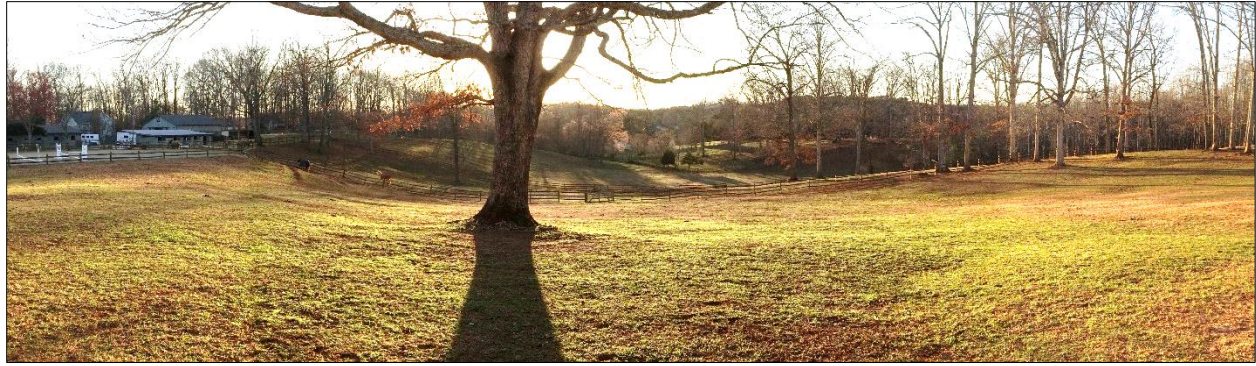


NORTHEAST AREA PLAN

Town of Lewisville, NC

February 28, 2018





Town of Lewisville **NORTHEAST AREA PLAN**



Adopted by the Lewisville Town Council on March 8, 2018

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Acknowledgements

This Plan was developed with input from a wide range of community stakeholders including Lewisville citizens; Town Council members; current and previous Planning Board members; fellow Town of Lewisville Advisory Board and Committee members; Town staff; Winston-Salem/Forsyth County Planning Board staff; and representatives of the Winston Salem/Forsyth County Schools; City/County Utility Commission and North Carolina Department of Transportation. Technical assistance was provided by Foothills Planning and Design, PLLC, in partnership with Piedmont Triad Regional Council.

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□ EXECUTIVE SUMMARY

The Northeast Planning Area is in the Tomahawk Creek/Muddy Creek drainage basin. Dominant existing land uses include low-density (half-acre) rural residential neighborhoods and scattered farm and forest uses. Most new development is expected to continue to be low-density, residential uses. However, passage of a School Bond in November 2016 provides funding for a new school to be built on a 60-acre parcel on the south side of Robinhood Road. This school will require extending public sewer which is likely to dramatically increase development pressure in the area. The planned Outer Loop will further intensify the area's potential development

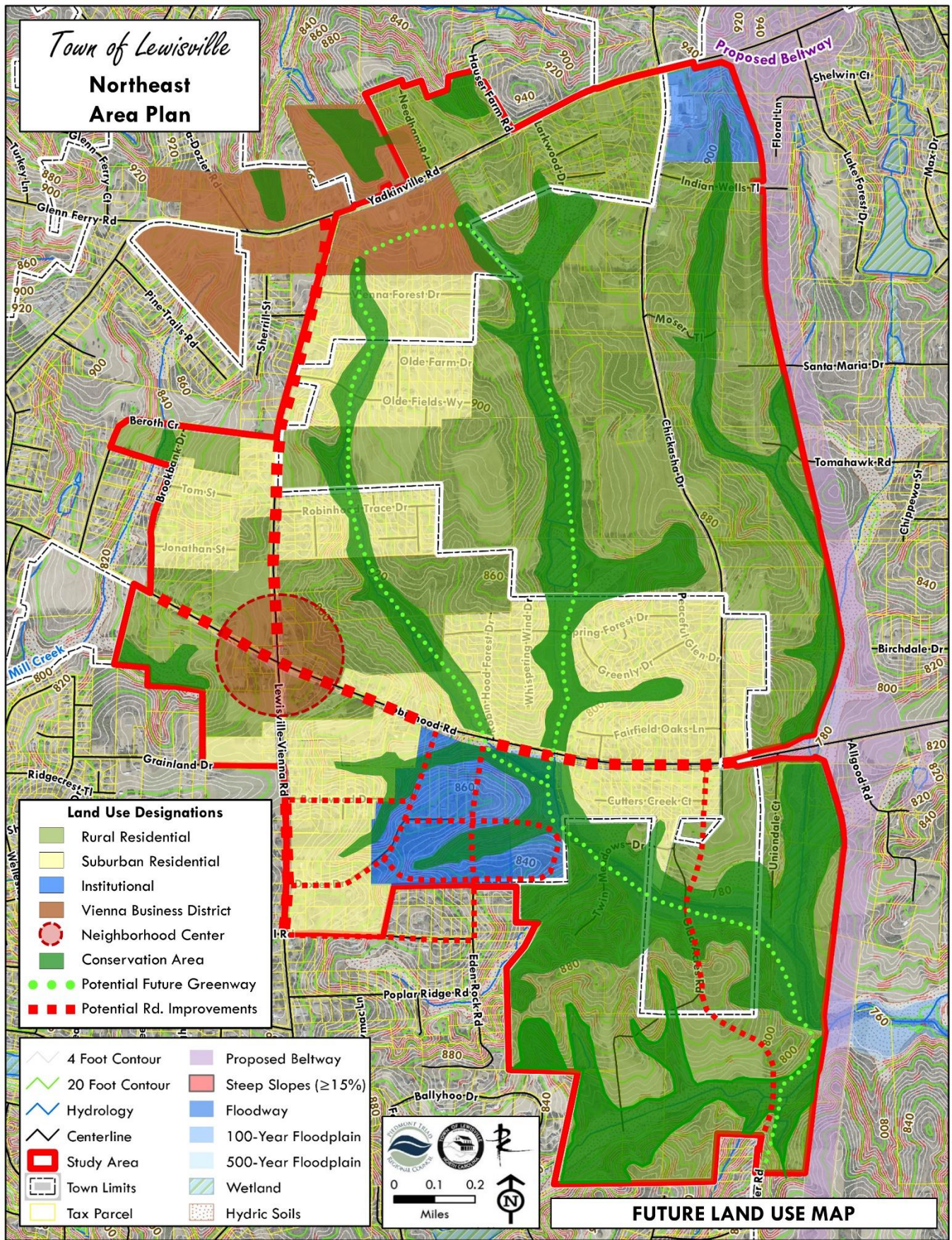
Development Guidelines

1. Identify and designate environmentally sensitive areas as conservation corridors;
2. Encourage a higher mixture and density of uses in designated Activity Centers and reduce density & intensity as distance from these Centers increases;
3. Discourage conventional strip development to maintain and improve the safety, function and scenic quality of collector roads throughout our community;
4. Strategically locate regional transit stops and park and ride lots to improve mobility, reduce congestion and improve air quality;
5. Locate high-quality, multi-purpose public buildings in prominent locations to instill community pride and to conveniently serve Town residents;
6. Encourage new neighborhoods close to activity centers to be compact and include a wider mix of housing types to accommodate the growing diversity of our community's residents and to maximize the efficient use of public services.
7. Require new neighborhoods to include open green space and contribute to our Town's growing network of greenway trails in conservation corridors along stream corridors.
8. Require neighborhoods to be linked to one another, to community uses (schools) and to the community through a network of roads, bike paths, sidewalks, and trails.
9. Provide greater access to a variety of public parks, greenways and open spaces, a more pedestrian-friendly environment and greater access to a variety of convenient businesses, services and jobs, and a deep sense of pride in their community.
10. Reduce driveway cuts on main roads & orient access & parking toward interior roads;
11. Require open space (cluster) development along rural roads (e.g. Yadkinville Road, Lewisville-Vienna Road and Chickasha Road) to preserve farms and rural character.
12. Use sound building principles to guide future growth in the Northeast Planning Area.

pressure and traffic. The Northeast Area Plan provides a long-range vision for how the community would like to manage growth in this area over the next 30 years. Recommended development guidelines (see above) describe the preferred pattern, form and design of future growth. Land use designations (see below) describe the desired future location, scale and mixture of uses in the Northeast Planning Area.

Future Land Use Designations
Rural Residential – Areas accommodating existing and new medium-density residential uses clustered on smaller lots to preserve existing and new agricultural uses and rural character.
Suburban Residential – Areas accommodating existing and new medium- to high-density, single family residential neighborhoods, designed to be highly pedestrian-friendly, with ample sidewalks, street trees, greenway trails and neighborhood parks.
Institutional - Areas accommodating existing and new civic and institutional uses (e.g. schools, churches, libraries, community centers, fire stations). New civic uses should have convenient and prominent locations to provide key services that instill pride and serve as community focal points.
Vienna Business District – A mixed-use, pedestrian-oriented activity center surrounding the intersection of Yadkinville Road and Lewisville-Vienna Road, and intended to accommodate a variety of existing and appropriate new retail, institutional, office, residential and recreational uses to serve and be integrated into the surrounding community.
Neighborhood Center Overlay – A mixed-use, pedestrian-oriented activity center within an eighth to a quarter mile of the intersection of Robinhood Road and Lewisville-Vienna Road, and intended to accommodate a variety of existing and appropriate new retail, institutional, office, residential and recreational uses to serve and be integrated into the surrounding community.
Conservation Area Overlay – Areas located throughout the planning area, primarily along streams and rivers within the 100-year flood plain, and in areas with steep slopes and/or severe soil limitations, to be preserved as natural areas, open space and linear greenway parks.

The **Future Land Use Map** (see following page) uses the above designations to illustrate the preferred pattern of land development to assist the community in making decisions about future land development proposals. This map serves as a guide for the location, scale and mixture of uses encouraged by the Town.



Northeast Area Plan

□ FORWARD

Lewisville has demonstrated its commitment to visionary planning since the adoption of its first Comprehensive Plan in December of 1992, shortly after its incorporation in 1991. The plan assessed the young Town's strengths, weaknesses, opportunities, values and goals – and provided policies to guide strategic decisions shaping the Town's future. Continuing its visionary trend, the Town has updated its Comprehensive Plan every five years, including 1997, 2000, 2005 and 2010.

Most recently, the *2015 Comprehensive Plan – A Citizens' Vision of the Future* was adopted in October 2015. The plan contains vision statement, goals and recommended actions to address key issues throughout the community, such as land use, transportation, the natural environment, community character, housing, neighborhoods, community facilities, community services, governance, health, safety and wellness, commercial districts and citizen engagement. The Plan also provides the following selected goals reflecting what our community hopes to accomplish as we consider future infrastructure investments and land development proposals within the Northeast Planning Area.

- Preserve our pastoral, small town feeling & character as we grow.
- Create a well-designed community that is pleasing, healthy, livable and sustainable.
- Encourage historically respectful development of unique commercial ventures.
- Maintain and enhance our community's pedestrian- and bike-friendliness.
- Preserve open space (natural habitats, scenic vistas, environmentally sensitive areas).
- Form a network of interconnected open spaces.
- Preserve existing farms, woodlands and undeveloped rural areas.
- Conserve water and protect its quality in streams, lakes & water supply watersheds.
- Promote good air quality.
- Preserve and enhance natural drainage flows and functions for stormwater control.
- Provide community facilities and services in a cost-effective manner.
- Provide desired municipal services with appropriate taxes or assessments.
- Offer housing & land use choices.
- Offer convenient access to neighborhood shopping and other services.
- Protect property owners from incompatible land uses.
- Make efficient use of limited land capacity.
- Coordinate land uses with infrastructure.
- Identify & re-zone appropriate areas to support higher density housing.
- Preserve open space, as well as existing flora and fauna in new developments.
- Encourage development of high quality neighborhoods that foster a greater sense of community through enhanced connectivity.
- Require high standards for appearance of residential developments.
- Encourage development of the Vienna Business District.
- Create an integrated land use and transportation network.
- Provide public transportation options.

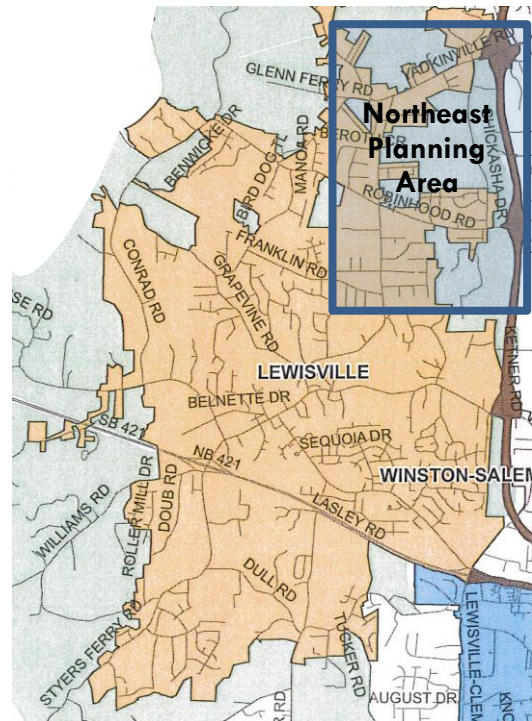
Area Plans are developed to help achieve the visions, goals and actions outlined in the Town's Comprehensive Plan, and to provide recommendations addressing current conditions and issues specific to each area. A major school bond was passed in November 2016. This bond supports construction of a new school on a 60-acre parcel on the south side of Robinhood Road between Lewisville-Vienna Road and the proposed Beltway. The extension of public sewer to the school site and the close proximity of the proposed Beltway is likely to increase development pressure in the Tomahawk/Muddy Creek drainage basin – the boundary of the Northeast Planning Area.

□ BACKGROUND

In response to community concerns about the potential impact of a new school being built along Robinhood Road, the small area planning process was initiated for the Northeast Planning Area (see [MAP 1 – Northeast Planning Area](#)).

Primary goals of the planning process are to:

- Establish a long-range vision for the planning area;
- Define preferred land use patterns;
- Identify the preferred form and design of future residential and commercial development;
- Provide a framework for transportation system improvements including an inter-connected road, streetscape, bikeway and pedestrian network, traffic calming and access management; and
- Provide a framework for an inter-connected open space network of parks and recreation elements.



MAP 1 – Northeast Planning Area

□ PROCESS

The Town's small area planning process is designed to gather input from a wide range of community stakeholders including Lewisville citizens; Town Council members; current and previous Planning Board members; fellow Town of Lewisville Advisory Board and Committee members; Town staff; Winston-Salem/Forsyth County Planning Board staff; and representatives of the Winston Salem/Forsyth County Schools; City/County Utility Commission and North Carolina Department of Transportation. Technical assistance for the study was provided by Foothills Planning and Design, PLLC, in partnership with Piedmont Triad Regional Council Planning staff. The Northeast Area planning process was undertaken in the following three phases, in tandem with the on-going Winston-Salem/Forsyth County proposed school site planning process and the West Suburban Small Area Planning Process:

PHASE 1 – Stakeholder Input, Preparation & Analysis

- **STEP 1A – Public Involvement** –The planning process began with an informational meeting at the Brookstown Methodist Church in Vienna. Citizens received information about the location and potential construction of two new schools and two Outer Loop exits within the study area. Town staff gathered public input reflecting community values concerning potential traffic concerns, sewer extensions, and the importance of protecting the Town's rural character as it grows. Based on the public input gathered at its initial public meeting, Town staff worked cooperatively with key stakeholders to formulate an inclusive planning process leading to recommendations for guiding future development within the Northeast Area Plan study area.

- STEP 1B–Map and Analyze Existing Conditions – In preparation for this, and other potential future small area planning efforts, existing conditions were mapped and analyzed to ensure the Town is adequately responding to key factors impacting growth in the community (see APPENDIX A – Growth Factors – Mapping and Analysis Narrative):
 - Environmental Growth Factors Map – including aerial imagery, topography, areas with slopes steeper than 15%, hydrography, floodplains, hydric soils, wetlands, historic sites;
 - Urban Service Growth Factors Map– including proposed major roads, sewer outfalls &/or force mains, existing water lines).
- STEP 1C – Review & Summarize Pertinent Goals, Actions and Regulations –A thorough review of the Town’s 2015 Comprehensive Plan Update and Unified Development Ordinance (UDO) was conducted, and a summary of pertinent goals, actions and regulations currently guiding growth and development in Lewisville was provided (See APPENDIX B – Summary of Pertinent Goals and Actions from the 2015 Comprehensive Plan Update and APPENDIX C – Summary of Pertinent Unified Development Ordinance (UDO) Regulations).
- STEP 1D – Generate a Draft Set of Recommended Development Guidelines – As a clear reflection of community values, the summary of existing policies and regulations was used to draft a set of Recommended Development Guidelines for future growth in the Northeast Study Area and for other potential future small area planning efforts in the Downtown Core Area; and the Downtown Gateway Area.

PHASE 2 – Draft Plan & Stakeholder Input

- STEP 2A – Draft Northeast Area Plan & Report – Recommended Development Guidelines and Growth Factors Base Maps were used to generate a recommended “Future Land Use Map” and draft report summarizing land development recommendations.
- STEP 2B – Design & Facilitate a Planning Board Workshop – Base maps, recommended community development guidelines, and the draft small area plan and report were reviewed and refined by the Planning Board.
- STEP 2C – Edit & Finalize Small Area Plan Map & Report – Refinements to the draft small area plan and report were made, based on input from the Planning Board Workshop.
- Step 2D – Draft Development Scenario – Maps were generated to illustrate a land development scenario based on key growth factors, recommended community development guidelines and the refined small area plan recommended by the Planning Board.

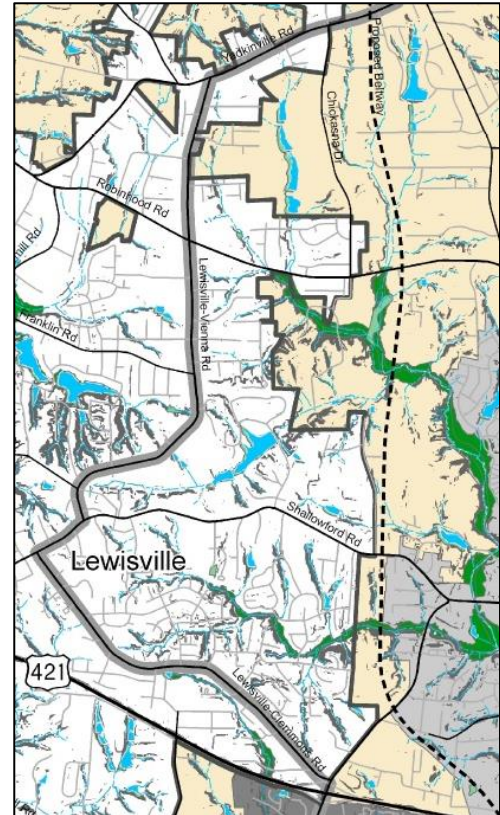
PHASE 3 – City/County Planning Coordination, Stakeholder Input & Plan Refinement

- Step 3A – Refine Report, Executive Summary and Power Point Presentation (PPT) –The draft report, executive summary and power point presentation were developed and refined to summarize the planning process, conclusions and recommendations.
- Step 3B – Present Report, Summary and PPT to Planning Board& staff
- Step 3C – Refine Report, Summary and PPT – based on Planning Board & staff feedback
- Step 3D – Present Report, Summary and PPT to community at Public Meeting
- Step 3E – Refine Report, Summary and PPT – based on community & staff feedback
- Step 3F – Present Report, Summary and PPT to Planning Board for Review & Approval
- Step 3G – Refine & Finalize Report, Summary and PPT – based on PB & staff feedback
- Step 3H – Print Final Maps, Report & Summary
- Step 3I – Present Final Maps, Report, Summary & PPT to Town Council for Adoption

□ RECOMMENDATIONS

The Northeast Planning Area is located within the Tomahawk Creek/Muddy Creek drainage basin (see [Map 2 – Muddy Creek Basin](#)). This area has a range of predominantly farm, forest and low-density (\geq half-acre) rural residential uses (see [MAP 3 – Existing Land Uses](#) on page 14). With no public sewer currently available within the basin, most new development is likely to continue to be predominantly low-density, residential uses.

However, a major school bond was passed in November 2016. This bond supports construction of a new school on a 60-acre parcel on the south side of Robinhood Road between Lewisville-Vienna Road and the proposed Beltway. The extension of public sewer to the school site is likely to increase development pressure in the Tomahawk Creek drainage basin located in the northeast quadrant of Lewisville. The close proximity of the planned Beltway along the east side of the study area will further intensify development pressure.



Map 2 – Muddy Creek Basin

To address these concerns, the Northeast Area Plan provides a long-range vision for how the community would like to manage growth in this area over the next 30 years. Recommended [Development Guidelines](#) (see below) describe the preferred pattern, form and design of future growth.

The Northeast Area Plan provides the Town of Lewisville an opportunity to establish a new vision for future growth that maintains the Town's livability and enhances its sense of community as new development occurs. Four [Community Building Principles](#) are provided (see below), comparing the conventional development approach with recommended land development patterns necessary to achieve the Town's vision. These Principles are recommended for consideration in making future land development decisions.

[Land Use Designations](#) are provided (see below) describing the desired future location, scale and mixture of uses in the Northeast Planning Area.

The [Future Land Use Map](#) (see below) uses these designations to illustrate the preferred pattern of land development to assist the community in making decisions about future land development proposals. This map serves as a guide for the location, scale and mixture of uses encouraged by the Town.

Development Guidelines

To ensure our community maintains and enhances its special characteristics and high quality of life as we grow, the following guidelines were recommended for use by the Planning Board and incorporated into the Town's Comprehensive Plan by the Town Council, as a tool for evaluating the appropriateness and desirability of development proposals in the area.

