



TOWN OF BERMUDA RUN COMPREHENSIVE PLAN

ADOPTED
APRIL 11, 2023



ACKNOWLEDGEMENTS

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ADOPTED

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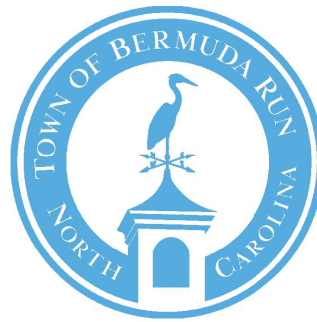


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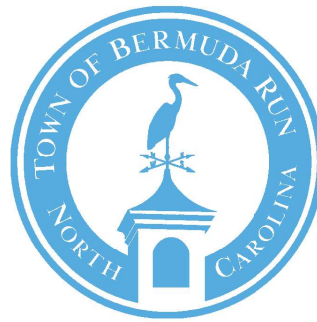
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EXECUTIVE SUMMARY

In January of 2022, the Town of Bermuda Run embarked on the process of updating the Comprehensive Plan, which is revisited every five years. The update was initiated to take inventory of accomplishments, evaluate changes, and take advantage of new opportunities.

PROCESS & PLAN STRUCTURE

The Town Council appointed the Planning Board to oversee the Comprehensive Plan update process. The Planning Board began work on the plan in February 2022, and the general planning process included:

- Background Information Phase: February 2022 - March 2022
- Public Input Phase: March 2022 - May 2022
- Plan Draft Phase: June 2022 - November 2022
- Plan Review Phase: November 2022 - January 2023
- Plan Adoption Phase: February 2023 - March 2023

The Comprehensive Plan update includes a vision statement that takes into account existing conditions, public input, and aspirational foresight. The vision statement is accompanied by four goals including Character & Identity, Economic Development, Land Use, and Infrastructure & Services. In order to achieve the goals, a set of eight objectives are established. Each objective is accompanied by strategies for implementation. Each of those strategies relates back to one or more of the four goals.

COMPREHENSIVE PLAN VISION STATEMENT

The Town of Bermuda Run is a community with a strong sense of place and an exceptional quality of life.

GOALS

CHARACTER & IDENTITY

Establish the Town of Bermuda Run as a collection of charming, walkable neighborhoods that are connected along multi-use pathways to vibrant commercial centers and natural open spaces.

ECONOMIC DEVELOPMENT

Build upon the Town's strategic location and economic assets to grow the base retail and service sectors; improving the availability of goods and services for residents and visitors.

LAND USE

Promote development that is compatible with the Town's character, while preserving environmentally sensitive areas, open spaces, and recreational opportunities.

INFRASTRUCTURE & SERVICES

Maintain collaborative partnerships to provide high-quality services, infrastructure, recreation, and other amenities to sustain and improve the quality of life for the Town of Bermuda Run's residents.



OBJECTIVES & STRATEGIES

OBJECTIVE 1 - Maintain and build upon the established character of the community.

Strategy 1.1 Utilize the Future Land Use Map to guide growth and development that is compatible with the existing characteristics of the community, surrounding land uses, and available infrastructure and services.

Strategy 1.2 Evaluate the Town's land use regulations and zoning map for consistency with the Comprehensive Plan and update as necessary.

Strategy 1.3 Evaluate the effectiveness of the Master Plan Overlay District and determine if it is still needed to achieve the vision for the areas covered by the overlay district.

Strategy 1.4 Ensure the Town, developers, and individual property owners adhere to the Stormwater Drainage and Maintenance Policy to protect natural resources.

Strategy 1.5 Adopt policies that preserve opportunities for establishing future public and/or private recreational amenities and resources.

Strategy 1.6 Establish policies that promote the annexation of development that is compatible with the character of the community to include an analysis of annexation impacts.

Strategy 1.7 Continue to coordinate with Davie County on development surrounding the Town and it's ETJ to ensure future land use compatibility.

OBJECTIVE 2 - Develop opportunities to connect neighborhoods to commercial centers, open spaces, and recreational amenities.

Strategy 2.1 Continue to budget funds annually to complete priority pedestrian and bicycle facilities, greenways, and trails that will provide connectivity within neighborhoods and links to key destinations throughout town.

Strategy 2.2 Engage key stakeholders to develop more detailed plans to activate the use of the Bahnson Lakes and adjacent areas for recreational activities, including walking trails, playgrounds, and picnic areas.

Strategy 2.3 Evaluate the zoning and subdivision ordinance to ensure that new development is required to meet pedestrian and bicycle connectivity goals of the Town.

Strategy 2.4 Work closely with the hospital, sports-based businesses, and other key stakeholders to identify funding for trails, greenways, and other bicycle and pedestrian facilities with the goal of encouraging more active and healthy lifestyle choices.

OBJECTIVE 3 - Maintain high standards for building architecture and landscaping to enhance the sense of place.

Strategy 3.1 Continue to work closely with property owners of existing developments to update and retrofit outdated buildings and sites with improved facades and landscaping.

Strategy 3.2 Continue to utilize building prototype designs to guide new infill and master-planned development, helping to ensure architectural compatibility and cohesiveness.

Strategy 3.3 Maintain attractive, landscaped signage at the Intersection of Highways 158 and 801 and at the Town's gateways.

Strategy 3.4 Engage the community in conversations regarding policies and regulations to help maintain unique areas of the Town while unifying architectural elements, signage, landscaping, pedestrian connections, vehicular connections, and geographic nomenclature.

Strategy 3.5 Install additional wayfinding signage and coordinated branded street signage for the Town's key destinations.

OBJECTIVE 4 - Establish a distinctive brand that clearly identifies the Town of Bermuda Run as a unique entity.

Strategy 4.1 Refine the Town's branding and marketing so that it is readily identifiable as the Town of Bermuda Run.

Strategy 4.2 Develop cost estimates to implement refinements that may result from any branding and marketing updates.

Strategy 4.3 Ensure the Town's website, newsletters, signage, and other related items clearly communicate the results of the branding and marketing revisions.

Strategy 4.4 Maintain efforts to promote the "Bermuda Run, NC 27006" address through marketing and mapping service corrections.

Strategy 4.5 Continue to work with the United States Postal Service District Manager to establish a primary or satellite postal location within the Town of Bermuda Run to better serve the population that is concentrated in Eastern Davie County.

OBJECTIVE 5 - Encourage the development of commercial and office establishments, medical services, visitor destinations, and sports tourism opportunities.

Strategy 5.1 Actively work with the Davie County Economic Development Commission (EDC) to facilitate business retention, as well as the development, redevelopment, or reuse of vacant properties.

Strategy 5.2 Engage the Davie County EDC for assistance with road infrastructure improvements related to business retention, development, redevelopment, or reuse of vacant properties.

Strategy 5.3 Continue to support Atrium Health Wake Forest Baptist to develop Riverhill Commons outparcels with medical facilities and supporting uses in accordance with the approved development agreement.

Strategy 5.4 Work with the Bermuda Run Tourism Development Authority (TDA) to support and promote a wide variety of events and meetings, sports tourism, viticultural offerings, and medical tourism to attract visitors that will patronize local businesses.

Strategy 5.5 Continue to evaluate opportunities to develop a hotel to expand overnight lodging capacity for potential visitors.

Strategy 5.6 Work with property owners and key stakeholders to identify measures to further improve northern access and circulation to the Truist Sports Complex and the RISE Indoor Sports Complex.



OBJECTIVE 6 - Sustain a safe, secure, and well-maintained community.

Strategy 6.1 Continue to collaborate with the Davie County Sheriff to ensure that enhanced safety patrols and traffic enforcement benchmarks are maintained.

Strategy 6.2 Maintain a budgetary emphasis on the maintenance of streets and sidewalks for immediate repair needs, using the established paving and maintenance schedule, to ensure long-term upkeep.

Strategy 6.3 Ensure that the Town's Code of Ordinances is proactively enforced.

Strategy 6.4 Encourage additional transportation, stormwater, annexation, and other similar studies and impact analysis as needed during the development review process.



OBJECTIVE 7 - Expand upon Town-supported festivals, events, and community engagement opportunities.

Strategy 7.1 Explore opportunities to improve the Town Green's capacity to host a wide range of festivals and community events.

Strategy 7.2 Work collaboratively with community leaders to establish volunteer community groups such as a "Friends of the Town Green" or other similar groups tasked with assisting in the implementation of strategies related to community events and other initiatives as identified.

Strategy 7.3 Continue to strengthen the Town's communications through monthly newsletters, quarterly "town hall" meetings, press releases, website improvements, and enhanced use of social media.



OBJECTIVE 8 Advocate for road capacity and traffic flow improvements while providing a safe, efficient, and well-maintained multi-modal transportation network, including pedestrian and bicycle amenities.

Strategy 8.1 Maintain coordination with the North Carolina Department of Transportation (NCDOT) and the Winston-Salem Metropolitan Planning Organization (MPO) to implement the adopted Comprehensive Transportation Plan (CTP) with modifications for preferred cross sections of Highways 158 and 801.

Strategy 8.2 Continue to work with NCDOT at Exit 180 on enhanced landscaping and other aesthetic improvements for the I-40 and NC Highway 801 interchange.

Strategy 8.3 Work with property owners and developers to improve development access and connectivity between compatible land uses through new driveways and street connections, where feasible.

Strategy 8.4 Work with NCDOT, property owners, and developers to establish a southwest connector road between US 158 West and NC 801 South through the Hillsdale future land use classification area.

Strategy 8.5 As needed, the Town should independently engage or require property owners or developers to hire transportation experts to analyze traffic impacts, bicycle and pedestrian connectivity, and related transportation matters when evaluating development proposals and rezoning requests.

