Johnson Street/Sandy Ridge Road Area Plan

Adopted by the High Point City Council
April 6, 2000

Amended by the High Point City Council
August 7, 2003

Johnson Street/Sandy Ridge Road Area Plan

The Johnson Street/Sandy Ridge Road Area Plan was prepared by the Johnson Street Area Plan Advisory Committee in cooperation with the High Point Department of Planning and Development

Approved on August 5, 1999 by the Johnson Street Area Plan Advisory Committee

Recommended on September 28, 1999 by the High Point Planning and Zoning Commission

Adopted on April 6, 2000 by the High Point City Council

Amended on August 7, 2003 by the High Point City Council

This printed material will be provided in an alternative format upon request

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A RESOLUTION ADOPTING THE JOHNSON STREET/SANDY RIDGE ROAD AREA PLAN AND AMENDING THE LAND USE PLAN FOR THE HIGH POINT PLANNING AREA

WHEREAS, the City Council of the City of High Point adopted the Land Use Plan for High Point and Its Environs on January 7, 1992, and

WHEREAS, the Johnson Street/Sandy Ridge Road area is growing in importance both as a residential area and as a location for Restricted Industrial land uses, and

WHEREAS, it is expected that development interest in the area will continue to increase with coming transportation and other improvements, thus precipitating a reexamination of the assumptions used in formulating the adopted Land Use Plan, and

WHEREAS, this reexamination has resulted in the preparation of the Johnson Street/Sandy Ridge Road Area Plan, and

WHEREAS, public hearings were held before the High Point Planning and Zoning Commission on September 28, 1999 and before the City Council of the City of High Point on January 3, 2000 regarding the adoption of said Johnson Street/Sandy Ridge Road Area Plan and proposed amendments to said Land Use Plan for High Point and Its Environs.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF HIGH POINT, NORTH CAROLINA:

SECTION 1. That the Johnson Street/Sandy Ridge Road Area Plan be adopted and that the Land Use Plan for the High Point Planning Area be amended by incorporating the said adopted plan.

Being a total of approximately 6,000 acres described as follows:

1. A corridor approximately 1,500 feet wide on each side of Johnson Street from the US 311 Bypass to Skeet Club Road; and

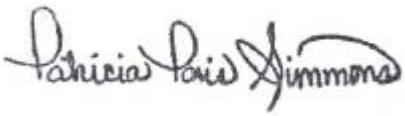
2. The area between Skeet Club north to Interstate 40 bounded on the west by the eastern-most fork of the West Fork of the Deep River and on the east by a line coinciding with the western boundary of the southern noise cone of Piedmont Triad International Airports primary runway, 5-23.

This property is shown on Map 1 in the Appendix of said Johnson Street/Sandy Ridge Road Area Plan, on file in the High Point Department of Planning and Development and incorporated herein by reference.

SECTION 2. Should any section or provision of this resolution be declared invalid, such decision shall not affect the validity of remaining portions of this resolution.

SECTION 3. This resolution shall become effective immediately upon adoption.

Adopted by City Council,
this 6th day of April, 2000



Patricia Paris Simmons, City Clerk

Johnson Street/Sandy Ridge Road Area Plan
Executive Summary

Johnson Street and Sandy Ridge Road together form a vital north/south transportation corridor in High Point's northern planning area, and dramatic growth is expected in the corridor for two reasons. First, this area is directly in the path of rapid residential development in north High Point. Second, extraordinary industrial expansion associated with the location of a FedEx cargo hub at Piedmont Triad International Airport (PTIA) is predicted. The Johnson Street/Sandy Ridge Road Area Plan sets forth policies in four issue areas that are intended to ensure successful development. Recommendations relating to future policies are also offered.

land use policies

- **Land Use Classifications:** This plan includes one new land use classification—Mixed Use Development—in addition to classifications used in previous plans.

  - Mixed Use Development: This classification provides for the siting of a variety of land uses in close proximity to each other where this is desirable due to existing land use patterns, environmental constraints, the need to preserve open space, the opportunity to provide alternative modes of transit and other factors.

- **Land Use Map:** Map 1, the Land Use Map, shows designated land uses in and adjacent to the planning area. The land use pattern shown on Map 1 differs significantly from the 1992 Land Use Plan (the area covered by the map extends further north and west). In particular, considerable additional Restricted Industrial land is designated on the map. Also, large amounts of land are shown as Future Growth Area.

- **Developmental Focal Area, Johnson Street and Sandy Ridge Road at the Intersection of the Proposed Extension of Clinard Farms Road/Piedmont Parkway:** This Developmental Focal Area provides excellent opportunities for quality residential development in the area surrounding the intersection of the proposed extension of Clinard Farms Road/Piedmont Parkway with Johnson Street and Sandy Ridge Road. Large, mixed-density residential developments oriented away from the roads are most appropriate within this Developmental Focal Area, as are residentially compatible public and institutional uses such as schools, churches and parks. Commercial development, however, would be inappropriate in this Focal Area due to the overall rural character of the larger locale. The minimum site size within each of the four highway quadrants in this Developmental Focal Area is fifty acres.

transportation policies

- **Roadway Construction Standards and Design Guidelines:** New and reconstructed roads shall be built according to high aesthetic standards, including landscaped medians, with copious landscaping and sidewalks.

- **Alternative Methods of Transportation:** All types of development will be constructed to foster multi-modal transportation, including transit, bicycle and pedestrian facilities, and all transit initiatives shall include the planning area.

- **Conceptual Collector Road Network:** Efficient development shall be facilitated by the construction of a collector road network, shown in concept in this plan on Map 2, Transportation.

- **Median Crossings and Access:** Crossings on thoroughfares with medians shall be limited and driveway access to thoroughfares restricted.

environment policies

- **Overhead Utility Lines:** All utility lines in new and redeveloped residential, commercial and industrial areas shall be buried. Where possible, overhead utility lines along streets and highways shall be buried when these facilities are widened.

- **Design Standards for Non-residential Development:** A Conditional Use Permit addressing a wide variety of environmental and land use issues should accompany a rezoning request for a non-residential development in the study area, particularly where that development abuts an existing residential neighborhood.

community facilities policies

- **Parks and Recreation Facilities:** New parks and recreation facilities, especially those designed for passive recreation, shall be developed by High Point according to established park facility standards as growth in the area occurs.

- **Greenways:** As property develops, greenway easements shall be obtained from developers/property owners in appropriate locations so that the High Point greenway system can be extended to link parks, neighborhoods, schools and other destination points.

- **Fire and EMS:** A fire station, which will also serve as a base for Guilford County Emergency Services, shall be constructed in the area when growth justifies it.

supplementary recommendations

- **Develop a Tree Preservation Ordinance:** A committee representing various community interests should be appointed by City Council and charged with the responsibility to develop an ordinance that will preserve existing trees on development sites.

- **Develop Design Standards for Non-residential Development:** City staff should develop specific design standards addressing the issues identified in the second Environment Policy.

Johnson Street/Sandy Ridge Road Area Plan

Introduction

background

Johnson Street and Sandy Ridge Road together form a vital north/south transportation corridor in High Point's northern planning area. Though much of the area through which the corridor extends has seen little growth, especially in the northern half of the corridor, this is expected to change dramatically in the near future for two reasons. First, the area covered by this plan is directly in the path of rapid residential development in north High Point, and the corridor will serve an increasingly important role as a commuter route. Second, extraordinary industrial expansion associated with the location of a FedEx cargo hub at Piedmont Triad International Airport (PTIA) is predicted. The northern part of the planning area is the natural location for much of this anticipated industrial development given its proximity to the airport and its easy access to Interstate 40, Interstate 85, and the future Interstates 73 and 74.

