

Land Use Plan 2020

for

Surry County, North Carolina

Adopted by the

Surry County Board of County Commissioners

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By

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CHAPTER 1 INTRODUCTION

A land use plan for Surry County, North Carolina may logically begin with three premises on which many will agree:

- (1) The County is rural and has abundant natural beauty and resources; these qualities are near and dear to the hearts of those who live in the county.
- (2) The County is blessed with four vibrant municipalities, each having durable capacities for urban services and reasonable potential for continued growth, if such growth is desired.
- (3) Citizens of the County deserve their fair share of all these public goods, as well as the enjoyment of their private property rights.

How might these and other truths, at times only partly related and occasionally in conflict, be advanced in a single cohesive strategy so that a unified vision for the physical future of Surry County will emerge?

Surry County's Land Use Plan 2015, adopted by the County's governing board in October 2006, begins with an observation of the county's history of "steady economic and population growth around its four municipalities, while maintaining a rural atmosphere outside of these urban environs" - a balance "of economic prosperity, population growth and rural living" worthy of preserving. This balance of diverse qualities remains vital in Surry as we begin the second decade of the 21st century.

It is generally recognized that global economic trends have had local effects, and that land development in Surry County has slowed nearly to stagnation in recent years. A recovery is apparently underway, but many of the more optimistic goals expressed in the 2006 edition of this plan have yet to be reached. In difficult times, thoughtful, well-focused land use planning remains a useful tool for the rational stewardship of valuable shared resources.

County leaders have consistently encouraged periodic updates to Surry's Land Use Plan. The plan is intended to provide structure and to state principles and goals shared by the County as a whole, while taking into account the evolving dynamic of an interacting family of communities. It is normal and desirable that elements of adopted plans are subject to review and occasional adjustment.

There is also value in the stability gained by renewed commitment to commonly-held values and goals. Even in times of economic flux, the more fundamental goals and ideals originally identified by those who

participated over a decade ago in the beginning of this planning process tend to hold true, and retain value among citizens and their representatives. These include the encouragement of high-quality, wisely placed land development, improved employment opportunities, a stable tax base and a variety of housing choices. Steadfast preservation of our farms, forests, waters and scenic mountain views is also of great importance to Surry citizens, and is counted among values essential to the quality of life we share.

Surry County's current land use planning process began in the late 1990's, in response to concerns about future development in the area. The Surry Board of Commissioners requested in 1999 that the County develop its most comprehensive land use plan to date. A committee was appointed and began working with County and state planners in August of 1999. After one year of development with feedback from citizens at several public forums, the first edition of this Land Use Plan was adopted on September 18, 2000.

Land Use Plan 2020 is the second update of the plan adopted by the Board of Commissioners at the turn of the century. The policies defined in this plan are the foundation for Surry's first countywide zoning ordinance, adopted in September 2001. The initial version of this plan also facilitated the creation of a voluntary farmland preservation program, adopted in the late summer of 2005.

Local land use planning employs public discourse and factual data to create a documented guide for land development policies. The tenets of this plan should reflect an honest perception of the shared goals and vision of the citizens of the county. Thus the Surry zoning and subdivision ordinances should be seen as tools, which if used wisely and correctly, will consistently implement policies outlined in the plan.

Determinations on regulated development proposals submitted to Surry County government from the year 2000 to the present have been guided by principles and guidelines found in the original Land Use Plan, along with its 2006 and current editions. This practice was reinforced by the NC General Assembly in 2006, with new state statutes mandating that proposed amendments to land use ordinances be accompanied by discussion and public documents addressing consistency with applicable adopted plans.

1.1 PLANNING PERIOD

Ten years: 2012-2021

Surry County's current practice is to update its Land Use Plan approximately every five years. Release of this edition was timed to allow the inclusion and use

of county-specific 2010 Census data and other relevant planning efforts in progress. Frequent plan updates are widely encouraged by transportation, environmental and emergency management officials, other state and federal agencies, regional planning projects, private foundations and other organizations, to account for evolving conditions and development patterns in the planning area and surrounding region, and in many cases to justify funding of public projects from both internal and external sources.

1.2 GEOGRAPHIC SCOPE

This Plan addresses the planning jurisdiction of Surry County, NC, defined as all lands within the political boundaries of the county that are not governed by the specific municipal planning jurisdictions of Dobson, Elkin, Mount Airy and Pilot Mountain.

1.3 ORGANIZATION OF PLAN

The document outlines a course of action for Surry County to pursue in guiding land development practices. It consists of two major components: factual information and citizen values. These components, along with attentive observations of the ways they interact, are needed to inform sound decision-making processes involving land use. The first few sections of the plan present facts and statistics in a profile of county demographics and resources. The latter sections incorporate values as expressed to officials by the public, with recommended development guidelines. The Future Development Policies found in Chapter 5, together with the Future Land Use Map [Map #2 found at the end of this Plan], will guide growth and development in Surry County through the planning period.

1.4 HISTORY AND BACKGROUND

Land use trends in Surry County have long been directed by its rural history and character, and by the county's position in a region containing areas of greater and lesser urbanization. Surry has been home to farms, most tended and inhabited by the landowners, from the area's settlement in the 1700's to the present day. Prior to the advent of modern farm machinery and refined methods of irrigation, most farms were located near rivers and streams, for the water supply and for the richer soils deposited along these waterways. Farming families united by geography and by common social and economic needs created numerous crossroads communities. Typically formed around stores, post offices, mills, schools and churches, these communities developed to become centers of rural life. By the nineteenth century, some communities had become self-governed municipal entities; many others retain a traditional identity as unincorporated communities and

neighborhoods.

Political boundaries and the evolving regional economy have influenced land development in the County since early settlement. In 1770 Surry County was created from the northern portion of Rowan County. For its first nineteen years, the Surry County seat was in Richmond, located in present-day Forsyth County. In those years Surry County's jurisdiction covered the present land areas of Surry, Forsyth, Stokes and Yadkin counties. In 1789 the county was divided by formation of the Stokes County jurisdiction, leaving Surry with the territory of present-day Surry and Yadkin Counties. One year later, the riverside village of Rockford was named the County seat. Rockford became a busy trade center with commerce and development anchored by public activities. When Surry and Yadkin Counties were split in 1850 along the Yadkin River, the Surry County seat was moved north to the central location of Dobson. With the later construction of the railroad through southern Surry County, Rockford became a stop on the new railroad and experienced a resurgence in development and population.

In the late nineteenth and early twentieth centuries, progress in transportation brought increasing development to Surry County. Railroads, highways and the automobile connected Mount Airy and Elkin to the cities of Winston-Salem and Greensboro, providing new industries with the infrastructure needed to move their goods and services in volume. The resulting growth and building boom in Mount Airy brought a standard of living unprecedented in the north-central portion of the County. In the Elkin area to the southwest, development before the emergence of the railroad was primarily located on the southern shore of the Yadkin River in present-day Jonesville of Yadkin County. When the railroad came through Surry, it was placed along the northern shore of the river. Development and industry followed, and Elkin emerged and grew as a town. In central Surry County, Dobson's growth surged with placement of the County seat, but subsided when the railroad was built several miles to the south. Rail transportation also spurred development of the town of Pilot Mountain and the Shoals, Siloam, Crutchfield, Burch, and Ararat communities.

Through all these changes, Surry County has retained its predominantly rural character, while the growth of its communities provides convenient urban amenities and an appealing small-town element.

Recent years have brought new challenges. Economic development of the larger Surry communities was founded on manufacturing during the 20th century, banking heavily on the County's transportation infrastructure and its connection to the

greater Piedmont Triad region. Many of these industries have been in decline regionally and nationally from the mid-1990's to 2012, distressing the local economy. Recent nationwide difficulties in finance and housing have also impacted development, with fewer housing starts and increased home foreclosures.

Efforts to recover a portion of the lost manufacturing base have had some success, but past industrial prominence in Surry may not be fully restored in the near future. Citizens recognize the wisdom of remembering history's lessons and avoiding excessive dependence on any narrow approach or limited group of resources. For example, agricultural landowners continue to broaden their focus, adding a larger variety of food crops, vineyards and tree farms to the more traditional tobacco, corn and soybean production. In commerce, Surry's natural position and role as part of the greater Piedmont Triad metropolitan region and its transportation/transit network is gaining attention; and with the expanding curriculum and enrollment of Surry Community College, there is new emphasis on the County's status as contributor to as well as beneficiary of the business development and employment base of northwest North Carolina and southwest Virginia. There is also increasing concern that our current planning practices should encourage

preservation of natural, cultural and historical resources that attract visitors and ensure the continued high quality of life in Surry County.

1.5 OVERVIEW of DEVELOPMENT TRENDS and ISSUES

Surry County, located in the northwest outskirts of North Carolina's Piedmont Triad, is typically included by economic and demographic analysts as part of that region. The Triad is anchored by the metropolitan area comprised by the cities and suburbs of Winston-Salem, Greensboro and High Point. Surry County naturally benefits from the Triad's resources while serving the region as a place to live, work and recreate. The Triad's development patterns, in terms

Figure 2.1 Surry County Growth Rates 1910-2010

Year	Surry	NC
1910	29,705	2,206,287
1920	32,464	2,559,123
1930	39,749	3,170,276
1940	41,783	3,571,623
1950	45,593	4,062,000
1960	48,205	4,556,000
1970	51,415	5,084,000
1980	59,449	5,880,000
1990	61,704	6,632,000
2000	71,219	8,049,313
2010	73,673	9,535,483

of population density as of the 2010 US Census, are summarized in maps and charts inserted on these pages, including comparative densities by county in the region. A comprehensive view of the region's development patterns as of the 2010 Census is depicted in Map #3, provided at the end of this Plan edition.

As of 2012, Surry County is enduring a period of slow growth, consistent with recent economic trends in the region. The overall population growth of the County was only 3.44% from 2000-2010, lowest of all counties in northwest North Carolina and significantly lower than the state average of 18.46%. By contrast, Forsyth County grew 14.6% in population, while education center Watauga County grew almost 20% in the decade. Leading up to the turn of the 21st century, Surry County's population had grown steadily, nearly 40% from 1960 to 2000. The marked slowing of population growth in Surry over the last decade, as compared to growth in the state and nearby urban and education centers, may be attributed to basic adjustments in the region's economy, fueled by a general decline of local industry, new directions in agricultural focus, immigration and commuting patterns, higher

Figure 2.2 Growth Rates for Northwest North Carolina Counties

	Land Area Square Miles	2000 Population	2010 Population	2000-2010
Forsyth	410	306,067	350,670	14.6%
Yadkin	336	36,348	38,406	5.7%
Stokes	452	44,711	47,401	6%
Surry	537	71,216	73,673	3.44%
Wilkes	757	65,632	69,340	5.6%
Ashe	426	24,384	27,281	11.8%
Alleghany	235	10,680	11,155	4.45%
Watauga	313	42,693	51,079	19.64%
NC	48,711	8,049,313	9,535,483	18.46%

transportation costs, and progressive urbanization in the state becoming more concentrated along the Interstate 85 corridor between Charlotte and Raleigh. While North Carolina as of 2010 has become one of the ten most populous states in the nation, Surry County has found itself a bit farther “off the beaten path” in relation to statewide urban development patterns.

Consistent with state and national trends in rural areas, Surry County’s population continues to mature. In 1980, the median age of Surry County residents was approximately 31 years of age. By the year 2020 this figure is projected to rise to just over 44 years of age. Also, between 1990 and 2020, the 60-and-over population remains on track to be the fastest growing segment in the County, expected to grow at a rate of more than 75%.

Manufactured housing remains a popular option for those seeking new affordable dwellings in the County. In 1980, manufactured housing made up roughly 9.10% of all single-family dwellings in the County. By 1990 Census records show the number had doubled to 18.5%. Since 2000 the percentage of manufactured homes in the County has held steady at over 25% of the total housing stock.

Although the bulk of the County’s employment is still based on manufacturing, the service and retail trade sectors, along with tourism trade and certain agriculture-based sectors, continue to gain ground relative to the industrial workforce.

CHAPTER 2:

GROWTH TRENDS

Changing demographics, an evolving economy, and tourism are among the emerging trends that will affect how the County grows and develops over the coming years.

2.1 IN SURRY COUNTY

Over a 50-year period, covering 1950 – 2000, Surry County’s population increased 56%, substantially below the 98% growth rate of the entire state during that same time period.

From 1940 to 2000, the population of Surry County grew consistently, but the overall rate of growth has been considerably lower than that of the state as a whole, and this discrepancy has continued to widen in recent years.

Surry County experienced its largest growth, an increase of 15.4%, between 1990 and 2000. During this same period, North Carolina experienced a growth rate of 21.4%. The growth in population was attributed to the sprawling residential development pattern out of Forsyth County and the City of Winston-Salem during times of significant economic expansion in our state. Surry County is the 36th most populous County in North Carolina (out of 100), as

Figure 2.4 Surry County Population Growth by Township, 1970—2010. Percentages that follow the township population numbers indicate growth since the previous Census. The far right column shows townships’ overall population growth in the 40-year period.

	1970	1980	1990	2000	2010	40-yr % ~
Bryan	3,051	2,244 (-26.4%)	2,377 (+5.9%)	2,617 (+10.1%)	2,747 (+5%)	(-10%)
Dobson	5,154	6,288 (+22%)	6,683 (+6.3%)	8,088 (+21%)	8,860 (+9.5%)	(+72%)
Eldora	1,722	2,243 (+30%)	2,585 (+15.25%)	3,541 (+37%)	3,715 (+4.9%)	(+115.7%)
Elkin	5,164	5,842 (+13%)	5,842 (0%)	6,524 (+11.6%)	6,288 (-3.6%)	(+21.8%)
Franklin	1,695	1,541 (-9%)	1,598 (+3.7%)	2,155 (+35.6%)	2,400 (+11.4%)	(+41.6%)
Long Hill	592	1,178 (+99%)	1,434 (+21.7%)	1,495 (+4.2%)	1,682 (+12.5%)	(+184.1%)
Marsh	1,225	1,502 (+22.6%)	1,486 (-1.1%)	2,499 (+68.2%)	2,631 (+5.3%)	(+114.8%)
Mount Airy	20,963	23,616 (+12.7%)	23,378 (-1%)	24,828 (+6.2%)	24,334 (-2%)	(+16.1%)
Pilot	3,069	3,166 (+3.2%)	3,273 (+3.4%)	3,537 (+8.1%)	4,020 (+13.7%)	(+31%)
Rockford	1,223	1,241 (+1.5%)	1,392 (+12.2%)	1,780 (+27.9%)	1,846 (+3.7%)	(+51%)
Shoals	1,049	1,198 (+14.2%)	1,407 (+17.4%)	1,872 (+33%)	2,032 (+8.5%)	(+93.7%)
Siloam	784	879 (+12.1%)	859 (-2.3%)	1,071 (+24.7%)	1,148 (+7.2%)	(+46.4%)
South Westfield	1,683	1,209 (-28.2%)	1,302 (+7.7%)	2,058 (+58.1%)	2,233 (+8.5%)	(+32.7%)
Stewarts Creek	3,569	5,446 (+52.6%)	5,939 (+9%)	6,690 (+12.6%)	7,169 (+7.2%)	(+100.9%)
Westfield	1,472	1,856 (+26.1%)	2,149 (+15.8%)	2,464 (+14.7%)	2,648 (+7.5%)	(+80%)
Surry County	52,415	59,449 (+13.4%)	61,704 (+3.7%)	71,219 (+15.4%)	73753 (+3.5%)	(+40.7%)

Figure 2.5 Race Percentages

	1990		2000		2010	
	Surry	NC	Surry	NC	Surry	NC
White	95%	75%	90.4%	72.1%	88.1%	68.5%
African American	4.5%	22%	4.2%	21.6%	3.73%	21.5%
Hispanic	0.1%	1%	6.5%	4.7%	9.71%	8.4%
Other	0.06%	2%	1.3%	1.1%	8.14%	10%

Source: US Census Bureau, 1990, 2000, 2010

opposed to 1990 when the County was the 33rd most populous. In North Carolina, 15 of the 100 counties are considered 'urban', while the remaining 85 counties are considered 'rural'.

2.2 NORTHWEST NORTH CAROLINA

Of the counties located in northwest North Carolina, three are projected to have a growth rate of 20% or better between 2000 and 2030. Outside of Forsyth

Figure 2.6 Persons Per Square Mile

	1970	1980	1990	2000	2010	2020	2030
Surry	96	111	115	133	138.4	153	164
NC	104	121	136	165	196.1	219	248

Source: US Census Bureau, State Data Center

County, which is the only northwest County that is classified as urban, Yadkin, Stokes, and Surry County's populations are projected to grow at the fastest rates. This may be attributed to the fact that these counties directly abut Forsyth County and will be affected by its emerging development patterns. Yadkin and Stokes are identified as growing at a

Figure 2.7 Northwest North Carolina Hispanic Populations

	% Hispanic, 2000	% Hispanic, 2010
Yadkin	6.5%	9.8%
Stokes	n/a	2.64%
Surry	6.5%	9.7%
Wilkes	3.4%	5.44%
Ashe	2.4%	4.8%
Alleghany	5.0%	9.0%
Watuaga	1.5%	3.35%
Forsyth	6.4%	11.9%

Source: US Census 2000, 2010

slightly faster rate than Surry with these counties sharing a greater common border with Forsyth County than that of Surry. Surry shares less than one mile of common border with Forsyth. However, Surry has an excellent roadway system that provides direct access to Forsyth County, as does Yadkin County. Stokes County, while sharing more common border with Forsyth, does not have an outstanding roadway system which could have a significant impact on how its population and economy expands in the future.

2.3 STATE

North Carolina is now the 10th most populous state in the United States, with a population of 9,535,483. North Carolina is projected to grow 33% by the year 2030, bringing its total population to over 12 million people. 51.28% of the state's population is female, according to the 2010 US Census. 23.9% of the population are under the age of 18, 13% are age 65 or older, and 34.32% are between the ages of 25 and 49.

2.4 MUNICIPALITIES

In 2010, 23.7% of Surry County's population lived in one of the four municipalities, up slightly from 21.5% in 2003. Since 1990, only the City of Mount Airy has grown significantly while the County's other municipalities have had very modest growth.

Figure 2.8 Age Ranges, Surry County

Age Range	Population, 2010	% of Total Population
0-18	17,217	23.4%
20-49	27,292	37%
50-64	15,134	20.5%
65 and older	12,250	16.6%

Source: US Census, 2010

[Population Growth in the Municipalities, 1990-2010]

	1990	2000	2003	2010
Mount Airy	7,156	8,484	8,489	10,388
Elkin	3,790	4,109	4,092	4,001
Dobson	1,195	1,457	1,480	1,586
Pilot Mountain	1,181	1,281	1,279	1,477

In 2010, the County's overall municipal population increased by 14%, or a net gain of 2,121 persons since 2000. In that period Mount Airy had the biggest growth, 22.44%. Pilot Mountain grew 15.3% and Dobson 8.8% in population from 2000 to 2010; and Elkin's population decreased 2.6%.

2.5 DISTRIBUTION of POPULATION

In 2010, there was an average of 137.6 residents per square mile in the County, a 3.5% increase in overall density from 2000. The highest population densities continue to be concentrated in and around the municipal jurisdictions. By 2030, it is projected that there will be an average of 164 persons per square mile in the County, an increase of 19% from 2000.

Surry County has maintained a rural identity, with 76.3% of the population living in unincorporated areas. Surry County is divided into 15 subdivisions known as townships. These divisions vary greatly in size and density. The Mount Airy Township is home to 33% of the County's total population (down 2% from 2000), while the Siloam Township has the fewest County residents with 1.6% of the total County population. Based on recent trends, the Franklin, Longhill and Pilot Townships should experience strong growth in general population in the coming years; Dobson, Eldora, Shoals, and South Westfield Townships have also maintained solid growth (see Fig 2.4).

2.6 RACE and ORIGIN

Surry County differs from the state averages on race. Surry County has a greater white/Hispanic/Latino population and has a lower percentage of African American citizens than North Carolina as a whole. The Hispanic/Latino cohort in Surry County has grown steadily from a total of 602 in 1990 to a count of 7,155 by the 2010 US Census. This increase includes a jump in the Hispanic/Latino population from 6.5% to 9.7% of the total county population over the past decade.

2.7 AGE

Surry County's population is growing older, in relative terms. Between 1990 and 2010 the median age of

Surry County's residents increased from 36.5 to 40.8. This figure in 1980 was 31.3. In 2010, the State's median age was 37.3, less than that of Surry County.

Median age is defined by the Census Bureau as the measure that divides the age distribution into two equal parts: one-half of the cases falling below the median value and one half above.

In 1990, the percentage of the population under the age of 19 was 23%. In 2000, this figure rose to 26%. In 2010 23% of Surry's population was 18 or younger. The percentage of population over the age of 65 in 1990 and 2000 was 15%; this percentage increased to 16.6% in 2010.

The majority of Surry County citizens are female according to the 2010 US Census (51.12%).

2.8 HOUSEHOLDS

The 2010 US Census provides the following information about citizens living in households in Surry County:

- 98.8% live in a household;
- 40.6% are the householder;
- 21.6% are a spouse to the householder;
- 27.8% are children;
- 1.9% are an unmarried partner to the householder; and
- 1.2% live in group quarters.

2.9 HOUSING

According to Census data, the average home in Surry County in 2010 was a single family, owner occupied residence with 2.44 occupants, roughly equal to 2000 numbers. Recent assessments have placed the median home value at \$103,700, a 15% increase from 2000; but this median value continues to lag behind that of North Carolina homes, \$149,000. The 15% increase in median value was also significantly less than the increase recorded for the previous decade, a 45% jump during the 1990's.

Housing units in Surry County were occupied as follows:

	<u>2010</u>	<u>2000</u>	<u>1990</u>
Total Units	33,667	31,033	26,022
Occupied	29,914	28,408	24,252
Owner-Occupied	21,746	21,687	18,580
Renter-Occupied	8,168	6,721	5,672
Vacant	3,753	2,625	1,770

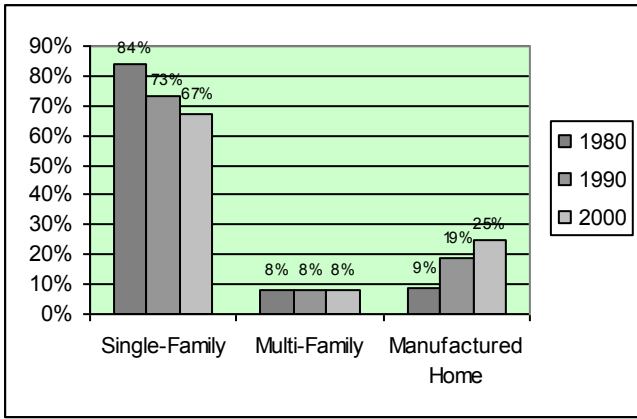


Figure 2.11. This graph shows the percentage of housing types in Surry County from 1980-2000.

Growth in total number of housing units has slowed since 2000 as compared to the previous decade. Overall vacancy increased from 8.5% to 11.1% from 2000-2010. Homeownership has declined 5% as a percentage of total units. The homeowner vacancy rate increased from 1.3% to 2.1% from 2000-2010 while the rental vacancy rate increased from 9.2% to 9.8%.

Surry County’s seasonal/recreational housing units have increased about 60% from 2000-2010 to a total of 537; with this stock growing from 1.1% to 1.6% of all housing units, reflecting growth in the tourism industry.

Housing Types

Between 2000 and 2010, Surry County had a net gain of 2,634 housing units, half the growth rate of the previous decade. From 1980-2000, the percentage of single-family houses decreased from 84% to 67%, while manufactured homes has increased from 9% to 25% during that period. These percentages have remained steady according to the 2010 Census, as has the percentage of housing units in multi-family structures, around 8%.

Households by Type

Of the estimated 30,000 households in Surry County, 68% are family households. 24% of households have children under the age of 18. 52% of households include married couples; 12.3% of households only have a female householder, a 3.3% increase from 2000. Non-family households account for 31.7% of all households and householders living alone account for 29% of all households; both these cohorts are up about 4% from 2000 Census estimates.

Living in Poverty

In 2010, the percentage of Surry County residents living in poverty was 19.3%, nearly 7% higher than 2000. This was also slightly higher than the State average of 17.5%. In 2009, according to the North Carolina Rural Center, within Surry County’s municipalities, the poverty rates were as follows (2005 rates in parentheses):

	Population	Poverty Rate
Dobson	1,586	30.4% (23.3%)
Elkin	4,001	22.2% (12.6%)
Mount Airy	10,388	23.6% (19.9%)
Pilot Mountain	1,477	9.5% (15.5%)

Primary Heating Sources

In 2010, 58.1% of owner occupied housing was heated with electricity, 21.1% with fuel oil or kerosene, 15.3 % with bottled or tank gas, and 5.5% were heated with wood or other fuels.

Substandard Housing

People living in crowded conditions are defined as units having more than one person per room. Statistics on overcrowding have fluctuated in Surry County over the past 30 years. In 2009, 2.8% of the County’s population lived in crowded conditions. This compares with 3.3% in 2000, 2.3 % in 1990 and 3.85% in 1980.

