable housing should be promoted throughout Forsyth County by providing incentives, utilizing cost-effective site design, and permitting accessory dwellings and congregate care facilities.

#### GENERAL RECOMMENDATIONS

- Incorporate traditional neighborhood design principles to proposed new neighborhood developments, where feasible. This could include a mixture of housing types, well-designed neighborhood-serving commercial areas, where appropriate, and incorporating walkability and connectivity in neighborhoods.
- Encourage developers to include a range of housing styles, sizes and densities to provide accommodation for a diversity of groups, particularly when developing larger parcels of land along transportation corridors.
- Encourage the design of neighborhoods which allow for aging-in-place of residents.
- Integrate new developments with existing neighborhoods through careful planning, site design and architecture.
- Encourage developers, large land holders and neighborhood residents to work together when new development is proposed.
- Plan, locate and design shopping areas, community facilities, parks and open space to make them easily accessible for neighborhood residents.
- Install sidewalks and/or traffic calming measures, where feasible, to make neighborhoods more pedestrian friendly and safe.
- Encourage the use of Crime Prevention Through Environmental Design (CPTED) techniques for new development to facilitate safe and secure neighborhoods.
- Consider the establishment of neighborhood associations (where they do not exist) to facilitate citizen involvement in neighborhood issues.
- Undertake projects to improve neighborhoods and maintain neighborhood character, where necessary.

#### AFFORDABLE HOUSING

- Encourage for-profit developers and nonprofit developers to build affordable housing in the planning area for different income levels.
- Ensure that new affordable housing units are compatible with the existing character of older neighborhoods

- Use existing programs or develop new ones to assist community development and nonprofit housing organizations in providing affordable housing opportunities.

## REHABILITATION AND REDEVELOPMENT EFFORTS

- Maintain the quality of housing stock in the area through code enforcement and homeownership.
- Ensure that redeveloped housing is compatible with the existing character of the neighborhoods.
- Encourage investor-owners and renters to participate in neighborhood organization membership and activities.
- Work with investor-owners to improve maintenance and management of rental properties, where needed.

## DESIGN AND APPEARANCE

### RECOMMENDATIONS

The creation of attractive gateways, business districts and corridors through the use of regulation or physical improvements is recommended by *Legacy 2030*. Design and appearance improvements create a positive visual image and encourage private reinvestment in an area.

#### GENERAL RECOMMENDATIONS

- Encourage rehabilitation/redevelopment of older and underutilized commercial sites in the planning area with building façade improvements, streetyard and bufferyard plantings, and parking area improvements.
- Ensure that attractive landscaping is integrated into the design of new roads or the improvement of existing roads.
- Encourage high-quality design for new developments throughout the planning area.
- Refer to the design guidelines for multifamily development as detailed in **Appendix B on page 55** when reviewing zoning requests and site plans within the planning area.
- Refer to the design guidelines for the conversion of existing homes to office or commercial uses or new residentially-scaled office buildings as detailed in **Appendix C on page 56** when reviewing zoning requests and site plans within the planning area.
- Refer to the design guidelines for office/low-intensity commercial development as detailed in **Appendix D on page 57** when reviewing zoning requests and site plans within the planning area.
- Refer to the design guidelines for suburban business parks as detailed in **Appendix E on page 58** when reviewing zoning requests and site plans within the planning area.

## HISTORIC PRESERVATION

### RECOMMENDATIONS

*Legacy 2030* promotes historic preservation because of its contribution to the aesthetic, social, historical, cultural and environmental quality of neighborhoods as well as its contribution to a community's economic development.

Significant historic resources have been identified in the Planning Area as indicated in initial surveys (see **Map 6** on **page 18**) in addition to general Historic Resources information (see **Appendix A** on **pages 53** and **54**). Following are recommendations to ensure that the potential of these resources are fully explored and that the community takes steps to preserve its historic assets.

### GENERAL RECOMMENDATIONS

- Retain historic buildings including residential homes, agricultural buildings and institutional structures, when possible.
- Recognize buildings, events or areas of historical, cultural or architectural significance with signage, plaques or markers.
- Initiate public outreach programs involving property owners and community organizations on the importance and economic benefits of preserving historic resources. Examples of potential workshops include:
  - How and why to nominate a structure or site to the National Register of Historic Places.
  - How to use the historic preservation rehabilitation tax credit program.
  - Issue-related topics such as how to maintain an older or historic building.
- Encourage property owners to research and recognize the history and significance of their properties and the area in which they live.
- Coordinate with organizations, such as the Piedmont Land Conservancy, to preserve not only the architectural elements, but also significant farm and open land.
- Encourage property owners to seek National Register and Local Historic Landmark designation for eligible properties.

## ECONOMIC DEVELOPMENT

### RECOMMENDATIONS

Economic development can be defined as the creation and/or retention of jobs and increases in the tax base that improve or enhance the economic welfare of a community and its citizens. *Legacy 2030's* goal for economic development is to attract environmentally-sensitive new businesses and expand existing large and small businesses to provide a broad range of employment opportunities and a high quality of life for people living and working in Forsyth County. Economic development efforts should be compatible with existing development and should include improvements to existing facilities as well as new businesses. Areas recommended for future commercial and industrial use are shown on the Proposed Land Use map (see **Map 9** on **pages 27**). Refer also to Design Guidelines for Suburban Business Parks (see **Appendix E** on **page 58**).

### GENERAL RECOMMENDATIONS

- Support balanced, compatible economic development by the private and public sector.
- Encourage technologically-advanced, high-quality, environmentally-sustainable businesses and industries to locate or expand in the planning area.
- Focus commercial and industrial development in planned commercial/industrial areas and activity centers where transportation and utilities exist or are planned.
- Rezone land for business/industrial development in a manner consistent with the recommended Proposed Land Use Plan.
- Encourage and support their development/rehabilitation of existing older/underutilized commercial and industrial sites.
- Identify funding sources to implement economic development initiatives including energy-efficient, high-technology businesses/industries.
- Direct public improvements and funding to designated activity centers, industrial sites and to other potential economic development opportunity areas identified in the plan.

## ENVIRONMENTAL RECOMMENDATIONS

The preservation and enhancement of our environmental resources results in a high quality of life for Forsyth County residents. *Legacy 2030* calls for the protection of watersheds, wetlands, natural areas and streams throughout the county.