Development Guidelines

(As Adopted into the Lewisville Comprehensive Plan)

1. Identify and designate environmentally sensitive areas as conservation corridors;
2. Encourage a significantly higher mixture and density of uses within designated village and neighborhood centers and reduce density & intensity as distance from these areas increases;
3. Discourage conventional strip development to maintain and improve the safety, function and scenic quality of collector roads throughout our community;
4. Strategically locate regional transit stops and park and ride lots to improve mobility, reduce congestion and improve air quality;
5. Locate high-quality, multi-purpose public buildings in prominent locations to instill community pride and to conveniently serve Town residents;
6. Encourage new neighborhoods located most closely to mixed-use activity centers to have a more compact development pattern and include a wider mix of housing types to accommodate the growing diversity of our community's residents and to maximize the efficient use of public services.
7. Require new neighborhoods to include open green space and contribute to our Town's growing network of greenway trails in conservation corridors along streams.
8. Require new and old neighborhoods to be linked to one another, to community uses (e.g. schools, parks) and to other parts of Town through a network of roads, bike paths, sidewalks, and trails.
9. Provide Town residents with greater access to a variety of public parks, greenways and open spaces, a more pedestrian-friendly environment and greater access to a variety of convenient businesses, services and jobs, and a deep sense of pride in their community.
10. Reduce driveway cuts on major roads and orient access & parking toward interior roads;
11. Require Open Space (Cluster) Development along rural roads (e.g. Old Yadkinville Road, Lewisville-Vienna Road and Chickasha Road) to preserve farm uses and rural character.
12. Use sound building principles to guide future growth decisions within the Northeast Planning Area (e.g. see [Community Building Principles](#) below).



Community Building Principles

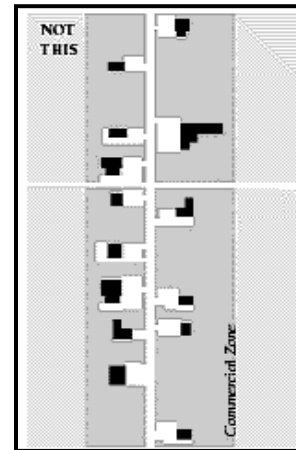
Over the past 50 to 70 years most land development in the U.S. has utilized a conventional pattern of stand-alone, single-use residential subdivisions and commercial strip development along major thoroughfares. However, this plan provides the Town of Lewisville an opportunity to establish a new vision for future growth that maintains the Town's livability and enhances its sense of community as new development occurs. Four community building principles are presented below, comparing the conventional development approach with recommended land development patterns necessary to achieve the Town's vision. These principles were used in drafting the ***Future Land Use Map*** and are recommended for consideration in making future land development decisions.

Principle #1 – Move from “Strip Development” toward “Activity Centers”

Strip Development: Most recent commercial and office development in many communities has been in linear strips along major thoroughfares. Characteristics of strip development include:

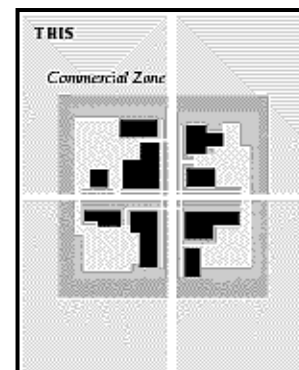
- Automobile oriented
- Dangerous for pedestrians
- Large parking lots
- Large front yard setbacks
- Single uses
- Numerous curb cuts
- Little connection between uses
- Visual clutter
- Diminished function of thoroughfares

Diagrams courtesy of *Access Management: A Guide For Roadway Corridors*, Humstone & Campoli



Activity Center: The Activity Center concept is based on applying the attributes of a traditional downtown to a new site that is smaller in scale. Characteristics of an Activity Center include:

- Pedestrian and automobile friendly
- On-street parking allowed
- Off-street parking in smaller lots
- Buildings placed closer to the road
- Mixture of uses
- Few curb cuts & limited access roads
- Interconnection between uses & shared parking
- Signs and buildings at a more human scale
- Proper function of thoroughfares

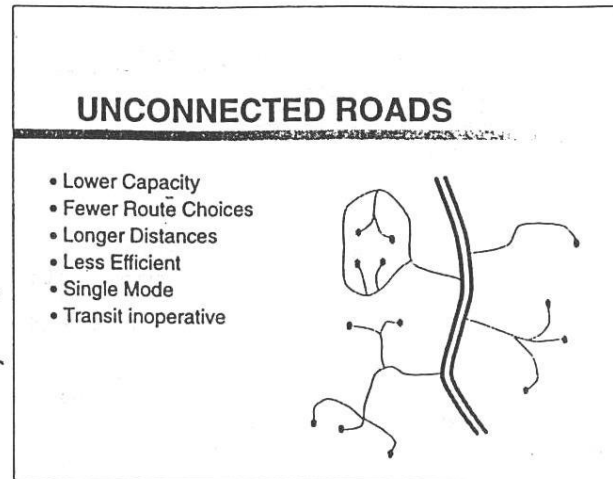


The ***Future Land Use Map*** identifies the approximate location of proposed Activity Centers, to provide an alternative to commercial strip development, and to encourage the creation of more community focal points, gathering areas and pedestrian-friendly destinations.

Principle#2 – Move from “Unconnected Roads” toward a “Road Network”

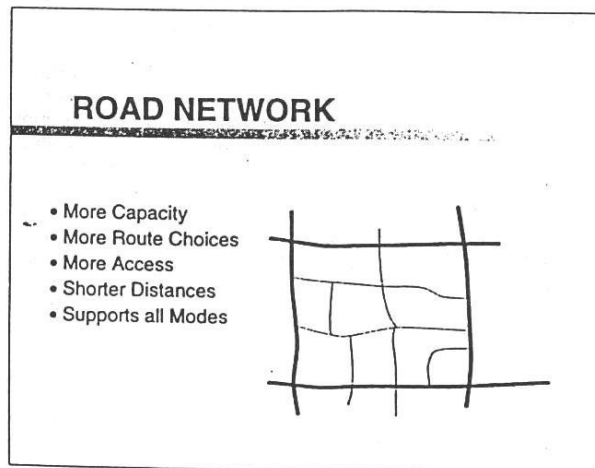
Unconnected Roads: The common proliferation of residential cul-de-sac subdivisions has resulted in a transportation system that severely limits the number of alternative travel routes. In addition to residential subdivisions, current commercial development patterns often provide little, if any connectivity among uses. The characteristics of Unconnected Roads include:

- Disconnection from other uses
- Required use of thoroughfares
- Congestion of major roads
- Fewer route choices
- Longer driving distances
- Less efficiency
- Single transportation mode



Road Network: A transportation system based on the development of a Road Network will lessen traffic congestion on many of Lewisville’s major thoroughfares. Increasing the number of route choices will also help to disperse traffic throughout the community, and result in the following characteristics:

- Increased road capacity
- More route choices
- Greater access and mobility
- Shorter distances
- Support for alternative transportation modes

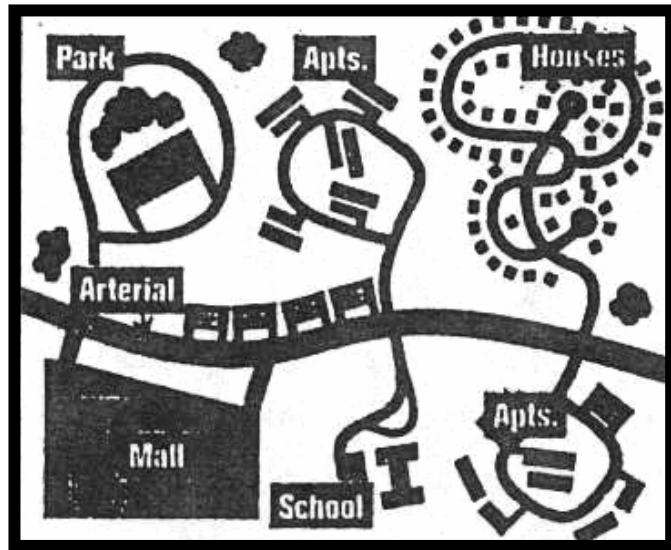


Diagrams courtesy of the Mocksville Policy Guide.

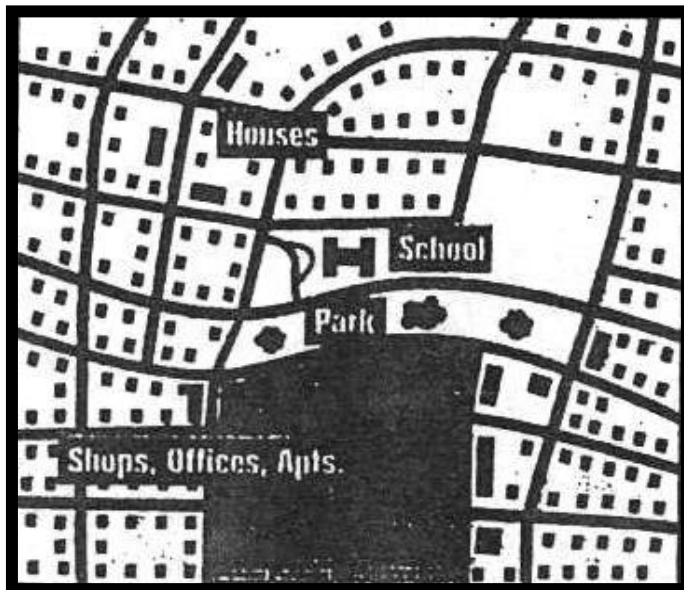
The Future Land Use Map incorporates the objective of building a road network whenever possible, to provide a viable alternative to the current pattern of unconnected roads. Use of this principle in and among residential neighborhoods, and in mixed-use commercial and employment centers will provide a greater set of transportation choices and will help to reduce traffic congestion throughout the community.

Principle#3 – Move from “Separation of Uses” toward “Mixed Use Development”

Separation of Uses: Standard zoning ordinances typically require most uses to be strictly segregated from one another. This requirement has often resulted in single-use neighborhoods disconnected from other neighborhoods, small neighborhood shops and restaurants. Noxious uses need adequate buffers, to minimize negative impacts on the quality of life and property values of neighborhood residents. For example, construction of a massive, five-story apartment complex, or the development of industrial uses adjacent to low-density residential neighborhoods is clearly inappropriate. On the other hand, a small, two-story townhouse project or a corner cafe, can be carefully designed to fit in and complement existing architectural styles, adding variety, interest, and value to its surrounding neighborhoods. The current practice of separating uses has resulted in the creation of numerous “pods” of single-use developments. The diagram above highlights the current practice, showing how all traffic from each individual single-use “pod” development must use the main road to go anywhere.



Mixed Use: The practice of providing an appropriate mix of uses within communities originated long before zoning regulations were created to require the separation of uses. Prior to zoning regulations, traditional neighborhoods were developed in towns throughout America, typically providing a broad mix of compatible uses, including shops, services, small workplaces, parks, churches, schools, and a variety of housing types. Some of the more historic parts of communities

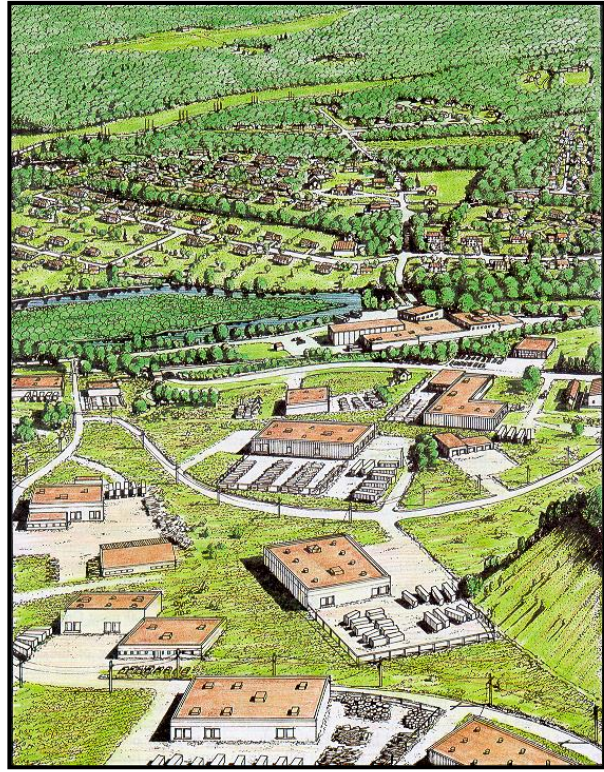


provide excellent examples of single-family, multi-family, commercial, civic, and even some industrial uses fitting together well and complementing one another within the same neighborhood. Mixed use development provides for a wider variety of housing opportunities and reduces traffic congestion by providing a greater variety of transportation options. It allows residents, especially the very old and very young, to walk or bike to the store, to school, to church, to the park, or to work. The diagram (see inset) highlights how the practice of mixing compatible uses provides for greater variety, mobility and convenience.

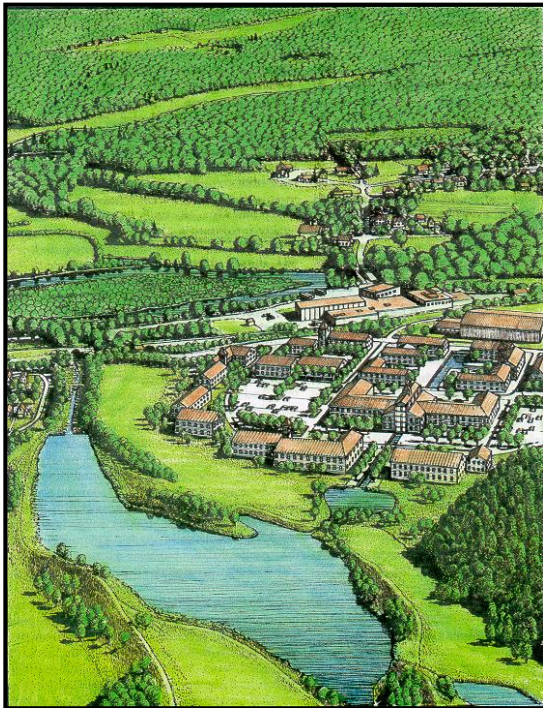
Diagrams courtesy of the Mocksville Policy Guide.

Principle#4 – From “Conventional Development” to “Cluster Development”

Conventional Development: Conventional development seeks to maximize the number of residential lots or the amount of retail space possible on any given piece of land. This method of development pays little attention to environmental factors, neighborhood design, or open space. The goal of such development is to include as many houses or businesses on a site as allowed under current development regulations. As a result, land unsuitable for most urban uses, due to environmental constraints, is often developed as a residential backyard, or graded for use as a parking lot. Conventional development often places a greater burden on a jurisdiction’s resources, because it does not provide any recreational space for its residents and results in overcrowding of parks and other recreational facilities. Conventional development often has little connection to the natural features of the landscape on which it is built, is aesthetically unpleasing, and results in increased runoff into creeks and streams or onto adjacent properties.



Illustrations courtesy of Rural By Design, Randall Arendt



Open Space (Cluster) Development: The primary purpose of cluster development is to encourage open space to be set aside within each development, as part of the development review and approval process. Designated open space areas within each new development is preserved in perpetuity, for the use and enjoyment of residents as a recreation amenity, and to provide permanent protection of the community’s most significant historic, cultural, or environmental resources. Developers that choose to use cluster develop principles are allowed to build the same number of units as allowed under conventional practices. However, cluster development can significantly reduce development costs of providing roads, water, and sewer services, by allowing the clustering of uses on smaller lots. By encouraging cluster development, the Town can increase the recreational opportunities for its residents, decrease the amount of infrastructure that needs to be maintained, and increase the attractiveness of the overall community.



Cluster development would preserve the character and agricultural uses in the rural landscape shown above, while allowing for development of the same number of dwelling units.



Conventional Large-Lot Subdivision

Cluster (Open Space) Development

Plans and Illustrations courtesy of BLUPRINTS – Penn State University.

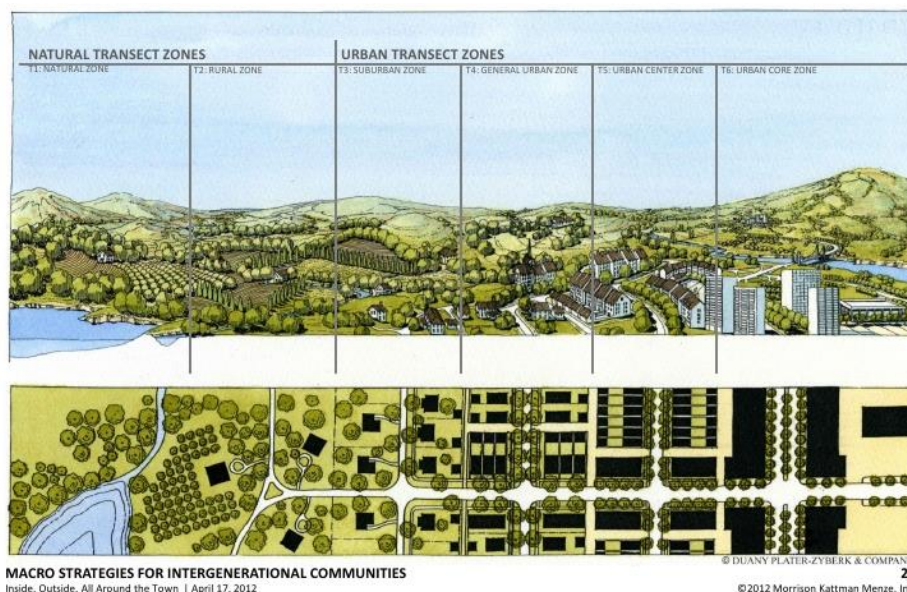
NOTE: Both examples have the same number of housing units, but very different visual effects on the landscape.

Additional Community Building Guidelines

All new development within the planning area will provide sidewalks, pathways and other multi-purpose pedestrian connectors to provide enhanced access to the new school and other nearby residential and mixed-use development. Existing connectivity standards in the Town's Unified Development Ordinance (UDO) should be carefully followed to encourage or require pedestrian easements and public rights-of-way for greenways and trails connecting new neighborhoods and mixed-use activity centers. In addition to greenway trails connecting neighborhoods, other multi-use pathways should be included along roadways and within open spaces school sites and parks. Greenways are a critical part of the regional non-vehicular network that is encouraged by the Lewisville Comprehensive Plan and the Lewisville Greenway and Pedestrian Connections Plan. A well-connected street network that provides multiple routes of travel within and among neighborhoods will help relieve traffic on Lewisville-Vienna Road, Robinhood Road and other major streets. As development of land parcels (and potential redevelopment) in the future continues within the planning area, the street network of each development should provide linkages to existing developments where the means exist and provide stub-out streets to property boundaries abutting underdeveloped parcels.

Preservation of the rural character of the study area will continue and be enhanced through the provision of broad roadway buffers along Lewisville-Vienna Road and Chickasaw Road. In addition, efforts should be made to identify and preserve land parcels with the best potential of providing local and regional recreational opportunities as development within the study area occurs. Joint use of recreation and parks and school facilities should be actively pursued whenever possible, to maximize the efficient use of public sites and to provide additional recreational opportunities while reducing costs by avoiding the development of redundant facilities. The "Rural-to-Urban Transect" principle (see Figure 1 - Rural-to-Urban Transect below) may be useful in providing smooth transitions from rural to urban uses within the study area, and in determining the appropriate intensity of land development as distance from activity centers increases.

Figure 1 - Rural-to-Urban Transect



Mixed-Use Center Development Guidelines

A mixture of new residential, retail, institutional and open space uses is recommended for properties within the existing Vienna Business District at the intersection of Lewisville-Vienna Road and Yadkinville Road, and a smaller-scale, mixed use Neighborhood Center, within an eighth-of-a-mile radius around the intersection of Lewisville-Vienna Road and Robinhood Road.

- **Land Use** – These proposed, pedestrian-friendly mixed-use centers should be carefully designed and developed to include a public space or focal point with a discernible boundary that integrates a comfortable mix of residential, commercial, institutional and recreational uses. The Vienna Business District and Neighborhood Center should be compact in nature and provide gathering places for nearby neighborhood residents and visitors. For a mixed-use activity center to become a successful retail, office and residential destination, the residential component must be integrated to provide a core base of ‘roof tops.’ Upper story residential units are recommended within the proposed multi-story, mixed used buildings located in the highest-density core area of these Centers. Townhome and condominium housing units, zero-lot line, and high-density single-family housing units are recommended for the balance of the acreage surrounding each Center. At the heart of each Center, residents will be able to walk to nearby shops, offices and restaurants. These special areas are envisioned to become gathering places for patrons and residents within each Center and throughout the Town of Lewisville. The integration of these new residential units will also partially fill a gap that currently exists within the Lewisville multi-family housing market.
- **Compact Form** – A compact development form makes travel by means other than automobile (such as walking, biking, or riding transit) convenient by locating complementary uses near each other. With a compact form, an average development density of 12 dwelling units per acre for residential development and an average floor area ratio of .35 for non-residential development can be achieved. Growth in Lewisville has not occurred at a rate that has made this density feasible. However, by concentrating much of the area’s future growth in proposed Centers and in the downtown core, land can be developed and used much more efficiently and development pressure in rural areas of our community can be reduced.
- **Architecture** – Architectural design elements within the proposed Center and the Vienna Business District should reference the rural and historic features of the area by using primarily brick structures employing neo-classical details in the style reminiscent of federalist civic architecture much like the various churches in the area.
- **Streets and Streetscape** – Where possible, a village-grid pattern should be applied and adapted to provide a smooth transition between residential, mixed use, open space and civic uses. Attention to street design is critical to an attractive street system that enhances bicycle and pedestrian activity while connecting the public (street) and private (homes and businesses) realms. The streets within this area should balance pedestrian, bicycle, and vehicular needs through the following characteristics:
 - Wide sidewalks on both sides of each street, connected by well-marked crosswalks.
 - Street trees to provide shade as well as aesthetic relief in a primarily man-made environment.

- Continuous “street walls” created by side-by-side building facades close to the street. Such walls, when articulated by windows, doors, awnings, and other architectural detailing, add interest and variety to the streetscape and make the street an attractive and comfortable space.
- On-street parking to provide convenient access to building entrances, buffers for pedestrians on the sidewalk from vehicular street traffic, and to help slow down or calm traffic.
- Narrow streets, vehicular lanes, and curb extensions to allow street crossings with shorter distances, making pedestrians safer. These narrower streets also slow traffic and contribute to the pedestrian scale of outdoor spaces.
- Street and decorative pedestrian lighting that adds to perceived safety.
- Where applicable, medians to provide for safe travel and as a pedestrian refuge.
- Buried utility lines, coordinated with street tree and lighting locations to avoid conflicts.
- Site furnishings such as benches, planters, and trash cans.
- **Pedestrian System** – The pedestrian system should clearly demarcate routes intended for pedestrian traffic. On or near streets, special materials such as pavers, concrete, and striping define pedestrian spaces and make drivers aware of foot traffic. While the plan’s pedestrian routes generally coincide with streets, additional connections, including mid-block walkways and greenway trails, create a more intricate system.
- **Parking** – Off-street surface lots should be located to the side and rear of the buildings to serve current and future parking needs. On-street parking will supplement these lots while calming traffic and serving other purposes mentioned above, including acting as a buffer between pedestrians on the sidewalks and vehicular traffic.
- **Open Space** – Greenways supplement the pedestrian network by connecting to destinations within the area, adjacent school development and to future local and regional trail systems. Opportunities exist for a potential regional park that may include soccer, baseball, softball, tennis and other facilities. This park might be shared with the Winton-Salem/Forsyth County Schools to provide additional recreational options for students attending the proposed school along Robinhood Road. Small neighborhood parks can also be located throughout the study area. Other areas include natural open spaces, some of which may be used for passive recreation, particularly where enhanced stream buffers will be preserved as required by the Town’s Unified Development Ordinance (UDO).