Strategy 8.6 Apply for an NCDOT Bicycle and Pedestrian Planning Grant to fund the development of a plan with a comprehensive strategy for expanding bicycle and pedestrian opportunities throughout the community with a focus on facilities, programs, policies and design guidelines that encourage safe walking and bicycling.

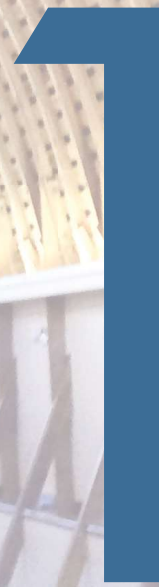
IMPLEMENTATION

Moving forward, it will be necessary to continuously monitor the status of progress toward achieving the Plan's vision. At a minimum, Town staff, the Planning Board, and Town Council should review progress on plan implementation on an annual basis. This will give the Board the opportunity to determine what has been completed in the Comprehensive Plan and to set priorities for implementation of strategies that have not been completed during each annual budget cycle to ensure that the budget includes the necessary funds or other resources needed to move forward with plan implementation.

The strategies and action items outlined in the Plan were compiled into an implementation matrix in Section 5 to be used as a quick and easy reference for the community to review priorities and to allow the Town to monitor the progress in implementing the plan. The matrix assigns priorities, timeframes, and responsible parties to each action item, to help stakeholders understand the most effective approach to implementing the strategies.

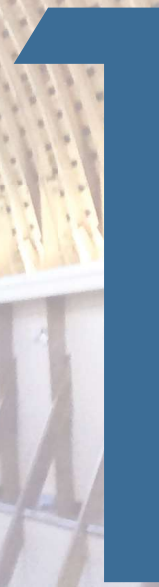


Introduction





Introduction



INTRODUCTION

In 2012, the Town of Bermuda Run adopted its first Comprehensive Plan. After working diligently to implement the initial Plan, the Town updated its Comprehensive Plan in 2017. Five years later, the Town has initiated this update to take inventory of what has been accomplished, evaluate what has changed, and take advantage of new opportunities. This process has required that the Town take an introspective look at the vision that it set five years ago, and adjust course to meet the changing environment.

PURPOSE OF THE PLAN

This Plan sets the “blueprint” for the future of Bermuda Run with a bold, clear vision and focused goals, with a ten-year timeframe and five-year implementation focus. The Plan looks at past and current development trends and plans, analyzes demographic and economic data, captures an image of what the community desires, and presents prioritized methods to fulfill the vision. The Plan is comprised of goals and strategies that provide a framework for decision-making and the allocation of resources as they relate to the long-term development of the Town. It builds upon existing assets while taking advantage of opportunities for improvement and growth. The Plan is implemented over time through annual budgeting, departmental work programs, zoning decisions, and development projects.

During the 2019 Session of the North Carolina General Assembly, the State strengthened the planning statutes, mandating that all local governments who impose zoning regulations have an adopted and reasonably maintained comprehensive plan. When considering zoning amendments, local governments must provide a statement that describes whether its action is consistent with an adopted comprehensive plan and any other applicable plans.

Additional reasons to develop and periodically update a Comprehensive Plan are described below:

- A good, clearly articulated plan forms the basis of a community's vision of its future. Without it, regulatory controls can be legally challenged as arbitrary.
- A good plan ensures that a community can provide services efficiently while maintaining a relatively low tax rate for its citizens.
- A good planning process involves a wide variety of citizens and interests. Once a community reaches consensus, the vision created in the plan can make future decision-making easier and less politically charged.
- Resources provided by state and federal governments, other grants, and business partnerships are increasingly tied to good plans and planning processes. Bringing highway funds, water and sewer grants, and environmental clean-up funds to the community is strongly tied to having a well-crafted plan that shows extensive community involvement.

Source: North Carolina Chapter of the American Planning Association

TOWN CONTEXT & HISTORY

The Town of Bermuda Run is situated along Interstate 40, at exit 180, on the eastern end of Davie County and includes the crossroads of US Highway 158 and NC Highway 801. Davie County is in the western Piedmont of North Carolina and is surrounded by Yadkin County to the north, Forsyth County to the northeast, Davidson County to the east, Iredell County to the west, and Rowan County to the south. With a population of 3,120, the Town enjoys the benefits of a small-town atmosphere while being conveniently located within minutes of Winston-Salem. The Town is also located within the Yadkin Valley American Viticultural Area (AVA), a designated wine grape-growing region with more than three dozen wineries.

Davie County was formed in 1836 from what was once part of Rowan County and was called the “Forks of the Yadkin,” owing to its strategic location between the Yadkin River and South Yadkin River branches. The area which is now the Town of Bermuda Run is near the site of an old fort which was used during the French

and Indian War to protect settlers from Cherokee attacks. Many of the first settlers of the area were Moravians and Quakers who had traveled down the Great Wagon Road from Pennsylvania in the 1750s. In the 1920s, to the north of the original boundaries of Bermuda Run, the iconic 17,000 square foot Win-Mock Barn was constructed. Named for its location, nine miles west of Winston-Salem and nine miles east of Mocksville, Win-Mock Barn survives from the estate built by S. Clay Williams, a former president of RJ Reynolds Tobacco Co. During its prime, Win-Mock Farms was one of the largest dairies in North Carolina. After the passing of Mr. Williams, the Bahnson family purchased the property, operating 850 acres of the Win-Mock Farm and preserving its history until the late 1990's, when the majority of it was sold and became the Kinderton development. Today, the barn is on the National Register of Historic Places and has been converted to the WinMock at Kinderton events center that draws approximately 50,000 visitors annually from around the region and state.

▼ IMAGE 1.1 ARISTON-LYBROOK FARMHOUSE



Also in the 1920s, Ariston Farm was built by David and China Lybrook, in what is now Bermuda Run. The house was built from stones found on the farm and the wood was cut and cured on the farm. The farm tended cattle and horses.

In 1957, when Billy Satterfield, a plumber's helper from nearby Clemmons, looked across the river in his search for reasonably priced land to build his own country club, he found Ariston Farm for sale, located a few miles north of the Advance community. The

price was \$1,000 an acre. He sold 175 lots for \$10,000 each, with lot locations assigned by a lottery. Arnold Palmer took the first lot and Bermuda Run Country Club was born. The golf course's original 18 holes were built by architect Ellis Maples in 1971, with nine more added in 1987 by his son, Dan. In 1999, Don Charles, who studied under Maples, completed the final nine.

In the 1980's, the country club was sold with the un-deeded land to developers, who purchased an additional 234 acres of the Ariston Farm. The community expanded to add a retirement center, luxury condominiums, and another nine holes of golf. There was further expansion of the community in the late 1990s, when another club house and golf course were added, along with additional home sites, on the west side of NC Highway 801.

In 1979, Larry Campbell, the owner of the Hillsdale Barber and Beauty Shop, led the effort to have Hillsdale community signs installed by the North Carolina Department of Transportation near the intersection of Highways 158 and 801. The first traffic signal was installed at the intersection in 1982. For many years, efforts were made to solidify the identity of the crossroads community of Hillsdale, as the adjacent Bermuda Run grew.

The Town of Bermuda Run incorporated July 1, 1999 as a fully-gated residential community. As a result of an annexation in November of 2000, the Town added an open commercial area, including the Kinderton commercial development. Following a series of small-scale voluntary annexations, the Town completed

a 90-acre involuntary annexation bringing the commercial area at the corner of US Highway 158 and NC Highway 801 (the area historically referred to as Hillsdale) into its town limits in December 2010. In the summer of 2011, the Town entered into a development agreement with Wake Forest Baptist Health to construct a medical complex and commercial subdivision to the northwest of the Exit 180 interchange at I-40. The development agreement resulted in an additional 63 acres being added to the Town's land area. Also, in the summer of 2011, the Town approved the annexation of the 189 acre Kinderton Village area to be effective in July 2012, which increased the population by an estimated 968 people. Since the 2017 Plan, the Town annexed an additional 67 acres. Most of this encompassed the build-out of Kinderton Village and adjacent indoor sports complex. An additional 6.5 acres of property east of Highway 801 S and west of Ivy Circle was also annexed.

This Comprehensive Plan covers the Bermuda Run town limits and extraterritorial jurisdiction (ETJ), which includes the three major residential areas of Bermuda Run East, Bermuda Run West, and Kinderton Village. This area is referred to as the "planning area" throughout the plan and is shown on the next page. The total size of this area is 2,936 acres including right-of-way. Excluding the right-of-way the planning area is 2,653 acres. The Town limits makes up 1,655 acres or 56.4% of the planning area.

