

FORSYTH COUNTY

BOARD OF COMMISSIONERS

MEETING DATE: NOVEMBER 14, 2019

AGENDA ITEM NUMBER: _____

1A-1B

- SUBJECT:**
- A. PUBLIC HEARING ON THE US 158/NORTHERN BELTWAY INTERCHANGE PLAN**
 - B. RESOLUTION ADOPTING THE US 158/NORTHERN BELTWAY INTERCHANGE PLAN**

COUNTY MANAGER'S RECOMMENDATION OR COMMENTS:

SUMMARY OF INFORMATION:

See attached staff report.

After consideration, the City-County Planning Board recommended adoption of the *US 158/Northern Beltway Interchange Plan*.

ATTACHMENTS: YES NO

SIGNATURE: _____

COUNTY MANAGER

DATE: _____

November 8, 2019

**RESOLUTION ADOPTING THE
PROPOSED US 158/NORTHERN BELTWAY INTERCHANGE PLAN**

WHEREAS the *Legacy 2030 Comprehensive Plan* recommends the completion of small area plans to implement *Legacy 2030* and guide land use and growth in all parts of Winston-Salem and Forsyth County;

WHEREAS construction of the Northern Beltway will create interchanges which may be suitable for more intensive or commercial development;

WHEREAS the proposed *US 158/Northern Beltway Interchange Plan* is being completed for Forsyth County as directed by the City-County Planning Board;

WHEREAS the *US 158/Northern Beltway Interchange Plan* was developed by staff with input and participation from the general public at four community meetings;

WHEREAS the City-County Planning Board held a public hearing and recommended adoption of the *US 158/Northern Beltway Interchange Plan* on June 13, 2019; and

WHEREAS the proposed *US 158/Northern Beltway Interchange Plan* contains recommendations to guide future land use and public investment decisions in eastern Forsyth County;

NOW, THEREFORE, BE IT RESOLVED, that the Forsyth County Board of Commissioners hereby adopts the attached *US 158/Northern Beltway Interchange Plan* and encourages the plan's use as a guide for future decisions on zoning, public investment, and continued improvement in the area.

Adopted this the 14th day of November 2019.

TO: Forsyth County Board of Commissioners
FROM: Aaron King, Director of Planning and Development Services
DATE: October 7, 2019
SUBJECT: Draft *US 158/Northern Beltway Interchange Plan*

Bryce A. Stuart Municipal Building
100 E. First Street
P.O. Box 2511
Winston-Salem, NC 27102
CityLink 311 (336.727.8000)
Fax 336.748.3163

Planning staff is prepared to brief the Board of Commissioners on the draft *US 158/Northern Beltway Interchange Plan*. The draft *US 158/Northern Beltway Interchange Plan* was developed this year by Planning staff with extensive input and participation from the general public at four community meetings.

The City-County Planning Board held a public hearing on the draft plan on June 13, 2019 and unanimously recommended the plan to the Board of Commissioners. The Walkertown Town Council was briefed about the draft plan on July 25, 2019, and voted unanimously to schedule a public hearing in early 2020.

Staff will be happy to answer any questions you may have regarding the draft interchange plan.

**CITY-COUNTY PLANNING BOARD
PUBLIC HEARING
MINUTES FOR US 158/NORTHERN BELTWAY
INTERCHANGE PLAN
JUNE 13, 2019**

Steve Smotherman presented the *US 158/Northern Beltway Interchange Plan*.

PUBLIC HEARING

FOR: None

AGAINST:

Ladd Whicker, 3780 William Tucker Road, Winston-Salem, NC 27101

- I grew up in that area where my family owns large amounts of land that is adjacent to the beltway. This land has been in my family for many years and it is my desire that the land remain in the family. I understand growth and this beltway coming through here. Our family has resisted selling this property for many years. I want my children to have the opportunity to live there and use that land. Seeing a YMCA and other things on the ground near where I grew up is very difficult for me, so I want to speak in opposition to this plan.
- I was one of those in the beginning who was misconceived about what was really going on with those first meetings. It was standing room only. I think it was cleared up. When that road came through a lot of people were forced to sell some property when they didn't really have to. Things got ugly with attorneys and others who got involved due to land and what they were offered.
- I'm not in favor of being forced to sell my property due to this plan.

Clarence Lambe noted that this is an interchange plan, it is not rezoning, it is not a small area plan, and unlike a condemnation, which is what was being described, no one has to sell. These are just guidelines of what could occur with the property if it fits within the community's and the developers' vision, and if people choose to sell their property.

Henry Jeffrey Williams, III, 4705 Kelly's Trail, Winston-Salem, NC 27101

- I have been in the area about a year. The reason I am opposed and against the planning of this US 158 is because Old Belews Creek Road has traffic that needs to turn around, because they will not be able to make a left turn, so they will have to come to a turnaround and make a left turn. The planned turnaround will be near my backyard. For this reason I would not want my three kids playing in the backyard. They haven't thought about the safety of the residents in that area.

- At the same time we also had an issue with sound. We requested a sound measurement. It wasn't that loud so they had to do a second sound measurement. We have tractor-trailers that come through there, which is very loud. Sixty-six decibels would be almost like a regular conversation, so tractor-trailers are probably at 80 or 90 decibels. Now they are talking about expanding from a two lane to a four lane, which is going to be even more traffic and thus more noise. Across the street from my house is a wooded area, so why couldn't they just expand the road on the opposite side instead of on my side?

Terrence S. Brooks, 4709 Kelly's Trail, Winston-Salem, NC 27101

- I agree with a lot of what was said and in the improvements to 158. I live adjacent to Henry Williams and I have the same concerns about the safety of the turnaround that is being proposed. NCDOT did open their doors to us on a couple of occasions, and we actually visited their facility, and they provided us with a design of the roadway where the proposal would be to widen the highway by adding extra lanes to the opposite side of the existing road that is not adjacent to the neighborhood. This design is not something that is published on their website, it was provided at our meeting. The main concern of the neighbors that live adjacent to that road is safety. We are for the development of 158, but there is a major safety concern regarding the turnaround. It is defined as a bulb. It will directly impact the safety of the people who live adjacent to that area.
- Everyone adjacent to that bulb has kids that play in the backyard. The distance is about 60 yards from the back of the home to where this bulb will extend to. The underlying issue is site limitation when it comes to tractor-trailers topping a hill and descending to the turnaround. We brought this up in the DOT meeting and they raised their eyebrows when we discussed the fact of how long does it take for a tractor-trailer to slow down that is carrying a full load and yielding for someone making this turnaround at this bulb. The number they gave us before we brought up that point was approximately 500 yards, as far as stopping distance. We understood that for being a car but not for a truck. That was a concern. So they considered taking that back to the table and considered not having that bulb as part of the option for turning around due to having other options for those people leaving Old Belews Creek Road.

Aaron reminded everyone that this was a land use hearing and that he would convey the concerns heard by the Planning Board to the NCDOT to make sure they are aware of the issues.

Chris Murphy reiterated that the improvements to the US 158 corridor are outside the scope of the plan that is being discussed today. The comments that have been made are not a land use consideration for this plan, and contact information will be given to those who spoke so they can express their concerns to the appropriate party.

Natalie Harding, 4681 Kelly's Trail Court, Winston-Salem, NC 27101

- Ms. Harding referred to the orange section of the map, which backs up to her property, and expressed that nothing be placed there that would impact her property; no mixed use, no walking trail, and no park.
- We are concerned because property is being put up for sale. I don't know if it has been suggested to them to sell their property, but there is a home that is for sale that could impact the sale of the property beside ours that backs up to our property.

WORK SESSION

Aaron spoke to stubbing out undeveloped property for additional connectivity, and how that relates to the property surrounding Kelly's Trail, in particular the orange area surrounding Kelly's Trail. Aaron explained that if someone did develop the property under the existing zoning, irrespective of this plan, they would ask that developer to connect to Kelly's Trail. Aaron explained that staff is not encouraging that, but wanted to get that on the record to make clear what could happen. Under the current zoning it would have to be single-family homes.

Vice-Chair Chris Leak reiterated, for clarification purposes, that all comments have been duly noted by everyone who spoke concerning this plan, and that staff would speak to NCDOT about their concerns.

Melynda asked how the study area was chosen since it does not incorporate the whole interchange. Steve Smotherman stated that the southeastern quadrant and the northern portion is almost fully developed with single-family subdivisions, the southwest corner has a floodplain running through it and the road grade is above the property.

Chris Murphy referred the Board to the image on page 19 that shows the environmental constraints on the opposite side of US 158 from the study area.

Melynda re-stated the fact that staff was focusing on design as opposed to rezoning changes, like in an area plan. This area took into consideration a beltway going through it, but there are other areas where that is not the case. Melynda asked the question: Are we going to stick to that in all the plans as we go forward, or will we need to look specifically at zoning recommendations as we go forward? Something that needs to be considered, for example, is an area plan that was done so long ago that they hadn't even envisioned the impact of the beltway. Aaron King stated that it would be on a case-by-case basis. Staff wants to adhere to plans in those areas that already have proposed land use recommendations in place. If there is an interchange that is not covered by an existing area plan, then that will probably warrant discussions about appropriate land uses at the interchange and whatever area is defined at that interchange.

MOTION: Clarence Lambe recommended approval of the *US 158/Northern Beltway Interchange Plan*.

SECOND: Jack Steelman

VOTE:

FOR: George Bryan, Melynda Dunigan, Tommy Hicks, Clarence Lambe, Chris Leak, Johnny Sigers, Brenda Smith, Jack Steelman

AGAINST: None

EXCUSED: None

Aaron King
Director of Planning and Development Services



US 158/NORTHERN BELTWAY INTERCHANGE PLAN



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INTRODUCTION

Northern Beltway Interchange Plans

The North Carolina Department of Transportation has started the process of constructing a multi-lane 34.5-mile freeway, which will encircle the northern part of Winston-Salem. The Winston-Salem Northern Beltway will eventually have 12 interchanges that will connect the highway to intersecting streets and adjacent small towns. Construction of the Winston-Salem Northern Beltway is divided into three major phases, as shown in **Table 1** below and **Map 1** on page 3.