Clean water, air, and the scenic beauty of the planning area should be maintained. Of particular concern is the need to protect the county's many creeks from pollution and its floodplains from inappropriate development.



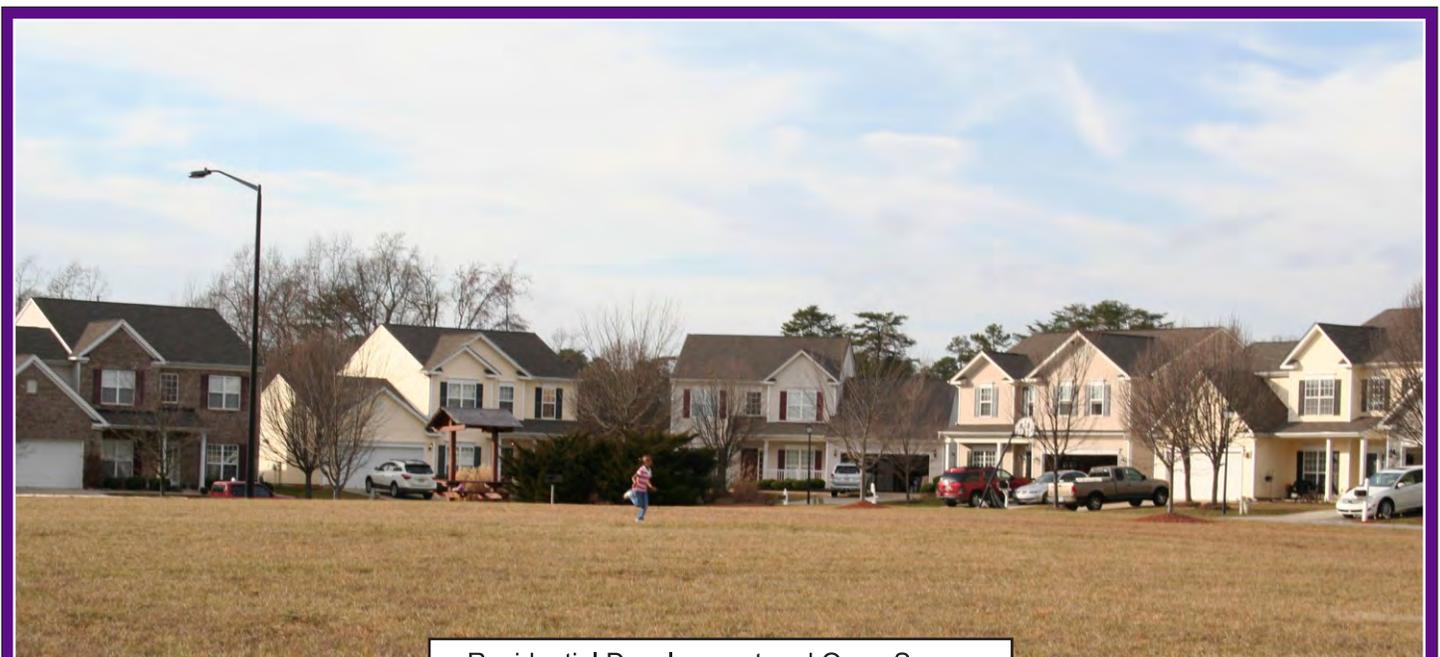
Farmland

## GENERAL RECOMMENDATIONS

- Manage development pressures to preserve environmentally-sensitive areas, forested areas, wildlife habitats, agricultural lands and scenic areas.
- Encourage the donation of easements to preserve and protect high-quality natural and scenic areas and farmlands, particularly those located in the western part of the planning area.
- Encourage land owners to use Best Management Practices for stormwater protection.
- Encourage sustainable development of land and buildings.
- Improve or preserve the water quality of the creeks by protecting the natural stream corridors.
- Support organizations and programs that educate residents on environmental issues.



Rural Scene



Residential Development and Open Space

# Implementation Schedule



Note: The recommendations of this plan serve as a guide to future action and decision making and are not a commitment to funding. Funding for specific projects/actions will be allocated by the Winston-Salem City Council or Forsyth County Commissioners based on the availability of funding and consideration of priorities.

ACTION/PROJECT	RESPONSIBLE AGENCY	TIMING*
<b>LAND USE RECOMMENDATIONS</b>		
Follow Proposed Land Use Plan, land use policies, and Special Land Use Conditions Areas (pages 35-40). Ensure that future land use changes do not negatively affect new and existing neighborhoods.	CCPB, FCBOC, WSCC, KPB, KBA	Ongoing
<b>TRANSPORTATION RECOMMENDATIONS</b>		
<b>Roads and Bridge Improvements</b>		
Widen Union Cross Road from Sedge Garden Road to Wallburg Road to multi-lanes (page 42)	NCDOT	Immediate
Improve intersection of Gumtree Road with Sawmill Road and Reid Road (page 42)	NCDOT	Immediate
Replace High Point bridge over Abbotts Creek (page 42)	NCDOT	Immediate
<b>New Roads</b>		
Design and construct Winston-Salem Southern Beltway (page 42)	NCDOT	Long Range
Design and construct Glenn Hi Road extension from Union Cross Road to Bunker Hill-Sandy Ridge Road (page 42)	Private development in conjunction with NCDOT	Long Range
Construct North-South connector to Piedmont Triad International Airport (page 42)	NCDOT	Long Range
Construct a connecting thoroughfare between NC 66 South and Skeet Club Road (page 42)	Private development in conjunction with NCDOT	Long Range
Construct collector street between Brookford Road and Twin Creek Road (page 42)	Private development in conjunction with NCDOT	Ongoing
Construct collector street between Chamelin Road and Glennview Drive (page 42)	Private development in conjunction with NCDOT	Ongoing
Construct extension of Crews Farm Road as a collector street (page 42)	Private development in conjunction with NCDOT	Ongoing
Construct collector street between the future extension of Crews Farm Road and the future extension of Glenn Hi Road (page 42)	Private development in conjunction with NCDOT	Ongoing
Construct collect street between the future extension Glenn Hi Road and Ogden School Road (page 42)	Private development in conjunction with NCDOT	Ongoing
Construct collector street between Glennview Drive and Teague Lane (page 42)	Private development in conjunction with NCDOT	Ongoing
Construct extension of Idlewild Road as a collector street (page 42)	Private development in conjunction with NCDOT	Ongoing
Construct extension of Merriweather Road as a collector street (page 42)	Private development in conjunction with NCDOT	Ongoing
Construct collector street between Ogden School Road and Watkins Ford Road (page 42)	Private development in conjunction with NCDOT	Ongoing
Construct extension of White Horn Drive as a collector street (page 42)	Private development in conjunction with NCDOT	Ongoing

