



A Study Of High Point's Future Growth Areas

Planning and Development Department
September 25, 2007

This printed material will be provided in an alternate format upon request.

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A Study Of High Point's Future Growth Areas

I. Introduction and Background

The current *Land Use Plan for the High Point Planning Area* was adopted by the City Council in 2000. In the implementation section of the plan, it states, "A full-scale review of the Land Use Plan and Map is initiated every five years. All development issues, land use objectives and Land Use Map designations are assessed for relevancy based on current growth trends and desired development policy." Though this full-scale review was not scheduled for 2005, it is fitting to examine selected portions of the planning area to determine whether or not the land use designations assigned to them remain appropriate. The portions designated as Future Growth Areas in Davidson County and in the northwest and southeast sections of the planning area are such locations. This report evaluates whether these areas should continue to be designated as Future Growth Areas or whether they should be re-designated for suburban or urban use.

The Future Growth Area designation was adopted as a part of the 2000 Land Use Plan due to a growing concern about inefficient growth patterns that place strains on services and/or create a need for services ahead of schedule. The Land Use Plan provides the following definition and purpose:

- ***Future Growth Area:*** *This classification includes environmentally sensitive lands, rural subdivisions and agricultural or undeveloped areas lacking public water and sewer and other municipal facilities, infrastructure and services. These lands are not intended for development within the five-year timeframe of this adopted Land Use Plan, but shall await reevaluation during the next scheduled Major Five-year Review process or a Plan amendment pursuant to the Minor Review process before they can be reclassified to an appropriate land use category supportive of urban development. So long as any land remains classified as a Future Growth Area, such land shall not be approved for development by the City nor considered for annexation, the extension of water or sewerage or the provision of other municipal facilities, infrastructure or services.*

This report describes the three Future Growth Areas in detail and assesses whether all or some of the areas are ready for redesignation. Prior to that, however, it is important to understand why areas were designated as Future Growth Areas in the first place –their purpose and the criteria used to determine the appropriateness of the designation. This understanding assists in the reassessment of the Future Growth Areas. In general, Future Growth Area designation is applied to properties considered to be premature for suburban or urban development. They exist on the outermost portions of the city's planning area and are too distant from the city's existing boundaries to serve efficiently

Factors to Consider When Designating a Future Growth Area	
Service Costs	<ul style="list-style-type: none"> ▪ Personnel costs, including police and fire, solid waste disposal, building inspections, electrical meter reading, library services, water and sewer treatment ▪ Operational costs including fleet maintenance, fuel, facilities upkeep, equipment upgrades ▪ Capital costs including new fire stations and major equipment, police substations, branch libraries, recreation centers ▪ Disaster recovery ▪ Anticipated revenue from growth and development
Adequate Facilities	<ul style="list-style-type: none"> ▪ Water and sewer utilities ▪ Parks and greenways ▪ Electrical utility substations ▪ Communications (emergency and service) ▪ Transportation (roads) ▪ Emergency response time ▪ Fire insurance rating impact
Growth Factors	<ul style="list-style-type: none"> ▪ Proximity of existing corporate limits to the area ▪ Anticipated rate of growth and annexation ▪ Growth pattern (controlled and efficient)

and effectively by police, fire, waste collection and water and sewer utilities. Less obvious services including building inspections and parks and recreation facilities are also factored in when recommending FGA designation for an area.

Jurisdictions must have plans to provide services to annexed areas that would eventually be comparable to those provided to areas already in the city; and the more distant the area, the more difficult the planning. There are a number of consequences as a city grows. Additional personnel like fire fighters and police may be required as well as new vehicles and new capital facilities like fire stations. The city's fire insurance rating could be affected if response times increase. Travel time and travel expenses to journey from the main part of the city increase, and this is exacerbated when the journey is to outlying annexations. These sorts of considerations are employed in a sort of cost/benefit analysis to determine whether an annexation of a particular area is prudent. All else being equal, a distant satellite annexation will always be more costly than a contiguous annexation.

A Future Growth Area designation effectively places a hold on the urbanization of the area for a period of time. However, at some point, deliberation about redesignation of part or all of a Future Growth Area will occur. This might come about because there is an application for a Land Use

Plan amendment to accommodate a proposed development or because the city has grown toward the Future Growth Area a distance sufficient to obviate the factors that lead to the original designation. The criteria for redesignating a Future Growth Area to a developable land use designation are the same as those used in designating one. A decision to redesignate part or all of a Future Growth Area is saying, in effect, that the

city is ready and able to provide urban services to the area efficiently and at the same level it provides throughout the rest of the municipality; and as this section has pointed out, this decision will have financial and other consequences that should be carefully analyzed.

II. Northeast Davidson County Future Growth Area

Introduction

The Future Growth Area in Davidson County originally consisted of approximately 936 acres, or roughly 31 percent of High Point's 3,041-acre annexation agreement area in that county. With the annexation approval for the Planter's Walk subdivision in September, 2005, the Future Growth Area is now about 839 acres, or 28 percent of the total area. The annexation agreement among High Point, Thomasville and Davidson County was reached in 1992. It was designed to provide some assurance to local governments, property owners and developers as to future growth in northeast Davidson County. At its closest point, the Future Growth Area is some 0.8 of a mile from the main body of High Point in Guilford County, though it is closer to some satellite annexations in Davidson County and is contiguous with two, Swansgate, on Lexington Avenue and Planter's Walk south of Burton Road (see Map 1). High Point has no water service in the Future Growth Area and provides no sewer service except outfalls that cross the area in route to the Westside Wastewater Treatment Plant.

Analysis

The Future Growth Area in Davidson County was originally designated with the adoption of the 2000 Land Use Plan. In 2002, the NE Davidson Area Plan reached the same conclusion upon a review of land uses in the area. This revalidated the Future Growth Area designation.

The Annexation Agreement

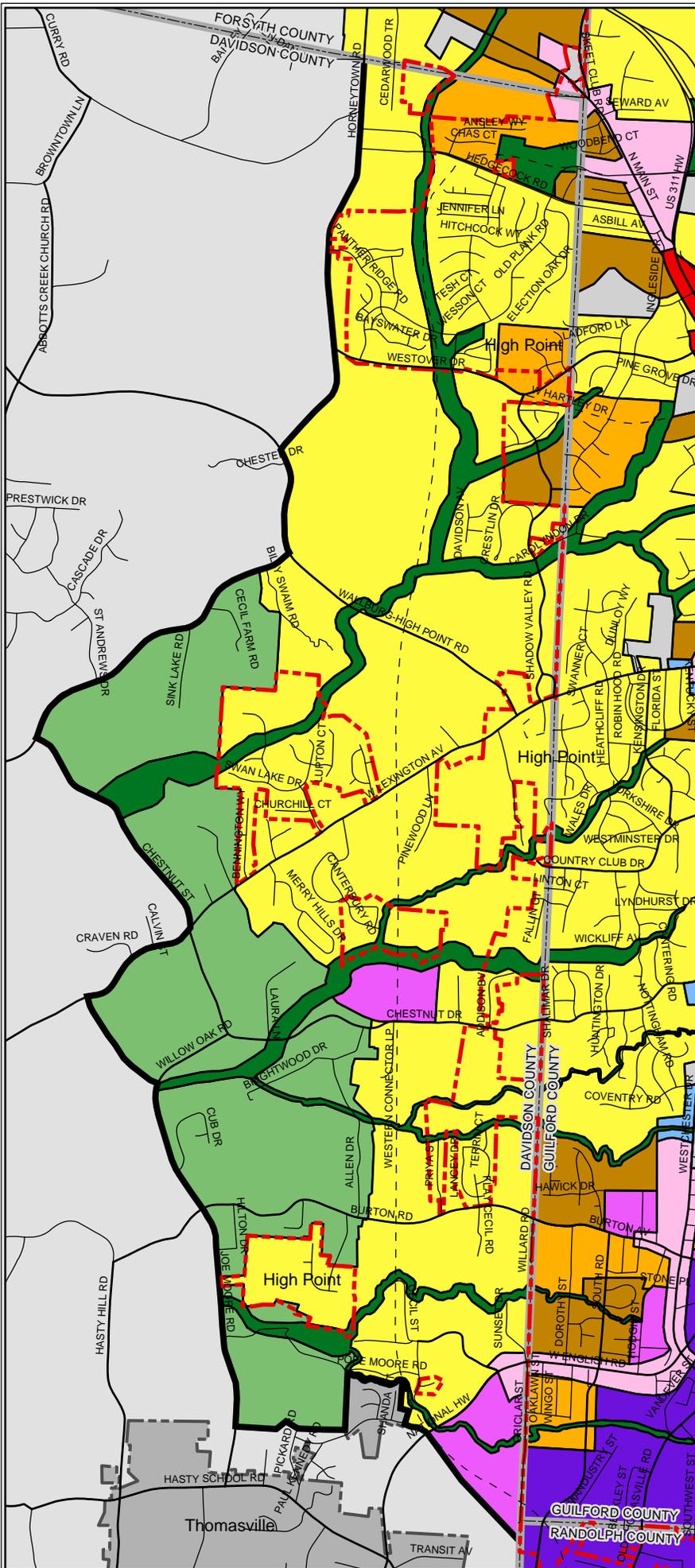
The agreement provides the city with the ability to make long-term infrastructure and service delivery investments while assuring that growth will assist in offsetting these costs. It accomplishes this, in part, by phasing, or timing, the ability of the city to annex property involuntarily in Davidson County. The ability of High Point to do involuntary annexations was controlled by three lines. One line allowed involuntary annexation before 1999. A second line did not allow involuntary annexation until 1999, and a third line did not allow involuntary annexation until 2005. These limits have passed. However, voluntary annexations on the part of High Point were not restricted anywhere in the annexation agreement area. City growth beyond the annexation agreement boundary is not expected or planned for within the life of the agreement, which expires in 2013.