Table 1. Northern Beltway Sections, Phases, and Schedule

Eastern Section [U-2579]		
Section	Phases	Schedule
US 421 (Business 40) to US 311 (I-74)	1. US 421 (Business 40) to I-40 [U-2579AB]	2020-Let Date
	2. I-40 to US 311 (I-74) [U-2579AA]	2021-Let Date
US 421 (Business 40) to University Parkway	1. US 421 (Business 40) to US 158 (Reidsville Road) [U-2579AA]	2019-Estimated Completion
	2. US 158 (Reidsville Road) to US 311 (New Walkertown Road) [U-2579C]	2021-Estimated Completion
	3. US 311 (New Walkertown Road) to University Parkway [U-2579D, E, F]	2021-Estimated Completion
Western Section [R-2247]		
Section	Phases	Schedule
Interchange at US 52 (Future I-74) to US 158 (S. Stratford Road)	1. Interchange at US 52 (Future I-74) [R-2247EB]	2022-Estimated Completion
	2. Interchange at US 52 (Future I-74) to Reynolda Road (NC 67) [R-2247EA]	2023-Let Date
	3. Reynolda Road (NC 67) to Robinhood Road [R-2247D]	2026-Let Date
	4. Robinhood Road to south of US 421 interchange [R-2247CA, CB]	2027-Let Date
	5. South of US 421 interchange to south of I-40 interchange [R-2247B]	2028-Let Date
	6. South of I-40 interchange to US 158 (Stratford Road) [R-2247A]	2029-Let Date

Sources: Let Dates--N.C. Dept. of Transportation, 2020-2029 Draft State Transportation Improvement Program (STIP), August 2019. For Estimated Completion Dates--Winston-Salem Metropolitan Planning Organization (MPO) Transportation Update, September 17, 2019.

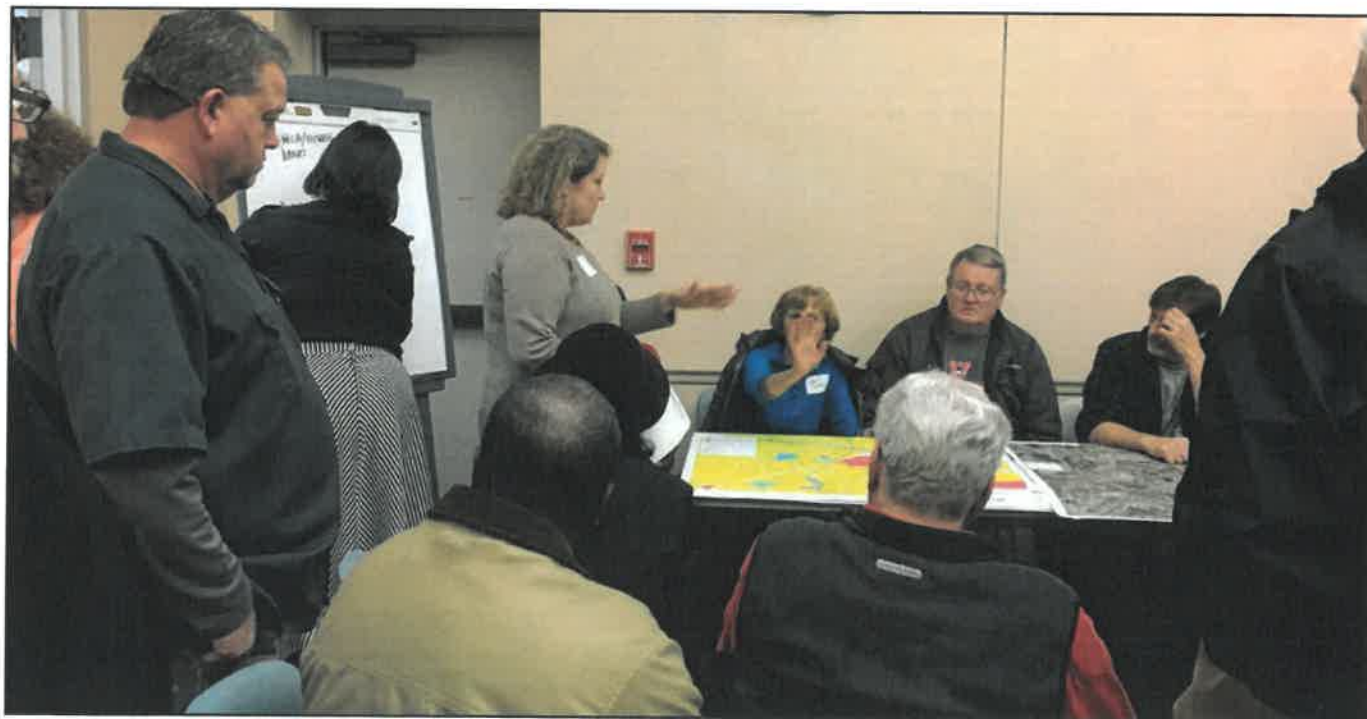
The City-County Planning Board has commissioned a series of Beltway interchange plans to ensure areas develop appropriately once interchanges open. Beltway interchange plans build upon the recommendations in recently adopted area plan updates, while utilizing design principles to develop interchange development recommendations.

Interchange plans provide land use, transportation, and perhaps most importantly, design guidance to illustrate and facilitate development in an appropriate manner. More specifically, interchange plans define the intensity and arrangement of appropriate land uses, identify infrastructure needs, and provide general design guidelines for development. These plans involve collaboration between citizens, stakeholders, the North Carolina Department of Transportation, the Winston-Salem Department of Transportation, and other staff from smaller municipalities as well as Winston-Salem and Forsyth County.

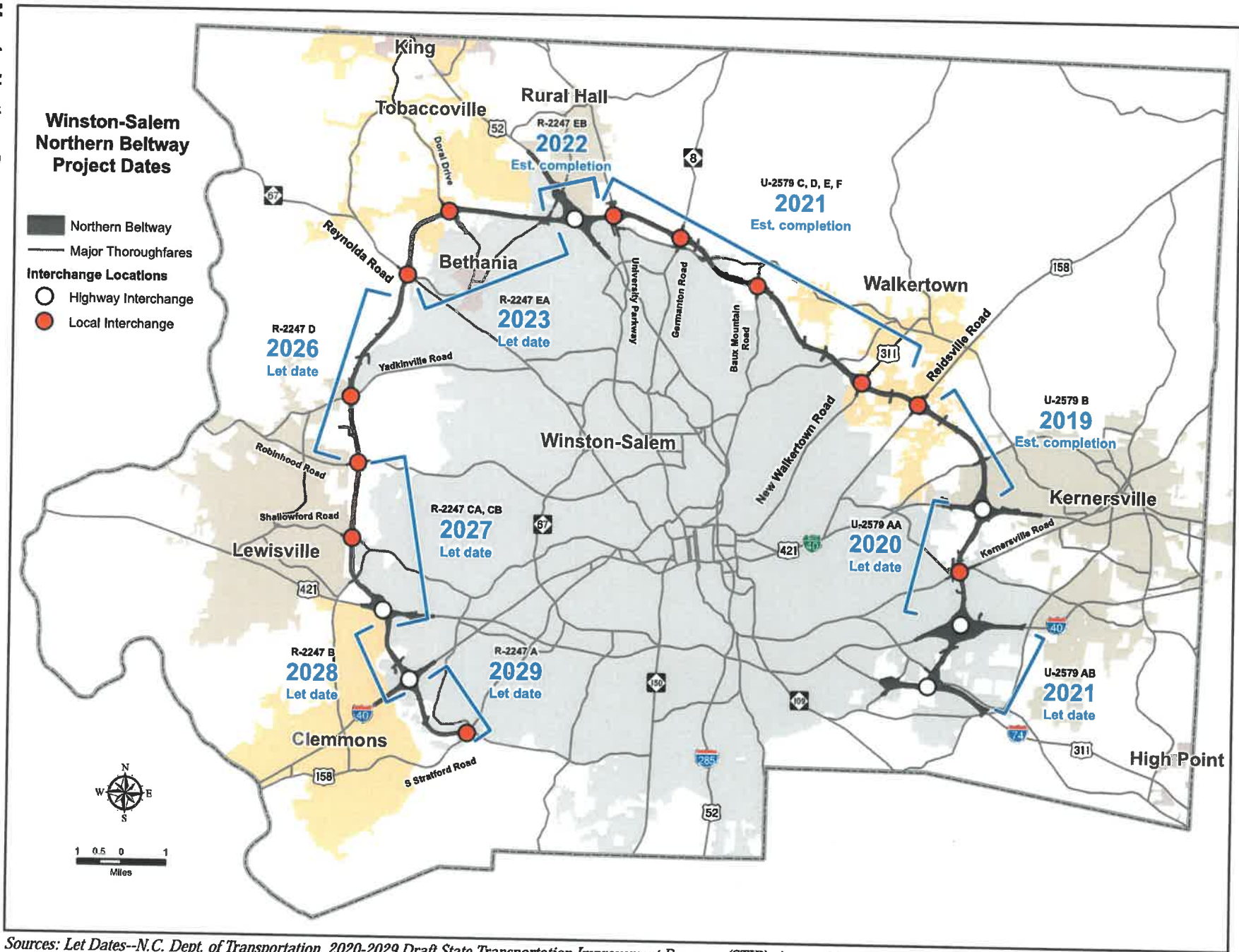
Generally, an interchange plan:

- Involves community stakeholders in developing a long-term vision for the interchange.
- Defines policies and actions that guide how the interchange is developed.
- Provides design guidance for the interchange area.
- Recommends future infrastructure improvements for sidewalks and the street network, including bike and pedestrian improvements.

The *US 158/Northern Beltway Interchange Plan* is the first interchange plan in the series of beltway interchange plans expected to be prepared over the next several years. However, it is not the first interchange plan to be prepared by the City/County Planning Board. Development guides for three interchanges (US 311/Ridgewood Road, Union Cross Road, and NC 66) along the newly constructed I-40 were adopted in the early 1990s. A beltway interchange plan for the proposed Kernersville Road/Northern Beltway interchange was prepared and incorporated in the initial *Southeast Suburban Area Plan*, adopted in 2009.