Northeast Area Plan – Purpose Statement

This plan serves as a guide to help ensure future land development decisions will build on our Town's historic heritage, fit our community's small-town character, preserve our cherished natural, cultural, and historic resources, enhance our quality of life, and be consistent with our ability to provide adequate public services and infrastructure.

Northeast Area Plan – 2050 Vision Statement

Lewisville has experienced a moderate amount of growth over the past thirty-three years. Our Town's commitment to well-planned, quality land development has enabled us to manage this growth wisely, striking a reasonable balance between the good of the whole community and private property rights. Since the adoption of our plan in 2018, existing buildings and uses have been revitalized and new land development in the Northeast Planning Area has been built to fit our community's character and heritage. New growth has been designed to help preserve our cherished natural, cultural, and historic resources, and to coincide with our ability to provide adequate public services and infrastructure. The appropriate quantity, location, and quality of new land development has maintained and enhanced our Town's environment and high quality of life.

In the year 2050, Lewisville continues to enjoy its small-town character and charm. In fact, as our Town has grown over the last thirty+ years, an even stronger sense of community has been built and Lewisville has become an even better place to live, work, shop and play. The existing Vienna Business District and proposed mixed-use Neighborhood Center have gradually become lively, pedestrian-friendly destinations for Town residents and visitors, providing a convenient mixture of retail, office, institutional, residential and recreational uses. Land development in both Centers has been carefully designed to preserve and blend with the character of surrounding neighborhoods, and our whole community.

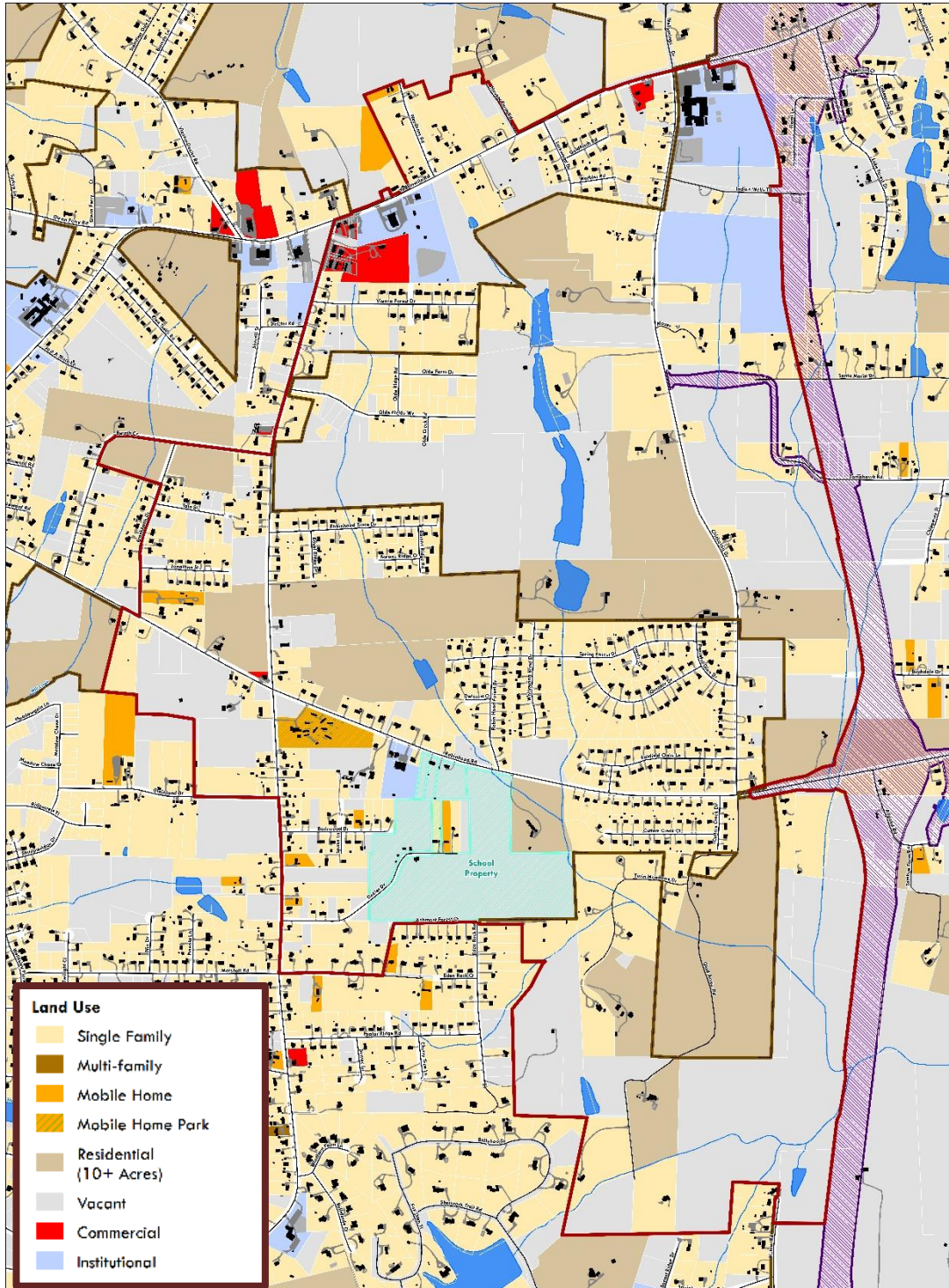
Careful attention has been paid to maintaining and improving the safety, function and scenic quality of collector roads throughout the planning area. Regional transit stops and park and ride lots are strategically located to improve mobility, reduce congestion and improve air quality. High-quality, multi-purpose public buildings are graciously sited in prominent, locations to instill community pride and to conveniently serve Town residents. New neighborhoods located most closely to activity centers have a more compact development pattern and include a wider mix of housing types to accommodate the growing diversity of our community's residents and to maximize the efficient use of public services.

Each new neighborhood includes green space and supports the Town's growing network of greenway trails in conservation corridors along streams. Both new and old neighborhoods throughout our community are linked to one another, and to other parts of Town through a network of roads, bike paths, sidewalks, and greenways. Excellent public infrastructure and services are provided at a reasonable cost. Residents enjoy access to a variety of public parks, greenways and open spaces, a more pedestrian-friendly environment with greater access to a variety of convenient businesses, services and jobs, and a deep sense of pride in their community.

Existing Land Uses

Land uses were mapped and analyzed (see [Map 3 – Existing Land Uses](#)) to identify existing land development patterns and vacant or underutilized land within the Northeast Planning Area, using data from the Forsyth County tax assessor records obtained in Spring 2016.

Map 3 – Existing Land Uses



Future Land Use Designations

The following land use categories (see ***Table 1 – Future Land Use Designations***) were used to identify the desired future location, scale and mixture of uses within the Northeast Planning Area. The brief descriptions below provide a general sense of the type and intensity of land uses desired within the areas shown on the *Future Land Use Map*. To further define the character and intent of each designation, a more detailed set of descriptions and illustrations is provided in the Appendix (see ***APPENDIX D - Detailed Future Land Use Descriptions***).

Table 1 – Future Land Use Designations
Vienna Business District – A mixed-use, pedestrian-oriented activity center serving as an anchor to surrounding residential neighborhoods and the broader community of Pfafftown and western Forsyth County. Intended to accommodate a broad range of uses including shops, restaurants, services, work places, civic, educational, and religious facilities and single-family housing with regulations to encourage development appropriate for the rural community and existing business area, safeguarding property values and offering social and cultural benefits to the citizens of the Town of Lewisville.
Neighborhood Center – A mixed-use, pedestrian-oriented activity center within approximately an eighth of a mile of the intersection of Lewisville-Vienna Road and Robinhood Road, intended to accommodate a variety of existing and appropriate new retail, institutional, office, residential and recreational uses to serve the surrounding community.
Institutional - Areas accommodating existing and new civic and institutional uses (e.g. schools, churches, libraries, community centers, fire stations). New civic uses should have convenient and prominent locations to provide key services that instill pride and serve as community focal points.
Rural Residential – Areas accommodating existing and new medium-density residential uses clustered on smaller lots to preserve existing and new agricultural uses and rural character.
Suburban Residential – Areas accommodating existing and new medium-density, single-family residential neighborhoods, designed to be highly pedestrian-friendly, with ample sidewalks, street trees, greenway trails and neighborhood parks.
Parks, Greenways and Open Space – Areas set aside to incorporate parks, greenways and open space into the fabric of the Town as it grows for use as active or passive recreation, and to preserve key natural and cultural resources.
Conservation Areas – Areas located throughout the planning area, primarily along streams and rivers within the 100-year flood plain, and in areas with steep slopes and/or severe soil limitations, to be preserved as natural areas, open space and linear greenway parks.

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

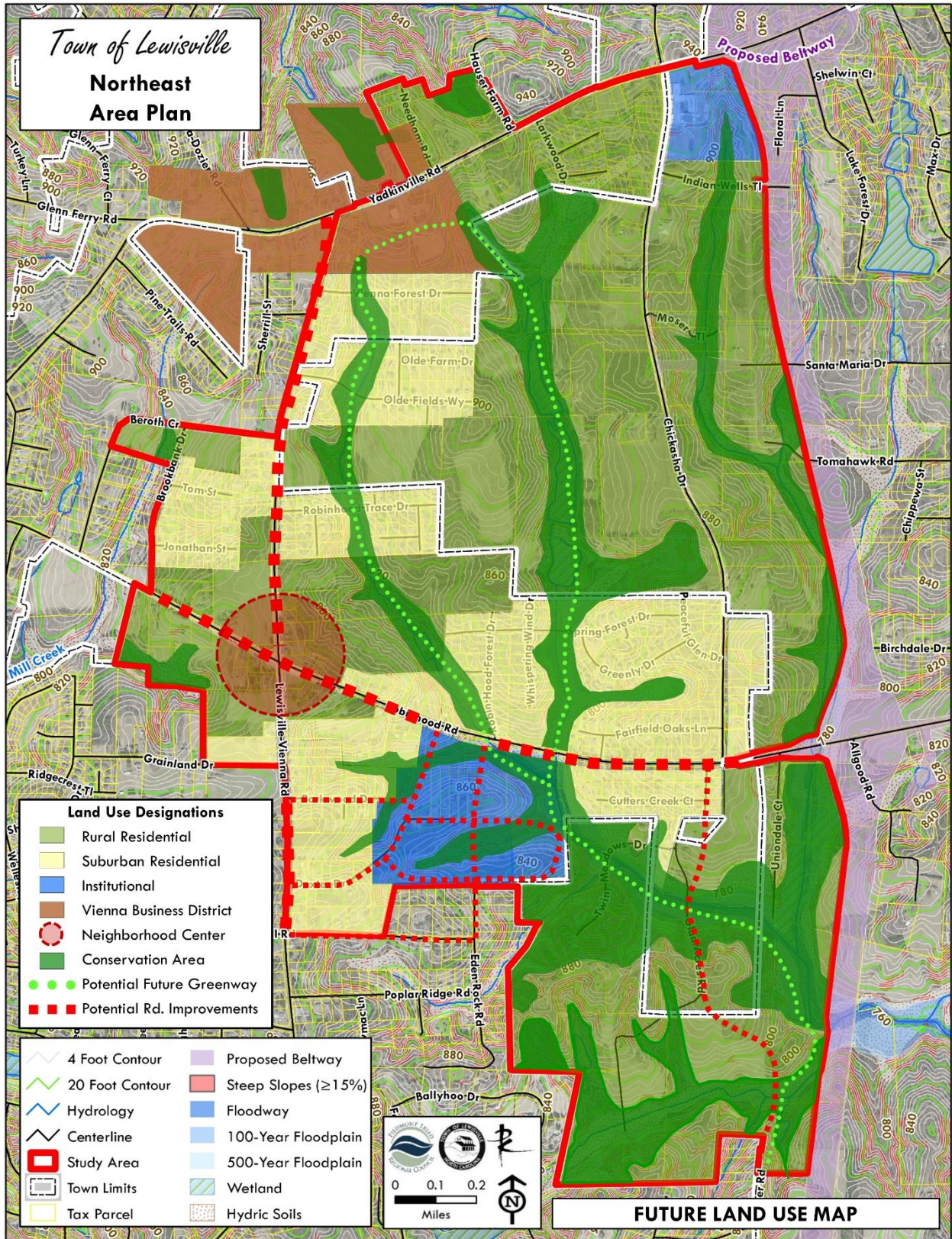
Elected and appointed officials will follow the area plan land use recommendations in most cases. However, decision makers must also take into account current site conditions, community needs, changing circumstances and other information not apparent during the area planning process.

Future Land Use Recommendations

Future land use recommendations are provided on the following page (see Map 4 – Future Land Use Map) to assist the community in making decisions about future land development proposals. This map serves as a guide for the location, scale and mixture of uses encouraged by the Town and may also serve as the foundation for future zoning district changes.

Land development is likely to occur gradually, a few land parcels at a time over many years. By following the development guidelines and principles outlined above, each new project can help the Town of Lewisville achieve its long-range vision for future land development within the Northeast Planning Area. To help illustrate how growth may occur over the next 30+ years, to the year 2050, one possible future land development scenario is provided in the Appendix (see APPENDIX E – Future Land Development Scenario). This potential scenario is provided to illustrate how new uses might look and feel, and contribute to the quality of life in Lewisville as the area is developed over the next 30+ years.

Map 4 – Future Land Use Map



□ PLAN IMPLEMENTATION

Monitoring & Updating the Plan

The horizon year for this plan is 2050. As growth and development occur within the Town's jurisdiction over the next 30+ years, it may be necessary to make periodic revisions to keep the plan up-to-date. As conditions change over time, individual land development decisions may differ from the land use vision represented on the Future Land Use Map. Deviations from the Plan's recommendations should have a clear basis and may trigger an update of the plan or map. Major changes in infrastructure, roads and development patterns may also trigger an update of the Plan. A periodic review of the document by staff, Planning Board members and the Town Council will help the document remain a relevant and valuable reference and guide for managing growth in the Northeast Planning Area.

Using the Plan

The Future Land Use Map (above) provides a graphic representation of the recommended arrangement of land uses. The map should be used to guide the general location, scale, type, pattern and relationship of development proposals. The boundaries between recommended future land use categories should be considered areas of transition, where good judgment and commonsense help to guide interpretation based on the characteristics of the specific development proposal.

Consistent use of the Future Land Use Map, Recommended Development Guidelines and Community-Building Principles outlined in the Plan will help to ensure future growth in the Northeast Planning Area matches the Town's long-range vision and achieves the goals and objectives outlined in this Plan and in the Town's Comprehensive Plan.

Successful implementation of the Northeast Area Plan requires cooperative action on the part of Town officials, property owners and the development community. The Town's Planning Board and Town Council are ultimately responsible for interpreting and acting on the recommendations of the plan when considering development proposals and infrastructure investments, revising policies and ordinances and establishing new programs and initiatives within the planning area. The following actions are recommended to facilitate successful and timely implementation of the Plan:

1. Adopt a lighting ordinance to prevent light pollution and restrict fixture height, in order to address concerns brought forward during the Northeast Area Plan planning process.
2. Adopt an overlay district to require new developments to follow the Greenway and Pedestrian Connections Plan recommendations.
3. Adopt an overlay district to regulate development (e.g. land uses allowed, density, open space requirements, etc.) within the Town limits in the Northeast Planning Area.

The following excerpts from the Town's Unified Development Ordinance (UDO) provide a summary of existing ordinances currently available to regulate land development decisions in the planning area. The Town may revise some of these regulations over time, to help achieve its long-range land development vision for the planning area and create a well-designed community that accomplishes many of the Town's goals as outlined in its Comprehensive Plan.

Neighborhood Center – Existing Development Regulations

The most pertinent existing zoning district regulations to guide planning and development of the proposed Neighborhood Center at the intersection of Robinhood Road and Lewisville-Vienna Road is the Mixed Use – Special Use District, the Neighborhood Activity Center (NAC), and/or several small-scale business districts, as summarized below:

- **MU-S Mixed Use - Special Use District:** Intended to accommodate and positively integrate a balanced mixture of residential, commercial, and in some cases, light industrial uses within the district and the surrounding area. Depending upon the existing land use context in which the MU-S District is proposed, at least three (3) distinctly different use components are expected for any MU-S zoning proposal. Building mass, rhythm, scale, and transition, as well as a cohesive and connected pedestrian and vehicular network are intended to be key elements of the overall design concept.
 - This district encourages innovation by offering flexibility in design and layout requirements to achieve a greater choice of living and working environments.
 - The development design should be compatible with the natural terrain and surrounding uses, protect natural and/or historic resources, and provide useful open space. This district is only permitted through the special use district zoning process.
 - **Site Plan Requirements:** Petitioner shall show in the first phase submittal the sensitive natural areas to be retained and indicate impervious surface cover limits greater than or equal to the standards in comparable general use zoning district permitting the use(s).
 - Larger sites containing more than one hundred (100) acres will be evaluated to determine if development will negatively impact existing or future public facilities and services. Depending upon the size, intensity, and/or complexity of the proposal, the Director of Planning may require the petitioner to submit additional information to assist regulatory agencies with their findings, including, but not limited to, analysis of traffic impacts, availability of public water and sewer, and capacity of schools. As warranted, staff may also recommend certain on-site or off-site infrastructure improvements or other mitigation measures as conditions for zoning approval.
 - Some on-street parking may be permitted to satisfy off-street required parking requirements.
- **NAC - Neighborhood Activity Center:** Intended to establish areas of commercial activity that offer small scale retail goods and personal services that are located in proximity to the residential areas they are intended to serve. These commercial areas shall be located and designed as to encourage the clustering and integration of groups of businesses, to minimize the creation of undue traffic congestion and to minimize impact on adjoining residential. Allowed uses include:
 - Residential Uses;
 - Retail and Wholesale Trade Uses: Arts and Crafts Studio; Convenience Store (without gasoline sales); Convenience Store; Food or Drug Store; Furniture and Home Furnishings Store; Hardware Store; Restaurant (w/o drive-through service);

- Business and Personal Services Uses: Banking and Financial Services; Bed and Breakfast; Medical and Surgical Offices; Offices, Miscellaneous; Professional Office; Services, Business A; and Veterinary Services (w/o boarding);
- Institutional and Public Uses: Adult Day Care Home; Adult Day Care Center; Child Day Care Center; Child Day Care, Large Home; Child Day Care, Small Home; Church or Religious Institution, Neighborhood; Club or Lodge; Library, Public; Neighborhood Organization; Police or Fire Station.
- **NB Neighborhood Business District:** Intended to accommodate very low intensity office, retail, and personal service uses close to or within residential areas to provide convenient locations for businesses which serve the everyday household needs of nearby residents without disrupting the character of the neighborhood. The district is not intended to accommodate retail uses which attract customers from outside the neighborhood or which primarily cater to motorists, and shall comprise not more than one acre of contiguous site area.
- **PB Pedestrian Business District:** Intended to accommodate office, retail, service, institutional, and high density residential uses which customarily serve community and convenience business needs of smaller communities and urban nodes in the city and county to encourage the development of attractive, identifiable small towns, and to accommodate the pattern of building in the business concentrations surrounding the central core.
- **LB Limited Business District:** Intended to accommodate moderately intense neighborhood shopping and service centers close to residential areas to provide locations for businesses which serve nearby neighborhoods, including smaller business locations up to ten (10) acres in size in rural areas. The district is typically located near the intersection of a collector street or thoroughfare in areas which are otherwise developed with residences. This district may serve as a transition between residential districts and other commercial districts.

Vienna Business District – Existing Development Regulations

The most pertinent existing zoning district regulations to guide planning and development of the Vienna Neighborhood Center and surrounding neighborhoods is the Vienna Special Use Business District (VBD-S), as summarized below:

- **VBD-S Vienna Business District:** The Vienna Business District anchors the surrounding residential neighborhoods while also serving the broader community of Pfafftown and western Forsyth County. A broad range of uses may be considered in a pattern which integrates shops, restaurants, services, work places, civic, educational, and religious facilities, single family housing within a pedestrian-oriented environment. The Vienna Business Commercial District is intended to provide additional requirements to promote, preserve, and protect the health, safety and welfare of residents and property and to protect the aesthetic interest of the Town of Lewisville and the historic Vienna community. Business District regulations will help conserve the value of buildings and encourage development of property appropriate for the rural community and existing business area, safeguarding property values and offering social and cultural benefits to the citizens of the Town of Lewisville. Permitted Uses in VBD-S include:
 - Shopping Centers [not to exceed fifteen thousand (15,000) square feet of gross floor area for all units];

- Banking and Financial Services [no more than two (2) accessory ATM stations or drive through islands permitted];
- Building Contractors, General (no vehicle/equipment or outdoor storage); Motor Vehicle, Repair and Maintenance (no outdoor storage); and
- Services, Personal (with the following exceptions from SIC Code 7299 "Miscellaneous Personal Services": Coin-operated service machine operation: scales, shoeshine, lockers and blood pressure; Comfort station operation; Dating service; Escort service; Locker rental, except cold storage; Marriage bureaus; Massage parlors; Restroom operation; Steam baths; Tattoo parlors; and Turkish baths).