City of High Point

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High Point Planning Area in Davidson County

LAND USE PLAN - Map 1

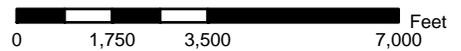


Legend

- Road Centerlines
- High Point Corporate Limits
- Planning Area
- County Line
- Other Cities

Land Use Plan Classification

- Low-Density Residential
- Moderate-Density Residential
- Medium-Density Residential
- Office
- Local/Convenience Commercial
- Community/Regional Commercial
- Light Industrial
- Heavy Industrial
- Institutional
- Recreation/Open Space
- Future Growth Area



NORTH AMERICAN STATE PLANE COORDINATE SYSTEM
Geographic Coordinate System NAD 1983

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Area Growth

As a part of examining this Future Growth Area in Davidson County, an analysis of growth potential in the entire planning area in Davidson County was performed. The analysis was based on a set of assumptions dealing with the amount of potential developable property remaining and that future growth would resemble past growth. The analysis predicted the following: an additional 4,780 dwelling units and 12,337 persons could be expected in the unincorporated part of the planning area not restricted by the Future Growth Area designation; an additional 2,313 dwelling units and 5,921 persons could be expected in the Future Growth Area. These total an additional 7,563 dwelling units and 19,316 persons in NE Davidson County. Since this analysis was performed in May 2006, an additional 616 units in the Davidson County portion of the planning area not in the Future Growth Area have been approved. Based on plans for infrastructure and service growth, High Point can eventually accommodate these numbers, but the task can be less costly if growth patterns are efficient. These figures are also shown in greater detail in Table 1. The assumptions used in calculating the numbers are presented in the footnotes to the table.

**Table 1
Growth Potential in High Point’s Planning Area in Davidson County**

Area	Acres in Parcels >=/ > 5 Acres	Acres in Parcels < 5 Acres	Potential Housing Units ²	Potential Population ²	Density Factor ²
N. of Lexington					2.6 du/acre
In City	19.00	347.36	49	126	
Outside City ¹	1,017.38	376.26	2,645	6,771	
Future Growth Area	338.56	116.50	880	2,253	
Total North	1,374.94	840.12	3,574	9,140	
S. of Lexington					2.4 du/acre
In City	383.15	93.78	430	1,032	
Outside City ¹	889.47	421.90	2,135	5,466	
Future Growth Area	393.06	356.91	1,433	3,668	
Total South	1,665.68	872.59	3,998	10,166	
Grand Total	3,040.62	1,712.71	7,572	19,306	

1. But not in Future Growth Area.

2. Based on acres in parcels =/ > 5 acres. Housing units calculated on 2.6 and 2.4 units per acre, based on the densities of existing development in Davidson County north and south of Lexington Avenue. Population calculated on 2.56 persons per unit, based on the 2000 Census. Assumed parcels < 5 acres are already developed. Development in High Point’s Davidson County planning area was also assumed to consist almost entirely of a low-density residential nature.

Most of the development of High Point has been north of Lexington Avenue. In fact of the units approved for development in the High Point planning area in Davidson County, 85 percent (2,641) have been north of Lexington Avenue. In addition, almost all of these units were in developments either contiguous to the main body of the city, or to the non-

contiguous annexation, Swansgate, and were not in an area designated as a Future Growth Area.

The part of Davidson County south of Lexington Avenue has historically been a slow growth area. In the past, there has been little demand for development at an urban scale

Table 2
High Point Residential Annexations in Davidson County
From the 1980s Through June 2007

Decade	Development	# of Units	Contiguous (Y/N)	Zoning District
1980s	Canterbury	38	N	RS-12
	Country Club West	18	Y	RM-5
1990s	Burton Oaks	35	N	CU RS-12
	Wynn Gate	38	Y	CU RS-12
	Swansgate	103	N	CU RS-15
	Hillside Trace	9	N	RS-12
	Westover Park	100	N	RM-12
	Laurel Oak Ranch	1,100	Y	CU PDR
2000s	Addison's Creek	46	Y	CU RM-5
	Hoffman Holbrook ¹	27	N	CU PDL
	Hedgecock Place	96	Y	CU RM-12
	Ashebrook Place	150	Y	CU RM-8
	Del Mar	222	Y	CU PDR
	Penfield	61	Y	CU PDR
	Country Club Estates ²	122	Y	CU PDR
	Heritage Ridge Townhomes	80	Y	CU RM-8
	Cherokee Hills	36	Y	RS-15
	Shugart	144	Y	CU RM-8
	Planter's Walk	204	N	CU RS-15
	Kavanaugh	233	Y	CU RM-8
	Westover Ridge	247	Y	CU RM-8
	Maynard Walsh	128	Y	CU RM-5
	Trafalgar	23	Y	RS-15
	Moorefield Property	52	N	CU RS-9
	M&P Developers	77	Y	CU RS-9
Cedarwood Trail	52	N	CU RS-9	
Wynngate	37	Y	CU RS-12	

1. Not developed

2. Partly in Guilford County

and with urban services south of Lexington Avenue, in contrast with development pressure north of Lexington Avenue. Two exceptions were Planter's Walk, in the Future Growth Area, and the addition to Wynngate, which was not in the FGA.

A number of medium- to large-size properties with residential development potential exist outside of the Future Growth Area, in the area already designated with active uses in the Land Use Plan. These properties could accommodate considerable additional High Point growth in Davidson County (see Map 2). Development of these properties prior to redesignation and development in the Future Growth Area would not contribute as much to the encouragement of non-contiguous development.