Units with incomplete plumbing are defined as units that do not have one of the following: hot and cold running water, a flush toilet, or a bathtub or shower. 0.9% of occupied housing units had incomplete plumbing in 2010, unchanged from 2000. This compares with 1.9% of the occupied housing units had incomplete plumbing in 1990 and 5.45% in 1980.

Incomplete kitchens are defined as not having one of the following: a sink with piped water, a range or cook stove, or a refrigerator. 1.0% of the occupied housing units had incomplete kitchens in 2010, up from 0.5% in 2000. This compares with 1.5% of occupied housing units lacking complete kitchen facilities in 1990 and 2.42% in 1980.

In 2010, 3.3% of occupied housing units did not have land-line telephone service.

2.10 THE LOCAL ECONOMY

Surry County remains a manufacturing based economy and has maintained over the past decade an employment base of approximately 32,000. A growing prefabricated building industry has added to the job base. However, the County has endured increases in plant closings and layoffs. Manufacturing jobs in Surry decreased by over 60% from 2000-2010 (see Fig. 2.12). The local economy, like most of North Carolina, continues to shift to an expanding services sector.

The labor market will remain tight in Surry County, North Carolina and the Southeast. Recruiting and retaining quality workers will play a large role in Surry's economic success, as will the quality of life that the County can provide for these needed workers. Diversifying the economic base will continue to be a challenge for Surry and surrounding rural counties.

Surry County leaders recognized the importance of a strong economic development program to Surry's success and in 1996 helped form Surry County Economic Development Partnership, Inc., which is a private-public nonprofit organization, to conduct economic development for Surry County, Mount Airy, Elkin, Pilot Mountain and Dobson. The Surry County Economic Development Partnership has active recruiting and existing industry programs. In 2005, the County increased funding to the Partnership to bolster its efforts and provide more resources for recruiting and retaining valuable industries.

In October 2011, the local economy had an

Figure 2.12. Employees in Major Industries: 2009 and (2000)

Industry	Employees
Manufacturing	4,826 (12,598)
Construction	Unavailable (6,125)
Retail Trade	3,984 (4,466)
Health Care	4,309 (3,041)
Accommodation & Food Services	2,297 (1,838)
Transportation & Warehousing	1,186 (1,398)
Wholesale Trade	671 (975)
Finance & Insurance	598 (676)
Information	332 (436)
Utilities	Unavailable(111)

Source: 2009 Business Patterns for Surry, NC. US Census Bureau [2000 Census numbers in Parentheses]

Figure 2.13. Major Employers in Surry County

Employer	Employees	Type
Surry County Schools	1000+	Education
Pike Electric, Inc.	1000+	Construction
Wayne Farms LLC	500-999	Manufacturing
Surry County	500-999	Public Administration
Hugh Chatham Hospital	500-999	Health Services
Wal-Mart Associates, Inc.	500-999	Retail
Northern Hospital of Surry	500-999	Health Services
Workforce Carolina, Inc.	500-999	Business Services
Surry Community College	500-999	Education
Hanesbrands, Inc.	250-499	Manufacturing
Renfro Corporation	250-499	Manufacturing
Mount Airy City Schools	250-499	Education
Lowe's Home Centers	250-499	Retail
McDonald's	250-499	Leisure & Hosp.
Food Lion LLC	100-249	Retail

Source: Surry County Economic Development Partnership

unemployment rate of about 12%, compared to 6% in 2004. The County had seen growth in wages, service sector employment, retail sales, and construction over the first half of the past decade. However, unemployment doubled in the County from 2004 to 2009, to 12.3%.

The unemployment increase occurred despite a decrease in available workers. Surry County's labor force was approximately 32,000 as of April 2011, reflecting steady decline from over 35,000 in 2008. As projected by the North Carolina Employment Security Commission, the decline was due in part to an aging workforce; the loss of manufacturing jobs may also have led to an exodus of residents.

Employment by Industry

As of 2009 15.3% of Surry's workforce was employed in manufacturing, less than half of that segment's percentage in 2000. Retail trade employed 12.6% of the workforce. Government and service sectors remain the third and fourth largest employment categories, employing about 12% each. 31,586 Surry County residents were employed according to the 2010 Census, The fastest growing employment sector is agriculture, which is the smallest sector.

Wages by Industry

The highest paying wage category as of the end of 2010 was Agriculture, at \$1,574 per week. Utilities jobs were next-highest at \$1,198/week. The lowest paying category is Accommodations and Food Services at \$240 per week. The overall average County wage in all industries was \$599 per week as compared to \$779 for the State of North Carolina.

Largest Employers

According to the Surry County Economic Development Partnership, as of December 2010 Surry County's largest employer was its school system, and the County's government agencies comprised its fourth-largest employer. The largest private employer was Pike Electric, Inc., an electrical construction contractor. The largest manufacturing employer was Wayne Farms LLC, a poultry processor. Employment in the textiles industry has declined dramatically. Concentration of the workforce in a few industries has left Surry County vulnerable to business cycle fluctuations. However, new industries have begun to diversify the industrial base. Industries in the food processing, automotive parts manufacturing, and technology sectors now call Surry County home.

Income Levels

The income levels of Surry households have shown modest improvement in the past decade. Median household income in Surry increased from \$33,046 in 2000 to \$35,928 in 2010. The mean retirement income was \$16,465. In 2010, 35% of the households in Surry County had an annual household income of less than \$24,999. That percentage has been decreasing since 1996 when 41.0% of the households had less than \$20,000 in annual income, although this trend has slowed since 2000. The percentage of households with more than \$50,000 in annual income was 38% in 2010, compared to 28.8% in 2000.

Agriculture

Surry County is an important contributor to agriculture and farming in North Carolina and the region. While development claimed 11.5% of the county's farmland between 1997 and 2007, 114,491 acres or 33.6% of all land in Surry County had remained in farm use as of the 2007 Census of Agriculture. Hay and pasture continue to claim the largest share of Surry's farmland acreage. Soybeans and corn were the next most prevalent in terms of acres harvested. Viticulture continues to grow in Surry, as the Yadkin Valley AVA gains in popularity, and logging continues as a significant contributor to the county's overall agricultural product.

Agriculture has been the County's fastest-growing employment sector in recent years. Annual cash receipts from Surry County farms nearly doubled from \$78 million in 1990 to \$154 million in 2000. The largest source of farm income is poultry, accounting for over half of total farm incomes. In recent years, a number of new crops have been harvested in Surry County in efforts to diversify the agricultural sector of the economy. These efforts, while still relatively secondary to the County's predominant agricultural products, do offer promise and can also act as catalysts in the County's tourism sector because of their unique status.

Manufacturing

Manufacturing was the dominant industry in Surry County for many decades, but has been in decline. The County's dependence on textiles and traditional manufacturing has created a crisis because of the overall downturn in this industry nationwide since the mid-1990's. The peak of manufacturing employment was in 1994 when there were 16,500 employees in this sector; 72% of these jobs were in textiles. By the year 2000, manufacturing employment had fallen to 12,844, of which 7,800 were in the textile industry. Since these figures were released in the year 2000, a number of additional employers have closed their doors decreasing the number of people employed in this industry. As noted above, as of 2009 fewer than 5,000 workers held manufacturing jobs in Surry, a decline of more than two thirds since the mid-1990's.

Tourism

The tourism industry is continuing to grow rapidly in Surry County. Visitors spent \$102.52 million in Surry County in 2011, an 18% increase from 2009. Surry ranked 36th out of the 100 NC counties in travel impact. As of 2011 the travel and tourism industry directly employed more than 760 people in Surry County and generated a payroll of \$14.39 million. State and local tax revenues from travel to Surry County amounted to \$8.63 million in 2011. By comparison, in 1990 total County tourism revenues were \$31.60 million; that figure grew to \$58.41 million in 2000. In 2004, revenues were \$66.65 million, an increase of 7.6% over 2003. The formation of a Tourism Development Authority (TDA) and the revenue from an occupancy tax in Mount Airy highlighted a concentrated effort to developing the tourism industry, which has proven to be a successful strategy.

The largest recorded tourism impact on Surry County in 2011 was Pilot Mountain State Park, with an annual attendance of 441,904. The state park's attendance has risen steadily in recent years despite higher fuel

prices and tough economic times. The Autumn Leaves and Mayberry Days festivals continue to be the highest-attended single events held in the County. Local chambers of commerce, along with initiatives like VerySurry.com and the Yadkin Valley Heritage Corridor Partnership (see page 42), continue to promote tourism as a major contributor to the economic well-being of Surry County.

Retail Sales

Surry County has had retail sales figures comparable to counties much larger due to its geographical position. Retail sales grew to over one billion dollars during the 2004-05 fiscal year, the highest total since 2000-01; and held steady until 2008. However, Surry retail numbers fell off considerably in fiscal year 2008-2009, to about \$629 million according to the county's Economic Development Partnership.

2.11 EDUCATION

Census attainment statistics show that in 2010 Surry County citizens overall had a 76.8% high school graduate or equivalency rate, almost 10% higher than in 2004. This is compared to a 84.7% average at the state level, which improved about 7% in the same period. The percentage of the population with a bachelor's degree or higher was 15.8% in 2010 (up from 12% in 2004), compared with 26.5% at the State level.

As of 2010 Surry County had maintained a higher proportion of residents without a high school diploma than Stokes County, Yadkin County and the State overall, but a lower proportion than Alleghany County and Wilkes County. When compared to the other counties in the study area, Surry had the second-highest proportion of people with 4-year degrees, with Alleghany County slightly higher at 16.1%.

In 2010, the breakdown of educational levels within the municipalities in the County were as follows, (with 2005 Rural Center statistics in parentheses for comparison):

	<u>% H.S. Diploma or Less</u>	<u>% 4-year College Degree</u>
Dobson	62% (74%)	26% (12.4%)
Elkin	74.3 (70%)	24.3 (30%)
Mount Airy	76.9 (75%)	25.9 (25%)
Pilot Mountain	84.2 (73%)	23.8 (27%)

CHAPTER 3 DEVELOPMENT FACTORS

3.1 SURRY COUNTY TODAY

In the Surry County Planning Area, most land remains either undeveloped or in agricultural or low-density residential use. Most of the County's residential subdivision development over the past 10-15 years has been concentrated in the Mount Airy, Pilot, Shoals, and South Westfield Townships. These residential development patterns extend from Mount Airy and from the urban centers of the Piedmont Triad located southeast. Most heavy commercial nodes are located around interstate interchanges and along major highways, such as North Carolina 89 west of Mount Airy. Light commercial nodes are located at major intersections or at established crossroads communities. Industrial areas are primarily concentrated in the municipalities with some exceptions scattered throughout the County. Civic lands are primarily concentrated in the Mount Airy area, the Elkin, Dobson and Pilot Mountain areas, or around the connector/corridor roads. Recreational lands can be found throughout the County with lands available in the municipalities as well as the four corners of the County. Much of the western, northwestern, and southern (between the Ararat River and US 601) quadrants of the County are essentially rural and have low population figures per square mile.

Significant land use challenges have resulted from development in the Shoals and Pilot Townships of southeast Surry, and from development in the northern portion of the Franklin Township west of Mount Airy. The Pilot and Shoals Townships are home to Pilot Mountain State Park, which is over 3,000 acres in size. The park provides recreational opportunities across a five-mile swath, from the Yadkin River north to Pilot Mountain itself, and draws approximately one-half million visitors each year. With Winston-Salem and Forsyth County in such close proximity to the Shoals and Pilot Townships, increasing residential sprawl from these areas threatens the integrity of the State Park and the environmental and economic impact it provides. This issue is a complex challenge for the County; while development may threaten the integrity of the State Park, these areas are also well positioned to benefit from suburban growth out of Winston-Salem, which greatly enhances the County's tax base. The northern portion of the Franklin Township provides much of the southern viewshed for the Blue Ridge Parkway, located just across the state line in Virginia. The Parkway is another asset that the County needs to protect; however, it continues to be an area that is attractive to those seeking lands for residential or

recreational purposes.

Figure 2.18. Surry County Gross Retail Sales 2000-2005

Fiscal Year	Gross Retail Sales
2000-01	\$976.5 million
2001-02	\$906.7 million
2002-03	\$905.05 million
2003-04	\$943.6 million
2004-05	\$1.04 billion

Source: North Carolina Department of Revenue

During the years 2000-2005, the County approved major subdivisions totaling 685 total new parcels. As of February 2006, 326 of those new parcels were developed, roughly 48%. From 2006 to 2010, by comparison, only 286 new lots were created in major subdivisions, of which only 98 lots, or 34%, had been developed, a significant slowing of residential project development in the county since the last edition of this plan was adopted. The largest percentage of new subdivisions can be found within the *Rural Growth* areas found on the *Existing Land Use Map* [Map #1, found at the end of this Plan] However, many of these projects are scattered throughout the County, without true rhyme or reason as to their locations.

Speculative subdivision in the first decade of the 21st century, and a collapse of housing markets nationwide in 2007-2008, have combined to create a surplus of buildable residential lots that remain vacant in Surry County . As suggested in other elements of this Plan, the public interest might best be served by encouraging more complete build-out of land already developed or being developed for residential use, thereby preserving rural character, open space, agricultural lands and forests while saving infrastructural costs, rather than promoting new residential development indiscriminately or based solely on availability of vacant land.

Between 2000-2010, the County assisted in extending public water into the Toast, White Plains, and Park Drive communities outside of Mount Airy; along Shoals Road outside of Pilot Mountain; and along Zephyr Road west, and US Highway 601 south of Dobson. These projects provided public water to communities/neighborhoods that were already home to fairly dense residential, commercial or industrial development. The absence of public sewer with these projects has limited potential increases in development activities in the targeted areas.

3.2 PHYSIOGRAPHY

Surry County consists of approximately 537 square miles and lies within the northwestern region of North Carolina. The County is bounded on the north by the state of Virginia (Grayson, Carroll and Patrick Counties) and on the south by the Yadkin River, which is part of the Yadkin-Pee Dee River System. Adjoining North Carolina counties include Stokes, Forsyth, Yadkin, Wilkes and Alleghany.

Surry County falls within two well defined physiographic areas: the Piedmont Plateau and the Blue Ridge Mountains, an area commonly referred to as the 'foothills'. About 85 percent of the County is in the Piedmont Plateau, a broad upper plateau sloping to the southwest. Elevations range from 300 feet to over 2,000 feet above mean sea level. The remaining 15 percent of the County lies within the Mountains (principally the Blue Ridge) where elevations range up to 3,609 feet above sea level at Fishers Peak. Lands west of Interstate 77, are characterized by hills, narrow ridges and low knobs. The streams that cut through the area have cut narrow valleys generally 50 to 300 feet deep but in some cases more than 500 feet below the ridges.

Within the two physiographic regions of the County are four classes of relief: the mountainous areas; the foothills with their ridges and valleys; the broad rolling undulating interstream areas; and, the narrow strip of level flood plain area along the streams. The mountains and their ridges and valleys represent significant scenic resources for the County.

3.3 HYDROLOGY

The majority of Surry County lies within the Yadkin-Pee Dee river basin (approximately 95%), which is the second largest river basin in the State, covering 7,213 square miles. A small portion of the northeastern section of the County is located in the Roanoke River Basin. The Yadkin-Pee Dee basin originates on the eastern slopes of the Blue Ridge Mountains in Wilkes, Caldwell, and Surry Counties. A small portion of the Yadkin River headwaters originate in Virginia. It flows northeasterly for approximately 100 miles, and then flows to the southeast until it joins the Uwharrie River, then on to the Pee Dee River. The Pee Dee River continues to flow southeasterly through South Carolina to the Atlantic Ocean, just south of Georgetown, South Carolina. The North Carolina portion of the basin contains approximately 5,991 miles of freshwater streams and rivers.

The Yadkin River's flow along Surry's south boundary

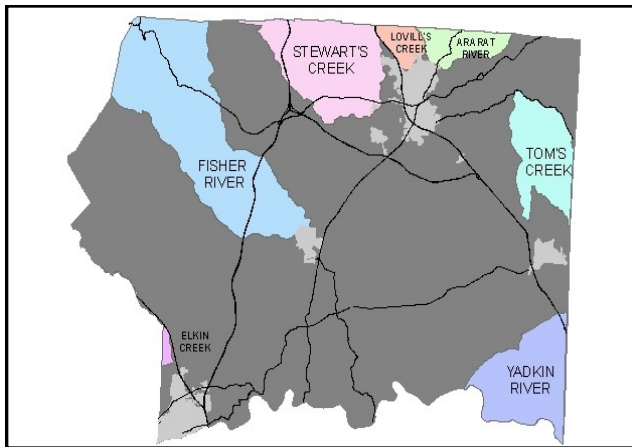


Figure 3.2. Location of Water Supply Watersheds

is regulated by the W. Kerr Scott Reservoir, located 5 miles upstream of Wilkesboro in Wilkes County. The reservoir has a minimum release of 81-million gallons per day. However, since completion of the reservoir, the Yadkin's flow at Yadkin College in Davie County has averaged over 200 million gallons per day.

Surface waters in North Carolina are assigned primary classifications by the North Carolina Division of Water Quality (DWQ). All waters must at least meet the standards for Class C (fishable/swimmable) waters. The other primary classifications provide additional levels of protection for primary water contact recreation (Class B) and drinking water (Water Supply Classes I through V).

3.4 WATERSHEDS

Surry County contains portions of seven Water Supply Watersheds as designated by the North Carolina Environmental Management Commission and are regulated by Article 24 of the County's Zoning Ordinance consistent with state mandates. These watersheds are affixed around portions of the following streams:

- Yadkin River
- Tom's Creek
- Ararat River
- Lovill's Creek
- Stewart's Creek
- Fisher River
- Elkin Creek

Watersheds are defined in nature by topography; boundaries typically follow ridgelines, which are often also followed by roadways, but which may not conform to political boundaries. The North Carolina Division of Water Quality emphasizes the importance of organizing water quality improvement efforts based

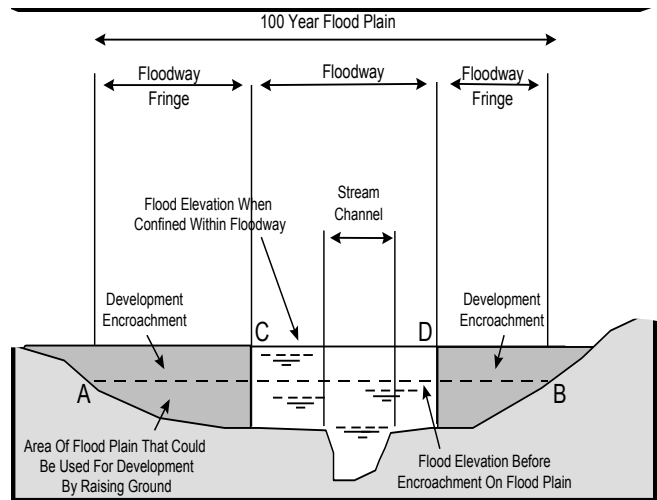


Figure 3.3. Floodway Schematic

on watersheds in order to handle water quality issues more effectively.

The Water Supply Watershed Protection program enables local governments collectively to plan to protect their drinking water supplies in a comprehensive manner.

A watershed is simply an area of land from which water drains to a common point. All land is located within a watershed of one kind or another, but only twenty percent of North Carolina's land area is classified as being within the water supply watersheds charted by the NC Department of Environment and Natural Resources (NCDENR). The state's Water Supply Watershed Protection Rules, adopted in 1992, require that all local governments having land use jurisdiction within water supply watersheds adopt and implement water supply watershed protection ordinances, maps, and a management plan. Surry County applies these rules in its watershed protection ordinance by use of water supply watershed overlay zones. The rules specify development restrictions on each type of watershed (WS-1 through WS-V), however Surry County is only affected by watershed classifications WS-II and WS-IV. The watershed districts cover 95,020.67 acres within the County, presenting significant development constraints in the affected areas. The characteristics of the water supply watershed classifications are explained below.

- Water Supply I (WS-I) - Waters used as sources of water supply for drinking, culinary, or food processing purposes for those users desiring maximum protection for their water supplies. WS-I waters are those within natural and undeveloped watersheds in public ownership with no permitted point source (wastewater) discharges.
- Water Supply II (WS-II) - Waters used as sources

of water supply for drinking, culinary, or food processing purposes for those users desiring maximum protection for their water supply where a WS-I classification is not feasible. WS-II waters are generally in predominantly undeveloped watersheds.

- Water Supply III (WS-III) - Waters used as sources of water supply for drinking, culinary, or food processing purposes for those users where a more protective WS-I or II classification is not feasible. WS-III waters are generally in low to moderately developed watersheds.
- Water Supply IV (WS-IV) - Waters used as sources of water supply for drinking, culinary, or food processing purposes for those users where a WS-I, II or III classification is not feasible. WS-IV waters are generally in moderately to highly developed watersheds or protected areas.
- Water Supply V (WS-V) - Waters protected as water supplies which are generally upstream and draining to Class WS-IV waters or waters used by industry to supply their employees with drinking water or as waters formerly used as water supply. WS-V has no categorical restrictions on watershed development or wastewater discharges like other WS classifications and local governments are not required to adopt watershed protection ordinances.

Surry County contains one Outstanding Resource Watershed (ORW) along the Mitchell River. The Mitchell River ORW was designated as such in 1987 by the State. The headwaters of the Mitchell River at Saddle Mountain, along with expansive, mature forests in the northern part of the watershed have been instrumental in protecting the river's water quality. The Mitchell River Outstanding Resource Watershed Coalition (comprised of more than 20 agencies and organizations, landowners, and volunteers) has taken on the responsibility of safeguarding the water quality of this natural asset.

3.5 FLOOD PRONE AREAS

The County participates in the National Flood Insurance Program and enforces flood hazard area restrictions within the Zoning Ordinance. In 2005, the County absorbed the Flood Damage Prevention Ordinance into the Zoning Ordinance as part of an ongoing effort to simplify the County's land development guidelines into a single ordinance. In 2009 these regulations were amended by the county to accommodate the implementation of updated national (FEMA) standards and new National Flood Insurance Program (NFIP) floodplain mapping. The NFIP Flood Insurance Study should be used by

planners and developers to promote sound land use and floodplain development. The Study identified areas that are subject to 10 year, 50 year, 100 year, and 500-year flood events. Flood events refer to the probability that a flood will occur in any 10, 50, 100, or 500-year period. These events have a 10, 2, 1, and .02 percent chance of being equaled or exceeded during any year. Although the recurrence interval represents the long-term average period between floods of a specific magnitude, rare floods could occur at short intervals or even within the same year.

Development encroachment on floodplains reduces the flood-carrying capacity, increases the flood heights and velocities, and increases flood hazards in areas beyond the development itself. One aspect of floodplain management involves balancing the economic gain from floodplain development against the resulting increase in flood hazard. For purposes of the National Flood Insurance Program, a floodway is used as a tool to assist local communities in this aspect of floodplain management. Under this concept, the area of the 100-year floodplain is divided into a *floodway* and a *floodway fringe*. The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 100-year flood can be carried without substantial increases in flood heights. Minimum Federal standards limit such increases to 1 foot, provided that hazardous velocities are not produced. The area between the floodway and the 100-year floodplain boundaries is called the floodway fringe. The floodway fringe encompasses the portion of the floodplain that could be completely obstructed without increasing the water-surface elevation of the 100 year flood more than 1 foot at any point. Typical relationships between the floodway and the floodway fringe and their significance to floodplain development are shown in Figure 3.3, page 13.

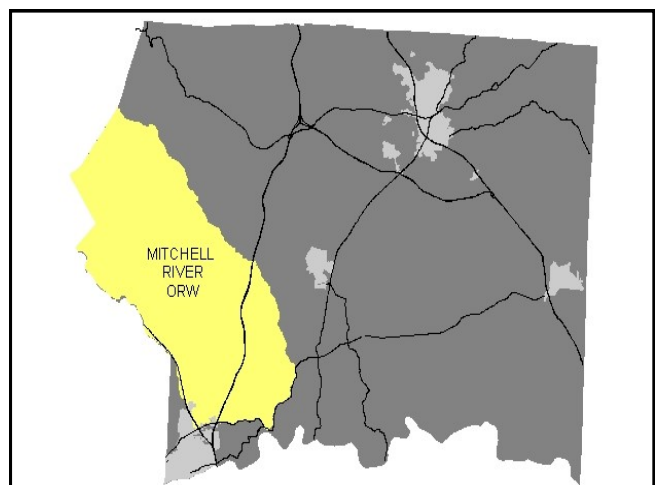


Figure 3.4. Location of the Mitchell River ORW

3.6 SOILS

Soils within the County can be classified into eight major soil associations with the general characteristics as follows:

1. **CECIL - APPLING - CONGAREE ASSOCIATION:** Well drained, nearly level to moderately steep soils with clayey subsoils; on uplands and flood plains.
2. **PACOLET-LOUISBURG ASSOCIATION:** Well drained to excessively drained, sloping steep soils with clayey or loamy subsoils; on the ridge tops and upper side slopes.
3. **PACOLET-CHEWACLA ASSOCIATION:** Well drained and somewhat poorly drained, nearly level to strongly sloping soils with shallow loamy or sandy subsoils; on uplands.
4. **CHANDLER - ASHE - FANNIN ASSOCIATION:** Well drained and somewhat excessively drained, steep soils with shallow loamy or sandy subsoils; on

uplands.

