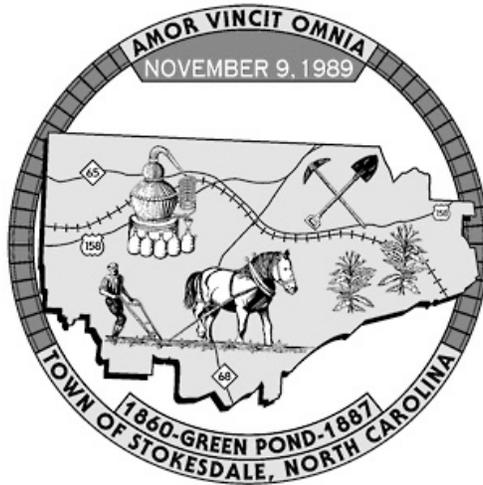


# Town of Stokesdale



## FUTURE LAND USE PLAN

Adopted by the Stokesdale Town Council  
October 18, 2007

# VISION STATEMENT

Stokesdale should be a town that is *quiet and attractive* that promotes the “*small town*” nature of the community. Effort should be made to *preserve, maintain, and enhance the rural character, natural habitat, and beauty* of the community. There should be a sense of community through both *formal and informal association*. Residential development should enhance the community through appropriate *neighborhood design, connectivity, and environmental protection* of the town’s natural resources. The *historic nature* of the town, especially its downtown, should be *preserved and maintained* through the addition of *businesses and services* that *cater to the citizens* and are in *harmony with existing development*. Effort should be made to create and enhance the sense of a *vibrant community* that is *safe and convenient* for all citizens. The town should promote alternative *modes of transportation, including pedestrian, bicycle, and equestrian* movement throughout the community.

## TABLE OF CONTENTS

VISION STATEMENT .....	ii
INTRODUCTION .....	1
<b>Location &amp; Geography</b> .....	1
<b>Town History</b> .....	3
LAND USE PLAN REQUEST .....	4
<b>Plan Study Committee</b> .....	4
<b>Plan Development Process</b> .....	5
<b>Public Participation</b> .....	5
PLAN ELEMENTS .....	6
Agricultural/Vacant.....	7
Commercial/Office .....	7
Industrial .....	7
Public/Institutional .....	7
Residential.....	8
<b>Community Facilities</b> .....	8
Schools .....	8
Public Safety .....	8
Places of Worship .....	9
Recreation .....	9
<b>Historic Structures</b> .....	9
<b>Environment</b> .....	10
Sewage Disposal .....	10
Article 1.....	10
Water System .....	10
Groundwater Contamination.....	11
Watershed.....	11
Floodplain .....	11
Critical Habitats .....	11
<b>Transportation</b> .....	12
Road Classification & Current Transportation Improvement Program Plans.....	13
Hazardous Intersections .....	13
VISION STATEMENT .....	14
LAND USE PLAN.....	15
<b>Town Core</b> .....	15

<b>Professional/Manufacturing Corridor</b> .....	16
<b>Residential Development Area</b> .....	16
<b>Open Space/Trail System</b> .....	17
<b>Transportation</b> .....	18
<b>Scenic Corridors</b> .....	18
Appendix A .....	A
<b>Stokesdale Historic Properties</b> .....	A
Appendix B .....	B
<b>Critical Habitats</b> .....	B
Appendix C .....	C
<b>Future Land Use Map</b> .....	C
Appendix D .....	D
<b>Land Use Plan Implementation Schedule</b> .....	D
<b>Land Use Plan Implementation Schedule</b> .....	E
Appendix E .....	F
<b>Traffic Calming</b> .....	F

## PREFACE

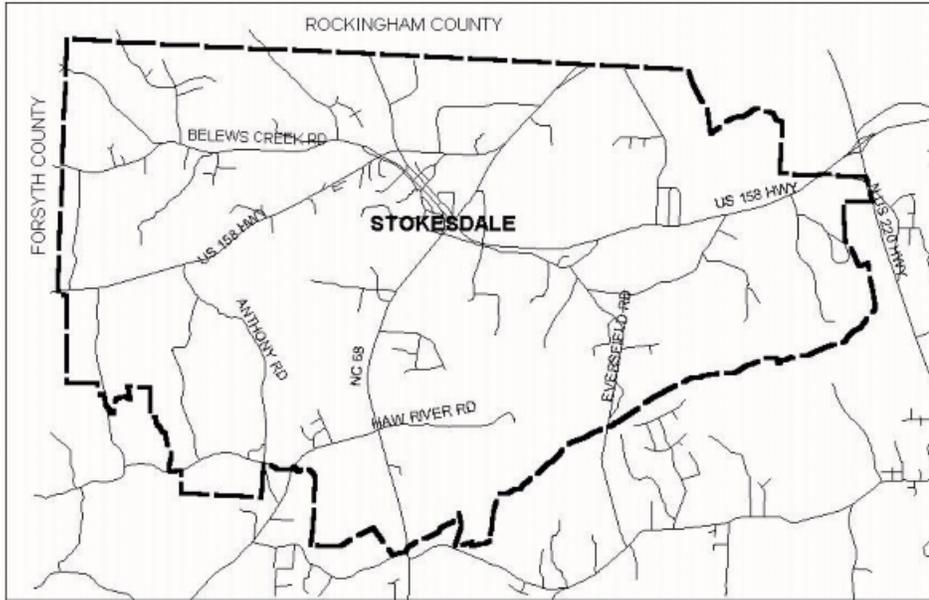
Stokesdale was incorporated in 1989. In 1998, the Stokesdale Town Council adopted the Northwest Area Plan, and began to implement and enforce a town Development Ordinance. It became evident that the town needed to adopt a land use plan that was specifically tailored to local issues and concerns. In keeping with this, the Town Council appointed the first Land Use Plan Committee to develop the Stokesdale Future Land Use Plan. The Future Land Use Plan was completed by the Committee and adopted by the Stokesdale Town Council in September, 2001. With six years of growth and development, the Town Council decided that the Land Use Plan should be reviewed and revised to reflect the changes that occurred since the original Plan was developed. Thus a second committee was formed in 2007 to produce this version of the Stokesdale Land Use Plan.