Issues

Redesignation and development of the remainder of this Future Growth Area raises a number of planning and policy issues. The clearest, most direct policies guiding development in High Point's planning area in Davidson County are found in the *NE Davidson Area Plan*. In general, the policies in the plan speak to the types of development encouraged in this part of the county, development standards for residential and non-residential development, environmental protection, transportation and public facilities. Those policies most related to all development in the area have to do with the availability of adequate public facilities and contiguity of development. Specifically, the plan states the following:

- *Essential public facilities shall be available and adequate to serve the proposed density of the development; and*
- *New development that is not contiguous to the city should occur in an orderly and efficient manner, and be consistent with the city's plans for community facilities to serve the development. Non-contiguous development should occur in close proximity to existing development and where additional public investments and urban service costs can be minimized.*

The planning for and provision of services is based on these policies. The provision of urban services to widely disparate satellite annexation is expensive and inefficient. That is the reason that the NE Davidson Area Plan calls for contiguous or near-contiguous development.

Urban Services

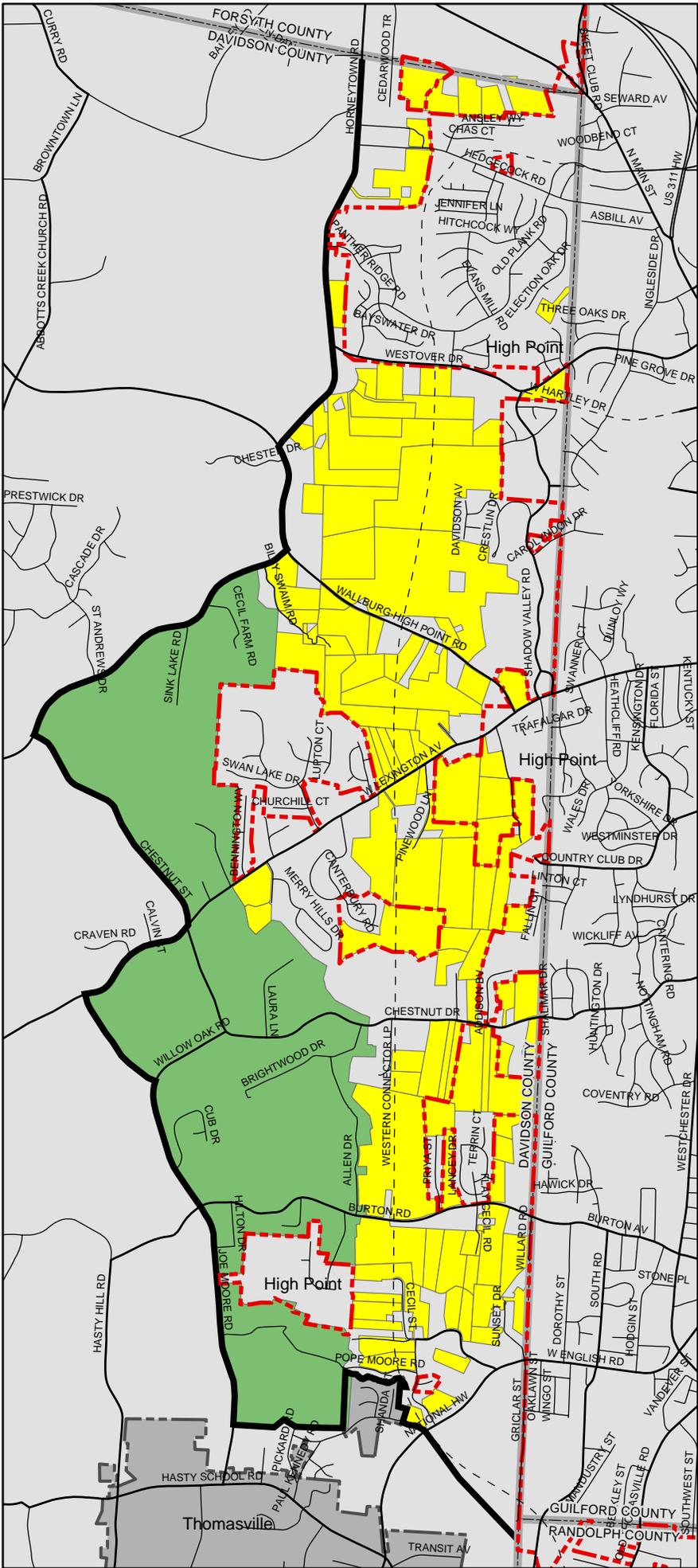
The redesignation and development of this Future Growth Area raises a number of service delivery issues.

Fire - Although the Fire Department has plans for future stations to serve northeastern Davidson County, untimely development, especially on the periphery of the planning area. Interim agreements with the rural fire departments to provide service to some areas might be advantageous because of proximity, but no agreement with any rural fire department in the area is in place at this time. The major concern of the Fire Department is water supply and pressure. While pressure is adequate at some places in the Future Growth Area, it may not be throughout the area. Removal of the future Growth Area designation could cause a need for new stations earlier than planned, creating premature

City of High Point

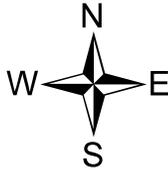
Planning & Development Department

Potential Residential Development Parcels Outside Future Growth Area Map 2



Legend

- Road Centerlines
- - - High Point Corporate Limits
- ▭ Planning Area
- - - County Line
- ▭ Other Cities
- ▭ Future Growth Area in Davidson County
- ▭ Parcels (Res.) > 5.00 ac (1763.08 ac)



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Geographic Coordinate System NAD 1983

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fiscal impacts. In any event, the High Point Fire Department has no imminent plans to construct additional fire station to serve Davidson County.

Police - Similarly, the Police Department and other operating divisions like solid waste collection and building inspections will grow as needed to provide service to High Point citizens. The Police Department, for example, will add personnel and vehicles at some point due to overall city growth so that response times continue to be minimized. The department estimates that approximately six additional officers would be required to serve the entire area adequately. Improvements to the road network, such as the proposed Westside Thoroughfare will be an important factor on how efficiently police service can be provided. Again, though, growth on the margins of the planning area will necessitate the employment of personnel and the purchase of equipment earlier than would otherwise be required. City personnel and vehicles will have to cross unincorporated parts of the county to reach satellite annexations to provide city services at an unknown cost in time and money.

Transportation - The Transportation Department notes that roads that provide access to and from High Point for the area currently operate under capacity and with localized improvements like turn lanes and access restrictions accommodate traffic volume increases associated with new developments without becoming overloaded. There are only three direct routes between the Future Growth Area and the city—Burton Road, Chestnut Drive and West Lexington Avenue. Continued development eventually will require one or more of these to be widened. Improvements to Lexington are probably at least 10 years away, and widening the others is even further into the future. None of these projects is included in the State Transportation Improvement Program (TIP) as of now.

Construction of the Westside Thoroughfare, a proposed four-lane limited access highway connecting Interstate 85 in Thomasville with US 311 (future I-74) west of High Point, would not begin until after 2013. This facility will be important to the provision of city services, as there is no direct north/south road through this portion of the planning area. The project will begin in Thomasville and proceed northward, intersecting US 311 at the NC 66 interchange. Maps now show the thoroughfare near the eastern boundary of the Future Growth Area, however the state has not as yet determined the location of any alignments. The more development that occurs in the potential path of the project without the preservation of future right-of-way the more difficult the project will become. There are already a number of rural subdivisions and several High Point satellite annexations that present obstacles to the construction of this thoroughfare.

Water - The entire Future Growth Area is in Davidson Water Company's service area. If the area is redesignated and developed, the company would be the water provider, as High Point, under an agreement in effect until 2012, could not. The city could negotiate to purchase a portion of Davidson Water's lines to connect to the city's water lines, but that would be a lengthy process. The lines would have to be isolated from the company's system, and there could be compatibility problems in line size and line materials.

Sewer - The city currently provides no sewer service to property in the Future Growth Area, though outfalls pass through the area in route to the Westside Wastewater Treatment Plant. Several sewer outfalls to the Westside Wastewater Treatment Plant and the plant itself are planned for upgrading. The outfalls may be finished in 2009 with the plant improvements to be completed later. These projects are the subject of a Special Order by Consent (SOC) with the state. The city sewer system in Davidson County, when upgraded, will be adequate to accommodate development of the magnitude assumed.