5. **WEDOWEE-LOUISBURG ASSOCIATION:** Well drained, gently sloping to moderately steep soils that have clayey subsoils; on uplands.
6. **HIWASEE-PACOLET-CONGAREE ASSOCIATION:** Well drained, nearly level to moderately steep soils with clayey or loamy subsoils; on uplands and flood plains.
7. **CONGAREE-CHEWACLA-ALTAVISTA ASSOCIATION:** Well drained to somewhat poorly drained, nearly level soils that have loamy subsoils on flood plains and terraces.
8. **STONY STEEP LAND ASSOCIATIONS:** Excessively drained, shallow, stony, steep, and very steep soils; mountainous uplands.

In general, soil associations 2, 3, 4, 6 and 8 are associated with the mountain and foothill areas; soil associations 1 and 5 with the broad inter-stream plateaus. The Cecil-Appling-Congaree Association (1) that covers about 42% of the County, is generally the most suitable soil not only for urban development but also for general agriculture and silviculture. However,

Figure 3.5. Natural Areas Inventory

SITE NAME	LOCATION	ACREAGE	SIGNIFICANCE	THREAT STATUS
Broadhead	Blue Ridge escarpment, south of and adjacent to Saddle Mountain	3000 acres	Regional	Slight
Cumberland Knob/High and Low Piney Spur	Blue Ridge Parkway Milepost 217	2000 acres	Regional	Negligible
Devotion	Blue Ridge Parkway escarpment. Access at intersection of Devotion and Haystack Roads	10,000 acres	County, medium significance	Slight
East Devotion	Opposite the intersection of Devotion Road and Haystack Road	170 acres	County, medium significance	Moderate
Grassy Creek Alluvial and Mesic Forests	North-west facing slope along Grassy Creek	8.5 acres	County, medium significance	Slight
Fisher Peak Rock Outcrops	Blue Ridge Parkway, near milepost 215. Follow 609 to	22 acres	State significance	Slight
Ford Cockerham Meadow Bog	Take SR 1330 (Devotion Rd.) N to SR 1333 to base of ridge	5 acres	Regional significance	Strong
Pilot Mountain State Park	Adjacent to Hwy 52 west of Pinnacle	3,730 acres	State significance	Strong
Ramey Creek	Between Cumberland Knob Recreation Area and Saddle Mountain	25± acres	County medium significance	Very Good
Raven Knob Boy Scout Camp	Route 89 N. from Mount Airy	600± acres	County medium significance	Slight
Saddle Mountain	3 miles west of Low Gap	953 acres	Regional significance	Negligible

Source: Natural Areas Inventory for Surry County, NC Natural Heritage Program.

Figure 3.6. National Register Properties in Surry County

Properties	Location	Date Listed
Bank of Pilot (former)	Pilot Mtn.	12/1/1997
W.F. Carter House	Mount Airy	8/18/1983
William Carter House	Mount Airy	3/15/1990
C.C. Cundiff House	Siloam	7/21/1983
Franklin Bernard House	Dobson	4/24/1973
Haystack Farm	Oak Grove	12/2/1982
Edgar Harvey Hennis House	Mount Airy	12/2/1982
William Alfred Moore House	Mount Airy	2/20/1986
Mount Airy Historic District	Mount Airy	10/3/1985
NC Granite Quarry	Mount Airy	8/6/1980
Rockford Historic District	Rockford	8/27/1976
Surry County Courthouse	Dobson	5/10/1979
Trinity Episcopal Church	Mount Airy	1/9/1986
Samuel Josiah Atkinson House	Siloam	4/16/2012

even the better soils in this association are moderately suitable for septic tank drainage fields. The major floodplains in the County occur along the Mitchell, Fisher, Little Fisher, Ararat and Yadkin Rivers and Stewarts, Lovill's, Elkin and Toms Creek and their tributaries. About ninety-five percent of the County drains into the Yadkin-Pee Dee River System and five percent into the Dan Roanoke System. The County's rivers and creeks provide all portions of eight classified water supply and watersheds.

3.7 ENVIRONMENTALLY SENSITIVE AREAS

The following is a list of several areas that are important to the natural environment in Surry County. Because of this importance, these areas require protection from forces that might alter their natural state.

MOUNTAIN RIDGES - Mountain Ridges are defined as ridges elevated five hundred (500) or more feet above the elevation of the adjacent valley floor. A ridge is defined as the elongated crest or series of crests at the apex of uppermost point of intersection between two opposite slopes or sides of a mountain, and includes all land within one hundred (100) feet

below the elevation of any portion of such line or surface along the crest. Mountain ridges, as defined, are recorded in the Surry County Register of Deeds office on a series of maps prepared by the State of North Carolina.

OUTSTANDING RESOURCE WATERSHED (ORW) - The Mitchell River above the confluence of the South Prong, has been designated by the North Carolina Environmental Management Commission as an Outstanding Resource Water. A small percentage of North Carolina's surface waters have excellent water quality (rated based on biological and chemical sampling) and an outstanding resource value as: 1) outstanding fishery resource; 2) a high level of water based recreation; 3) a special designation such as National Wild and Scenic River or a National Wildlife Refuge; 4) being within a state or national park or forest; and 5) having special ecological or scientific significance. The Mitchell River Outstanding Resource Watershed Coalition is a group whose mission is to monitor the river by collecting water samples as well as raising awareness of the river and it's pristine classification. The Surry Soil and Water Conservation District provides support to this group.

STATE AND NATIONAL PARKS - Surry County contains one state park, Pilot Mountain State Park. Along with Pilot Mountain, this Park includes the state historic site Horne Creek Living Historical Farm. The County also contains a portion of the Cumberland Knob Recreation Area, which is a part of the Blue Ridge Parkway System, operated by the National Park Service.

The Overmountain Victory National Historic Trail is part of the U.S. National Trails System. Its eastern trailhead is in Elkin.

The Mountain to Sea Trail, a state linear park, runs east to west through Surry County, along the Yadkin River from Elkin to Pilot Mountain.

The NC Rail-Trail initiative has begun under the direction of the Elkin Valley Trails Association and will develop trails along rail rights-of-way linking Stone Mountain (Alleghany County) and Pilot Mountain state parks.

OTHER SENSITIVE AREAS OF NOTE—The inventory shown in Figure 3.5 lists other areas of environmental significance in Surry County. This list is compiled from the Surry County Natural Areas Inventory document provided by the North Carolina Cooperative Extension, Surry County Center. This document provides valuable information in the delineation and location of areas that are extremely sensitive and are in need of protection from encroaching development.



Figure 3.7. Home Creek Living Historical Farm.

3.8 HISTORICAL and CULTURAL RESOURCES

National Register of Historic Places

Historic properties within the County represent the character and heritage of the people that have lived in the area. The County, with assistance from the North Carolina State Historic Preservation Office, has identified the historic resources that it wishes to preserve for future generations. This list of resources is constantly growing and should be consulted when making development decisions that may affect these assets. Surry County has 13 listings in the National Register of Historic Places (see table, Fig. 3.6).

The National Register was created by the National Historic Preservation Act of 1966 to recognize and protect properties of historic and cultural significance that warrant consideration in federal undertakings such as highway construction and urban renewal projects, and to provide incentives for local and private preservation initiatives.

National Register listing is primarily an honor, meaning that a property has been researched and evaluated according to established procedures and determined to be worthy of preservation for its historical value. The listing of a historic or archaeological property in the National Register does not obligate or restrict a private owner in any way unless the owner seeks a federal benefit such as a grant or tax credit. For a private owner, the chief practical benefit of National Register listing is eligibility for a 20% federal investment tax credit that can be claimed against the cost of a certified rehabilitation of an income-producing historic building.

Architectural Survey

A Countywide architectural survey was conducted in the early 1980's which led to the publication of "*Simple Treasures: The Architectural Legacy of Surry County*" by Laura A. W. Phillips, 1987. This book was published by the Surry County Historical Society. A number of the buildings/structures identified in this publication have since been destroyed, but it provides an excellent starting point for a future local historic preservation program.

Local Historic Preservation Program

The County does not have a local historic preservation commission to designate properties and districts. Local historic designation allows communities to protect historic resources through its ordinances. Owners of locally designated landmarks are eligible to apply for an annual 50 percent property tax deferral as long as the property's important historic features are maintained. Local historic district designation may include an overlay or special use zone that applies to entire neighborhoods or other areas that include historic properties. Historic district zoning can help to stabilize property values by maintaining the neighborhood's character and it benefits property owners by protecting them from inappropriate changes made by other owners that might destroy the special qualities of the neighborhood. The County has established a mixed-use zone for properties in the vicinity of the Village of Rockford National Register Historic District. The zone establishes guidelines for development to protect the integrity of the historic district, but does not contain the stringent design requirements often prescribed in more urban jurisdictions.

Rockford Historic District

The Village of Rockford, located near the banks of the Yadkin River in south Surry, was chartered in 1789 as the seat of government for Surry County, which also encompassed the lands of modern day Yadkin County farther south. Rockford served as the seat of government for Surry County until 1850 when Yadkin County was formed, and the seat of government for Surry County was moved north to the new Town of Dobson. Rockford continued to prosper into the early 20th century with the construction of the railroad, which ceased passenger service in 1956. Located on the banks of the Yadkin River, Rockford was listed on the National Register of Historic Places on August 27, 1976. The district boosts structures constructed as early as the 1790's. In late 2005 and early 2006, the County worked with the landowners in the historic district to craft a mixed-use zoning reemerge consistent with its history as a center of commerce, government,

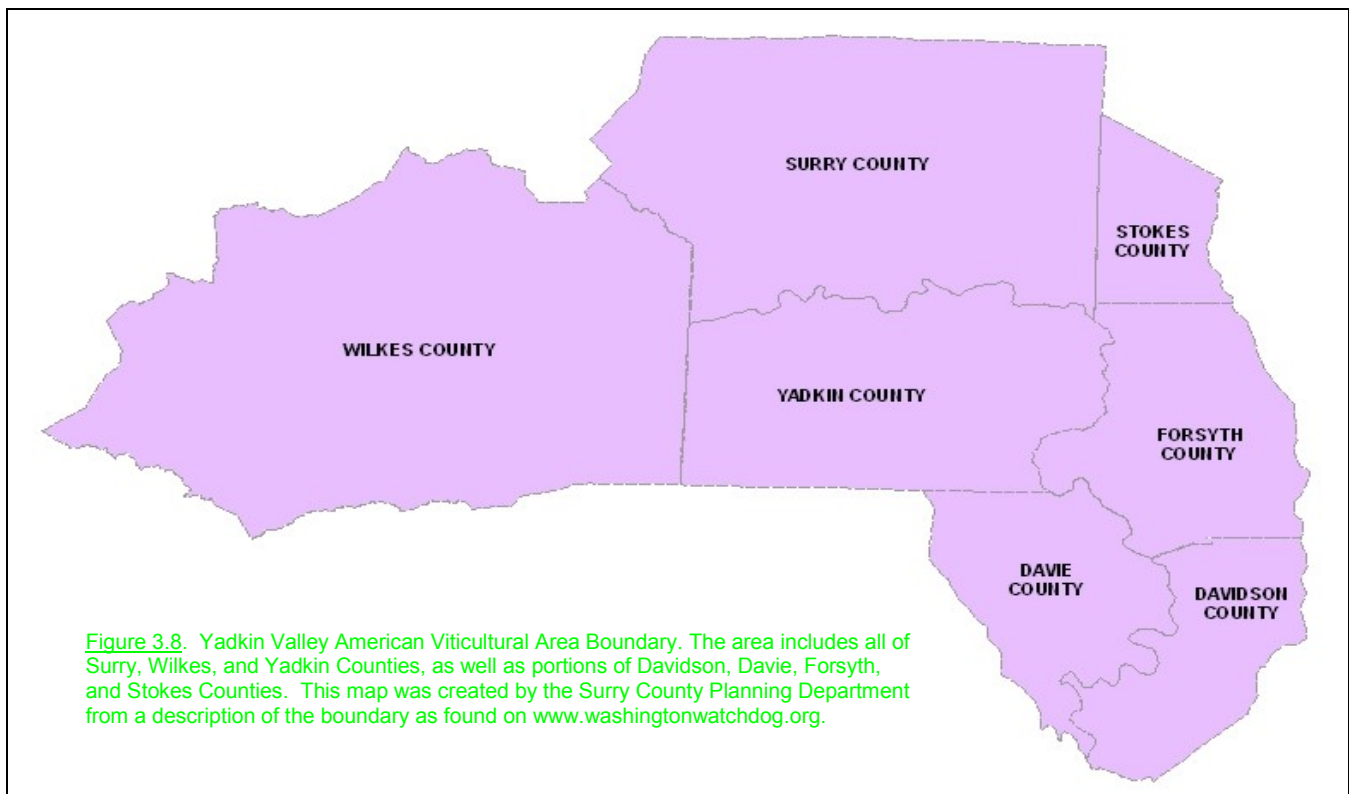


Figure 3.8. Yadkin Valley American Viticultural Area Boundary. The area includes all of Surry, Wilkes, and Yadkin Counties, as well as portions of Davidson, Davie, Forsyth, and Stokes Counties. This map was created by the Surry County Planning Department from a description of the boundary as found on www.washingtonwatchdog.org.

and residences.

Civil War Trails Sites

The North Carolina Civil War Trails Program has identified two trail sites in southern Surry County, in an effort corresponding with similar initiatives in Virginia and Maryland. The sites are located in Rockford and Siloam along the Yadkin River and are associated with ‘Stoneman’s Raid’ through western North Carolina in 1865. The sites have been identified with signage and kiosks describing the history of each site in relation to the Civil War.

Horne Creek Living Historical Farm

Horne Creek is a ‘living’ historical farm located in the Shoals township of southeast Surry County. The farm is maintained to emulate the physical environment and seasonal work cycle of an early 20th century family farm in the North Carolina Piedmont. The farm also includes a Heritage Apple Orchard that grows endangered southern apple varieties. The farm now has a visitors center and museum, constructed with state and federal funding, but due to statewide budgetary constraints, now must rely increasingly on local fundraising efforts and private contributions to remain viable. The farm is located within the Yadkin

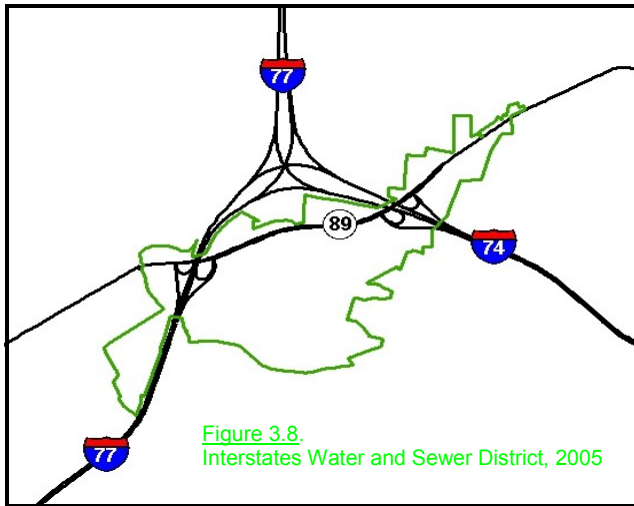
River section of the Pilot Mountain State Park and is owned and operated by North Carolina Historic Sites, Division of Cultural Resources. The farm draws approximately 50,000 visitors per year to special events and to tour the house and grounds.

Pilot Mountain State Park

Pilot Mountain State Park was created in 1968 as the State’s 14th state park following the donation of the property to the State by a private landowner. The park encompasses 3,703 acres and stretches approximately five miles from Pilot Mountain to the Yadkin River, by way of a five-mile greenway running south from the mountain to the river park area. The mountain rises 2,420 feet above sea level. The park provides activities such as camping, canoeing, educational events, fishing, rock climbing, and trailblazing. The park includes the site of the Horne Creek Living Farm (see above), along with an adjacent orchard research facility, hiking and horseback riding trails. Pilot Mountain was named a National Natural Landmark in 1976.

Cumberland Knob

Located in the northwestern corner of the County, Cumberland Knob is a part of the Blue Ridge Parkway. However, the Parkway itself does not lie within Surry County, Cumberland Knob was the site



where construction of the Parkway began in 1935 as part of President Roosevelt's Civilian Conservation Corps. Cumberland Knob was the first recreation area to be opened to the public. Picnic areas and walking trails are available for public use in the recreation area.

Mitchell River Gamelands

A joint effort between the Piedmont Land Conservancy and the North Carolina Wildlife Resources Commission in 2004, produced the first public gameland in Surry County. This property is 1,716 acres in size and covers approximately nine miles of Mitchell River tributaries. The protection of this property will provide wildlife habitats, recreation,



scenic vistas, and water quality protection.

Blue Ridge National Heritage Area

The Blue Ridge National Heritage Area spans 25-counties (over 10,000 square miles) in western North Carolina and is home to 1 million people, and includes Surry County. An abundance of nationally significant places and mountain cultures has qualified this area as worthy of national designation. The United States Congress established this heritage area in 2003, making it the 24th National Heritage Area to be established as of that time. Surry County lies within this area and provides one of the eastern gateways into this heritage area. In 2005, a Heritage Tourism Plan was completed that will facilitate the enhancement of the County's heritage and historical resources as a part of this Heritage Area. A "**National Heritage Area**" is a place designated by the United

Figure 3.10. Elkin and Mount Airy School System Enrollment

School	Enrollment	Capacity
Mount Airy City Schools		
B.H. Tharrington	485	540
J.J. Jones Intermediate	346	572
Mount Airy Middle	387	600
Mount Airy High	528	680
Total	1746	2392
Elkin City Schools		
Elkin Elementary	613	650
Elkin Middle	191	200
Elkin High	373	400
Total	1177	1250

States Congress where natural, cultural, historic and recreational resources combine to form a cohesive, nationally distinctive landscape arising from patterns of human activity shaped by geography. These patterns make National Heritage Areas representative of the national experience through the physical features that remain and the traditions that have evolved in the areas. Continued use of the National Heritage Areas by people whose traditions helped to shape the landscapes enhances their significance.

The Blue Ridge National Heritage Area boasts such national treasures as the highest peak in Eastern America (Mt. Mitchell), the deepest gorge east of the Grand Canyon (Linville Gorge Wilderness), the oldest river in North America (the New River), the highest waterfall east of the Rockies (Whitewater Falls), one of the oldest mountains in the world (Grandfather Mountain), and the two most visited National Park lands in the country (the Blue Ridge Parkway and the Great Smoky Mountains National Park). The region offers vast public lands that include two National Forests (the Nantahala and the Pisgah), thirteen Scenic Byways, 2 National Scenic Byways (the Blue Ridge Parkway and the Cherohala Skyway), 2 National Historic Trails (The Overmountain Victory National Historic Trail and the Trail of Tears), a National Scenic Trail (the Appalachian Trail), a

Figure 3.11. Surry County School System Enrollment, 2012

School	Enrollment	Capacity
Cedar Ridge	421	383
Central Middle	699	524
Copeland	374	513
Dobson	406	483
East Surry	594	760
Flat Rock	311	368
Franklin	519	805
Gentry Middle	430	598
Meadowview Middle	433	650
Mountain Park	191	161
North Surry	880	855
Pilot Mountain Elem.	408	598
Pilot Mountain Middle	533	598
Rockford	385	n/a
Shoals	283	391
Surry Central	762	930
Surry Early College	324	n/a
Westfield	305	391
White Plains	364	398

National Historic Site (the Carl Sandburg Home), 7 State Parks, and over 400 sites listed on the National Register of Historic Places.

Yadkin Valley Appellation

The Yadkin Valley Wine Region, also known as the Yadkin Valley American Viticultural Area, is a relatively new wine growing region. The area encompasses approximately 1.4 million acres in the Yadkin River valley and includes all of Surry County. In addition, all of Wilkes and Yadkin counties are in the region, as well as portions of Davie, Davidson, Forsyth, and Stokes counties. In 2003, the U.S. Bureau of Alcohol, Tobacco, and Firearms approved a new appellation for the region—the Yadkin Valley appellation—allowing winemakers to bottle wines with a label indicating that the wine came from the Yadkin Valley. In 2005, there were eight wineries located in Surry County.

Traditional Music

Surry County has a rich, nationally recognized traditional music heritage which can be heard daily on Mount Airy radio station WPAQ (on the air since 1948). This traditional music evolved in the late 1700’s as the African influenced banjo music merged with European fiddle music to create the entertainment that was at the center of life’s events for early settlers. This musical heritage continues to be an important facet of modern life in Surry County. There are many successful festivals and musical events supported by residents and numerous visitors each year. The Surry Old Time Fiddlers’ Convention is a successful annual event begun in 2010, and held in springtime at the Surry Community College campus in Dobson. Surry County is fortunate to claim many widely recognized and award-winning artists. Interest continually increases as musicians young and old seek out Surry County to trace the grassroots path back to the musical source. This cultural resource is worthy of preservation and development both for its historical significance and as a positive asset for the tourism industry.

3.9 COMMUNITY FACILITIES and SERVICES

Water Sources

An estimated 30% of Surry County’s households get their water from a public system or private company. About 80% of those households are located within the incorporated boundaries of Dobson, Elkin, Mount Airy or Pilot Mountain. Overall, more than 95% of residents living in municipalities are on a public or private system as opposed to individual well system.

Approximately 70% of households in the County received their water via an individual well. In the State about 65% of households were on a public water system, while 32% used a well.

Sewer Systems

About one quarter of Surry County households were on a public sewer system. Almost all of these households are located within or near one of the four municipalities.

Septic tanks are used by about 75% of the households in the County. Statewide, approximately half of all households use a septic tank while half are connected to public sewer.

Water and Sewer Districts

Surry County’s water and sewer districts are created by the Surry County Board of Commissioners.

The Flat Rock/Bannertown Water and Sewer District

Figure 3.13. Road Types and Traffic Counts

Road Classes	Road	Vehicles/Day 2010	Vehicles/Day 2025
Interstate	I-77	21,000 - 32,000	37.5-59,000
Interstate	I-74	16,000- 18,000	n/a
Principal Arterial	US-52	16,000- 32,000	n/a
Minor Arterial	US-601	3,500-26,000	9.2-17,400
Major Collector	NC-89	1,900-15,000	4.4-8,800
Major Collector	NC-268	11,000- 12,000	3.4-13,200
Major Collector	NC-103	2,000-8,600	6,200

Source: NCDOT 2010 AADT, Surry County Thoroughfare Plan

is located on the eastern side of the County east of the City of Mount Airy. The purpose of creating the district was due to many residents having inadequate sewer facilities and contaminated wells. The district received funding assistance from the United States Department of Agriculture (USDA) to serve the area with public water and sewer to alleviate serious health problems and improve the quality of life for the citizens residing in those areas. Construction was begun in 2006 and completed in 2007.

The Interstates Water and Sewer District is located on the northwestern side of the County, west of the City of Mount Airy, around the interchanges of I-77 and I-74 and NC Highway 89. This district was created because of its location and economic potential. Public water lines from Mount Airy to this area were completed in 2010. The County and district are currently exploring funding sources to assist with the costs to provide public sewer facilities to serve the local businesses and residences in the area. The infrastructure will help the district reach its highest and best commercial and industrial potential and allow for new development, which will offer new job opportunities for local residents and surrounding counties, and add substantially to the tax base of Surry County.

Surry County has also recently partnered with Dobson, the county seat, to provide water and sewer lines along Zephyr Road west to the Town's new annex at Interstate 77, and a water line south along US Highway 601 to Cody Creek. These improvements are intended to provide needed urban services to areas near Dobson where commercial

development has accelerated.

Water and Wastewater Treatment Facilities and Capabilities

Surry County does not operate any water treatment facilities. Existing facilities are currently owned and maintained by the County's four municipalities. Wastewater treatment in Surry County is also handled by the four municipalities. As the Census data shows, the majority of public water and wastewater is supplied within the municipal boundaries. However, as commercial and industrial growth continues to occur outside of municipal boundaries, for example, along transportation corridors such as the I-74 connector, the demand for water and wastewater service will increase.

Schools

The County has three separate school systems; Mount Airy City School System, Elkin City School System and the Surry County School System. The two City systems primarily serve students who live in the vicinity of the corporate limits of both municipalities. However, students who live outside of the corporate limits may attend the City school under various circumstances. The Mount Airy School System consists of two elementary schools, a middle school, and a high school. Average daily attendance for these schools is currently below capacity. The Elkin School System is comprised of an elementary school and a high school (includes grades 7-12). Elkin's high school was expanded in 2011, with a three-story 11,670 square-foot classroom addition.

The Surry County School System operates 19 schools, serving 8,622 students in the 2011-2012 school year. Addition of two new elementary schools and one new middle school have greatly improved conditions and mitigated past overcrowding issues. The system includes four high schools (Grades 9-12, enrollment 2,560), four middle schools (Grades 6-8, enrollment 2,095), and eleven elementary schools (Grades PK-5, enrollment 3,967).