## INTRODUCTION

### **Location & Geography**

Stokesdale is located in the rolling upland of Northwest Guilford County, North Carolina. It encompasses approximately 12,000 acres (21 square miles) most of which is agricultural and low density residential in character. The majority of the developed land is located along US Highway 158, Highway 68, Haw River Road and in the town center. There are numerous small streams that have created a generally rolling topography that increases as one travels from east to west, with the most significant topography in the southwestern corner of town.

The town limits follow the Guilford County portion of the Stokesdale Fire District. This area is bounded by Rockingham County to the north, US 220 to the east, the Haw River to the south, and Forsyth County to the west. (See map below)

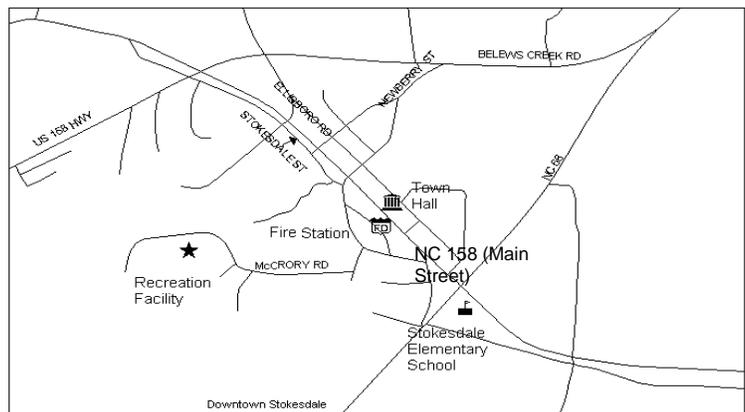


*Stokesdale Town Boundaries*

Three major highways intersect the town: US Highway 158, Highway 68, and NC Highway 65. Part of the town borders a fourth major highway, US Highway 220 (future I-73). With this network of roads, Stokesdale citizens are within a short drive of Greensboro, High Point, Winston-Salem, and Reidsville.

Historically, the center of town was the railroad depot (site of the current Stokesdale fire station), located on Main Street in the Town Core. The historic town center includes a mix of late nineteenth-century commercial and residential structures, post WW II neighborhoods, and more recently built commercial buildings at the major intersections.

United States Highway 158 is an important thoroughfare running through Stokesdale. This road carries a significant amount of traffic from US 220, on the eastern edge of town, to High Point and Winston-Salem. There is a concentration of industrial development along the eastern portion of US 158 including Culp Ticking, Lowes Home Improvement Warehouse, and Vulcan Materials Quarry. North Carolina Highway 68 is the main north-south thoroughfare through the town. A significant portion of this route has been developed with new residential neighborhoods.



The northwestern portion of Guilford County, including Stokesdale, has become a popular place to live. Population figures for Stokesdale between 1990 and 2000 reveal an increase of fifty-three percent (53%) from 2,134 to 3,267 residents. This is significant when compared to the twenty-one percent (21%) increase for all of Guilford County in the same decade. A comparison of more recent population figures from the North Carolina Office of Budget & Management, State Demographer, (October 2006) shows that Stokesdale has grown over eight percent (8.4%) since the 2000 census. Guilford County, as a whole, has experienced an increased growth rate of less than five percent (5%). Due to the popularity of Northwest Guilford County, the population of Stokesdale is expected to continue increasing at a more rapid rate than the county as a whole.

### **Town History**

Stokesdale was originally settled as the community of “Green Pond” or later “Pond” and named for a swampy pond located near the present day intersection of Ellisboro Road and NC Highway 65. In 1865, a post office opened in the local general store to serve the rural community. The Cape Fear and Yadkin Railroad was built through the community in 1886. As with many transportation projects, the opening of the train depot in Stokesdale encouraged residential settlement in the community and industrial development near the rail line. It was also at this time that the name was changed from “Pond” to Stokesdale. The name was in honor of a man named Stokes, who was either an executive of the railroad, a conductor on the train, or the surveyor who surveyed the area for the railroad, depending on who you ask.

The town first incorporated in 1907. The Town went bankrupt during the Great Depression and became inactive in the 1930’s. The State revoked its charter in 1971. The town was re-incorporated on November 9, 1989.

## LAND USE PLAN REQUEST

A land use plan is a method for the town to accommodate future growth of the community. It provides the community a “roadmap” to guide growth so that it occurs in a rational, predictable manner, to best suit the needs of current and future citizens. The plan consists of the following elements: existing land use, environmental constraints, transportation systems, historic preservation, public utilities, community facilities, open space and recreation, and future land use. Specific goals were created from these elements that have been “voiced” in the Vision Statement.

Stokesdale is poised for growth in the 21<sup>st</sup> Century. Once an isolated farming community, it is now located at the intersection of several major highways that provide easy access to the growing cities of the Piedmont Triad. The town has installed Phase I of a public water supply system. This, along with its scenic beauty, good schools, and high quality of life, will promote continued residential and commercial growth in the community.

With this understanding, the Stokesdale Town Council, on February 15, 2007, appointed a Land Use Plan Review Committee to review and revise the current plan which was adopted September 20, 2001.

### **Plan Study Committee**

The Stokesdale Town Council adopted the Guilford County Northwest Area Plan in April 1998 as a land use-planning tool. The Northwest Area Plan covered the entire northwest area of the county, including the areas now incorporated as the Towns of Stokesdale, Summerfield, and Oak Ridge, along with the Colfax community. Town Council requested a more specific plan be developed to aid in land use decisions for their town, one tailored to the specific interests, opportunities, and constraints of their community.

In February 1999, the Stokesdale Town Council reviewed the applications of citizens that had expressed a desire to serve on the Land Use Planning Committee and subsequently appointed eleven applicants to serve on the first land use committee. When it was determined that an updated revision of the Land Use was necessary, Council appointed the following citizens to serve on the Land Use Plan Review Committee on February 15, 2007:

**Mr. John Flynt**  
**Mrs. Mickie Holbrook**  
**Mr. Tony Hommel**  
**Mrs. Carolyn Joyner**  
**Dr. Scott Lawrence**  
**Mr. Richard Millard**  
**Dr. Robert Wurz**

With the exception of Ms. Joyner, all were members of the original Land Use Plan Committee. The current group includes two Council members, two Planning Board members, along with three other members of the community.