Conclusion

The Planning and Development Department concludes that the Future Growth Area assists in providing effective and efficient city services and to open this area for urban development would impact city services and costs. Potential urban development in the existing Future Growth Area raises a number of issues. Among these are the following:

- The eventual location of the Westside Thoroughfare and the benefit of preserving maximum flexibility in siting possibilities.
- The fact that upgrades to the Westside Wastewater Treatment Plant and sewer outfalls are not planned for completion until 2009 in the case of the outfalls and later for the plant itself.
- Preventing premature expense for required police and fire service due to development far from existing service areas, including impacts to response time and fire insurance rates.
- General inefficiencies caused by inadequate public facilities and sprawling, satellite growth, including requiring time-consuming travel through unincorporated Davidson County by city personnel and vehicles to serve areas on the periphery of the planning area.
- The patterns and rate of residential growth in the area do not indicate a need to designate the area for development at this time, especially in the slow growing area south of Lexington Avenue.

Removal of the Future Growth Area designation and replacing it with some developable land use classification would encourage additional non-contiguous development at the outer limits of the city's planning area with impacts on the city's ability to provide services in a cost efficient manner.

Recommendation

The Future Growth Area designation in Davidson County should be maintained.

III. Northwest High Point Future Growth Area

Introduction

The Future Growth Area is contiguous with incorporated High Point at the West Fork of the Deep River adjacent to River Landing retirement community and along the Forsyth County/Guilford County line north of U.S. Hwy 311 (see Map 3). High Point has neither water service nor sewer service in the Future Growth Area though both are quite close at the above-mentioned locations, as well as at the Saddlebrook subdivision north of River Landing.

Analysis

The Annexation Agreement

The Future Growth Area in the northwest part of the city's planning area, which is defined by High Point's annexation agreements with Greensboro and Kernersville, consists of approximately 3,170 acres. These agreements were reached in 1988 and 1995, respectively. (High Point and Kernersville have now amended the 1995 agreement, see page 12.) They were designed to provide some assurance to local governments, property owners and developers as to future growth in this part of Guilford and Forsyth counties.

Area Growth

The northwestern part of High Point's planning area has been, since the 1980s, the primary location of the city's residential growth, as the northeastern portion of the planning area has been the center of industrial growth. These growth patterns were supported by both the 2000 *Land Use Plan for the High Point Planning Area* and the *Johnson Street/Sandy Ridge Road Area Plan*, which was also completed in 2000. Both plans identified the extreme northwest part of the planning area as a Future Growth Area, discouraging scattered growth patterns. Residential growth was to consist mostly of single-family development, while the industrial development was to be light industrial/corporate park in nature.

Though the proposed air cargo and sorting hub at Piedmont Triad International Airport was announced prior to completion of both plans, the full implications of the potential for disturbing levels of aircraft noise during the night was not fully understood until later, especially after an analysis of the problem was completed by a city-hired acoustical engineering firm in 2003. Subsequently, an Airport Overlay Zone was adopted that severely restricted new urban-scale residential development in the northern-most part of the planning area and enacted other building restrictions further south. While there is still ample residentially designated property north of Skeet Club Road, land use plans were amended to redesignate much of it for industrial use, both for the purpose of noise mitigation and also in anticipation of increased demand for industrial property as a consequence of the cargo hub.

Legend

- Road Centerlines
- High Point Corporate Limits
- Planning Area
- County Line
- Other Cities

Land Use Plan Classification

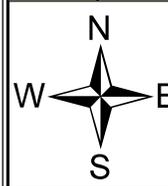
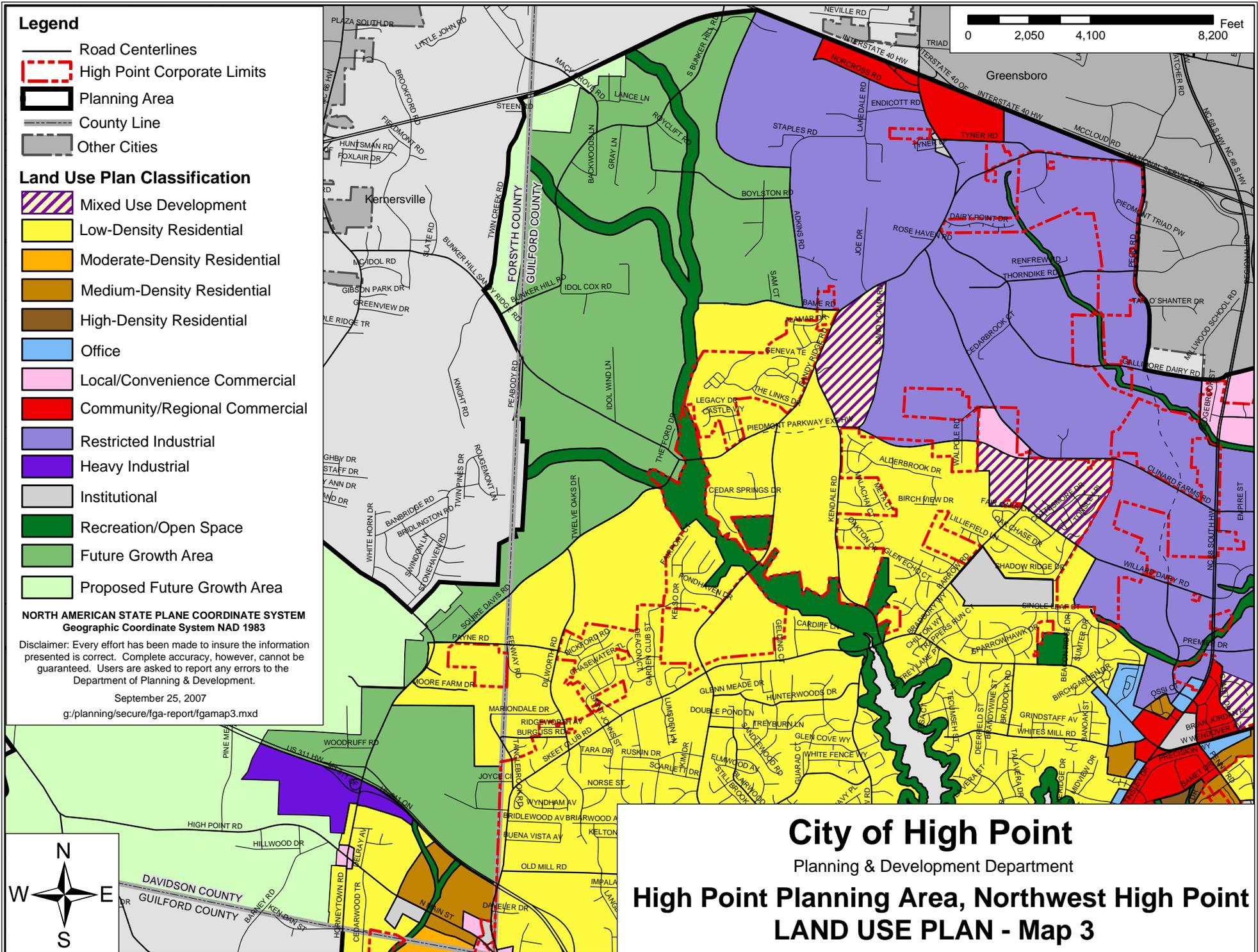
- Mixed Use Development
- Low-Density Residential
- Moderate-Density Residential
- Medium-Density Residential
- High-Density Residential
- Office
- Local/Convenience Commercial
- Community/Regional Commercial
- Restricted Industrial
- Heavy Industrial
- Institutional
- Recreation/Open Space
- Future Growth Area
- Proposed Future Growth Area

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City of High Point
 Planning & Development Department
High Point Planning Area, Northwest High Point
LAND USE PLAN - Map 3

Residential growth in this area continues, though its preeminence has been challenged during the past several years by that in northeast Davidson County. Growth in the northwest was spurred by the very large annexation between Oak Hollow Lake and Skeet Club Road in the 1980s. Thereafter, new development flowed northward, following an arc formed by Skeet Club Road. Residential construction accelerated in and beyond 1995. Between 1995 and the present, more than 4,000 dwellings have been built or approved, mostly single-family units or townhomes. Many of these are in Zone 3 of the Airport Overlay District, where additional insulation and other sound-damping construction techniques must be employed.

