

**CITY-COUNTY PLANNING BOARD  
STAFF REPORT**

<b>PETITION INFORMATION</b>			
<b>Docket #</b>	W-3478		
<b>Staff</b>	<a href="#">Gary Roberts, Jr. AICP</a>		
<b>Petitioner(s)</b>	Front Street Wallburg, LLC		
<b>Owner(s)</b>	Same		
<b>Subject Property</b>	PINs 6863-55-3241 and 6863-45-6988		
<b>Address</b>	4035, 4075, and 4089 Wallburg Road		
<b>Type of Request</b>	Site Plan Amendment for LI-S zoned property (F-1586)		
<b>Proposal</b>	<p>The petitioner is proposing to amend the previously approved site plan by increasing the square footage of one of the three buildings. The approved uses for this site are:</p> <ul style="list-style-type: none"> <li>• Building Materials Supply; Wholesale Trade A; Wholesale Trade B; Building Contractors, General; Offices; Services, A; Services, B; Storage Services, Retail; Testing and Research Lab; Warehousing; School, Vocational or Professional; Manufacturing A; Manufacturing B; Park and Shuttle Lot; Parking, Commercial; Transmission Tower; and Utilities</li> </ul>		
<b>Neighborhood Contact/Meeting</b>	A summary of the petitioner’s neighborhood outreach is attached.		
<b>GENERAL SITE INFORMATION</b>			
<b>Location</b>	Northeast corner of Wallburg Road and Sherlie Weavil Road		
<b>Jurisdiction</b>	Winston-Salem		
<b>Site Acreage</b>	± 91.58 acres		
<b>Current Land Use</b>	The site is currently being graded and has most recently been used as farmland.		
<b>Surrounding Property Zoning and Use</b>	<b>Direction</b>	<b>Zoning District</b>	<b>Use</b>
	North	GI-S and AG	A former golf driving range and undeveloped property
	East	AG	Undeveloped property
	South	AG	Undeveloped property and single-family homes
	West	LI-S and LI-L	Union Cross Business Park, single-family homes, and undeveloped property
<b>Physical Characteristics</b>	<p>The western portion of the site along both Wallburg Road and Sherlie Weavil Road includes a large area formerly used for farming. This area also includes a wooded ravine where an identified wetland is located. This wetland drains to the east where Mary Reich Creek and another stream converge in the southeastern corner of the site. The site plan shows a 50-foot undisturbed buffer and a 100-foot building setback along all streams and wetlands.</p> <p>The majority of the eastern portion of the site is heavily wooded and includes some steep topography. The site plan does not propose any improvements in this area. The subject property does not include any</p>		

	regulatory floodplain areas.
<b>Proximity to Water and Sewer</b>	Public water is available along both Wallburg Road and Sherlie Weavil Road. There is currently no gravity-fed public sewer service available to the site. The request proposes to extend the existing gravity line within the Union Cross Business Park approximately 200 feet eastward across Wallburg Road. Sewage from the subject property would then be pumped via private force main to this extension.
<b>Stormwater/ Drainage</b>	The site plan depicts two surface stormwater management facilities and one underground facility. Because a request for a Special Intense Development Allocation (SIDA) was granted previously for this site, stormwater controls based on the Stormwater Quality Management Permit requirements of Section 8.3 of the <i>Unified Development Ordinances</i> must be met.
<b>Watershed and Overlay Districts</b>	The site is located within the balance area of the Abbotts Creek WS III Water Supply Watershed. The built-upon area within the balance area is limited to 24 percent unless a SIDA is granted by the County Commissioners. A SIDA was granted on January 24, 2019, as part of the initial LI-S rezoning. Because the proposed impervious coverage is comparable to that shown on the approved plan (31.1 percent compared to 30.98 percent) a revised SIDA application is not required.
<b>Analysis of General Site Information</b>	The subject property is predominately undeveloped and includes several streams and some challenging topography, particularly on the eastern half of the site. The site does not include any regulatory floodplain areas. As noted, the property lies within the Abbotts Creek Watershed. A SIDA request was approved in conjunction with the initial LI-S zoning approval (F-1583). The developers will also be responsible for obtaining the necessary permits regarding any potential wetland disturbance.