Guilford County Planning & Development staff provided technical assistance in revising the Land Use Plan. Trevor Nuttal, Guilford County Planner, and Les Eger, AICP, Senior Planner, served as advisory staff. Curtis Short, GIS Mapping Technician, provided support in developing the various maps and statistics used in the development of the plan.

### **Plan Development Process**

The committee reviewed and revised each part of the plan over a series of meetings. The committee revised the plan considering recent trends and events that have transpired in the development of Stokesdale with the intent of maintaining the Town Vision. After the completion of the process the revised plan was presented to the Town Council for consideration.

### **Public Participation**

A draft of the revision of the Future Land Use Plan was presented to the Stokesdale Planning Board on August 2, 2007. Comments were made by the Planning Board and some changes were suggested. The Board voted 5 to 0 to recommend the adoption of the Revised Future Land Use Plan to Town Council.

The Stokesdale Town Council and the Planning Board held a joint Public Hearing on the Plan on August 18, 2007. A number of citizens voiced their concerns at the meeting and written comments were also submitted. Town Council made revisions to the proposed Future Land Use Plan and adopted the Plan as revised on October 18, 2007.

## PLAN ELEMENTS

Land Use Plans are comprised of a number of specific elements, or sections, that provide the basic building blocks for a future land use plan. These elements include existing land use, community facilities, historic structures, environment, and transportation.

### Existing Land Use

Stokesdale is a predominantly rural community. There is a historic central downtown, recently built low-density residential neighborhoods scattered throughout, and industrial areas located mostly in the eastern area of town. The following tables provide a detailed breakdown of the different existing land uses and comparable zoning district classifications, by number of acres and percentage of total area:

<i>Land Use</i>	<i>Area (Acres)</i>	<i>Percent</i>
Agricultural/Vacant	9,609	76.72%
Commercial	39.5	0.32%
Office	11.7	0.09%
Industrial	335	2.67%
Public/ Institutional	329.6	2.63%
Residential	1,510.6	12.06%
Multi-Family	38.3	0.31%
*Other	650.5	5.19%
<b>Total</b>	<b>12,524.2</b>	<b>100.00%</b>
*Note: LCID Landfills, and the buffer area around LNG Facility		

Data compiled by Staff March 2000

<i>Zoning District</i>	<i>2000</i>		<i>2000 2007</i>		<i>2007</i>	
	<i>Area(Acres)</i>	<i>Percent</i>	<i>Area (Acres)</i>	<i>Percent</i>	<i>Area (Acres)</i>	<i>Percent</i>
Agricultural	9,583.81	76.52%	8,593.83	68.80%		
Commercial	77.43	0.62%	113.53	.91%		
*Office	58.9	0.47%	73.02	.58%		
Industrial	370.87	2.96%	365.31	2.92%		
Public/ Institutional	15.0	0.12%	15.52	.12%		
Residential	2416.33	19.29%	3,274.44	26.21%		
Residential/Mixed Use			55.64	.005%		
<b>Total</b>	<b>12,524.2</b>	<b>100.00%</b>	<b>12491.29</b>	<b>100.00%</b>		
*Note: This includes the Retirement Community						

Data provided by Guilford County Planning & Development GIS Section March 2007

## **Agricultural/Vacant**

The predominant land use within Stokesdale is in the agriculture/vacant category. This is clear by reviewing both the existing land use and current zoning designations. Over 75% of the land is classified as agricultural/vacant or zoned agricultural. The Pine Needles Liquid Natural Gas facility, which is located in south central Stokesdale, has a significant buffer area, which must remain undeveloped to protect the community in case of a catastrophic emergency. The buffer area makes up approximately 4% of the land area of the town and must remain in permanent open space.

## **Commercial/Office**

The majority of land being used for commercial development is located in and around the Town Core area. This includes the intersections of US 158 and NC 68, US 158 and NC 65, and along Main Street (US 158). There has been an increase in commercial development along US 158 east of Downtown Stokesdale, interspersed among industrial developments. There has been an increase in slightly over 36 acres of property that has been changed to the commercial zoning district since 2000. Less than 1% of the total land area is being used for commercial development. Commercial development has seen a surge in growth in the last five years.

## **Industrial**

Stokesdale has approximately 3% of its land area being used or zoned for industrial development. These areas are located along US 158 in the eastern portion of town with large companies such as Culp Ticking, Vulcan Materials Quarry, APAC Carolina and RMC Carolina. It should be noted that there is a significant amount of land zoned for industrial use in the town, and ample opportunities for industrial development to remain in existing industrial areas. The Stokesdale Business Center (Formerly Four Seasons Apparel ), which is located in the Town Core along Ellisboro Street, is zoned for industrial use, has been converted into a business office complex with various occupants. Lowes Home Improvement Warehouse occupies the former Burlington Industries Building on US Hwy 158. A new business park has been established on B&G Court next to Culp Ticking and businesses such as Terminix, Mini-Storage Warehouses, and other warehouse facilities are locating there.

## **Public/Institutional**

This designation includes public buildings, places of worship, recreation areas, both public and private. Approximately 2.5% of the town falls within this designation. The largest areas are the community parks located on McCrory Road and the Dawn Acres Golf Course located along NC 68. Institutional uses, i.e. churches, the fire station, and post office, often serve dual purposes by offering various forms of recreation and community focus beyond their primary function. Oak Springs Baptist Church has purchased approximately 50 acres which was rezoned as a PDM district with a variety of uses being planned for the parcel including a church facility, recreational areas, retirement center, a library and educational buildings. The Town of Stokesdale has

purchased 25 acres of land and plans to develop a town hall complex and a park area with recreational areas with playgrounds, soccer fields, and a walking track.