Colleges and Universities

Surry Community College is the County's comprehensive community college with a variety of important educational services vital to cultural, economic, and social advancement. The college provides credit programs in thirty-six areas of study leading to associate degrees for transfer to 4-year universities, as well as job-ready diplomas, certificates, and on-line study. The Corporate and Continuing Education division offers 1500 "not-for-

credit” classes to build occupational skills, provide industry training, or enhance personal enrichment. The Elkin and Pilot Centers of the Community College were established in Elkin and Pilot Mountain through the cooperative efforts of the College, communities and private foundations

Within a seventy-five minute drive, residents have many other opportunities to attend institutions of higher learning. These institutions not only provide a broad range of programs for individual students but also present excellent opportunities for professional partnerships that can benefit businesses and agencies within Surry County. With a rich diversity in higher education opportunities within and in close proximity to Surry County, community leaders will be well positioned to promote an increased proportion of County residents with degrees in higher education. This will make the County more competitive in an economy that is demanding higher skill levels in technology, management and services.

Parks

In recent years Surry County and its communities have developed excellent park properties, significantly improving recreation options for county citizens. Fisher River Park, located northwest of Dobson, is the centerpiece of the county park system, offering 100 acres with several playing fields, walking and biking trails, and a relaxed riverside atmosphere. The county

continues to maintain extensive parks and greenways systems, and to implement master plans adopted for these purposes in late 2005. Recently opened community parks in the Shoals and Mountain Park areas are also very popular and provide a great value to those communities.

3.10 TRANSPORTATION

Roads

Surry County has a roadway system with many roads and several different classifications, sufficient to meet the needs of a rural County with plans for appropriate growth. The County adopted a Comprehensive Transportation Plan (CTP) in 2012, developed by the North Carolina Department of Transportation, Transportation Planning Branch. Land Use Plan 2020 accordingly endorses the CTP and encourages diligent review for consistency with its recommendations as the county considers new development proposals during the planning period.

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is a seven-year project document that lists the major transportation improvement priorities that the North Carolina Department of Transportation has planned. Below are the four major roadway projects identified in the 2007-2013 TIP, and by the previous edition of this Plan:

1. U.S. 52 from NC 65 in Winston-Salem to I-74 in Surry County - Upgrade to Interstate standards (TIP Project #R-3441). **This project is identified as 'Post Years', which means that funding has not yet been established for this project.**
2. NC 268, from Pilot Mountain, Key Street to SR 2048 (Shoals Road) - Widen to a five-lane curb and gutter facility (TIP Project #R-3605). **This project is identified as 'Post Years'.**
3. NC 268, from east of Veneer Street in Elkin to SR 2048 (Shoals Road)/SR2099 (Barney Venable Road) in Pilot Mountain - Upgrade Roadway and provide turn lanes (TIP Project #R-3423). **This project is identified as**

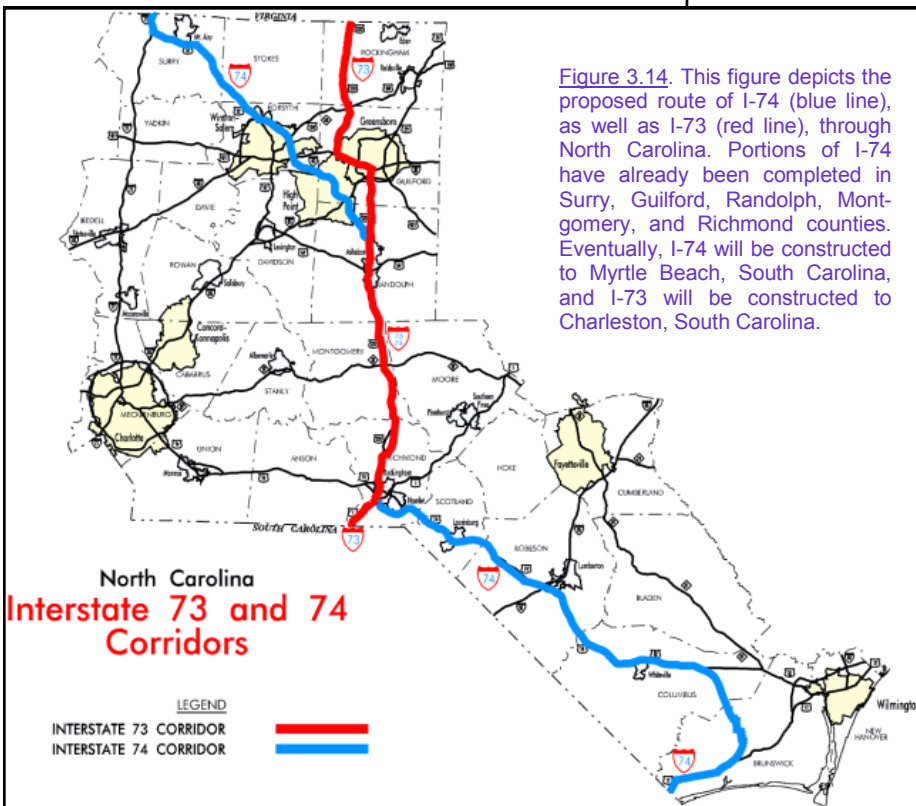


Figure 3.14. This figure depicts the proposed route of I-74 (blue line), as well as I-73 (red line), through North Carolina. Portions of I-74 have already been completed in Surry, Guilford, Randolph, Montgomery, and Richmond counties. Eventually, I-74 will be constructed to Myrtle Beach, South Carolina, and I-73 will be constructed to Charleston, South Carolina.

‘Post Years’.

4. NC 268 Bypass, Pilot Mountain, from south Key Street to Old 52 - Construct a two-lane facility on multi-lane right of way, new location TIP Project #R-2640). **This project is identified as ‘Post Years’.**

While some improvements along these routes have been made, including roundabouts at the entrance/exit ramps at Highways US52 and NC268, major funding for the larger projects remains on hold, and the 2012 CTP (see above) has excluded the Pilot Mountain Bypass project (#4), after stakeholders and town officials reassessed its need during that planning process.

Transportation Affiliations

Piedmont Authority for Regional Transportation

Surry County is a member of the Piedmont Authority for Regional Transportation (PART). PART is charged with promoting regional

Figure 3.15. Airports Servicing Surry County

Name	Location	Run-ways	Users
Mount Airy-Surry County	Mount Airy	1	Private
Elkin Municipal	Elkin	1	Private
Smith Reynolds	Winston-Salem	2	Private
Piedmont Triad International	Greensboro	3	Public
Charlotte Douglas International	Charlotte	3	Public

Source: Surry County Planning and Development Department

cooperation in creating better transportation solutions for the region. PART, which was created by the North Carolina General Assembly, covers a twelve County region.

PART provides a number of services to its member counties. Surry County currently has a number of residents participating in PART’s ride sharing program. Participation has been so successful, PART has constructed two park-and-ride lots within the Town of Pilot Mountain, adjacent to US 52, to service those individuals commuting to Winston-Salem, and in south Mount Airy, also near US 52. PART began providing ‘Express Bus’ service to the County in 2006. They are able to provide express bus services to Surry County with funding received from a 5% tax on all rental vehicle transactions.

PART’s long-term goals include commuter rail service to it’s member counties, initially beginning with the urban counties. The location of park and ride lots as well as express bus access point locations are vital to establishing demand for future commuter rail service in the rural member counties.

Rural Planning Organization

Surry County is a member of the Northwest Piedmont Rural Planning Organization (RPO), along with Davie, Stokes, and Yadkin counties. The RPO is the transportation planning organization for the above counties, as well as municipalities within those counties that are not within the Forsyth Metropolitan Planning Organization (MPO). The purpose of the RPO is to facilitate coordination between its members in promoting important transportation projects as a region. This coordination process provides an additional outlet for local governments to promote needed local projects to NCDOT.

Yadkin Valley Scenic Byway

In coordination with the Northwest Piedmont Rural Planning Organization, Surry County, Davie County, and Yadkin counties submitted an application to the NC Department of Transportation for the designation of a scenic byway to connect the towns of Mocksville and Mount Airy. The byway, approved and designated by NCDOT in 2009, connects the many vineyards and wineries located in the these three counties, and links the following sites and vineyards in Surry County: Village of Rockford, Stony Knoll Vineyards, Shelton Vineyards, Round Peak Vineyards, Old North State Wine Cooperative, Edwards-Franklin House, Black Wolf Vineyards, Kapps Mill, Pilot Mountain State Park, and downtown Mount Airy. Maps of the byway are available from the County and from NCDOT, and signage has been installed to guide visitors along the route.

Proposed Regional Transportation Improvements

A number of transportation projects planned and/or slated for our region will have a significant impact on the economic future of Surry County.

United States 52 (Future Interstate 74) - The upgrade of United States 52 (US 52) between Interstate 74 (I-74) and Exit 118 in Forsyth County to interstate standards is one of a number of critical projects that will continue the facilitation of I-74 thru North Carolina. Currently, portions of I-74 are open throughout North Carolina, however the section

Figure 3.16. Surry County Fire Districts and Fire Protection Class (ISO) Ratings, September 2011

DISTRICTS	RATING
Ararat	9
Bannertown	9\5
CC Camp	9
Central Surry	9
Dobson	5
Elkin	6
Four Way	9
Franklin	6
Mount Airy	3
Jot-Um-Down	9
Mountain Park	9
Pilot Knob	6
Pilot Mountain	5
Pine Ridge	9
Shoals	9
Skull Camp	7
South Surry	9
State Road	9
Westfield	9
White Plains	9

between Surry County and Guilford County is incomplete. The Northern Beltway project (see below) and the upgrade of US 52, south of the Mount Airy-Surry County Airport, are critical projects in establishing a continuous flow from the Virginia state line to the City of Rockingham. Once these improvements are completed, and I-74 is extended from Rockingham to Myrtle Beach, South Carolina, the interstate will be completed in North Carolina.

Northern Beltway (Forsyth County) — This project is a planned loop around Winston-Salem. The eastern portion of this project is slated to become a part of the Interstate 74 (I-74) corridor and would provide a critical link between US 52 and US 311, two existing roadways that are a part of the I-74 network. Once I-74 is completely constructed, it will connect Davenport, Iowa to Myrtle Beach, South Carolina, providing travelers access to Surry County and its wealth of resources. This project is as important to Surry County as any planned project within the County. As of September 2011, NCDOT had not

determined a property acquisition timetable for this project. The state agency projects a total project cost of \$1.08 billion. On Nov. 26, 2008, a corridor protection map for the eastern section of the Beltway (from U.S. 52 to U.S. 311) went into effect, restricting development along the proposed route. Legal, environmental and funding issues have combined to push back tentative construction start projections to around 2014.

Air Transportation

Surry County is home to two airports: Mount Airy-Surry County Airport and Elkin Municipal Airport.

The Mount Airy-Surry County airport is operated by an authority appointed by the County Commissioners. As of autumn 2011, this authority had acquired about 50 acres adjoining to the north, and was in the latter stages of preparation for a \$14 million expansion, lengthening runways from 4,300 feet to 5,000 feet, widening and adding taxiing space, and expanding the terminal area. The expansion requires relocation of Holly Springs Church Road to the north of the airport to be completed in 2012. The accommodation of larger corporate clients and aircraft is projected to enable a significant acceleration of economic development in the County upon project completion in or around 2015.

Elkin Municipal Airport is owned and operated by the Town of Elkin, and its land is an annex of the Town, therefore is not a part of the County's planning area. The County provides partial funding along with each municipality, which is also combined with federal funding from many different levels, to provide for operating costs for these facilities. Both airports house private aircraft and refueling facilities, but do not offer commercial passenger airline service. Smith Reynolds Airport in Winston-Salem offers services for private aircraft and can accommodate larger aircraft than those located in Surry County. Smith Reynolds does not offer commercial passenger service. Within 90 miles of Surry County are two international airports that offer commercial passenger service: Piedmont Triad International (PTI) in Greensboro and Charlotte-Douglas (CHA) International.

State Bicycle Route

Surry County currently has one state-designated bicycle route: the North Line Trace, NC Bicycle Route 4. This designation allows the location of the route to carry more bicycle traffic than other facilities. The segments of Route 4 are listed below:

- SR 1315 (Zephyr Mountain Park): from Alleghany County line to SR 1001;
- SR 1001 (Zephyr Road): from SR 1315 to SR 1110;
- SR 1110 (Twin Oaks Road): from SR 1001 to SR 1100;
- SR 1100 (Caves Mill Road): from SR 1110 to SR 1003;
- SR 1003 (Siloam Road): from SR 1100 to SR 2019;
- SR 2019 (Ararat Road): from SR 1003 to SR 2022;
- SR 2022 (Toms Creek Road): from SR 2019 to SR 2024;
- SR 2024 (Toms Creek Road): from SR 2022 to NC 268; and
- NC 268: from SR 2024 to Stokes County line.

Surry County Scenic Bikeway

Between the dates May 20, 2004 and July 12, 2004, the County and four municipalities adopted the Surry County Scenic Bikeway. The route entails a total of 470 miles of secondary roads that have a scenic quality dedicated for use by cycling enthusiasts. The route was chosen by a committee consisting of NCDOT, cyclists, municipal representatives, and County representatives. The primary purpose of the bikeway is to promote tourism. The Northwest Piedmont Rural Planning Organization (RPO) adopted the plan on November 20, 2004. Directional signage along this bikeway was installed by the County in 2010-2011

Rail and Bus

Rail service is operated throughout the County by Yadkin Valley Railroad. This service is primarily used for freight transfers, and does not include passenger transportation. Amtrak in High Point provides passenger rail service to Surry County residents. Trains travel through the County on a daily basis carrying cargo to much of the east coast. This form of transportation has been in the County for over a century.

A bus depot operated by Greyhound Bus Lines is located at 933 West Pine Street, Mount Airy. It operates on a weekly schedule, with approximately 5 stops in the average week.

3.11 FIRE

Surry County is served by a comprehensive network of fire departments, most of which rely on volunteers for staffing. The amount a property owner pays for fire or homeowners insurance depends on the insurance

classification or rating assigned to the fire department that protects the fire district. An area that has no fire protection will receive a rating of 10. Typically rural areas that lack municipal water and are served by volunteer fire departments receive a rating of 9. The rating difference can mean a savings of 25% on homeowners insurance. Municipal fire departments that have access to urban services typically receive ratings below 6. This lower rating can result in an additional savings of 25%. The County's 2011 fire department ratings are shown in Fig. 3.16,

3.12 ELECTRICITY/TELEPHONE/NATURAL GAS

Duke Power Company and the Surry Yadkin Electric Corporation provide electricity to Surry County. Two providers, Sprint and Surry Telephone, furnish telephone services to County residents, with Surry Telephone also providing broadband and internet access to County residents. Wireless communication services are provided by a number of providers such as Carolina West, Cingular, Nextel, and Sprint, to name a few. Natural gas services are contracted to Frontier Natural Gas, which plans to serve the entire County in the near future.

3.13 SOLID WASTE

Surry County has one landfill that is owned and operated by the county. The landfill was completed in 1998 for use by the county and its residents. It is located south of Interstate 74 on Landfill Road, and can be easily accessed by anyone in the county. Since 2006 The County has acquired about 300 acres around the landfill for expansion and buffering. The Department of Public Works, which operates the landfill, has nine full-time employees, and an additional 46 part-time employees.

As an additional measure to preserve air quality and fuel costs, the County's Public Works department initiated a program at the landfill in 2011, in partnership with a private firm, to capture the methane gas produced on the site as a by-product of solid waste collection.

In addition to the landfill, there are an additional 12 convenience centers located throughout the county for waste disposal and recycling. These sites deal directly with the disposal of household garbage and the recycling of numerous products including white paper, newspaper, brown paper, glass, and plastic products. The county encourages recycling and has had good success with these services, but does not require citizens to use the recycling program.

CHAPTER 4. CURRENT DEVELOPMENT POLICIES

Surry County currently has two major ordinances that regulate the development of land: the Zoning Ordinance and Subdivision Ordinance. Since the 2006 edition of this plan, watershed and flood damage prevention regulations have been incorporated into the zoning ordinance as amended articles. In addition to this land use plan, the County has a number of additional planning documents affecting various areas of the County. This section summarizes each of these ordinances and planning documents.

4.1 ZONING ORDINANCE

Surry County currently administers a zoning ordinance countywide. This ordinance was adopted in 2001 and underwent a major revision in January of 2006. Since 2006, subsequent amendments to the ordinance have been adopted to adjust regulation of certain types of development or land use, including stream buffers, the Mount Airy Airport Overlay District, flood damage prevention, planned residential conditional zoning districts, kennels, junkyards, open storage of junked vehicles, and building height requirements. The ordinance applies to the entire County, with the exception of the four municipal planning jurisdictions. Prior to 2001, the County administered the Mount Airy Fringe Area Zoning Ordinance which applied to areas that were roughly one-mile outside the city limits of Mount Airy. This ordinance was adopted in 1964 and was repealed in 2001 when countywide zoning was enacted and Mount Airy exercised its extraterritorial jurisdiction powers.

General Information

From the attention given the subject by legal writers and in court decisions, it is clear that confusion exists as to the distinction between "planning" and "zoning." In reality, zoning is one of many legal and administrative devices by which plans may be implemented. Most of the confusion has resulted from the fact that many jurisdictions nationwide have adopted zoning ordinances before embarking on full-scale planning. From this history we have learned that a zoning code cannot be fully validated without a thorough and well-documented prior planning process.

Zoning is essentially a means of insuring that the land uses of a community are properly situated in relation to one another, providing adequate space for each type of development. It allows the control of

development density in each area so that property can be adequately serviced by such governmental facilities as the street, school, recreation, and utility systems. This directs new growth into appropriate areas and protects existing property by requiring that development afford adequate light, air and privacy for persons living and working within the community.

Zoning is the most commonly-used legal device available for implementing the land use plan of a community. Zoning typically involves the division of a County (or other governmental unit) into zones, or districts, and the regulation within those districts of:

1. The height and bulk of buildings and other structures;
2. The area of any lot that may be occupied and the size of required open spaces;
3. The density of population; and most significantly,
4. The use of buildings and land for trade, industry, residence or other purposes.

Of major importance for the individual citizen is the part zoning plays in stabilizing and preserving property values. It affects the taxation of property as an element of value to be considered in assessment. Ordinarily, zoning is only indirectly concerned with achieving aesthetic ends, although there has been an increasing tendency to include within zoning ordinances provisions, which are most solidly based on "general welfare" concepts.

Zoning does not regulate the materials or the manner of construction of a building; these are covered by the building code. A zoning ordinance may not be properly used to set minimum costs of permitted structures, and it commonly does not control their appearance. However, appearance may be addressed in a zoning code, especially in terms of landscaping specifications; and there are many examples, particularly in unified development codes combining all land use regulations, where design and appearance standards are effectively regulated in conjunction with zoning.

The zoning ordinance does not regulate the design of streets, the installation of utilities, the reservation or dedication of parks, street rights-of-way, and school sites, and related matters. These are controlled by subdivision regulations and possibly by an official map preserving the beds of proposed streets against encroachment. The zoning ordinance should, however, be carefully coordinated with these and other control devices. It is becoming more common for the provisions of many of these separate ordinances to be combined into a single

comprehensive ordinance, usually called a land development control ordinance.

County zoning may not regulate bona fide farming operations in North Carolina. This exemption is defined in the enabling statutes, which states in reference to County zoning that ".These regulations may not affect bona fide farms, but any use of farm property for non-farm purposes is subject to regulation. Bona fide farm purposes include the production of crops, fruits, vegetable, ornamental and flowering plants, dairy, livestock, poultry, and all other forms of agricultural products having a domestic or foreign market". (G.S. 153A 340).

Overlay Zoning and Corridor Zoning

Overlay zoning districts can be used by local governments to supplement existing zoning. Surry County currently administers overlay zoning in relation to watersheds, flood hazard areas, its two public airports, and along US 52 to prohibit billboards. This type of regulation typically is implemented to add specificity with regard to certain land uses, in addition to the standards of the underlying zone.

4.2 SUBDIVISION REGULATIONS ORDINANCE

A subdivision ordinance applies throughout Surry County's planning jurisdiction. This ordinance was adopted in 1964 and had since been amended in 1980, 1983 and 1999. This document has recently undergone major revisions, which include requirements that all roads be constructed to NCDOT standards, all new housing must be constructed with permanent foundations and underpinning, environmental impact analysis for new developments and the creation of a subdivision administrator.

General Information

Subdivision regulations are locally-adopted laws governing the process of converting raw land into building sites. They normally accomplish this through plat approval procedures, under which a developer is not permitted to make improvements or to divide and sell his land until the governing body or planning board has approved a plat (map) of the proposed design of the subdivision. The approval or disapproval of the local government is based upon compliance or noncompliance of the proposal with development standards set forth in the subdivision regulations. In the event that the developer attempts to record an unapproved plat with the local registry of deeds or to sell lots by reference to such a plat, he may be subject to various civil and criminal penalties.

Subdivision regulations may serve a wide range of

purposes. To the health officer, for example, they are a means of insuring that a new residential development has a safe water supply and sewage disposal system and that they are properly drained. To the tax official they are a step toward securing adequate records of land titles. To the school or parks official they are a way to preserve or secure the school sites and recreation areas needed to serve the people coming into the neighborhood. To the lot purchaser they are an assurance that he will receive a buildable, properly oriented, well-drained lot, provided with adequate facilities to meet his day-to-day needs, and a property whose value will hold up over the years.

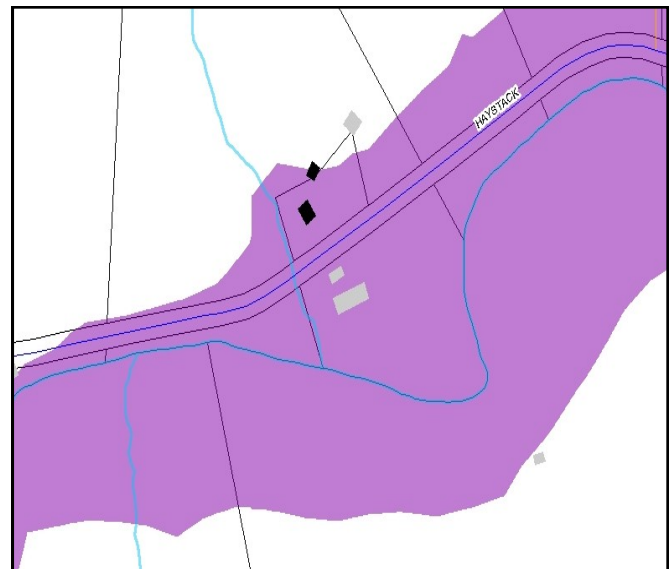


Figure 4.2. One of the primary focuses of the Hazard Mitigation Plan is to relocate structures located within a flood zone. The picture above depicts several structures (colored black and gray) located within a 100-year flood zone (colored purple) along the Mitchell River.

Subdivision regulations enable the County to coordinate the otherwise unrelated plans of a great many individual developers, and in the process to assure that provision is made for such major elements of the land development plan as rights-of-way for major thoroughfares, parks, school sites, major water lines and sewer outfalls, and so forth. They also enable the County to control the internal design of each new subdivision so that its pattern of streets, lots and other facilities will be safe, pleasant, and economical to maintain.

From the standpoint of the local governing board, subdivision regulations may be thought of as having two major objectives. First, these officials are

interested in the design aspects of new subdivisions. Second, they are interested in allocating the costs of certain improvements most equitably between the residents of the immediate area and the taxpayers of the County as a whole. When subdivision regulations require a developer to dedicate land to the public or to install utilities or to build streets, they represent a judgment that the particular improvements involved are (1) necessary in a contemporary environment and (2) predominantly of special benefit to the people who will buy lots from him (presumably at a price sufficient to cover the cost of these improvements) rather than of general benefit to the taxpayers of the County as a whole. The North Carolina General Statutes allow a County to enforce subdivision regulations for limited sections of its territorial jurisdiction if it also zones those areas. Otherwise, the regulations must be enforced for its entire jurisdiction. Refer to G.S. 153A-330 through 335 for additional information relating to County-level subdivision regulations.

4.3 WATERSHED PROTECTION

A watershed protection ordinance was adopted in 1993 and amended in 1997 and 2000. The ordinance is now incorporated as an article of the Zoning Ordinance, and applies to all of the designated public water supply watersheds throughout the County (excluding municipal jurisdictions).

General Information

Watershed regulations limit the development density of land in an effort to reduce the degradation of drinking water supplies. The location of the eight watersheds creates significant development constraints for the County (see the county's watershed map on the following page). For example, within the WS-II watershed overlay district, single-family residential development may not exceed two dwelling units per acre (as defined on a project by project basis), no residential lot can be less than ½ an acre (except in an approved cluster development), and when public sewer is not available, the minimum lot size is 40,000 square feet, larger than the normal minimum area. Other residential developments (multi-family) and non-residential developments cannot exceed twenty-four percent (24%) built-upon area except that 5% of the balance of the watershed may be developed for non-residential uses up to a 70% built-upon area.