Having plans in place for environmental protection, for the most compatible land use relationships, for the improvement of transportation routes, and for the provision of required public services prior to coming development is critically important to the success of that development. To that end, the Johnson Street/Sandy Ridge Road Area Plan presents a vision for the future of the planning area as well as goals, objectives, policies and recommendations intended to ensure success.

the planning area

The planning area includes property on each side of the Johnson Street/Sandy Ridge Road corridor between the US 311 Bypass and Interstate 40. The area is approximately 3,000 feet wide south of the Deep River. North of the river, however, the planning area widens greatly, stretching from the eastern-most main arm of the West Fork of the Deep River east to line coinciding with the western boundary of PTIA's existing noise cone for its primary runway, 5-23. The planning area totals approximately 6,000 acres.

Single-family subdivisions characterize the planning area south of Skeet Club Road, and some opportunity for infill residential development exists. A narrow strip fronting on Interstate 40 west of Sandy Ridge Road contains a mixture of older commercial, retail and office uses, while the Piedmont Triad Farmers Market and several new Restricted Industrial uses are located east of Sandy Ridge Road along Tyner Road, National Service

Road and Piedmont Triad Parkway. The central portion of the planning area is mostly developed with scattered single-family dwellings on large lots and rural residential subdivisions on one-acre lots. A substantial number of undeveloped large acreages and farm fields remain.

Several transportation improvements are slated for construction in the planning area, the most significant of which are the reconstruction of Johnson Street and Sandy Ridge Road to a minimum of four lanes, the extension of Clinard Farms Road/Piedmont Parkway to Sandy Ridge Road and the widening of Skeet Club Road. Additional traffic loads generated by FedEx and FedEx-related development will likely mean more street and highway projects, including perhaps a ring road around PTIA.

The greatest environmental constraint on development in the planning area is state-mandated watershed restrictions. One of the methods that watershed regulations use to protect water quality is limitations on density. Much of the study area south and east of Sandy Ridge Road is in the Watershed Critical Area (WCA) of Oak Hollow Lake, and residential density is limited to up to two dwelling units per acre or 35/50 percent built-upon area in the case of multi-family residential or non-residential construction. Built-upon area in the General Watershed Area (GWA) cannot exceed 70 percent.

Development Issues

The Johnson Street Area Plan Advisory Committee (JAPAC) identified land use, transportation, the environment and community facilities as overriding issues in the Johnson Street/Sandy Ridge Road planning area, and especially so considering the pace of development extending into the area from its edges. However, these issues are also regional in scope and implication. Therefore, it is necessary for High Point to cooperate with its neighbors, as they should cooperate with High Point, in devising mechanisms in response to these issues. One way to accomplish this is for each jurisdiction to take some formal action on the plans of other jurisdictions where appropriate.

land use

Land use patterns in much of the planning area, especially in the interior north of Skeet Club Road, have remained static for years. However, growth in both residential and non-residential construction is expected in the near future, and this expectation has raised a number of land use issues.

- **Additional Industrial Property:** High quality Restricted Industrial growth in northern High Point has done much to diversify the city's economic base and complement the furniture industry as the textile and hosiery industries decline. The planning area's location near Interstate 40/85, PTIA and the future Interstates 73 and 74 will continue to make the area attractive to new industries, particularly light manufacturing and distribution companies. Coming restrictions on development in

the Randleman Reservoir watershed will add to the pressure to locate additional property appropriate for industrial development in the Johnson Street planning area.

- **Impact of FedEx:** Predictions of rampant industrial growth near PTIA as a result of locational factors and the construction of a FedEx regional hub contribute to the urgency to plan for the area's future. FedEx officials have stated that the facility will initially employ 225 full-time and 525 part-time workers, with a rapid rise in both numbers over the next several years; and it has been estimated that each FedEx job will be responsible for another 2.27 jobs elsewhere in the region. Furthermore, if the experience at other FedEx hubs is translatable to the High Point/Greensboro area, other collateral effects may be of considerable weight. The larger Memphis hub is said to be responsible for much of the 120 million square feet in more than 100 distribution facilities located in and around the city. While it is unknown exactly how many new businesses and jobs will be created as a result of FedEx, the experience of other communities with such facilities and the increasing emphasis on "just in time" delivery suggest that the effects will be significant. The existing noise cones and the future ones produced by the proposed third runway at PTIA could provide opportunities for industrial location.

- **Additional Commercial Services:** Commercial services providing neighborhood shopping are not needed in the study area. The shopping needs of area residents can be met by the commercially designated area within the noise cone on Clinard Farms Road and elsewhere. Commercial enterprises like newsstands and office machine sales intended to serve expected industrial/office growth can be accommodated within industrial and office zoning districts.

- **Multi-family Residential Development:** There is little multi-family residential housing in the planning area. The Developmental Focal Area at the intersection of Johnson Street, Sandy Ridge Road and the future extension of Clinard Farms Road/ Piedmont Parkway provides an area for some multi-family housing in a Planned Unit Development, and there may also be opportunities for infill multi-family development in the area, especially south of Skeet Club Road. A traditional neighborhood concept with a mix of land uses could incorporate multi-family housing, and through clustering, multi-family development can help preserve open space. Multi-family residential development is also often used as a transitional land use to buffer incompatible uses.

- **Maintenance of Rural Character:** Much of the planning area remains typified by scattered rural residential subdivisions, individual homes on large parcels, farm fields and forested lots. However, attempts to maintain this character face increasing challenges as High Point utility lines and corporate boundaries extend northward to serve an escalating demand for housing in this part of the Interstate 40 Corridor between Winston-Salem and Greensboro. The preservation of working farms and the protection of natural areas and open space would do much to maintain the rural character of the planning area. Techniques such as cluster development would be useful, as would requiring roads to be designed and constructed in the most

aesthetically attractive manner possible. Existing and proposed watershed regulations also affect the rural character of the area in a positive way. Under the regulations, high density development is restricted, and required setbacks from perennial and intermittent streams will provide substantial, undisturbed vegetated buffer strips.

transportation

Transportation routes in the planning area reflect its rural character and history, with few roads traversing the area in its entirety. Depending on future development patterns, the existing road network will likely prove inadequate to meet future transportation needs. Public transportation will be an option as employment and population increase.

- **Road Design and Aesthetics:** Roads are often designed and constructed simply to meet a desired traffic capacity target. This approach is not sufficient to ensure that the Johnson Street planning area retains something of the rural flavor that its residents now enjoy. New major highways and reconstructed roads—especially including Johnson Street, Sandy Ridge Road, and an extended Clinard Farms Road/Piedmont Parkway—should be designed with high quality aesthetic features such as landscaped medians, perhaps with limited cross-overs, following the example of the existing Piedmont Parkway. Where possible, existing tree cover should be incorporated into road design.

- **Conceptual Road Network:** Once land uses are designated in the planning area, a road network capable of providing adequate service should be designed. This network would be conceptual in nature and could change as property develops; but it would provide a signal as to expected patterns of development.