## **Residential**

Residential development makes up approximately 12% of the land area. The majority of this is low-density, single-family residents. One exception is the Countryside Village Retirement Community located on US 158. The majority of the residentially used and zoned property is located along the NC 68 corridor, in the Town Core Area, and along Athens Road and Southard Road. Major residential subdivisions have been added along Haw River Road, Ellison Road, Angel Pardue Road, and Belews Creek Road.

Except in the town core, homes are on large lots that cover an acre or more. This is because there is no public sewer service available and significant area must be available for septic drain fields on each lot.

## **Community Facilities**

### **Schools**

Children in Stokesdale attend a number of public and private schools in the Northwest part of the county. Stokesdale Elementary located in the southeast corner of the US 158 and NC 68 intersection is the only public school located within the corporate limits of Stokesdale. Students attend Northwest Middle and Northwest High School for their secondary education, located in unincorporated Guilford County.

There are no private schools located within Stokesdale; however, there are a number of private schools located in the Northwest and in Greensboro that children in Stokesdale attend. It is unknown how many children attend these schools.

There are also a number of small day care centers that provide services for working families with young children.

### **Public Safety**

The Stokesdale Fire Department is a volunteer company of 30+ volunteers operating out of a new fire station located in downtown Stokesdale across from Town Hall. This station serves not only incorporated Stokesdale, but also the Stokesdale Fire District, which includes areas in, and Rockingham Counties.

Guilford County Sheriff's Department provides police protection to the town through an intergovernmental agreement. This includes a full-time deputy assigned to Stokesdale. Within the past year, the town has purchased a radar gun to facilitate traffic enforcement.

Stokesdale and the American Red Cross have established a plan for an emergency shelter for the community. The location is at the Stokesdale United Methodist in the Town Core. When needed, local Red Cross volunteers operate the emergency shelter.

### **Places of Worship**

Area churches include denominations of Baptist, United Methodist, and Disciples of Christ as well as other denominations and faiths both within Stokesdale and beyond the borders of the town that serve the needs of the community through a variety of services and clubs.

### **Recreation**

One Community Park, two walking tracks, and the school grounds that are used for recreation serve the town. The Community Park is located on 20 acres of land on McCrory Road in the West Fall Development. A paved walking track is available at the Stokesdale Elementary School; the other is located on the Vulcan Materials, Inc. property. Dawn Acres Golf Course is a private facility located at the intersection of NC 68 and Haw River Road.

While not located within Stokesdale, Belews Lake is located just west of town. Owned by Duke Power, Inc., this site is very popular during the summer for many forms of recreation, including boating, fishing, and swimming. Many visitors to Belews Lake travel through Stokesdale on their way to and from the lake.

### **Historic Structures**

Originally founded as a small farming community, there are old farmhouses, tobacco barns, and other farm structures that still exist throughout the rural areas of the town although their numbers are rapidly declining over time. In 1994, the Historic Architecture Inventory for Guilford County was completed. A full listing of historic structures in Stokesdale is provided in Appendix A. Stokesdale is fortunate to have numerous examples of late nineteenth century and early twentieth century commercial and residential structures. These structures provide a visual connection between the past and present. The Plan recognizes the importance of these structures and encourages property owners to protect these historic buildings through preservation and rehabilitation.

The business development of Stokesdale creates a small, well-defined commercial core along Main Street (US 158). These structures provide a classic example of small town commercial architecture. The majority of the buildings are built of red brick with little ornamentation, yet with the classic design of 19<sup>th</sup> Century commercial buildings. While some of the buildings are in various states of disrepair, redevelopment projects are underway.

Downtown also has a significant number of historic residential structures, mainly located along Stokesdale Street, Main Street, and Ellisboro Road. Structures range from Queen Anne Victorian “gingerbread” houses to the more restrained locally adapted arts and

crafts bungalows. A number of these structures are under renovation by owners interested in preservation. Both the commercial and residential structures provide a link to the past, one in which businesses and residences were in close proximity to one another and where businesses provided services and employment to the community.

## **Environment**

### **Sewage Disposal**

Stokesdale does not have a public sewerage treatment system. For this reason, development is limited by the need for individual on-site sewer disposal systems (septic systems). The current ordinance requires all lots not served by public water and sewer to be at least 30,000 square feet. This requirement makes three-quarter to one-acre lot sizes to be the norm in Stokesdale. Some new residential developments have used community well systems, but none have used community septic systems. Guilford County Health Department can approve the small disposal systems; the State Department of Environment & Natural Resources must approve the larger ones.

Due to the limitations of septic systems, soil types are important when determining suitable locations for development. The USDA Soil Conservation Service developed a countywide soils map in 1977. This study provided staff the information necessary to classify the general soil types by the ability to percolate for septic fields. There are no soils in Stokesdale that are classified as “good” for septic fields. A significant portion of the town does have “moderate” soils. There are also a number of areas that are considered “severe” for septic systems. These include areas along the floodplains and creeks of the town and areas of high clay content. Many of these soils are located in the southwest corner of the town.

Article 1.

### **Water System**

Currently, all residents and commercial developments have private or community well systems or use the municipal water system that was completed in July, 2003 after Stokesdale received a three million-dollar grant from North Carolina Department of Environmental Health and Natural Resources (NCDENR). Winston-Salem is providing a maximum of 300,000 gallons of water per day through an inter-basin transfer allowance agreement. Approximately 250 households and businesses are currently being served with public water. The waterlines follow US Hwy 158 from the Forsyth County line through downtown Stokesdale to Patricia Drive on the eastern side of the Town. The system also extends to the north and south on NC 68 from the US 158 intersection with numerous waterlines reaching homes and businesses that are located on roads along the route.

## **Groundwater Contamination**

An Stokesdale Environmental Constraints survey indicated that there are eight contaminated well sites along the old railroad bed and US 158. Leaking underground gasoline storage tanks and (Ethyldibromide) EDB caused the contamination. In all cases, the County and State Environmental Health Departments have investigated and worked with the owners on remediation efforts. The drilling of new wells within 1,500 feet of contamination sites requires County Health Department approval. Due to this contamination, Stokesdale sought and received the grant to develop a public water system.