With the 10/70 Provision, a local government can use 10% of the non-critical area of each watershed within its jurisdiction for new development and expansions to existing development up to a 70% built-upon area limit -- without stormwater control -- if using the low-density option throughout the remainder of the watershed. Local governments "swap" publicly

owned, flood-prone, or otherwise undevelopable land in order to target growth at a higher density for elsewhere within the watershed. The County, for example, could potentially swap "watershed development rights" between high growth and low growth areas in the County.

4.4 MOUNTAIN RIDGE PROTECTION ORDINANCE

Adopted in 1983 and applied throughout the County's jurisdiction, the Mountain Ridge Protection Ordinance manages development on mountain ranges that are five hundred (500) feet or more above the elevation of the adjacent valley floor. The County's current zoning ordinance references the Mountain Ridge Protection Ordinance in dealing with development proposals, such as wind energy facilities, that may impact the scenic viewsheds or disrupt the natural state of these ridges.

4.5 SMALL AREA PLANS

This document details the desired future land uses in the vicinity of the following interchanges: I-77/Zephyr Road, I-77/NC 89, I-74/NC 89, I-74/Red Brush Road, I-74/US 601, I-74/Park Drive, US 52/Holly Springs Church Road, and US 52/Cook School Road. These eight interchanges fall within the jurisdiction of Surry County. An additional interchange, US 52/Pilot Mountain State Park, was not addressed in this study based on the desire that it remain undeveloped to compliment the primary entrance to the State Park. All major transportation interchanges present particular challenges in planning and development. The areas addressed in these plans are recognized by county leaders as those most deserving of special attention.

The Planning Board utilized many tools, factors, and strategies approved by county officials and agencies to compose the future land use schemes recommended for these respective interchanges. The primary factor in developing these schemes was the *Surry County 20-Year Water and Sewer Capital Improvements Plan*. This document provides insight into the schedule of extending these services throughout the County, especially to the areas addressed in the Small Area Plans. Each interchange addressed in this study, with the exception of I-74/Red Brush Road, are scheduled to receive water and sewer services. The ability to accommodate commercial and industrial growth, especially of a dense nature, is often dependent upon the existence of public water and sewer services, as well as excellent vehicular access typically found at major highway interchanges. It is a reasonable expectation that future demand for commercial and/or industrial

development will continue to target these selected locations.

The Small Area Plans were adopted on May 29, 2003. These remain conceptually unchanged, except for updates on water/sewer availability, after review during the Land Use Plan update process in 2011-2012. One Small Area Plan has also been revised to document the satellite annexation by the Town of Dobson of land on the eastern side of the I-77/Zephyr Road interchange area, and the provision of public water and sewer service by Dobson to its new annex.

4.6 STATE ROAD COMMUNITY DEVELOPMENT PLAN

The State Road Community Development Plan was developed to insure that future development occurs in an orderly pattern that is complimentary to the character of the State Road community. In the summer of 2004, representatives of the State Road community requested assistance from Surry County to develop a plan to address the future development of their community. The County agreed to help in this process and appointed a steering committee comprised of State Road citizens and the Surry County Planning Board, which began meeting in the fall of 2004. The Surry County Planning and Development Department and the North Carolina Division of Community Assistance, Winston-Salem Regional Office, provided technical assistance and resources. The State Road Community Development Plan was adopted by the Board of Commissioners on August 1, 2005.

4.7 INTERSTATES SITE ASSESSMENT and MASTER PLAN

In 2004, the Surry County Planning and Development Department agreed to prepare an economic development master plan for an unincorporated rural community in northwestern Surry County. The planning area consists of the properties near the interchanges of Interstate 74 and Interstate 77, where these major highways intersect with North Carolina Highway 89, approximately four miles south of the North Carolina and Virginia state line. The Planning and Development Department undertook this study with the mission of helping property owners of the area bring their land to its highest and best economic use through the application of both traditional and innovative planning and development principles. While assisting the property owners to develop plans for their specific area, the Surry County Planning and Development Department planning team decided to fully document their work so that it could serve as a model planning and development guide for the numerous interchange areas in North Carolina and

throughout the rest of the nation that are still undeveloped or only partially developed. The Planning and Development Department enlisted the assistance of the following individuals, entities, and agencies:

- Landscape Architecture Program, North Carolina A&T State University
- Division of Community Assistance, North Carolina Department of Commerce
- Division of Tourism, Film, and Sports Development, North Carolina Department of Commerce
- Consultant, MBA Candidate, Babcock School of Management, Wake Forest University
- Adams-Heath Engineering, Galax, Virginia

This plan, therefore, serves a twofold purpose, first, it is the economic development plan for **the communities of Pine Ridge and Round Peak**. The designation selected by the property owners to give their area a specific identity and a unique image for the motoring public, who will be a major component of the area's customer base. Second, the report fully documents the planning principles and procedures that were applied throughout the study, so that other interested communities can use the report as a guideline for similar planning efforts.

4.8 TRANSPORTATION PLANNING

In November of 2003, the Surry County Board of Commissioners adopted the Surry County Thoroughfare Plan. Subsequently, it was adopted by the Board of Transportation in April of 2004. The NCDOT Statewide Planning Branch drafted the plan in coordination with the Surry County Planning and Development Department. The plan makes a number of recommendations on how to improve the County's major roadways in the future and will be used in prioritizing projects. In 2011 NCDOT began updates and refinement of many of these recommendations in a planning process that included the County's municipalities and all forms of transportation infrastructure. The resulting Comprehensive Transportation Plan (CTP) was adopted in early 2012 (see also page 41).

These studies identify existing and future deficiencies in the transportation system of an area and determine potential need for new facilities. The objective of thoroughfare planning is to enable the transportation network to be progressively developed to adequately meet the transportation needs of a community or region as land develops and traffic volumes increase.

Through proper planning for road development, costly errors and needless expenses can be averted. Thoroughfare planning is a tool that can be used by local officials to plan for future transportation needs, as well as minimize negative impacts on the environment and the County.

4.9 20-YEAR WATER and SEWER CAPITAL IMPROVEMENTS PLAN (CIP)

Surry County's Water and Sewer Capital Improvements Plan (CIP) was first developed in 2001, and was revised in December 2007, by an independent engineering firm to provide Surry County, the City of Mount Airy, and the Towns of Dobson, Elkin, and Pilot Mountain a guide for water and sewer projects over a twenty year period. The primary objectives of the plan were to collect and study data on the existing systems and provide a plan to address both existing and future infrastructure needs.

Surry County does not operate a public water and sewer system. The four incorporated municipalities operate individual water and sewer systems to serve their corporate limits as well as surrounding areas.

The Town of Dobson's water system is supplied by a 1.5 MGD surface water treatment plant that utilizes the Fisher River as its supply source. The Town's last major upgrade was in the 1980's and serves approximately 675 customers. The sewer treatment plant has a 350,000 GPD permitted treatment capacity with an average use of 208,000 GPD. The 2007 revised plan identified eight potential water extension projects that would serve 1,232 new customers at a combined cost of \$18,318,000 and a total of four sewer extension projects that could serve 260 new customers at an estimated cost of \$9,560,000.

The Town of Elkin's water system is supplied by a 3.0 MGD surface water treatment plant that utilizes the Elkin River as its supply source. The Town serves approximately 2,100 customers that include a small number of customers in Wilkes County in addition to their corporate limits and adjacent surrounding areas. The sewer treatment plant serves 1,800 customers and has a 1.8 MPD permitted treatment capacity. Elkin has recently teamed with the towns of Jonesville and Ronda, in Yadkin and Wilkes Counties, respectively, to form the Yadkin Valley Sewer Authority, under which those towns send their wastewater to Elkin for treatment. Elkin's treatment plant is being expanded to 2.5 MGD capacity to serve the future needs of the new sewer authority's service areas. The 2007 CIP identified eight potential water extension projects that would serve 1,620 new customers at a combined cost of \$23,082,000 and a

total of four sewer extension projects that could serve 655 new customers at an estimated cost of \$21,521,000.

The Town of Pilot Mountain's water system is supplied by a 1.6 MGD surface water treatment plant that utilizes Tom's Creek as its supply source. The Town serves approximately 1,000 customers. The sewer treatment plant has a 1.5 MPD permitted treatment capacity with an average daily discharge of 411,000. The 2007 CIP identified four potential water extension projects to potentially serve 1,062 new customers at an estimated cost of \$13,813,750. The revised plan identified two potential sewer extension projects that would serve 35 new customers at a combined estimated cost of \$2,893,000.

The City of Mount Airy maintains a water system supplied by two surface water treatment plants with a combined capacity of 8.5 MGD. The plants utilize Stewarts Creek and Lovills Creek as their supply sources. The City serves approximately 5,000 residential and commercial customers within its corporate limits and adjacent surrounding areas. The sewer treatment plant serves approximately 4,000 customers and has a 7.0 MGD permitted treatment capacity. The 2007 CIP identified eleven potential water extension projects that would serve 3,041 new customers at a combined estimated cost of \$29,122,000, and a total of eleven sewer extension projects that could serve 2,227 new customers at an estimated combined cost of \$55,861,000.

Surry County and the four municipalities continue to explore options for public water and sewer extensions to further diversify the customer base and utilization. The 2007 CIP's 20-year planning period identified 31 potential water and 21 potential sewer projects. As local government capital budgets continue to tighten, efforts are ongoing to pursue outside funding assistance in order to implement future projects that are identified in that plan.

4.10 RECREATION MASTER PLAN

In December of 2005, the Board of Commissioners adopted a Recreation Master Plan and Greenway Plan. The plans were drafted utilizing grant funding from two sources and County matching funds and provides guidelines on the development and expansion of parks in the future throughout the County. The plan includes a focus on water recreation concentrating on the County's major tributaries. The Greenway Master Plan was created as a sister document to the Recreation Master Plan and identifies corridors for future greenway development providing access throughout Surry County.

4.11 ADDITIONAL CAPITAL IMPROVEMENT PLANNING

Capital planning and budgeting help communities provide for the orderly replacement and development of public facilities. To maintain the quality and efficiency of public services such as water and sewer systems, public transportation, schools or recreation, facilities must be replaced or upgraded periodically. New buildings or equipment are often needed to meet the growth in service demand. Both the replacement and new capital needs must be taken care of within the limited capital resources of the community. A capital planning and budget process helps achieve this purpose -- not by lessening the need for new or replacement facilities or by increasing the resources to meet capital needs, but by setting priorities to meet the most pressing needs first, by submitting projects to several analytic stages to eliminate poor or very low-priority projects, by more careful scheduling to somewhat lower the costs on approved projects, and by providing revenue projections to help a community avoid overextending itself financially in meeting capital needs.

The size or magnitude of capital outlays, their effect on the basic features or development of a community, the fact that capital decisions once implemented are irreversible for a long time, the frequent reliance on bonds to finance capital projects, and the need for orderly replacement and development of capital facilities all help to explain why capital planning and budgeting can be an important decision and management process for local government.

4.12 ENVIRONMENTAL POLICY

On November 6, 2000, the Board of Commissioners adopted the following resolution as recommended by the Natural Resources Committee:

“Whereas, the Board of County Commissioners of Surry County is cognizant of the paramount value of the natural environment, is aware that the natural environment provides the ultimate basis for the continued existence and progress of our species; and

Whereas, the Board of County Commissioners is cognizant of the responsibility of the present generation to all subsequent generations, is aware that subsequent generations will require a sustainable natural environment; and

Whereas, the Board of County Commissioners is cognizant that Surry County remains a mostly rural and agricultural area, blessed with a rich and varied natural environment; and

Whereas, the Board of County Commissioners is cognizant that, because of the pressures of population increase and economic expansion, the natural environment of Surry County may become increasingly stressed.

Now, therefore, be it resolved that the Board of County Commissioners does hereby establish the following Environmental Policy for the County of Surry: To protect and conserve the natural environment of Surry County; and to ensure the sustainability of the natural environment of Surry County, for the benefit of the present and future generations.

Be it further resolved that all existing ordinances, statutes, regulations, and plans (including but not limited to, the Land Use Plan, the Zoning Ordinance, the Manufactured Home and Manufactured Home Park Ordinance, the Junkyard Ordinance, the Natural Areas Inventory, and the Solid Waste Plan), which refer to or significantly affect the natural environment of Surry County, are hereby incorporated into the Environmental Policy and shall be amended as necessary to achieve the aims of the Environmental Policy.”

In its stewardship of the above policy, recent activities of the Surry County Natural Resources Committee include:

- Study of a future public/private composting initiative
- Study of the Elkin Creek Watershed and its future cleanup to improve wildlife habitat and water quality

4.13 HAZARD MITIGATION PLAN

In June of 2001, the North Carolina General Assembly passed Senate Bill 300, an act to amend the laws regarding emergency management as recommended by the Legislative Disaster Response and Recovery Commission. Among other provisions, this bill required that local governments have an approved hazard mitigation plan in order to receive state public assistance funds (effective for state-declared disasters following August 1, 2002). Earlier, in October of 2000, the President of the United States signed into law the Disaster Mitigation Act of 2000 to amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988. This new legislation reinforces the importance of pre-disaster mitigation planning, establishing a requirement that local governments adopt a mitigation plan in order to be eligible for hazard mitigation funding.

Based on these two mandates, it was in the best

interest of Surry County to comply fully with state and federal laws by adopting a Hazard Mitigation Plan. This plan will facilitate management of future development within flood hazard areas, and also will ensure that mitigation opportunities are not lost in the hasty effort to rebuild and recover from the next disaster. The intent of the hazard mitigation plan is to develop, over time, a disaster-resistant community. Surry County adopted its Hazard Mitigation Plan in 2006, drafted by the county's emergency management and planning agencies in coordination with the state emergency management office; and an updated document was finalized for adoption in early 2012.

CHAPTER 5 FUTURE DEVELOPMENT OPPORTUNITIES

5.1 A VISION FOR SURRY COUNTY

In the year 2020 Surry County will continue to benefit from a diversified economy and concentrated residential growth in various areas. The local economy will highlight new and innovative ventures in technology, automotive, light industrial distribution, and service-oriented businesses that cater to consumers and tourists. Most of the industrial parks that were built around the end of the 20th Century will be occupied by high quality industry. Though some of the traditional industry will remain, the citizens of Surry County will ultimately enjoy a greater diversity of employment opportunities. In the year 2030, the County will have approximately 17,000 new residents. The population will have increased from 71,219 in 2000 to approximately 88,514.

In the year 2015, the increase in population and housing, the influx of new industry and the expansion of existing industry will have challenged the County's ability to preserve its rural character in portions of the County. However, a commitment to wise planning and sound growth management will have allowed the County to balance the economic and environmental elements that have contributed to the County's rich quality of life and the emerging tourism industry. With industrial development occurring in planned parks it is possible to insure that residential and agricultural areas are protected from these higher intensity land uses.

It is expected that the residential development patterns that have occurred in the Mount Airy, Pilot, Shoals, and South Westfield Townships, will continue well into the future. The physical locations of these areas, which are around the City of Mount Airy and along the US 52 (Future I-74) corridor, place them as advantageous locations to live for those who work in

the Triad area. The Forsyth County *Legacy Development Guide* identifies areas around the City of King and the town's of Tobaccoville and Rural Hall as locations for future 'suburban neighborhoods' (comparable to *Rural Growth* areas) on their Growth Management Plan map. The *Legacy Development Guide* is the Forsyth County Land Use Plan. These communities also lie within the US 52 corridor and are located in close proximity to the Shoals Township. While the scale and density of development in these areas will be greater than that found in Surry County, growth will continue north along the US 52 corridor out of Forsyth County for some time to come. Surry County will guide development prudently along this corridor, according to availability of public services, by identifying optimal sites and by encouraging build-out of land already under development, along with conservation-oriented subdivision designs for new projects.

Commercial centers will be developed in a manner that is attractive, reduces sprawl and traffic congestion, and allows for the efficient delivery of services. Many residents will have the convenience of working and shopping in suburban areas located near the County's rural areas. Existing community commercial centers will continue to thrive, providing services and shopping to their immediate communities. More intensive commercial areas catering both to County residents and to the traveling public will be clustered along major roadways and at appropriate interstate interchanges, so that adequate access and traffic flow is provided. Commercial areas will be developed and designed in a manner aesthetically compatible with the scenic vistas and natural landscapes surrounding them.

Industrial areas will continue to be situated within or in close proximity to the municipalities based on the availability of public services. Few locations within the County's land use jurisdiction will provide all of the public services usually desired by industrial uses. The County will continue to explore, recognize and identify best options and practices to fund and deliver public services to optimal locations for business and industrial development.

Rural, conservation, and recreation areas will continue to flourish in Surry County. The natural landscape and resources of the County will continue to gain notoriety outside of Surry County. The County's rivers, mountains, trails, gamelands, parkways, byways, vineyards and agritourism operations will entice tourists and residents alike, providing a wealth of outdoor activities; and will continue to make Surry County a desirable destination for recreational travelers.

5.2 GROWTH MANAGEMENT

A variation of the North Carolina Land Classification System shall be used as the basis for determining Surry County's growth strategy over the 10-year planning period. The system contains six broad classes of land, listed below.

- Urban and Suburban Areas — Lands where existing population density is moderate to high and where there are a variety of land uses, which have the necessary public services. These areas primarily encompass the planning jurisdictions of the four municipalities.
- Rural Growth Areas — Lands where local government plans to accommodate medium-density development during the following fifteen-year period and where necessary public services will be provided; these areas will see the highest concentration of development in the County's planning jurisdiction.
- Community Activity Centers — Nodes where development of a non-residential nature may occur to provide services to the surrounding rural or rural growth areas. Generally, these areas do not have access to public services and are located in established communities.
- Historic Areas — Nodes where historic development patterns are evident and preserved to some degree; these areas provide locations for mixed-use type development that is consistent with the patterns of development indigenous to these areas.
- Rural Areas — Lands whose highest use is for agriculture, low-density residential, forestry, mining, water supply, etc., based on their natural resources potential. Also, lands where future needs are not currently recognized.
- Rural Conservation Areas — Scenic, pristine, fragile, hazard, and other lands necessary to maintain a healthy natural environment and necessary to provide for the public health, safety, and welfare.

Surry County's population will continue to grow moderately during the planning period, but the physical character of the county will remain predominantly rural. The majority of its citizens will continue to reside in the unincorporated areas. The growth of residential development and the demands for services will always challenge the rural heritage of

the County. The County will meet this challenge by identifying prime farmland and taking appropriate measures to insure its preservation. Moreover, the County will have taken initiatives to preserve public green spaces and recreation areas, and to encourage compact development patterns wherever feasible that maximize the utility of existing infrastructure.

The County's adherence to sound growth management principles will have resulted in high quality development, which in turn will have led to a healthy tax base. This will allow the County to provide a high level of services to its residents. Services and programs such as public schools, social services and recreation will be more efficient as a result of wise land use policies.

Because there will be segments of the population that do not receive the full benefits of general economic recovery or prosperity, measures will be taken to insure that quality affordable housing is provided. By taking this approach, the County should be able to anticipate and prepare for future development with a reasonable degree of success.

The **Future Land Use Map** [Appendix III-Map #2] and this Plan's Land Classification system [Page 52] can serve as a framework for developing a local growth policy with flexibility at the local level in guiding specific land use.

It is important to remember that the Future Land Use Map, along with this Plan, is meant to be a general guide for future growth, to anticipate, manage and hopefully to direct new development into areas where public services may be most practically provided.

This document and its maps do not carry the enforceable authority of a zoning ordinance or zoning map. State law does require that local governments verbally and transparently address consistency with their adopted plans in the amendment and



5.2.1 CORRIDOR PLANNING

In an effort to bolster the ability of the County to plan for intense development along various transportation corridors, this Section facilitates the identification of nodes for the development of appropriate non-residential land uses which protect and enhance the scenic and aesthetic values of each corridor as well as provide safe conditions for the traveling public. In areas designated as *Commercial Development Areas* on the corresponding Corridor Development Strategies, development should be encouraged to utilize principles identified in Section 5.4.5. The development principles found in this section speak directly to the ability of the County to facilitate better design concepts in planning reviews of proposed developments. These concepts will provide for continuity between parcels as well as prevent constant interruptions in the flow of traffic from adjacent land uses that create heavy traffic volumes.

North Carolina 89 Corridor

Along the portion of North Carolina Highway 89 (NC 89) between the City of Mount Airy’s planning jurisdiction and the area addressed in the Interstate 77/Interstate 74/ North Carolina 89 Small Area Plan (adopted in 2003), a mixture of residential and commercial land uses exist which do not convey an image of continuity. This corridor is illustrated in Figure 5.3. The absence of solid planning by the County in past years is evident with the existence of the broken land use pattern. In addition to the residential and commercial/ industrial land uses along this corridor, the corridor is home to Gentry Middle School and North Surry High School. This section of NC 89 is also identified as West Pine Street and is a part of the Yadkin Valley Scenic Byway.

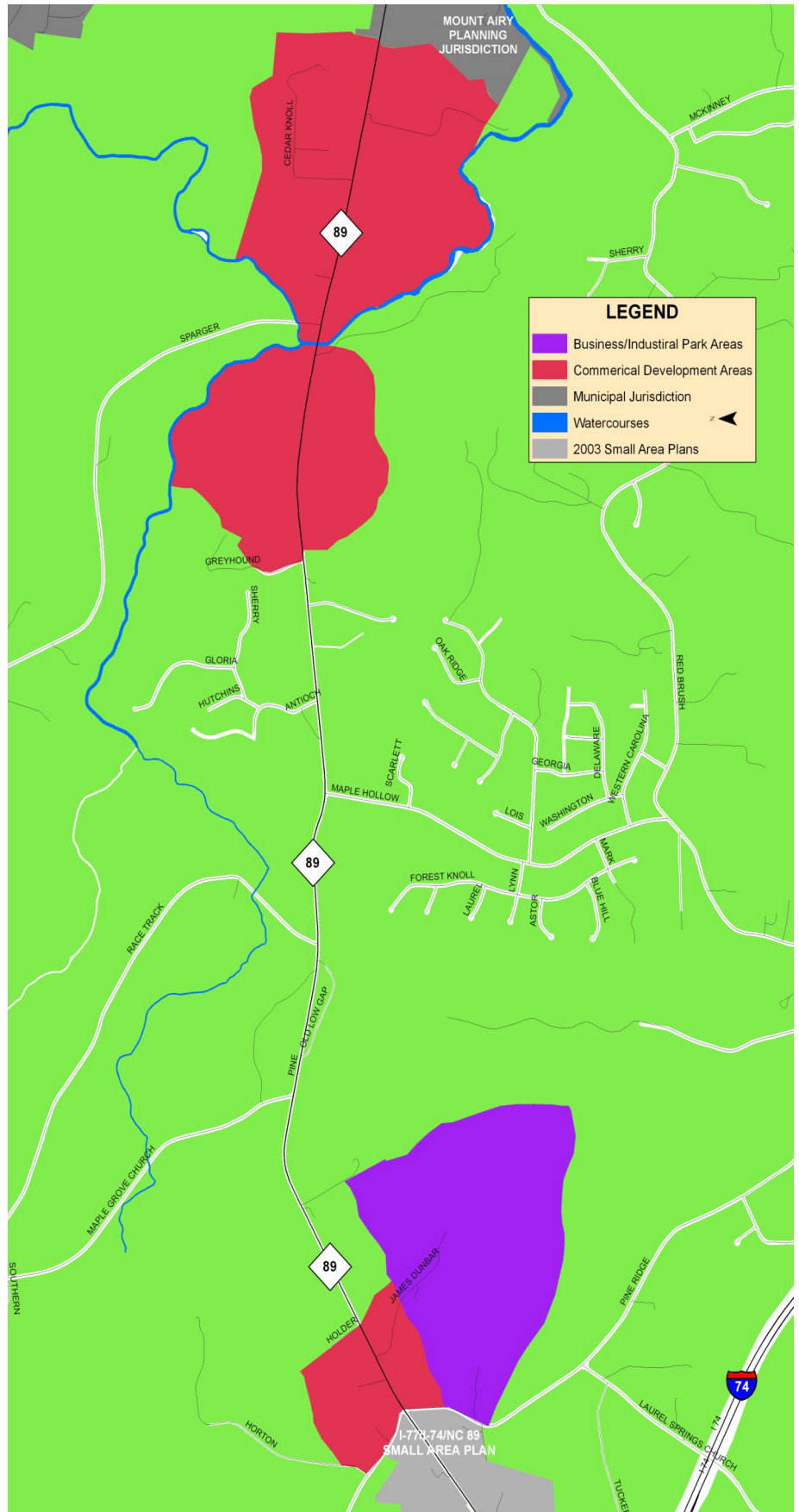


Figure 5.3. NC 89 Corridor Development Strategy

Working with as many existing

commercial land use patterns as possible, two large nodes have been identified as being well-suited for commercial-type development, and one node has been identified as being well-suited for business/industrial park-type development. These areas were identified following a land use study of the corridor.