- **Traffic Calming Measures:** Over the last several years, a number of traffic calming road design features such as chicanes and chokers (curbside constrictions which narrow lane width) have been developed to slow traffic speeds, especially in residential neighborhoods. These measures are intended to increase safety and to discourage "cut-through" traffic. They should be included in existing and new development where appropriate. Of course, in new development, streets can also be built with low design speeds.

- **Alternative Transportation:** The saying regarding new roads, "We can't build our way out of it," is nearly a cliché, but most people agree that the automobile will be only a part of the answer to future transportation needs. Public transportation, especially as population densities increase, will become a more viable, and vital, component of the transportation mix. Public transportation could take many forms, ranging all the way from light rail and a regional bus system to vanpools and park and ride lots. Non-motorized transportation will also play a part. As the linkage between land use and transportation becomes better understood, more mixed-use development will occur, and bicycling and even walking will become realistic transportation options for more people, at least for trips of relatively short distances. Naturally,

appropriate bikeways, both on- and off-street, and pedestrian paths, including sidewalks, will be necessary for this to come about.

environment

Rapid development in High Point in recent years has caused a growing concern about the deteriorating health of the natural environment and the loss of open space. But the environment, defined broadly, is affected in a variety of ways by development.

- **Watershed Protection:** Because the planning area lies at the head of High Point's drinking water watershed, water quality is an obvious environmental issue. The bulk of the area is within the GWA of Oak Hollow and City Lakes. The area southeast of Sandy Ridge Road and south of Clinard Farms Road is in Tiers 3 and 4 of the WCA of Oak Hollow Lake. Allowed development density in Tiers 3 and 4 are 35% built-upon area or two dwelling units per acre, and 50% built-upon area or two dwelling units per acre, respectively. The GWA can accommodate up to 70% built-upon area.

  These limitations, although meant to protect the natural environment, also affect the built environment for both good and ill. For example, low-density development can contribute to the rural feeling of an area while at the same time producing urban sprawl, with its attendant inefficiencies and costs.

- **Preservation of Natural Areas and Open Space:** The preservation of natural areas and open space clearly benefits wildlife and helps ensure biological diversity, but it also brings additional value to the human inhabitants of the landscape. Relief from urban stresses, fresh air and clean water, the maintenance of rural areas separating more urbanized zones—all these and more can accrue from open space and natural area preservation.

- **Impact of Noise Cones:** The Federal Aviation Administration recommends that special measures be taken to mitigate the impacts of engine noise within the noise cones of airport runways. These measures can include regulating or prohibiting certain land uses, requiring additional insulation in new construction or as a retrofit, or even the purchase of residences by the airport authority. High Point and Guilford County now prohibit residential densities greater than one dwelling unit per acre within their Airport Overlay Zoning Districts, but this measure seems insufficient for the future. Far stronger regulations would appear to be necessary to shield residential land uses from aircraft noise due to the probability that FedEx will locate a regional hub including a third runway and resulting additional noise cones at PTIA. FedEx is predicted to add approximately 63 night-time flights, each landing and taking off over the planning area and significantly increasing the territory impacted by the airport's noise cones. It is, therefore, extremely important that care be taken when designating residential land uses in the planning area. Residential uses should be excluded from both the land covered by the several noise cones and from immediately adjacent areas that will likewise be impacted, particularly with respect to late night take-offs.

(Note: The High Point City Council adopted enhanced regulations on August 7, 2003.)

- **Overhead Utility Lines:** Overhead utility lines are generally considered to be unsightly and are now seldom used in high quality new development. This trend should be strongly supported in the planning area.

community facilities

Community facilities house a wide range of government services designed to support existing and new development and the people who live and work there. These include water and sewer utilities, libraries, police and many others. Parks and recreation facilities and fire protection response times have been identified as topics of special concern in the planning area.

- **Parks and Recreation:** The two parks in the study area, Johnson Street Park in the extreme southern part of the area and the developing park just north of Oak Hollow Lake on Johnson Street, are primarily designed for active recreation like disc golf and softball. Parklands devoted to passive recreation, preferably linked by a network of greenways, would also be desirable.

- **Fire Protection:** The Colfax Fire Department can respond very quickly to fires in the study area. As the High Point Fire Department's area of responsibility extends northward, an additional station will be required, which could be designed to accommodate Guilford County Emergency Services.

Committee Vision Statement

Based on the challenges and opportunities described in the Development Issues, the Johnson Street Area Plan Advisory Committee formulated a vision of what the future holds for the planning area.

> We envision the area centered on the Johnson Street/Sandy Ridge Road Corridor as related communities with their own distinguishing individualities, communities that can respond to the challenges presented by the future while retaining a full measure of the rural character and beauty so enjoyed by their residents.
>
> In much of the area, low-density residential development will continue to be the norm, both by choice and due to the requirements of watershed regulations. Multi-family residential units will contribute additional housing options in carefully selected locations like the Developmental Focal Area at Johnson Street and Sandy Ridge Road. New industries together with supporting business-related commercial uses will provide jobs and a larger tax base to support a growing population. These uses will be clustered along Interstate 40 and in locations unsuitable for housing, including Piedmont Triad International Airport's noise cones. Sound growth policies will allow mixed-use development and traditional

neighborhoods on some sites, minimizing commuting traffic and commuting times.

Wise land use planning and good design will produce attractive, safe developments separated by a generous amount of open space, which will come in part from encouraging developers to use clustering techniques. Working farms will preserve yet more open space. A road and street network sensitive to the land and featuring extraordinary aesthetics will link the communities. The design and construction of the most vital corridors like Johnson Street/Sandy Ridge Road will be a key to the successful development of the planning area. They should be four-lane thoroughfares with landscaped, limited access medians.

However, this road network's convenience will be enhanced by public transportation, so that people who want an alternative to the private automobile can have one. Trips by bicycle and even on foot will be practical due to bike and pedestrian-friendly land use patterns and a system of bikeways and walkways.

Bike and walking paths will also be an important component of parks dedicated to passive recreation pursuits such as picnicking and nature appreciation. These parks will complement those used for active games like softball. Parks will be connected where possible by a system of greenways along streams, which will serve the triple purpose of augmenting open space, preserving wildlife and protecting the watershed. The watershed and the environment as a whole will be well-served by building away from the most sensitive lands and by reserving natural areas and open space.

In looking toward the coming challenges and opportunities presented by growth, these communities will keep the best from the past and incorporate the best from the present in order to build a future with those things necessary for a high quality of life—good homes, good jobs, and a good environment.

Goals and Objectives

JAPAC developed planning goals based upon the previously identified Development Issues pertaining to land use, transportation, the environment and community facilities. As goals, they articulate the desired outcomes that subsequent land use planning policies and related development regulations strive to achieve over an extended period of time. Collectively, these goals and the accompanying objectives seek to achieve the image of the future as portrayed in the Committee Vision Statement by positively addressing the problems and opportunities discussed under each of the various issues. The following four goals are established:

land use

Encourage a land use mix within the area that results in an appropriate balance between the need to accommodate the reasonable demands of the market and the desirability of

preserving the area's existing environment and the quality of life of its residents;

transportation Provide a balanced and aesthetically pleasing transportation system to serve the area that offers its residents a variety of safe and efficient transport options;

environment Maintain within the Johnson Street/Sandy Ridge Road area a healthy and pleasant natural environment; and

community facilities Ensure that the range of community facilities and services considered adequate to meet the needs of area residents is available as development occurs.