**RELEVANT ZONING HISTORIES**

Case	Request	Decision & Date	Direction from Site	Acreage	Recommendation	
					Staff	CCPB
W-3467	Forsyth County LI-S to Winston-Salem LI-S	Pending City Council action	Current site	92.62	Approval	Approval
W-3466	Forsyth County LI-L to Winston-Salem LI-L	Pending City Council action	Across Wallburg Road	12.45	Approval	Approval
F-1586	LI-S Site Plan Amendment	Approved 8/8/2019	Included current site	93.13	Approval	Approval
F-1583	AG to LI-S and SIDA	Approved 1/24/2019	Included current site	92.66	Approval	Approval

SITE ACCESS AND TRANSPORTATION INFORMATION				
Street Name	Classification	Frontage	Average Daily Trip Count	Capacity at Level of Service D
Wallburg Road	Major Thoroughfare	1,975 feet	12,000	15,800
Sherlie Weavil Road	Local Street	1,650 feet	N/A	N/A
<b>Proposed Access Point(s)</b>	Both the approved and the proposed site plans include a primary access at the existing signalized intersection of Wallburg Road and Business Park Drive. Business Park Drive would be extended eastward as a public street into the site. The proposed site plan would add a second access onto Wallburg Road and remove one of the driveways onto Sherlie Weavil Road.			
<b>Planned Road Improvements</b>	The <i>Comprehensive Transportation Plan</i> recommends a three-lane cross section with wide outside lanes, curb and gutter, and sidewalks for Wallburg Road.			
<b>Trip Generation - Existing/Proposed</b>	The estimated trip generation from the previously approved LI-S site plan was approximately 2,246 trips per day. The revised Transportation Impact Analysis (TIA) estimates a substantial reduction in trips down to 1,460 trips per day. Even though the new centrally located building is significantly larger than the approved building in this location, the trip reduction is based upon the proposed newly proposed use of warehousing/distribution use, which generates less traffic than the approved use of manufacturing.			
<b>Sidewalks</b>	A sidewalk is currently located along the opposite side of Wallburg Road from Business Park Drive north of the site. Sidewalks will be provided along the subject property frontage of Wallburg Road and the new extension of Business Park Drive.			
<b>Transit</b>	Transit is not available in the vicinity of the subject property.			
<b>Connectivity</b>	The request includes an eastward extension of Business Park Drive which is intended to facilitate comprehensive development of a larger area as recommended in the <i>Southeast Forsyth County Area Plan Update</i> .			
<b>Transportation Impact Analysis (TIA)</b>	A TIA was required in association with the initial LI-S rezoning request for the subject property. A revised TIA was submitted for the current request. See comments from NCDOT and WSDOT below.			
<b>Analysis of Site Access and Transportation Information</b>	This manufacturing, warehousing/distribution site is proposed to have two (2) access locations off of Wallburg Road and two (2) onto Sherlie Weavil Road. One access point should align with the existing signalized intersection opposite Business Park Drive. This new public roadway will then be extended approximately 450 feet into the site with the opportunity for further extension to the east in the future. The developer will be required to modify the existing traffic signal. The westernmost driveway onto Sherlie Weavil Road will be for employee parking, and the easternmost driveway will be used for truck access and loading. Improvements to Sherlie Weavil Road will be required to accommodate the large vehicles, two-way traffic, and proper alignment with Enterprise			

Park Boulevard.

The estimated trip generation from the previously approved site plan was approximately 2,246 trips per day compared to 1,460 trips using the currently proposed site plan. While this represents a substantial decrease in vehicle trips per day, this section of Wallburg Road (which is classified as a major thoroughfare) will still need the previously approved road improvements (as detailed below) in order to address the site development needs.

With the proposed development, the current Level of Service (LOS) is expected to decrease slightly. The northernmost access at Business Park Drive is expected to go from a LOS "B" to a LOS "C" with the traffic signal improvements. The driveways onto Sherlie Weavil Road will have an impact at the un-signalized intersection with Wallburg Road. The intersection of Sherlie Weavil Road and Wallburg Road is expected to show a decrease in the LOS as well. The eastbound and westbound approach could experience extended delay in the peak hours as they are expected to operate at LOS D. The increased delay is not expected to impact Wallburg Road, as the proposed turn lanes should result in a LOS A, based on the traffic analysis.