\*Timing: Immediate: 1 to 2 years, Short Range: 3 to 5 years, Medium Range: 6 to 10 years, Long Range: 10 years or more, Ongoing: No established completion date

## Pedestrian

Construct sidewalks in the planning area within new residential areas, along thoroughfares and collector streets (page 43)	Private development in conjunction with NCDOT	Ongoing
Construct sidewalks along all roads within the Union Cross Road/I-40 Activity Center, the Union Cross Road/High Point Road Activity Center, the Horneytown Road/NC 66 Activity Center, and the NC 66/Old Salem Road Activity Center (page 43)	Private development in conjunction with NCDOT	Ongoing

## COMMUNITY FACILITIES RECOMMENDATIONS

### Parks

Establish a new district park south of US 311/I-74 to serve southeast Forsyth County (page 45)	FCBOC, KBA	Long Range
Establish two new community parks in the vicinity of: <ul style="list-style-type: none"> <li>• Abbots Creek and Ogden School Road (page 45)</li> <li>• Along Glenn Hi Road, west of Glenn High School (page 45)</li> </ul>	FCBOC, KBA	Long Range
Establish two neighborhood parks in the general vicinity of: <ul style="list-style-type: none"> <li>• NC 66 South and Old Salem Road (page 45)</li> <li>• Watkins Ford Road and Teague Road (page 45)</li> </ul>	FCBOC, KBA, Private Developers	Ongoing
Establish a linear park along Abbots Creek (page 45)	FCBOC, KBA, Private Developers	Ongoing

### Greenways

Complete feasibility studies along Abbots Creek, West Fork of the Deep River, and Fiddlers Creek (page 45)	WSENG	Long Range
Obtain minimum 40-foot easements along Abbots Creek, West Fork of the Deep River, and Fiddlers Creek as part of the development process (page 45)	WSENG, WSDOT, WSRP	Ongoing
Identify potential funding sources for greenway construction along once feasibility studies are complete (page 45)	WSENG	Ongoing
As new parks are developed within the area, consider locations for connections to the proposed greenways (page 45)	WSRP	Ongoing

## HOUSING AND COMMUNITY DEVELOPMENT RECOMMENDATIONS

Incorporate traditional neighborhood design principles in new neighborhood development, where feasible (page 47).	CCPB, KPB, FCBOC, KBA, WSCC	Ongoing
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## DESIGN AND APPEARANCE RECOMMENDATIONS

Ensure that attractive landscaping is integrated into the design of new roads or the improvement of existing roads (page 47)	NCDOT, CCPB, KPB	Ongoing
Refer to the area plan design guidelines when reviewing zoning requests and site plans in the planning area (page 47)	CCPB, KPB, FCBOC, KBA, WSCC	Ongoing

## HISTORIC PRESERVATION RECOMMENDATIONS

Initiate public outreach on the benefits of preserving historic resources (page 48)	CCPB, KPB, HRC	Ongoing
Recognize buildings, events or areas of historical, cultural or architectural significance with signage, plaques or markers (page 48)	CCPB, KPB, HRC	Ongoing
Encourage property owners to seek National Register and Local Historic Landmark designation for eligible properties (page 48)	CCPB, KPB, HRC	Ongoing

## Economic Development Recommendations

### Business Parks

Support balanced, compatible economic development by the private and public sector in the planning area (page 48)	CCPB, FCBOC, KBA	Ongoing
Preserve identified potential sites for future business park development (page 48)	CCPB, KPB, FCBOC, KBA, WSCC	Ongoing

### Environmental Recommendations

Mange development pressures to preserve environmentally-sensitive areas, forested areas, wildlife habitats, agricultural lands and scenic areas (page 49)	CCPB, TVC, FCBOC	Ongoing
Encourage the donation of easements to preserve and protect high-quality natural and scenic areas (page 49)	PLC, CCPB, KPB	Ongoing

### Abbreviations Used:

CCPB	City-County Planning Board	NCDOT	North Carolina Department of Transportation
FCBOC	Forsyth County Board of Commissioners	PLC	Piedmont Land Conservancy
HRC	Winston-Salem/Forsyth County Historic Resources Commission	WSCC	Winston-Salem City Council
KBA	Kernersville Board of Alderman	WSENG	Winston-Salem Engineering Department
KPB	Kernersville Planning Board	WSRP	Winston-Salem Recreation and Parks Department



Upholstery Shop located on NC 66 south of Bunker Hill Road

## HISTORIC RESOURCES GENERAL INFORMATION

Several major historical studies/surveys have been completed in Forsyth County: *Forsyth County Architectural Survey Update*, a survey update, three phases completed by Heather Fearnbach in 2009; *Forsyth County Architecture: From Frontier to Factory: An Architectural History of Forsyth County*, a survey completed by Gwynne S. Taylor in 1981; *Winston-Salem's African-American Neighborhoods 1870-1950*, by Langdon E. Oppermann in 1993; and, *Spanning the Past, a Survey of Selected Historic Bridges in Winston-Salem*. Forsyth County Historic Resources Commission (HRC) staff continues to administer projects tied to the countywide architectural survey update completed by Heather Fearnbach in 2009 to provide additional information about historically significant properties in Forsyth County. A current and updated architectural survey serves to help the community better direct and manage growth and development, while protecting and promoting our historic resources. The standard of age for a historic structure or area is generally 50 years or older (yielding a few exceptions.) As time goes by, more and more properties are reaching that threshold.

A number of designations exist for the preservation of a community's historic resources. First is the National Register of Historic Places. The National Register is a federal program of the National Park Service, Department of the Interior; and is administered by the NC State Historic Preservation Office, NC Division of Archives and History. The National Register does not impose regulations on property owners unless federal or state funding is involved or federal and/or state income tax benefits are utilized. The National Register program can be used to list both historic districts and individual properties; within the Southeast Forsyth Planning Area, no historic or potentially historic districts or individual properties have been identified.