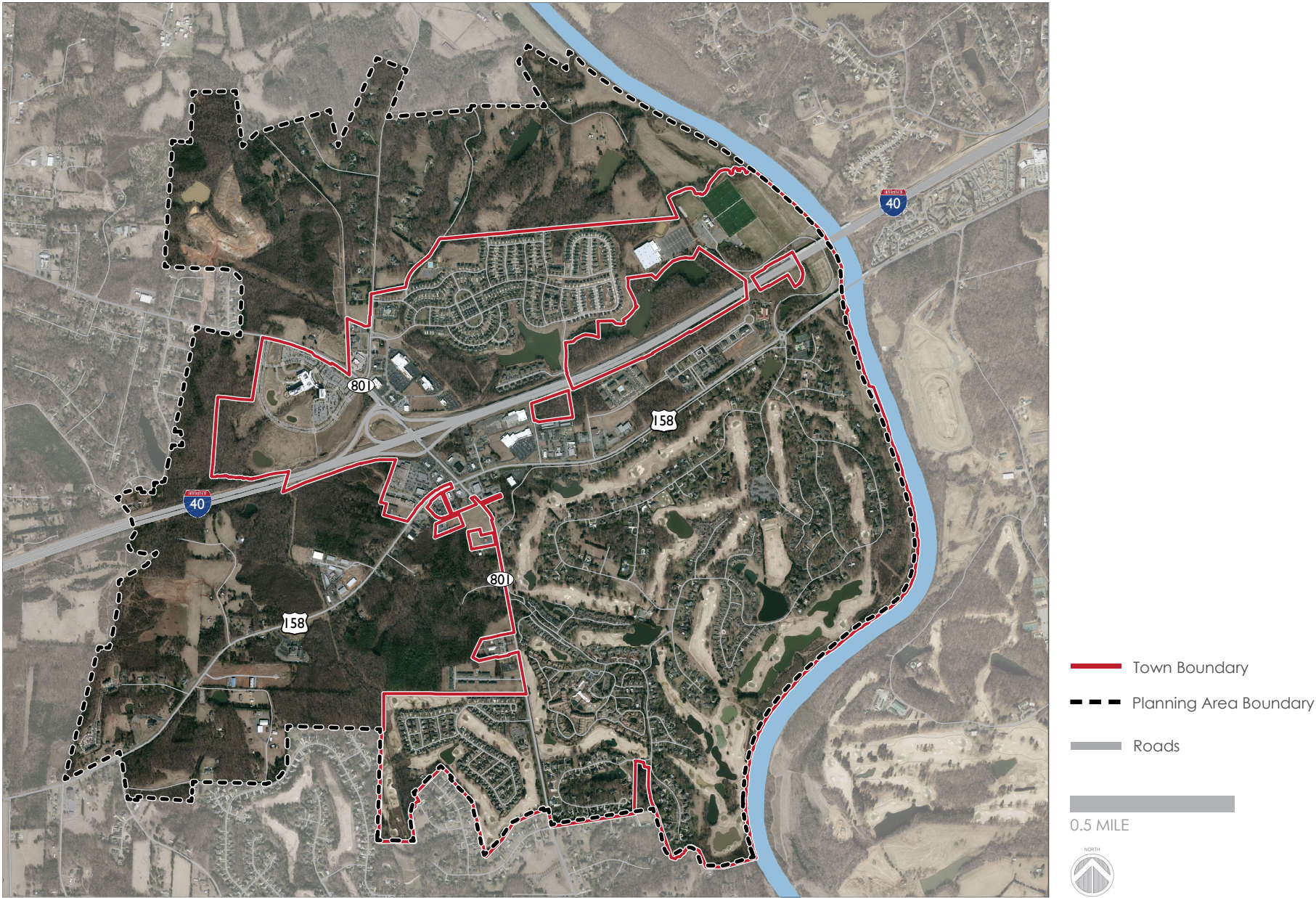
Sources:

Town of Bermuda Run website: www.townofbr.com

Wall, James W. *Davie County: A Brief History*. NC Dept. of Cultural Resources. Raleigh, NC. 1976.

Carlson, Kenneth. "Hillsdale's Lights May be Only the Start". Winston-Salem Journal, May 29, 1982.

▼ MAP 1.1 PLANNING AREA (NC ONEMAP 2022 AERIAL IMAGERY)



POPULATION & HOUSING PROFILE

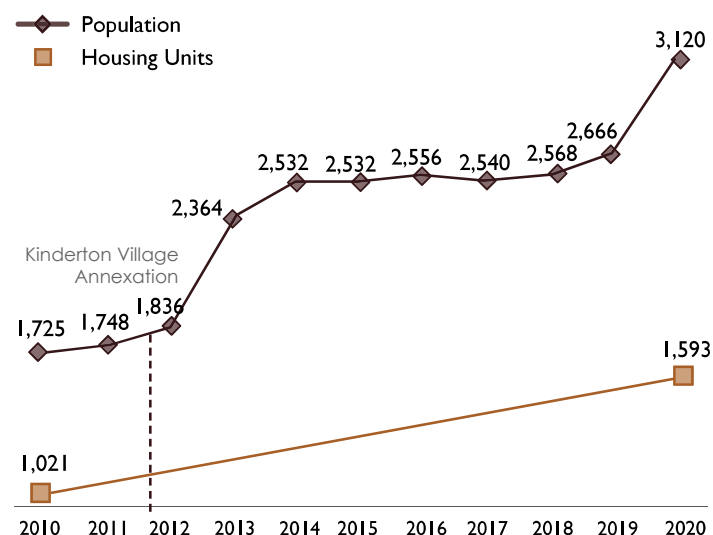
The US Census Bureau's most recent census counted Bermuda Run's 2020 population at 3,120. The population of the Town grew by more than 80% between the 2010 and the 2020 Census. This is primarily due to the annexation of Kinderton Village in 2012 and its continued build-out. According to the US Census, the number of housing units has increased at a lower rate; from 1,021 in 2010 to 1,593 in 2020. This is a 56 percent increase and its lower rate can largely be attributed to the average household sizes being greater than one (adding 2 - 3 people per new house built).

The planning area's 2019 population, as projected by the US Census American Community Survey, is 3,720. This means that around 500 residents live in the Town's extraterritorial jurisdiction. The planning area's 2019 estimated number of housing units is 1,980. Based on County addressing data, the actual number of housing units is just over 1,800.

This analysis compares Bermuda Run to jurisdictions around the State based on either regional proximity or similar socio-economic characteristics. Lewisville, Whispering Pines, Oak Ridge, and, to some extent, Davidson could all be viewed as jurisdictions that were once similar in size to Bermuda Run that have grown over time with a similar development pattern.

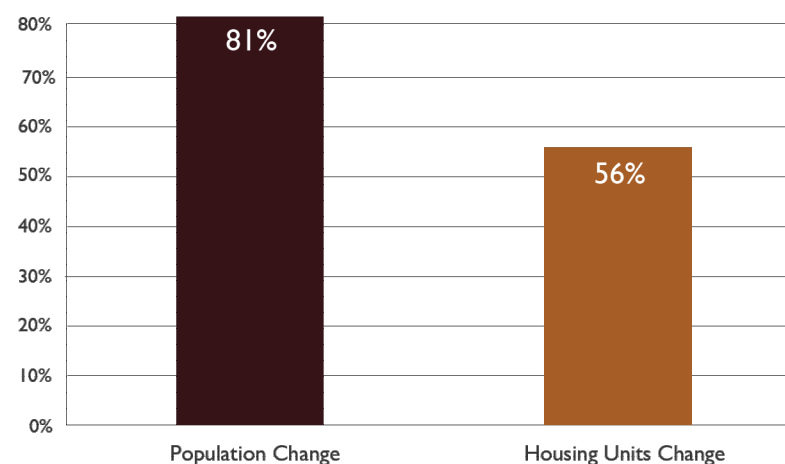
▼ FIGURE 1.1 POPULATION & HOUSING DATA

Source: US Census Bureau, 2010 Census & 2020 Census



▼ FIGURE 1.2 POPULATION & HOUSING PERCENT CHANGE, 2010-2020

Source: US Census Bureau, 2010 Census & 2020 Census



POPULATION COMPARISON

The growth rate of Bermuda Run continues to be significantly higher than that of Davie County, as a whole. As compared to other jurisdictions, the growth rates of the Town between 2010 and 2020, at 80.9%, are also much higher. The growth rate of the town between 2010 and 2020 is a bit skewed because of the Kinderton Village annexation. In fact, the vast majority of the Town's growth has occurred through annexation, with a small portion being attributed to infill development.

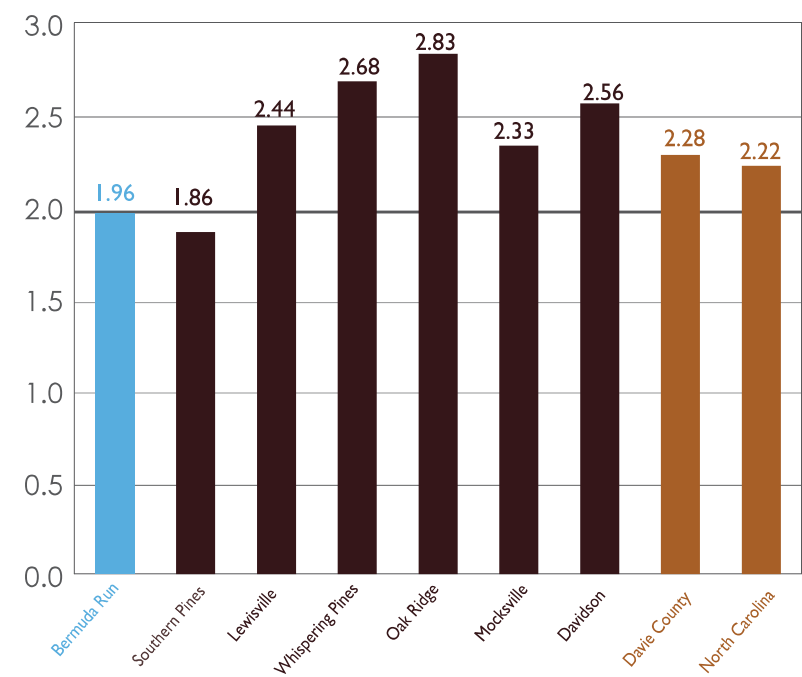
▼ TABLE 1.1 POPULATION DATA COMPARISON
Source: US Census Bureau, 2000 Census, 2010 Census, 2020 Census