According to the revised TIA, WSDOT, and NCDOT, the following road improvements would be required:

- Modification of the existing traffic signal at Business Park Drive to add a fourth leg and provide a two-lane approach at this intersection consisting of an exclusive left turn lane and a shared through-right lane. The cross-section should directly align with the existing leg of Business Park Drive, and NCDOT must approve signal design;
- Striping of a southbound left turn lane into Site Access 1 with a minimum of 200 feet of storage. In addition, a northbound right turn-lane with 100 feet of storage and appropriate taper will be required at Site Access 1;
- Dedication of additional right-of-way along the frontage of Wallburg Road, widening of Wallburg Road to three lanes beginning a minimum of 200 feet north of Business Park Drive, and sidewalks along Wallburg Road;
- Provision of exclusive southbound left turn and northbound right turn lanes on Wallburg Road at Business Park Drive (Site Access 1), as well as provision of a minimum of 200 feet of full left turn storage and 100 feet of full right turn storage in addition to appropriate taper lengths;
- Striping of the center turn lane for a southbound left turn into Site

	<p>Access 2 with 150 feet of storage. In addition, a northbound right turn lane with 100 feet of storage and appropriate taper will be required at Site Access 2;</p> <ul style="list-style-type: none"> <li>• Realignment of Sherlie Weavil Road to intersect opposite Enterprise Park Boulevard and provision of a three-lane section on Sherlie Weavil Road from Wallburg Road to a minimum of 100 feet past the easternmost truck entrance;</li> <li>• Extension of the southbound left turn lane and provision of an exclusive right turn lane on Wallburg Road at Sherlie Weavil Road, as well as provision of a minimum of 150 feet of full left turn storage and 100 feet of full right turn storage with appropriate taper lengths; and</li> <li>• Internal connectivity to provide a secondary point of egress to the traffic signal, ensuring a minimum 150-foot throat is maintained at Site Access 1 and 2.</li> </ul> <p>This site should not have a significant impact on the adjacent transportation network. Proposed turn lanes should provide adequate storage not to impede through movements on Wallburg Road. Various intersection approaches will experience extended delay, but the proposed site offers a secondary point of egress under traffic signal control. With the recommended improvements, WSDOT supports the proposed development.</p>	
<b>SITE PLAN COMPLIANCE WITH UDO REQUIREMENTS</b>		
<b>Building Square Footage</b>	<b>Square Footage</b>	<b>Placement on Site</b>
	751,050	Western portion of the site
<b>Parking</b>	<b>Required</b>	<b>Proposed</b>
	153 spaces, plus 13 loading spaces	153 spaces, plus 139 loading spaces
<b>Building Height</b>	<b>Maximum</b>	<b>Proposed</b>
	70 feet	70 feet
<b>Impervious Coverage</b>	<b>Maximum</b>	<b>Proposed</b>
	70 percent with SIDA	31.1 percent
<b>UDO Sections Relevant to Subject Request</b>	<ul style="list-style-type: none"> <li>• Section 4.7.1: Limited Industrial District</li> <li>• Section 5.2.55: Manufacturing A and B (use-specific standards)</li> <li>• Section 8.3: Watershed Protection</li> </ul>	
<b>Complies with Section 3.2.11</b>	<b>(A) Legacy 2030 policies:</b>	Yes
	<b>(B) Environmental Ord.</b>	Yes
	<b>(C) Subdivision Regulations</b>	N/A

<b>Analysis of Site Plan Compliance with UDO Requirements</b>	<p>The approved staff change site plan includes a total of three warehousing/distribution buildings with a combined square footage of 659,300. The proposed plan would increase the square footage of the centrally located “Warehouse 2” from 18,500 to 110,250 for a total of 751,050 square feet.</p> <p>Otherwise, the proposed site plan is essentially the site layout as the approved site plan. As noted previously, the site is located within the balance area of the Abbotts Creek watershed and a SIDA was previously granted by the County Commissioners.</p>
<b>CONFORMITY TO PLANS AND PLANNING ISSUES</b>	
<b>Legacy 2030 Growth Management Area</b>	Growth Management Area 4 – Future Growth Area
<b>Relevant Legacy 2030 Recommendations</b>	<ul style="list-style-type: none"> <li>Protect planned industrial areas by following the recommendations of the Planning Department’s industrial sites study.</li> </ul>
<b>Relevant Area Plan(s)</b>	<i>Southeast Forsyth County Area Plan Update (2014)</i>
<b>Area Plan Recommendations</b>	<ul style="list-style-type: none"> <li>The subject property is part of a larger 250-acre area within the southeast quadrant of the US 311/I-74 and Union Cross Road interchange. The recommended land use (large lot residential and commercial recreational) is consistent with the existing zoning <i>unless</i> public sewer is provided, in which case this area would be suitable for business park development.</li> </ul>
<b>Site Located Along Growth Corridor?</b>	The site is not located along a growth corridor.
<b>Site Located within Activity Center?</b>	The site is not located within an activity center.
<b>Addressing</b>	New addresses will be assigned at the time of permitting.
<b>Rezoning Consideration from Section 3.2.15 A 13</b>	<b>Have changing conditions substantially affected the area in the petition?</b>
	No
	<b>Is the requested action in conformance with <i>Legacy 2030</i>?</b>
	Yes