As mentioned above, as a part of the adoption of the Johnson Street/Sandy Ridge Road Area Plan and the establishment of the Airport Overlay Zone, a considerable amount of property in the vicinity was redesignated from Low Density Residential to Restricted Industrial. Of this property, about 2,489 acres are in parcels suitable for development or redevelopment for industrial use. In addition, a number of large undeveloped or underdeveloped parcels designated for residential use remain in the northwest part of the planning area outside of the Future Growth Area that could be developed under the least restrictive of the Airport Overlay District regulations (buyer notification only) or which are outside of the district altogether, as shown on Map 4.

Approximately 2,000 acres of such property is in parcels equal to or greater than five acres in size. An additional 1,700 acres in such parcels exists in the recently acquired planning area under the amended annexation agreement with Kernersville. This property is not as yet designated.

A few small, rural subdivisions with single-family homes on large lots exist, especially in the northern part of the Future Growth Area. Properties generally east of Adkins Drive and north of Boylston Road are in Zone 2 of the Airport Overlay District. Land in Zone 2 within High Point's jurisdiction cannot be subdivided and developed with new residential uses. The remainder of the Future Growth Area is either in Zone 4 of the district, which requires notification to potential buyers, or is outside of the district. Comparatively flat land exists on the ridges dividing the tributaries of the West Fork of the Deep River with steeper slopes along the watercourses. From the standpoint of the terrain, this Future Growth Area is more conducive to development than the one in Davidson County or the one in the eastern part of the planning area. However, the transportation network is relatively rudimentary. Only one major thoroughfare—Sandy Ridge/Bunker Hill Road—crosses the Future Growth Area in an east/west direction. Bunker Hill Road at the extreme north end of the planning area crosses in a northeast to southwest direction, while NC Highway 66 barely accesses the southwest quadrant.

Urban Services

Fire - As this area develops, and particularly if the Future Growth Area designation were replaced with some other land use designation, service and other issues arise.

Legend

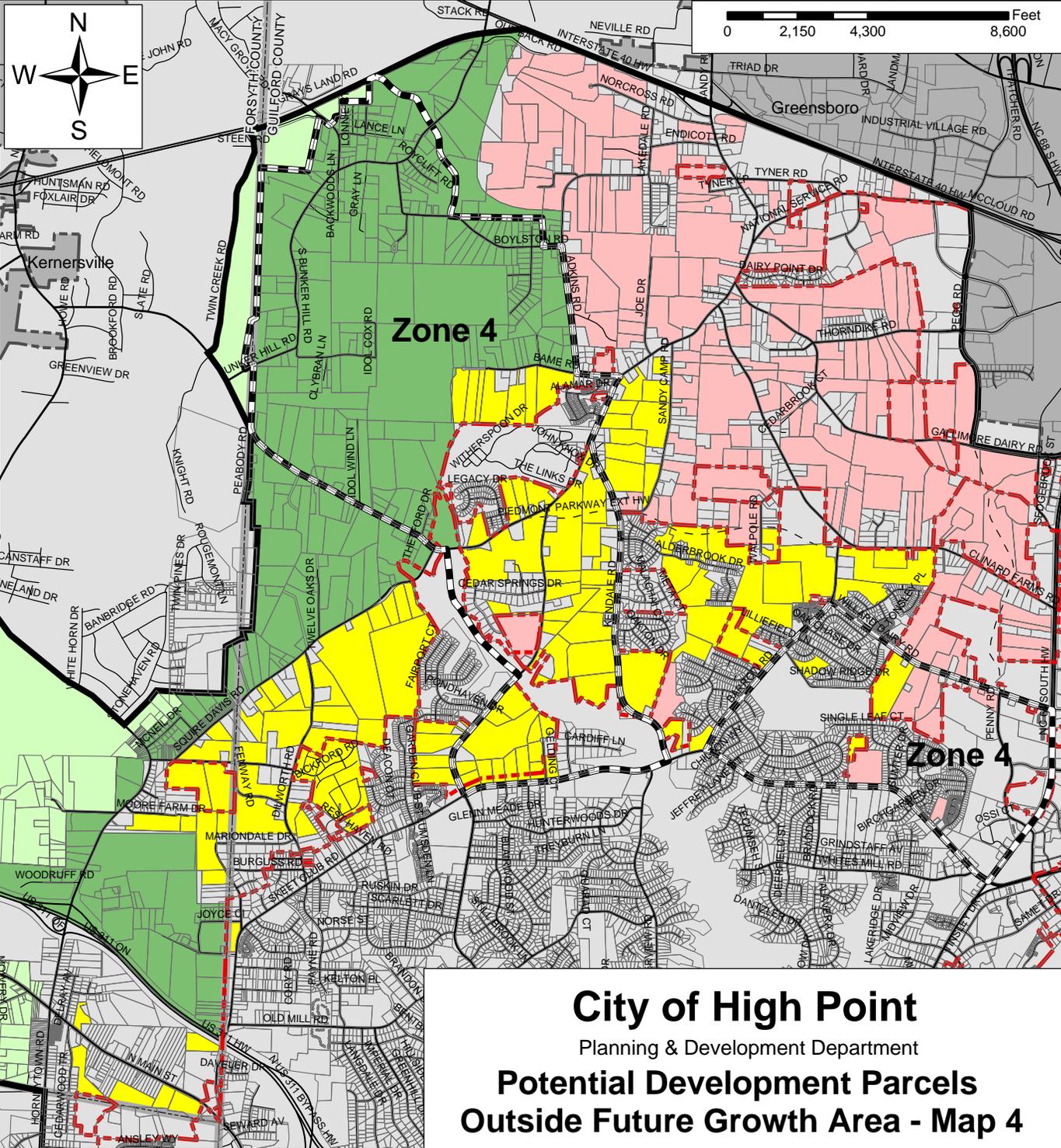
-  Road Centerlines
-  High Point Corporate Limits
-  Planning Area
-  County Line
-  Other Cities
-  Zone 4 - Airport Overlay District
-  Future Growth Area North and West of Skeet Club and Hwy 68
-  Parcels (Res.) > 5.00 ac (1923.35 ac)
-  Parcels (Non-Res.) > 5.00 ac (2488.80 ac)
-  Proposed Future Growth Area

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City of High Point
Planning & Development Department
Potential Development Parcels
Outside Future Growth Area - Map 4

The High Point Fire Department is well positioned to serve the northwest part of the planning area, with stations on Hwy 68, Barrow Road, and the jointly operated station (with the Colfax Fire Department) on Sandy Ridge Road. There are also Mutual Aid Agreements with neighboring fire departments. The only existing potential difficulty is the lack of a few road connections. It is anticipated that the road network in the area should improve substantially as development occurs.

Police - The effect on the Police Department is less clear. Non-residential property typically generates more police calls than do single-family subdivisions. However, as is true for other city services, the further spread out the service area becomes, the less efficient and more expensive providing that service can be.

Water and Sewer - With the upgrade of the Eastside Wastewater Treatment Plan, which was completed in 2006, capacity is sufficient to serve the entire planning area that drains to it. Water is also available in the vicinity. The closest sewer line is at River Landing and Saddlebrook, and water is available from Sandy Ridge Road.

Reconstruction of some sewer outfalls to the Eastside Wastewater Treatment Plan will be completed this fall under the SOC, and a new outfall to Kernersville is in the planning stage. (More detail on this outfall is presented on the following page.)