One commercial development node is located west of the Mount Airy planning jurisdiction and extends west beyond Stewart's Creek, covering an area that contains many existing commercial uses and has available lands for additional commercial development in the future. The second node is located west of the area addressed within the Interstate 77/Interstate 74/North Carolina 89 Small Area Plan and provides an extension of the planned commercial node in the small area plan. This extension covers an area that is partially developed with existing commercial land uses. Finally, to the south of this commercial development node, an area has been identified for future development consistent with industrial-type development. Lands within this area are well-suited for this type of development with a number of parcels currently zoned for industrial land uses.

The primary objective to controlling growth along this corridor is to provide a safe flow of traffic between Mount Airy and Interstates 77 and 74 as well as to prevent strip commercial development along this entire corridor. Water lines from the city to the Interstates area were completed in 2010, and the extension of sewer services along this corridor are being closely studied by the County. With this development underway, the need to manage commercial and residential growth on this section of highway becomes more pronounced. Site-specific plans for adequate spacing and buffering

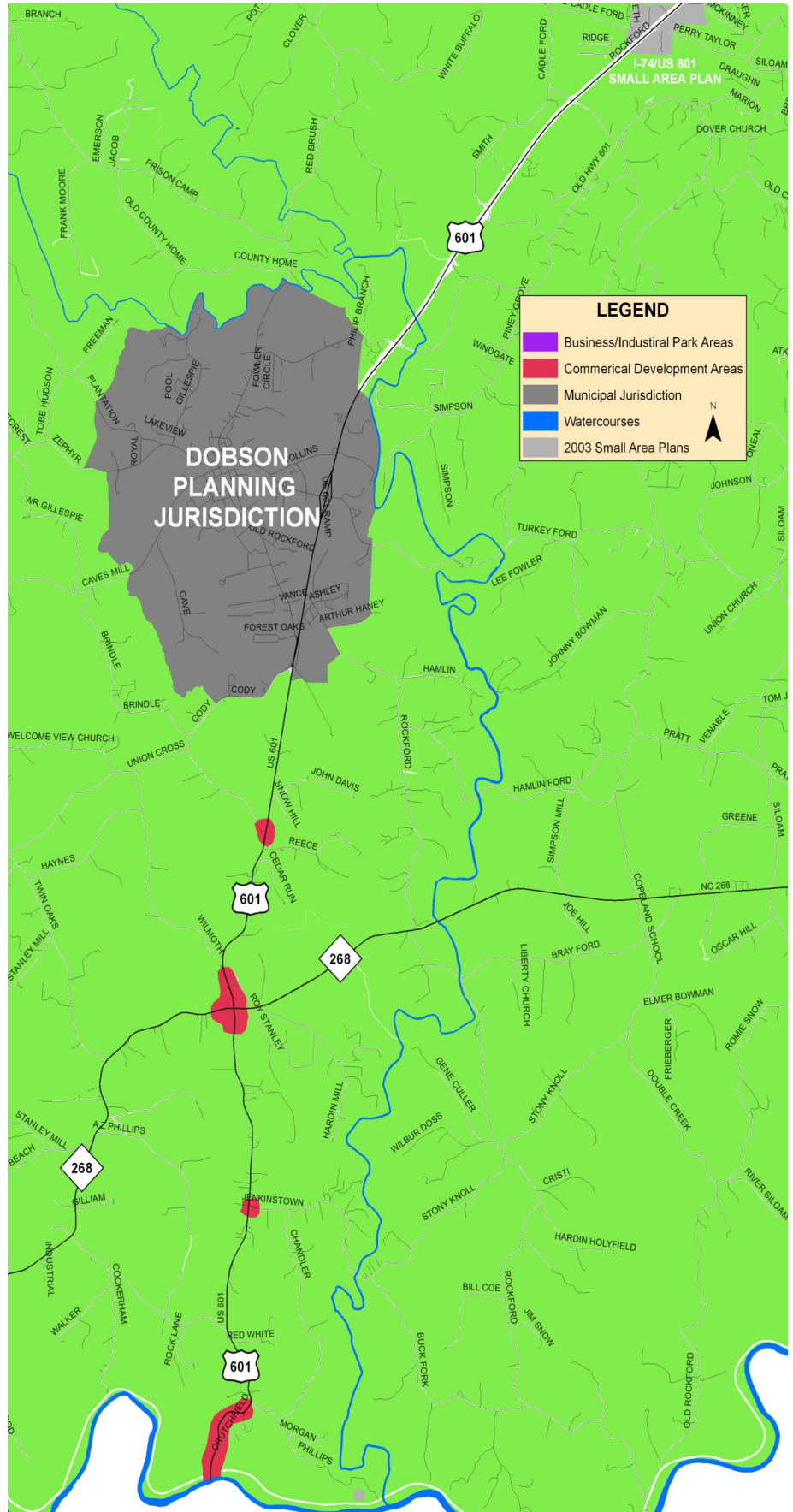


Figure 5.4. US 601 Corridor Development Strategy

between potentially incompatible land uses should be intently studied in all new development proposals along this corridor, which has been termed the western gateway into Mount Airy. Citizens have expressed a desire to maintain an attractive, safe, and welcoming atmosphere for the traveling public along this route.

United States 601 Corridor

The United States 601 (US 601) corridor, illustrated in Figure 5.4, is one of the County's major north-south thoroughfares. The corridor is the major connection between the City of Mount Airy, the County's largest municipality, and the Town of Dobson, the county seat. In addition, the corridor provides access to the more rural south central portion of Surry County, and to the Boonville and Yadkinville areas of Yadkin County. Dobson shares planning jurisdiction with the County along this corridor. The section of US 601 between Mount Airy and Dobson is also identified as Rockford Street.

The area of the corridor between Mount Airy and Dobson has limited potential for new commercial development at major intersections. Commercial growth areas are identified within the Interstate 74/US 601 Small Area Plan (adopted in 2003) as far south as the US 601/Old Cadle Ford Road intersection. The distance between this intersection and the Dobson planning jurisdiction is approximately 4.2 miles. Only one location potentially affords a suitable location for a commercial node and that is the US 601/Old 601 intersection. However, the identification and development of this intersection would marginalize the development of similar land uses within the Town of Dobson where infrastructure and services are readily available to accommodate commercial land uses.



Figure 5.5. Zephyr Road Corridor

South of the Dobson planning jurisdiction there are four identified commercial development nodes. These locations already support commercial operations of various sizes and do serve as suitable locations for additional commercial development. These nodes are as follows: the Cody Trail/US 601 intersection, the NC 268/US 601 intersection (also identified as a *Community Activity Center* on the *Future Land Use Map*), the Jenkinstown Road/US 601 intersection, and a stretch of US 601 from Chandler Road south to the Yadkin River. Each of these nodes provides suitable locations for commercial operations which cater to the surrounding community.

Unlike the southern section of US 601, areas/communities along the northern section are within reasonably close proximity to Mount Airy and Dobson and commercial nodes in those jurisdictions, leaving negligible demand for commercial nodes along this section of US 601.

The portion of US 601 between Fairview and Mount Airy is relatively scenic. The desire exists to protect the viewsheds along this corridor for the traveling public. Especially since the widening of this road is one of the primary objectives of the Thoroughfare Plan. The expansion of this two-lane facility to a four-lane, divided, controlled access facility is recommended.

Zephyr Road Corridor

The Zephyr Road corridor, illustrated in Figure 5.5, is the primary connection between the Town of Dobson (the County seat) and Interstate 77. This roadway is a scenic, winding road that provides picturesque scenes of one of the County's largest agricultural communities and is a part of the Yadkin Valley Scenic Byway.

In November of 2004, the Town of Dobson hosted a charrette that brought together town officials, planners, landscape architects, academics, real estate specialists, tourism specialists, and economic development consultants. The purpose of the charrette was to enable Dobson to capture its share of the budding tourism market in Surry County, which it was not well positioned to do at that time. The charrette centered around the development of downtown but also addressed land use, streetscapes, and gateways. It is in respect to the recommendations about gateways that dictated the proposed development pattern along Zephyr Road. The following is an excerpt from the report issued by the charrette participants in regards to Zephyr Road: *"We believe that among Dobson's greatest assets is the entrance to town via Zephyr Road. While there may be some who would argue that it needs to be widened and/or straightened, we would argue that the very*

experience of driving on that curving road with incredible views serves to create a mindset for visitors of a special place. There are few roads left like Zephyr in other parts of the state and there are plenty of wide, straight roads. This one is a jewel and should be kept in its current form as long as safety is not compromised."

Based on this statement, the following recommendation was issued by the charrette participants: *"We recommend that you work to protect Zephyr Road's configuration and alignment and protect views from the roads as well. We are aware that the town is (planning) to extend water and sewer to Exit 93 area of I-77.....We are more concerned that the extension of water/sewer may also stimulate development along Zephyr Road. We believe that there is not sufficient demand for goods and services to support downtown Dobson, the interchange, and potential strip development along Zephyr Road. Besides wanting to protect the character of the road, if downtown is to have any chance to succeed and continue serving as a market center, then development along the road needs to be limited."*

In 2011, to reinforce this plan's consistency with the above recommendations from the 2004 Dobson charrette, the Surry County Planning Board endorsed an amendment to this plan's **Future Land Use Map** that removes the *Rural Growth Area* designation between Dobson and its new annex at the Zephyr Road/Interstate 77 interchange, and instead designates this corridor as a *Rural Area* (see classification descriptions, Section 5.5). Most of Zephyr Road falls within the County's land use jurisdiction and not that of Dobson. In order to facilitate the implementation of the charrette study by protecting Zephyr Road, the County must continue to work with Dobson to ensure that development along Zephyr Road is controlled to preserve the road's character. Therefore, as shown in Figure 5.5, commercial development along Zephyr Road between the Dobson planning jurisdiction and the area addressed within the I-77/Zephyr Road Small Area Plan should not be allowed beyond what currently exists.

5.2.2 PILOT MOUNTAIN STATE PARK

Possibly the most endangered natural resource in Surry County is Pilot Mountain State Park. The park encompasses Pilot Mountain as well as a section along the Yadkin River, with a five-mile trail corridor connecting the two sections. The Park is located in southeastern Surry County between the Town of Pilot Mountain and the Yadkin River. The proximity of this area to Forsyth County has made it an attractive area for residential development. Primary access to this

section of the County is available from the Town of Pilot Mountain and from Exit 129 (Pinnacle) on US 52. Future development projections in Forsyth County (available from Forsyth County and PART) over the next 20 years show growth continuing to expand north along the US 52 corridor through the Forsyth County Village of Tobaccoville and the Stokes County town of King. The attraction of this area for residential growth is very real, therefore a balance between protection of the viewshed around the State Park and the desire for residential growth should be maintained. New development must be sensitive to the existence of the State Park, balancing conservation and new construction within planned developments, while the State Park should keep its own new development activities (trails, passive recreation) away from close proximity to adjoining property lines. The objective is not to prohibit or curb development in this area of the County, but to implement better planning tools that will assist with future zoning amendments, development plan reviews, and land subdivision approvals conducted by the County.

The first two editions of the *Future Land Use Map* showed much of southeast Surry County as *Rural Growth Areas*. The greatest concentration of residential growth in this area has occurred in the immediate vicinity of Pilot Mountain State Park. Areas along NC 268 (east of the Ararat River), Black Mountain Road, Shoals Road (north of Ellis Hardy Road); and areas east and south of the State Park (between Grassy Creek and Scott Roads north to the State Park) were identified as *Residential Growth Areas*. These areas were considered in 2006 to be likely locations for higher concentrations of residential growth. Another earlier recommendation in this planning process was to restrict development in Southeastern Surry to on-site stick-built and modular housing in major subdivisions. These recommendations remain valid, although due to recent economic shifts and resulting budgetary constraints, the likelihood of provision of urban services to much of this area during the current planning period has decreased. Build-out of existing subdivisions has been much slower than was expected in 2006. These factors, along with the need to protect the natural vistas of the State Park area, prompted the Surry Planning Board to endorse an adjustment to the **Future Land Use Map** that reclassifies a larger portion of the land near the state park as *Rural Areas* (see classification descriptions, Section 5.5). Potential impact on the adjoining properties and on the environment and character of this sensitive area should be carefully considered case-by-case. Consistent with this approach, the *Rural Area* and *Rural Conservation* classifications should not in themselves be considered overriding impediments to any new land development. They are

meant primarily to encourage extra site-specific care in considering new development proposals.

New residential development projects in Southeast Surry County should first target locations already subdivided or already slated for subdivision with preliminary approvals. When new sites are proposed, those located near properties owned by Pilot Mountain State Park should provide conservation measures to buffer its development from protected areas. For this reason, developers should consider the planned residential conditional district (PR-CD) zoning process when proposing major subdivisions/developments in the area.

Residential land uses in the southeastern area of the County must travel north to the Town of Pilot Mountain or south to the City of King to access commercial land uses that support residential living. Community-based commercial land uses that cater to the immediate community should be provided in this section of the County, but should be confined to locations with existing commercial structures and established histories of commercial activity. For example, the vicinity of the Shoals Road and Stony Ridge Road intersection is identified as a *Community Activity Center* on the *Future Land Use Map* on Page 38. This activity center is already home to a number of non-residential land uses that cater to the immediate community such as a community park, community building, fire station, general store, etc. Outside of this activity center, only one other location is appropriate for a cluster of commercial activity. The intersection of Shoals Road and Quaker Church Road is an appropriate location for small-scale commercial activity with one commercial structure in existence at this location. In addition, potential commercial property is available around the Exit 129 (Pinnacle) interchange on US 52 which is in Stokes County. Combined, these locations should provide sufficient area for the development of commercial land uses that cater to the immediate community. Beyond the need for community-oriented business, commercial uses in connection with agritourism and cultural heritage should be permitted on a case-by-case basis to ensure consistency with its associated cultural asset.

In April of 2002, representatives with the State Parks Division presented a study of lands in the vicinity of Pilot Mountain State Park that were crucial to the protection of viewsheds visible from various locations within the State Park. The study identified these lands on a tax parcel level making their identification very simple. It is this study that provided the basis for the creation of the *Rural Conservation* area found in the vicinity of the State Park on the *Future Land Use Map*. The protection of the viewsheds available from

various locations in the State Park is of great importance because it is one of the primary attractions for visitors to the State Park. As shown in Section 2.10, the State Park attracts hundreds of thousands of visitors each year, and is the largest tourist attraction in the County. Undoubtedly, the ability to conserve as much of the viewshed as possible is linked to the continued attraction of visitors to the State Park. Viewshed protection around the State Park has been an ongoing concern in Surry County; in 1999 the Board of Commissioners took steps to protect the State Park, Cumberland Knob and the Raven Knob Boy Scout Reservation from the intrusion of wireless communication towers. These steps have ensured that any new towers within three-miles of these areas be constructed utilizing stealth technology.

Areas designated as Rural Conservation Areas on the **Future Land Use Map** should be conserved to the highest extent possible as they are identified as areas that directly contribute to the viewshed within the State Park. If residential development is permitted within these areas by the County, low-density options should be required, whether through cluster development or large lots development. For this reason, developers should utilize the planned residential conditional zoning process when proposing major subdivisions/developments in this area.

5.2.3 NORTHWESTERN SURRY COUNTY

The area of Surry County that encompasses the communities of Low Gap, Devotion, Mountain Park, and Thurmond is clearly where the Blue Ridge meets the Piedmont Plateau. This area includes a large portion of the County's most scenic vistas and natural assets. This area includes the following resources:

- 6,714 acres of Piedmont Land Conservancy conservation easements;
- Blue Ridge Parkway—Cumberland Knob Recreation Area;
- Delayed Harvest Trout Fishing Area;
- Devotion Estate;
- Edwards-Franklin Historic Area;
- Fisher River;
- Kapp's Mill Historic Area;
- Low Gap Wildlife Club;
- Mitchell River;
- Mitchell River Gamelands;
- Mitchell River Outstanding Resource Watershed (ORW); and

- Raven Knob Boy Scout Reservation.

These assets are a valuable element of both the quality of life and the economic framework in Surry County. They convey a portion of Surry County's story, while acting as economic engines drawing people into the County. Natural resources can be powerful economic engines, as is evidenced by the number of visitors to Pilot Mountain State Park on the opposite side of the County (see page 10). While northwestern Surry boasts a large number of assets compared to other areas within the County, it has the fewest residents per square mile. In addition, the area has a growing number of seasonal residents.

With interest in this portion of the County increasing, efforts to protect the area should be proactive, and the development guidelines in these pages thoughtfully considered. As shown in this Section, 6,714 acres have been conserved and protected, mostly within the Mitchell River ORW. Efforts spearheaded by land owners, the Piedmont Land Conservancy (PLC), and the Surry Soil and Water Conservation District have increased awareness of the importance of protecting natural resources found in this area of Surry County. However, even with these efforts, large tracts of land are still available for purchase and development. Development activities are viable options within northwest Surry County with careful planning and detail-oriented 'green' design concepts.

Commercial development within this portion of the County should be limited to compact areas of existing commercial activity. These areas include the I-77/Zephyr Road interchange west of the Dobson annex, Mountain Park and within the Lowgap commercial node along NC Highway 89. Commercial uses in connection with agritourism and cultural heritage should be permitted on a case-by-case basis to ensure consistency with its associated cultural asset. Commercial activities associated with local vineyards, the Yadkin Valley AVA, and local arts and crafts should also be encouraged.

With the majority of this area located within the *Rural Conservation* category on the **Future Land Use Map**, future residential development should be subject to the development conditions found in Section 5.4 that are applicable. Other than the I-77/Zephyr Road Interchange area, no other lands are designated within the *Rural Growth* category on the **Future Land Use Map** in this portion of the County. In the months leading up to this updated Plan edition, citizens have indicated that preservation of the viewsheds along Zephyr Road between Dobson and the interchange should be given higher priority on the **Future Land**

Use Map. Therefore, the rural growth designation was removed along this corridor in the current edition of the map.

5.2.4 MITCHELL RIVER SPECIAL PLANNING AREA

In the Spring of 2008, representatives from the Mitchell River area requested assistance from Surry County to explore ways to address growth and development in their community. The Mitchell River Special Planning Area is shown on Map [map to be inserted in the plan]. The County agreed to help and the Planning Board appointed a special committee to work on this effort. The Surry County Planning and Development Department and the NC Division of Community Assistance provided technical assistance. In January 2009, a community meeting of citizens from the Mitchell River area revealed that three primary growth management concerns; managed development, river protection/water quality and maintaining scenic views. Based on these issues the committee developed specific considerations and guidelines to be added to the Land Use Plan for the Mitchell River area; the Plan was amended accordingly by the Board of Commissioners in October 2009. In the summer of 2011, citizens attending public input sessions strongly encouraged continuation of these preservation policies in the Mitchell River Planning Area. In addition to the planning adjustments recorded here, this recent planning effort resulted in adoption of an amendment to the Zoning Ordinance text, so that the countywide required buffer prohibiting land disturbance along stream banks was increased from 50 feet to 75 feet along the Mitchell, from Kapp’s Mill upstream to the county line.

These guidelines should be used when considering future development proposals in the Mitchell River Special Planning Area:

Commercial development within the Mitchell River Special Planning Area should be

limited to areas of existing commercial activity.

Dedicated open space should be encouraged within residential development

Large subdivisions (6 lots or greater) should not be encouraged on parcels adjacent to the Mitchell River.

In instances where large subdivisions (6 lots or greater) are granted through the rezoning process open space conservation should be encouraged by either requiring that parcels be at least 5 acres in size or that the open space design provision found in the Surry County Subdivision ordinance is followed.

Requests for conditional uses in the Mitchell River area should be weighed very carefully to insure;

- A. that the use will not materially endanger the public health or safety, if located according to the plan submitted and approved;
- B. that the use meets all required conditions and specifications;
- C. that the use will not substantially injure the value of adjoining or abutting property, or that the use is a public necessity;
- D. and that the location and character of the use, if developed according to the plan as submitted and approved, will be in harmony with the area in which it is to be located and in general conformity with the Surry County Land Use Plan

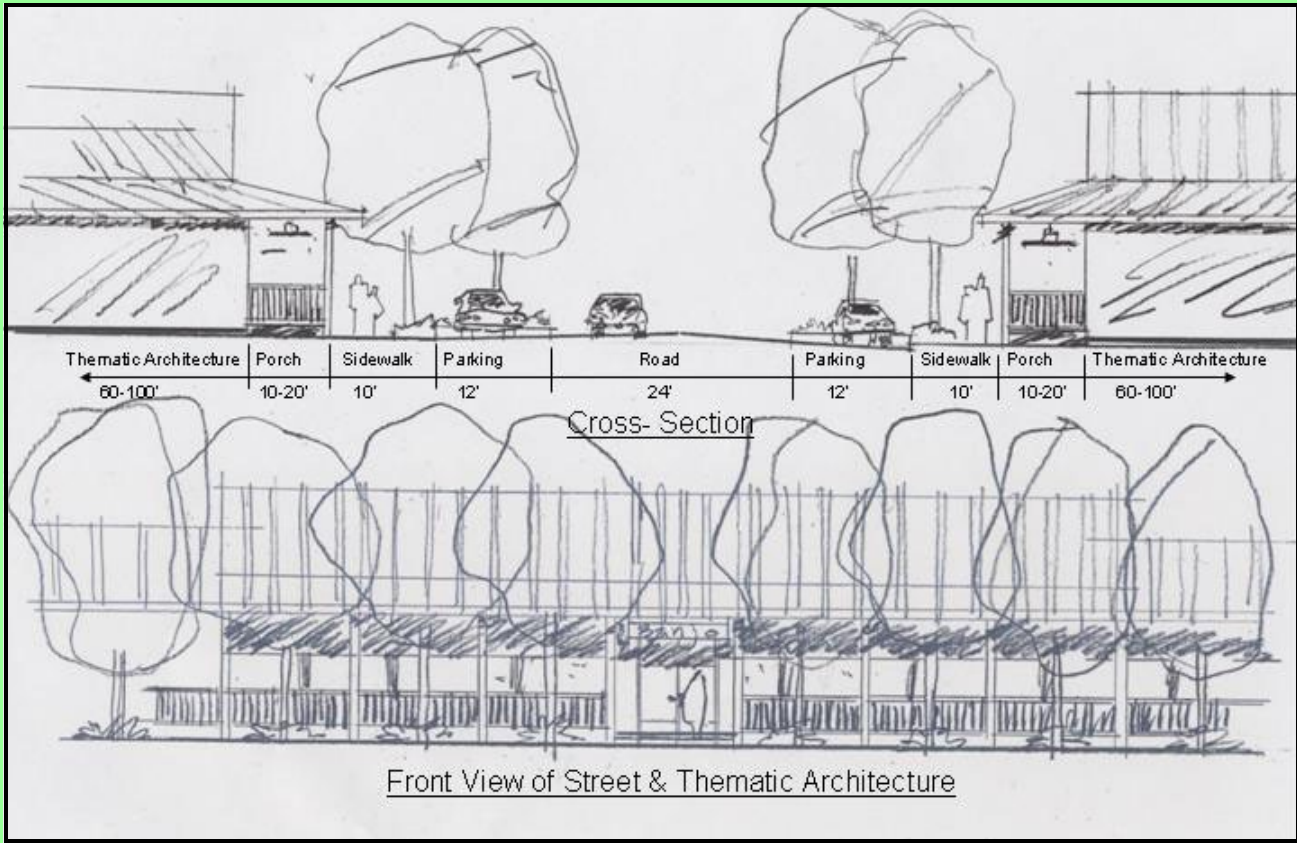
When considering conditional uses criteria should be added to the permit that ensures adequate buffering from adjacent land uses and natural resources, prevention of excessive grading, open space preservation, reduction of lighting and other appropriate criteria.

Dedicated conservation easements along the Mitchell River should be strongly encouraged.



Kapp’s Mill, on the Mitchell River, western Surry County

Figure 5.10. Community Commercial Design Alternative



Source: Perry Howard, Landscape Architecture Program, North Carolina A&T State University, 2005.

administration of their ordinances. However, the facts, guidelines, vision statements and suggestions of this plan should be taken at face value, as part of a common-sense approach to the challenges of land development in Surry County at this time in its history.