	2000	% CHANGE	2010	% CHANGE	2020
North Carolina	8,049,313	18.46%	9,535,483	9.5%	10,439,388
Davie County	34,835	18.3%	41,240	3.6%	42,712
Bermuda Run	1,431	20.6%	1,725	80.9%	3,120
Lewisville	8,826	43.2%	12,639	5.9%	13,381
Mocksville	4,178	20.8%	5,051	16.8%	5,900
Whispering Pines	2,090	40.1%	2,928	70.3%	4,987
Oak Ridge	3,988	55.1%	6,185	20.8%	7,474
Davidson	7,139	53.3%	10,944	38.0%	15,106

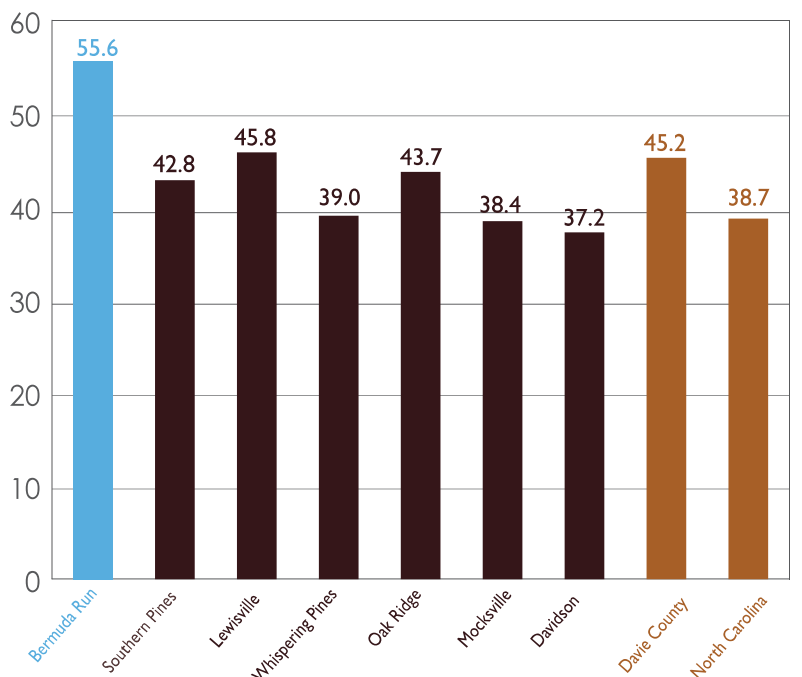
POPULATION AND HOUSING COMPARISON

Bermuda Run's population-to-housing ratio is lower than most of the comparison jurisdictions (all but Southern Pines). This is an indicator of fewer family households and more single-person households. This tends to also be an indicator of an older population, as evidenced by the median age of the Town being much higher than any of the comparison jurisdictions. It should be noted that the median age of the Town has decreased by 9 years since the previous Plan. This is a significant change and is largely attributed to the incorporation of Kinderton Village and the development of the Comet Bermuda Run Apartments.

▼ FIGURE 1.3 POPULATION TO HOUSING RATIO
Source: US Census Bureau, 2020 Census



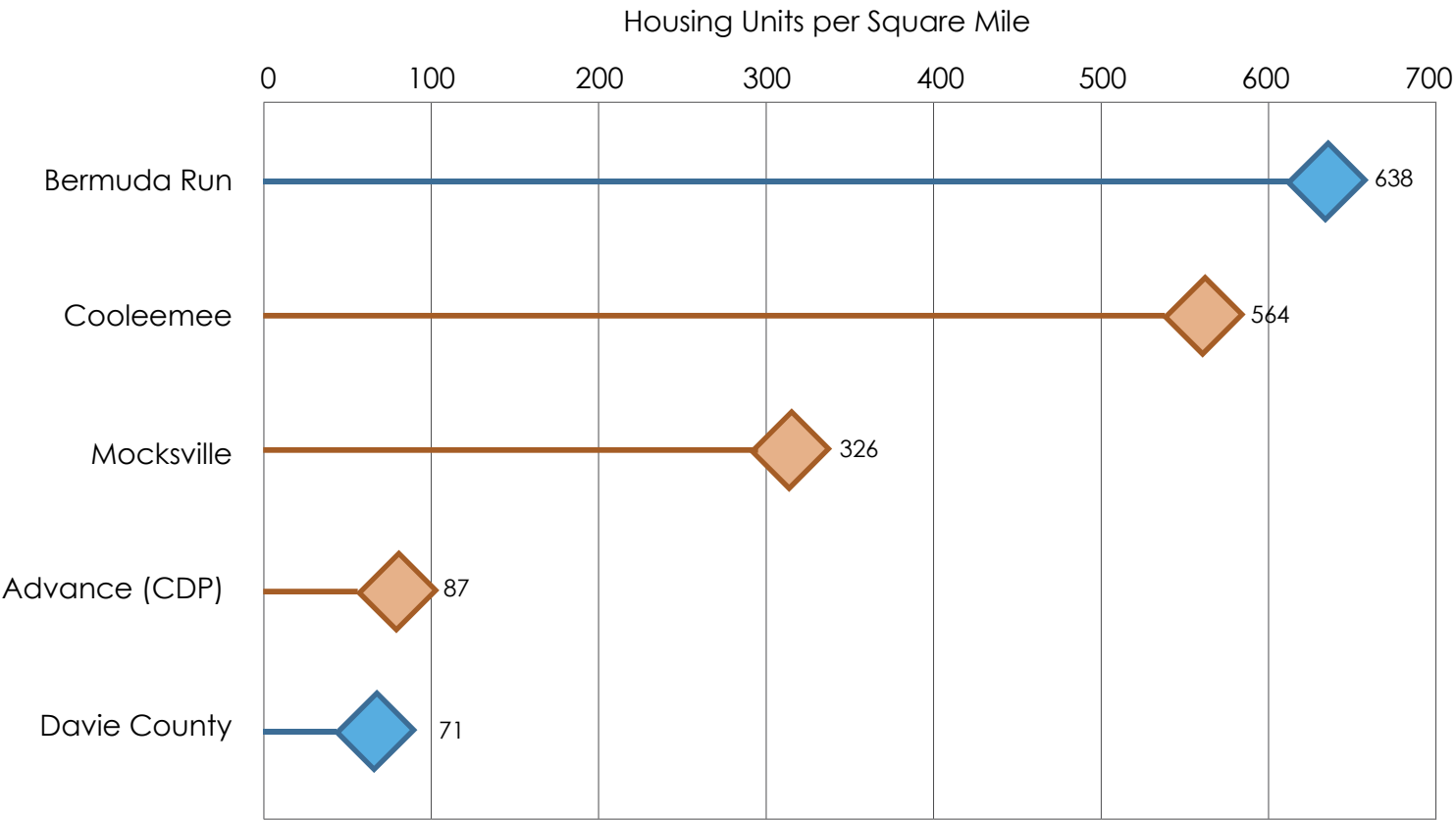
▼ FIGURE 1.4 MEDIAN AGE
Source: US Census Bureau, ACS, 2019



HOUSING DENSITY & HOUSING STOCK

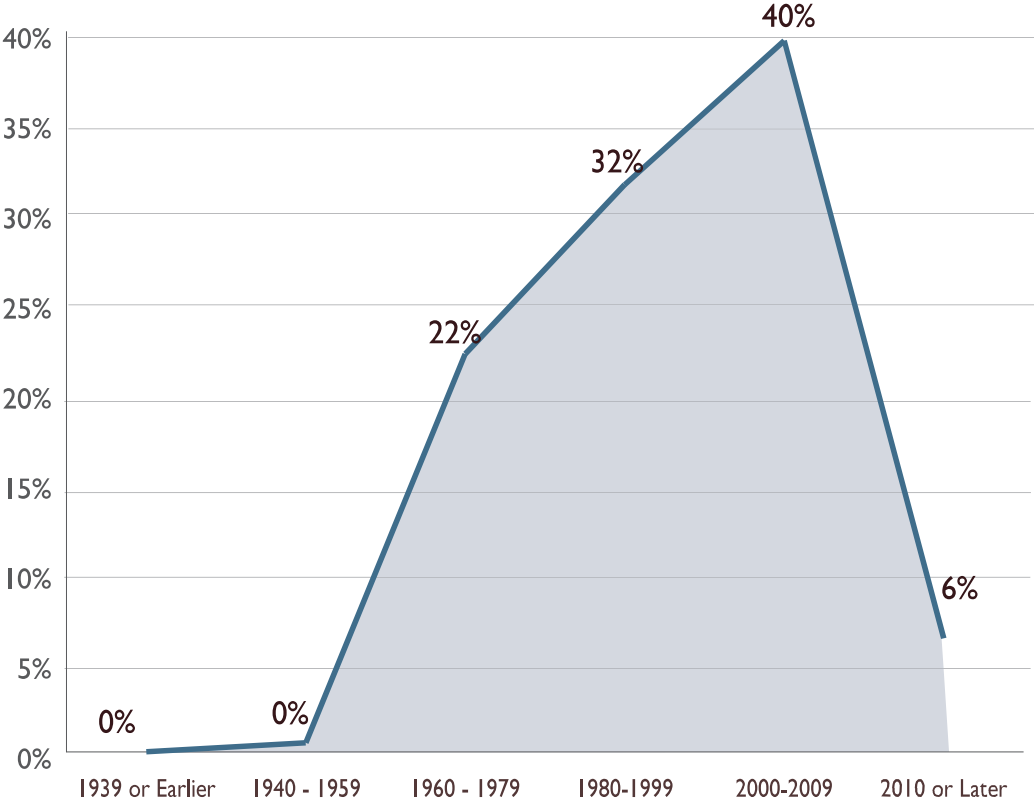
Bermuda Run has a similar housing density as the Town of Cooleemee, but a higher housing density than the Towns of Mocksville and Advance. The Bermuda Run planning area has a relatively young housing stock with more than 80% having been built since 1970 and almost half built between 2000 and 2019. This does not include additional homes which have been built since 2019, such as the Comet Bermuda Run Apartments. It also does not include the new houses currently being developed in Brayden.