Map 1. Northern Beltway Phases with Estimated Construction/Let Dates



Sources: Let Dates--N.C. Dept. of Transportation, 2020-2029 Draft State Transportation Improvement Program (STIP), August 2019. For Estimated Completion Dates--Winston-Salem Metropolitan Planning Organization (MPO) Transportation Update, September 17, 2019.

Interchange Plan Process

This plan expands on the recommendations already included in the *Walkertown Area Plan Update (2014)*, particularly those recommendations related to design and appearance. The interchange plan process includes a variety of methods for engaging community stakeholders and collecting feedback at four project stages. These stages are:

- Assessing existing conditions.
- Developing a design strategy.
- Identifying focus areas for development/redevelopment.
- Developing a design vision.

These four stages are explained in detail in the following pages.

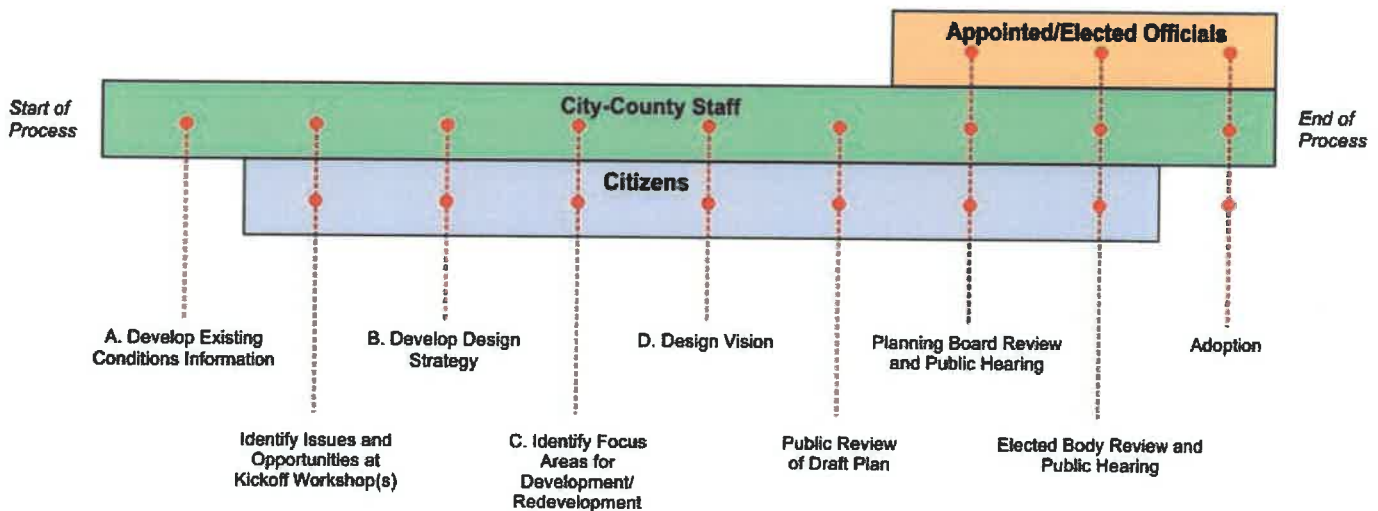


Figure 1. Interchange Plan Process

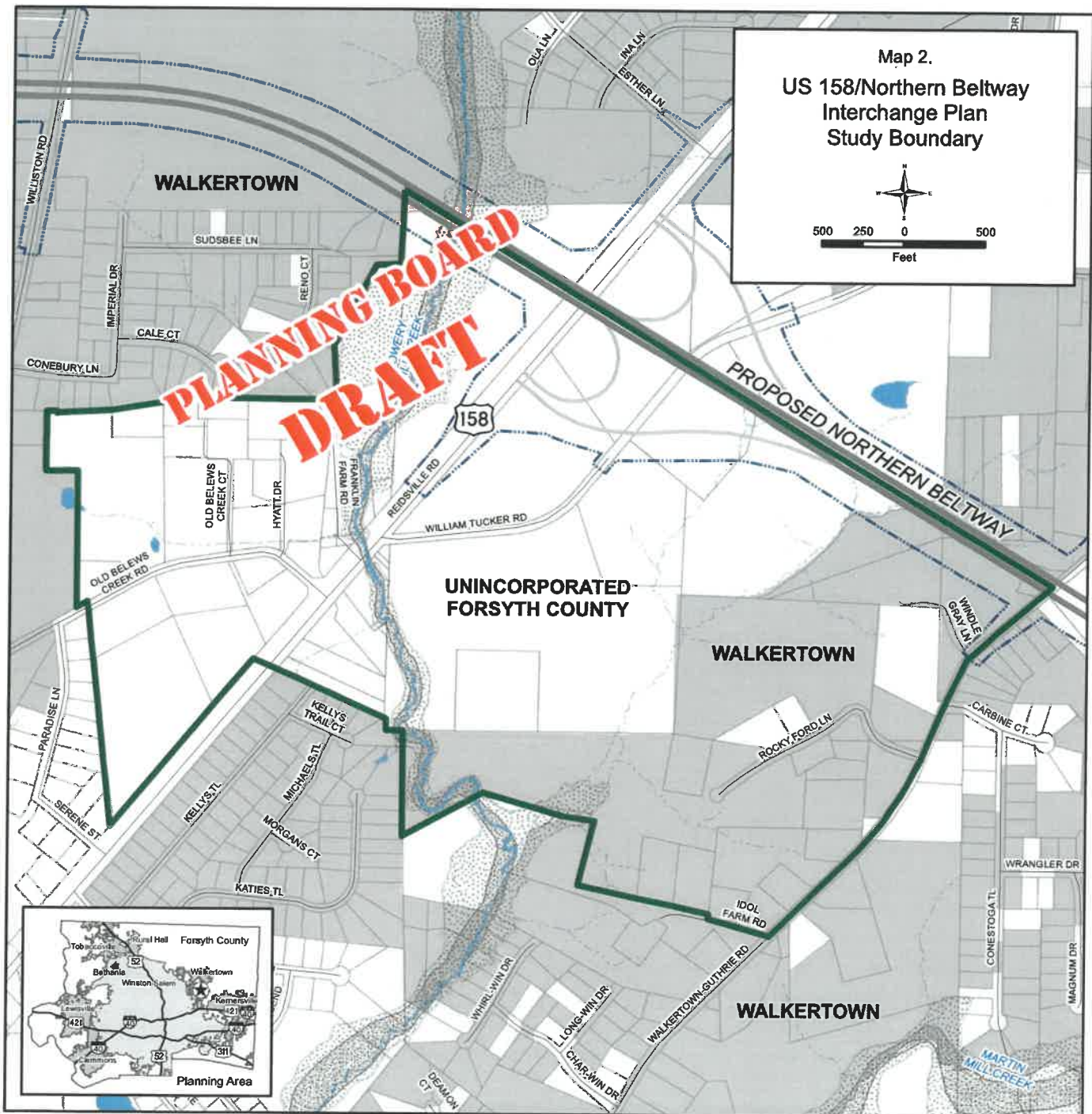
Public Input Process

The kickoff community meeting for the interchange plan was held on January 22, 2019 where residents gave input on how they would like the area around the beltway interchange to develop in the future (see **Appendix A**). Community feedback from the kickoff meeting and visual aids depicting site elements to be considered in the development of site design concepts were presented to the public at a second meeting on March 12, 2019. Citizens also worked with staff on establishing general development parameters for parcels along William Tucker Road in the southeast quadrant of the interchange at this meeting. These community guidelines/recommendations were used to prepare site design concepts for this quadrant, which were presented at the third community meeting on April 9, 2019. Site design concepts were revised and finalized, and a design vision was presented at a drop-in session on May 7, 2019 for final citizen review prior to initiating the plan adoption process.



US 158/Northern Beltway Interchange Plan Study Boundaries

The US 158/Northern Beltway Interchange Plan Area includes 194 mostly undeveloped acres in unincorporated Forsyth County and 91 acres in the Walkertown municipal limits (Map 2). The plan area is generally bounded on the north by the proposed Northern Beltway (future I-74), by Walkertown-Guthrie Road to the east, by Idol Farm Road and the Morris Farm subdivision to the south, and on the west by properties that extend approximately one-quarter mile west of US 158 (Reidsville Road). Some of the properties near the western boundary have frontage on Old Belews Creek Road. ESRI Community Analyst estimates that between 200 and 225 people live within the interchange plan boundaries as of 2017 data.



Map 2. US 158/Northern Beltway Interchange Plan Study Boundaries

EXISTING CONDITIONS

Existing Character of the Plan Area

The US 158/Northern Beltway Interchange Plan Area currently contains a mix of rural residential and rural commercial uses. Residences here are set back on lots so that most are partially hidden from view of the street by existing vegetation. Commercial and institutional uses, however, are located closer to the street. There are very large lots of approximately 5 – 20 acres located along William Tucker Road that are undeveloped or developed with only a single-family home.

Single-family rural lots (approximately 1 acre in size) and suburban subdivisions (lots smaller than 1 acre) surround the plan area. Most of the residences in the planning area are of a ranch style, with a few manufactured homes interspersed in the area. There is little or no street connectivity between adjacent developments here. The area also lacks sidewalks and safe paths for cyclists.

Development Factors

EXISTING LAND USE

The area east of Reidsville Road (US 158) in the interchange planning area is either undeveloped, used for agricultural purposes, or developed with single-family residences. The planning area to the west of Reidsville Road and north of Old Belews Creek Road includes a mix of undeveloped land near Lowery Mill Creek, single-family residences, two retail uses, and an auto repair facility. Land uses located south of Old Belews Creek Road include a church, a volunteer fire department, and a couple of single-family residences. A major electric transmission line with a 68-foot wide easement crosses through the planning area following Lowery Mill Creek.