5.2.5 RECENT AND ONGOING PLANNING PROJECTS

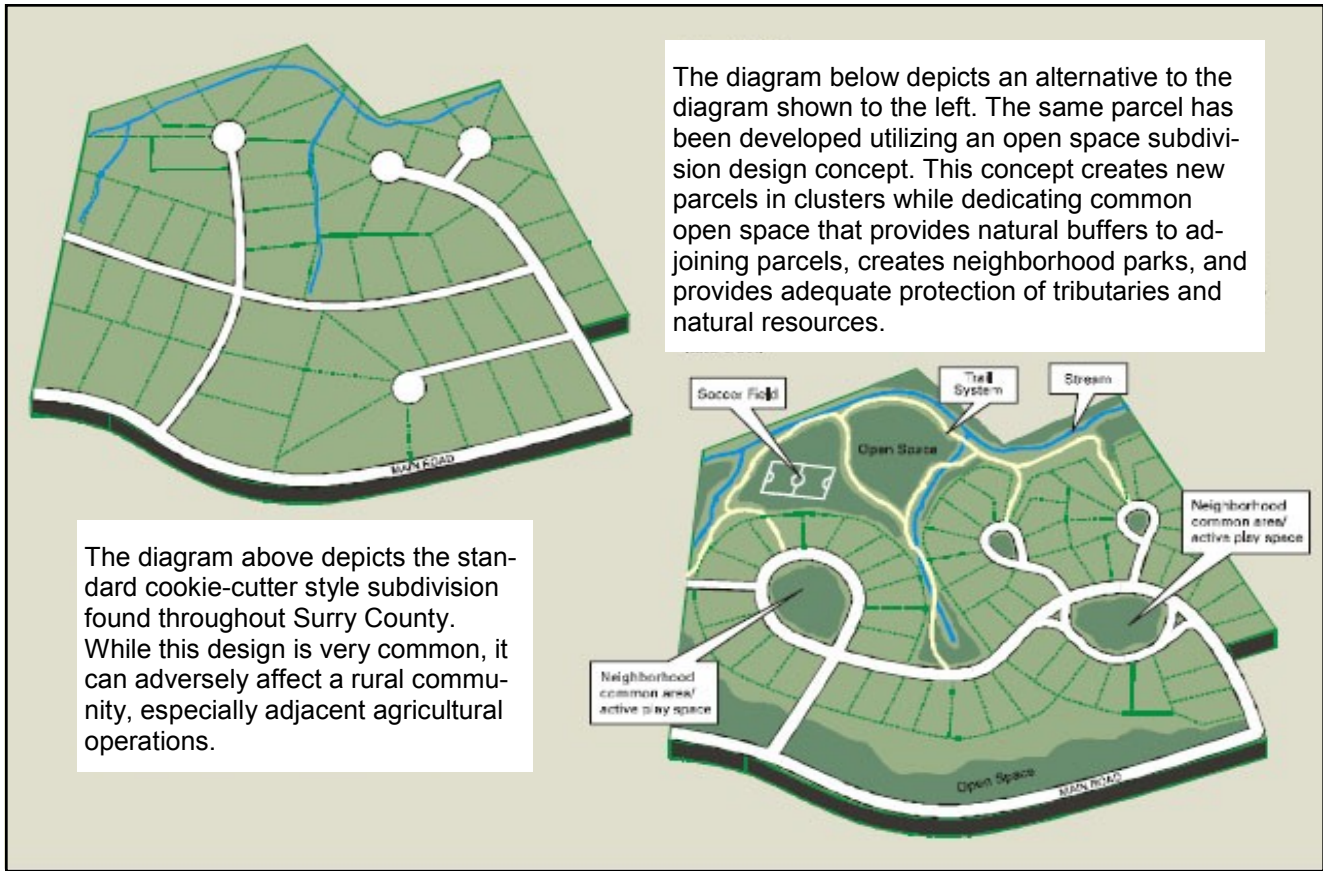
Several significant projects affecting Surry County and the surrounding region have been undertaken by other public organizations in the area, and have recently been completed or are ongoing at the printing of this Plan. These initiatives are diverse in terms of specific focus, but they share many of the general goals expressed by Surry citizens and advanced in these pages. It is the intent of this Plan to identify and acknowledge common planning goals and visions, and to encourage the combining of energies where needed to foster and ensure progress toward shared goals.

Yadkin Valley Heritage Corridor Partnership

The Yadkin Valley Heritage Corridor Partnership is an effort to raise awareness and promote economic development leveraged by stewardship of the natural and scenic resources found along the Yadkin River running through Caldwell, Wilkes, Surry and Yadkin Counties. This group espouses a strategy that employs placement of wayfinding signage with a uniform branding design, coupled with marketing of this brand through interactive electronic media. This project has gathered momentum in 2011-2012, beginning with dedication and installation of welcome signage displaying the project brand.

Surry County Farmland Preservation Plan

The Piedmont Land Conservancy (PLC) is a private land trust that has been responsible for conserving significant woodland, farmland and open areas in Surry County and the



surrounding region. PLC was assisted by the Surry County Soil and Water and Cooperative Extension agencies in advancing this plan, which was adopted by the County in February 2012. The Farmland Preservation Plan's stated purpose is "to help citizens understand the importance of agriculture in the county and to address the challenges facing the agricultural community." Keys to sustaining a healthy agriculture industry in Surry County will include efforts to assist farmers in diversifying operations and maximizing opportunities for value-added products and niche markets.

Yadkin Valley Economic Development District (YVEDDI) 5-Year Plan

YVEDDI is a private non-profit corporation designated as a lead agency for receiving public funding and providing services, most notably public transportation, to those in need across the rural counties of the region. The organization's 5-year planning project, underway as of summer 2011, is aimed at updating strategies for cost-effective delivery of services and assessment of areas of greatest need.

Surry County Comprehensive Transportation Plan

The Surry County Comprehensive Transportation Plan was executed by the Planning Branch of the NC Department of Transportation, assisted by the Northwest Piedmont Rural Planning Organization (RPO). This plan updates maps and records of existing transportation infrastructure including highways, railways, pedestrian and bicycle routes, and identifies specific transportation needs in the County and its municipalities according to conditions, need and growth projections, but does not prioritize future projects. This plan was adopted by the County and participating municipalities in January and February of 2012.

Surry County Innovative Approaches

Surry County Innovative Approaches is an ongoing initiative spearheaded by the Surry Social Services Department and partnering agencies. Its mission is to address efficiently the transportation challenges inherent in

ongoing efforts to meet the special needs of disadvantaged children and their families, by pooling severely limited resources and encouraging coordination among diverse public agencies.

5.3 GENERAL DEVELOPMENT GOALS

The following General Development Goals were utilized to provide wide-ranging guidance for the development of the specific Development Principles and Guidelines which are found in Section 5.4. These broad goals were created in 2000 and continued to prove effective while developing Land Use Plan 2015.

- 5.3.1 Seek a balance among the many diverse interests in the County, especially between the economic and environmental concerns.
- 5.3.2 Encourage sustainable economic development that offers improved employment opportunities.
- 5.3.3 Encourage economic and commercial development that does not detract from the rural environment.
- 5.3.4 Equip leaders to make good development decisions.
- 5.3.5 Maintain rural character.
- 5.2.6 Preserve open space.
- 5.3.7 Maintain quality of life.
- 5.3.8 Encourage high quality development.
- 5.3.9 Offer more housing choices, including quality affordable housing.
- 5.3.10 Moderate population growth.
- 5.3.11 Provide a continuing forum for communication with the citizens of the County.
- 5.3.12 Maintain a positive identity for the County and its individual communities.
- 5.3.13 Develop a sense of vision for the overall future of the County.

5.4 DEVELOPMENT PRINCIPLES and

GUIDELINES

5.4.1 Economic Development

- 5.4.1.1 The County shall encourage new and expanding industries and businesses which 1.) diversify the local economy, 2.) utilize a more highly skilled workforce, and 3.) increase area residents incomes.
- 5.4.1.2. The County shall protect, enhance and encourage a high quality of life that results from greater economic opportunity and preservation of the rural environment.
- 5.4.1.3 The benefits of continued economic development shall be balanced against the possible detrimental effects such development may have on the quality of life enjoyed by area residents.
- 5.4.1.4 Appropriate educational and training programs shall be encouraged to help unemployed and underemployed residents take full advantage of businesses expansion and new economic development.

5.4.2 Transportation

- 5.4.2.1 Key elements of the Surry County Thoroughfare Plan, adopted in November of 2003, shall be identified for implementation on a priority basis.
- 5.4.2.2 The safety and usefulness of area thoroughfares shall be protected by encouraging common access points and limiting frequent driveway cuts.
- 5.4.2.3 A program of improvement and maintenance to maximize the use of existing roadways shall be encouraged as a cost effective and environmentally sound means of meeting area transportation needs.
- 5.4.2.4 Coordination with the Northwest Piedmont Rural Planning Organization (RPO) should be

encouraged and utilized to further enhance the ability of the County to promote important transportation projects, as well as participate in regional transportation planning and projects.

- 5.4.2.5 Active participation with the Piedmont Authority for Regional Transportation (PART) should be a priority. Continued involvement will ensure the County’s inclusion in mass transit development slated for the Piedmont Triad region of North Carolina.
- 5.4.2.6 Development of new access roads in high growth areas should be actively planned to accommodate future traffic congestion.
- 5.4.2.7 Street design should effectively handle traffic; yet enable cyclists and pedestrians to feel safe.
- 5.4.2.8 Support and encourage commuter rail, bus rapid transit (BRT), HOV lanes, and park and ride lots as a principle for addressing various transportation issues.
- 5.4.2.9 Roadway improvements such as deceleration lanes, traffic signals, roundabouts, etc., should be considered as “required improvements” when evaluating proposed residential and non-residential development projects.
- 5.4.2.10 Transportation planning along major thoroughfares that facilitate travel to other counties should be developed with a regional mentality.
- 5.4.2.11 Transportation planning should become a component of every land use planning process initiated by the County.
- 5.4.2.12 The expansion of the Mount Airy-Surry County Airport, when completed, should be utilized to full advantage in economic development efforts.

5.4.3 Water and Sewer Services

- 5.4.3.1 Water and sewer services should be concentrated within the limits of developed areas that have the potential of developing. Areas that are likely to experience rapid development should receive first priority for the provision or enhancement of water and sewer services.
- 5.4.3.2 The County should actively participate in the pursuit of funding for the costs of providing water and sewer services to properties within developing areas.
- 5.4.3.3 The County should not encourage or participate in the extension of water and sewer services to properties in areas outside of the Urban/Suburban and Rural Growth classifications (shown on the future land use map). Exceptions to this policy may include the provision of services to other local governments, cooperative agreements on major economic development projects, areas that have severe water quality problems, and extension of lines needed to improve pressure in growth areas which must run



Figure 5.12. Unanimity Lodge #34: Located in the Rockford Historic District, this structure is believed to be one of the oldest surviving Masonic lodges in North Carolina. This structure represents one of a number of historic buildings in Rockford which could serve as a location for an appropriate non-residential land use.

through rural areas.

- 5.4.3.4 The County should consider pulling the necessary resources together in an effort to establish a water and sewer authority. The ability of the County to ensure a return on investment in relation to future water and sewer project extensions may be essential.
- 5.4.3.5 Extension of water and sewer lines should be consistent with the Surry County Water and Sewer Capital Improvements Plan, as amended.

5.4.4 Industrial Development

- 5.4.4.1 Industrial development shall not be located in areas that would diminish the quality of life of neighboring communities.
- 5.4.4.2 Industrial development should be located in areas that are physically suitable and have a unique locational advantage for industry. Advanced planning for identification of such land shall be encouraged.
- 5.4.4.3 Industries that are sustainable, offer a comparatively higher wage to their workers and do not diminish the natural environment should be actively recruited.
- 5.4.4.4 New industrial development shall be encouraged to locate in existing industrial parks where practical.
- 5.4.4.5 Industrial use should be compatible with surrounding land uses and should make an effort to blend harmoniously with the community.
- 5.4.4.6 Environmentally fragile areas should be discouraged for use as industrial sites.
- 5.4.4.7 Economic development efforts should encourage the revitalization and reuse of currently unused structures and sites in appropriately located



Figure 5.13. Sprawling residential development along the US 52 corridor (visible to the right of Pilot Knob) from Forsyth County makes Pilot Mountain State Park Surry County's most endangered natural resource from encroaching development.

- commercial and industrial sites.
- 5.4.4.8 Heavy Industrial Sites should be separated or buffered from non-industrial areas by natural features such as existing trees and green space, major transportation facilities and/or other suitable means.
- 5.4.4.9 Light Industrial Sites may be located in urbanized areas to take advantage of existing infrastructure, available services, industrial site facilities, etc. Careful design and/or landscaping should be required to ensure compatibility with surrounding areas.
- 5.4.4.10 Industrial growth should not interfere with the residential, commercial, cultural or leisure development of the community.
- 5.4.4.11 Industrial development should have access to public water and sewer services, as well as other desired utilities such as natural gas.
- 5.4.4.12 The County should consider the recommendations of the Comprehensive Economic Development Strategy (CEDS) developed for Northwest North Carolina in 2004.

5.4.5 Commercial Development

- 5.4.5.1 Commercial development shall be encouraged to occur in clusters or Planned Shopping Centers to minimize strip development and allow for more efficient delivery of services.
- 5.4.5.2 Compact development should be encouraged in order to reduce unnecessary waste of space and cost of services.
- 5.4.5.3 Buffering and/or Landscaping shall be provided where commercial development adjoins existing or planned residential areas.
- 5.4.5.4 New commercial development should be encouraged to locate within existing areas of commercial activity.
- 5.4.5.5 Commercial sites should be served with necessary utilities. Businesses which consume considerable quantities of water should either be served by central water and sewage facilities or be located where the physical characteristics of the land (i.e. soil and geography) are favorable for the support of on-site water supply and wastewater treatment facilities.
- 5.4.5.6 Community Commercial Centers shall be located in established communities at major crossroads and intersections designed to compliment this type of development; should be adjacent to other community facilities such as schools, offices, or places of public activity; should be located in areas identified as *Community Activity Centers* on the *Future Land Use Map*.
- 5.4.5.7 Highway-oriented commercial uses shall be clustered along segments of principal and minor arterials, as described in the Thoroughfare Plan, in existing areas of similar development or

around intersections; they should contain land uses that are mutually compatible and reinforcing in use and design; interchanges along major thoroughfares serve as excellent locations for this type of development.

- 5.4.5.8 Within areas designated as Community Activity Centers, consideration should be given to creating standards that encourage buildings to situate close to road and promote landscaping and good design, as shown in Figures 5.7 and 5.8.
- 5.4.5.9 Isolated businesses in predominantly rural areas may be encouraged on a case-by-case basis if the amenities provided are not available in the immediate vicinity/community.
- 5.4.5.10 Isolated businesses should have the ability to expand and grow if the proposed expansion does not drastically change the business' impact on the surrounding community.
- 5.4.5.11 Mixed-use Commercial Development shall be encouraged where appropriate and where compatible with surrounding residential uses.
- 5.4.5.12 Businesses should be served by roads and streets of a capacity sufficient for safe traffic flow; large businesses should locate at major intersections.
- 5.4.5.13 Home-based occupations that are larger and more intensive than the typical "home office" may be permitted in appropriate locations within rural areas where the business is non-intrusive on the surrounding rural, agricultural, and residential areas and primarily are detached from the residence. These types of occupations should not be encouraged within medium-density residential areas.
- 5.4.5.14 Standard site development



Figure 5.14. Agritourism Enterprise, Corn Maze

requirements for commercial and non-residential land uses should be incorporated into the Zoning Ordinance that will facilitate the desire to better address landscaping, access, and site design.

5.4.6 Rural and Agricultural Development

- 5.4.6.1 Medium-density residential development may be permitted in locations designated as *Rural Areas* on the *Future Land Use Map*. The demand for this type development in rural areas exists, but measures to create harmony with agricultural areas and natural resources should be addressed during development review processes; measures such as open-space subdivision design concepts should be utilized as shown in Figure 5.9.
- 5.4.6.2 Appropriate non-residential uses should be permitted in rural and agricultural areas on a case-by-case basis, which blend well with the rural/agricultural framework.
- 5.4.6.3 Agri-tourism and eco-tourism enterprises may be encouraged in appropriate rural and agricultural areas to provide access to the many natural, agricultural, and scenic areas of the County, which cannot be

found in “non-rural” areas .

- 5.4.6.4 Agri-tourism and value-added agriculture enterprises should be protected from land uses that are incompatible; these forms of enterprises provide valuable resources to the County in the form of tourism and economic development.

5.4.7 Residential Development

- 5.4.7.1 The continued viability of “On-Site Stick-Built and Modular” single family homes as a major housing source shall be encouraged in order to maintain a strong tax base, while allowing and encouraging alternate forms of housing.
- 5.4.7.2 Medium-density residential development within areas designated as *Rural Growth Areas* on the *Future Land Use Map* should be limited to housing that promotes a strong and established tax base; these areas should see the highest rate of growth in the County’s planning jurisdiction.
- 5.4.7.3 Medium-density residential development may be permitted in locations designated as *Rural Areas* on the *Future Land Use Map*. The demand for this type development in rural areas exists, but measures to create harmony with agricultural areas and natural resources should be addressed during development review processes; measures such as open-space subdivision design should be utilized for subdivisions of more than 5-lots .
- 5.4.7.4 Residential development within areas designated as *Rural Conservation* on the *Future Land Use Map* should be low-density. As a rule, new parcels created in these areas should be at least 5-acres in size.
- 5.4.7.5 The housing needs of elderly and handicapped households shall be

- particularly recognized in the County's policies and actions regarding residential development.
- 5.4.7.4 Higher density development should be served by both central water and sewer services and should primarily be situated within areas designated as *Urban and Suburban* on the *Future Land Use Map*.
- 5.4.7.5 Places of work, shopping, recreation, etc. should be located reasonably close to residential areas in order to promote efficiencies of travel as well as to avoid intrusion of non-residential land uses into residential areas (such as might occur if strip development were allowed to occur).
- 5.4.7.7 Residential development should recognize the importance of protecting natural resources and farmland and should seek to minimize adverse impact upon the natural environment (e.g. stream pollution, soil erosion, self destruction or wildlife habitat), by utilizing open space subdivision design principles as shown in Figure 5.9.
- 5.4.7.8 Along Zephyr Road between Interstate 77 and the Dobson planning jurisdiction, the County should adopt measures to ensure that future residential development is designed to protect the pristine views along this scenic and winding road, detailed in Section 5.2.1.
- 5.4.7.9 The County should encourage multi-family housing complexes to serve the residential needs of young professionals.
- 5.4.7.10 Housing for the aging population shall be encouraged in areas convenient to public services including medical care facilities, health and fitness centers.
- 5.4.7.11 Residential development which is in the vicinity of the *Historic Areas* designation on the *Future Land Use Map* should be planned in such a way to minimize any adverse impacts on the character of these historic areas. Housing types should be limited to on-site, stick-built construction which is compatible with the types of residential housing within these areas.
- 5.4.7.12 Residential development which is adjacent to Pilot Mountain State Park should design said development in a way that minimizes the effects of dense growth on dedicated conservation areas. As a rule, development should create open space areas as a buffer between any residential development and the State Park, or create large lots along common property lines, such as 10-acre parcels.
- 5.4.7.14 Floodplains should be avoided.

5.4.8 Open Space and Recreation

- 5.4.8.1 Future park development and open space preservation shall be carried out in accordance with the Recreation Master Plan and Greenway Master Plan.
- 5.4.8.2 In determining future sites for park, and recreation and green space facilities, multiple objectives for natural area conservation, visual enhancement, promotion of cultural and history, watershed and flood prone area protection, etc. shall be considered.
- 5.4.8.3 The identification and appropriate recreational facilities in private development shall be encouraged to complement the demand for publicly financed facilities.
- 5.4.8.4 Land acquisition for new recreation sites in advance of need shall be encouraged to achieve desirable locations at cost effective levels.

- 5.4.8.5 Greenway/trail projects to connect Hanging Rock, Pilot Mountain, Horne Creek, Fisher River Park and other natural resources to promote tourism economic growth while protecting the environment have been promoted by the Surry Board of Commissioners and shall be encouraged.
- 5.4.8.6 Proposed developments, communities, and/or subdivisions along any identified greenway corridor as shown in the *Surry County Greenway Master Plan*, should be required by the County to dedicate and develop the appropriate amount of acreage for greenway purposes as determined by the Greenway Master Plan's Design Guidelines.

5.4.9 Farmland/Rural Preservation

- 5.4.9.1 The County should work with non-profit organizations such as the Piedmont Land Conservancy to conserve Green Space and Farmland.
- 5.4.9.2 Rural area lands having high productive potential shall be conserved, to the extent possible, for appropriate forestry and agricultural use.
- 5.4.9.3 Estate planning and conservation strategies that will ensure long-term maintenance of important farms and farmland should be encouraged.
- 5.4.9.4 The County should encourage participation in its Farmland Preservation Program, administered under NCGS 106, Article 61.
- 5.4.9.5 Forestry, agriculture and very low-density residential development shall be preferred land uses in the most rural parts of the County. Urban type development shall not be encouraged in these areas.

5.4.10 Protection of Natural, Historical and Cultural Resources

- 5.4.10.1 The identification, restoration and active use of structures, buildings, monuments, and neighborhoods or historic or architectural significance shall be encouraged as a means of enhancing their economic and cultural values to the County. National registration and designation of local historical areas shall be encouraged, when appropriate, by creating a local historic preservation commission.
- 5.4.10.2 Multiple and appropriate adaptive reuse of the County's historic resources shall be encouraged, especially those that enhance their appeal in relation to tourism.
- 5.4.10.3 The continued preservation and enhancement of the 'Village of Rockford', the seat of government for Surry County from 1789-1850, should be a priority for Surry County.
- 5.4.10.4 Appropriate non-residential and residential land uses and development activities on properties within or in the vicinity of the *Rockford Historic District*, should be permitted, so long as they are subject to zoning development guidelines, tailored specifically for this community, that ensure that these land uses mesh with the architectural and historic landscape established in Rockford. Standard residential or commercial zoning would be inappropriate.
- 5.4.10.5 Areas designated as *Historic Areas* on the Future Land Use Map are considered areas that possess a valuable cultural and historical significance. Development in the vicinity of these areas should reflect the values of the *Historic Area* with consistent development types that conform with the areas development heritage.
- 5.4.10.6 The destruction of architectural, historic and archeological

resources in the County shall be discouraged, unless they pose a significant public health hazard.

- 5.4.10.7 Designated conservation areas (e.g. Pilot Mountain State Park) should be protected from obstructions or development that directly or indirectly detracts from the area.
- 5.4.10.8 Protect the view shed along the Blue Ridge Parkway corridor in accordance with the Blue Ridge Parkway Growth Management Plan.
- 5.4.10.9 A strategic planning process should be initiated in the vicinity of Pilot Mountain State Park to ensure that surrounding development is compatible and unobtrusive, based on the fact that the park is surrounded by *Rural Growth Areas* as shown on the *Future Land Use Map*.
- 5.4.10.10 The County should inventory conservation areas.
- 5.4.10.11 Development along mountain ridges shall adhere to the Mountain Ridge Protection Ordinance.
- 5.4.10.12 Development of new junkyards should be discouraged and existing junkyards should be prohibited from growing larger unless surrounding communities are not negatively impacted.
- 5.4.10.13 Scenic rivers (Ararat, Mitchell, Fischer and Yadkin) and other valued tributaries should be buffered from the harmful effects of development. For scenic rivers, a 50-foot buffer from each riverbank should be reserved.
- 5.4.10.14 The primary waterways, the Ararat, Fisher, Mitchell, and Yadkin Rivers as well as all other tributaries in the County should be protected from runoff and drainage from development.
- 5.4.10.15 Appropriate water-based recreation activities on the Ararat, Fisher, Mitchell, and Yadkin

Rivers should be centerpieces of the County's efforts to protect these valuable natural resources and promote increased usage by locals and tourists.

- 5.4.10.16 The designated outstanding resource waters of the Mitchell River should be buffered from the harmful effects of development from Kapp's Mill upstream to the County line, where a 75-foot buffer from each shoreline should be reserved.
- 5.4.10.17 The County should work with surrounding counties to protect watersheds, such as particularly sensitive areas of Elkin Creek near the Wilkes County line.
- 5.4.10.18 Special care should be taken to preserve the natural state, control erosion, and encourage conservation easements and similar measures in the area surrounding the confluence of the Ararat and Yadkin Rivers.

5.4.11 Community Appearance

- 5.4.11.1 Measures to improve the effectiveness of landscaping and buffering standards for new and existing developments shall be encouraged.
- 5.4.11.2 Development that preserves the natural features of the site, including existing topography and significant existing vegetation, shall be encouraged.
- 5.4.11.3 The County should encourage programs that help clean trash and debris along roadways, rivers, and tributaries.
- 5.4.11.4 The County shall continue to regulate the placement of cellular and other communication towers in Surry County.
- 5.4.11.6 Ordinances that enhance community appearance shall continue to be vigorously enforced.

5.4.11.7 Sign policies and regulations should be periodically updated to enhance community appearance and create a high quality business image.

5.4.12 Environmental Quality

5.4.12.1 Development activities in the 100-year floodplain shall be carefully controlled. If development must occur, low intensive uses such as open space, recreation and agricultural activities shall be preferred.

5.4.12.2 Location of hazardous waste storage and disposal facilities that may have a harmful effect on the natural environment should not be supported.

5.4.12.3 The provisions of the State Watershed Protection Act and local implementing ordinance shall be conscientiously enforced.

5.4.12.4 Runoff and drainage from development and agricultural activities shall be of a quality and quantity as near to natural conditions as possible.

5.4.13 Planning Coordination

5.4.13.1 Coordinated intergovernmental planning for land use, transportation, water and sewer, tourism promotion, historic preservation and economic development shall be encouraged.

5.4.13.2 Public involvement shall be encouraged in decisions on land use and development by making the public aware of proposed developments at the earliest opportunity, as well as fostering communication between developers and the public.