The following 13 planning objectives are established to guide the implementation of the Johnson Street/Sandy Ridge Road Area Plan so as to achieve the preceding goals:

land use

Objective 1. Provide within the planning area appropriately located Restricted Industrial sites including areas for supporting business-related commercial services to compensate for the loss of industrial land in connection with the development of the Randleman Lake Reservoir, and to provide new locations for light manufacturing and distribution firms that are expected to be attracted to High Point as a result of the development of the proposed FedEx regional hub;

Objective 2. Accommodate the anticipated need of a growing population for local/convenience shopping goods upon land designated for such purposes along the south side of Clinard Farms Road within the airport's existing noise cone immediately east of the planning area;

Objective 3. Target appropriate areas for higher density residential infill including multi-family dwellings as a means of addressing the housing needs of a growing population while maintaining much of the remaining land within the area in a rural state; and

Objective 4. Maintain, where feasible, the existing rural character of the area through the use of such strategies as the preservation of working farms and prime agricultural soil, the clustering of new development where appropriate to conserve open space, the construction of aesthetically compatible roads, and by restricting the extension of public services, especially water and sewer facilities, to rural areas not designated for development within the foreseeable future.

transportation

Objective 5. Establish standards and design guidelines with respect to new roadway construction within the area including, but not necessarily limited to, the use of appropriate traffic calming devices, landscaped medians, limited cross-over and left hand turn restrictions, strategies for preserving existing tree cover, and other related safety and aesthetic features, and specifically with regard to the reconstruction of Johnson Street and Sandy Ridge Road and the extension of Clinard Farms Road/Piedmont Parkway;

Objective 6. Institute a comprehensive range of transportation options, involving such alternative methods as public transit, vanpools, park and ride facilities, bikeways and pedestrian paths, to both satisfy the travel requirements of the area and to reduce its dependence upon the automobile and such related concerns as highway congestion, fossil fuel consumption, and air pollution; and

Objective 7. Develop a conceptual network of new collector roadways and minor thoroughfares capable of providing safe and efficient service to proposed residential areas and new industrial sites.

environment

Objective 8. Encourage residential infill and higher densities within High Point's watersheds, and especially within its General Watershed Areas, as a means of reducing urban sprawl wherever such densities are compatible with preserving water quality and consistent with North Carolina guidelines;

Objective 9. Preserve and protect natural areas and open space especially within rural areas not designated for development within the foreseeable future, using a tree preservation ordinance as one tool;

Objective 10. Restrict residential development within all designated 65 Ldn airport noise cones and within those immediately adjacent areas where, because of their location and the possibility of increased air traffic, a likelihood exists that such areas may be negatively impacted in the future; and

Objective 11. Restrict the use of overhead utility lines with respect to all new development and promote the elimination of existing overhead lines whenever feasible.

community facilities

Objective 12. Provide additional park lands within the area primarily devoted to passive recreational activities including, where feasible, extensions to High Point's greenway system; and

Objective 13. Provide at a time when growth in the area so dictates a new fire station at an appropriate location to serve the planning area and as a base for Guilford County Emergency Services (EMS).

Policies

Policies are officially adopted, fundamental principles which are used as a basis for public decision-making and to resolve issues within the community. They also can provide guidance to the private sector in anticipating the probable positions of City Council and city departments in regard to growth and development matters.

land use

The Land Use Goal contemplates balancing a mix of appropriate land uses as influenced by market forces with the preservation of the existing environment and residents' quality of life. In order to achieve this goal, four Land Use Objectives call for the following: properly sited Restricted Industrial and supporting service areas to substitute for that displaced by Randleman Watershed regulations and to accommodate FedEx-driven demand; needed commercial services near to, but not within, the planning area; higher density residential infill development, which will help to preserve much remaining rural land; and additional techniques to maintain the area's rural character, including phased delivery of utility services to prevent sprawl development.

Three Land Use Policies are listed below. Two are provided in narrative form, including the Land Use Classifications that define the various general types of land use included in the plan. The third policy is the Land Use Map, which graphically illustrates the allocation of these land uses within the planning area.

- **Land Use Classifications:** The Land Use Classifications in this plan are the same as those in the 1992 Land Use Plan for High Point and Its Environs with three exceptions: the 2000 Land Use Plan for the High Point Planning Area added another residential classification, Moderate-Density Residential; and this plan includes one new classification—Mixed Use Development. Classifications not used to designate property within the area covered by the Land Use Map are not described below.

  - Low-Density Residential: These areas include primarily single family detached dwellings on individual lots. Development densities in these areas shall not exceed five dwelling units per gross acre.

- Moderate-Density Residential: This classification includes a variety of detached or attached dwellings, generally including single family homes, cluster homes, duplexes and townhouses. Development densities shall range from five to eight dwelling units per gross acre.

- Local/Convenience Commercial: This classification includes moderate-intensity convenience retail or service uses, generally serving small, local neighborhoods.

- Community/Regional Commercial: This classification includes a wider range of retail or service uses intended to serve the entire community and nearby regional customers.

- Restricted Industrial: This classification accommodates office, warehouse, research and development, distribution, and light manufacturing or assembly uses on larger sites in unified developments.

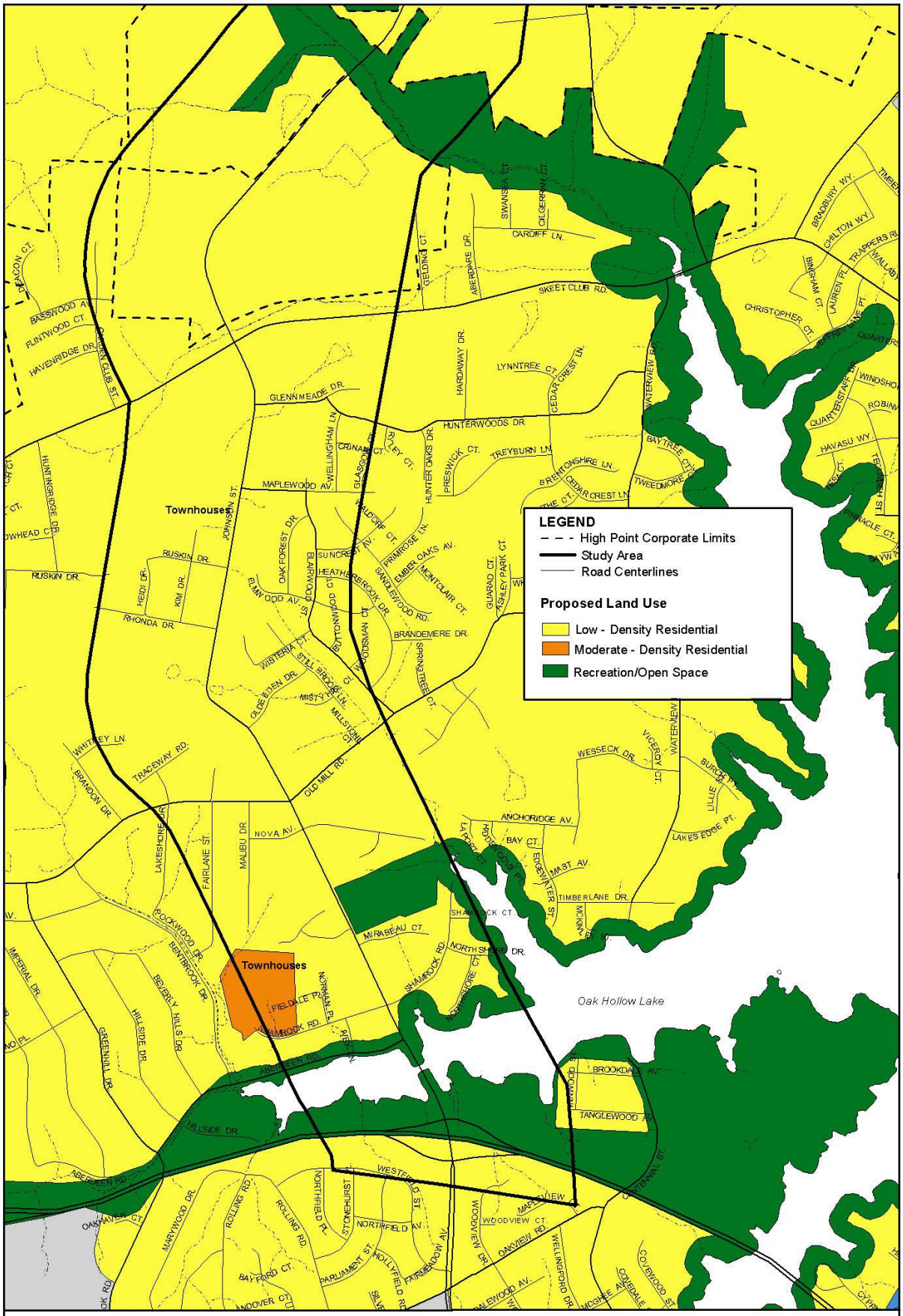
- Institutional: Public, quasi-public and institutional uses on large tracts are included in this classification.