School Campus – Existing Development Regulations

A summary of the most pertinent existing institutional and residential zoning district regulations is provided below, to serve as a guide for planning and development of the proposed Forsyth County School Campus and surrounding neighborhoods:

- **IP Institutional and Public District:** Intended to accommodate public and institutional uses which have a limited land use impact or traffic generation potential upon surrounding uses which have concentrated service areas and are located in or near residential areas, or larger, less intensive recreational or institutional facilities in rural areas.
- **C Campus District:** Intended to accommodate medium to large-sized public, semi-public, and institutional uses which have a major land use impact or traffic generation potential upon surrounding uses which have extensive service areas and are centrally located.
- **CD1-S Campus District:** Intended to accommodate medium to large-sized private schools and accessory institutional uses which have a major land use impact or traffic generation potential upon surrounding land uses and which has extensive service areas and is centrally located. The intent of the CD1-S district is to establish those uses allowed and to clarify the development approval process within the Town of Lewisville.
 - Development should have a coherent and interconnected street/driveway network with a discernable hierarchy of streets, drives and pedestrian circulation (public or private).
 - Parking shall be provided so as to minimize the view of parking from adjacent uses and public travel ways through the strategic placement of buildings and parking and the utilization of landscaping, grading, and other architectural features for screening and buffering purposes.
 - Encourage pedestrian activity with the proper placement of parking in order to minimize fragmentation of the existing and/or proposed pedestrian circulation system.
 - Sidewalks and pathways shall be provided to connect remote parking areas with the central campus environment.
 - Provide pedestrian connectivity between all proposed and existing administrative, instructional, athletic buildings and mobile units. This connectivity shall be provided through the use of coherent pedestrian pathways and/or sidewalks systems, outdoor plazas, colonnades strategically placed to encourage such inter-connectivity and to provide for safe and secure pedestrian movement protected from automobile traffic and other outside campus security concerns.

- Pedestrian routes shall be supported through proper placement of signage, landscaping and architectural elements.
- Buildings shall be oriented toward streets or around courtyards and open space areas.
- Buildings within the campus district shall have a common organizational element such as architectural design, color, materials or detailing.
- To promote the unification of the campus fabric, buildings should be placed to create and encourage a balanced, compatible mix of uses, in a pedestrian-friendly environment.
- Through the use of a variety of fenestration patterns, building facade offsets, roof line treatments and other architectural features, the perceived bulk, scale and length and width of the building shall be compatible with surrounding buildings.
- All buildings should blend with adjacent (on site) development in terms of mass, scale, details and character.
- Elevations are to incorporate "human scale" elements and details. Awnings, covered walkways, open colonnades, or similar weather protection structures may be provided to further articulate pedestrian circulation areas.
- Parking decks and other accessory uses shall blend with adjacent buildings in terms of mass, scale, details and character. The main level of the structure must be clearly articulated through the use of architectural detailing and landscape plantings.
- Landscape plantings are to be located between the building and any parking area.
- Automatic teller machines shall be permitted as an accessory use.

Lewisville-Vienna Road Corridor

The historic and rural character of the Lewisville-Vienna Road corridor should continue with maintenance of an enhanced two-lane road, provision of a fifty (50') foot wide natural buffer on both sides of the road (which may include multipurpose trails or pathways), construction of stone landscape features to better identify and protect the Brookstown Cemetery and church site. New residential and commercial development may also incorporate similar elements into their entrance signage and perimeter gates and walls to further define the rural corridor. At the public input session held at the Brookstown Methodist Church, a roundabout was proposed to replace the existing signal located at the intersection of Lewisville-Vienna Road and Robinhood Road. It is suggested that this intersection receive more extensive gateway landscaping treatments that may include the same use of stone features to further highlight the historic character of the corridor.

The most pertinent existing zoning district regulations to help guide appropriate development and preservation of the primarily rural, and historically significant Lewisville-Vienna Road Corridor include the Thoroughfare Overlay District (TO), and the Lewisville Rural Overlay District (LRO) as summarized below:

- **TO – Thoroughfare Overlay District:** Intended to encourage development and redevelopment which preserves the visual quality and functional operation of major roadways; enhance the visual image of the community; promote traffic safety; preserve property values; and, implement the goals, policies, and objectives of Legacy. Along segments of existing and proposed major and minor thoroughfares designated on the adopted Transportation Plan, a

TO District may be established following the preparation of a corridor study and plan to protect and enhance the appearance and/or functioning of the roadway, consistent with the purpose of the TO District. The corridor study and plan shall describe the conditions and boundaries of the segment of thoroughfare being studied, and may make recommendations in regard to setbacks, landscaping, right-of-way plantings, shielding utilities, access, enclosing facilities, outdoor storage, loading and garage bay provisions, underground utilities, or other areas as deemed appropriate.

- **LRO – Lewisville Rural Overlay District:** Intended to preserve and enhance the appearance and special character of those rural areas located within the Town of Lewisville by encouraging development which respects the existing natural environment; to recognize these characteristics as a major part of the Town's identity and positive image, and thereby enhance the visual quality of the surrounding areas; preserve open sight lines and views capes; protect working farms, agricultural areas and wildlife habitat; recognize the environmentally-sensitive nature of the Yadkin River watershed and its importance as a water supply source; identify and preserve the historic sites; and stabilize and improve property values. The regulations of the LRO District shall apply to any change in use of property or change in zoning within the boundaries of the LRO District. All residential development within the LRO District shall be subject to the site development standards of the underlying zoning district. The preferred use for residential is existing zoning. All residential development that occurs from a change in use or change in zoning shall follow the standards as set out in Chapter B Section 2-5.59 Planned Residential Development.
 - All uses permitted in the underlying district shall be allowed in the LRO District, with the exception of the following: Manufactured Homes; Landfill, Construction and Demolition; Landfill, Land Clearing/Inert Debris; Landfill, Sanitary; and Borrow Site; Park and Shuttle Lot.

□ APPENDIX A – Growth Factors – Mapping and Analysis

In preparation for this, and other potential future small area planning efforts, the Piedmont Triad Regional Council (PTRC) mapped existing conditions, to ensure the Town is adequately responding to two initial sets of existing conditions factors impacting growth in the community.

Environmental Growth Factors Maps

The *Environmental Growth Factors Map* (see [MAP 5](#) below) uses aerial imagery as its base, to illustrate a range of environmental factors impacting land development, including: topography, areas steeper than 15%, hydrography, floodplains, hydric soils and wetlands. The study area contains a variety of areas with steep slopes greater than fifteen (15%) percent, hydric soils which are wet for more than 50% of the year, designated wetlands areas, floodway and floodplains, forest and farmland, and numerous water bodies. New development should respect these landscape features by minimizing development impacts and maintaining the natural condition whenever possible. These environmental growth factors should be conserved as open space amenities and incorporated into the overall site design of each new development.

As development is initiated throughout the study area, the provision of stormwater management best practices will be crucial for the long-term protection of the development site and the surrounding environment. Use of existing ponds and the potential establishment of one or more new, regional stormwater ponds within the Tomahawk Creek drainage basin should be explored. Legal and financial issues associated with creating regional stormwater ponds should also be researched, in coordination with the City of Winston-Salem and Forsyth County. Stream buffers are an important component of the landscape, and current regulations set these natural corridors at a minimum thirty (30') feet. It is recommended that buffer widths be increased to fifty (50') feet on both sides of perennial stream, to provide better protection against siltation and non-point pollution. In addition, natural vegetation should be kept around all stream buffers.

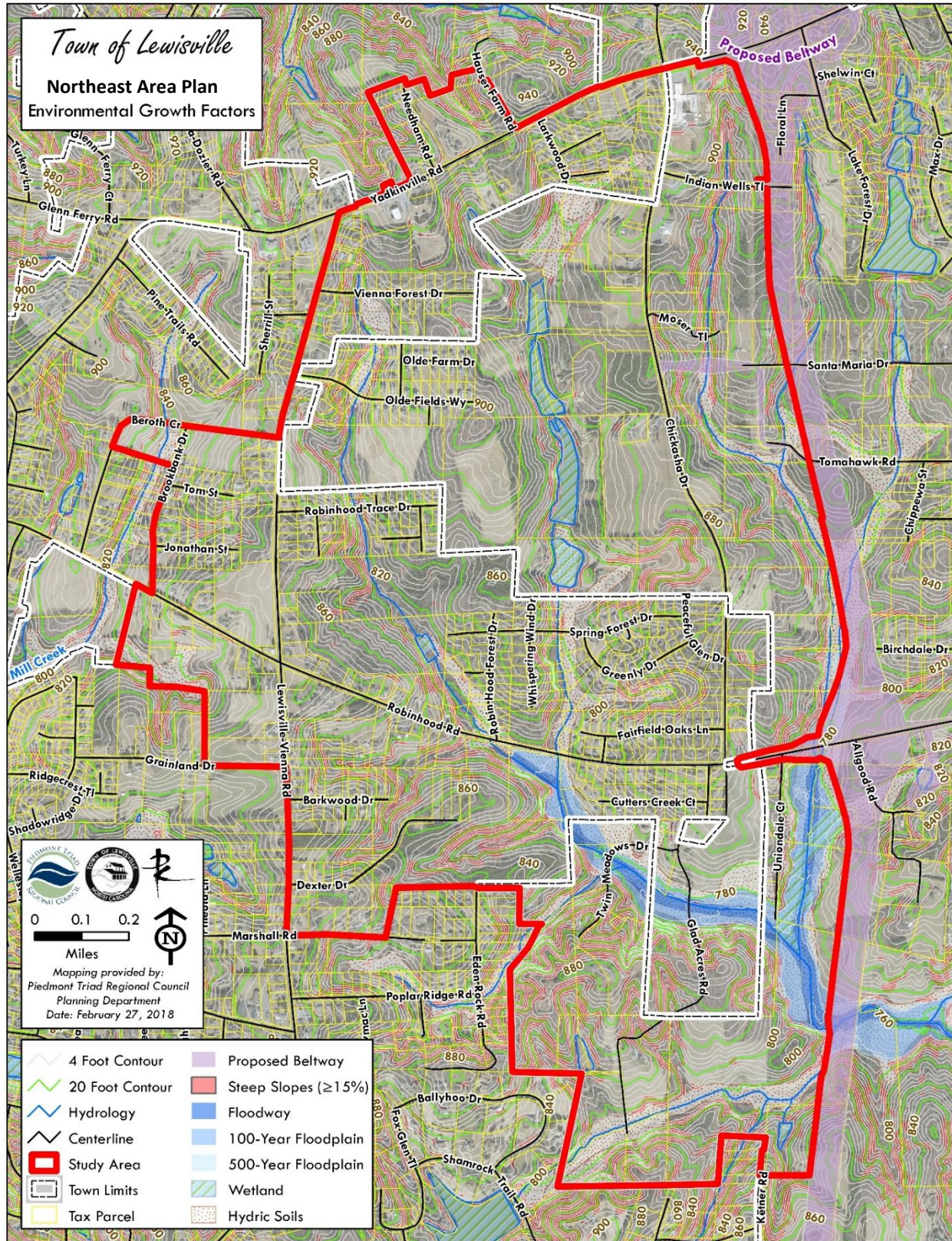
Urban Service Growth Factors

The *Urban Service Growth Factors Map* (see [MAP 6](#) below) illustrates the location of proposed major roads including the Outer Loop, and existing sewer and water service features impacting land development in the study area. Construction of a major sewer outfall line along Tomahawk Creek is likely to be necessary to serve the needs of the proposed elementary school south of Robinhood Road. This outfall line could be expanded and extended to serve the future sewer collection needs for the entire Tomahawk Creek basin, the boundaries of which, coincide with the Northeast Study Area.

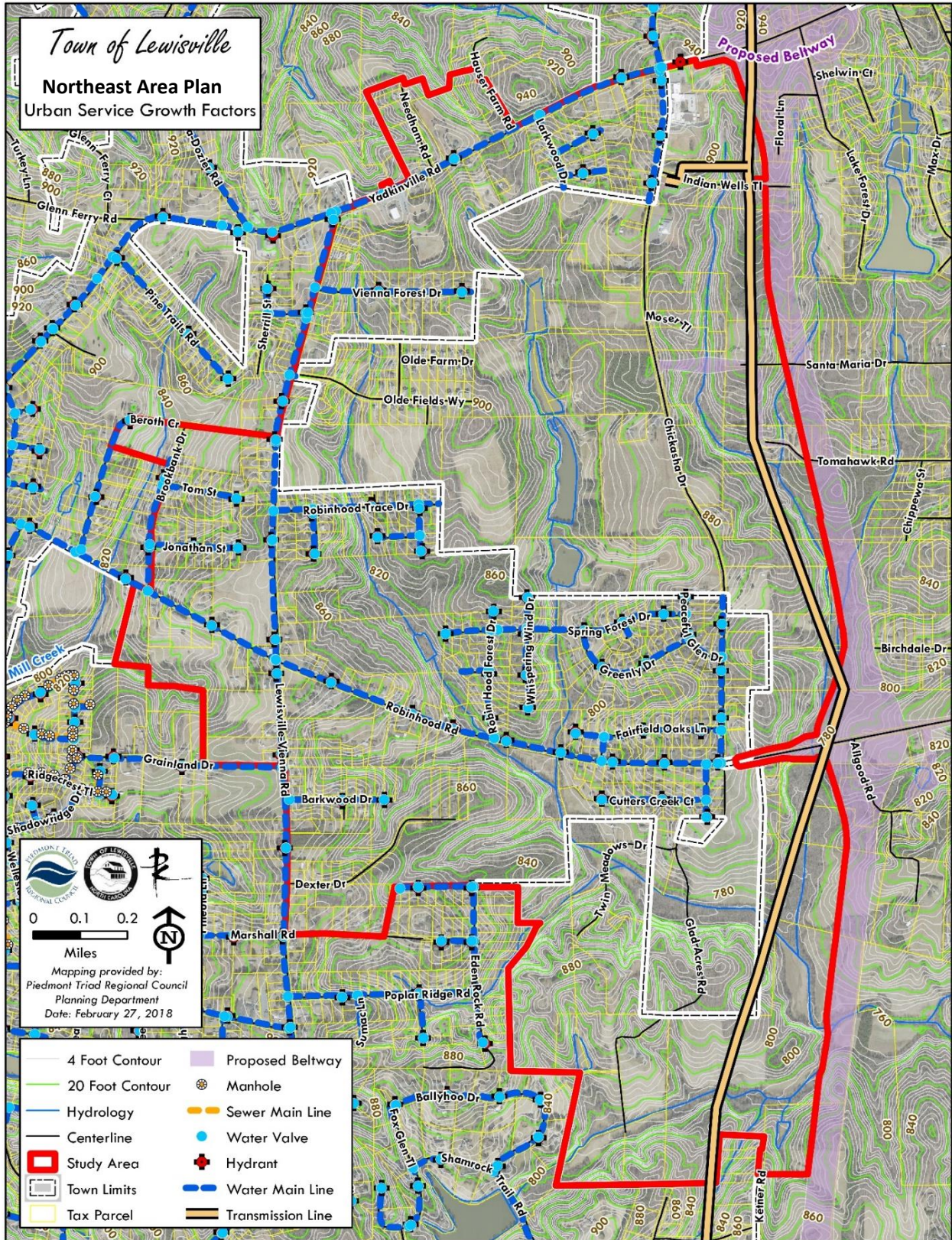
Existing Zoning

The *Existing Zoning Map* (see [MAP 7](#) below) shows how land parcels are currently zoned by both the Town of Lewisville and the City-County Planning Board.

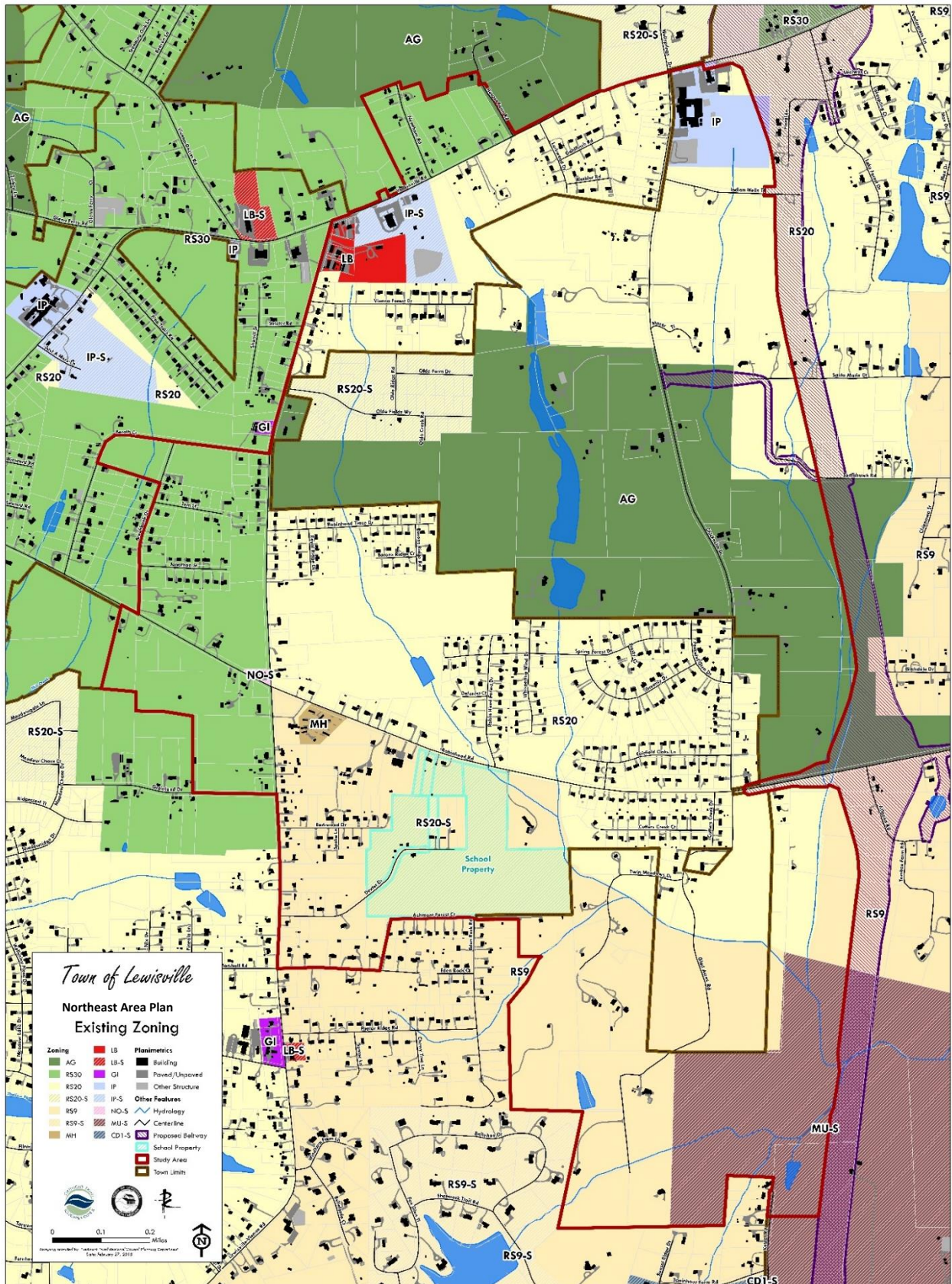
Map 5 – Environmental Growth Factors Map



Map 6 – Urban Service Growth Factors Map



Map 7 – Existing Zoning Map



□ APPENDIX B – Summary of Comprehensive Plan Goals

Every five years, numerous Lewisville residents, staff and elected officials contribute substantially to a year-long effort to refine and update Lewisville’s Comprehensive Plan. The 2015 Plan Update contains guidelines addressing a wide range of community issues. Plan recommendations may serve as the basis for policy and regulatory updates to help shape our community as we grow. Four major themes run throughout the 2015 Plan Update: *fiscal responsibility, sustainable growth, livable design* and *the overall health, safety and well-being of the Town and its citizens*.

Excerpts from relevant Chapters of the 2015 Comprehensive Plan Update are provided below, as foundational guidance for the **Northeast Area Plan**. These *Vision Statements, Goals* and recommended *Actions* are presented in concert with relevant excerpts from the Town’s Unified Development Ordinance (UDO), and input from a broad cross-section of stakeholders within the community, to guide the formulation of land development recommendations for the Northeast Area Plan study area.

Chapter 2 – Community Character

GOALS (Paraphrased from the Vision Statement)

Goal 1 - Preserve our pastoral, small town feeling & character as we grow.

Goal 2 - Create a well-designed community that is pleasing, healthy, livable and sustainable.

Goal 3 - Encourage historically respectful development of unique commercial ventures.

Goal 4 - Complete the Great Wagon Road.

Goal 5 - Maintain and enhance our community’s pedestrian- and bike-friendliness.

ACTIONS

C3 – Identify and acquire (C7) threatened [historic] properties best suited for adaptive reuse (C4).

C11 – Identify and protect scenic vistas.

C12 – Encourage downtown revitalization consistent with the UDO & downtown design guidelines.

C13– Provide appealing gateway [welcome] signs

C14 – Use public art to enhance and beautify the Town.

C15 –Initiate roadway landscaping improvements.

C16 –Require landscaped entrances to residential developments.

C17 –Require landscaping in apartment complexes.

C18 –Use native plant species in public and private developments.

C19 – Protect natural resources - open space, parks, woodlands.

C20 – Preserve the Town’s rural character as residential & commercial development occurs.

Chapter 3 – Natural Environment

GOALS & ACTIONS

Goal 1 – Provide and encourage environmental sustainability.

NE1 – See *Environmental Sustainability in Appendix*.

Goal 2– Preserve open space (natural habitats, scenic vistas, environmentally sensitive areas).

- NE2 – Cluster residential uses, encourage PRDs
- NE3– Identify & preserve open spaces adjoining existing institutions / parks for future expansion.
- NE4 – Amend UDO to maximize open space dedication requirements for residential development.
- NE5 – Prioritize and protect significant natural and scenic areas, wildlife habitat, and farm land.

Goal 3 – Form a network of interconnected open spaces.

- NE8 – Promote open space connections through PRD regulations and the site plan review process.
- NE9 – Identify & implement potential greenway trails, sidewalks and bike paths.
- NE10 – Coordinate with the county greenway system.
- NE11 – Require residential developments to dedicate greenway &/or conservation easements.

Goal 4 – Preserve existing farms, woodlands and undeveloped rural areas.

- NE13 - Encourage agri-tourism.
- NE14 – Amend UDO to require developers to identify and protect mature & specimen trees (NE17).
- NE15 - Encourage use of native plants, non-invasive species, and xeriscaping.
- NE16 – Amend the UDO to preserve the natural topography of land [when developed].

Goal 5 – Conserve water and protect its quality in streams, lakes & water supply watersheds.

- NE19 – Conserve water and protect water quality.
- NE20 – Require low-density/low-intensity development along the Yadkin River.
- NE21 – Limit construction & tree removal in floodplains, stream buffers & areas with steep slopes.
- NE22 – Use conservation easements to retain natural vegetation along waterways.
- NE23 – Enforce compliance with all State and County erosion control regulations.
- NE24 – Limit development in wetlands.
- NE25 – Encourage farmers to use best management practices to limit erosion and sedimentation.