## **Watershed**

Stokesdale does not have its own watershed requiring protection for a public water system. A portion of Stokesdale, however, drains into two public water systems, the Dan River and Troublesome Creek watersheds. Almost 30% of the land area of Stokesdale (3,600 acres) is located within these two watersheds. The Environmental Constraints Map in the original land use plan shows the location of the watersheds along the northern border of the town. The Development Ordinance regulations (National Storm Discharge Elimination System and the Water Supply Watershed) require either a low density option of 2 dwelling units per one acre or less with 0 -- 24% built-upon area or a high density option of 2 dwelling uniter per one acre with a 24.01 – 50% built-upon area.

## **Floodplain**

Three perennial streams in the town have mapped 100-year floodplains. A floodplain is the channel and the relatively flat area adjoining the channel of a stream or river that periodically floods. The three mapped floodplains are found on King's Creek (western area of town), Troublesome Creek (northeastern area & Reidsville Watershed), and the Haw River (southeastern border of town). These floodplains make up approximately 5% of the total land area of the town. Construction within the floodplain can obstruct stream flows during flooding and increase flood damage. Preserving the floodplains and limiting activities to those with the least negative impacts, such as recreation, parking, and garden areas, can reduce potential flood plain damage. For this reason, the Stokesdale Development Ordinance requires the dedication of floodplain, as public open space, as development occurs. For many years, Guilford County and Stokesdale's intent has been to link these dedicated areas to create a system of greenways.

## **Critical Habitats**

A joint report of Guilford County and the North Carolina Natural Heritage Foundation has identified three critical habitat areas of general importance to the community. The largest is the King's Creek Slopes located along King's Creek near Belews Lake. This is a mixed hardwood forest with American Shinleaf, Showy Orchids, and the regionally rare Waterleaf. The other sites, Pearman's Quarry Woods and Anthony Road Holler are both located in western Stokesdale. These two sites include Dry-Mesic and Mesic mixed hardwood forests and American Shinleaf. (See Appendix B)

## **Transportation**

Existing and future land uses within Stokesdale have been, and will continue to be, impacted by its road network. By following the town's thoroughfare plan, adopted in 1998, and carefully guiding connections as development occurs, the road network will be able to accommodate the level of service required for existing and future travel needs within and across its jurisdiction.

## Road Classification & Current Transportation Improvement Program Plans

Stokesdale Transportation Network consists of four street classifications:

- 1) Freeway: **Proposed US 220/ NC 68 Connector (I-73)**. Adjacent to the town's eastern boundary, this facility will function to serve regional needs by connecting the Piedmont Triad with Southern Virginia. This facility will have significant land use impacts along existing US 220 at its intersection with US 158.

Freeways are usually limited access, divided highways. Their over-all function is to move traffic on a regional basis.

- 2) Thoroughfares: **US 158, NC 68, NC 65, and Haw River Road**.

**Proposed US 158 bypass.** This proposed project would provide safer, more efficient east-west travel around downtown Stokesdale. The project is proposed to begin east of downtown Stokesdale and connect with the existing US 158 west of downtown. The project is not yet scheduled for construction with the State Transportation Improvement Program (TIP). The bypass route is currently under study by NC Department of Transportation.

Thoroughfares connect freeways to collector streets and provide for movement of high volumes of traffic by limiting access to adjoining properties.

- 3) Collector Streets: **Eversfield Road, Anthony Road**.

Collectors carry traffic from local roads and provide access to thoroughfares.

- 4) Local Streets: These streets carry all local traffic to collector routes. This includes roads not classified on one of the higher systems. They are usually shorter segments found in residential subdivisions as cul-de-sacs, loop streets, and streets serving less than one hundred dwelling units.

### Hazardous Intersections

Stokesdale currently has two recognizable hazardous intersections that were identified in the Future Land Use Plan. The first was located at Ellisboro Road and NC 65; the second was at the intersection of NC 65 and NC 68. NCDOT has installed stoplights at both locations in an effort to improve traffic safety at these locations.

## VISION STATEMENT

Stokesdale should be a town that is *quiet and attractive* that promotes the “*small town*” nature of the community. Effort should be made to *preserve, maintain, and enhance the rural character, natural habitat, and beauty* of the community. There should be a sense of community through both *formal and informal association*. Residential development should enhance the community through appropriate *neighborhood design, connectivity, and environmental protection* of the town’s natural resources. The *historic nature* of the town, especially its downtown, should be *preserved and maintained* through the addition of *businesses and services* that *cater to the citizens* and are in *harmony with existing development*. Effort should be made to create and enhance the sense of a *vibrant community* that is *safe and convenient* for all citizens. The town should promote *alternative modes of transportation, including pedestrian, bicycle, and equestrian* movement throughout the community.

## LAND USE PLAN

Stokesdale will achieve this vision through the recognition and enhancement of existing land uses along with the implementation of the recommended future land use pattern. These areas are recognized as the Town Core, Professional/Manufacturing Corridor, and Residential Area. Additionally, the implementation of Scenic Corridors and proposed Open Space/Trail Network, and Transportation System improvements will further advance this vision (see Appendix C Stokesdale Future Land Use Map). A Future Land Use Plan Implementation Schedule identifies objectives and a timeframe for accomplishing them is included (Appendix D). In developing the plan, the following considerations were made:

- Provide enough viable space for future growth of businesses and services.
- Minimize sprawl of commercial development and ensure new commercial development maintains the Land Use Plan Vision.
- Minimize the visual impact of large residential developments.
- It is the goal of the Town of Stokesdale to promote the rural character of the Town including along the NC 68 corridor and US Hwy 158. However, this goal will not in any way prohibit commercial/retail development in these areas by landowners who wish to seek same pursuant to applicable state laws and city ordinances.

### Town Core

**Town Vision:** Stokesdale should be a town...that promotes the “*small town*” nature...Sense of community through both *formal* and *informal* association...Historic nature of the town, especially its downtown...*Preserved* and *maintained*...addition of *businesses* and *services* that *cater to the citizens* and are in *harmony with existing development*...*Safe* and *convenient*...