A second type of historic recognition is referred to as a Determination of Eligibility (DOE) for the National Register. Often DOE's are determined as a result of an environmental review process, which is usually required, for example, while a transportation project is being studied.

Unique to North Carolina, the first step towards listing a property on the National Register is to have the property placed on what is called the "Study List." The Study List recognizes properties that merit more intensive research and documentation. Placement on the Study List is not a requirement under federal program regulations, but serves as an early screening mechanism to remove consideration of resources that are clearly not National Register candidates. North Carolina is unique in that this process is codified in the state administrative code. The Study List has been part of North Carolina's program since the first National Register nominations were reviewed and submitted from the state in 1969. Inclusion on the Study List does not prevent any lawful actions by a private property owner involving a building or land. Study List boundaries are preliminary and for planning purposes only.

Four properties or districts within the planning area have received DOE's and four have received DOE's and been listed on the National Register Study List. Five properties or districts have been placed on the North Carolina National Register Study List (see listing of recognized historic resources on **Map 5** on **page 18**).

Finally, individual property designations are also available for qualifying sites. In addition to the National Register program, Local Historic Landmark designation is available for highly significant individual structures and sites within Forsyth County, and provides local property tax benefits. Once a property is designated as a Local Historic Landmark, design review criteria and processes through the Forsyth County Historic Resources Commission are required. Additionally, property owners of Local Historic Landmark properties can apply to the Forsyth County Tax Office to receive a 50% property tax deferral. In the Southeast Forsyth County Planning Area there are no Local Historic Landmarks.

It is important not to limit the discussion of the Southeast Forsyth Planning Area's historic resources to buildings or structures. Likely, various Native American tribes inhabited the area along with other early settlers. To assist with keeping these resources secure and undisturbed, they are not mapped. The North Carolina Office of State Archaeology maintains files on any such sites that have been identified.

# Appendix A. Significant Historic Resources



## Southeast Forsyth County Area Plan: Recognized Historic Resources

Name	General Location	Date	Survey Site Number
Yokeley Farm [SL/DOE]	5958 Gumtree Road	1883	FY00300
Idol House [SL]	2815 Highway 66 South	ca. 1810-1830	FY00365
Raper-Martin House [SL]	4685 Dixie Drive	ca. 1860-1880	FY00372
Wes Frey House [SL]	5500 Leonard Farm Road	ca. 1820-1840	FY00375
David Smith Farm [SL/DOE]	1675 Union Cross Road	1861, 1900, 1938	FY00377
Charlie Tucker House [SL/DOE]	3185 Temple School Road	1910	FY00380
Daniel Smith Farm [DOE]	1655 Union Cross Road	ca. 1920s	FY03300
Ira and Ota Tucker Farm [DOE]	3255 Temple School Road	1921	FY03298
Winston-Salem Radar Station (United States Air Force 810th Radar Squadron) [SL/DOE]	1931 Union Cross Road	1955-1970	FY03407
Boone Trail Highway & Memorial Association Marker [DOE]	4300 High Point Road	ca. 1920s	FY03408
Military Housing, United States Air Force 810th Radar Squadron [SL]	Woodgate Circle	1959-1960	FY04199
Smith-Tucker Farms Rural Historic District [DOE]			FY03409
Friedland Lower Tier Historic District [SL] (only a small portion of this district is in the area)			FY03172

### Abbreviations Used:

DOE	National Register Determination of Eligibility	SL	North Carolina National Register Study List
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Note: This list may not be comprehensive. All attempts have been made to include all properties visible from the right-of-way that may be worthy of further investigation.

# Appendix B. Design Guidelines for Multifamily Developments



## MULTIFAMILY DEVELOPMENT DESIGN

Multifamily developments are and will continue to be an important component of the community's housing stock. Additionally, well-designed, multifamily housing can add to the character of a neighborhood, increase pedestrian activity, reduce automobile trips, and support transit.

To create multifamily developments that are better integrated into the community and that support and encourage walking, the following design features should be incorporated into new multifamily developments, where feasible:

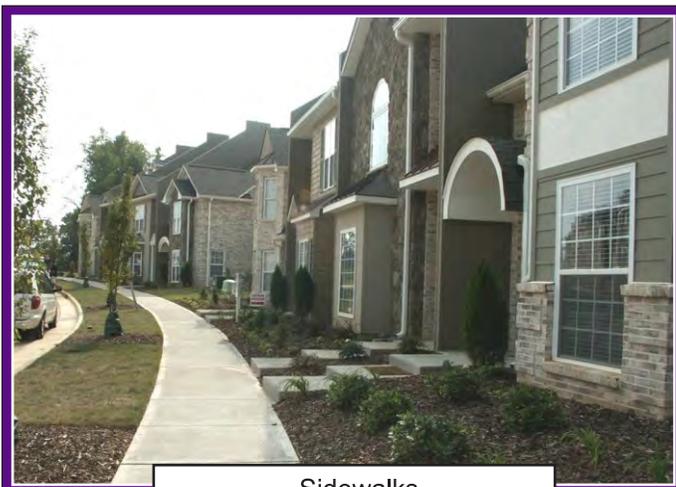
- A connected street network
- Buildings oriented to the street and with entrances on the street
- Building façade articulation
- Architecture that is compatible with the surrounding context
- Reduced building height and mass where multifamily buildings are adjacent to single-family development
- The use of small parking areas instead of large surface parking lots
- Parking lots placed to the side or rear of buildings so they do not dominate the streetscape
- The use of street and parking area trees and other landscaping
- Parking lots that are well lit and visible from windows and doorways to help increase their safety and discourage crime
- The use of on-street parallel or angled parking where appropriate
- A sidewalk and/or pedestrian and bicycle trail network
- Open space that is accessible, safe, and functional
- Private outdoor space (e.g., courtyards or decks)
- Garages located to the rear of the building, along an alley, or recessed from the front