Goal 6 – Promote good air quality.

- NE28 - Provide facilities to encourage walking, biking and use of other non-motorized vehicles.
- NE29 - Provide for better traffic flow through Lewisville.
- NE30 - Encourage commercial development that is pedestrian friendly.
- NE31 - Retain existing vegetation to the extent possible.
- NE34 - Encourage and promote regional transportation to improve air quality.

Goal 7 – Preserve and enhance natural drainage flows and functions for stormwater control.

- NE35 - Require storm water control plans.
- NE36 - Conduct a comprehensive stormwater study for all of Lewisville.
- NE37 - Support adoption of stormwater runoff regulations.
- NE38 - Use natural drainage patterns and bio-engineered stream stabilization methods.
- NE40 - Limit impervious surface coverage.
- NE41 - Encourage adoption of Low Impact Development (LID) for new subdivisions.

Chapter 4 – Facilities & Services

Lewisville's list of community facilities and services continues to grow. The town is responsible for solid waste collections, the maintenance of roads, downtown street lamps, sidewalks, downtown streetscapes, the G. Galloway Reynolds Community Center, Shallowford Square, Jack Warren Park, community policing, the Veterans' Monument, Town Hall, Town Hall Annex and recreational and entertainment activities for residents. Town administration includes stormwater control and planning and zoning functions. The City-County Inspections Division provides enforcement services on a contractual basis. Several City-County governmental agencies operate within Forsyth County providing services and facilities for municipalities and the county. Public schools, sewer and water service, tax collections, fire prevention and emergency services, and elections all operate under this collaborative system. Additionally, Forsyth County manages the public library system, and regional parks and recreational facilities. Maintaining strong relationships with these agencies is, and will continue to be, an important aspect of community management and services.

A key issue facing Lewisville is **the provision of sanitary sewer service for all residents**. Though the Town is located in the City-County Utilities Commission(CCUC) Water & Sewer Service District, only a small portion of the community is serviced by a sanitary sewer system while 80% of households depend on septic systems. Failure of these septic systems is, and will continue to be a concern for many Town residents. Properties located directly along Shallowford Road have access to an existing sewer line located within the roadway with a pumping station behind the Oaks Shopping Center. This, and other CCUC lines serving several nearby residential neighborhoods, connect to Muddy Creek outfall east of the Town. In 2014, the Town signed an agreement for CCUC to provide future extensions of water and sewer services. Lewisville is currently participating with CCUC in the Harper Road Lift Station to provide access to 750,000 gallons per day of sewer treatment. The Town is currently developing a plan to extend sewer capacity town wide.

Lewisville residents have expressed a strong desire to be a part of a county-wide linear greenway trail system connecting downtown, parks, open space, neighborhoods and employment centers. Whenever possible, greenway easements should be obtained along creeks where future sewer extensions occur, providing a more economical use of land and funds.

VISION

Lewisville in the year 2035 will be responsive to the community service needs and objectives of Lewisville residents. All services will be provided in a timely, cost-effective and environmentally sensitive manner. Citizens have been, and will continue to enjoy, and widely support, quality public facilities, enhancing their sense of community life.

GOALS & ACTIONS

Goal 1 –Provide community facilities and services in a cost-effective manner.

FS2 - Work to ensure the equitable and cost-effective provision of necessary community facilities and services.

Goal 2 – Provide desired municipal services with appropriate taxes or assessments.

FS5 - Plan for sewer to facilitate growth that fits in with adopted development plans.

FS8 - Encourage the placement of utilities underground.

- FS9 - Support the extension of natural gas lines throughout the community.
- FS10 - Develop community parks for team sports and recreational activities.
- FS11 –Obtain greenway easements and develop greenway trails throughout the community.
- FS12 - Provide a [new] community center for all age groups.
- FS14 - Place street lights at intersections throughout the town to enhance public safety.

Chapter 5 – Land Use

GOALS& ACTIONS

Goal 1- Facilitate land use patterns that:

- **Offer a variety of housing and land use choices;**
- **Offer convenient access to neighborhood shopping and other services;**
- **Protect property owners from incompatible land uses;**
- **Make efficient use of Lewisville’s limited land capacity; and**
- **Coordinate land uses with infrastructure needs.**

LU1 - Develop Lewisville in accordance with Map 9 – Preferred Land Use.

LU2 - Encourage preservation of the natural character of the Yadkin River/Conrad Road corridor.

LU3 -Update Preferred Land Use Map in response to annexations, roadway improvements, and sewer and water extensions.

LU4 - Encourage responsible commercial development in the downtown and other established commercial areas.

LU5 –Ensure all new construction complies with the Stormwater Management Plan

LU6 – Support design standards in the development of the downtown area.

- Utilize the Downtown Development Guidelines in reviewing future downtown projects
- Apply Site Development Checklist standard to achieve the Plan vision and goals.

LU9 - Encourage development of bikeways and walkways.

Goal2- Identify & re-zone appropriate areas to support higher density housing.

LU11 - Allow for higher density zoning surrounding the downtown area (e.g. town homes).

- Re-zone areas supported by infrastructure such as sewer, to facilitate higher density housing.

LU12 - Allow higher density development in designated areas while preserving Town character.

- Define additional standards developers can meet.
- Amend UDO to allow performance standard/density trade-off performance standard.

LU13 - Encourage higher density development around the proposed schools along Robinhood Road that is well connected to the school campus and nearby neighborhoods.

- Utilize MU-S zoning to create new mixed-use residential development that is unique to the area having varied densities and housing types

Goal 3- Preserve open space, as well as existing flora and fauna in new developments.

Goal 4- Encourage development of high quality neighborhoods that foster a greater sense of community through enhanced connectivity.

LU14 –Require neighborhood street connections while minimizing negative impacts of traffic.

- Apply appropriate design standards and ordinances to ensure safe and effective connections among residential develops, parks, schools and higher-density activity centers

Goal 5- Require high standards for appearance of residential developments.

LU15 - Amend UDO to require increased rear yard and side yard setbacks along major thoroughfares and restrict or have limited access to major thoroughfares.

LU16 - Utilize the Landscaping Standards in the UDO, emphasizing the need for high quality trees that enhance the quality of life by providing economic and environmental benefits to the neighborhood and community at large.

LU17 - Amend UDO to require parking for multi-family to be to the rear of the structures or screened from the road.

LU18 - Amend UDO to require additional landscaping and higher appearance standards for residential developments, especially multi-family developments.

LU19 - Encourage housing and neighborhoods that are developed consistent with environmental and sustainability standards.

- Town planner will assess, develop and implement standards for traditional neighborhood development(TND) model to be integrated into the town plan as deemed appropriate.
- Town planner will evaluate the appropriateness of MU-S zoning in creating a mixed-use TND type project.

Goal 6–Use the downtown to establish a community focus and identity for Lewisville.

LU20 - Explore public school bus stops and safe routes to school in new developments.

- Meet with school system representatives to discuss opportunities.

LU21 - Utilize the *Downtown Development Guidelines* in reviewing future projects that enhance visual quality in the downtown.

- Continue to monitor Architectural Standards in all applicable commercial districts.

Goal 7–Create a vibrant and active downtown including a mix of commercial, office, entertainment and residential uses.

LU23 -Encourage and build strong public/private partnerships to support the planned development and marketing of downtown.

- Undertake a program to work with local business association and civic groups
- Create an economic development committee comprised of public/private leadership.

LU24 - Encourage mixed- use housing and live/work units in all appropriate districts.

LU26 - Encourage the preservation, re-zoning & conversion of homes to new uses as appropriate.

LU27 -Revise downtown development standards to ensure high-quality development.

Goal 8–Create a comfortable, safe, interesting and pedestrian-friendly downtown.

LU28 - Follow design guidelines for public spaces in the *Downtown Development Guidelines* to help create unity and a pedestrian-friendly environment, by addressing utilities, sidewalks, streetlights, furniture, trash cans, street trees, landscaping, banners, fences, signs, and other features.

Goal 9- Develop the Shallowford Square area as a primary community amenity.

LU29 - Apply applicable downtown district design guidelines and recommendations when developing the downtown core around the Shallowford Square.

- Apply *Downtown Development Guidelines* to preserve the town’s unique character with an emphasis on creating an active and livable town center that reflects its rich heritage.

Goal 10- Encourage development of the Vienna Business District

LU30 - Review the Vienna Small Area Plan to determine implementation opportunities.

- Encourage the application of VBD guidelines and zoning within the business district.
- Conduct VBD meetings to discuss and refine goals and implementation strategies.
- Identify recreational opportunities in the Vienna community.

Chapter 6 – Transportation

GOALS & ACTIONS

Goal 1 - Create an integrated land use and transportation network.

T1 – Coordinate Transportation decisions with other municipalities in the MPO.

- Promote integrated development patterns and transportation networks that work together to support mixed-use, pedestrian-friendly neighborhoods and active modes of transportation.

T2 - Consider opportunities to reduce travel demand when making land use development decisions.

- Enforce the town's access management program to limit and separate driveways; create shared access points; maintain appropriate distances between driveways and intersections; and encourage connections among commercial parking areas.

T3 - Promote transportation network improvements to preserve & enhance our visual character.

T4 - Ensure that transportation network additions and improvements are environmentally sensitive.

- Design streets and highways that are safe and efficient for motor vehicles while accommodating other modes of transportation and limiting negative environmental impacts

T5 - Coordinate transportation planning activities with the Map 10 Thoroughfare Plan.

- Support development patterns and transportation networks that promote healthy lifestyles and increase active transportation options

T6 - Ensure the design of the Great Wagon Road Project meets the needs of the citizens and the Town as the project moves forward.

- Acquire street rights-of-way in the downtown area to develop the Great Wagon Road with sufficient width to handle future needs.

T7 - Use traffic calming measures to reduce speeds and improve safety on town maintained roads.

Goal 2 - Create a plan for alternative modes of transportation.

T8 - Develop pedestrian facilities such as sidewalks, foot bridges, overhead bridges and off-road trails as needed.

- Adopt, prioritize and implement the Greenway and Pedestrian Connection Plan.

T9 - Require pedestrian ways on residential collector streets in all new subdivisions.

T10- Require traffic calming measures in new subdivisions to reduce speeds and improve safety.

T12 - Ensure transportation improvements are sensitive to the needs of the physically handicapped.

T13 - Develop a plan to provide non-vehicular linkages for residents throughout the Town.

Goal 3 - Provide public transportation options.

T15 - Study the need for Park and Ride lot(s).

T17 - Reduce vehicle miles traveled, single-occupancy vehicles, congestion and pollutant emissions.

T18 - Improve access to nearby land and provide mobility options.

T24 - Request transportation network improvements to improve safety and traffic flow that are pedestrian friendly for all ages and abilities and support the development of Complete Streets in design.

T25 - Ensure that roads are adequate for use by emergency vehicles and vehicles needed for delivery of goods and services. Prevent use of bicycle and foot paths by inappropriate vehicles.

Chapter 7 – Health, Safety & Wellness

GOALS & ACTIONS

Goal 1 - Integrate Comprehensive Health, Safety and Welfare goals into Planning.

HSW1 - Consider the health, safety and well-being of the town and its residents in all plans.

Goal 2 - Provide policies, facilities, programs and services to ensure public health, safety, and community hygiene and to support the wellness of Lewisville and its residents.

HSW5 - Support policies and programs to reduce pollutant emissions.

HSW9 - Ensure the Town's compliance with all governmental mandated stormwater regulations.

HSW13 - Encourage improved access to locally grown vegetables and fruits.

HSW14 - Encourage creation of cooperatives to provide locally grown fruits and vegetables.

HSW15 –Provide lighting at major intersections outside downtown to improve public safety.

Goal 3 - Promote activities to enhance the public health and safety of the community, the environment and the personal wellness of Lewisville residents.

HSW23 - Develop sidewalks, pathways, bike lanes and recreation spaces which support resident wellness and disease prevention through cardiovascular exercise.

HSW25 –Partner with NCDOT to provide additional cycling lanes in the Lewisville area.

Chapter 8 – Citizen Engagement

GOALS & ACTIONS

Goal - Develop a better awareness of the rich history and heritage of Lewisville.

CE5 - Encourage the Lewisville Historical Society to make the Nissen House into an educational, cultural, social and historic resource serving Lewisville, the Piedmont Triad and beyond.

□ APPENDIX C – Summary of Existing Regulations

Residential Zoning Districts

- **AG - Agricultural District:** Intended to accommodate uses of an agricultural nature and scattered non-farm residences on large tracts of land, but not residential subdivisions with small lots. Established to preserve the rural character of portions of the county and encourage the continued use of land for agricultural, forest, and open space purposes; to discourage scattered commercial and industrial land uses; to concentrate urban development in and around existing urbanized areas and proposed activity centers, thereby preventing premature conversion of farmland into urban uses; and, and to discourage any use which may create premature public infrastructure and service demands.
- **RS-40 - Residential Single-Family District:** Intended to accommodate single family detached dwellings on large lots in areas without access to public water and sewer services. The district is established to promote single family detached residences where environmental features, public service capacities, or soil characteristics necessitate very limited development
- **RS-30 - Residential Single-Family District:** Intended to accommodate single family detached dwellings on approximately three-quarter (0.75) acre lots in areas without access to public water and sewer services.
- **RS-20 - Residential Single-Family District:** Intended to accommodate single family detached dwellings on approximately one-half (0.50) acre lots in suburban areas where public water is available.
- **RS-15 - Residential Single-Family District:** Intended to accommodate low to moderate density single family detached dwellings in suburban and urban where public facilities, including public water and sewer, public roads, parks, and other governmental support services are available.
- **RS-12 - Residential Single-Family District:** Intended to accommodate moderate density single family detached dwellings in suburban and urban areas where public facilities, including public water and sewer, public roads, parks, and other governmental support services, are available.
- **RS-9 - Residential Single-Family District:** Intended to accommodate relatively high density single family detached dwellings in urban areas where public facilities, including public water and sewer, public roads, parks, and other governmental support services, are available.
- **RS-7 - Residential Single-Family District:** Intended to accommodate high density single family detached dwellings in urban areas where public facilities, including public water and sewer, public roads, parks, and other governmental support services are available.
- **RSQ - Residential Single-Family Quadraplex District:** Intended to accommodate predominantly single family areas containing a mixture of single family detached dwellings, duplexes, triplexes, and quadraplexes in urban neighborhoods and in areas with adequate infrastructure to support more intense development where public facilities, including public water and sewer, public roads, parks, and other governmental support services are available.

- **RM-5 - Residential Multi-Family District:** Intended to accommodate low density, pedestrian-oriented sites and communities containing duplexes, twin homes, multifamily, and townhouse residential buildings with three (3) or four (4) units, and similar residential uses at a maximum overall density of five (5) units per acre, where public facilities, including public water and sewer, public roads, parks, and other governmental support services, are available.
- **RM-8 - Residential Multi-Family District:** Intended to accommodate duplexes, twin homes, townhouses, multifamily, and other low intensity multifamily uses at a maximum overall density of eight (8) units per acre where public facilities, including public water and sewer, public roads, parks, and other governmental support services are available.
- **RM-18 - Residential Multi-Family District:** Intended to accommodate multifamily uses at a maximum overall density of eighteen (18) units per acre where public facilities, including public water and sewer, public roads, parks, and other governmental support services, are available and the site has direct access to a minor or major thoroughfare.
- **MH - Manufactured Housing Development District:** Intended to accommodate manufactured housing developments with a maximum overall density of five (5) units per acre where public facilities, including public water and sewer, public roads, parks, and other governmental support services, are available.

Commercial Zoning Districts

- **NO - Neighborhood Office District:** Intended to accommodate very low intensity office uses within converted single family detached units on the periphery of established residential areas, along major and minor thoroughfares. Provides convenient locations for offices, the size and operating characteristics of which require limited parking and which generate little traffic to serve as a transitional land use between residential districts and commercial districts. New structures shall not exceed four thousand (4,000) square feet in gross floor area.
- **LO - Limited Office District:** Intended to accommodate moderately intense medical, professional, administrative, and government office uses on small to mid-sized sites, in a suburban setting. Typically located near the intersection of a collector street or thoroughfare in areas which are otherwise developed with residences to serve as a transition between residential districts and commercial districts. New structures shall not exceed thirty thousand (30,000) square feet in gross floor area. Multifamily residential development is permitted at a maximum density of twelve (12) units per acre.
- **CPO - Corporate Park Office District:** Intended to accommodate office and research and development uses in a planned, campus-like setting compatible with adjacent residential uses. Auxiliary assembly and warehousing activities may be permitted as part of a total project and may contain limited commercial uses within employment centers. Intended for large sites with direct access to thoroughfares which provide locations for major development. Industrial uses specifically related to the principal use are permitted to a maximum of thirty percent (30%) of the square footage within each building or of the total building square footage of the zoning lot. Commercial uses are limited to a maximum of thirty percent (30%) of the square footage within each building or of the total building square footage of the zoning lot. Noncommercial uses must be developed prior to or concurrent with commercial uses.

- **GO - General Office District:** Intended to accommodate high intensity office uses and supporting services. The district is established to provide locations for employment within GMAs 1 and 2 and Metro Activity Centers, and GMA 3 with access to thoroughfares. There is no height limit unless adjacent to property zoned RS, RM (except RM-U), YR, AG, or H.
- **NB - Neighborhood Business District:** Intended to accommodate very low intensity office, retail, and personal service uses close to or within residential areas to provide convenient locations for businesses which serve the everyday household needs of nearby residents without disrupting the character of the neighborhood. The district is not intended to accommodate retail uses which attract customers from outside the neighborhood or which primarily cater to motorists, and shall comprise not more than one acre of contiguous site area.
- **PB - Pedestrian Business District:** Intended to accommodate office, retail, service, institutional, and high density residential uses which customarily serve community and convenience business needs of smaller communities and urban nodes in the city and county to encourage the development of attractive, identifiable small towns, and to accommodate the pattern of building in the business concentrations surrounding the central core.
- **LB - Limited Business District:** Intended to accommodate moderately intense neighborhood shopping and service centers close to residential areas to provide locations for businesses which serve nearby neighborhoods, including smaller business locations up to ten (10) acres in size in rural areas. The district is typically located near the intersection of a collector street or thoroughfare in areas which are otherwise developed with residences. This district may serve as a transition between residential districts and other commercial districts.
- **NSB - Neighborhood Shopping Center Business District:** Intended to provide for the development of integrated, self-contained shopping and service centers designed to meet the daily retail and service needs of residents in the surrounding area. The district is designed to be compatible with adjacent residential areas by limiting uses and access drives, and by providing substantial setbacks and landscape buffers. The establishment of a neighborhood shopping center district does not establish justification for future commercial zoning in the area. The minimum site size shall be four (4) acres, and the maximum site size shall be fifteen (15) acres. Total building square footage shall be at least thirty-five thousand (35,000) square feet and not more than one hundred thousand (100,000) square feet.
- **HB - Highway Business District:** Intended to accommodate retail service and distributive uses to provide locations for establishments which require high visibility and good road access, or which cater primarily to passing motorists. However, the district is not intended to encourage or accommodate strip commercial development. Developments in this district generally have substantial front setbacks.
- **GB - General Business District:** Intended to accommodate a wide range of retail, service, and office uses located along thoroughfares in areas which have developed with minimal front setbacks. However, the district is not intended to encourage or accommodate strip commercial development. The district would accommodate destination retail and service uses, characterized by either a larger single business use or the consolidation of numerous uses in a building or planned development, with consolidated access.

- **CB - Central Business District:** Established to encourage high intensity, compact urban development and accommodate a wide range of uses, including office, retail, service, and institutional developments in a pedestrian-oriented setting. The district also accommodates high density residential development. These uses may be mixed on the same tract or within the same structure.

Industrial Zoning Districts

- **LI - Limited Industrial District:** Intended to accommodate limited manufacturing, wholesaling, warehousing, research and development, and related commercial and service activities which, in their normal operations, have little or no adverse effect upon adjoining properties. Retail uses, including but not limited to show rooms and employee services, shall be permitted as accessory uses. and shall not exceed twenty-five percent (25%) of the floor area of the principal industrial building. Existing trees may be used in lieu of not more than eighty percent (80%) of the required new planting; except that where property or site constraints prohibit the placement of additional trees, additional credit for existing trees up to one hundred percent (100%) may be given. All such retail use shall be conducted within the principal industrial building.
- **CPI - Corporate Park Industrial District:** Intended to accommodate a wide range of assembling, fabricating, and light manufacturing activities, and such ancillary industrial activities as warehousing and distribution. Commercial uses are also permitted accessory to industrial development. The district is established to provide locations for industrial development which have little or no impact on adjoining properties. Commercial uses permitted in the LO and LB Districts are permitted in the CPI District and limited to fifteen percent (15%) of the total building square footage of the zoning lot. CPI Districts shall equal thirty (30) acres or more of contiguous area with a minimum of two hundred (200) feet of frontage along a major or minor thoroughfare.

Institutional Zoning Districts

- **IP - Institutional and Public District:** Intended to accommodate public and institutional uses which have a limited land use impact or traffic generation potential upon surrounding uses which have concentrated service areas and are located in or near residential areas, or larger, less intensive recreational or institutional facilities in rural areas.
- **C - Campus District:** Intended to accommodate medium to large-sized public, semi-public, and institutional uses which have a major land use impact or traffic generation potential upon surrounding uses which have extensive service areas and are centrally located.
- **CD1-S - Campus District:** Intended to accommodate medium to large-sized private schools and accessory institutional uses which have a major land use impact or traffic generation potential upon surrounding land uses and which has extensive service areas and is centrally located. The intent of the CD1-S district is to establish those uses allowed and to clarify the development approval process ***within the Town of Lewisville.***
 - Development should have a coherent and interconnected street/driveway network with a discernable hierarchy of streets, drives and pedestrian circulation (public or private).
 - Parking shall be provided so as to minimize the view of parking from adjacent uses and public travel ways through the strategic placement of buildings and parking and the

utilization of landscaping, grading, and other architectural features for screening and buffering purposes.