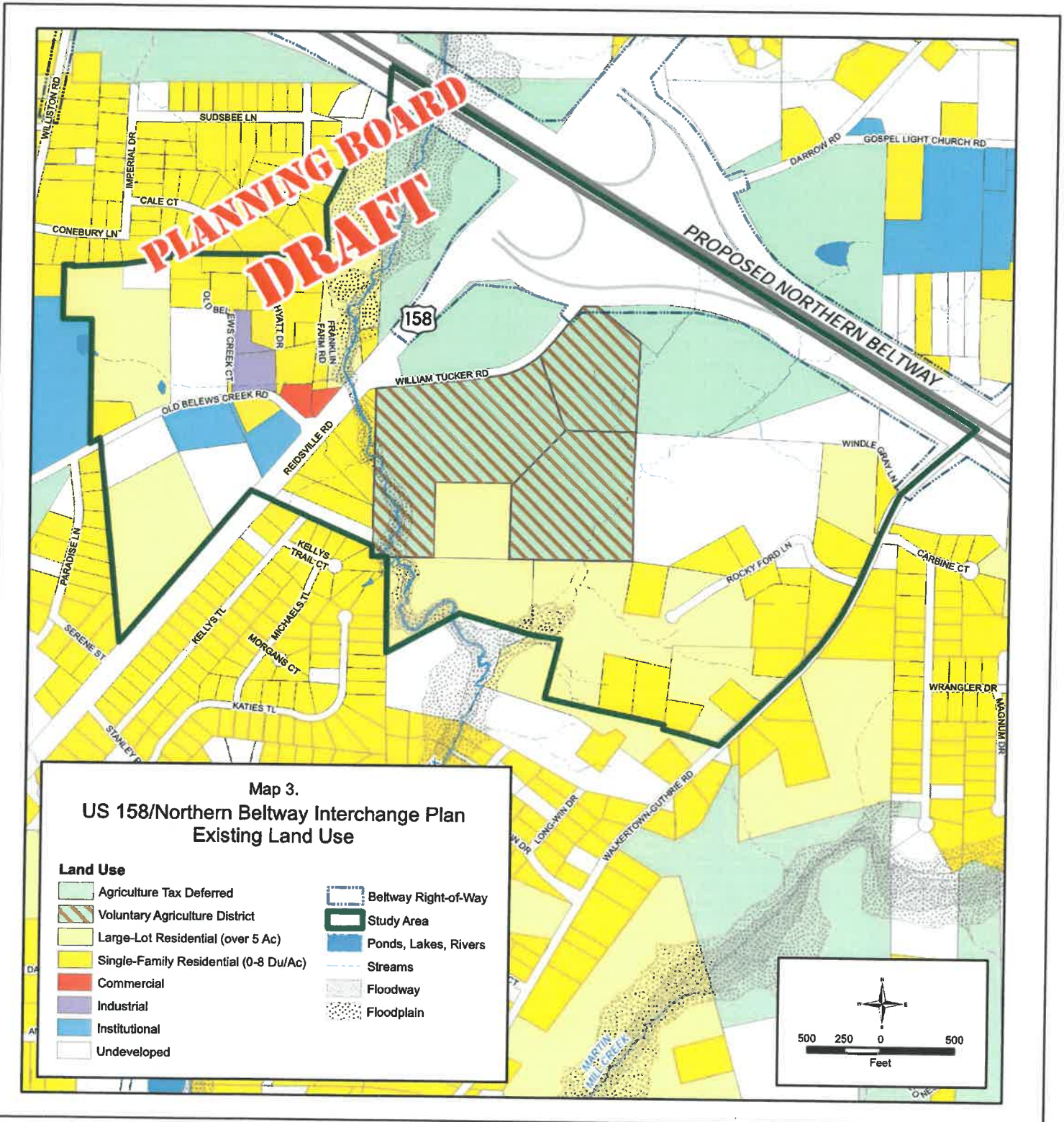
The predominant land uses in the plan area are single-family and large-lot residential uses, which occupy 131 acres (46%) of the plan area). Agricultural land encompasses 97 acres (34% of the area), and undeveloped land comprises 47 acres (17% of the plan area). The remaining commercial, industrial, and institutional uses occupy only 9 acres (3% of the plan area). Sites designated as agricultural are either enrolled in the agricultural tax-deferred or Voluntary Agricultural District programs (see Table 2 below and Map 3 on page 7).

Table 2. US 158/Northern Beltway Interchange Plan Area Existing Land Use

Existing Land Use*	Acres	Percent
Single-Family Residential (0-8 DU/Ac)	46	16%
Large-Lot Residential (over 5 Ac)	85	30%
Residential	131	46%
Agriculture Tax Deferred	48	17%
Voluntary Agriculture District	49	17%
Agriculture	97	34%
Commercial	1	0.5%
Industrial	3	1%
Institutional	5	2%
Undeveloped	47	17%
Totals	284	100%

*Road rights-of-way are not included as part of the land use totals.

Surrounding the plan area are several smaller-lot residential subdivisions with access from Reidsville Road, Williston Road, Darrow Road, or Walkertown-Guthrie Road. A public elementary school is located at the intersection of Williston Road and Old Belews Creek Road. A large church is located at the intersection of Walkertown-Guthrie Road and Gospel Light Church Road.



Map 3. US 158/Northern Beltway Interchange Plan Area Existing Land Use

ZONING

Over 99% of the interchange planning area (283 acres) is zoned for single-family residential lots a minimum of 9,000 square feet in size. A one-half acre parcel with an existing retail business at the corner of Reidsville Road and Old Belews Creek Road is zoned Neighborhood Business (NB), and a nonconforming sliver of land along Walkertown-Guthrie Road is zoned for Residential Single-Family with a 20,000 square foot minimum lot size (RS-20). All of the plan area is located in the Salem Lake watershed. Watershed protection regulations may require larger lot sizes.

PROPOSED LAND USE

The land uses proposed for the interchange plan area were determined in the *Walkertown Area Plan Update* adopted by Walkertown and Forsyth County in 2014. The vast majority of the interchange planning area is proposed for single-family residential uses, with higher-density residential and nonresidential land uses proposed around the intersections of William Tucker Road and Old Belews Creek Road with Reidsville Road (US 158).

The *Walkertown Area Plan Update* proposes 225 acres (79% of the interchange plan area) for single-family residential use, and 32 acres (11% of the plan area) for mixed-use development. The *Walkertown Area Plan Update* also proposes 7 acres (2% of the plan area) for low-density attached residential use of up to eight (8) dwelling units per acre (e.g. townhomes, senior housing); 12 acres (4% of the plan area) for commercial use; and 9 acres (3% of the area,) for industrial and institutional uses, to recognize existing auto repair, church, and fire station uses (see Table 3 below and Map 4 on page 10).

Table 3. US 158/Northern Beltway Interchange Plan Area Proposed Land Use

Proposed Land Use*	Acres	Percent
Single-Family Residential (0-8 DU/Ac)	225	79%
Low-Density Attached Residential (0-8 DU/Ac)	7	3%
Commercial	12	4%
Mixed-Use Development	32	11%
Industrial	3	1%
Institutional	5	2%
Totals	284	100%

*Road rights-of-way are not included as part of the land use totals.

OLD BELEWS CREEK ROAD ACTIVITY CENTER

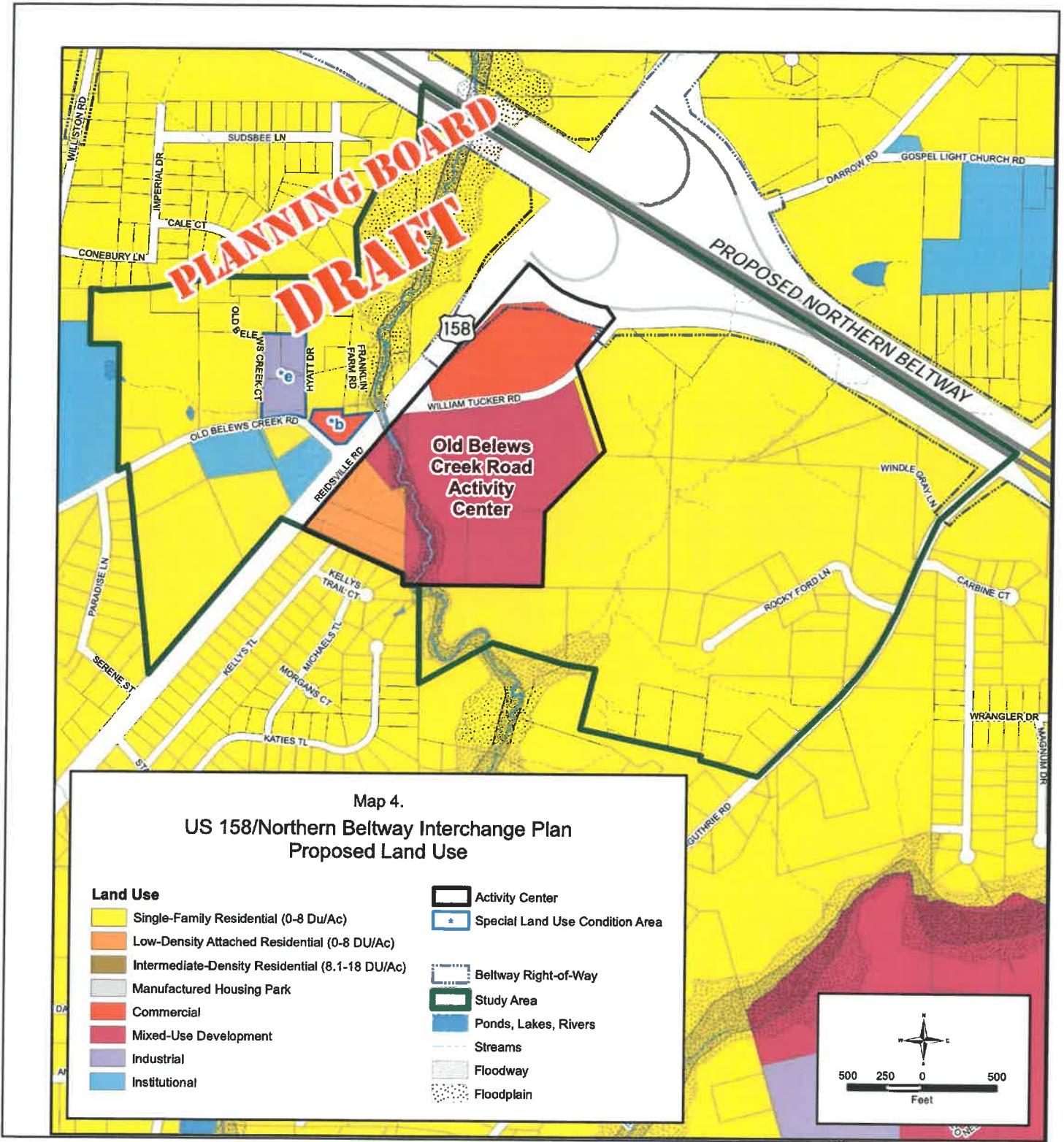
The *Legacy 2030 Comprehensive Plan* promotes activity centers as compact, pedestrian-oriented, neighborhood business areas that provide needed services within walking distance of residential areas. Activity centers may serve as neighborhood gathering places. Larger activity centers are envisioned to 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 areas where new activity centers are being proposed.