▼ FIGURE 1.5 HOUSING DENSITY
Source: US Census Bureau, 2020 Census



▼ FIGURE 1.6 DISTRIBUTION OF AGE OF HOUSING STOCK AGE

Source: US Census Bureau, 2019 ACS



▼ TABLE 1.2 PLANNING AREA AGE OF OCCUPIED HOUSING

Source: US Census Bureau, 2019 ACS

	1939 OR EARLIER	1940-1959	1960-1979	1980-1999	2000-2009	2010 OR LATER	TOTAL
# OF UNITS	0	6	249	355	445	73	1,128
PERCENTAGE (%)	0%	0%	22%	32%	40%	6%	100%

HOUSING TYPES, TENURE & VALUE

Nearly 70% of the occupied housing stock of the Bermuda Run planning area is single-family residential. At \$264,300, the median home values of the Town of Bermuda Run are significantly higher than that of the Davie County as a whole and the state of North Carolina. The values lie in the middle of the other comparison jurisdictions, with Davidson having the highest median home value at \$448,300, which is partially a reflection of its location within the Charlotte metro-region. Most of the homes in the Town are occupied, with a vacancy rate (7%) that is lower than Davie County and the State of North Carolina.

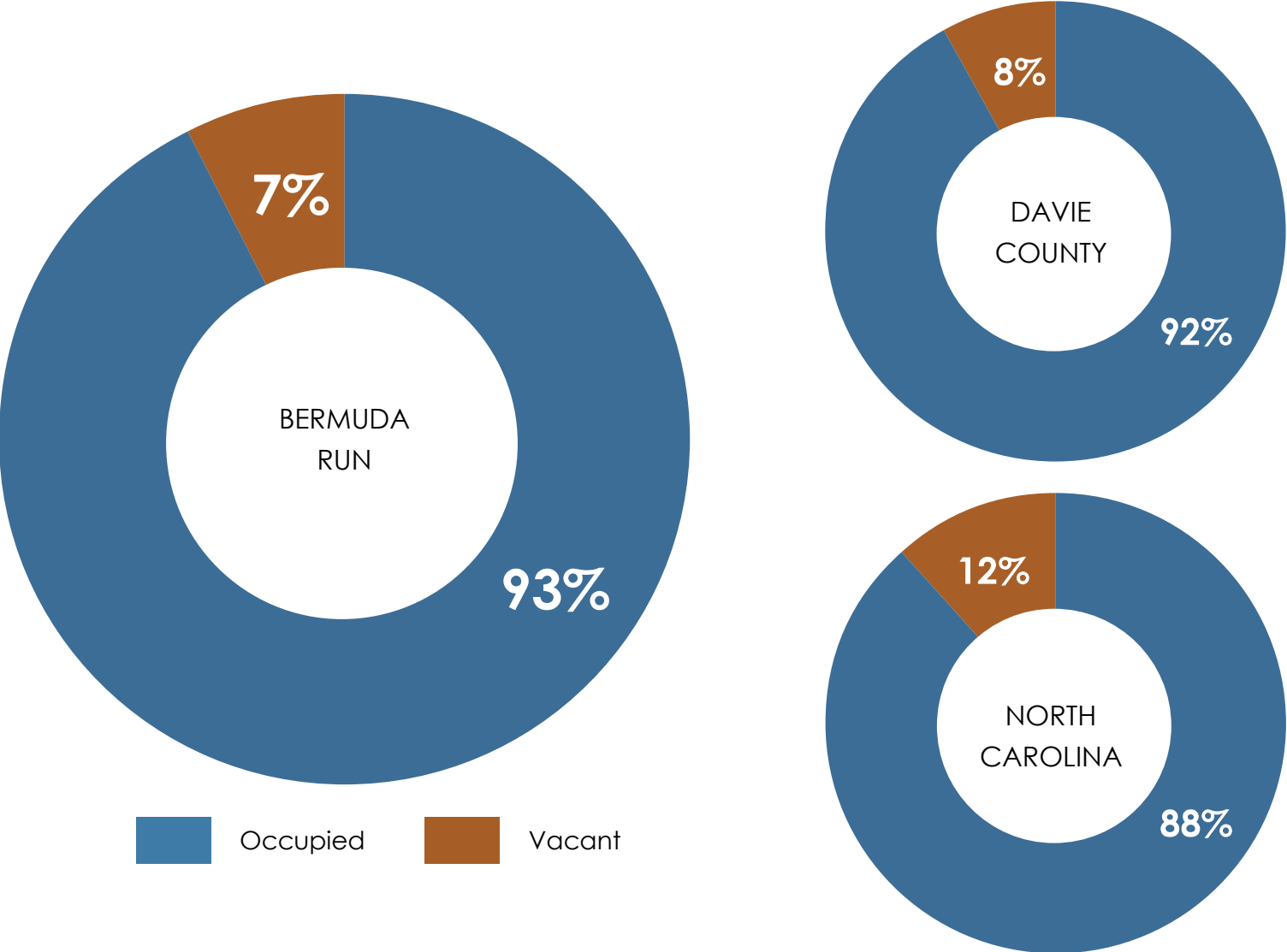
▼ TABLE 1.3 PLANNING AREA OCCUPIED HOUSING STOCK
Source: US Census Bureau, 2019 ACS

HOUSING TYPE	NUMBER	PERCENTAGE %
Single-Family	783	69.4%
Duplex	196	17.4%
Multi-Family, Other	149	13.2%
Total	1,128	100.0%

▼ TABLE 1.4 MEDIAN HOME VALUE COMPARISON
Source: US Census Bureau, 2019 ACS

	MEDIAN VALUE (\$)
North Carolina	\$172,500
Davie County	\$172,600
Bermuda Run	\$264,300
Lewisville	\$195,400
Mocksville	\$140,400
Whispering Pines	\$318,900
Oak Ridge	\$383,300
Davidson	\$448,300