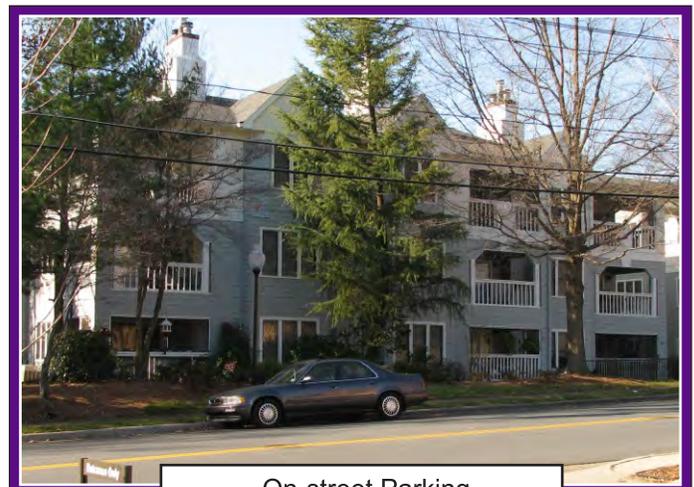
Attractive Balconies



Facade Articulation



Sidewalks



On-street Parking

# Appendix C. Guidelines for Conversion of Existing Homes to Office or Commercial Uses or New Residentially-Scaled Office Buildings



## BUILDING INTEGRITY

- The exterior appearance of existing single-family homes should be kept as intact as possible, if an existing building is being converted to office use, to continue the residential character of the street.
- New residentially-scaled office buildings should be no larger than 4000 square feet in size.
- Keep porches on existing buildings open. If enclosure is necessary, transparent materials, such as glass or screening, should be installed behind the original railing and /or columns.
- Design handicapped features so there is minimal visual impact on the existing structure.
- Locate exterior stairs to the side or the rear of existing or new structures.
- Locate mechanical equipment to the side or the rear of existing or new structures.
- Locate trash containers and metal outbuildings in the rear yard of existing or new structures, screen from adjacent properties.

## PARKING

- New parking areas should be designed to have a minimal impact on the existing environment and have a neighborhood character.
- Locate new parking areas to the side or rear of buildings.
- Screen parking areas from public view.
- Retain existing vegetation, such as mature trees, and incorporate them into the parking lot design.
- Share driveways, whenever practical, to minimize curb cuts.
- Include cross-access easements to adjacent properties, where possible.



A New Residentially Scaled Office

## ACCESS

- Entrances and steps of existing buildings serve as an important first view of the property and should be preserved as they were originally built.
- Maintain the main entrance to existing and new buildings as the street frontage.

## SIGNAGE

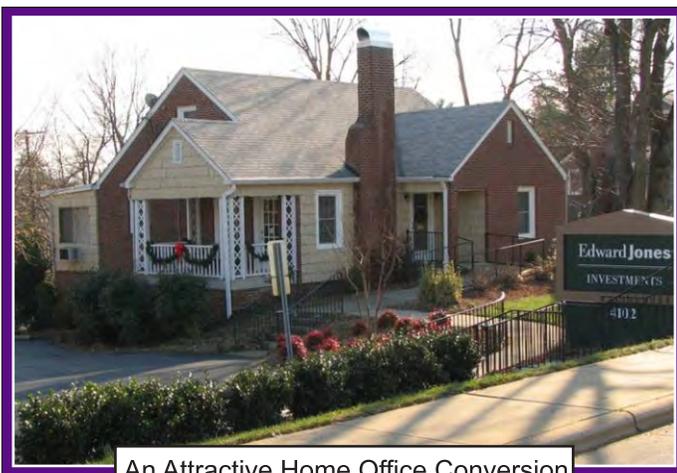
- Signs have a strong impact in the quality and appearance of individual buildings and on the streetscape as a whole. Compatibility with the building architecture and context is important.
- If a sign is located on an existing residential building or a new residential-scaled building, it should be a small identification panel at the entrance.

## LIGHTING

- Soft, indirect lighting is recommended. Lighting should not cast direct light upon adjacent property.

## LANDSCAPING

- Landscaping should be used to buffer office uses from existing residential development.
- Landscaped areas should be properly maintained.



An Attractive Home Office Conversion

# Appendix D. Guidelines Office/Low-Intensity Commercial Developments



## DESIGN GUIDELINES

### Building Placement.

New buildings should front the main road to create a continuity of building façades along the corridor. The main entrances to all buildings should be at the street frontage.

### Building Scale and Proportion.

New structures should be compatible with the proportions, rhythm, scale, and visual integrity of existing structures.

### Building Materials.

Building materials should be attractive and durable, and be appropriate for the surrounding area.

### Façades.

The façade should enhance the pedestrian environment by use of features such as porches, columns, and cornices. Solid walls and blank exteriors are discouraged.

### Canopies and Awnings.

These features should complement the streetscape and other structures in the immediate area. Awnings or other devices may be installed for solar protection and to emphasize the human scale of the ground level spaces.

### Outside Storage.

Outside storage should be permitted only if screened from view from the main road. The outside storage should not occupy an area larger than half of the area covered by the principal use.

### Loading/Unloading and Garage Bays.

All loading areas and entrances to motor vehicle repair bays should be screened from public view from the main road.



Attractive Low Intensity Commercial Development

### Off-Street Parking.

Parking should generally be located to the side or rear of buildings. On corner lots, parking on the street side corner of the lot should be avoided. New parking lots should be designed to minimize their effects on the existing streetscape. Areas of circulation and parking need to be clearly defined using appropriate markings and materials. Large expanses of paving should be divided into smaller components with interior planting areas.

### On-Site Utilities.

All public utilities and related facilities, heating, ventilation and air conditioning mechanical systems, and dumpsters, should be so located and/or shielded so as to not be visible from the public right-of-ways.

### Site Amenities.

Include site furnishings such as bollards, seating, trash containers, tree grates, special features, fencing, and any special lighting to enhance pedestrian areas.

### Architectural Characteristics.

Buildings within this area should encourage the following additional architectural characteristics:

- The use of cornice canopies, balconies, and arcades to delineate between the ground/street level and upper levels
- Larger buildings to be broken into smaller scale components at the ground/street level.



Attractive Low Intensity Office/Commercial Development With An Urban Form

Suburban business parks are an integral component of Forsyth County's comprehensive economic development strategy. The County should provide a sufficient supply of these sites to help attract new companies or to assist local businesses expanding their operations. Suburban business parks can be attractive to companies by offering affordable land, the ability to build a facility conforming to a company's specific needs, nearby access to an interstate highway or an airport, and access to a regional supply of labor.