The Old Belews Creek Road Activity Center is proposed in the *Walkertown Area Plan Update* for approximately 55 acres located within the southeast quadrant of the US 158/Northern Beltway interchange. This Activity Center has the potential to be comprehensively developed with a mix of commercial, service, office, and multifamily residential uses in a pedestrian-oriented environment. Old Belews Creek Road has been divided with construction of the northern beltway. The portion that is located within this activity center has been renamed William Tucker Road.

Specific recommendations for the activity center in the *Walkertown Area Plan Update* are as follows:

- Locate commercial development east of US 158 (Reidsville Road) in the area between the proposed Northern Beltway interchange, US 158 (Reidsville Road) and William Tucker Road.
- Locate mixed-used development between US 158 (Reidsville Road), William Tucker Road, and Lowery Mill Creek.
- Locate low-density attached residential development (0-8 du/acre) south of William Tucker Road between US 158 (Reidsville Road), west of Lowery Mill Creek.
- Develop individual parcels of land located within designated, commercial, residential, and mixed-use areas comprehensively, not in a piecemeal fashion.
- Link uses to each other with pedestrian and vehicular connections. Pedestrian access should connect residential, mixed-use and commercial areas.
- Determine the feasibility of establishing a trail along the section of Lowery Mill Creek located within the activity center.
- Coordinate and align road and driveway access points on William Tucker Road and US 158 where feasible.
- Locate parking areas internally so that they may be shared by uses on-site. Design parking areas to be visually unobtrusive and pedestrian-friendly.
- Comply with the Salem Lake Watershed regulations.





Map 4. US 158/Northern Beltway Interchange Plan Area Proposed Land Use

DESIGN

Design Strategy

US 158 in this area is projected in the NC 2018-2027 State Transportation Improvement Program to be widened to a 4-lane median divided road, beginning with right-of-way acquisition in 2020 and a construction let date in 2021. The design strategy proposed in this interchange plan (see **Figure 2**) recommends selecting a key site to illustrate the potential mixed-use development of a large tract of land with a village-like suburban form.

Elements proposed in the design strategy include:

- Improving traffic circulation by providing a new street connection between Walkertown-Guthrie Road and US 158.
- Improving the general appearance of the interchange area with street trees and additional landscaping near the Northern Beltway and US 158.
- Using the Shoppes at Friendly Center in Greensboro as a model for new suburban commercial development here.
- Promoting the use of cross-access easements between parcels.
- Creating an internal multi-use path/trail for use by residents of the proposed mixed-use development that will eventually connect to the proposed Lowery Mill Creek Greenway.
- Avoiding development within the floodplain areas surrounding Lowery Mill Creek and retaining these areas as open space for new development.

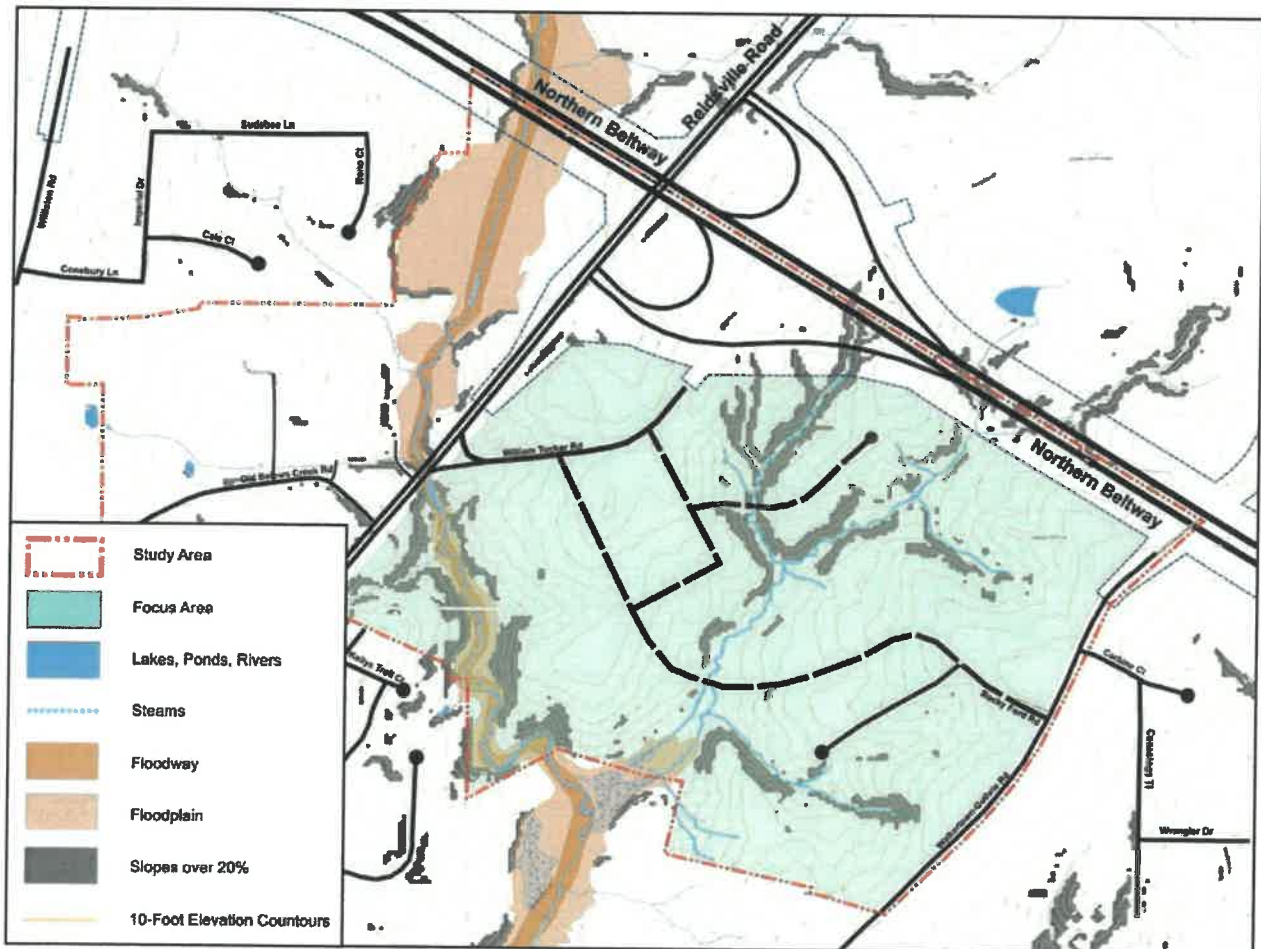


Figure 2. US 158/Northern Beltway Interchange Plan Area Design Strategy

Development Focus Area

The Old Belews Creek Road Activity Center was determined to be the development focus area for the interchange plan, representing a suburban mixed-use development. Site elements to consider when developing a design vision were reviewed by interchange plan meeting attendees and the most appropriate options for developing the activity center were selected. This information is presented on the following pages and served as the conceptual basis for the two site-specific design concepts prepared for the development focus area.



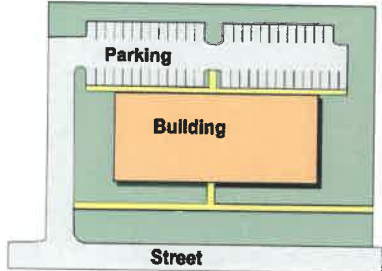
Site Plan Elements to Consider

Citizens attending the interchange plan meetings reviewed illustration boards showing the different elements that should be considered when designing a suburban mixed-use site (see **Figures 3-7** on **pages 14-18**). The boards presented a number of design alternatives that could be included in design concepts for the focus site. Citizens selected the ones they thought needed to be included in site design concepts, which are as follows:

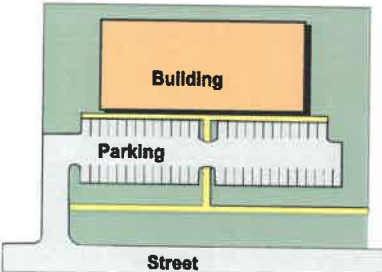
- Locate buildings away from the street edge and locate parking areas to the rear or side of buildings.
- Locate buildings or open space to frame intersections.
- Include building cutouts at corners for activity areas such as outdoor cafes or plazas.
- Include open space/plazas between buildings along internal streets and drives.
- Recess building entrances to highlight front door spaces.
- On larger parcels such as shopping centers, locate additional outparcel buildings at the street edge to improve the streetscape.
- For smaller parcels with parking to the side of the building, design parking to occupy no more than 50% of the street frontage.
- Use shared vehicular driveways to access multiple properties.
- Use cross-access easements to allow multiple properties to share a single street access.
- Include pedestrian connections between the sidewalk and the front building entrance.
- Locate sidewalks closer to the interior parking lot edge instead of US 158 for increased pedestrian comfort.



DESIGN CONCEPT



Parking located to the rear of the building



Parking located in front of the building

EXAMPLES



Walkertown Town Hall with parking located to the side and rear of the building



Gas station with parking to the side and rear of the building and a drive-thru lane between the building and the street.



Another example of parking located to rear of the buildings.



A double row of parking in front of a building.



Multiple rows of parking in front of the building increase the building's setback from the street.



Walkertown Commons, a conventional shopping center layout with parking in front of the building and outparcels facing the street.

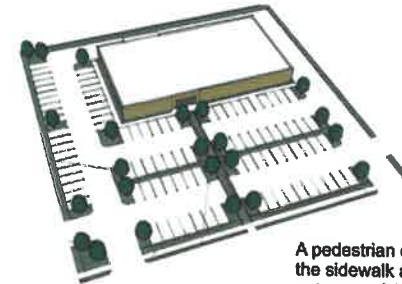
OTHER ELEMENTS TO CONSIDER IN THE DESIGN OF PARKING LOTS



Screening parking lots from public view.