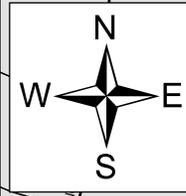
Transportation - A second phase of the Westside Thoroughfare, which is also referred to as the North-South Connector, is proposed as an extension northward from US 311 at NC 66 to I-40 south of Kernersville, generally along an alignment that follows the Guilford/Forsyth county line. This route was recently added to the High Point Urban Area Thoroughfare Plan. The long-range intent of this facility is to provide the following: 1) improved connectivity between interstate routes and enhanced access to I-40; 2) improved access to the Piedmont Triad International Airport and a regionally significant development zone known as the Heart of the Triad; and 3) connectivity to the proposed road between the airport and Winston Salem's northern beltway. A feasibility study for this phase of the North-South Connector has not been undertaken at this point, and corridor protection is a significant issue. Currently, the project is not listed in the state TIP, and no funding has been secured either for further study or for project programming.

Other major roads or road projects in the area include the widening of Johnson Street/Sandy Ridge Road and the extension westward of Piedmont Parkway. The former has had \$8,140,000 in funding earmarked by Congress to kickoff the project, and the city is currently in negotiations with NCDOT to establish a municipal agreement that would allow the city to move forward with environmental planning and project design. A corridor feasibility study for Piedmont Parkway should be completed by late summer, 2007, and the MPO will request that the project be added to the next TIP. A number of other connecting roads indicated in the Johnson Street/Sandy Ridge Road Area Plan also depend on development. The time frame for completion of this road network is unknown at this time.

City of High Point

Planning & Development Department

Additional Planning Area Under the High Point/Kernersville Annexation Agreement - Map 5



LEGEND

- Planning Area
- High Point Corporate Limits
- County Line
- Road Centerlines
- Amended Agreement Area

Land Use Classifications

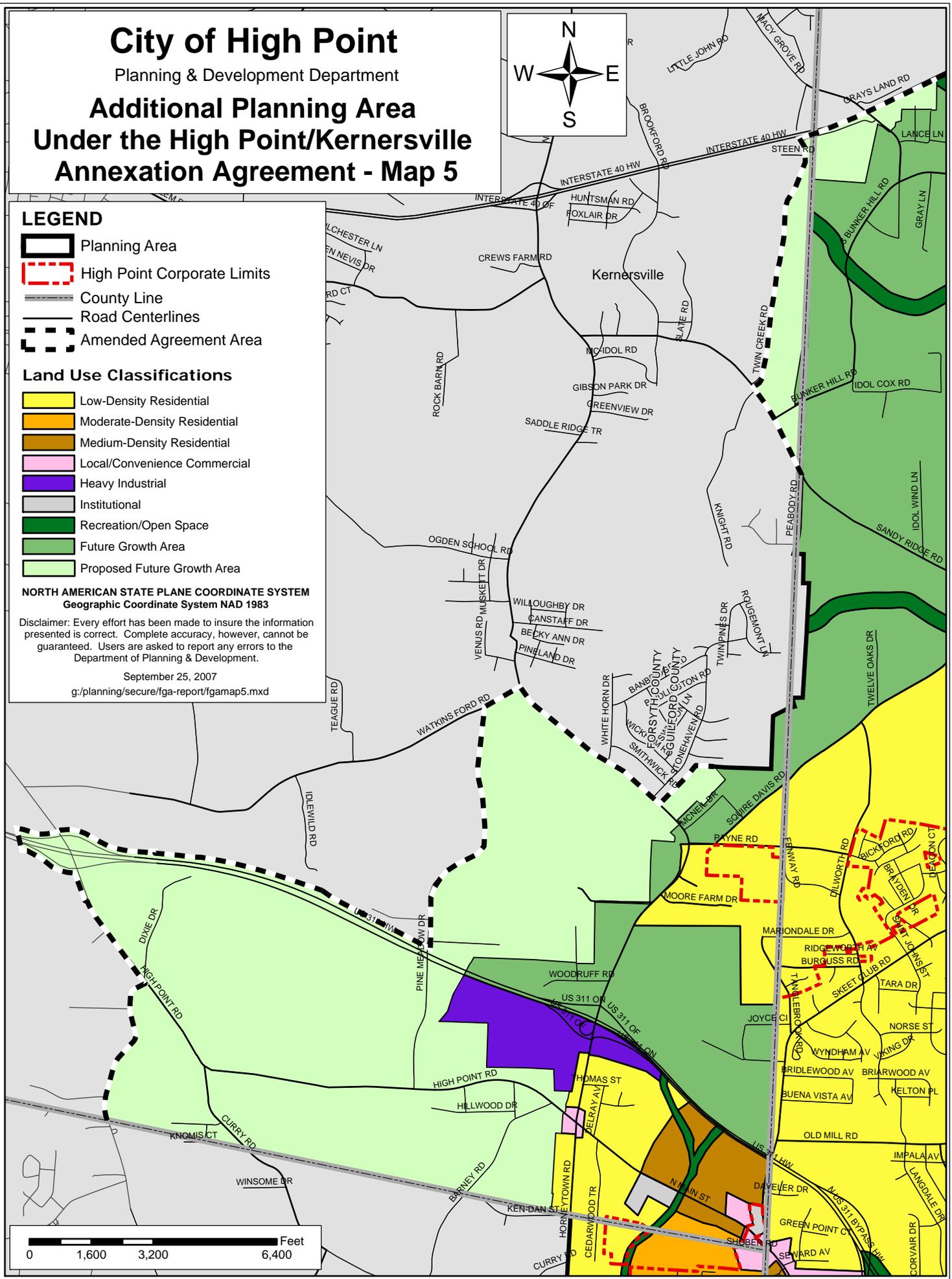
- Low-Density Residential
- Moderate-Density Residential
- Medium-Density Residential
- Local/Convenience Commercial
- Heavy Industrial
- Institutional
- Recreation/Open Space
- Future Growth Area
- Proposed Future Growth Area

NORTH AMERICAN STATE PLANE COORDINATE SYSTEM
Geographic Coordinate System NAD 1983

Disclaimer: Every effort has been made to insure the information presented is correct. Complete accuracy, however, cannot be guaranteed. Users are asked to report any errors to the Department of Planning & Development.

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Issues

Two important planning issues include the juxtaposition of residential and non-residential development and scattered satellite development. In addition, the uncertainty of the timing and routes of the transportation projects mentioned above make noncontiguous development in the area, especially in the existing Future Growth Area, problematic. Four other critical planning issues to consider are the following:

- The “Heart of the Triad” proposal encompasses a portion of the Future Growth Area. Participation in the “Heart of the Triad” effort has brought the cities of High Point, Winston-Salem, Greensboro and Kernersville, along with Forsyth and Guilford counties, together to try to develop long-term growth plans and create a unique identity for an area along I-40 that is the “center” of the Triad region. Premature and piecemeal development in the area would make the realization of this project immeasurably more difficult. The conceptual process was completed 2006, and each jurisdiction has agreed to proceed further with a detailed land use plan for the area.
- High Point and Kernersville signed a Memorandum of Understanding (MOU) on May 3, 2007. The Memorandum of Understanding notes the need for the two municipalities to enter into a Master Utility Agreement to address water and sewer extensions into areas expected (and desired) to growth. The MOU details one specific sewer outfall project – an extension of sewer service from the River Landing Development on Sandy Ridge Road to a point north of Business I-40. Both jurisdictions would participate in funding the project, and High Point would receive property tax revenues from a portion of the resulting development for a period of 40 years. The MOU was accompanied by an amended annexation agreement between High Point and Kernersville, which was adopted by the High Point City Council on May 21, 2007 and the Kernersville Town Council on August 7, 2007. The new sewer outfall could be completed in about 18 months, and the amended annexation agreement adds more than 2,500 acres to High Point’s planning area. Map 5, on the previous page, shows this area.
- The Part 150 Study, which is an extensive airport noise and noise mitigation study required for the release of federal mitigation funding, is completed. The draft final noise compatibility plan was completed in December, 2006 and presented to the Airport Authority in January 2007. The FAA should act on the study’s recommendations in late 2007.
- Finally, the NW Development Assessment, an examination of the development potential of the northwestern part of the city’s planning area—and the strategies and policies necessary to fulfill that potential—is underway. This assessment is both driven by and will inform the three items described above.