## DESIGN GUIDELINES

### Purpose.

The purpose of these design guidelines is to help create high-quality suburban business parks in a campus-like setting consisting of attractive buildings, significant natural open space, and attractive landscaped areas.

### Application.

These guidelines will be used by the City-County Planning Board and its staff as a means of organizing review of master plans for business parks. The guidelines identify important design elements that should be considered.

### Uses.

Appropriate uses in these business parks include warehouses, light manufacturing and assembly, scientific and research laboratories, and corporate offices.

### Recommended Overall Site Size.

The recommended minimum site size for business parks is 100 acres. This threshold size will focus business park development at a few appropriate locations, allow for coordinated development and sufficient land for a campus-like setting, and provide enough space for the effective use of buffers and preservation of natural areas.

### Site Buffers.

Site buffers consisting of existing vegetation supplemented by additional plantings and berms should be located along the periphery of the site to provide a visual screen and functional separation from public streets and adjoining residential land. The width of these buffers may vary depending on the physical characteristics of a particular site but in any case should not be less than 50 feet in width.

### Access.

Access should be on roads of at least minor thoroughfare classification, and streets in the business park should be designed to allow access from adjacent neighborhoods but not to draw traffic through local residential streets. More than one major access point should be provided and

connectivity of the internal street system is encouraged.

### Common Open Space.

A minimum of 20% common open space consisting of streams or lakes, floodplains, wetlands, slopes greater than 20%, and other open areas should be retained on the site. Common open space should be connected, where possible, to form a ribbon of green throughout the development. In areas where the site buffers are more than 50 feet, the area in excess of 50 feet may be counted as part of the common open space requirement if it is linked to other common open space areas.

### Stream/Wetland Protection.

Streams and wetland areas should be protected by requiring riparian buffers to the edge of the floodway fringe for FEMA regulated streams and 50-foot buffers from each side of streams and wetlands identified in the Forsyth County soil survey. Exact location and extent of streams and wetlands should be verified during preparation of the site resources map required to identify common open space elements.

### Architectural Design.

Architecturally compatible materials should be selected and emphasized for each structure and building site. Exposed standard concrete blocks and prefabricated metal are not recommended but may be acceptable for the sides and rear of buildings if they are screened from view of external property lines and internal roadways. Offices or showrooms should be located at the front of the building and façades facing the street should be articulated to distinguish the building. Additionally, new developments should explore the use of Leadership in Energy and Environmental Design (LEED) standards to help increase energy-efficiency and reduce long-term building expenses.

### Placement of Structures.

All structures should be set back a minimum of 100 feet from the external property lines of the business park site. Employee parking may be located in this setback in the 50 feet closest to the building. Buildings on each building site should face interior streets and be set back a minimum of 60 feet. For large buildings, a larger setback in proportion to their footprint and height is encouraged to contribute to a campus-like setting. Buildings located on the corner of two streets should be considered to have two front faces. Warehouse buildings should be designed and placed on their lots so that views of loading docks from the street are minimized or prevented.

## EXTERNAL DESIGN GUIDELINES

### Storage/Process Areas.

Businesses should meet the storage requirements of the

"Manufacturing B" use in the *Unified Development Ordinances*, which allows operations including storage of materials, processing fabrication or assembly of products and loading and unloading of new materials only within enclosed buildings. Storage trailers or containers should be located in designated areas and screened from public streets or from the exterior of the business park. No outdoor processes should be employed in the operation of any business in the business park. Any waste and recycling receptacles should be located within an enclosed structure.

## **Operation Impacts.**

Operations at the business park should not produce dust, smoke, odors, fumes, air or water pollution, noise, gases, or vibrations as required by the requirements of the "Manufacturing B" use in the *Unified Development Ordinances*.

## **INTERNAL DESIGN GUIDELINES**

### **Landscaping.**

Extensive landscaping should be used to:

- Create attractive medians at major entrance streets into the park;
- Highlight public access points to buildings;
- Buffer loading and utility areas;
- Break up large parking areas;
- Provide a transition between neighboring sites;
- Compliment building design and materials; and,
- Provide a transition between parking areas and the office portion of a structure.

### **Fences.**

Perimeter and chain-link fencing should be prohibited unless a special need can be demonstrated. In cases where the need is demonstrated, chain-link fencing should be as minimal as possible and its view from public streets or outside the business park should be screened by landscaping or buffering. Where it is necessary to use chain-link fencing, black, green, or earthtone vinyl coated fencing is preferred.

### **Pedestrian Circulation.**

A system of greenway trails that are part of the open space component of the business park and sidewalks along one side of major streets in the business park are encouraged. At each building site, sidewalks should link visitor parking areas and front yard parking areas to the main building entrance. Sidewalks should also link building sites to greenway trails and any sidewalks along major streets in the business park development.

### **Parking Areas.**

Parking areas located to the side or rear of buildings are encouraged. Extensive paved areas should be avoided in favor of smaller multiple lots separated by landscaping and buildings. Parking lots adjacent to and visible from public streets should be screened from view through the use of natural topography and created earthen berms, low screen walls, and changes in elevation, landscaping, or combinations of these design techniques.

### **Signs.**

A signage plan showing proposed park identification signs and standards for building façade and freestanding signs should be provided as part of the master plan for these developments.

### **On-site Lighting.**

All on-site lighting should be designed, located, shielded, or deflected so as not to shine into neighboring property or impair the vision of pedestrians or the driver of any vehicle.

### **Display Areas.**

No outdoor display of products should be allowed. All display areas should be located within flex-space or office buildings.

### **Service Areas.**

Provision for handling all truck service should be located at the rear or sides of buildings. Loading docks should be located at least 300 feet from adjacent residential areas. Where there is an intervening public street, the setback is reduced to 150 feet. Loading docks located on the side of any building should not be nearer than 50 feet from the front face of the building. Loading docks should be recessed, screened, or otherwise designed to be totally buffered from adjacent properties and public roads.

### **Exterior Mechanical Devices.**

Air conditioners, heating, cooling, ventilating equipment, pumps and heaters and all other mechanical devices, including roof-mounted mechanical equipment should be screened from view from the public right-of-ways. All utilities should be placed underground.