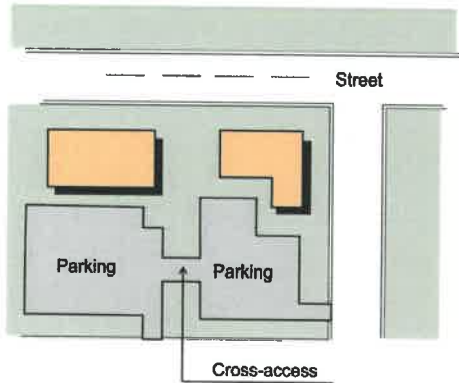
Pedestrian connections between rows of parking and the Walkertown High School.



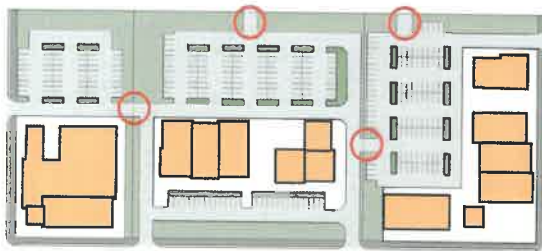
A pedestrian connection between the sidewalk and the front entrance of the building.

Figure 3. Building Setbacks, Parking Lot Design, and Sidewalks

DESIGN CONCEPT



Cross-access easements connecting adjacent properties are an effective tool to maximize a road's capacity and minimize its number of driveway cuts.



○ Parking lot cross-access

For multiple parcels, cross-access easements are effective in improving traffic flow between parcels.

EXAMPLES



These images show examples of parking lot cross-access, resulting in multiple parcels being served by a limited number of driveway cuts.

Figure 4: Cross-Access between Parcels



Example of a gas station, free standing coffee shop, and carwash located on a single parcel. Parking areas and gas pumps are located away from the main road. A sidewalk, landscaping, transparent windows, and awnings help create a pedestrian-friendly environment.



A fast food restaurant with a drive-through lane is located closer to the intersection, creating a better environment for pedestrians.



A drug store building is located close to the intersection with its parking area to the side of the building.

Figure 5: Gas Station, Fast Food Restaurant, and Drug Store Examples



A "Main Street" retail experience is created by locating buildings on both sides of the street, closer to each other. Wider sidewalks, diagonal on-street parking, and a planted median emphasize the village-type character of this development.



In a mixed-use development, an effort is made to mix residential, commercial, institutional, or entertainment uses in close proximity rather than separate these uses from each other.

Figure 6: Village Retail/Mixed Use Development Examples



Townhouse development adjacent to a conventional shopping center, connected by sidewalks.



Robinwood Senior Living apartments located next to Kerner Ridge Assisted Living facility in Kernersville.

Figure 7: Types of Residential Development

Design Vision

Old Belews Creek Road Activity Center

Old Belews Creek Road has been divided with construction of the northern beltway. As such, the Old Belews Creek Road Activity Center identified in the 2014 *Walkertown Area Plan Update* is now located on a dead-end road renamed William Tucker Road. This activity center occupies a portion of the southeast quadrant of the US 158/Northern Beltway interchange. This plan includes two different site design concepts to show how 90 acres of mostly vacant land could be developed with a suburban form including a mix of commercial and residential land uses (see **Figure 8**). The eastern 95 acres of the interchange's southeast quadrant is reserved for future single-family residential development per the *Walkertown Area Plan Update*.

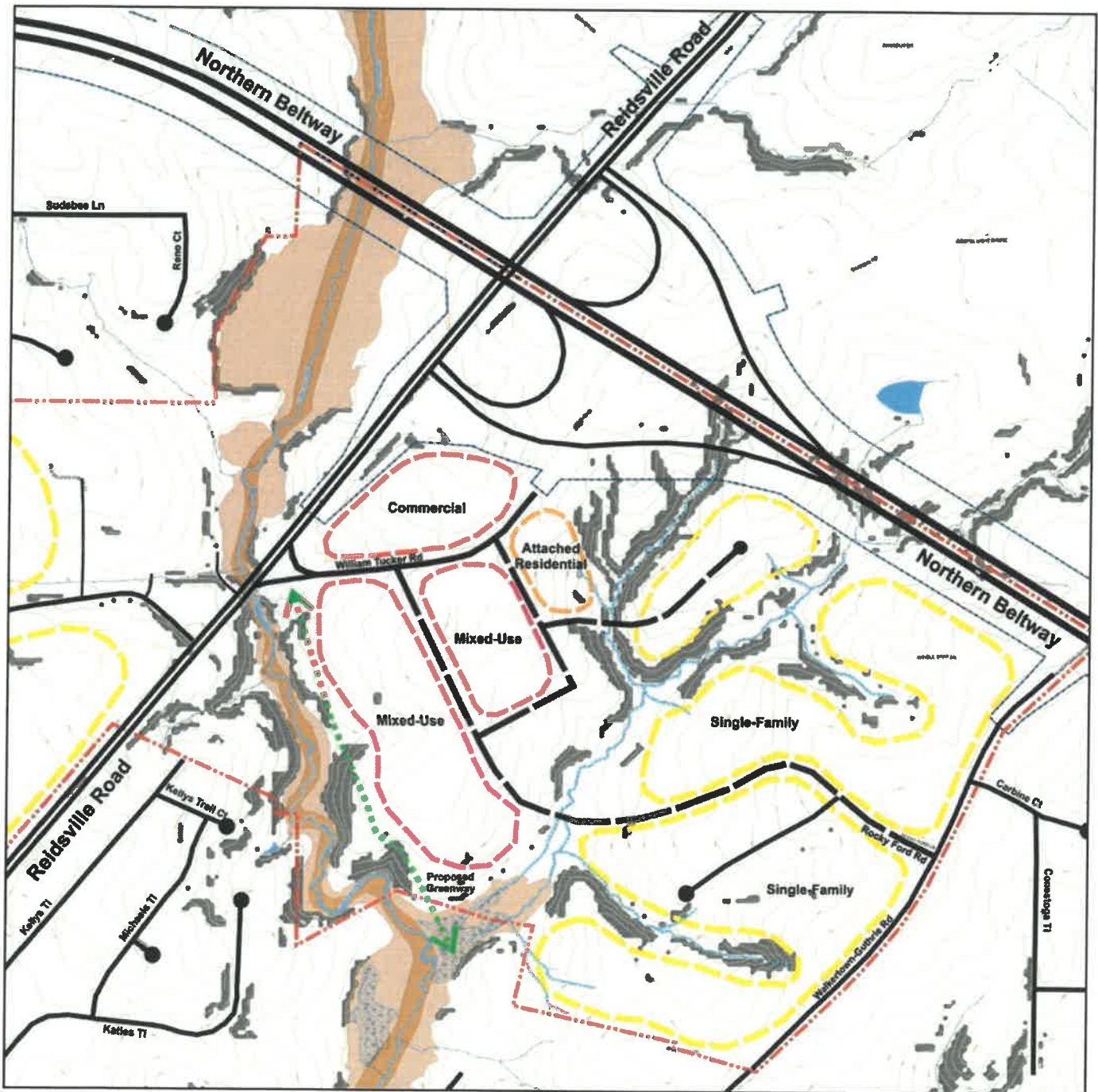


Figure 8. Old Belews Creek Road Activity Center Site Diagram

The site planning elements determined as most appropriate by meeting attendees were applied to two different site design concepts, which have the following elements in common:

- A proposed primary internal road that extends eastward from William Tucker Road, avoiding floodplains, and connecting with the existing Rocky Ford Road to provide access to Walkertown-Guthrie Road.
- A commercial area located between US 158 and William Tucker Road.
- Mixed-use development areas located on both sides of the primary internal connecting road.
- An attached residential development area located north of the mixed-use development area.
- Buildings facing most new internal roads with parking located to the side or rear.
- A limited number of driveways connecting the internal roads and parking areas.
- Cross-access easements connecting different properties within the larger site.
- Sidewalks located along all new roads, making all buildings pedestrian accessible.
- An internal multiuse path for use by users of the proposed mixed-use development that will eventually connect with the proposed Lowery Mill Creek Greenway.
- Keeping development out of the Lowery Mill Creek floodplain area and retaining this area as open space for any new development.
- Street trees along the proposed internal roads.
- Landscaping to buffer parking areas from US 158.
- Landscaping to buffer buildings near the Northern Beltway.
- Landscaping to buffer the southern border of the development area closest to the adjoining Morris Farm single-family subdivision.

Site Design Concept 1

Site Design Concept 1 is shown in **Figure 9** on **page 21**. This concept includes three individual retail buildings (shown in tan) on the west side of William Tucker Road, with parking areas to the rear of the site near US 158. Individual buildings are shown here because the 10-acre parcel at this location is probably too small for a typical shopping center building with an anchor tenant. A traditional shopping center layout is shown south of the primary internal connecting road with two outparcels closest to the road. Office buildings (shown in pink) are located in the center of the development area with parking located to the side or front of the offices. Attached multiunit residential buildings (shown in red) are located north of the central development area. A senior living complex (also shown in red) is located south of the primary internal road east of the traditional shopping center site. An internal multiuse path (shown in light green) is proposed around the perimeter of the development. The rear of the shopping center should be screened from view by residents of the adjoining Morris Farm subdivision, 500 feet away from the site.

Site Design Concept 2

Site Design Concept 2, with changes from Site Design Concept 1 indicated in yellow text, is shown in **Figure 10** on **page 22**. This site design concept is similar to Concept 1, but it substitutes a recreation/fitness center building (shown in green) in place of an office building in the central development area. Several meeting attendees expressed interest in such a facility at this location. This concept also changes the shopping center area from a traditional design to a village center layout, with buildings closer to the entrance drive and businesses separated into multiple buildings. Another change proposed in this concept is replacing the senior living element with offices and moving the senior living use to the site closest to the Northern Beltway.