▼ FIGURE 1.7 HOUSING TENURE
Source: US Census Bureau, 2019 ACS

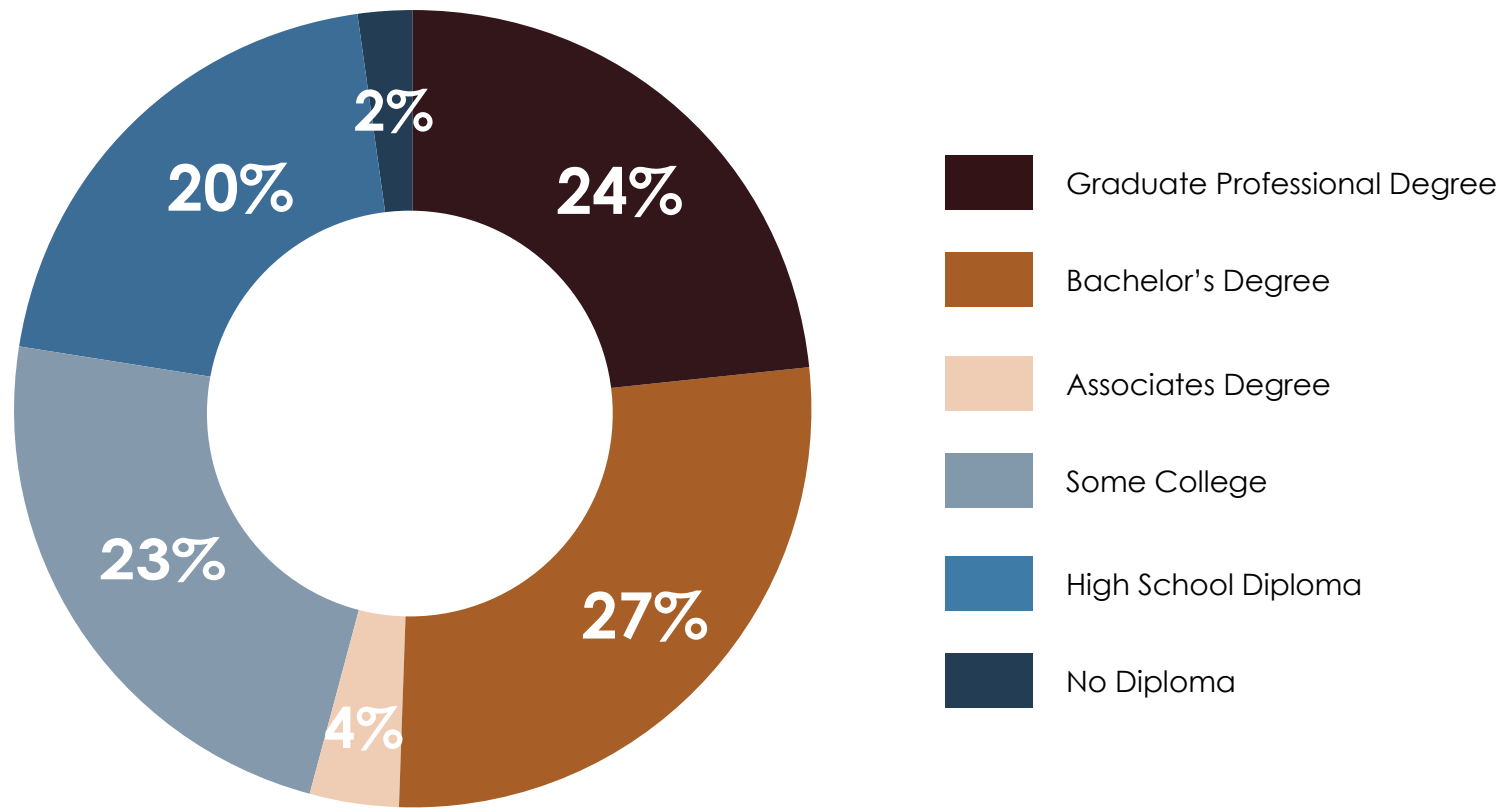


ECONOMIC PROFILE

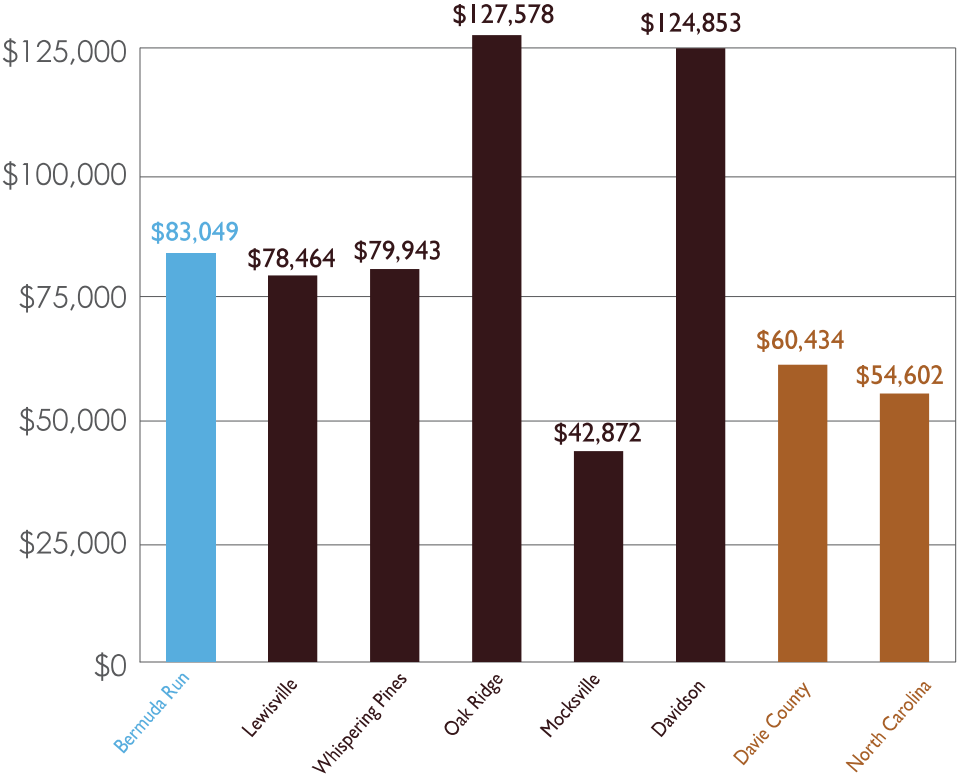
Well over half of the planning area's population has either a bachelor's or graduate level degree, with only 2% having not received a high school diploma. This indicates a highly educated demographic.

Higher educational attainment has contributed to a higher median household income, far exceeding that of Davie County and North Carolina. Similar to housing values, the median household incomes in the Town are in the middle of the comparison communities.

▼ FIGURE 1.8 EDUCATIONAL ATTAINMENT
Source: US Census Bureau, 2019 ACS



▼ FIGURE 1.9 MEDIAN HOUSEHOLD INCOME
Source: US Census Bureau, 2019 ACS



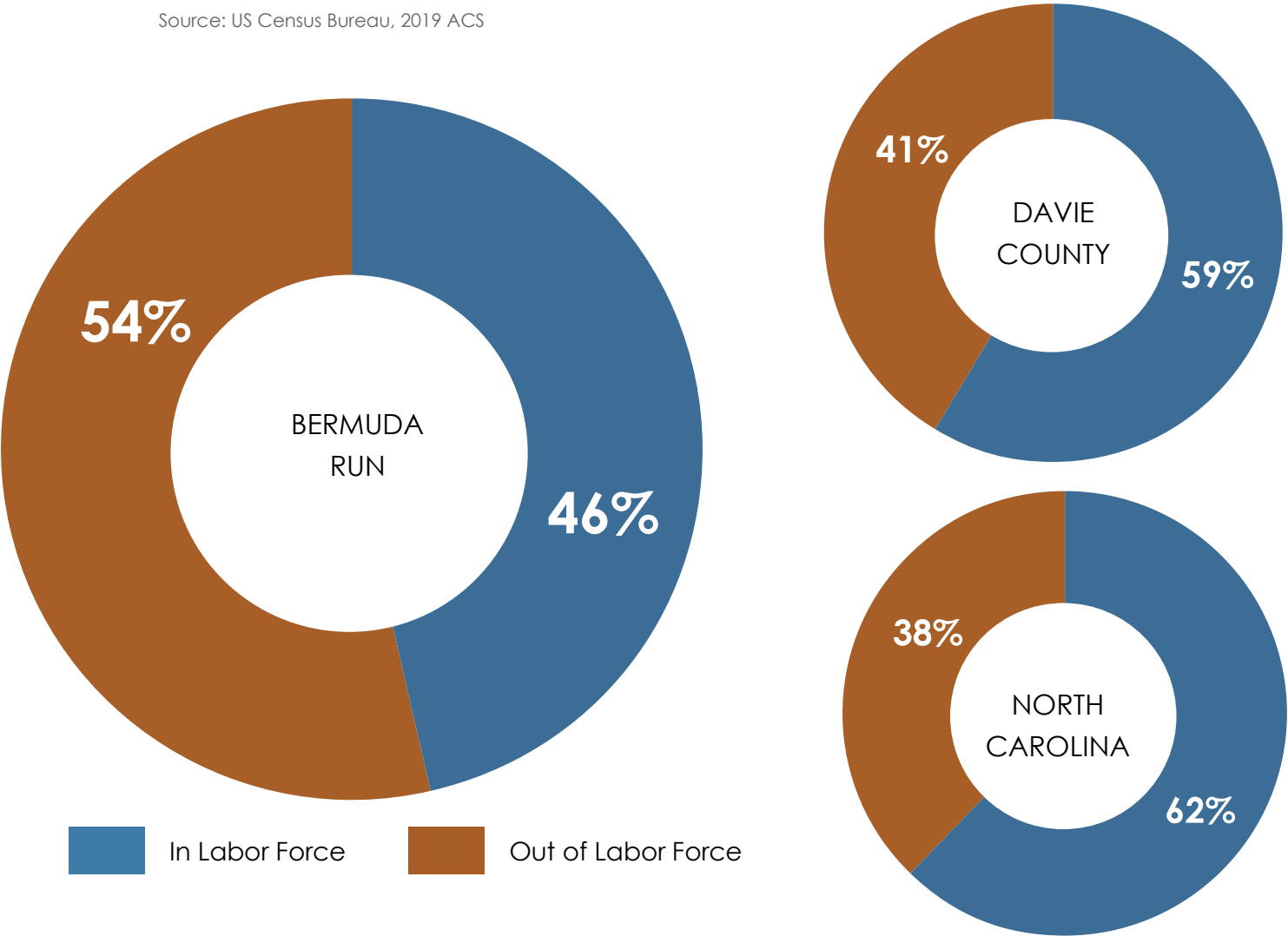
▼ TABLE 1.5 COMPARISON OF HOUSEHOLD INCOME
Source: US Census Bureau, 2019 ACS

	North Carolina	Davie County	Bermuda Run	Lewisville	Mocksville	Whispering Pines	Oak Ridge	Davidson
MEDIAN HOUSEHOLD INCOME	\$54,602	\$60,434	\$83,049	\$78,464	\$42,872	\$79,943	\$127,578	\$124,853
PER CAPITA INCOME	\$30,783	\$31,173	\$43,618	\$41,681	\$22,580	\$34,433	\$49,917	\$55,122

LABOR FORCE CHARACTERISTICS

The Town of Bermuda Run has a much higher percentage of its population out of the labor force than the populations of Davie County and the State. This is due to the high number of retirees and is consistent with the high median age of Bermuda Run's population.

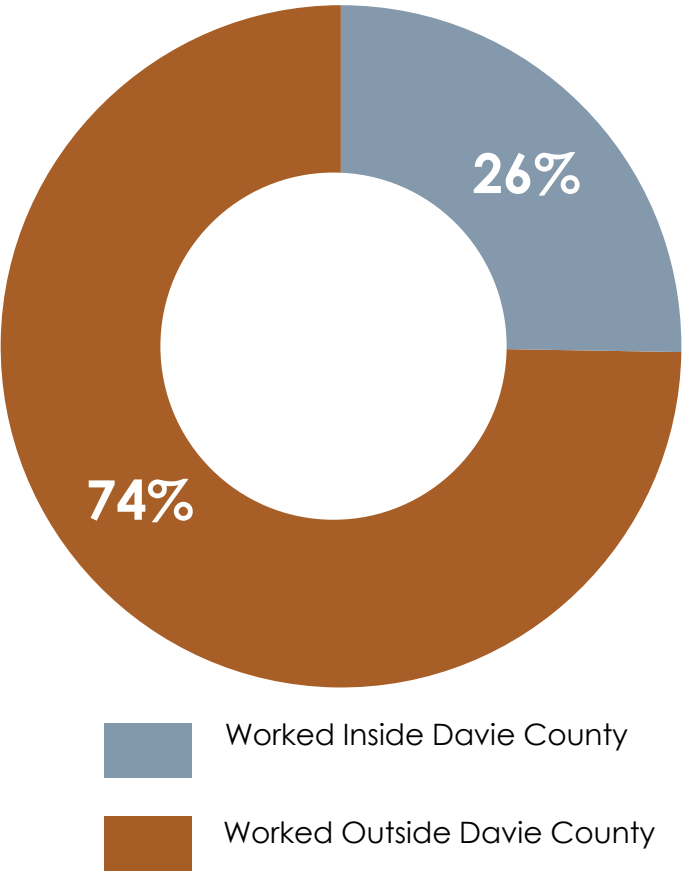
▼ FIGURE 1.10 LABOR FORCE
Source: US Census Bureau, 2019 ACS



Almost three-fourths of the Bermuda Run labor force works outside of Davie County, with only 26% working in the County itself. The vast majority of workers commute alone to work, driving an average of 21 minutes. A total of 7% of workers work from home, which is a little higher than average.