- Encourage pedestrian activity with the proper placement of parking in order to minimize fragmentation of the existing and/or proposed pedestrian circulation system.
- Sidewalks and pathways shall be provided to connect remote parking areas with the central campus environment.
- Provide pedestrian connectivity between all proposed and existing administrative, instructional, athletic buildings and mobile units. This connectivity shall be provided through the use of coherent pedestrian pathways and/or sidewalks systems, outdoor plazas, colonnades strategically placed to encourage such inter-connectivity and to provide for safe and secure pedestrian movement protected from automobile traffic and other outside campus security concerns.
- Pedestrian routes shall be supported through proper placement of signage, landscaping and architectural elements.
- Buildings shall be oriented toward streets or around courtyards and open space areas.
- Buildings within the campus district shall have a common organizational element such as architectural design, color, materials or detailing.
- To promote the unification of the campus fabric, buildings should be placed to create and encourage a balanced, compatible mix of uses, in a pedestrian-friendly environment.
- Through the use of a variety of fenestration patterns, building facade offsets, roof line treatments and other architectural features, the perceived bulk, scale and length and width of the building shall be compatible with surrounding buildings.
- All buildings should blend with adjacent (on site) development in terms of mass, scale, details and character.
- Elevations are to incorporate "human scale" elements and details. Awnings, covered walkways, open colonnades, or similar weather protection structures may be provided to further articulate pedestrian circulation areas.
- Parking decks and other accessory uses shall blend with adjacent buildings in terms of mass, scale, details and character. The main level of the structure must be clearly articulated through the use of architectural detailing and landscape plantings.
- Landscape plantings are to be located between the building and any parking area.
- Automatic teller machines shall be permitted as an accessory use.

Mixed-Use (Special Use) Zoning Districts

- **MU-S - Mixed Use - Special Use District:** Intended to accommodate and positively integrate a balanced mixture of residential, commercial, and in some cases, light industrial uses within the district and the surrounding area. Depending upon the existing land use context in which the MU-S District is proposed, at least three (3) distinctly different use components are expected for any MU-S zoning proposal. Building mass, rhythm, scale, and transition, as well as a cohesive and connected pedestrian and vehicular network are intended to be key elements of the overall design concept.
 - This district encourages innovation by offering flexibility in design and layout requirements to achieve a greater choice of living and working environments.
 - The development design should be compatible with the natural terrain and surrounding uses, protect natural and/or historic resources, and provide useful open space. This district is only permitted through the special use district zoning process.

- Site Plan Requirements: Petitioner shall show in the first phase submittal the sensitive natural areas to be retained and indicate impervious surface cover limits greater than or equal to the standards in comparable general use zoning district permitting the use(s).
- Larger sites containing more than one hundred (100) acres will be evaluated to determine if development will negatively impact existing or future public facilities and services. Depending upon the size, intensity, and/or complexity of the proposal, the Director of Planning may require the petitioner to submit additional information to assist regulatory agencies with their findings, including, but not limited to, analysis of traffic impacts, availability of public water and sewer, and capacity of schools. As warranted, staff may also recommend certain on-site or off-site infrastructure improvements or other mitigation measures as conditions for zoning approval.
- Some on-street parking may be permitted to satisfy off-street required parking requirements.

Lewisville Downtown Districts

Intended to encourage new and adaptive reuse development while safeguarding the values of surrounding properties, protect the town's unique historically small-town, pedestrian-oriented character, promote good urban design, protect the health, safety, and welfare of residents, property and visitors, and support the aesthetic interest in the Town.

- 'Downtown' is defined on the Preferred Land Use Map #9 in the Lewisville Comprehensive Plan, as the stretch of Williams and Shallowford Roads from the US 421 interchange to Reid Acres Lane, encompassing approximately 177 acres.
 - Existing land parcels and historic uses in the Downtown District will likely transition slowly into a planned downtown area in a manner providing the means for land owners, planners, and developers to prepare the best possible site plans to meet town requirements.
 - Public Sidewalks: The standard sidewalk shall be a minimum of seven (7) feet wide and may be relocated away from the curb to allow for a curbside planting area.
 - Parking: The required amount of parking may be reduced by thirty percent (30%) and shall be designed to allow the safe movement of pedestrians from their vehicles to the building(s).
 - Architectural Character Standards: Intended to ensure that all new development within the DCA and DGA results in an architecture of high quality, encourages pedestrian activity and interaction with the built environment and provides appropriate transitions in scale while accommodating many types of approved uses, including civic and institutional, commercial retail and business mixed-use, live/work and multi-family/single family residential developments. Architectural aesthetic character shall be designed so as to support and enhance a pedestrian friendly environment and compliment the historical small town unique character of Lewisville.
 - Minimal architectural character standards cover: Building Scale; Building Materials; Roofs; Façades; Façade Openings; Fenestrations; Building Orientation and Main Entrance; Covered Walkways; Exterior Site Improvements; Building Height; Service and Utility Areas; Utilities; Color; Lighting; Landscape Plantings; Sustainability (e.g. conservation of natural resources and incorporation of alternate energy sources); and Signs.
- **LD1-S - Lewisville Downtown District 1**: Applies to the Downtown Core Area (DCA) - see Preferred Land Use Map #9 in the Comprehensive Plan - and is intended to provide for a broad array of integrated uses such as shops, restaurants, services, work places, civic, educational, and religious facilities, single family housing, and multifamily housing and higher density housing in a compact, pedestrian-oriented and safe environment. Due to its location, DCA is primarily for non-auto-dependent uses in an area amenable to easy pedestrian access.

Development within the DCA will respect and celebrate the unique historically small town character of Lewisville.

- The 'Downtown Core Area' (DCA) is that portion of the Downtown centered on Shallowford Road lying east of the terminus of Williams Road (excluding parcels at the northeast and southeast corner of the intersection of Shallowford and Williams Road, directly east of and across the street from the Oaks at Lewisville Shopping Center).
 - On parcels having double frontage on both the Great Wagon Road (GWR) and Shallowford Roads, the area of the parking lot shall only extend toward the rear of the site a distance equal to the depth of the first building or buildings to be constructed along the parallel road frontage. This area shall be adequately landscaped to screen the rear of the initial building from view of the GWR until all buildings on the site are complete. At that time, the parking area may be expanded and/or modified to serve all building on the site.
- **LD2-S - Lewisville Downtown District 2:** Applies to the Downtown Gateway Area (DGA) - see Comprehensive Plan Preferred Land Use, map #9 - and provides a broad array of uses expected in a development pattern which integrates shops, restaurants, services, work places, civic, educational, and religious facilities, housing, and travel accommodations in a compact pedestrian-oriented and safe environment. Due to its location proximate to the DCA as well as to US 421, DGA is primarily for a mixture of auto-dependent and pedestrian oriented uses providing easy access and safety for both auto and pedestrian users. Development within the DGA will respect and celebrate the unique historically small-town character of Lewisville. While pedestrian access is less essential than in the DCA, pedestrian-friendly development for intra development traffic (within the limits of development) is paramount due to its location proximate to downtown, requiring moderate integration of pedestrian-oriented environs thus accommodating a systematic transition from vehicular to pedestrian orientation.
 - The 'Downtown Gateway Area' (DGA) is that portion of the Downtown lying west of the Downtown Core and centered on the US 421/Williams Road interchange.
 - The 'Downtown Overlay Area' is an area equivalent to the Downtown.
 - **VBD-S - Vienna Business District:** The Vienna Core District anchors the surrounding residential neighborhoods while also serving the broader community of Pfafftown and western Forsyth County. A broad range of uses may be considered in a pattern which integrates shops, restaurants, services, work places, civic, educational, and religious facilities, single family housing within a pedestrian-oriented environment. The Vienna Business Commercial District is intended to provide additional requirements to promote, preserve, and protect the health, safety and welfare of residents and property and to protect the aesthetic interest of the Town of Lewisville and the historic Vienna community. Business District regulations will help conserve the value of buildings and encourage development of property appropriate for the rural community and existing business area, safeguarding property values and offering social and cultural benefits to the citizens of the Town of Lewisville. Permitted Uses in VBD-S include:
 - Shopping Centers [not to exceed fifteen thousand (15,000) square feet of gross floor area for all units];
 - Banking and Financial Services [no more than two (2) accessory ATM stations or drive through islands permitted];
 - Building Contractors, General (no vehicle/equipment or outdoor storage); Motor Vehicle, Repair and Maintenance (no outdoor storage); and
 - Services, Personal (with the following exceptions from SIC Code 7299 "Miscellaneous Personal Services": Coin-operated service machine operation: scales, shoeshine, lockers and

blood pressure; Comfort station operation; Dating service; Escort service; Locker rental, except cold storage; Marriage bureaus; Massage parlors; Restroom operation; Steam baths; Tattoo parlors; and Turkish baths).

Overlay and Special Purpose Zoning Districts:

Overlay districts are established to assist the community in meeting the recommendations of Legacy and to meet requirements of State and federal law. When a rezoning proposal for one of these districts is considered, historic preservation, watershed protection, and other applicable goals and recommendations contained in Legacy and the Lewisville Comprehensive Plan shall be used as guides, in conjunction with other factors, in determining the appropriateness of the proposed district.

Overlay and Special Purpose Zoning Districts	
Symbol	District Name
NCO	Neighborhood Conservation Overlay
TO	Thoroughfare Overlay
H	Historic
HO	Historic Overlay
LMO	Lewisville Multifamily Overlay
NAC	Neighborhood Activity Center
LRO	Lewisville Rural Overlay
DTO	Downtown Overlay

- NCO - Neighborhood Conservation Overlay District:** Intended to preserve and enhance the appearance and special character of certain older neighborhoods by encouraging reuse of existing buildings and new infill development which respects the context of the existing built and natural characteristics; to recognize these characteristics as a major part of the community's identity and positive image, and thereby enhance the visual quality of the community; to stabilize and improve property values; and to reduce conflicts between new construction and existing development.

All development within the NCO District shall be subject to the conservation standards contained in the applicable Neighborhood Design Study. These conservation standards may be more stringent or less stringent than the regulations of the underlying zone; in the event of any conflict, the neighborhood conservation standard shall apply. However, the conservation standards shall be objective standards and may regulate only the following: Dimensional requirements, natural and constructed landscape and buffer yard features, parking requirements, signage, lighting, vehicular access, location of exterior entrances and stairways, roof shape, building orientation and scale, outdoor storage, location and screening of utilities.

- TO - Thoroughfare Overlay District:** Intended to encourage development and redevelopment which preserves the visual quality and functional operation of major roadways; enhance the visual image of the community; promote traffic safety; preserve property values; and,

implement the goals, policies, and objectives of Legacy. Along segments of existing and proposed major and minor thoroughfares designated on the adopted Transportation Plan, a TO District may be established following the preparation of a corridor study and plan to protect and enhance the appearance and/or functioning of the roadway, consistent with the purpose of the TO District. The corridor study and plan shall describe the conditions and boundaries of the segment of thoroughfare being studied, and may make recommendations in regard to setbacks, landscaping, right-of-way plantings, shielding utilities, access, enclosing facilities, outdoor storage, loading and garage bay provisions, underground utilities, or other areas as deemed appropriate.

- The Downtown Overlay District for Lewisville, NC is adopted pursuant to this section and included as an appendix item.
- The Vienna Business Commercial District for Lewisville, NC is adopted pursuant to this section and included as an appendix item.
- **LMO - Lewisville Multi-Family Overlay:** Intended to create compact, high-density development that is well connected to the downtown area by both streets and pedestrian pathways; provided that public sewer is available and capable of supporting said development. Underlying permitted zoning districts within the LMO include RM-U (Residential Multifamily - Unlimited Density) and NO (Neighborhood Office) zoning. The establishment of the LMO is not intended to, and does not in fact, create or effect a rezoning of any parcel situated within the boundaries, nor does it create any vested right or presumption that any petition requesting rezoning within the said boundaries will be granted. Boundaries of the LMO District include a designated high-density ring surrounding Lewisville's Downtown Overlay District and Styer's Ferry [Road?] near the beltway interchange (outer ring) as depicted on the Official Zoning Map and in the Lewisville Comprehensive Plan. In the event that any provision of the LMO District conflicts with a provision or provisions of the Downtown Overlay District, the provision(s) of the Downtown Overlay District shall control the conflicting provision of the LMO District. All development within the LMO District shall be subject to the site development standards of the underlying Zoning district, in addition to the following standard:
 - **Streets:** Build roads in accord with terrain features. The development should have a coherent and interconnected street network. This should include a discernable hierarchy of streets and pedestrian circulation.
 - **Common Recreation Area:** The Common Recreation Area requirements are two hundred (200) square feet per unit in the outermost ring, and one hundred (100) square feet per unit in the inner two (2) rings. Common Recreation Areas may be reduced to a minimum of one hundred (100) square feet per unit in the outermost ring and zero (0) square feet per unit in the innermost ring in consideration of the location and/or topography of the site and proximity of the development or existing public open space. Open areas development shall conserve significant existing open spaces and terrain features. Create a primary Common Recreation Area such as a community square or plaza to serve the entire development. This space shall be at least one hundred fifty (150) feet across and no less than nine thousand (9,000) square feet. Other Common Recreation Areas of the development shall be related to this space in terms of size and scale.
 - **Parking:** To be both on street, parallel to traffic flow and in small parking lots located to the rear or side of buildings. On street parking will be allowed at a rate of thirty-five percent (35%) of required on-site parking. If parking is to be located to the front of the structure the parking must be screened through the use of a planted street yard no less than twenty (20) feet wide.

- Pedestrian Circulation: Connect Common Recreation Areas with a coherent pedestrian pathway system. Pathways are to be protected from automobile traffic. Each pathway shall be spatially defined by architectural and landscape architectural elements.
 - Building Orientation: Buildings shall be oriented toward streets or around courtyards and Common Recreation Areas. Cluster development into groups of no more than two hundred (200) units. Each cluster shall have a common organizational element such as architectural design, color, materials or detailing. Clusters should be separated from one another by open space and linked by pedestrian pathways.
 - Building Character: Maximum building height is forty-eight (48) feet. All buildings should blend with adjacent residential development in terms of mass, scale, details and character. Building immediately adjacent to single family residential structures shall be perpendicular to these structures. Building elevations should include windows, bays, and porches or stoops to interrupt long walls. Entry ways shall be visible from public streets. All sides of the building shall display a similar architectural design and quality. Elevations that face streets are to incorporate "human scale" elements and details. Awnings, covered walkways, open colonnades, or similar weather protection structures must be provided to further articulate pedestrian circulation areas. Parking decks and other accessory buildings shall blend with adjacent development in terms of mass, scale, details, and character. The main entrance of a structure must be clearly articulated through the use of architectural detailing and landscape plantings.
 - Landscape Standards: Plantings are to be located between the building and the parking area. Landscape plantings along front facades are required at a ratio of six (6) square feet of planting area for each one foot of horizontal wall. Incorporate human scale elements into large undefined expanses of walls. Plantings are not required along any frontage that has a required buffer yard.
 - Sanitary Sewer: No building permit, site plan or subdivision plat will be approved without proof from the applicant that adequate sanitary sewer service will be provided to the development. It is the responsibility of the applicant to contact the City/County Utilities Commission regarding the availability of sanitary sewer to individual sites within the LMO district.
- **LRO - Lewisville Rural Overlay District**: Intended to preserve and enhance the appearance and special character of those rural areas located within the Town of Lewisville by encouraging development which respects the existing natural environment; to recognize these characteristics as a major part of the Town's identity and positive image, and thereby enhance the visual quality of the surrounding areas; preserve open sight lines and viewsheds; protect working farms, agricultural areas and wildlife habitat; recognize the environmentally-sensitive nature of the Yadkin River watershed and its importance as a water supply source; identify and preserve the historic sites; and stabilize and improve property values. The regulations of the LRO District shall apply to any change in use of property or change in zoning within the boundaries of the LRO District. All residential development within the LRO District shall be subject to the site development standards of the underlying zoning district. The preferred use for residential is existing zoning. All residential development that occurs from a change in use or change in zoning shall follow the standards as set out in Chapter B Section 2-5.59 Planned Residential Development.
 - All uses permitted in the underlying district shall be allowed in the LRO District, with the exception of the following: Manufactured Homes; Landfill, Construction and Demolition; Landfill, Land Clearing/Inert Debris; Landfill, Sanitary; and Borrow Site; Park and Shuttle Lot.

- **NAC - Neighborhood Activity Center:** Intended to establish areas of commercial activity that offer small scale retail goods and personal services that are located in proximity to the residential areas they are intended to serve. These commercial areas shall be located and designed as to encourage the clustering and integration of groups of businesses, to minimize the creation of undue traffic congestion and to minimize impact on adjoining residential. Allowed uses include:

 - Residential Uses;
 - Retail and Wholesale Trade Uses: Arts and Crafts Studio; Convenience Store (without gasoline sales); Convenience Store; Food or Drug Store; Furniture and Home Furnishings Store; Hardware Store; Restaurant (w/o drive-through service);
 - Business and Personal Services Uses: Banking and Financial Services; Bed and Breakfast; Medical and Surgical Offices; Offices, Miscellaneous; Professional Office; Services, Business A; and Veterinary Services (w/o boarding);
 - Institutional and Public Uses: Adult Day Care Home; Adult Day Care Center; Child Day Care Center; Child Day Care, Large Home; Child Day Care, Small Home; Church or Religious Institution, Neighborhood; Club or Lodge; Library, Public; Neighborhood Organization; Police or Fire Station.

- **DTO – Lewisville Downtown Overlay District:** Intended to provide additional requirements within the Town of Lewisville's designated Downtown Core and Gateway areas (Downtown Overlay Area). The purpose of the overlay district is to promote, preserve, and protect the health, safety and welfare of residents and property and to protect the aesthetic interest of the Town. It will help conserve the value of buildings and encourage appropriate use of the land. The uses permitted in the underlying zoning district shall be allowed in the Downtown Overlay District, Lewisville Downtown (LD1-S and LD2-S) Zoning District is the preferred district, however, other districts may be approved provided the Downtown Overlay District requirements are complied with and only for the uses permitted in the LD1-S and LD2-S districts. New development shall be evaluated in relation to the development standards of the DTO including:

 - Architectural Character Standards: The Town of Lewisville sees the interaction between the built environment and the public as a crucial ingredient in maintaining a certain sense of place. Development standards herein are intended to ensure that all new development within the DCA, DGA and DTO results in an architecture of high quality, encourages pedestrian activity and interaction with the built environment and provides appropriate transitions in scale while accommodating many types of approved uses, including civic and institutional, commercial retail and business mixed-use, live/work and multi-family/single family residential developments. Architectural aesthetic character shall be designed so as to support and enhance a pedestrian friendly environment and compliment the historical small town unique character of Lewisville. The following minimal architectural character standards are to be shown on the applicant's plans and included as conditions for approval of the site plan. Other specific architectural character elements are encouraged which may also be required as conditions for approval of the site plan:
 - Building Scale. All new building façades, in terms of composition, bulk, scale, proportion, orientation, massing, transparency, articulation, color, and major divisions or rhythms in the façade, shall be of a character that supports and enhances a pedestrian friendly environment and compliments the historical small town unique character of Lewisville. Human scale (the legibility of elements by people when close [to] the building) shall be emphasized.
 - Building Materials. High quality materials are the building blocks of good buildings and great places; quality and durability inherent in long-lasting materials promotes the human

perception of timelessness and continuity of place. All new building facades shall be constructed of pedestrian scaled brick, wood, stone, cast stone, decorative concrete masonry, exposed architectural concrete, stucco, complimentary non-vinyl siding, or a combination thereof. The combination of materials shall be done so that the materials and colors will complement each other. Exposed vinyl siding, exposed metal siding, painted concrete, painted brick, painted concrete masonry and standard gray concrete masonry are not acceptable exterior materials. Roofing materials exposed to view shall be standing seam metal or copper, concrete, slate or clay roof tile, or architectural dimensional asphaltic shingles. Exposed roofing felt and standard 3-tab asphaltic roof shingles are not allowed.

- Roofs. All roofs of new buildings shall be low sloped or sloped between 8:12 and 12:12, or a combination thereof. All low sloped roofs shall be hidden by parapet walls capped with continuous masonry, stone or a decorative stucco element or with a concealing sloped roof. As appropriate, roof lines should be interrupted by the use of gables, dormers, and other roof features to create distinguishing architectural character. Overhanging eaves are encouraged. All rooftop utility structures and equipment shall be screened from view.
- Façades. The façades of all new buildings shall be designed to support and enhance a pedestrian friendly environment and compliment the historical small town unique character of Lewisville by integrating pedestrian proportioned features such as recessed entrances, projecting elements, arcades, colonnades, porches, pillars, columns, cornices, patterning of materials and other similar architectural features. Visual balance shall be achieved in the overall building façade composition. Differing buildings, multi-tenant businesses and/or activities within the same development may be distinguished within a consistent architecture by utilizing variations of material, scale, forms, and architectural elements. Noticeable areas of scale-less solid blank exterior walls are discouraged. No wall that faces a street or connecting walkway shall have a blank, uninterrupted area with any length exceeding twenty (20) feet. Delineation between ground and upper floors is encouraged by using architectural elements such as cornices, balconies, arcades, and ornamented belt courses. Façades shall incorporate a minimum of two (2) continuous horizontal details refined to the scale of twelve (12) inches or less within the first ten (10) feet of the building wall, measured vertically at street level. A minimum of one (1) significant but human scaled detail or massing component shall be repeated no less than three (3) times along each applicable elevation. The frontage of buildings shall be divided into architecturally distinct sections of no more than sixty (60) feet in width. All sides, including rear, of the building shall include materials and design characteristics consistent with those of the front.
- Façade Openings. Transparency through use of windows is encouraged in all new buildings. For DCA - Minimum percentages of fenestration for street fronting façades of all new buildings are as follows - all commercial retail uses shall be fifty percent (50%) of surface area of horizontal wall at the ground floor and twenty percent (20%) of upper floors; all commercial non-retail and residential uses shall be thirty-five percent (35%) of surface area of horizontal wall at the ground floor and twenty percent (20%) of upper floors. Transparency of the ground level shall be calculated within the first fifteen (15) feet of the building wall, measured vertically at street level. Transparency of all non-street fronting façades shall be treated similarly so as there is no significant changes in aesthetic appearance. Size, orientation, proportion, grouping and detailing of all fenestrations shall be proportioned to relate to human pedestrian scale. Reflective mirrored glazing is not acceptable.
For DGA - Minimum percentages of fenestration for street fronting facades of all new buildings are as follows - all commercial retail uses shall be thirty-five percent (35%) of surface area of horizontal wall at the ground floor and twenty percent (20%) of upper

floors; all commercial non-retail and residential uses shall be twenty-five (25%) of surface area of horizontal wall at the ground floor and twenty percent (20%) of upper floors. Transparency of the ground level shall be calculated within the first fifteen (15) feet of the building wall, measured vertically at street level. Transparency of all non-street fronting facades shall be treated similarly so as there is no significant changes in aesthetic appearance. Size, orientation, proportion, grouping and detailing of all fenestrations shall be proportioned to relate to human pedestrian scale. Reflective mirrored glazing is not acceptable.