- Recreation/Open Space: Lands for recreation or open space are included in this classification, offering either active use or passive enjoyment and environmental protection.

- Future Growth Area: Areas so classified include environmentally sensitive lands, rural subdivisions and agricultural or undeveloped lands lacking public water and sewer and other community facilities and services. They are not intended for development within the timeframe of the adopted Land Use Plan. The Future Growth Area outside of the Johnson Street/Sandy Ridge Road study area should await reevaluation until the next Major Five-year Review of the Land Use Plan.

- Mixed Use Development: This classification provides for the siting of a variety of land uses in close proximity to each other where this is desirable due to existing land use patterns, environmental constraints, the need to preserve open space, the opportunity to provide alternative modes of transit and other factors.

- **Land Use Map:** Map 1, the Land Use Map, follows. The land use pattern shown on Map 1 differs significantly from the adopted 1992 Land Use Plan (the area covered by the map extends further north and west). In particular, considerable additional Restricted Industrial land is designated on the map for reasons explained earlier. Also, a few sites are labeled as appropriate for particular types of residential development in keeping with the plan's interest in encouraging infill and higher density residential development.



Map 1 - Section A

Land Use Map

Johnson Street/Sandy Ridge Road Area Plan

High Point
Geographic Information Services

Department of Planning
and Development

High Point, North Carolina

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Not to Scale

Map Revisions September 2003

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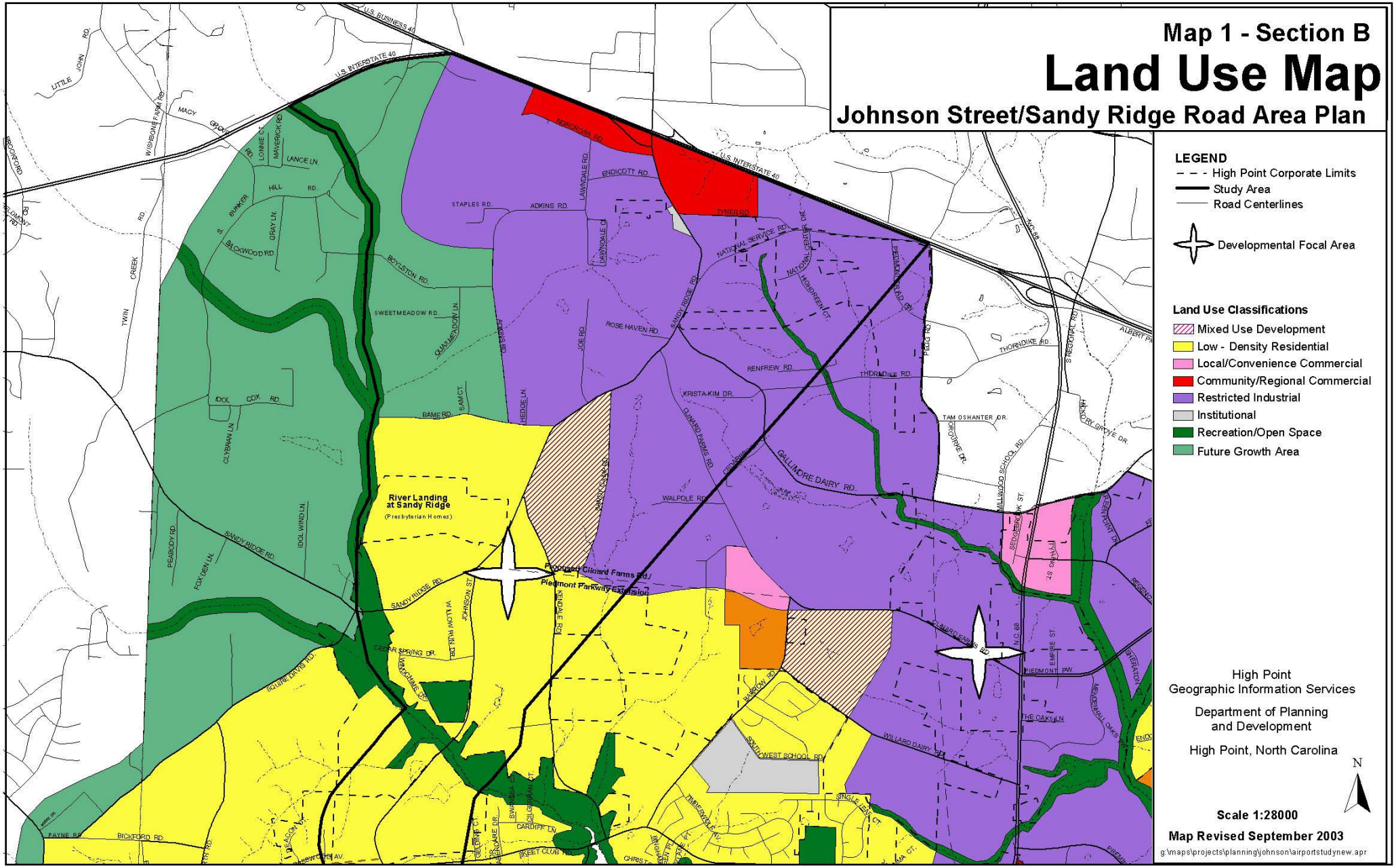
Map 1 - Section B
Land Use Map
Johnson Street/Sandy Ridge Road Area Plan
LEGEND
High Point Corporate Limits
Study Area
Road Centerlines
Developmental Focal Area
Land Use Classifications
Mixed Use Development
Low - Density Residential
Local/Convenience Commercial
Community/Regional Commercial
Restricted Industrial
Institutional
Recreation/Open Space
Future Growth Area
River Landing at Sandy Ridge
(Presbyterian Homes)
Proposed Climard Farms Rd./
Piedmont Parkway Extension
High Point
Geographic Information Services
Department of Planning
and Development
High Point, North Carolina
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Map Revised September 2003
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U.S. INTERSTATE 40
U.S. BUSINESS 40
SANDY RIDGE RD.
JOHNSON ST.
GALLIMORE DAIRY RD.
PIEDMONT PKW.
WILLARD DAIRY RD.
SOUTHWEST SCHOOL RD.
NATIONAL SERVICE RD.
THORNDIKE RD.
RENFREW RD.
ROSE HAVEN RD.
KRISTA-KIM DR.
WALPOLE RD.
BAME RD.
SWEETMEADOW RD.
BOYSTON RD.
ADKINS RD.
STAPLES RD.
ENDICOTT RD.
LAWNDALE RD.
TYNER RD.
BICKFORD RD.
PAYNE RD.
SQUIRE DRIVE RD.
CEDAR SPRING DR.
WILLOW RUN DR.
PEARSON RD.
SINGLE LEAF CT.
THE OAKS LN.
EMPIRE ST.
MEADOWHALL DR.
TAM O SHANTER DR.
HICKORY GROVE DR.
ALBERT PA
S. REGIONAL RD.
WILLOWOOD SCHOOL RD.
PEEDEE RD.
PIEDMONT RD.
NORCROSS RD.
LITTLE JOHN RD.
MAGY GROVE RD.
W. SHIBONE FORK RD.
TWIN CREEK RD.
LONNIE CT.
MAVERICK RD.
LANCE LN.
HILL RD.
S. BUNKER
GRAY LN.
BLACKWOOD RD.
IDOL COX RD.
CLYBURN LN.
IDOL WIND LN.
PEABODY RD.
FOX DEN LN.
SAMS CT.
HEDGE LN.
JOE RD.
ATKINS RD.
SANDY CANYON RD.
CLIMARD FARMS RD.
CARDIFF LN.
SKEET CLUB RD.
SWALLOW CT.
GILLIGAN CT.
GELDING CT.
WALDEMARE DR.
CHRISTY PL.
THREE OAKS LN.
MA CT.
FRANKS ST.
SEDGEBROOK ST.
GROVE DR.
MC 68
US 68