Conclusion

The issues discussed above, including uncertainty about the details of transportation projects, the need to preserve flexibility for planning initiatives, and the absence of a final determination about aircraft noise mitigation argue against changing the land use designation of this Future Growth Area. However, an assessment of these and other issues pertinent to the northwest part of the city's planning is getting underway, and the results of the assessment in terms of the development potential of the area could result in a recommendation to redesignate part of the Future Growth Area.

Recommendation

The Future Growth Area designation should be maintained.

IV. Southeast High Point Future Growth Area

Introduction

The Future Growth Area in the southeast part of the city's planning area consists of approximately 3,225 acres in two sections. The Future Growth Area is contiguous with incorporated High Point at the Deep River at Business 85 and at the Eastside Wastewater Treatment Plant. A very small part of the city is within one of the Future Growth Areas, at Kersey Valley Road near the interchange of N.C. Hwy 62 and Interstate 85 (see Map 6). High Point has neither water service nor sewer service in the Future Growth Area though both are quite close at the above-mentioned locations.

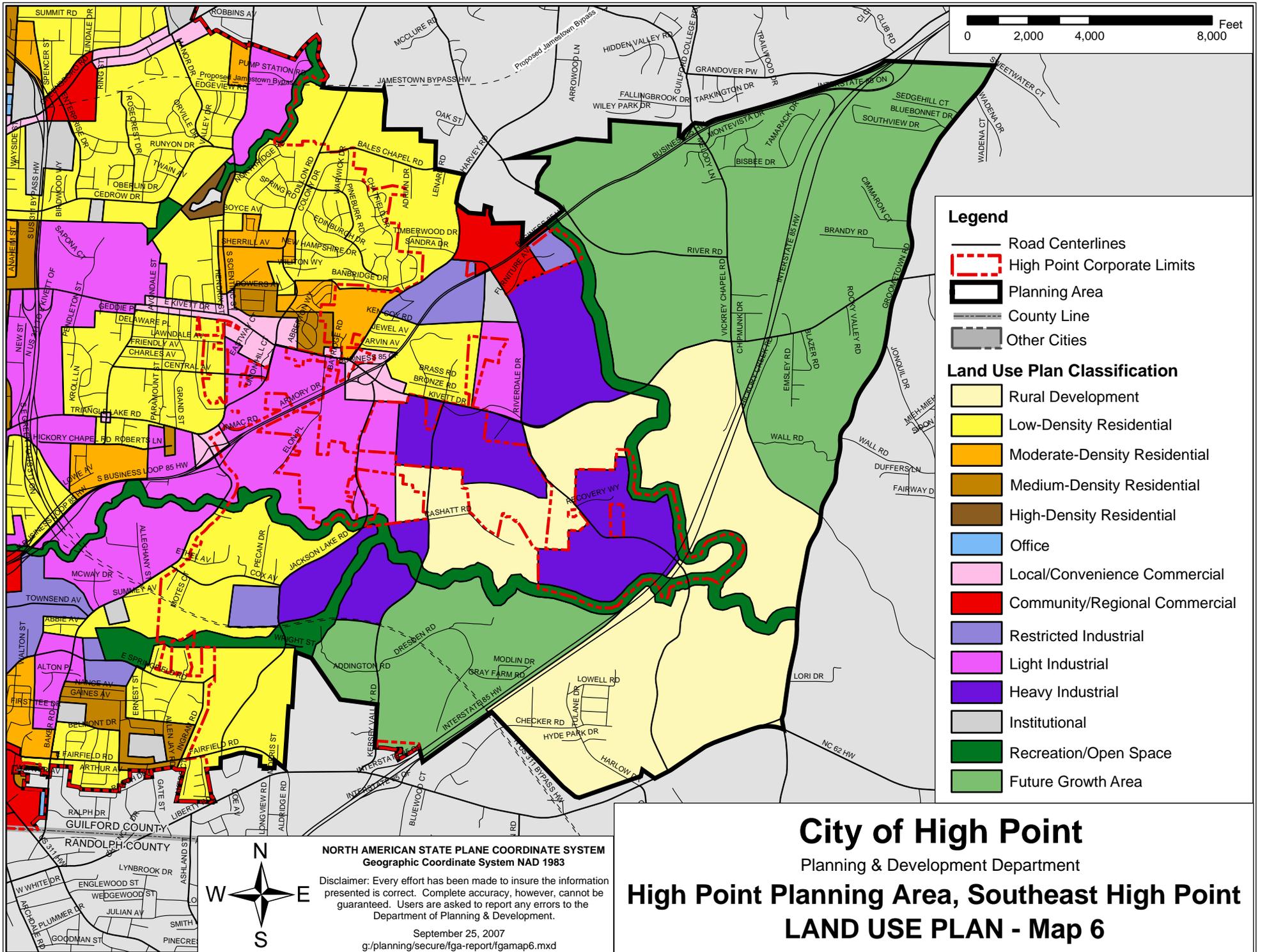
Analysis

The Annexation Agreement

The southeast part of the planning area is defined by High Point's annexation agreements with Greensboro and Jamestown, which were reached in 1988 and 1991 and with Archdale, adopted in 1995. The agreements were designed to provide some assurance to local governments, property owners and developers as to future growth in this part of Guilford County.

Area Growth

With a few isolated exceptions, growth in the eastern portion of High Point's planning area has been slow. The only developments of note during the last several years have been the residential uses at Broadstone Village near the intersection of Kivett Drive and Business 85, a recycling facility, and the furniture-related commercial enterprises at Business 85 and Riverdale Drive. Some growth pressure is expected in the future, however, as a result of planned and proposed transportation projects, as will be detailed later in this report.



0 2,000 4,000 8,000 Feet

Legend

- Road Centerlines
 - High Point Corporate Limits
 - Planning Area
 - County Line
 - Other Cities
- Land Use Plan Classification**
- Rural Development
 - Low-Density Residential
 - Moderate-Density Residential
 - Medium-Density Residential
 - High-Density Residential
 - Office
 - Local/Convenience Commercial
 - Community/Regional Commercial
 - Restricted Industrial
 - Light Industrial
 - Heavy Industrial
 - Institutional
 - Recreation/Open Space
 - Future Growth Area

City of High Point

Planning & Development Department

High Point Planning Area, Southeast High Point

LAND USE PLAN - Map 6

NORTH AMERICAN STATE PLANE COORDINATE SYSTEM
Geographic Coordinate System NAD 1983

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The development picture in the eastern part of High Point's planning area is in marked contrast to that in both northeastern Davidson County and the northern part of the planning area. Residential development at an urban scale in the city's jurisdiction has been essentially nonexistent, except for the Broadstone Village development. There are a few rural subdivisions in the county's jurisdiction in the area, but most of the individual properties are comparatively large, as shown on Map 7. Properties designated for both residential and non-residential use are shown.