- Building Orientation and Main Entrance:

- For DCA - All buildings shall face a NCDOT Secondary Road, the Great Wagon Road, or Jennings Road and provide the principal entrance to the structure from the front or side of the structure. All new buildings shall be sited so that the primary user entrance, clearly articulated, is located in the street fronting façade with no intervening parking area. Adequate sidewalks shall be provided for the safe transition of the pedestrian user from any off street onsite parking to the primary user entrance. There shall be a public-private setback zone to each building. This will provide sidewalk activity area for outdoor exhibits, benches, porches, places for conversation, sheltered from weather and pedestrian oriented identity to the specific use of the building. The zone shall be six (6) feet deep and be established beyond the sidewalk along the façade, with fifty percent (50%) of this area free of building to allow the addition of street amenities.

- For DGA - All buildings shall face an NCDOT Secondary Road or intervening parking area and provide the principal entrance to the structure from the front or side of the structure. All new buildings shall be sited so that the primary user entrance is clearly articulated. Adequate sidewalks shall be provided for the safe transition of the pedestrian user from any off street onsite parking to the primary user entrance. There shall be a public-private setback zone to each building. This will provide sidewalk activity area for outdoor exhibits, benches, porches, places for conversation, sheltered from weather and pedestrian oriented identity to the specific use of the building. The zone shall be six (6) feet deep and be established beyond the sidewalk along the façade, with fifty percent (50%) of this area free of building to allow the addition of street amenities.

- Covered Walkways. Awning covered walkways, open colonnades, or similar weather protection structures must be provided to further articulate pedestrian circulation and shall be encouraged and shall be designed to complement new buildings and the streetscape of the area.

- Exterior Site Improvements. Pre-approved and selected features such as fences, utilities, outdoor furniture, signage and displays shall be incorporated and shall be compatible with the mass and scale of such other improvements elsewhere in the area and as otherwise governed herein.

- Building Height:

- For DCA - The maximum building height for buildings and structures (excluding chimneys, unoccupied steeples, spires, flagpoles, cupolas and roof venting pipes) shall be two and one-half (2½) stories with a maximum height of forty-eight (48) feet.

- For DGA - The maximum building height for buildings and structures (excluding chimneys, unoccupied steeples, spires, flagpoles, cupolas and roof venting pipes) shall be three (3) to four (4) stories with a maximum height of forty-eight (48) feet.

- Service and Utility Areas. Service and utility areas, shipping and receiving areas and trash disposal areas shall be to the rear or side of a building in a visually unobtrusive location and shall be screened from view with adequately sized fencing of appropriate materials.

- Utilities. New utility service lines to all new buildings from existing utility service source shall be placed underground. Overhead utility crossings are not permitted. Utilities within Town maintained streets and/or NCDOT roads shall be placed underground to the property line. Oversized hotboxes are required to protect larger back-flow valves as required by NFPA-13; however, the preferred installation method is to locate said valves in an approved vault located below ground level where elevations and topography permit.
 - Color. Color schemes for all new buildings in LD1-S (DCA) shall incorporate a single base color and no more than two (2) compatible secondary minor accent colors. Natural earth tones are encouraged; bright primary colors are discouraged and shall only be used as accent colors.
 - Lighting. Internal or external light sources shall be oriented so as to not generate glare. Exterior fixtures shall be selected to aesthetically enhance the existing street lighting.
 - Landscape. Landscape plantings along front facades are required at a rate of six (6) square feet of planting area for each one (1) foot of horizontal wall. Human scale elements are to be incorporated into large undefined expanses of walls. Plantings are to be located between the building and the parking area(s). Plantings are not required along any frontage that has a required buffer yard.
 - Sustainability. Conservation of natural resources and incorporation of alternate energy sources are encouraged while meeting the minimum requirements of these standards.
 - Signs. The maximum height of any ground sign shall be five (5) feet, excepting governmental signs erected for information, identification, or directional purposes. Sign height shall be measured from the highest portion of the copy area.
 - Prohibited Signs: Neon, plastic panel, and plastic panel rear lighted signs.
 - Right-of-Way Dedication. As deemed necessary by NCDOT to accommodate any on-street parking and a seven (7) foot wide sidewalk.
 - Parking. Parking lots shall be designed to allow the safe movement of pedestrians from their vehicles to the building(s). Parking lots shall be located to the rear or side of the primary structure. Outparcel development should be sited so as to create a courtyard-style site plan which surrounds the development's parking. Large parking lots shall be divided into smaller parking rooms that are defined by landscape plantings and site furniture. Any off-street parking, weather located to the front, side or rear of the primary structure, must be screened from the road. "Front" and "Rear" shall be determined by the orientation of the primary structure(s) to NCDOT Secondary Road, Great Wagon Road, or Jennings Road, and not in relation to the location(s) of entrance(s) to the structure(s).
 - Drive Thrus. Drive thrus shall be allowed as provided under LD1-S zoning districts.
- **DGA – Downtown Gateway Area**: The downtown gateway area provides primarily for auto-dependent uses in areas not amenable to easy pedestrian access and a comfortable pedestrian environment. It is expected that the gateway area will serve not only the Lewisville Community, but highway travelers as well. Due to its downtown location the moderate integration of pedestrian-oriented environs is paramount to accommodate a systematic transition from vehicular to pedestrian orientation. The following standards apply:
 - Maximum Building Setback. Forty (40) feet.
 - Minimum Street Yard Width. Fifteen (15) feet.
 - Parking. Parking with a maximum depth of one (1) parking bay plus a driving aisle shall be allowed adjacent to any public street.
 - **DCA – Downtown Core Area**: In the Downtown Core Area (Lewisville Downtown District 1) a broad array of uses is expected in a pattern which integrates shops, restaurants, services, work

places, civic, educational, and religious facilities, single family housing, and higher density housing in a compact, pedestrian-oriented environment. The following standards apply:

- Façades that face the street or sidewalk to provide windows or other architectural features so as not to create a blank façade.
- Internal or external lighting oriented so as to not generate glare on sidewalks or streets.
- The use of cornice canopies, balconies, and arcades to delineate between the ground level and upper levels.
- Medium size buildings to be broken into smaller scale components at the ground level.
- Public-private Setback Zone. There shall be a public-private setback zone to each building. This will provide sidewalk activity area for outdoor exhibits, benches, porches, places for conversation, and shelter from the weather. The zone shall be six (6) feet deep and be established beyond the sidewalk along the façade, with fifty percent (50%) of this area free of building to add streetscape amenities.
- Parking Structures. Any parking decks/structures shall be constructed of exterior materials similar to adjacent buildings. Parking structures are encouraged to demonstrate similar rhythm and break-up of solid wall masses on visible façades.
- Minimum Side Yard Building Setback. Zero (0) feet.

□ **APPENDIX D – Detailed Future Land Use Descriptions**

Vienna Business District – Pedestrian-oriented, mixed-use activity center designed to:

- Serve as a public focal point for the Northeast Planning Area.
- Provide a mix of commercial, office, institutional, residential, and open space uses for the Northeast Planning Area.
- All uses should be compatible in scale and design with a pedestrian-friendly ‘village’ concept in which residents and visitors can easily walk or drive to parks, schools, churches, restaurants, shops, offices and homes.
- Design standards for revitalization and especially for *new* development efforts within the Village Center will encourage a pedestrian-oriented mix of predominantly two- and three-story buildings located close to the street and containing an attractive mix of first-story storefronts, and second- and third-story office and residential uses.
- Ample sidewalks and street trees, and a blend of on-street and side or rear parking lots, coupled with complementary building types and public landmarks and spaces will help to create a unique and vibrant atmosphere.
- Minimize and mitigate the negative effects of linear strip development by:
 - Reducing the number of curb cuts and by requiring shared access when possible;
 - Dis-allow large, continuous blank walls and parking lots in favor of multiple storefronts incorporating local architectural styles in a “Main Street” setting.
 - Provide generous sidewalks, cross-walks, on-street parking, and connectivity to adjacent land uses for both pedestrian and automobile traffic.



Photos courtesy of Peter Lagerway and the Penn State University BLUPRINTS CD

NEIGHBORHOOD CENTER – Pedestrian-oriented, mixed-use activity centers located within an eighth of a mile of key designated intersections to:

- Serve as a public focal point for one or two neighborhoods.
- Provide a mix of low-intensity commercial, office, institutional, residential, and open space uses to nearby residential neighborhoods.
- Provide a mix of complementary building types and public spaces at a neighborhood scale.
- Complement surrounding neighborhoods, while offering a few convenient shops and offices serving nearby residents.
- Include one, or preferably two-story structures close to the street, built at the pedestrian scale, with parking to the side or rear of the building and provided with auto and pedestrian connections to surrounding neighborhoods.

INSTITUTIONAL -Areas accommodating existing and new civic and institutional uses (e.g. schools, churches, libraries, community centers, fire stations, Town Hall). New civic uses should have convenient and prominent locations to provide key services that instill pride and serve as community focal points.

RURAL RESIDENTIAL - Areas that accommodate existing and new agricultural uses and medium-density residential cluster (or Open Space) neighborhoods allowing for smaller lots in exchange for preservation of open space. For example, if existing regulations allow a conventional development to subdivide a ten-acre tract into 20 half-acre lots, new rural neighborhoods might allow those same twenty homes to be placed on quarter-acre lots. The remaining 5 acres would be permanently preserved as open space. Development costs for roads and other amenities would be decreased, while new residents and the community would benefit from additional open space preservation.

SUBURBAN RESIDENTIAL – Areas accommodating existing suburban subdivisions and some new medium-to high-density, single-family residential neighborhoods in areas likely to be provided with sewer services. New suburban neighborhoods are required to provide paved streets connecting existing and future adjacent neighborhoods and to be designed to be more pedestrian-friendly, with ample sidewalks, street trees, greenway trails and neighborhood parks.



Photos courtesy of PTRC and TND Homes, Inc.

PARKS, SQUARES, GREENWAYS, AND OPENSACE:

Parks: Areas designated for passive or active recreational activities. New parks should generally be located in close proximity to residential areas. Smaller parks may be part of a new neighborhood while larger Town-wide parks should be strategically placed to serve the entire community or to preserve specific natural areas. The design of parks should include multiple access points and transportation options.

Squares: Generally placed in a central location within a neighborhood or designated activity center, to serve as a community gathering place and focal point. Squares may be large or small, formal or informal in character, based on their surroundings and intended uses. They may include a civic landmark such as an amphitheater, gazebo or clock tower, and may provide passive or active recreation opportunities.



Photos courtesy of PTRC and TND Homes.com

Greenways: Areas designated to provide public access along waterways and scenic corridors of the Town. Greenway corridors provide recreational opportunities, promote preservation of natural resources, and serve as a water quality buffer to reduce stormwater runoff into rivers and streams. Some portions of the designated greenway system may utilize the Town's streets and sidewalks and utility easements, to provide connections among neighborhoods, activity centers, parks, schools, and natural areas.



Photos courtesy of Southern Village and PTRC

CONSERVATION AREAS: Areas designated for the preservation of stream and creek corridors in a natural state. Most land uses, other than low-intensity open space uses, should be encouraged to locate outside of these riparian buffer zones and floodplain areas.

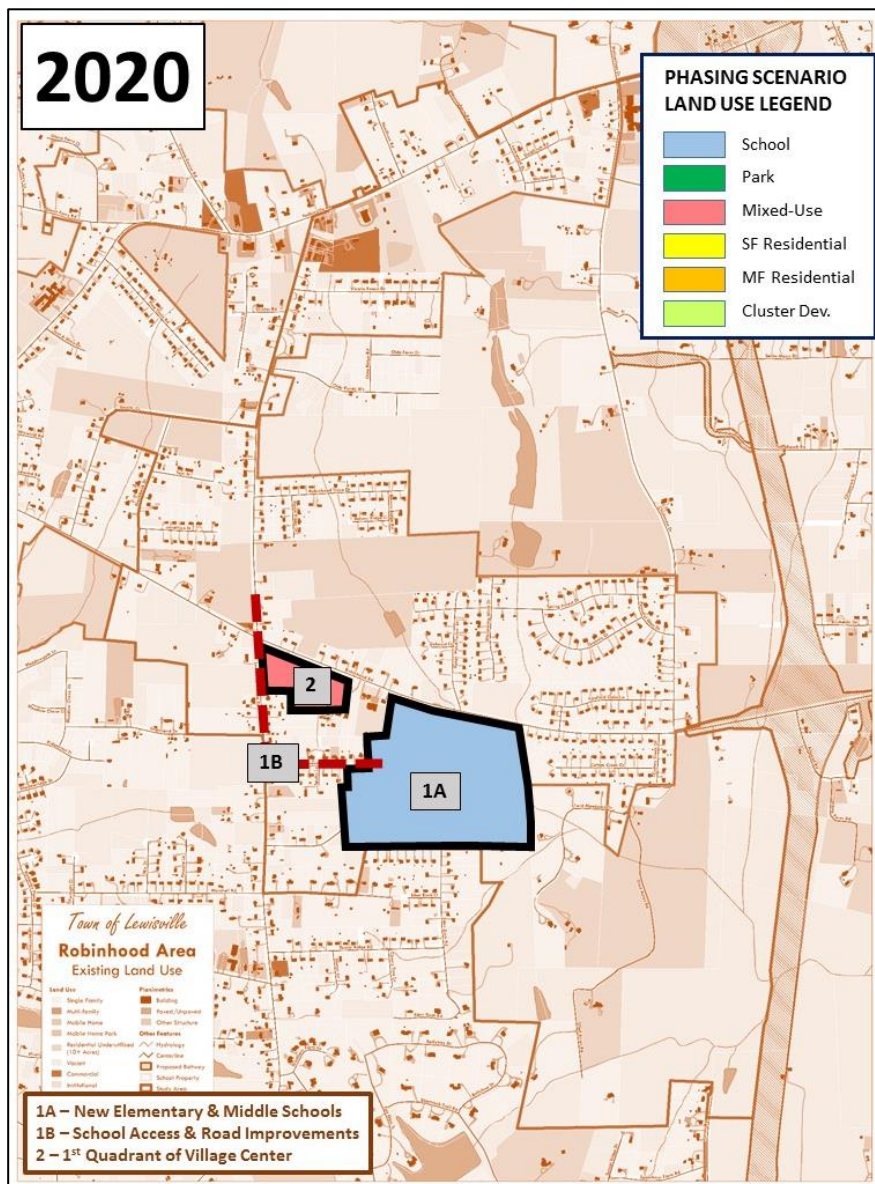


Photos courtesy of PTRC.

□ **APPENDIX E – Future Land Development Scenario**

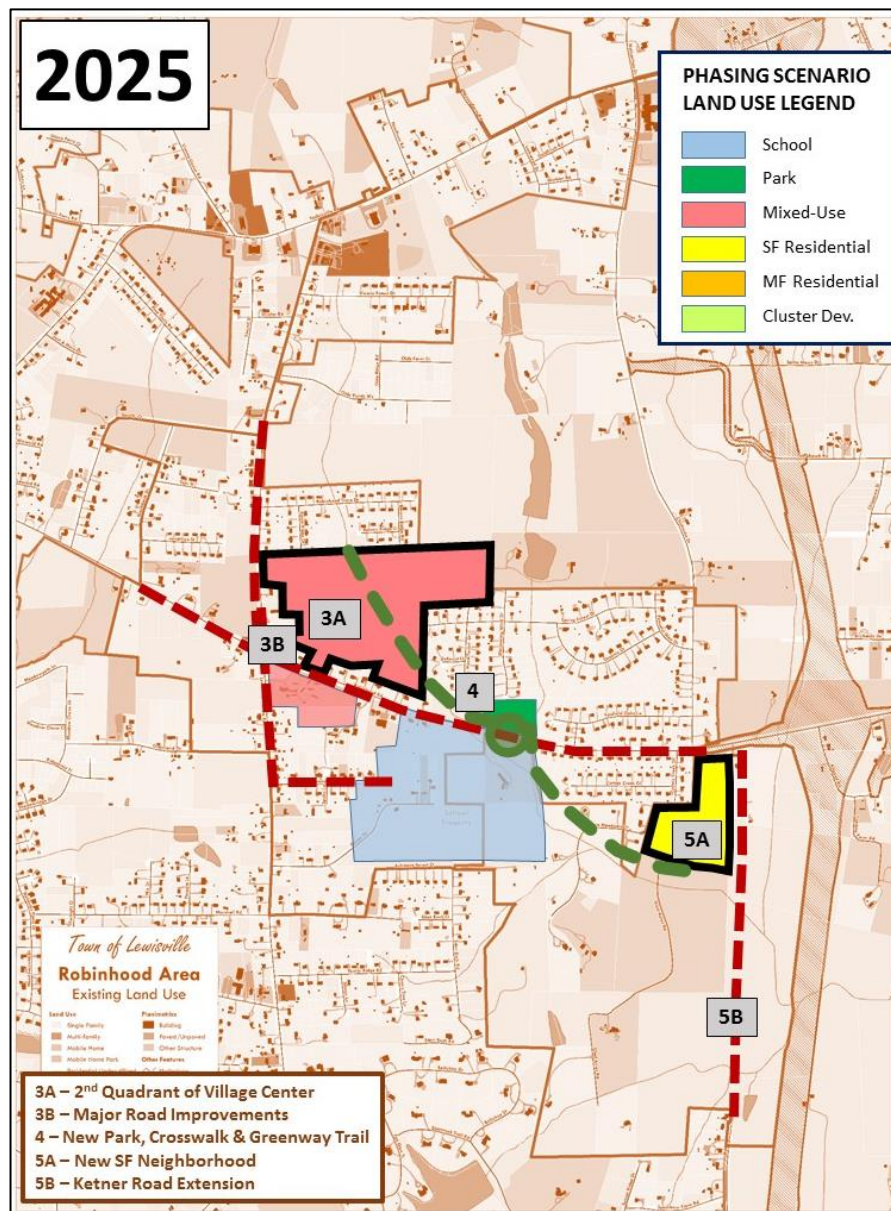
The following series of maps is provided to “tell a graphic story” of how the study area may develop over the next 20 – 30 years, and to illustrate how all the pieces of the puzzle may someday fit together to create a well-designed community that accomplishes many of the Town’s goals as outlined in its Comprehensive Plan. The anticipated development of a new school (**1A**) on the 60-acre parcels located south of Robinhood Road is likely to require some initial road improvements along Lewisville-Vienna and Robinhood Roads and the creation of school access roads (**1B**) by **2020**. The provision of sewer to the new school site may also facilitate development of a first phase of the proposed mixed-use Village Center in the south-east quadrant of this intersection (**2**). Layout and design decisions for Phase 1 will set precedents for future Village Center development.

Map 4 – YEAR 2020 Land Development Scenario



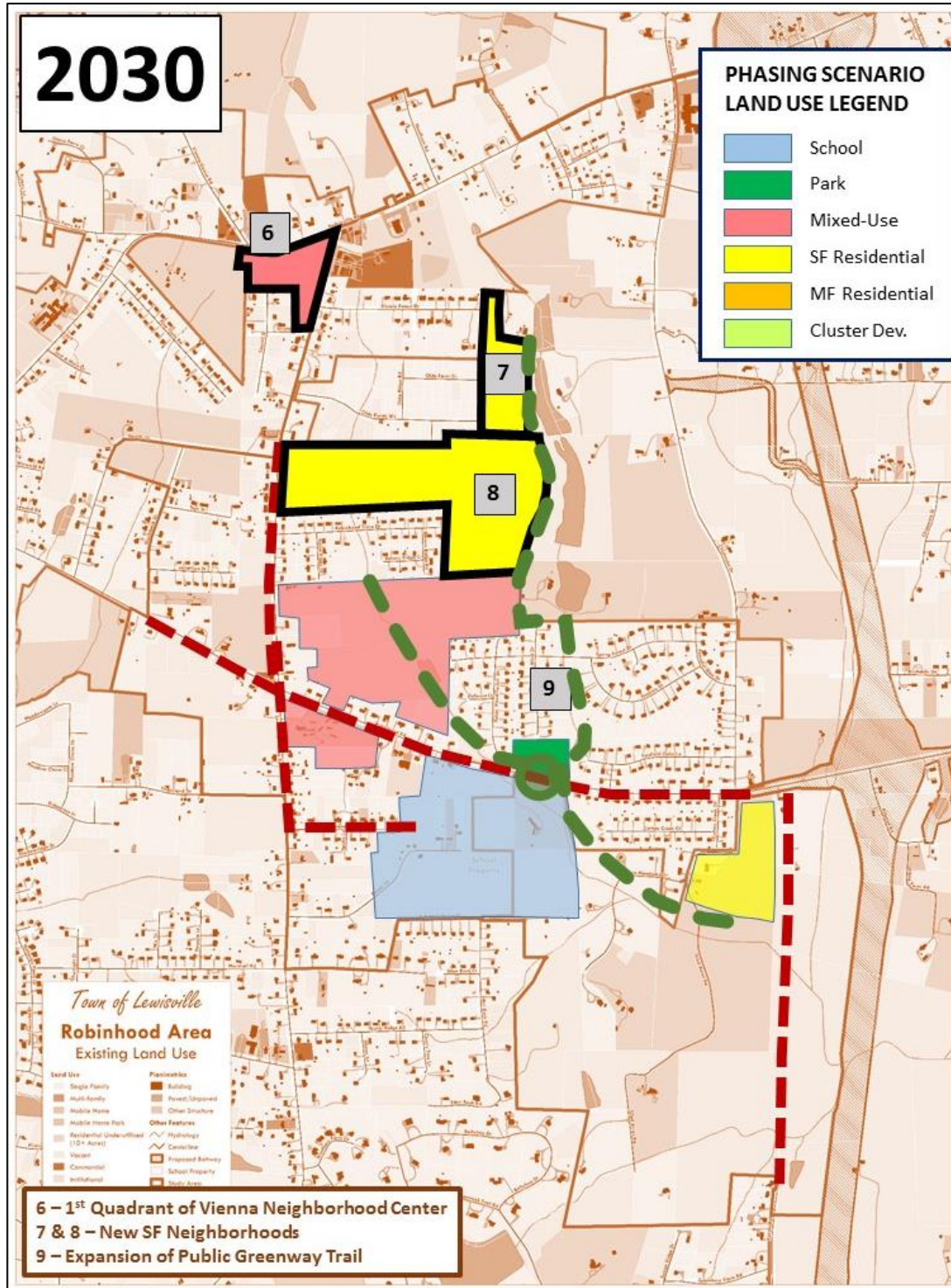
By the year **2025**, the potential extension of sewer service to the north side of Robinhood Road may facilitate the second phase of development of the proposed mixed-use **Village Center** in the northeast quadrant of the Lewisville-Vienna and Robinhood Road intersection (**3A**). The number of vehicle trips generated by the schools and this potential private development will likely require significant road improvements (**3B**) along Robinhood Road (e.g. 4-lane divided with a planted median) and along portions of Lewisville-Vienna Road (e.g. 3-lane), including the construction of round-a-bouts at the Robinhood Road /Lewisville-Vienna Road intersection and school entrance(s). Early inclusion of these improvements in the Metropolitan Planning Organization Transportation Plan and Transportation Improvement Plan is vital to adequately and pro-actively meet these significant level of service impacts in the study area. Development of new neighborhoods (**5A**) will facilitate the creation of new parks and greenway trails (**4**) and road extensions (**5B**).