Table 1

Land Use Plan Map Amendments
Johnson Street/Sandy Ridge Road Area Plan

Land Use Designation	2000 acreage	2003 acreage	+/-
Low Density Residential	2,014	2,005	-9
Moderate Density Residential	59	81	+22
Local/Convenience Commercial	10	36	+26
Community/Regional Commercial	155	155	NA
Restricted Industrial	1,192	2,154	+962
Institutional	27	6	-21
Recreation/Open Space	293	293	NA
Future Growth Area	1,099	558	-541
Mixed Use Development	0	308	+308
Area of Concern	747	0	-747
Total	5,596	5,596	

Source: High Point Department of Planning and Development

Table 1 provides the amount of land in each land use classification in this plan, which as noted elsewhere serves as an amendment to the adopted 2000 Land Use Plan for the High Point Planning Area.

- **Developmental Focal Area, Johnson Street and Sandy Ridge Road at the Intersection of the Proposed Extension of Clinard Farms Road/Piedmont Parkway:** Anticipated development pressures in certain locations require flexibility in future land use arrangements instead of a prescribed, designated land use pattern. These locations are called Developmental Focal Areas, and one is located in the Johnson Street/Sandy Ridge Road planning area. It is indicated on maps by a white, cross-like symbol. Developmental Focal Areas do not have precise boundaries, and are generally near the intersections of existing or proposed major thoroughfares. The following generalized location is designated as a Developmental Focal Area.

  This Developmental Focal Area provides excellent opportunities for quality residential development in the area surrounding the intersection of the proposed extension of Clinard Farms Road/Piedmont Parkway with Johnson Street and Sandy Ridge Road. With the completion of Clinard Farms Road/Piedmont Parkway, its combination with Hilltop Road, Sandy Ridge/Bunker Hill Road and NC Highway 66 will be an important east/west route through central and west Guilford County into Forsyth County, connecting Interstate 85 east of High Point with Interstate 40 at Kernersville. Large, mixed-density residential developments oriented away from the roads are most appropriate within this Developmental Focal Area, as are residentially compatible public and institutional uses such as schools, churches and parks. Commercial development, however, would be inappropriate in this Focal Area due to

the overall rural character of the larger locale. The minimum site size within each of the four highway quadrants in this Developmental Focal Area is fifty acres.

Competing market forces and land use objectives demand flexible guidelines to govern the development of this Developmental Focal Area. These guidelines may include, but are not limited to, the suitability of particular land uses for the site and surrounding area, the orientation of the development in relation to vehicular access, and the height and scale of the buildings proposed. The assemblage of individual parcels of land is essential for a Developmental Focal Area to achieve its intent and full development potential. This will foster a unified development with integrated access and design, environmental protection where this is an issue, and enhanced sensitivity to surrounding land uses. Attention should be given in the design of developments within this Developmental Focal Area to the following factors:

- Environmental features of the site;
- Compatibility of land uses with site and surrounding areas;
- Compatible orientation of buildings;
- Coordination of landscaping appropriate for the site;
- Height, scale and exterior design of buildings in relation to surrounding development; and
- Uniformity of signs.

Planned Unit Development Districts have been included in the High Point Development Ordinance to accommodate unified development in a Developmental Focal Area.

transportation

The intent of the Transportation Goal is to a create a balanced, aesthetically pleasing and efficient transportation network. To that end, three objectives aim to establish the following: high design standards for area roads, especially for major thoroughfares like Johnson Street and Sandy Ridge Road; a multi-modal transportation system, including transit, bicycle and pedestrian facilities; and a conceptual network of collector streets. (This network is generally shown on Map 2, the Transportation Map, which follows.) The Transportation Policies that detail these objectives are listed below.

- **Roadway Construction Standards and Design Guidelines**

  - Major thoroughfares shall have a well landscaped, tree-filled median with a minimum width of 30 feet, pedestrian sidewalks on both sides of the roadway, and a well landscaped, tree-filled strip at the edge of each side of the roadway. Thoroughfares shall be designed to accommodate bicycle traffic, and existing trees and other vegetation shall be left intact wherever possible.

  - Collector roads shall have pedestrian sidewalks on both sides of the roadway and a well landscaped, tree-filled strip at the edge of each side of the roadway.

Collector roads shall be designed to accommodate bicycle traffic, and existing trees and other vegetation shall be left intact wherever possible.

- Local streets shall have a maximum pavement width of 26 feet measured from face-of-curb to face-of-curb, pedestrian sidewalks on both sides of the roadway, and a well landscaped, tree-filled strip at the edge of each side of the roadway. On-street parking shall be restricted to one side of the street, and existing trees and other vegetation shall be left intact wherever possible.

- Connectivity among neighborhoods shall be assured through the provision of appropriate stub streets in new developments. Cul-de-sacs shall be minimized.

- **Alternative Methods of Transportation**

  - Planned unit developments, commercial centers and multi-family dwelling complexes shall provide areas that can eventually accommodate transit-related facilities like bus shelters, bus pull-out lanes and van pools when these transportation modes become available.

  - Both single-use and mixed-use developments shall foster pedestrian and bicycle traffic through the provision of appropriate paths. These paths shall allow pedestrian and bicycle circulation within developments and between them.