5.4.13.3 Community, small area, and special area planning shall be encouraged, where feasible and appropriate, to foster public involvement in the production of

Figure 6.1. Responsible Boards

DEVELOPMENT PRINCIPLE	RESPONSIBILITY
5.4.1 Economic Development	BOCC, EDP
5.4.2 Transportation	PB, BOCC
5.4.3 Water and Sewer Services	BOCC
5.4.4 Industrial Development	BOCC, EDP
5.4.5 Commercial Development	PB, BOCC
5.4.6 Office and Institutional Dev.	PB, BOCC
5.4.7 Rural and Residential Dev.	PB, BOCC
5.4.8 Green Space and Recreation	PB, RAC
5.4.9 Farmland/Rural Preservation	NRC
5.4.10 Protection of Natural, Historical and Cultural Resources	NRC, PB, BOCC
5.4.11 Community Appearance	PB, BOCC
5.4.12 Environmental Quality	NRC
5.4.13 Planning Coordination	PB, BOCC

closely tailored, action oriented neighborhood plans and programs.

5.4.13.4 Corridor planning and zoning should be encouraged along Federal and State routes, as well as heavily traveled and scenic roadways, to facilitate well-planned activity centers along said corridors.

5.4.13.5 Special care should be taken to ensure consistency in zoning and development patterns that cross local jurisdictional boundaries; especially along the outer edges of municipal extra-territorial jurisdictions.

5.4.14 Tourism

- 5.4.14.1 Development of the tourism potential of the County’s architectural and historic resources shall be encouraged.
- 5.4.14.2 Creation of a County Tourism Development Authority (TDA) should be considered to facilitate coordinated efforts to promote all that the County has to offer.
- 5.4.14.3 Development in rural areas that enhances the tourism potential of natural resources, agriculture, and the County’s scenic resources should be permitted on a case-by-case basis. In addition, these uses, once established, should be protected from incompatible development which would diminish their appeal.

5.4.15 Mixed Use Development

- 5.4.15.1 Where feasible office and institutional development should be located to act as a buffer between residential development (i.e. single family and multi-family) and more intensive types of development (i.e. Industrial, Commercial, etc.).
- 5.4.15.2 Land required for expansion of public/semi-public activities should be anticipated and reserved if possible; sites should be reserved for schools, utilities, etc. before the lands are prematurely developed.
- 5.4.15.3 The County should encourage the development of retirement communities and other similar facilities to serve the aging population.
- 5.4.15.4 The County should create and maintain mixed-use land use guidelines within designated historic areas.

5.5 LAND CLASSIFICATION

A land classification system has been devised as a means of assisting in the implementation of local policies. By delineating land classes on a map, local government and its citizens can specify those areas where certain policies (local, state and federal) will apply. The land classification system should be supported by and consistent with zoning, subdivision and other local growth management tools. Although specific areas are outlined on the land use maps herein, land classification is merely a tool to help implement policies and not, in the strict sense of the term, a regulatory mechanism. The intent of each land classification should be described in the text as clearly as possible. To further clarify its intent, the local government should describe how land classification is linked to policy.

The land classification system provides a framework to be used by Surry County to identify the future use of all lands. The designation of land classes allows the local government to illustrate its policy statements as to where and to what intensity they want growth to occur, and where it wants to conserve natural and cultural resources by guiding growth.

The land classification system includes six classes: **Urban and Suburban, Rural Growth, Community Activity Centers, Historic Areas, Rural, and Rural Conservation.** The County may subdivide these classes into more specific subclasses but any subclass should be able to aggregate back to the original class. Some classes may not apply to each local government; for example, the Urban and Suburban class applies to the municipal land use jurisdictions, but each town has its own own land use plan with its own method of classification, typically with more detailed variation in land classes addressing areas of denser development.

In applying the land classification system the County should give particular attention to how, where, and when development of certain types and intensity will be encouraged or discouraged. Urban land uses and higher intensity uses which presently require the traditional urban services should be directed to lands classified as Urban and Suburban. Areas developing or anticipated to develop at urban densities which will eventually require urban services should be classified as Rural Growth Areas. Service development in established settlements, which may not require sewer services, should be directed to areas classified as Community Activity Centers. Agriculture, forestry, mineral extraction and other similar low intensity uses

and very low-density residential uses should be directed to lands classified as Rural Areas. Generally, public or private water or sewer systems will not be provided in areas classified rural as an incentive for intense development. The land use classification should reflect the future water and wastewater service areas assumed in any areas where public water and sewer systems are planned to expand.

Land Classes and Descriptions

Urban and Suburban

Purpose. The purpose of the Urban and Suburban class is to provide for continued intensive development and redevelopment of existing cities, towns and their urban surroundings. These areas primarily fall within the planning jurisdiction of the County's four municipalities.

Description and Characteristics. Areas meeting the intent of the Developed classification are currently the county's most urban in character, where remaining undeveloped land is least prevalent; and which have in place, or are scheduled for the timely provision of, a significant complement of municipal or public services. These areas are more likely to have mixed land uses such as residential, commercial, industrial, institutional and other uses at high to moderate densities. Services include water, sewer, recreational facilities, streets and roads, police and fire protection. In some instances an area may not have all the traditional urban services in place, but if it otherwise has a developed character and is scheduled for the timely provision of these services, it still meets the intent of the developed classification.

Discussion. Local governments may group the Urban and Suburban class into subclasses such as

- Developed/Multi-family,
- Residential,
- Developed/Single family Residential,
- Developed/Commercial
- Developed/Industrial.

In applying the Urban and Suburban class or subclasses, the local government should discuss how, when and where it will provide the services necessary to support the needs of an urban area. This class is meant to accommodate urban-intensity development, along with the existing and planned services necessary to support it: and should be applied to existing cities and towns and intense development within the extraterritorial planning jurisdictional areas.

Rural Growth

Purpose. The purpose of the Rural Growth class is to provide for future development on lands that are suitable and that will be provided with the necessary public services to support suburban-type development.

Description and Characteristics. Areas meeting the intent of the Rural Growth classification are presently being developed for semi-urban purposes or will be developed in the next five to ten years to accommodate anticipated population and semi-urban growth. These areas are in, or will be in a "transition" state of development going from lower intensity uses to higher intensity uses and as such will eventually require urban services. Examples of areas meeting the intent of this class are lands adjoining or surrounding municipal extraterritorial planning boundaries, areas being considered for annexation by a municipality, or areas along major corridors or around busy interchanges where public services have been extended or are anticipated.

- Areas classified Rural Growth will provide lands for intensive urban growth when lands in the Developed class are not available. Rural Growth lands must be able to support urban development by being generally free of physical limitations and be served or readily served by urban services. Semi-Urban development includes mixed land uses such as residential, commercial, institutional, industrial and other uses at or approaching high to moderate densities. Urban services include water, sewer, streets and roads, police and fire protection that will be made available at the time development occurs or soon thereafter. Permanent population densities in this class will be higher than in Rural Areas, and the seasonal population may swell significantly.
- In choosing land for the Rural Growth class, such land should not include: Areas with severe physical limitations which would make the provision of urban services difficult or impossible, lands which meet the definition of conservation, lands of special value (unless no other alternative exists) such as productive and unique agricultural lands, forest lands, potentially valuable mineral deposits, water supply watersheds, scenic and tourist resources including archaeological sites, habitat for important wildlife species, areas subject to frequent flooding, areas important

for environmental or scientific values, lands where urban development might destroy or damage natural systems or processes of more than local concern, or lands where intense development might result in undue risk to life and property from natural or manmade hazards.

Community Activity Centers

Purpose. The purpose of the Community Activity Centers class is to provide for clustered, mixed land uses to help meet the shopping, employment, and other needs of rural communities within the County.

Description and Characteristics. Areas meeting the intent of the Community Activity Centers class are presently developed at low densities, which are suitable for private septic tank use. These areas are clustered non-residential land uses which provide both low intensity shopping and retail opportunities and provide a local social sense of a "community". These communities are generally small and are not incorporated. Very limited municipal type services such as fire protection and community water may be available, but municipal type sewer systems may not be provided as a catalyst for future development. In some unusual cases sewer systems may be possible, but only to correct an existing or projected public health hazard. Areas developed in a low-density fashion in small, dispersed clusters in a larger rural County landscape with very limited or no water and sewer services meet the intent of this class.

Discussion. The Community Activity Centers class applies to clustered low intensity development in a rural landscape. This development is usually associated with crossroads locations in counties. Some "communities" may have or may require municipal type services to avert an existing or anticipated health problem. Even though limited services may be available, these areas should not be shown in the higher intensity land classes, as the major characteristic which distinguishes the Community Activity Centers class from the Urban and Suburban and Rural Growth classes is that services are: not provided to stimulate intense development in a rural setting, but rather to neutralize or avert health problems. Due to the small size of most communities, they will appear as small areas in a dispersed pattern on the County land classification map. This class illustrates small, dispersed groupings of housing and commercial land uses forming "crossroad" communities in a rural landscape.

Historic Areas

Purpose. The purpose of the Historic Areas class is to identify areas that showcase the history of Surry County and/or are designated as historic areas by the State or Federal governments. These areas provide for clustered, mixed land uses that enhance the identity of these areas and continue development patterns indigenous to these areas.

Description and Characteristics. Areas meeting the intent of the Historic Areas class meet the definition of an historic district as developed by the North Carolina Department of Cultural Resources (DCR). These areas should be designated on the National Register of Historic Places or as State-designated historic districts by DCR. These areas are typically clustered with a mixture of land uses which provide both low intensity shopping and retail/service opportunities and provide a sense of community. These areas are generally small and are not incorporated. Very limited services such as fire protection may be available.

Discussion. The Historic Areas class is the most concentrated of the six classes and will constitute the smallest land class on County's Future Land Use Map.

Rural

Purpose. The Rural class is to provide for agriculture, forestry, mineral extraction and other allied uses traditionally associated with an agrarian region. Other land uses, due to their noxious or hazardous nature and negative impacts on adjacent uses may also be appropriate here if sited in a manner that minimizes their negative effect on surrounding land uses or natural resources. Examples include energy generating plants, airports, landfills, sewage treatment facilities, fuel storage tanks and other industrial type uses. Very low density dispersed residential uses on large lots with on site water and sewer are consistent with the intent of the rural class. Development in this class should be as compatible with resource production as possible.

Description and Characteristics. Areas meeting the intent of the Rural classification are appropriate for or presently used for agriculture, forestry, mineral extraction and other uses, that due to their hazardous or noxious nature, should be located in a relatively isolated and undeveloped area. Very low density dispersed, single-family residential uses are also appropriate within rural areas where lot sizes are large and where densities do not require the provision of urban type services. Private septic tanks and wells are the primary on site services available to support residential development, but fire, rescue squad and sheriff protection may also be available. Population densities will be very low.

Discussion. The Rural class is the broadest of the five classes and will constitute the major land class on County's Future Land Use Map.

Rural Conservation

Purpose. The purpose of the Rural Conservation class is to provide for the effective long-term management and protection of significant, limited, or irreplaceable areas. Management is needed due to the natural, cultural, recreational, scenic or natural productive values of both local and more than local concern.

Description and Characteristics. Areas meeting the intent of this classification that should be considered for inclusion include public trust waters and other similar lands, environmentally significant because of their natural role in the integrity of the region, including but not limited to wetlands that have a high probability of providing wildlife habitat, forest lands that are essentially undeveloped and lands which otherwise contain significant productive, natural, scenic, cultural or recreational resources. Those areas designated Rural Conservation, on the Future Land Use Map, include some of the most sensitive features of the County. They include: Mitchell River, Mitchell River Gamelands, Blue Ridge Parkway viewshed, Cumberland Knob, Raven Knob Boy Scout Reservation, Blue Ridge Mountains Escarpment, and Devotion Estate.

Discussion. The Rural Conservation class is designed to illustrate the natural, productive, scenic, cultural and recreational features that make the region a desirable place in which to live, work and visit. As such, the Rural Conservation class should be applied to areas that, by virtue of their unique, productive, limited, cultural or natural features, should be either not developed at all (preserved), or if developed, done so in an extremely limited and cautious fashion. Examples might include wetlands or other unique lands known for their natural, scenic, historical, cultural or hazardous nature. These areas might include areas identified by the Natural Heritage Program, savannas, tracts of native forests, undeveloped shorelines, etc. When these areas are included in the Rural Conservation class the local government should describe the types of uses it deems appropriate, if any, within each area and under what circumstances those uses might be appropriate. Urban services, public or private, should not be provided in these areas as a catalyst to stimulate intense development. In most cases limited on site services will adequately support any limited

development within this class and will also protect the very features, which justify the area's inclusion in the Rural Conservation class. The primary intent of the Rural Conservation class is to provide protection for the resources included therein. Policy development in the Land Use Plan should acknowledge the intent of this class and policies should be consistent with the function of areas shown in the Rural Conservation class.

CHAPTER 6. PUBLIC INVOLVEMENT

An effective land use plan will enlist public input and incorporate earnestly the values held by the citizens who are affected by the policies to be advanced. Past editions of this Plan employed extensive public involvement and participation, especially during the initial planning process at the turn of the 21st century. These efforts are well documented in the earlier editions of this Plan, and are also available in public county records.

This edition of Surry County's Land Use Plan contains factual content, including the latest Census data, updated to the year 2012, along with adjustments in values-related content derived from public input. A Planning Board subcommittee was formed in early 2011 to address an update to the Plan. At their recommendation, four monthly advertised public drop-in sessions of two and one-half hours each were held from May to August 2011. Citizens attending these sessions were asked to review and comment on the current relevance of the land development goals of Section 5.3 and 5.4, as presented in the previous edition, *Land Use Plan 2015*.

There was no indication from the 2011 public input sessions that citizen values and goals have changed dramatically regarding land development, despite the recent advent of harsher economic times. Most notably, many of the citizens who attended the sessions expressed a desire that the County continue to exercise caution in the location of new development that may threaten the preservation of the environment, natural resources, rural character, and the aesthetic value of the County's scenic viewsheds. For example, residents concerned about potential overdevelopment of the pristine Mitchell River area outnumbered visitors from all other areas of the County during the 2011 public input sessions.

This recent advocacy for preservation serves to reinforce values already documented in the earlier editions. They also suggest a growing appreciation for inherent resources that should not be taken for granted as new development is proposed.

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Appendix I

THE INFORMATION GATHERING PROCESS FOR LAND USE PLANS 2015 AND 2020

Land Use Plan 2015

On July 5, 2005, the Board of Commissioners voted unanimously to request that an update be performed on the 2000 Land Use Plan. The Board determined that sufficient physical factors and development patterns had changed since the 2000 Plan was adopted to warrant an update. The 2000 Plan recommended an update every five years. In addition the Board requested that the planning focus be shortened and that requirements for an update of the plan be initiated every five years. This task would be undertaken by the Planning Board with assistance from the Planning and Development Department.

In the 2005 update process the Planning Board appointed a committee of its members to meet monthly to solely address the update of the 2000 Land Use Plan. The committee was charged with presenting a draft plan to the Board at the appropriate time. The Board sponsored three public input forums. The information gathered during the Board's monthly deliberations and from the citizenry at the public input forums was used to develop the values section of the updated land use plan. In addition, relative information gathered during the 2000 Land Use Plan process was used in this update since much of this information was still very relative.

The Planning Board first discussed the issue of updating the Land Use Plan in July of 2005 in an effort to identify the major issues facing the County that need to be addressed in the Land Use Plan. In addition, the Board agreed that all statistics, trends, projections, etc. needed to be updated utilizing 2000 US Census data which was not available when the 2000 Land Use Plan was drafted.

Most Important Issues

During the Committee's December meeting, they identified what they believe will be the most important issues in their community over the next ten years. These issues were natural resource protection, conservation, commercial development, residential development, corridor planning (requested by the BOCC in 2004), and

addressing the emerging issues of tourism and cultural resources.

Summary of Public Input Forums

On May 2006, three public forums were held at the Surry County Government Center in Dobson allowing the general public the opportunity to comment on the proposed development principles and land use maps developed by the committee at this point in the process. A total of 24 residents attended one of the three forums. Eleven general questions were asked of the attendees that referenced the materials available for their review to that allowed the Committee and staff to quantify whether the progress of the Land Use Plan update was progressing positively. The results are as follows:

1. Do you understand the concept of land use planning?

100% answered 'yes'.

2. Is it important that this update to the Land Use Plan addresses the emerging economic impact of tourism and cultural heritage on the land use planning process?

100% answered 'yes'.

3. Do you agree that increasing development pressures in the Shoals Township need to be addressed so that future development patterns and Pilot Mountain State Park complement one another?

100% answered 'yes'.

4. Do you agree that conservation strategies should be utilized in areas designated as Rural Conservation on the Future Land Use Map?

100% answered 'yes'.

5. Do you agree with the proposed development strategies along NC 89, US 601, and Zephyr Road corridors?

100% answered 'yes'.

6. Do you agree that the County's major Community Activity Centers are Low Gap, Mountain Park, State Road, Fairview, Stony Knoll, Level Cross, Siloam, Shoals, Flat Rock, and Westfield?

Rural Conservation on the Future Land Use Map?

100% answered 'yes'.

5. Do you agree with the proposed development strategies along NC 89, US 601, and Zephyr Road corridors?

100% answered 'yes'.

6. Do you agree that the County's major Community Activity Centers are Low Gap, Mountain Park, State Road, Fairview, Stony Knoll, Level Cross, Siloam, Shoals, Flat Rock, and Westfield?

100% answered 'yes'.

7. Do you agree with the Rural Growth designations on the Future Land Use Map, specifically that the areas poised for the greatest amount of growth are around Pilot Mountain, Mount Airy, and along the NC 89, US 52, US 21, and US 601 corridors?

100% answered 'yes'.

8. Should major commercial development be located in areas designated as Rural Growth or Community Activity Center?

100% answered 'yes'.

9. Do you agree that future residential subdivisions that are located in rural, predominant agricultural, or conservation areas, should utilize conservation-type design principles?

100% answered 'yes'.

10. Should commercial development in the County be subject to design and landscaping requirements?

100% answered 'yes'.

11. Should commercial development be located in planned clusters versus allowing strip development along major roadways?

100% answered 'yes'.

In addition to the answers received above, a few general comments were submitted by forum participants. Some of these comments

addressed expansion of the Rural Conservation classification on the draft Future Land Use Map to include areas east of the Blevins Store cross-roads in western Surry County.

In July and August 2006, three public forums were held at the Surry County Government Center in Dobson allowing the general public an opportunity to review and comment on the final draft of the proposed Land Use Plan 2015 document. A total of 20 residents attended one of the three forums and only one attendee submitted written comments on the plan.

Land Use Plan 2020

The current update of the Plan followed a similar process for public involvement. The Planning Board formed a subcommittee in early 2011, which determined that four monthly public input sessions would be held, during which citizens would be asked to review and comment on poster blow-ups of the values section (development principles) of the existing plan, along with the small area plans which target sensitive specific areas at highway interchanges for future development.

The four 2-1/2-hour public drop-in sessions were held May 18, June 15, July 20, and August 17, 2011. These were attended sparsely, by a rough count of 25-30 citizens in all.

Of those who attended, no citizen suggested any change to the development principles set forth in Land Use Plan 2015. Therefore, the only substantive current revision to that section is the addition, by Planning Board consensus, of item 5.4.13.5 in the Planning Coordination section, to help ensure consistency in zoning and development patterns near municipal boundaries.

Likewise, as no public concern has been recently expressed regarding the existing small area plans [Section 4.5, page 28], they have for the most part been left intact as adopted in 2003. Adjustments as of 2012 consist of factual updates: recent progress in provision of water and sewer services to some sites; and most notably, amendments to the Zephyr Road/I-77 plan include the 2007 satellite annexation by Dobson of the developing area east of the interstate corridor, and subsequent provision of water and sewer to that area by the town. Otherwise, the small area plans reiterate earlier recommendations of continued efforts to provide

urban services to these sites.

Comments received during the 2011 public input sessions were largely expressions of general concern that natural landscapes, waters and wildlife be preserved, especially in the areas of the County's rivers and mountains.

Following the Planning Board's presentation of a final draft to the Board of Commissioners in June, 2012, two public review sessions were held by the Planning Board at their regular meetings in July and August, along with a public drop-in session provided by Planning Board and staff on July 23, 2012. Public Hearing for adoption was held on August 20, 2012, and the current edition of the Plan was adopted on September 4, 2012,.

Appendix II

THE INFORMATION GATHERING PROCESS FOR THE 2000 LAND USE PLAN

During the course of updating the 1992 Land Use Plan, the Land Use Management Committee met on a monthly basis for ten months in 1999 and 2000. The committee members also participated in a number of information gathering activities.

Since the committee's primary goal was to develop a land use plan that reflected the interests and values of the citizens of Surry County, the committee sponsored six public forums. These forums, which are described in greater detail below, provided invaluable information. The information gathered during the committee's monthly meetings and from the citizenry at the public forums was used to develop the values section of the updated land use plan.

Below is a brief summary of the information activities that were used in developing the land use plan. The information gathering methodology and complete results are filed in the Surry County Planning Department.

Growth Management Survey – This survey was completed by the committee in September. The survey was designed to gauge the committee's opinion on the type of growth that should occur in Surry County and what the County's role should be in this the process of managing growth. Respondents agreed that economic growth should be actively encouraged by the

County, but such growth should occur so that community character is not compromised. Moreover, those who completed this survey found consensus in the notion that quality development should be the cornerstone for new industry, commercial uses and residential development. Finally, there was unanimous consent in the idea that education will play a major role in the planning of the County's future growth.

Nominal Group Process – At their September meeting, the committee members were asked to respond to the following question: "What do you see as the major land use problems/issues facing Surry County? After the committee's answers were recorded, committee members assigned points to the answers they felt were most important. Below is a list of the top 5 issues that emerged with the corresponding number of votes each received.

Development Preferences – At their November meeting, the committee discussed what they liked and disliked about development in Surry County. The types of development that was commented on by the committee was broken down into three principle categories Industrial Development, Commercial Development and Residential Development. In regards to Industrial Development, committee members stated that they liked the fact that industry was relatively clean and located in planned industrial committee stated that they disliked the fact that the County was too dependent on a limited range of relatively low paying industry. In discussing Commercial Development committee members appreciated the easy accessibility to a wide variety of commercial establishments. However, several committee members agreed that commercial development should discourage strip development, include more landscaping, and concentrate on downtown development. Finally, under residential development, steady growth and varied choices and locations were mentioned as positives. The things that were disliked by committee members included the lack of strong road guidelines for subdivisions, the lack of quality development, the lack of water and sewer around municipalities and the lack of multi-family dwellings in the County.

Most Important Issues – At their January meeting the committee identified what they believe will be the two most important issues in their community over the next 5 to 15 years. Natural

resources received the most votes, followed by Manufactured Housing, Unplanned Development and Public Water/ Sewer, which received an equal amount of votes.

Public Forums—In February, the Surry County Land Use Management Committee sponsored six public forums in various locations around the County. The purpose of the forums was to find out what the concerns and interests of the residents of the County were in relation to land use. Below is a summary of the forum results and methodology. A complete record of the results can be found in the Surry County Planning Department.

Summary of Public Forums

This information was gathered in two distinct ways. The participants were polled on various issues as they entered the forum sites and they were broken into small groups of 6-10 people and asked two questions, “What makes Surry County a good place to live?” and “What would make Surry County a better place to live?” The issues the participants were polled on included: recreation, green space, farmland preservation, water and sewer, industrial development, commercial/retail development, affordable housing, population growth, mobile homes, mobile home parks, and zoning. The issues involved in the polling process were developed by the Land Use Committee, based on their concerns and discussions, since they began meeting in August of 1999. The polling process provided an easy and efficient way to gauge the participant’s opinions on these issues. The small group process allowed a more thought provoking exercise in which the County recorded every comment that was made. The success of these forums was attributed to this process, which allowed every participant’s voice to be heard and recorded.

Overall, 209 County residents attended the public forums. This number represents one-half of 1% of the total population in Surry County. However when you subtract the populations within the four municipalities and their extraterritorial jurisdictions, which are subject to their own land use regulations, it represents approximately 1% of the population. Though this number seems low, it is very difficult to influence people to contribute to this type of process. However, it is not difficult to ascertain that those who participated, for the most part, are very in-

terested in being a part of Surry County’s land use planning process.

All of the information gathered in the small group process was placed into land use categories. They are: farmland preservation, natural resources, transportation, recreation, miscellaneous, economy, infrastructure/government, schools, general land use, housing, and population. Once the small group process was completed, the participants were asked to vote on their top five issues. Many participants did not vote for their responses, yet those of other participants. So in order to prioritize, those issues that received the most votes and were unlike those in the polling process were extracted and addressed in the land use plan. Below is a description of those subjects which received the most attention:

- Seek a balance among the many diverse interests in the County, especially between the economic and environmental concerns.
- Encourage sustainable economic development that offers improved employment opportunities.
- Encourage economic and commercial development that does not detract from the rural environment.
- Equip leaders to make good development decisions.
- Maintain rural character.
- Preserve green space.
- Maintain quality of life.
- Encourage high quality development.
- Offer more housing choices, including quality affordable housing.
- Moderate population growth.
- Providing a continuing forum for communication with the citizens of the County.
- Maintain a positive identity for the County and its individual communities.
- Develop a sense of vision for the County.