### **Flex-space and Multitenant Uses.**

Multiuse and flex-space buildings designed to accommodate a number of tenants or a single tenant with needs for office, research, assembly and storage space in the same structure are encouraged to attract "start-up" operations and entrepreneurs.

August 2001

Town of Kernersville  
Forsyth County

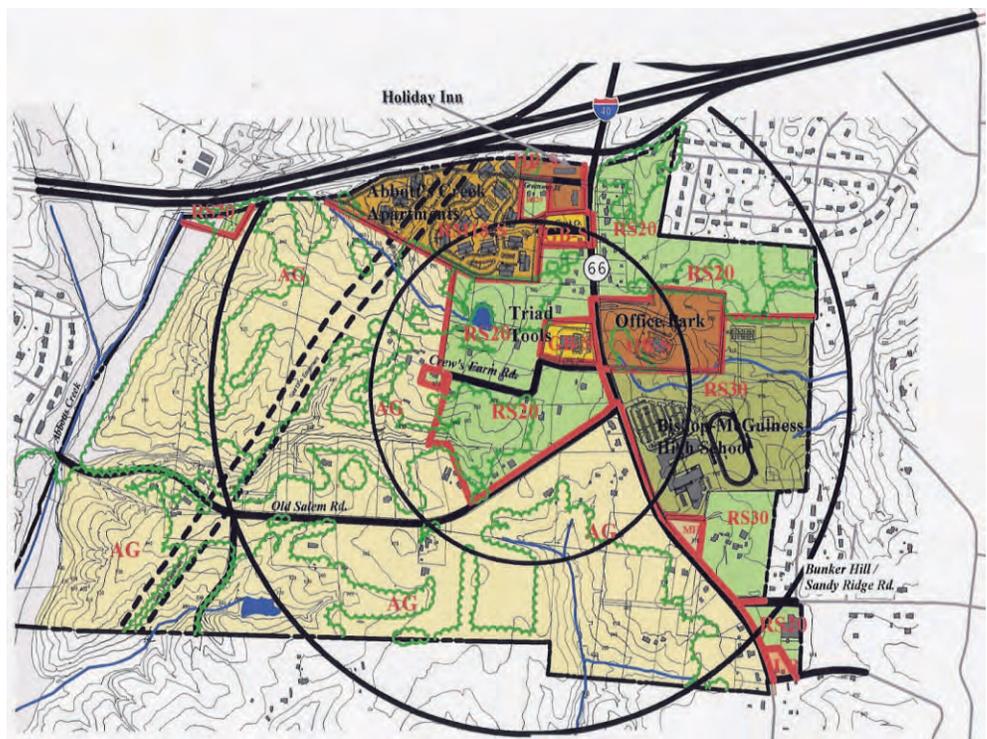
## NC66/ Old Salem Road Area Metro Activity Center Guidelines

Planning Office of Kernersville and City County Planning Board

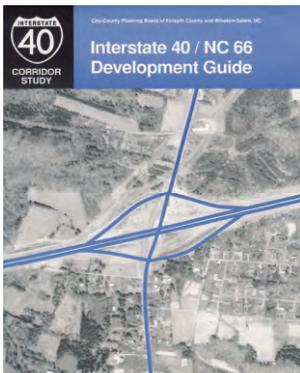
The goals of the guidelines are as follows:

- Keep the local community informed on the current development trends in the area.
- Update the Interstate-40 NC-66 Plan.
- Allow citizens of the area to help shape how this area grows.
- Provide guidelines for future developers to create a community that will serve the local residents.
- Implement the Legacy Plan's Metro Activity Center concept.

### Study Area



The NC 66 / Old Salem Road Area is 463 acres. However, Metro Activity Centers can include up to 500 acres or more according to "Legacy", the Comprehensive Plan by the City County Planning Board of Forsyth County.



### Purpose and Intent of Guidelines

The *Interstate 40/ NC66 Development Guide* was adopted in 1991 by the City-County Planning Board, Kernersville Board of Alderman and the Forsyth County Board of Commissioners after a series of public meetings and hearings. The *Development Guide* contains recommendations about the types of land uses that would be appropriate for this area which was identified as one of twelve activity centers in Vision 2005, the 1987 comprehensive plan for Forsyth County. The 2001 adopted "Legacy" development guide replaces Vision 2005, and refines the concept of activity centers. It additionally provides details about design, and the mix of land uses. The *Legacy* refers to this study as the Kernersville Southern Metro Activity Center.

Metro Activity Centers or MAC areas are described as a focal point for community-wide activities such as; working, living, spiritual or civic activities. The ideal Activity Center is made up of a core area and a support area. The core area is within a quarter mile of the intersection of major roads and contains higher density of residential, commercial and office uses.

During two community meetings that were held in this study area, Planners described how this area qualifies as an "activity center" by its' proximity to an interstate, amount of vacant land, characteristics of growth, and potential to serve a population of 60,000 people within a fifteen minute drive.



*New projects should reflect characteristics of existing images of the area.*

*Maintaining a significant characteristic of this area will include useable areas of greenspace or openspace. These areas are to be included as a part of any development's design and not left over space.*



*Incorporate green spaces within the design of the neighborhood.*

## Preserving Existing Character

At the community meetings, local residents expressed that they were not impressed with the idea of intense growth in this area. However, if growth is to occur they articulated the following concerns:

- Landscaping and wider streetyards.
  - Additional landscaping in parking areas.
  - Save trees where it is possible.
  - Brick masonry and architectural styles that reflect the areas' characteristics.
  - Concern about increased traffic
- causing congestion and noise.
  - Preference for pedestrian scaled spaces.
  - Wider sidewalks.
  - Lower signage, preferably monument in style.
  - Landscape buffers around any future pump stations or other utilities.
  - Light commercial, retail or office rather than heavy industry.
  - Most residents stated that "no future industries" was preferable.
- Maintain rural character.
  - Future development should provide conveniences and services.
  - Preserve the uniqueness of their community.

The study area is 463 acres, however Metro Activity Centers can include up to 500 acres or more.