<p><b>Analysis of Conformity to Plans and Planning Issues</b></p>	<p>The proposed site plan amendment would increase the square footage of the building proposed for the central portion of the site. The other elements of the site plan remain unchanged, including the placement and size of the other two buildings; the access points and proposed road improvements; and the approved berming and landscaping treatments along Wallburg Road and Sherlie Weavil Road. The approved list of uses (which is relatively limited) would also remain the same.</p> <p>The request remains consistent with the <i>Southeast Forsyth County Area Plan Update</i>, which identifies the subject property as being within a larger area suitable for business park/industrial development, provided public sewer service is extended. This recommendation is based upon the site’s proximity to the Union Cross/ US 311/I-74 interchange and its location across the street from the Union Cross Business Park.</p>
<p><b>CONCLUSIONS TO ASSIST WITH RECOMMENDATION</b></p>	
<p><b>Positive Aspects of Proposal</b></p>	<p><b>Negative Aspects of Proposal</b></p>
<p>The request is consistent with the recommendations of <i>Legacy 2030</i> and the <i>Southeast Forsyth Area Plan Update</i>.</p>	<p>Development of the subject property will result in the loss of approximately 19.5 acres of farmland.</p>
<p>The request would generate less traffic than would the approved site plan.</p>	
<p>The request would initiate the eastward extension of Business Park Drive.</p>	
<p>The approved berming and landscaping treatment along Wallburg Road and Sherlie Weavil Road are included.</p>	
<p>A SIDA has been approved for the site.</p>	
<p>The request would facilitate additional industrial development and associated job creation as well as tax base expansion.</p>	
<p><b>SITE-SPECIFIC RECOMMENDED CONDITIONS OF APPROVAL</b></p>	
<p>The following proposed conditions are from interdepartmental review comments and are proposed in order to meet codes or established standards, or to reduce negative off-site impacts.</p> <ul style="list-style-type: none"> <li>• <b><u>PRIOR TO THE ISSUANCE OF GRADING PERMITS:</u></b> <ol style="list-style-type: none"> <li>a. Developer shall obtain a Watershed Permit from the Erosion Control Officer.</li> <li>b. Developer shall obtain all necessary permits (including stormwater and wetlands impacts) from the North Carolina Department of Environmental Quality (NCDEQ) and/or the US Army Corp of Engineers.</li> <li>c. Developer shall obtain a driveway permit from NCDOT. Improvements shall include: <ul style="list-style-type: none"> <li>• Dedication of right-of-way for the extension of Business Park Drive to the eastern property line. Dedicated right-of-way should align with the adjacent, existing right-of-way;</li> <li>• Dedication of additional right-of-way along the frontage of Wallburg Road, including widening Wallburg Road to three lanes beginning a minimum of 200 feet north of Business Park Drive, and installation of curb and gutter and sidewalks along Wallburg Road;</li> </ul> </li> </ol> </li> </ul>	