Map 5 – YEAR 2025 Land Development Scenario



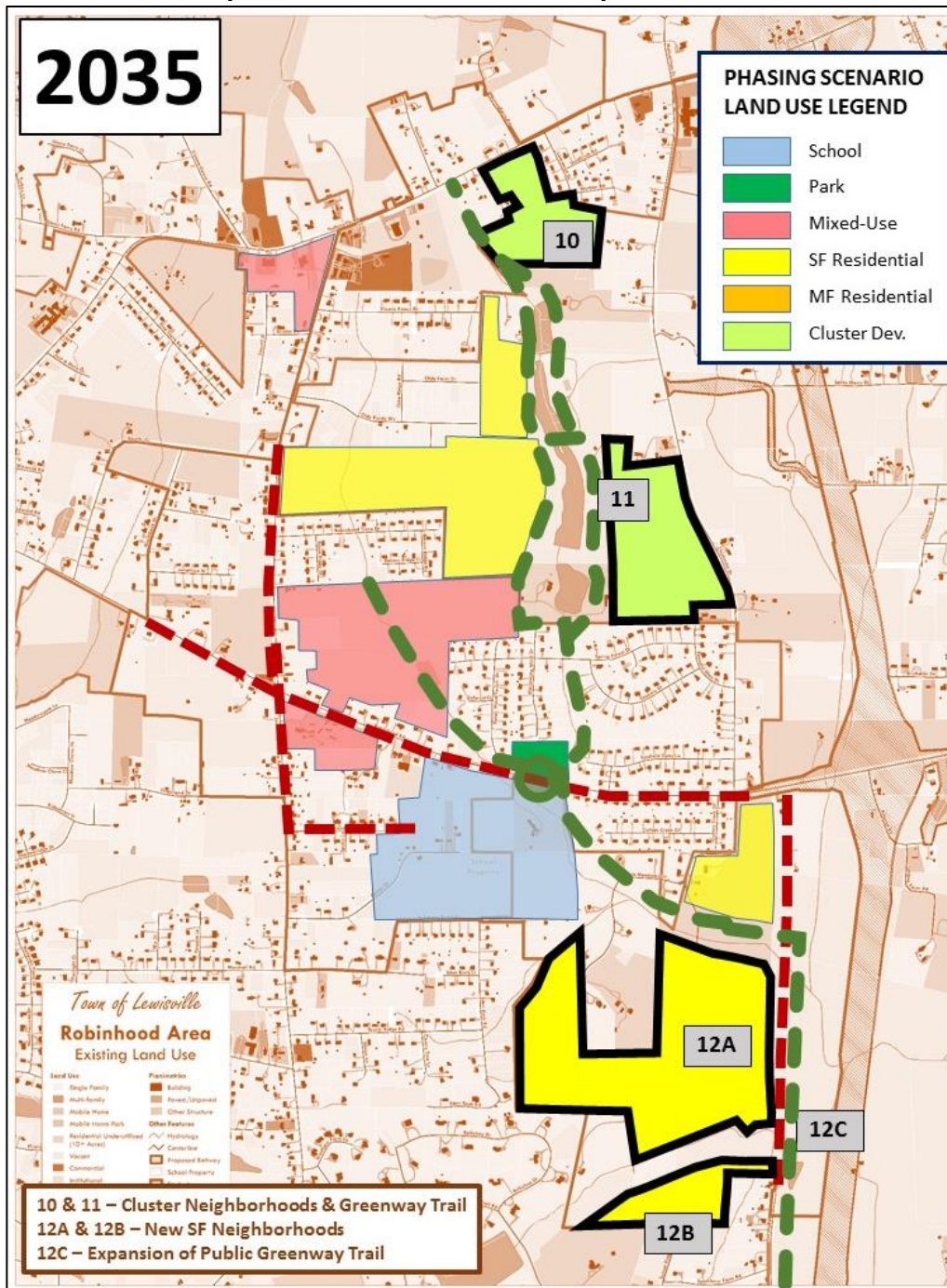
By the year **2030**, the potential development of new neighborhoods (**7 & 8**) along Tomahawk Creek may facilitate the northern extension of sewer services and greenway trails (**9**). In turn, these public investments may spur initial mixed-use development within the **Vienna Business District** at the intersection of Lewisville-Vienna Road and Old Yadkinville Road (**6**).

Map 6 – YEAR 2030 Land Development Scenario



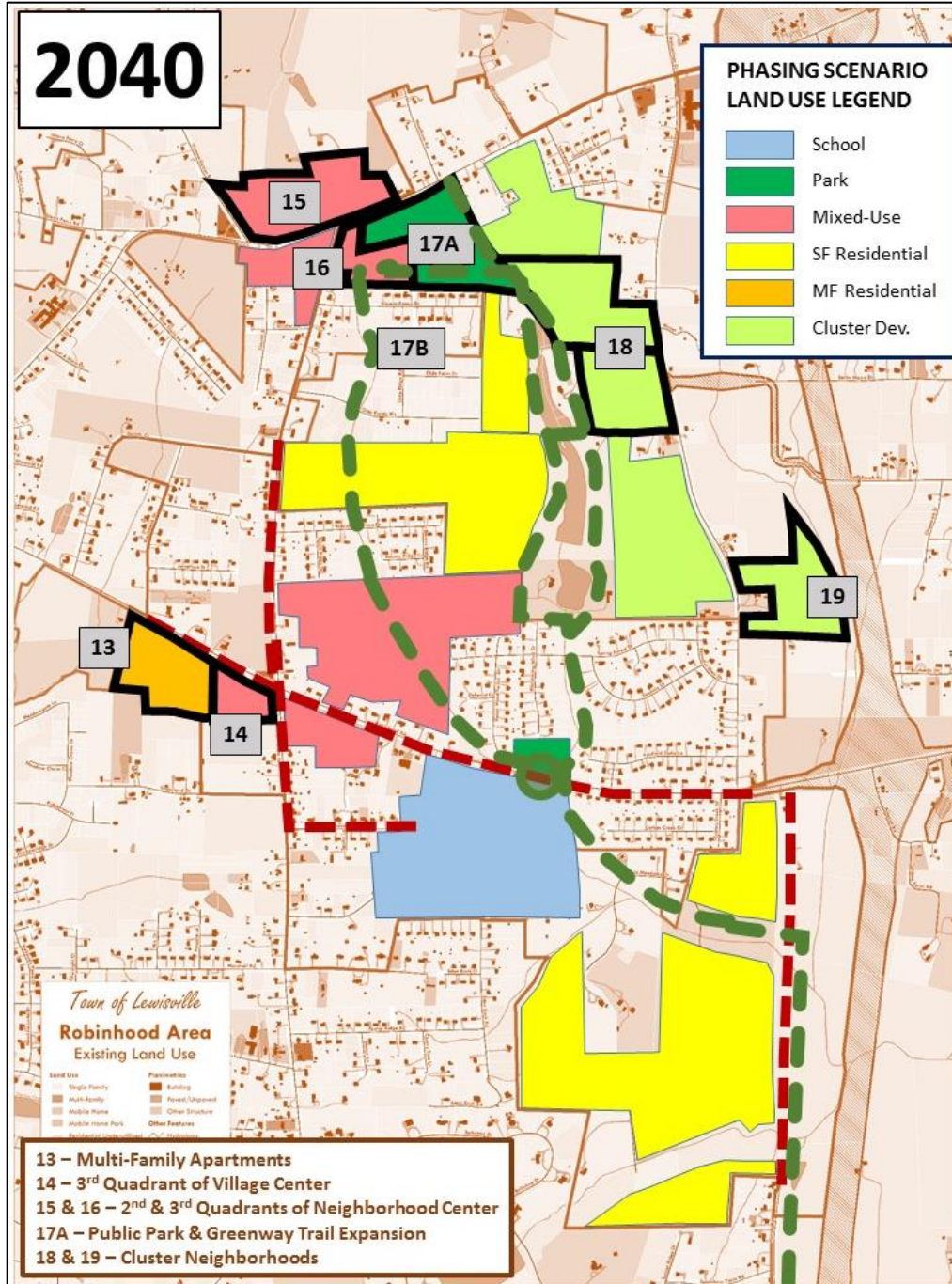
By the year **2035**, the potential development of new Cluster Developments (**7 & 8**) along Old Yadkinville Road (**10**) and Chickasaw Road (**11**) may facilitate the further extension of sewer services and greenway trails (**9**) along Tomahawk Creek. Similarly, the potential development of new neighborhoods in the south-east quadrant of the study area (**12A & 12 B**) may facilitate the southern extension of sewer services and greenway trails (**12C**) to serve Forsyth Country Day School and some surrounding neighborhoods.

Map 7 – YEAR 2035 Land Development Scenario



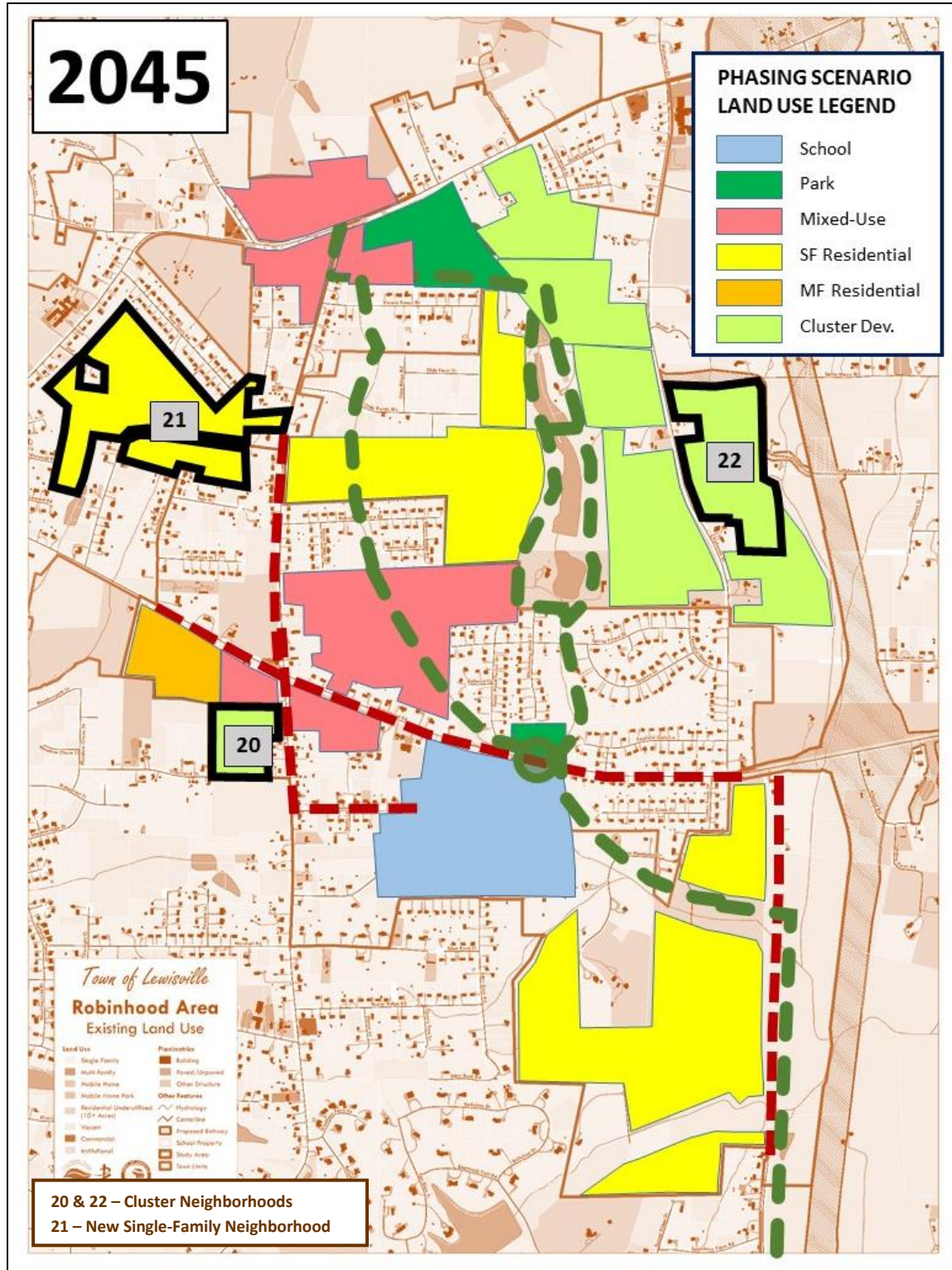
By the year **2040**, additional cluster neighborhoods may be developed along Chickasaw Road (**18 & 19**), further preserving the rural character of the area while allowing residential grow. More mixed-use development (**15**) may occur within the Vienna Business District. The existing private recreation facility may be improved as a public park and greenway trail (**17A & 17B**) to meet the increasing recreational needs of the growing Vienna Community. Mixed-use (**13**) and multi-family residential (**14**) uses may be developed in the third quadrant of the Village Center at the intersection of Robinhood Road and Lewisville-Vienna Road.

Map 8 – YEAR 2040 Land Development Scenario



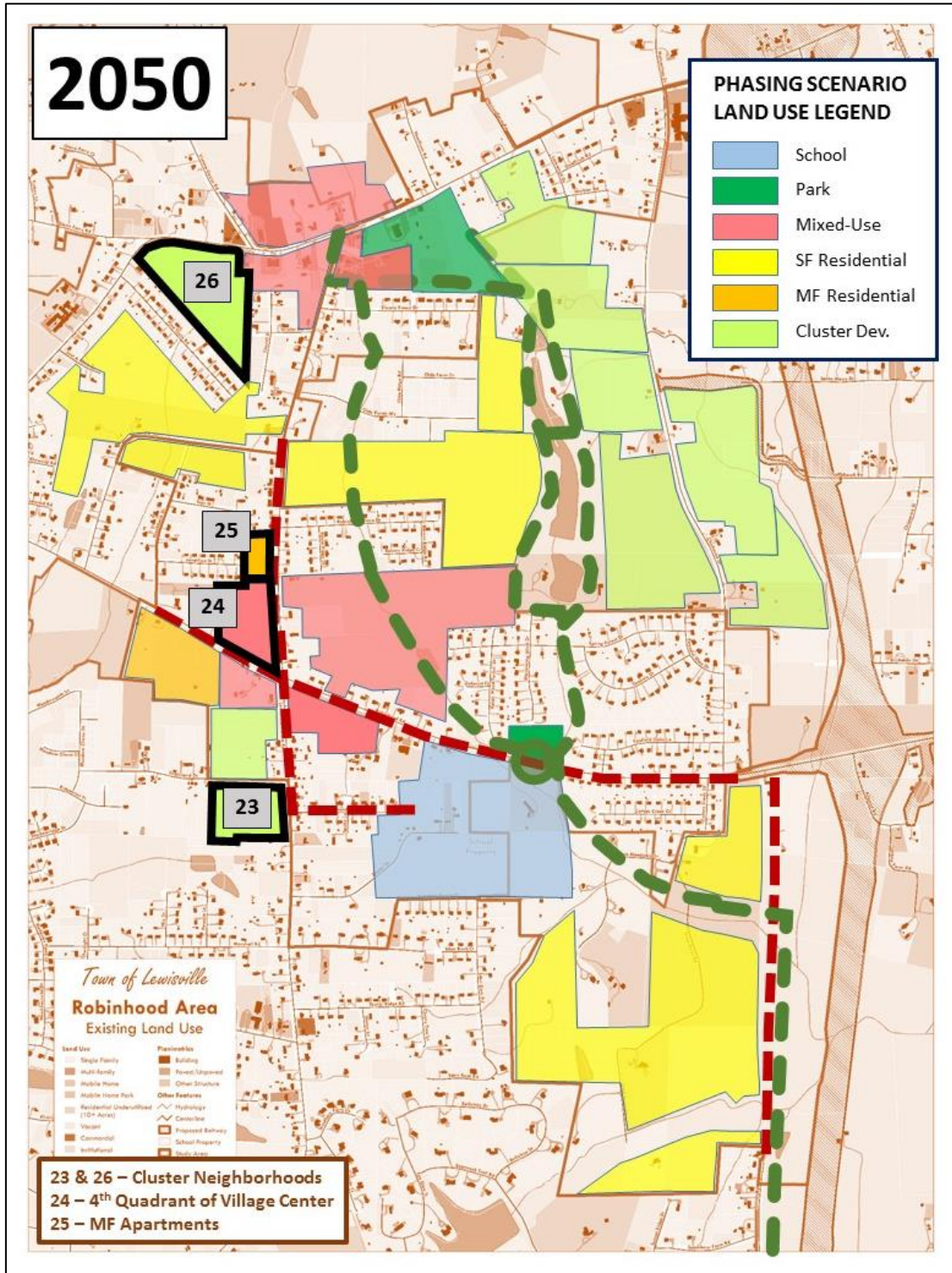
By the year **2045**, additional cluster neighborhoods (**20 & 22**) and single-family neighborhoods (**21**) may be developed.

Map 9 – YEAR 2045 Land Development Scenario



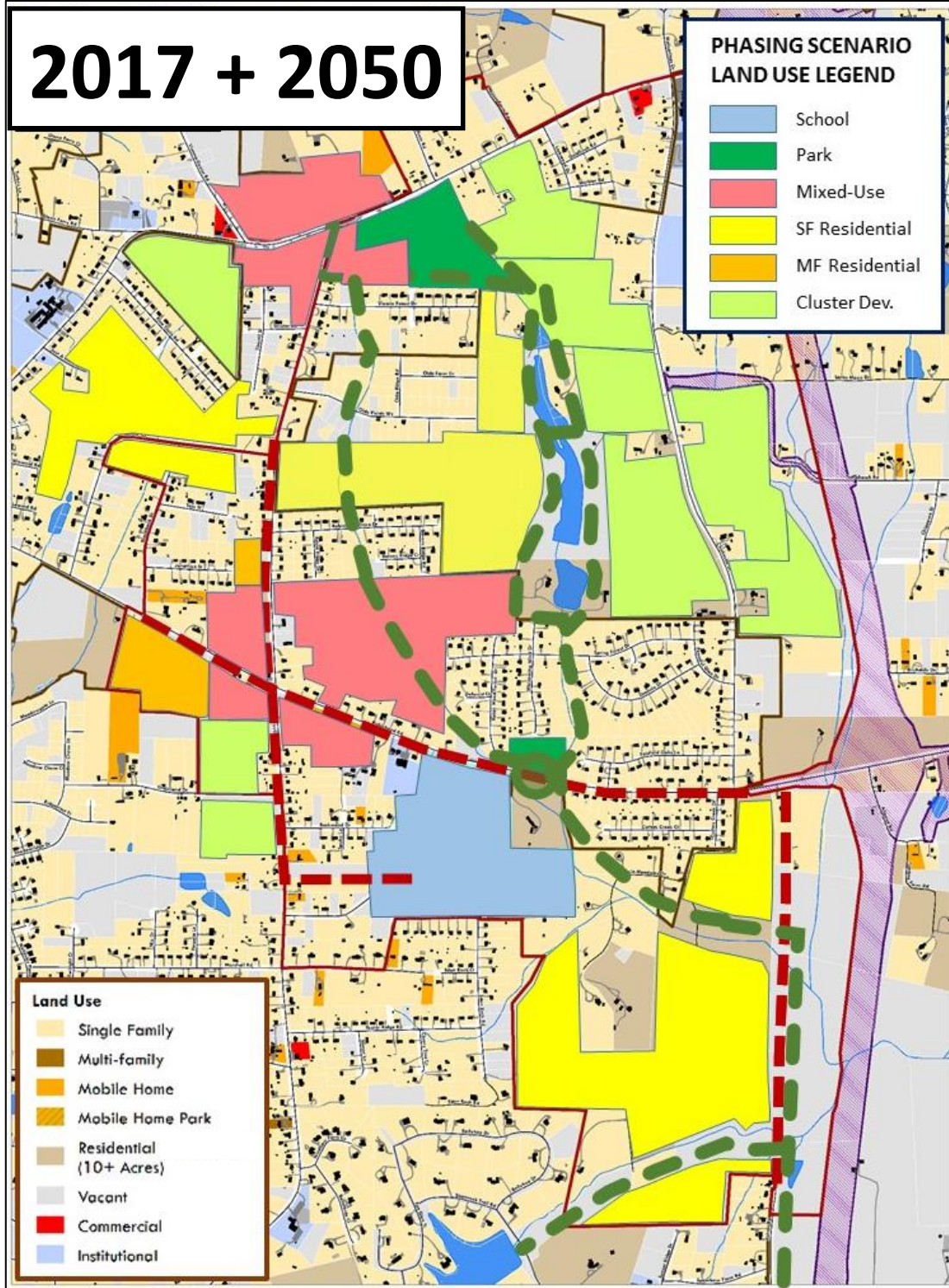
By the year **2050**, additional cluster neighborhoods may be developed (**23 & 26**), and additional mixed-use (**24**) and multi-family residential (**25**) uses may be developed in the fourth quadrant of the Village Center at the intersection of Robinhood Road and Lewisville-Vienna Road.

Map 10 – YEAR 2050 Land Development Scenario



Map 11 (below) and Map 12 (see following page) provide composite diagrams showing how potential future land development patterns may be combined with existing 2018 land uses over time, to maintain a high quality of life for both existing and future residents within the study area.

Map 11 – YEAR 2017 & 2050 Combined Land Development Scenario



Map 12 – 2050 Land Development Scenario Map