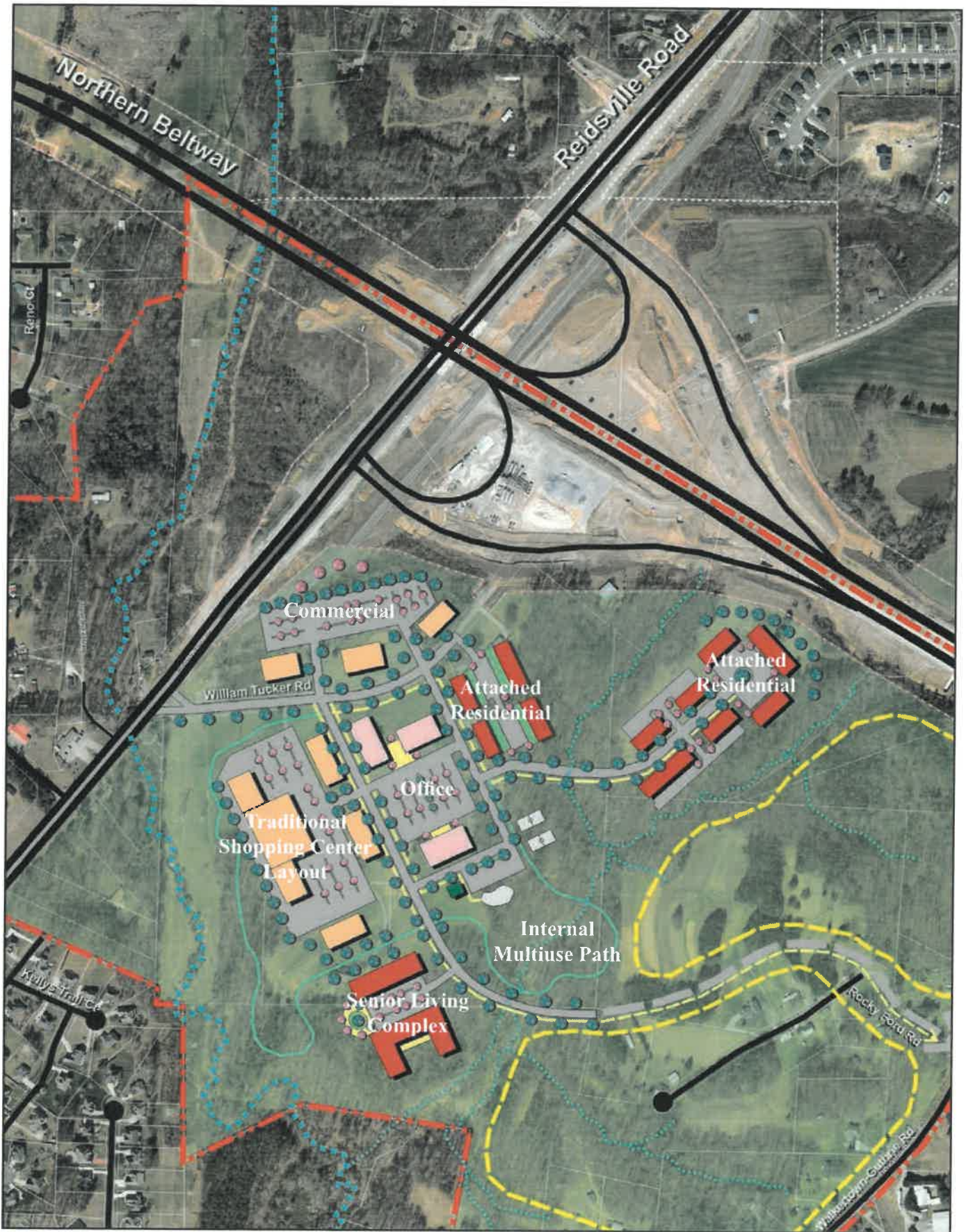


Figure 9. Old Belevs Creek Road Activity Center Site Design Concept 1

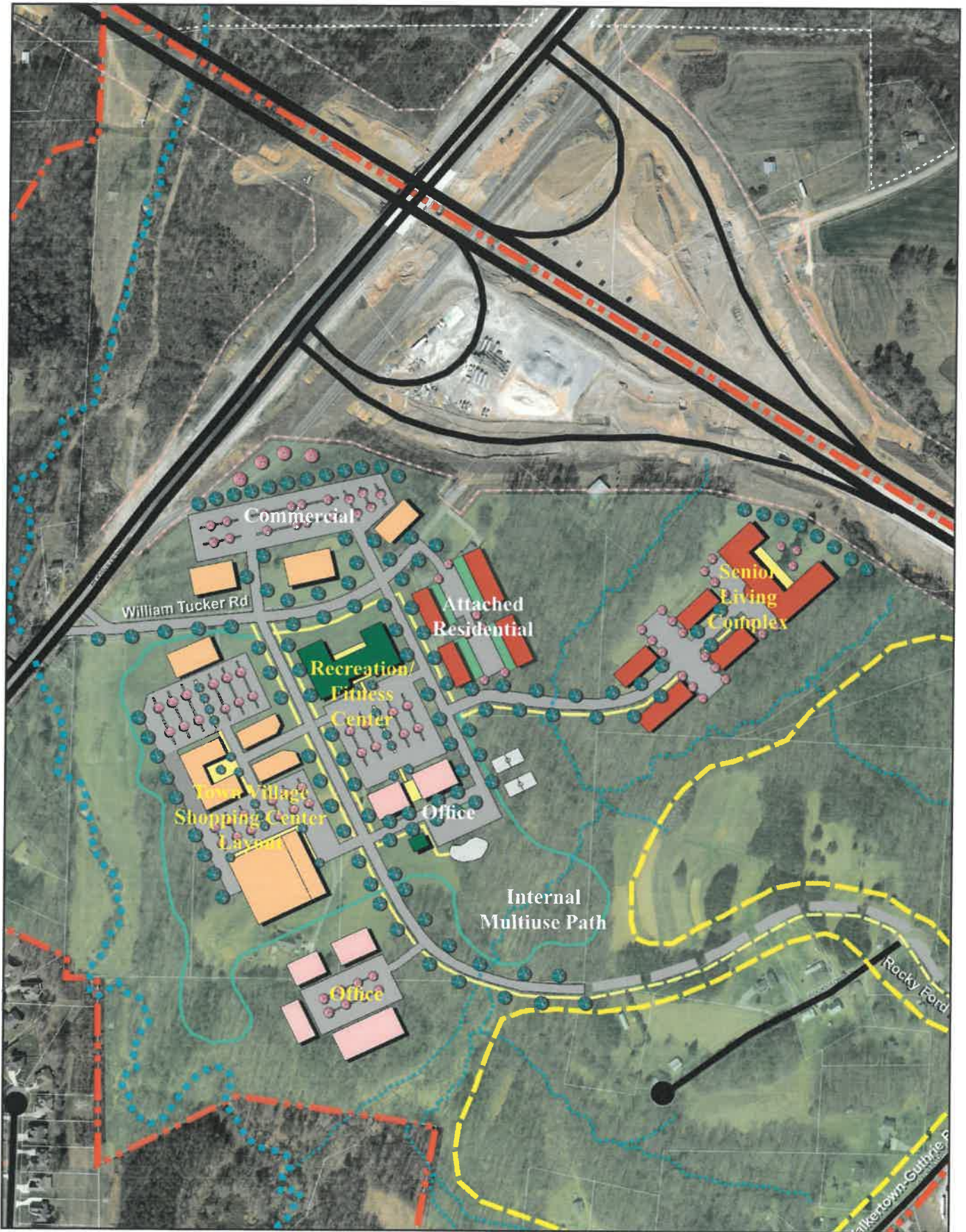


Figure 10. Old Belews Creek Road Activity Center Site Design Concept 2

SUMMARY RECOMMENDATIONS/GUIDELINES

The following information summarizes the main site plan elements used to illustrate the two different site design concepts. Additional illustrations are presented here to explain the concepts more in detail.

On-Site Open Space Placement

Small inset bays for entrances, outdoor seating, and special corner features can add variation to the streetscape and provide activity along the street.



Building cut outs should be included at corners for active areas such as outdoor cafes or plazas.

Include open space/plazas between buildings as well.

Recessed entryways can provide a clearly defined building entrance and a sheltered transition between the public space and the building.

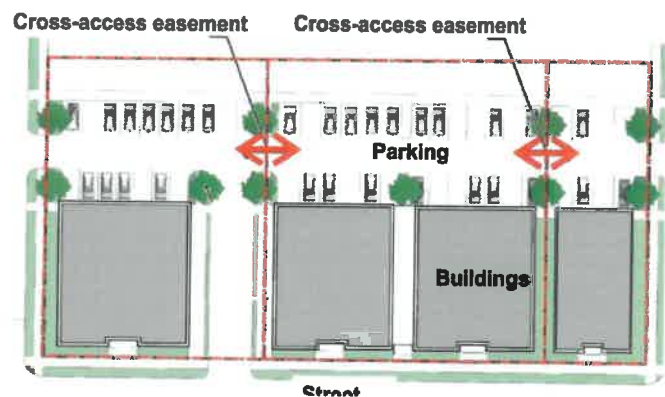


Driveway Locations

Curb cuts located too close to one another can create conflicts with pedestrians, traffic hazards, and street congestion.

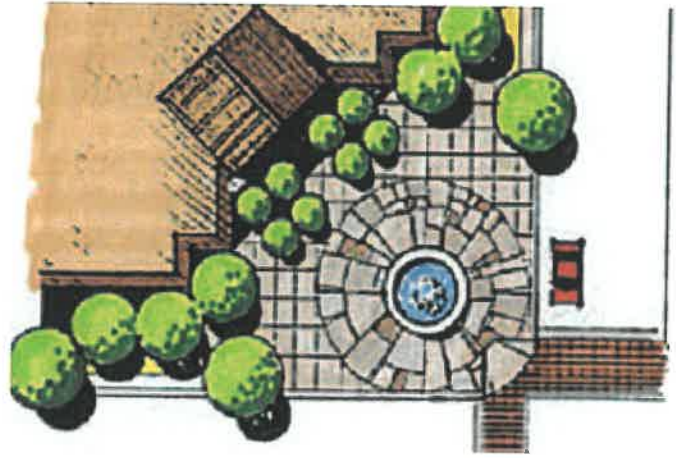


Limit the number of driveways and curb cuts by requiring coordination between adjacent parcels. Use cross-access easements to allow adjacent properties to share a single street access. Vehicles can move between properties without entering the roadway.