The Town Core is defined as the area bordered by Highways NC 68, NC 65 and NC 158; area within the Scenic Corridor south of NC 158 between NC 68 and NC 65; certain additional areas bordering NC 65 and NC 158 as shown on the land use map.

The Plan recognizes the Town Core as a center of commerce and social activity that will continue to serve the demands of Stokesdale’s growing population while maintaining its historical small town appeal. The Plan accommodates this through a mixture of commercial, business, institutional, and residential uses accompanied by public open spaces. It is important to have space for businesses within Stokesdale and also to limit the sprawl of such businesses. To encourage this, the Plan recognizes and recommends the following within the Town Core:

- Development of retail businesses and professional office space.
- Provide innovative housing types, such as second floor apartments;
- Reduce and/or share parking to the side or rear of structures;
- Match setbacks for new structures to prevailing setbacks;

- Promote walkability through the construction of sidewalks connecting residential, commercial, and public open space areas;
- Improve aesthetics through the use of monument or awning signs, flower box plantings, parking buffers, and street tree plantings;
- Calm traffic through street tree plantings, crosswalks, and speed limit reductions; (Appendix E)
- Provide public open space areas through the development of a linear Town Park and a trail for equestrian, pedestrian, and bicycle uses connecting into surrounding neighborhoods and trails;
- Pass ordinances enabling the condemnation and removal of unsafe and nuisance structures.
- Encourage the preservation and restoration of historic structures and investigate the feasibility of establishing a Historic District.
- Development of the Town Hall and community park at the site near the Stokesdale Elementary School.
- Planned Unit Development – Residential: Revise the ordinances to discourage single family detached homes and review the requirements for attached housing to make sure they fit the Vision.
- Amend watershed regulations as advised by County to allow more built upon area (BUA) in town core.

## **Professional/Manufacturing Corridor**

**Town Vision:** Effort should be made to create and enhance the sense of a *vibrant community* that is *safe* and *convenient* for all citizens.

The Professional/Manufacturing corridor is planned to provide an area for the growth of office space and light manufacturing services that is consistent with current uses. This corridor would start at the eastern edge of the Town Core on US Hwy 158, follow US Hwy 158 east and terminate at the intersection of US Hwy 158 and US 220. The northern and southern borders of the Professional/Manufacturing corridor are identical to the borders of the scenic corridor. Currently this portion of US Hwy 158 contains industrial, highway business, office, residential and agricultural areas. No new industrial areas are proposed due to the number of areas currently zoned but undeveloped.

The Plan recommends that the Town extend its eastern city limits to the intersection of US Hwy 158 and US 220. This expansion will allow consistent development within this area.

## **Residential Development Area**

**Town Vision:** Effort should be made to *preserve, maintain, and enhance* the *rural character, natural habitat, and beauty*...With a sense

of community through both *formal* and *informal* association... Residential development should enhance the community through appropriate *neighborhood design, connectivity, and environmental protection*...Sense of a *vibrant community*...*Safe and convenient* for all citizens...

Within the Residential area, the Plan recommends preserving Stokesdale's rural setting by establishing a uniform residential density. To achieve this, the following standards are recommended:

- Minimum lot size of forty thousand square feet.
- Increase natural buffers along perimeter roads and entrances into major developments. Increase buffers and protection along creeks and waterways.
- Plan for interconnected residential development through street and trail links
- Eliminate the use of Planned Unit Development – Residential (PDR) outside the Town Core.

### **Open Space/Trail System**

**Town Vision:** Effort should be made to *preserve, maintain, and enhance* the rural character, natural habitat, and beauty...Sense of community through *formal* and *informal* association...Sense of a *vibrant community*...*Safe and convenient* for all citizens...Promote *alternative modes of transportation, including pedestrian, bicycle, and equestrian* movement throughout the community.

With growth, Stokesdale will lose some of its rural character and open space areas. The Plan recommends providing additional recreational opportunities in the form of community parks and trails, to supplement existing resources. As shown on the Future Land Use Map, a linear park is proposed along Stokesdale Street This park will serve to improve main street aesthetics and provide a connection within the proposed town trail system. Throughout the Town Core, efforts should be made to provide connections to this park.

The Community Park and Town Hall is adjacent to Stokesdale Elementary School. This Community Park will serve both the town and the school by providing areas for active and passive recreation. As shown on the future land use map, proposed trail systems are recommended to connect with this park. The Plan recommends that the town develop this park with all possible speed.

The Town should actively plan and prepare funding for further park purchases in cooperation with the State, County or non-profit entities.

In order to interconnect the town, encouragement of pedestrian/bicycle activity and allow for safe equestrian-movement, trails are recommended throughout the town. For the most part, these trails will follow floodplain areas or abandoned railway alignments. In order to achieve north-south connections, the Plan proposes two trails outside these areas. Development of this system will be through either voluntary or required dedication during the development of new residential or commercial properties. Finally, the Plan

recommends protecting areas considered “Critical Habitats” from any future development. These sites are located in the western and southwestern areas of the town. Should growth occur in these areas, habitat protection strategies should be included in the development proposals.

The Town should partner with Guilford County to identify and preserve open space parcels in Stokesdale.

## **Transportation**

**Town Vision:** Stokesdale should be a town that promotes the “*small town*” nature of the community...Residential development should enhance the community through appropriate...*connectivity*...that is *safe* and *convenient* for all citizens...

Existing and future land uses within Stokesdale will continue to be impacted by its road network. The town’s thoroughfare plan was adopted in 1998 and may no longer map a road network that will be able to accommodate the level of service required for safe and efficient travel within and across the jurisdiction. The major recommendations of the LUP transportation plan are as follows:

- The Town should help develop and adopt a street connector plan to guide future growth. The Town should re-evaluate the current Thoroughfare Plan.
- The Town should monitor and influence the DOT’s US 158 bypass study and make necessary planning decisions to minimize its impact on landowners and homeowners.
- The Town should support the construction of I-73.