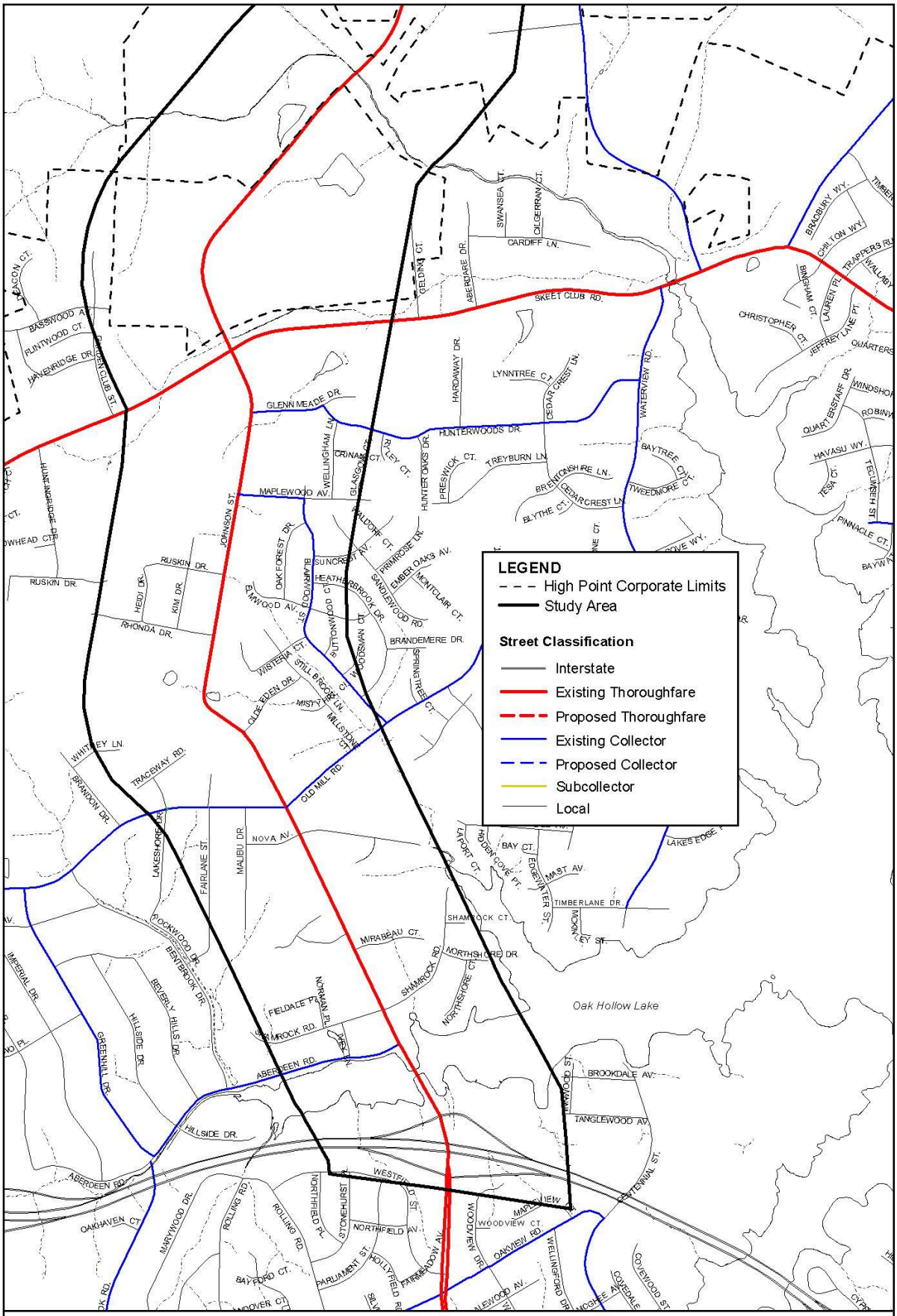
  - The Johnson Street/Sandy Ridge Road area shall be included in any plans by Hi tran and the Piedmont Authority for Regional Transportation (PART) for alternative modes of transportation, including transit routes, park and ride lots and vanpools.

- **Conceptual Collector Road Network:** Efficient development shall be facilitated by the construction of a collector road network (see again Map 2).

- **Median Crossings and Access:** Crossings on thoroughfares with medians shall be limited to a minimum of one every 1,000 feet, with 1,500 feet being a preferable interval. Access to all parcels having frontage on any thoroughfare shall be from alternate streets, where available. No driveways on any thoroughfare except those serving single-family residential lots shall be allowed within 500 feet of an intersecting major street (one for which a median crossing is provided) or within 200 feet of an intersecting minor street (one for which no median crossing is provided). The distance between two non-residential driveways shall be a minimum of 400 feet.

environment

The Environment Goal speaks to the need to maintain a healthy and pleasant natural environment in the planning area—and from this goal, four objectives flow. These objectives call for the following: residential infill and increased housing density at appropriate locations to curb urban sprawl; the preservation of natural areas and open