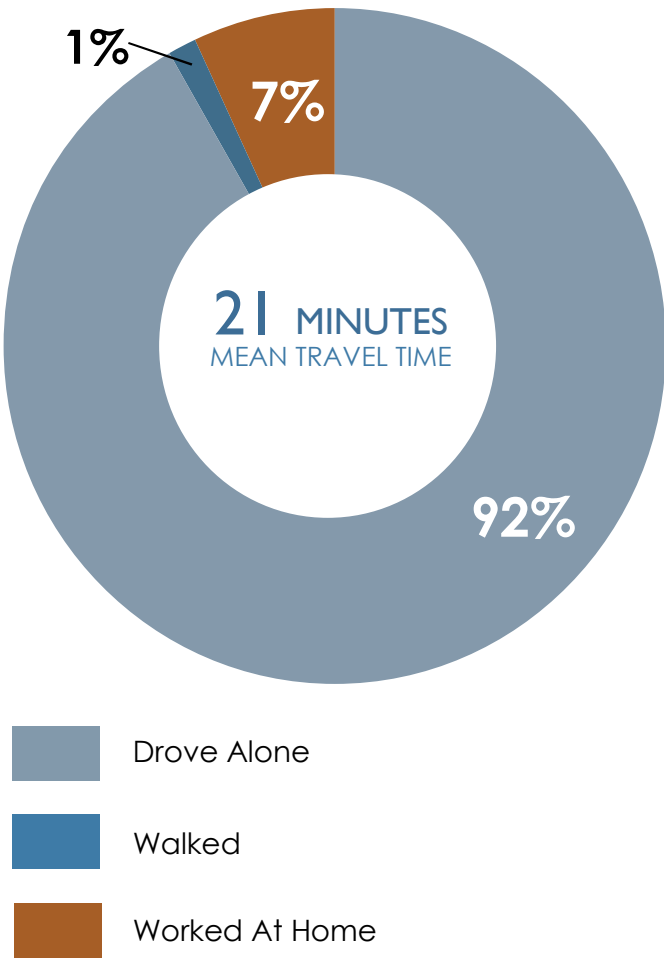
▼ FIGURE 1.11 PLACE OF WORK

Source: US Census Bureau, 2019 ACS



▼ FIGURE 1.12 COMMUTE TIME & MEANS OF TRANSPORTATION

Source: US Census Bureau, 2019 ACS



EMPLOYMENT RATES & INDUSTRY SECTORS

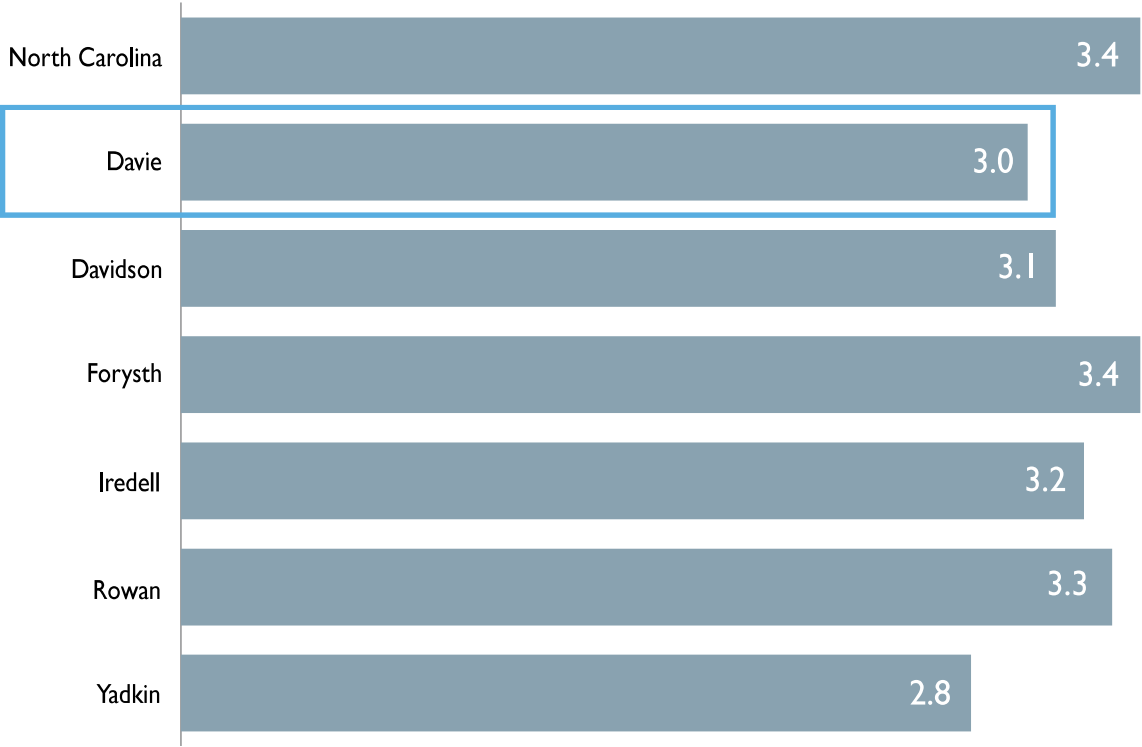
The principal employment sectors within the Town are educational services, health care, and social services (33.3%); finance / insurance / real estate (17.3%); and manufacturing (14.5%). Just over half (60.1%) of the labor force is engaged in “white collar” jobs, while 22.1% is engaged in “blue collar jobs,” and 17.8% is engaged in other services. The unemployment rate in Davie County is lower than the state average and lower than immediately adjacent counties, except Yadkin County, at 3.3%. Generally, an unemployment rate this low indicates the potential need for labor to come in from outside the County to fill available positions.

▼ TABLE 1.6 EMPLOYMENT BY INDUSTRY SECTOR

Source: US Census Bureau, 2019 ACS

INDUSTRY SECTOR	2019
Educational Services, Health Care, Social Services	33.3%
Finance/Insurance/Real Estate	17.3%
Manufacturing	14.5%
Arts, Entertainment, Recreation, Accommodations	7.7%
Professional, Scientific, and Management	7.3%
Retail Trade	5.5%
Construction	4.5%
Public Administration	4.0%
Agriculture/Mining	2.9%
Wholesale Trade	1.4%
Services	1.0%
Transportation/Utilities	0.6%
Information	0.0%

▼ FIGURE 1.13 UNEMPLOYMENT RATE COMPARISON, NOV. 2021



▼ TABLE 1.7 UNEMPLOYMENT RATE, DEC. 2016
Source: North Carolina Department of Commerce, 2021

	Davie County	Davidson County	Forsyth County	Iredell County	Rowan County	Yadkin County	North Carolina
RATE	3.0	3.1	3.4	3.2	3.3	2.8	3.4

EXISTING CONDITIONS PROFILE

Environmental constraints and existing development patterns play a large role in the recommendations of a Comprehensive Plan. An analysis of the existing conditions and development patterns is depicted on the pages that follow.

ENVIRONMENTAL CONSTRAINTS

The Town of Bermuda Run planning area is located in Davie County and shares a boundary with Forsyth County and the Village of Clemmons, across the Yadkin River to the east. It also has a water course called Smith Creek within the western third of the planning area. Both the Yadkin River and this water course have floodplain associated with them, but present little impediment to development due to the existing development pattern and advantageous topography. Flood hazard areas comprise 388 acres, or 13.2% of the total planning area. Approximately two-thirds of the planning area is located within the Yadkin River Watershed Protected Area (WS-IV PA). State regulations limit this area to 24% impervious area unless the development is granted a 10-70 special intensity allocation by the Town Council. This allocation permits development up to 70% impervious area for a maximum of 10% of the watershed.

▼ IMAGE 1.2 YADKIN RIVER



PARCEL SIZE

There are 2,653 acres and 2,003 parcels located within the planning area. Approximately one sixth of the planning area reflects a more urban development pattern with parcels of less than one (1) acre. Approximately the same area is covered by parcels of three to ten acres. Parcels of between one and three acres make up 11% of the planning area, while more than half of the planning area is comprised of parcels of more than 10 acres. This development pattern, along with the availability of infrastructure, indicates that there is plenty of opportunity for additional development within the planning area in the future. However, there are several tracts of land of more than 10 acres that include more dense development, such as the Comet Bermuda Run Apartments property.