## **Scenic Corridors**

**Town Vision:** Stokesdale should be a town that is *quiet* and *attractive* that promotes the “*small town*” nature...Effort should be made to *preserve, maintain, and enhance* the rural character, natural habitat, and *beauty*...The historic nature of the town...should be *preserved and maintained*...in harmony with existing development...*Safe* and *convenient* for all citizens...

The Town must enforce strict compliance to the scenic corridor ordinance to maintain and enhance the aesthetic quality of the town as viewed from its major thoroughfares. These corridors extend 900 feet on either side of the town’s major highways and apply only to development that can be seen from the public thoroughfares. The ordinance applies only to construction of new commercial buildings, and large residential subdivisions. The proposed improvements to the scenic corridor ordinance are as follows:

- Non-residential buildings should not have sheet or corrugated metal exterior walls.

- The placement of trailers, sea-tainers and temporary storage units within view of thoroughfares should be restricted to a specified and limited time interval.
- The planting yard requirements for screening chainlink or similar fencing should be significantly increased to make these fences less noticeable immediately after construction.
- Architectural design elements should be revised and strengthened to reflect the desired character of the community. Standards should address such things as, building style, colors, materials, signage, etc.

## Appendix A

### Stokesdale Historic Properties

<u>Inventory Number</u>	<u>Significant Property</u>	<u>Property Address</u>
181	Bethel Methodist Church	8424 Haw River Rd.
184	Lowe Memorial Holiness Church	8600 Haw River Rd.
343	Daniel Arthur Jones House	7845 NC Hwy 68 N.
695	David Lester House	8201 Clintwood Dr.
699	Dr. Taylor-Edwards House	8512 Main St.
700	D. A. Jones House Stokesdale	8624 Main St.
701	Commercial District	Main St.
702	Rumley House #2	9000 Fulp Rd.
703	John Fulp House	9056 Fulp Rd.
704	D. P. Lemmons House	8306 Newberry St.
705	Log House	8306 Newberry St.
707	Knight House #3	8301 Stokesdale St.
708	Knight House #2	8303 Stokesdale St.
709	Knight House #1	8305 Stokesdale St.
710	Stokesdale Methodist Parsonage	8401 Stokesdale St.
711	Vaughn House (Bernice Jones)	8407 Stokesdale St.
712	Dr. Hilton House	8306 Strand Dr.
713	Dr. Hilton Office	8306 Strand Dr.
714	Flat Rock Methodist Church	6790 C. US Hwy 158
715	Vernon House	6838 C. US Hwy 158
716	T. A. Wilson House	6900 US Hwy 158
717	(Phyllis Green House)	7950 US Hwy 158
5252	Stokesdale United Methodist Church	8305 Loyola Dr.
5253	Pearman Rock Quarry	Pearman Quarry Rd.

## Appendix B

### Critical Habitats

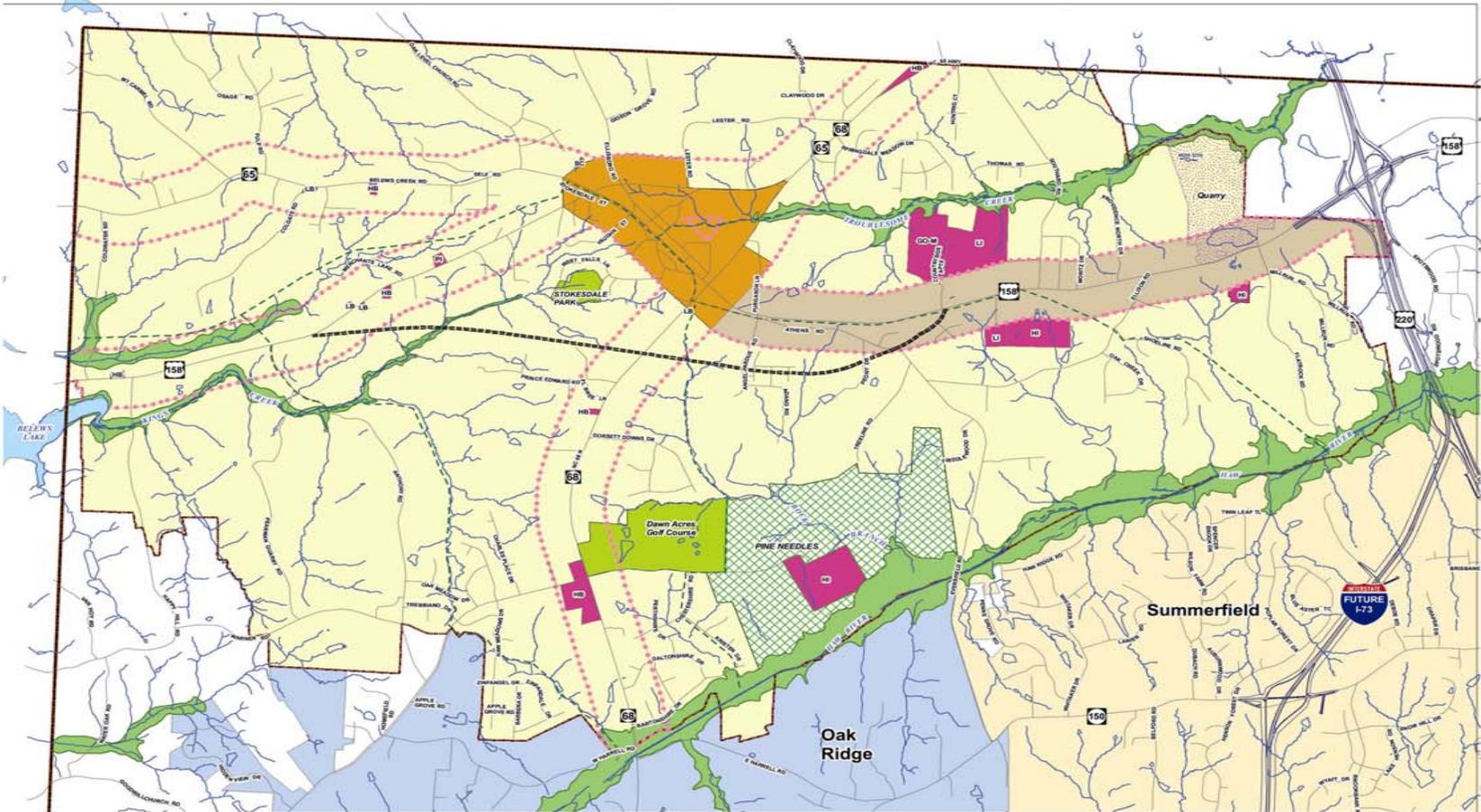
<u>Site Name</u>	<u>Features</u>	<u>Rank</u>
Pearman's Quarry Woods	Dry-Mesic and Mesic mixed hardwood forest on publicly-owned land	County General
Anthony Road Holler	High integrity dry-Mesic oak hickory forest. American Shinleaf present	County General
King's Creek Slopes	Mixed hardwood forest with American Shinleaf, Showy Orchids, and regionally rare Waterleaf	County General