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Map 2 - Section A

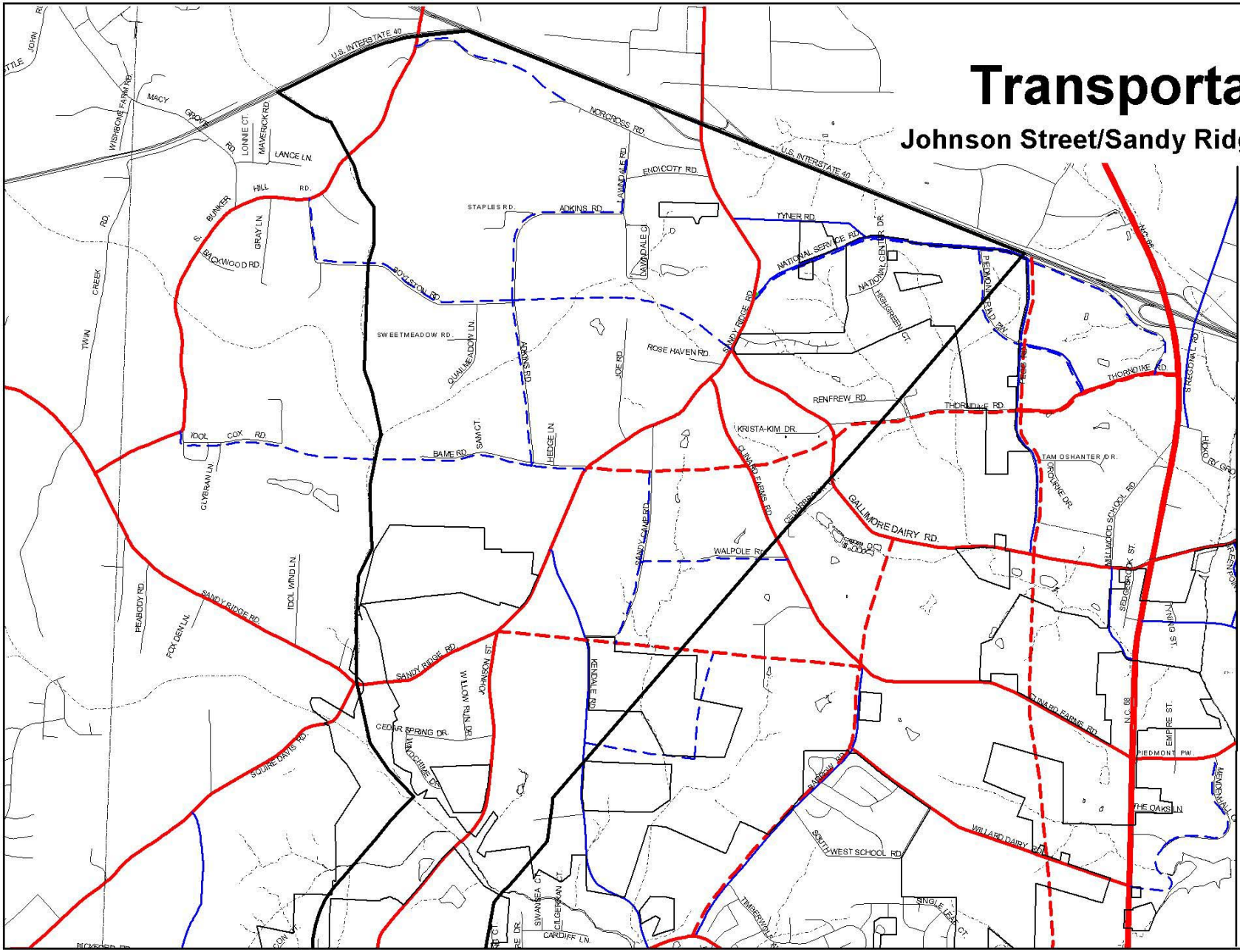
Tranportation Map

Johnson Street/Sandy Ridge Road Area Plan

Map 2 - Section B

Transportation Map

Johnson Street/Sandy Ridge Road Area Plan



LEGEND

- High Point Corporate Limits
- Study Area

Street Classification

- Interstate
- Existing Thoroughfare
- Proposed Thoroughfare
- Existing Collector
- Proposed Collector
- Local

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space in rural areas not scheduled for immediate development and the establishment of a tree preservation ordinance; the limitation of residential development within and near the airport's existing and future 65 Ldn noise cones; and the restriction of new, and the elimination of old, overhead utility lines.

The first three objectives, with the exception of a tree preservation ordinance, are met under the Land Use Policies and in the Land Use Map presented previously. A recommendation for the establishment of a tree preservation ordinance is detailed in another section, Supplemental Recommendations, on page 17.
Below are the two Environment Policies. The first comes directly from the Environment Objectives and is aimed at improving the quality of the visual environment. The second evolved from the committee's interest in minimizing potential conflicts where Low-Density Residential uses and Restricted Industrial uses come into contact. Much of the northern part of the study area has been designated for Restricted Industrial development, which can include some commercial uses, because of its location near Interstate 40/85, future Interstates 73 and 74 and PTIA. The airport, of course, influenced this designation in two ways: because of its transportation benefits; and due to the negative effects of noise on residences from the existing runways and a third runway if FedEx locates a hub on airport property.

There are scattered residences on large lots throughout this industrially designated area as well as a few well-established rural residential subdivisions with one-acre lots. In order to decrease conflicts between non-residential and residential development, design standards for non-residential uses must be carefully crafted. This is especially important where these uses might impact one of the rural subdivisions, which are less likely to be converted to a non-residential use than are larger lots containing a single dwelling.

- **Overhead Utility Lines:** All utility lines in new and redeveloped residential, commercial and industrial areas shall be buried. Where possible, overhead utility lines along streets and highways shall be buried when these facilities are widened.

- **Design Standards for Non-residential Development:** A Conditional Use Permit should accompany a rezoning request for a non-residential development in the study area, particularly where that development abuts an existing residential neighborhood. The Conditional Use Permit must be carefully evaluated, and the application shall address the following issues:

  - The mass, scale and height of the proposed use and accessory uses;
  - The topography of the subject property(s) and adjacent residential uses;
  - The location of proposed buildings and related proposed buffering, setbacks and landscaping;
  - Noise and light impacts,
  - The location of loading areas and other unsightly features of the development;
  - The appearance of the development including building materials;
  - Development access and other traffic impacts; and
  - The proposed use and its appropriateness of its location.

The intent of the Conditional Use Permit shall be to minimize the intrusive impact of the non-residential use on the adjacent neighborhood to the extent possible (see also Supplementary Recommendations, page 17).

community facilities

Ensuring the availability of adequate community facilities as development occurs is the Community Facilities Goal. The Community Facilities Objectives emphasize the need for additional parklands, especially passive parks, in the study area as well as the requirement for nearby fire and EMS services.

- **Parks and Recreation Facilities:** New parks and recreation facilities, especially those designed for passive recreation, shall be developed by High Point according to established park facility standards as growth in the area occurs.

- **Greenways:** As property develops, greenway easements shall be obtained from developers/property owners in appropriate locations so that the High Point greenway system can be extended to link parks, neighborhoods, schools and other destination points.

- **Fire and EMS:** A fire station, which will also serve as a base for Guilford County Emergency Services, shall be constructed in the area when growth justifies it.

Supplementary Recommendations

Recommendations differ from policies in that they are not officially adopted principles intended to guide High Point's decision making process. Instead, these recommendations are meant to result in the adoption of additional policies in the future. For example, once a tree preservation ordinance is formulated and adopted by the City Council, that ordinance will be a part of the Development Ordinance and thus city policy. Similarly, when parcels within the Future Growth Area or the Area of Concern are redesignated to a developable Land Use Classification, these new designations will also be city policies, though they will be more flexible than a policy that is part of an ordinance.

- **Develop a Tree Preservation Ordinance:** A committee representing various community interests should be appointed by City Council and charged with the responsibility to develop an ordinance that will preserve existing trees on development sites.

- **Develop Design Standards for Non-residential Development:** City staff should develop specific design standards addressing the issues identified in the second Environment Policy, which seeks to minimize the impacts of non-residential development on residential subdivisions in the Restricted Industrial designated land in

the northern part of the study area and adjacent property. These standards should be submitted to City Council for adoption.

Plan Implementation

Implementation of the Johnson Street/Sandy Ridge Road Area Plan requires not only the commitment of City Council, the Planning and Zoning Commission and High Point staff, but also the support of the development community and the general public. While the plan is intended to be a flexible document that recognizes change, achieving the plan's goals and objectives and adhering to its policies will lead to coordinated and efficient growth, resulting in the best use of public expenditures.

- **Guide to Decision-making by Public Officials and Private Citizens:** Small-area and corridor plans like this one amend High Point's adopted Land Use Plan. As such, the Johnson Street/Sandy Ridge Road Area Plan will be used by staff, the Planning and Zoning Commission and the City Council in evaluating development proposals and requests for rezoning. The plan should also be used by city departments in determining demand for future services and capital improvements. To the extent that the plan receives broad public and private support, it can provide certainty as to the type of development that will likely occur in a specific area. This certainty contributes to more informed investment decisions and the continued stability of developed areas.

- **Plan Evaluation:** Unlike the Land Use Plan, small-area plans do not include a periodic review schedule. Instead, because they are amendments to the Land Use Plan, their goals, objectives and policies are in effect evaluated and modified when necessary either as a part of a Minor Review or Major Five-year Review of the Land Use Plan. However, because of this plan's recommendation to redesignate property within the Area of Concern when the Environmental Impact Statement for the airport's third runway is completed and a final decision is made regarding the location of a FedEx hub on airport property, part of the area covered in this plan must be reviewed prior to that time.