Parking Placement

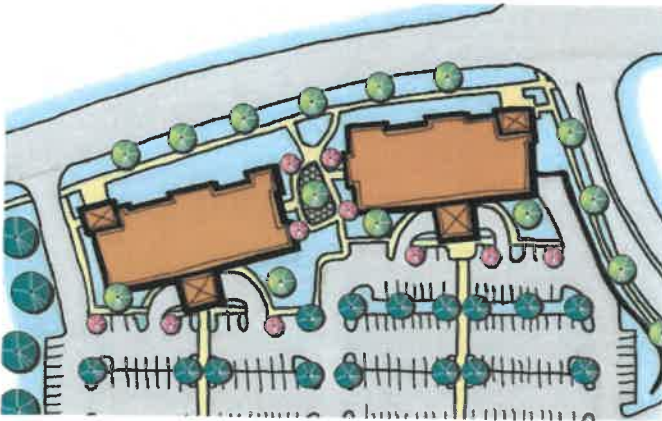
Surface parking should be located so it does not detract from the pedestrian experience. Parking that faces the street reduces the level of activity and interest for pedestrians.



Locate buildings or open space to frame intersections. Do not locate parking areas at intersections.

Pedestrian Circulation Within Parking Lots

Pedestrian circulation should be provided within larger parking areas to connect these areas to a sidewalk or other pedestrian system adjacent to the site.



Place pedestrian paths between parking aisles or in other safe locations to provide direct access to the primary destinations on the site.

Provide crosswalks between parking areas and primary building entrances.



APPENDIX A: US 158/Northern Beltway Interchange Plan

Kickoff Meeting Citizen Comments

Desired Land Uses

- Community Serving Facilities (e.g. Recreation Center, YMCA, Swimming Pool, etc.)
- YMCA/Fitness Center
- County or Town Parks and Recreation Facility
- Family Park (e.g. Kernersville Park)
- Off-leash Dog Park
- Park/Greenspace
- Skating Rink
- Sit-Down Restaurant
- Drive-Through Restaurants (e.g. Chik-Fil-A)
- Entertainment Use (e.g. Dave & Busters)
- Dunkin Donuts
- Medical Facilities (e.g. Urgent Care)
- Banks (e.g. State Employees Credit Union)
- Home Improvement Store
- Neighborhood scale shopping center and offices
- Movie Theatre
- Gas Station
- Lodging
- Grocery Stores (e.g. Whole Foods!!, Trader Joe's)
- Farmers Market
- Industry/Medical Services—Jobs
- Commercial development similar to what is across from Hobby Lobby on Hanes Mall Boulevard (The Shoppes at Little Creek)
- Commercial Uses fronting US 158 with single-family residential behind
- Live/Shop/Work
- Live/Work Units with Retail/Office below with residential above
- Trade School or Junior College with single-family residential area
- Condominiums
- Rookeries (i.e. bird nesting sites) as part of green-space areas
- Townhomes with separation from the roads with a buffer
- Cluster homes
- Senior Living Facility—duplexes/townhomes, amenities, activities
- Assisted Living/Skilled Nursing Facility
- Single-family residential uses in the southwestern corner of the planning area next to Serene Street/Paradise Lane
- No new development



Unwanted Land Uses

- Apartments
- Townhouses
- Storage facilities
- Big box stores
- Walmart community market
- Roundabouts

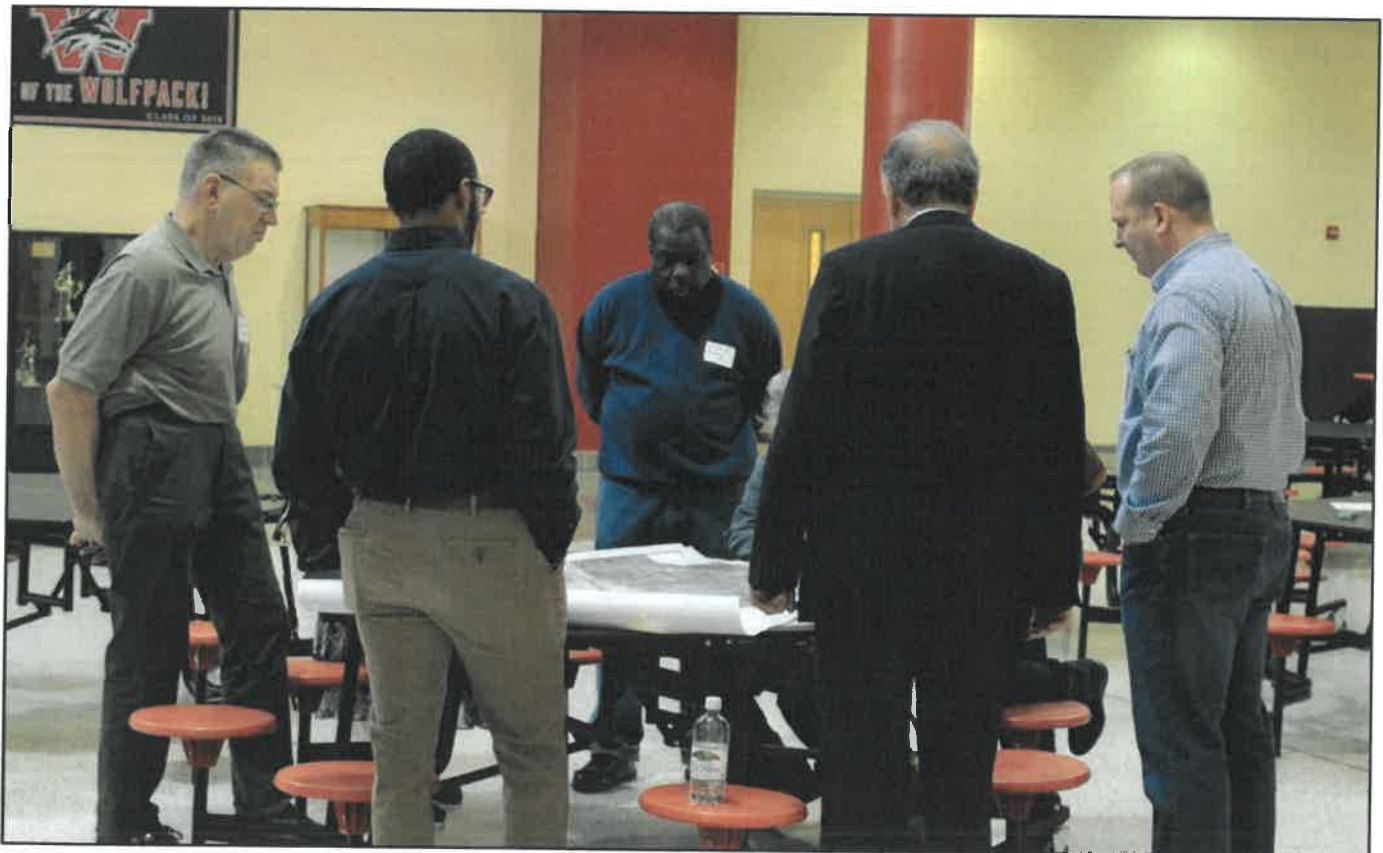
Desired Development Features

- Traditional Architecture (e.g. Lowe's Shopping Center in Kernersville)
- Look like Friendly Center in Greensboro
- Clock tower—key feature
- Buildings up front with parking behind
- Parking at the side or rear of buildings
- No parking in front of buildings
- Building Height Limitations—3 to 5 stories
- Maximum building height—2 stories
- Stage/Pavilion at development center—key feature
- Hometown/small town feel
- Don't make Walkertown look like Winston-Salem
- Smaller signage
- Controlled signage/lighting
- Shared Parking/Limited Access

- A connecting Road from US 158
- Good road connectivity
- Good access points—avoid Clemmons example
- Good buffering along the highways
- Buffer or noise wall along new beltway
- Good buffering/screening and security for adjoining neighborhoods
- If required, make storm water ponds an amenity tied to a greenway
- Public Water and Sewer available at US 311 (New Walkertown Road) and Beltway

Transportation/Transit/Pedestrian Needs

- Bus routes to/from Winston-Salem, Kernersville, and Rural Hall
- Walkability/Bike/Pedestrian
- Sidewalks/Bike Trails
- Pedestrian connections to neighborhoods
- Bike Paths with vegetation
- Parking Garage
- Renewable energy
- Median on US 158 as it is widened/developed
- There is loud truck traffic on US 158



ACKNOWLEDGEMENTS

Walkertown Town Council

Peggy Leight Finance Officer	Kenneth "Doc" Davis Mayor	Wesley Hutchins Mayor Pro Tempore	Scott Snow Town Manager
	Marilyn Martin		

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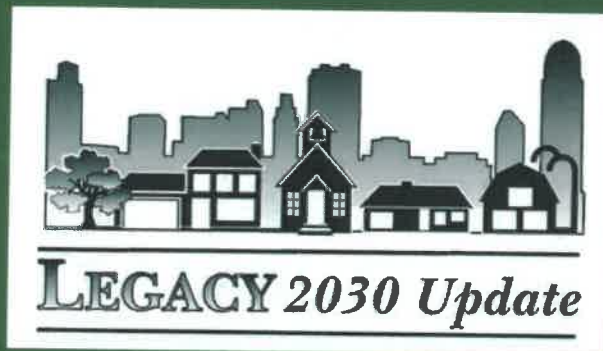
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City-County Planning Staff

	Aaron King Director of Planning	
Margaret C. Bessette, AICP Assistant Director	C. Lynn Ruscher, AICP, GISP Principal Planner	Kirk Ericson, AICP Principal Planner
*Steve Smotherman, AICP Project Planner	Marco Andrade Project Planner	Kevin Edwards, AICP Project Planner
	Angie Plummer Graphics Coordinator	

*Project Leader



US 158/Northern Beltway Interchange Plan

City-County Planning Board

Telephone: 336-727-8000

Email: planning@cityofws.org

Web site: www.cityofws.org/planning