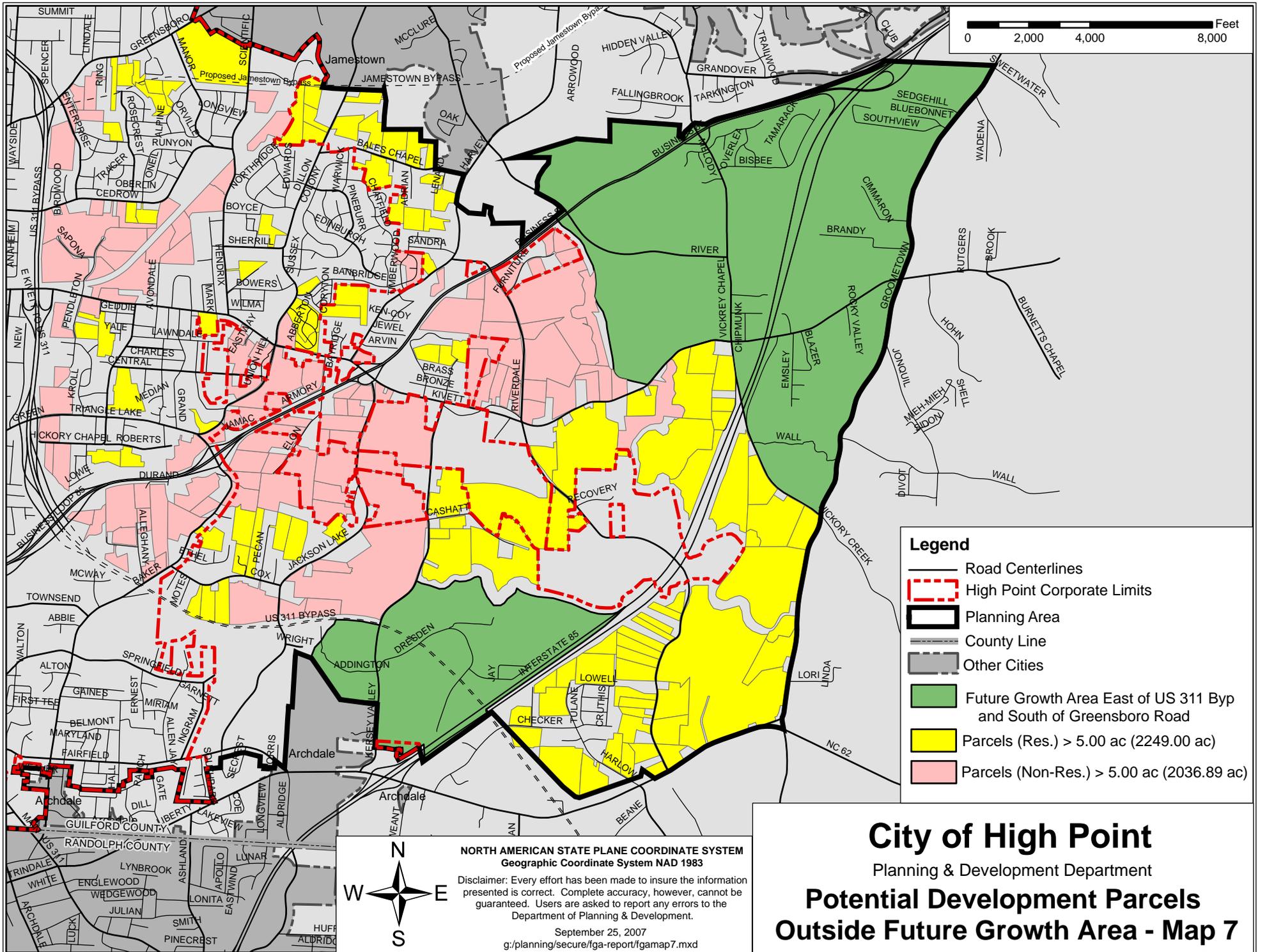
The Future Growth Area in the eastern part of the planning area is designated as such partly in response to the issues addressed in the *Randleman Lake Stormwater Management Plan* and in the *US 311 Bypass Plan*; but the designation also comes from an effort on the part of the city to minimize scattered, inefficient development and resulting costly service delivery.

The fact that there are a large number of sizable undeveloped or underdeveloped properties in the eastern part of the planning area is misleading because the development potential of much of the area is not optimal. Some large tracts, including the landfill, the Eastside Wastewater Treatment Plant, a rock quarry and the city's Materials Recovery Facility (MRF) are unlikely to be redeveloped for another purpose in the foreseeable future, if ever. More than 2,000 acres in the eastern planning area are designated as Rural Development, which allows residential development at one or fewer dwelling units per acre without utilities, which was done as a way to shift higher density development away from Randleman Lake and insure continued compliance with the Deep River 1 Watershed Assessment. Finally, the Randleman Lake Watershed Critical Area (WCA) offers limited development potential. Almost 740 acres on either side of Business 85 and south of the 311 Bypass are reserved for non-residential development at 30 and 40 percent built-upon area; but much of the remainder is already committed to the wastewater treatment plant, the MRF and the quarry or is designated as Rural Residential.

As for the Future Growth Area specifically, it comprises 3,225 acres, mostly in large parcels. Again, though, development potential is somewhat limited. The higher density development allowed in the WCA noted above is within the Future Growth Area, but development on the rest of the area west of Vickrey Chapel Road would probably have to be in keeping with a Rural Development land use classification. The Future Growth Area east of the road is in the Randleman Lake General Watershed and could develop at 50 percent (some possibly up to 70 percent) built-upon area. Limitations also include a lack of transportation infrastructure. Extremely rugged terrain is also a factor in this Future Growth Area as it is in the Future Growth Area in Davidson County.

Issues

Two existing plans influence land use decisions in the area, including the Future Growth Area in the eastern part of the planning area—the *Land Use Plan for the High Point Planning Area* and the *US 311 Bypass Study*. Underlying the land use designations in the adopted Land Use Plan are the state-required action criteria found in the *Randleman Lake Stormwater Management Plan*, particularly the first three, as follows:



- Evaluation of Existing Land Use
- Coordinated Planning Efforts
- Evaluation of Existing Ordinances

Under the first criterion, the city has completed or is pursuing a number of actions. One is the adoption of a policy restricting utility connections in the Randleman Lake Watershed Critical Area. Another is the related designation of much of the Critical Area for extremely low-density residential use, while reserving portions of it for higher density non-residential use at key locations. Both of these actions are based on the analysis found in the Deep River 1 Watershed Assessment and Stormwater Plan, which the city used to justify the alternate stormwater strategy presented to and accepted by the state.

Under the second criterion, the city cooperated with Guilford County in ensuring that the Watershed Critical Area in both jurisdictions would continue to receive protection over and above what is provided for in the state regulations.

In accordance with the third criterion, High Point continues to investigate and implement ways to enhance water quality and stormwater pollution prevention.

The *US 311 Bypass Plan*, the other planning process that involved a significant part of this area, envisions a mixture of land uses, both residential and non-residential around the interchange of the Bypass and Interstate 85. However, that interchange will likely not be completed for several years.

Urban Services

Fire - The High Point Fire Department has concentrated on serving faster growing areas in the High Point planning area. Fire Station 9 on Triangle Lake Road could serve the western part of the area, while the Pineroft Sedgefield Fire Department, with which there is a Mutual Aid Agreement, could serve the eastern portion. Two additional stations would need to be constructed to provide satisfactory service to the entire area, neither of which is included in the Community Facilities Plan. The lack of an adequate road network would hamper coverage.

Police - As in the northwest part of the city's planning area, the eventual land use mix is unknown and not necessarily easy to predict. Thus, the exact effects of growth in the future on the Police Department are hard to know at this time. Again, though, the redesignation of the Future Growth Area could possibly encourage scattered development or development before needed city services are on line.

Water and Sewer - The treatment of sewage from new development in east High Point will not present a problem given the upgrading of the Eastside Wastewater Treatment Plant, which was completed in March, 2006, but the extension of water lines to the far eastern part of the area would be cost-prohibitive.

Transportation - The transportation network in the area is also an obstacle to development. As noted, the interchange of the US 311 Bypass and Interstate 85 will not be completed for several years. Further east, a study investigating the feasibility of an interchange of Kivett Drive and Interstate 85 was completed in June 2007. An interchange at this location could potentially open up the area east of Vickrey Chapel Road; but funding and construction is at least 15 years away. An area plan and a detailed land use study for the general area will be required in the future in light of watershed restrictions and especially if the proposed Kivette Drive interchange is approved.

Conclusion

The primary issues in considering whether to redesignate this Future Growth Area to a development designation are its remoteness from the main portion of High Point and the consequent cost of providing services and the lack of transportation access. Both issues argue against redesignation.

Recommendation

The Future Growth Area designation should be maintained.