- Modification of the existing traffic signal at Business Park Drive to add a fourth leg and provide a two-lane approach at the intersection consisting of an exclusive left turn lane and a shared through-right lane. The cross-section should directly align with the existing leg of Business Park Drive. NCDOT must approve signal design;
  - Striping of a southbound left turn lane into Site Access 1 with a minimum of 200 feet of storage. In addition, a northbound right turn lane with 100 feet of storage and appropriate taper will be required at Site Access 1;
  - Provision of an exclusive southbound left turn and northbound right turn lanes on Wallburg Road at Business Park Drive (Site Access 1), including a minimum of 200 feet of full left turn storage and 100 feet of full right turn storage in addition to appropriate taper lengths;
  - Striping of the center turn lane for a southbound left turn into Site Access 2 with 150 feet of storage. In addition, a northbound right turn-lane with 100 feet of storage and appropriate taper will be required at Site Access 2.
  - Realignment of Sherlie Weavil Road to intersect opposite Enterprise Park Boulevard and provision of a three-lane section on Sherlie Weavil Road from Wallburg Road to a minimum of 100 feet past the easternmost truck entrance;
  - Extension of the southbound left turn lane and provision of an exclusive right turn lane on Wallburg Road at Sherlie Weavil Road, as well as provision of a minimum of 150 feet of full left turn storage and 100 feet of full right turn storage with appropriate taper lengths; and
  - An internal connection with a minimum 150-foot throat to provide a secondary point of egress to the traffic signal.
- **PRIOR TO THE ISSUANCE OF BUILDING PERMITS:**
    - a. The exterior materials for buildings may be architectural CMU, brick, stone, concrete and/or glass. Metal siding shall only be allowed on one side and only where a future phase/expansion is proposed. Any metal siding visible from a public way shall be screened. Exposed standard concrete blocks shall be prohibited. Any accessory building shall be of similar materials and designed to complement the principal structure(s).
    - b. All exterior HVAC equipment shall be screened from view of public streets.
    - c. All utilities on the site shall be underground.
- **PRIOR TO THE ISSUANCE OF OCCUPANCY PERMITS:**
    - a. Developer shall complete all requirements of the driveway permit.
    - b. All NCDEQ requirements shall be completed.
    - c. Chain link fencing shall not be visible from any public right-of-way.
    - d. Buildings shall be constructed in substantial conformance with approved building elevations.
    - e. Prior to obtaining a Certificate of Occupancy for Warehouse 1 and Warehouse 2 (as shown on the proposed site plan), the developer shall complete all required improvements for Business Park Drive at the intersection with Wallburg Road and east of Wallburg Road and complete all required improvements to Wallburg Road north of the intersection with Business Park Drive.
- **OTHER REQUIREMENTS:**
    - a. Freestanding signage shall be limited to two (2) monument signs along Wallburg Road with a maximum height of eight (8) feet and a maximum copy area of seventy



- five (75) square feet.
- b. Developer shall install fourteen (14) Primary Evergreens per 100 linear feet along all street frontage berms.
- c. Developer shall continue the berm and street frontage plantings east along Sherlie Weavil Road to tie into the required bufferyard to fully screen the site from Sherlie Weavil Road.

**STAFF RECOMMENDATION: Approval**

**NOTE:** These are **staff comments** only; final recommendations on projects are made by the City-County Planning Board, with final decisions being made by the appropriate Elected Body, who may approve, deny, table or request modification for any project. **THE APPLICANT OR REPRESENTATIVE IS STRONGLY ENCOURAGED TO ATTEND THE PUBLIC HEARINGS WHERE THE CASE WILL BE CONSIDERED BY THE PLANNING BOARD AND THE ELECTED BODY.**

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**CITY-COUNTY PLANNING BOARD  
PUBLIC HEARING  
MINUTES FOR W-3478  
JUNE 10, 2021**

Desmond Corley presented the staff report.

In response to a question about the existing Special Intense Development Allocation (SIDA), Desmond stated that it would not be impacted as long as the total developed area remains under 70 percent impervious.

Luke Dickey (Stimmel Associates) addressed a discrepancy between uses listed on the site plan and those considered in a revised traffic impact analysis.

**PUBLIC HEARING**

FOR: None

AGAINST: None

**WORK SESSION**

MOTION: Clarence Lambe recommended that the Planning Board find that the request is consistent with the comprehensive plan.

SECOND: Jason Grubbs

VOTE:

FOR: George Bryan, Melynda Dunigan, Walter Farabee, Jason Grubbs, Clarence Lambe, Chris Leak, Mo McRae, Brenda Smith, Jack Steelman

AGAINST: None

EXCUSED: None

MOTION: Clarence Lambe recommended approval of the Site Plan Amendment.

SECOND: Jason Grubbs

VOTE:

FOR: George Bryan, Melynda Dunigan, Walter Farabee, Jason Grubbs, Clarence Lambe, Chris Leak, Mo McRae, Brenda Smith, Jack Steelman

AGAINST: None

EXCUSED: None

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Aaron King  
Director of Planning and Development Services