The following development standards suggested are general enough to give flexibility, and allow for creativity proposed by developers, yet provide a clear picture of the overall development

## Development Standards

The Metro Activity Center should create a mixed-use development pattern which includes, retailers, office space and public buildings. The highest concentration of buildings and activities should be located in the core area with a gradual transition out toward lower density uses.

Buildings in the core should be taller and placed closer to the street to define the Activity Area's "Center".

New structures should be complementary to existing structures and built of brick, wood, stone or a complementary siding. The scale of new structures should be planned to have proportions in rhythm, height and setbacks, to create a walkable atmosphere for pedestrians. Facades of new development should include porches, columns, cornices, awnings, or canopies. Band windows and reflective glass are out of character with the area. Predominant color of all non-residential buildings should

be earthtone. Bright colors should only be used in small areas on buildings as accents. A variety of housing types including single family detached, townhomes, multi-family units, and mother-in-law units should be created to provide a range of affordable housing. Businesses should be created close to the street to create a village atmosphere. Prominent sites should be reserved for public buildings such as, schools, churches, and libraries.

## Pedestrian Importance

A mixture of residential and nonresidential uses, should be designed to encourage people to walk within this area. The following ideas can encourage designs that place pedestrian oriented designs:

### Public Open Space

Include open spaces such as plazas, greens, playgrounds, and parks in the development to promote social interaction. Less formal recreational amenities such

as walking or biking trails along natural streams, wetlands or other natural features should be used in the support area.

### Landscape

Mostly full mature trees currently exist in this study area. Tree selection for new developments should include large variety native trees like those existing in this area, such as; oaks, maples, redbud, pines. Small flowering trees should be used as accents.

All streets should be tree lined. Every attempt should be made to save large existing trees, 12 inches in caliper or more. Trees in parking areas should be placed in a fashion that define parking areas or create parking rooms.

### Service Areas and Utilities

Service areas should be to the rear or side of buildings in a visually unobtrusive location and screened.

## Other Design Features

### Signage

Material and design of signage should be reflective of the material of the principal building. Low monument style signage is preferred with a maximum height of 6 feet or less. Copy area of sign should be 18 square feet or less. Only one of the following sign types are permitted for each tenant per each exposed wall: awning, projecting or wall signage. Neon signage and billboards are out of character with the area and will not be considered.

### Streets

Create a grid or modified grid street system of interconnected streets. Employ design measures to reduce traffic speeds, including narrow streets and use of traffic calming features such as "circles". Design for a coordinated streetscape scheme including landscaping, street trees, streetlights, paving, and other materials.

### Pedestrians, Bicyclists, and Transit Users

Design the activity center for pedestrians as well as the automobile. The layout of buildings, streets and pedestrian paths should provide direct pedestrian routes and convenience. Provide a distinct separation and buffer between pedestrians and automobiles through the use of streeyards, sidewalks, and street trees. Areas for future transit stop(s) should be reserved at convenient locations in the development.



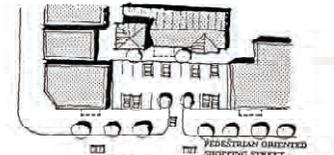
Mixed-use projects should be architecturally designed to blend function ally and aesthetically.

## Parking

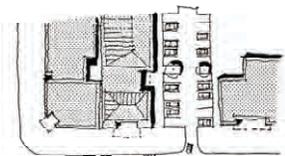
Parking should be to the side or rear of a building. Parking located along a commercial street front where pedestrian traffic is desirable lessens the attractiveness of the area to the pedestrians and compromises safety. Parking lots should clearly define safe pedestrian passage.



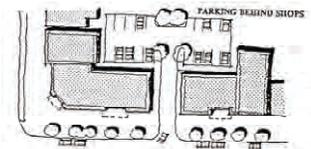
Greenspaces can be utilized with shopping centers as streeyard areas which include walkways.



NOT ACCEPTABLE  
Parking lots along the full length of the streetfront are generally inappropriate.



ACCEPTABLE  
In certain situations, limited streetfront parking lots may be acceptable.



PREFERRED  
Parking lots located behind shops and offices are preferred.

Examples of parking areas to the rear or side of a retail or office center.

## Adoption Process

The recommendations of this development guide do not change the zoning of property within this study area. Instead, it contains recommendations to help the planning board and governing body of Kernersville and Forsyth County make decisions on zoning and public investment matters. The guidelines also serve to guide

neighborhood interest and private development.

Upon adoption, this area plan becomes part of the Kernersville Development Plan.

Adopted:

CCPB 1/24/02  
Kernersville Planning Bd. & Kernersville Board of Ald.  
10/2/2001



Tree lined street would benefit the future look for this area.

## City of Winston-Salem

Adopted October 7, 2013

**Allen Joines**  
Mayor

**Dan Besse**  
Southwest Ward

**Wanda Merschel**  
Northwest Ward

**Vivian H. Burke**  
Mayor Pro Tempore, Northeast Ward

**Robert C. Clark**  
West Ward

**\*Derwin L. Montgomery**  
East Ward

**Denise D. Adams**  
North Ward

**Molly Leight**  
South Ward

**\*James Taylor, Jr.**  
Southeast Ward

**Lee Garrity**  
City Manager

*\*City Council Representatives for portions of the Planning Area*

## Forsyth County Board of Commissioners

Adopted July 15, 2013

**Richard V. Linville**  
Chairman

**Gloria D. Whisenhunt**  
Vice Chair

**Mark Baker**  
**Walter Marshall**

**David R. Plyler**

**Bill Whiteheart**

**J. Dudley Watts, Jr.**  
County Manager

**Everette Witherspoon**

## City-County Planning Board

Adopted May 9, 2013

**Arnold G. King**  
Chairman

**L. Wesley Curtis Jr., AIA**  
Vice Chair

**Clarence R. Lambe, Jr.**  
**Darryl Little**

**Barry A. Lyons**

**Brenda J. Smith**

**\*Lynne Mitchell**

**Allan Younger**

**Paul W. Mullican**

*\*Planning Board Member for the Planning Area*

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**Byron Brown**  
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**Amy Crum**  
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**Angie Branon**  
Planning Graphics Coordinator

*\*Project Leader*

## Interdepartmental Committee

**Kevin Edwards, AICP**  
Transportation Planner  
Winston-Salem Department of Transportation



For more information about the  
**Southeast Forsyth County Area Plan Update**

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