Appendix C  
 Future Land Use Map

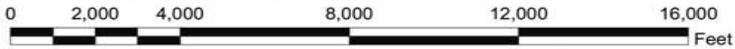
# Town of Stokesdale



Future  
 Land Use  
 Update  
 2007



- Legend**
- Town Core (TC)
  - Prof./Manufacturing Corridor (PMC)
  - Residential
  - Pine Needles Buffer Zone
  - Recreation outside of TC/PMC
  - Non-Res Zoning outside of TC/PMC
  - Quarry
  - Floodplain
  - Scenic Corridors
  - Proposed US-158 Connector
  - Proposed Trails
  - County Boundary
  - Stokesdale Town Limits



## Appendix D

### Land Use Plan Implementation Schedule

Implementation of the identified vision and objectives, as outlined in the Land Use Plan, is as important a process in long-range planning as document preparation. Without clear articulation of how the vision and objectives are to be achieved, a timeframe for accomplishment, and a responsible party charged with execution, the plan will fail to serve its purpose. We recommend the following actions to ensure realization of the community benefits envisioned by the plan.

VISION	OBJECTIVES	TIMEFRAME			COST	FACILITATORS	STRATEGY
		Short (1-2 Years)	Medium (2-5 Years)	Long (6-8 Years)			
Town Core					\$, \$\$, \$\$\$		
	Amend watershed regulations	X			\$	Town Council	Town to allow more BUA in town core in order to accommodate business growth
	Linear Town Park & Trail	X	X	X	\$\$	Parks Committee	Establish Parks committee. Apply for matching grant funds from NCDOT for pedestrian master plan
	Ordinances: Condemnation & RPD	X			0	Ordinance Committee	Ordinance committee to draft ordinance changes.
	Historic District	X	X		\$	Historic Committee	Establish Committee. Research and propose possible Historic district to preserve and enhance Town Core.
	Construct sidewalks & traffic calming items	X	X		\$\$\$	Town Council	1. Apply for matching grant funds from NCDOT for construction based on pedestrian master plan.

## Land Use Plan Implementation Schedule

(Continued)

VISION	OBJECTIVES	TIMEFRAME			COST	FACILITATORS	STRATEGY
		Short (1-2 Years)	Medium (2-5 Years)	Long (6-8 Years)			
<b>Professional/Manufacturing Corridor</b>							
	Extend eastern city limits along US 220	X			\$	<b>Town Council</b>	Work with property owners to petition for inclusion
<b>Residential Development Area</b>							
	One acre lot size outside of town core	X			0	<b>Ordinance Committee</b>	Ordinance committee to draft ordinance changes.
	Eliminate the use PDR	X			0	<b>Ordinance Committee</b>	Ordinance committee to draft ordinance changes.
	Increase natural buffers	X			0	<b>Ordinance Committee</b>	Amend ordinance to increase natural buffers for major residential developments
<b>Open Space/Trail System</b>							
	Identify future park & trail areas	X	X	X	\$	<b>Parks Committee</b>	Prepare park land acquisition strategy. Work with State and County to fund land purchase
<b>Transportation</b>							
	Develop and adopt a street connector plan	X				<b>Planning Dept</b>	
<b>Scenic Corridor</b>							
	Enhance Scenic Corridor ordinances	X				<b>Ordinance Committee</b>	Ordinance committee to draft ordinance changes.

## **Appendix E**

### **Traffic Calming**

“Traffic Calming” is a term used to describe a series of methods and techniques used to slow and control traffic making it more compatible with other uses and activities, including pedestrian and bicycles. It has been used extensively in Europe and Australia, and is now gaining popularity in the United States.

The concept behind traffic calming is that a street is more than just a place for automobiles. In neighborhoods children use streets as play areas and adults walk and ride bicycles along them. Social interaction between neighbors takes place, and in some cases, street or block parties are held. Along roads with commercial development streets provide parking, sidewalks for pedestrian movement, and social interaction between people.

Traffic calming is a compilation of tools that work together to slow and manage traffic. These include everything from traffic lights and stop signs, to narrowing lanes and speed bumps. It also involves making the driver aware that they are entering an area where speed limits have been reduced and to expect other forms of traffic.

The Stokesdale Land Use Plan Committee has recommended that attempts be made to “calm” traffic in the Town Core Area. The most important of these efforts is the construction of the 158 by-pass to remove the heavy truck traffic from the Downtown. However, this is a long-term effort that may take a decade or more to be realized. Short-term efforts that can be implemented over the next few years include the following:

Create a feeling of “narrowing” for Main Street (US 158) from NC 68 to NC 65 through:

- Planting street trees and the creating of a linear park along the abandoned railroad right-of-way.
- Instituting parallel parking along US 158 as commercial development and redevelopment occurs.
- Reducing setbacks for new buildings to create a “visual narrowing” or “enclosure” of the view from the vehicle.

Provide safe pedestrian crossing areas through:

- Upgrading of crosswalks at important intersections to clearly define their locations by the use of special pavers and/or markings, and signalized pedestrian crossings.

Alert drivers that they are entering Downtown through:

- Signage posted before the two major intersections alerting drivers to fact that they are entering an area of more intense pedestrian activity. This can include flashing lights, “gateways,” or other attractive signage.