▼ TABLE 1.8 PARCEL SIZE

Parcel Size	Acres	%	# of parcels	%
Less than 1 acre	436	16.4%	1,692	84.5%
1 to 3 acres	289	10.9%	172	8.6%
3 to 10 acres	431	16.2%	89	4.4%
More than 10 acres	1,497	56.4%	50	2.5%
Total	2,653	100.0%	2,003	100.0%

LAND USE

Of the 2,653 acres in the planning area, about one-third of the land is undeveloped. Of developed area, “residential” makes up the largest percentage of land use within the planning area. Recreational uses comprise nearly one-quarter of the planning area, but most of the classification can be accounted for by the Bermuda Run County Club Golf Courses. Substantial recreational area is also located within the Truist Sports Complex and Kinderton Village common areas. Publicly owned open space consists only of the Town Green in Kinderton Center. The “institutional” classification makes up nearly 5% of the planning area. An almost equal portion of land is commercially developed, while less than 1% of the planning area is industrial.

▼ TABLE 1.9 LAND USES

Land Use Classification	Acres	%
Undeveloped	883	33.3%
Residential	971	36.6%
Recreational	525	19.8%
Institutional	124	4.7%
Commercial	129	4.9%
Industrial	21	0.8%
Total Acreage	2,653	100.0%

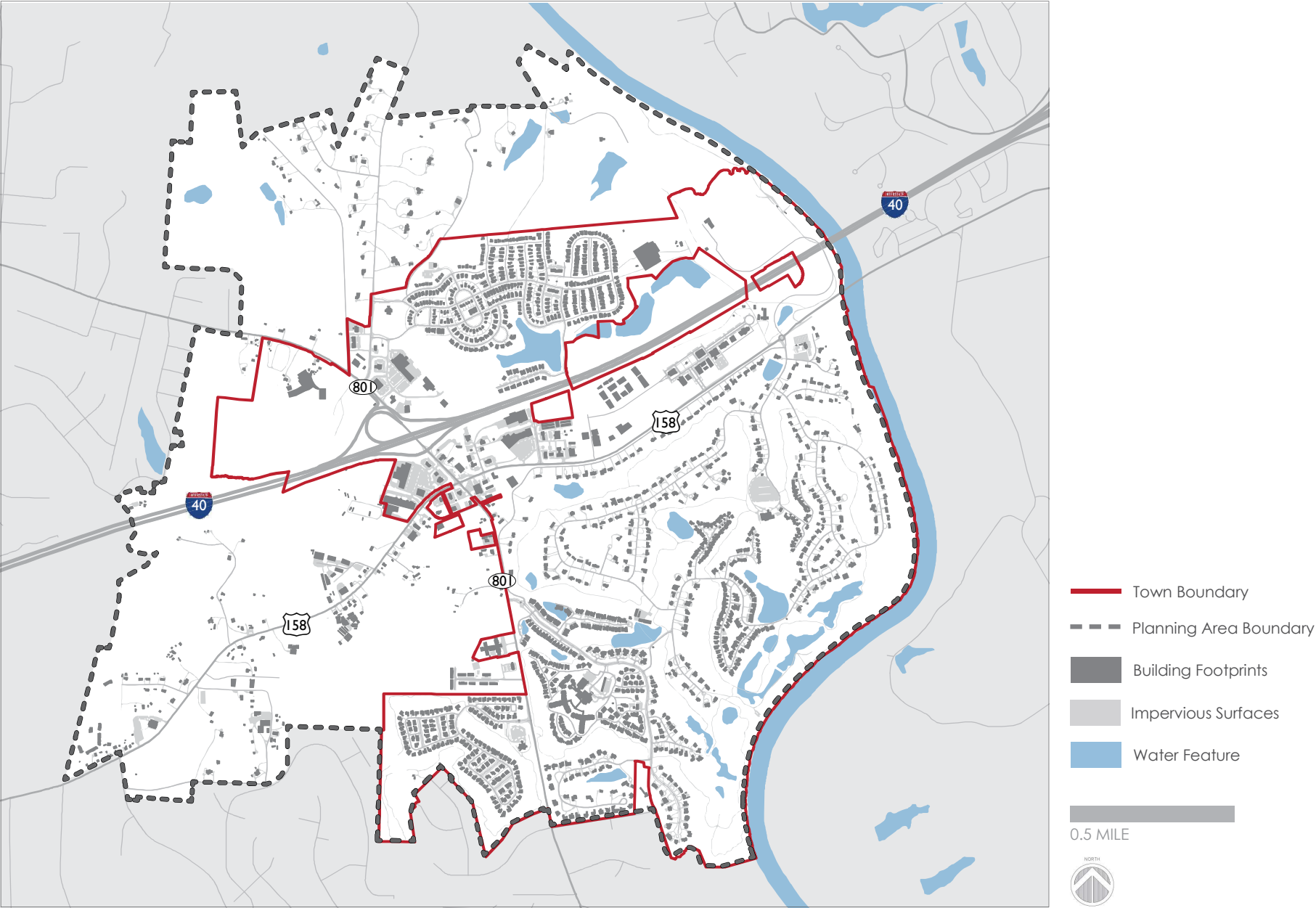
ZONING

The Town has six base zoning districts that guide land use and development. The Commercial Mixed and General Business zoning districts are primarily for commercial uses; Open Space, Club Residential, and Residential Mixed are primarily intended for residential uses. The Village Mixed district is intended to allow a mix of commercial and residential uses. More than one-third of the planning area is zoned Club Residential, located within gated residential and country club areas. The Residential Mixed district is the second largest, encompassing 17% of the planning area. The Commercial Mixed district is 16.3% of the area. The Open Space district accounts for almost 14% of the planning area. The Village Mixed Use district is 9.3% of the planning area, while General Business is 9%. Since the last Plan, the Town Center district was removed and this shifted some of the other districts around. Some open space area was also lost to new residential development.

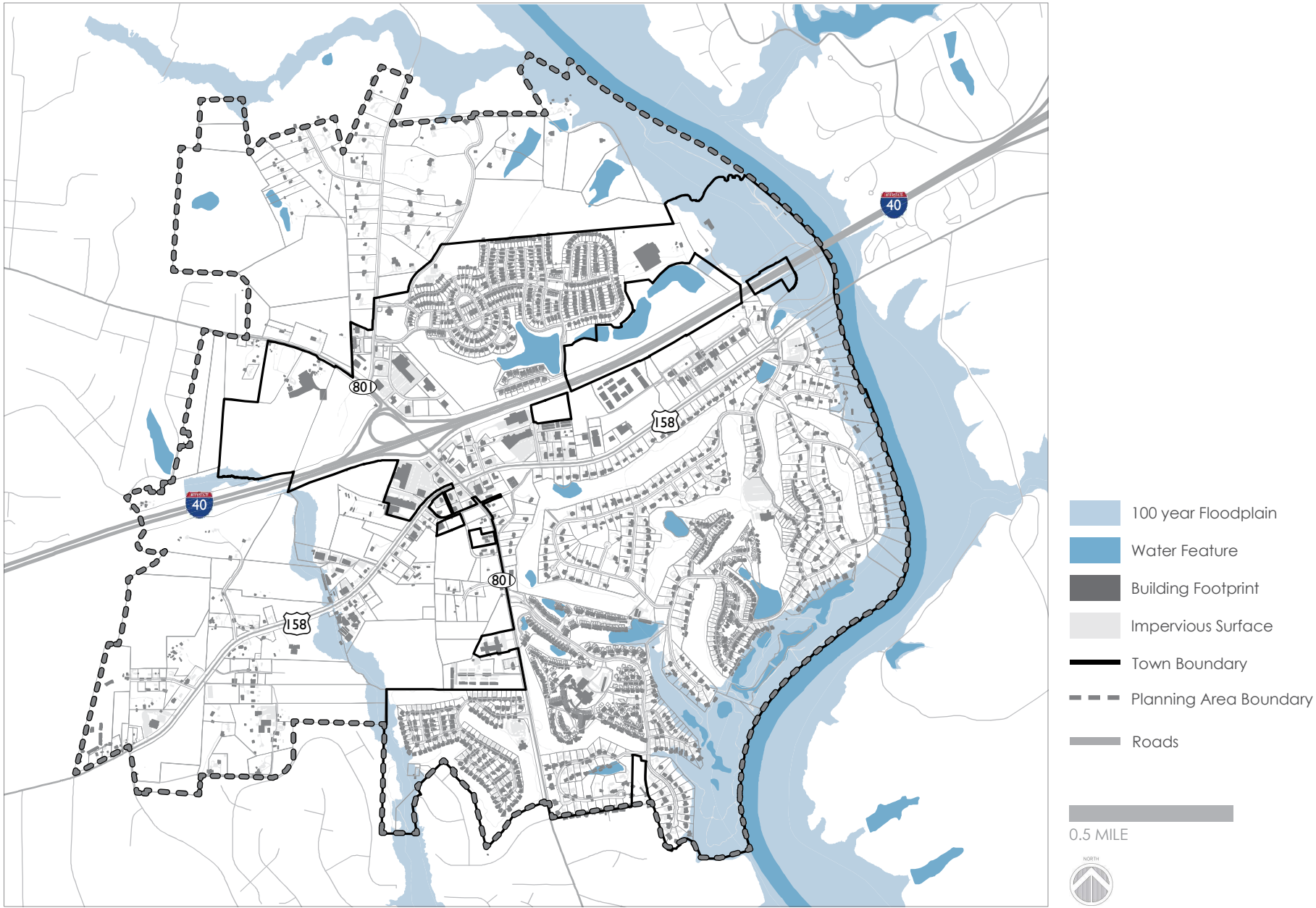
▼ TABLE 1.10 ZONING

Zoning Classification	Acres	%
Open Space (OS)	397	13.9%
Club Residential (CR)	980	34.4%
Residential Mixed (RM)	485	17.0%
Commercial Mixed (CM)	465	16.3%
Village Mixed Use (VM)	264	9.3%
General Business (GB)	255	9.0%
Total	2,846	100.0%

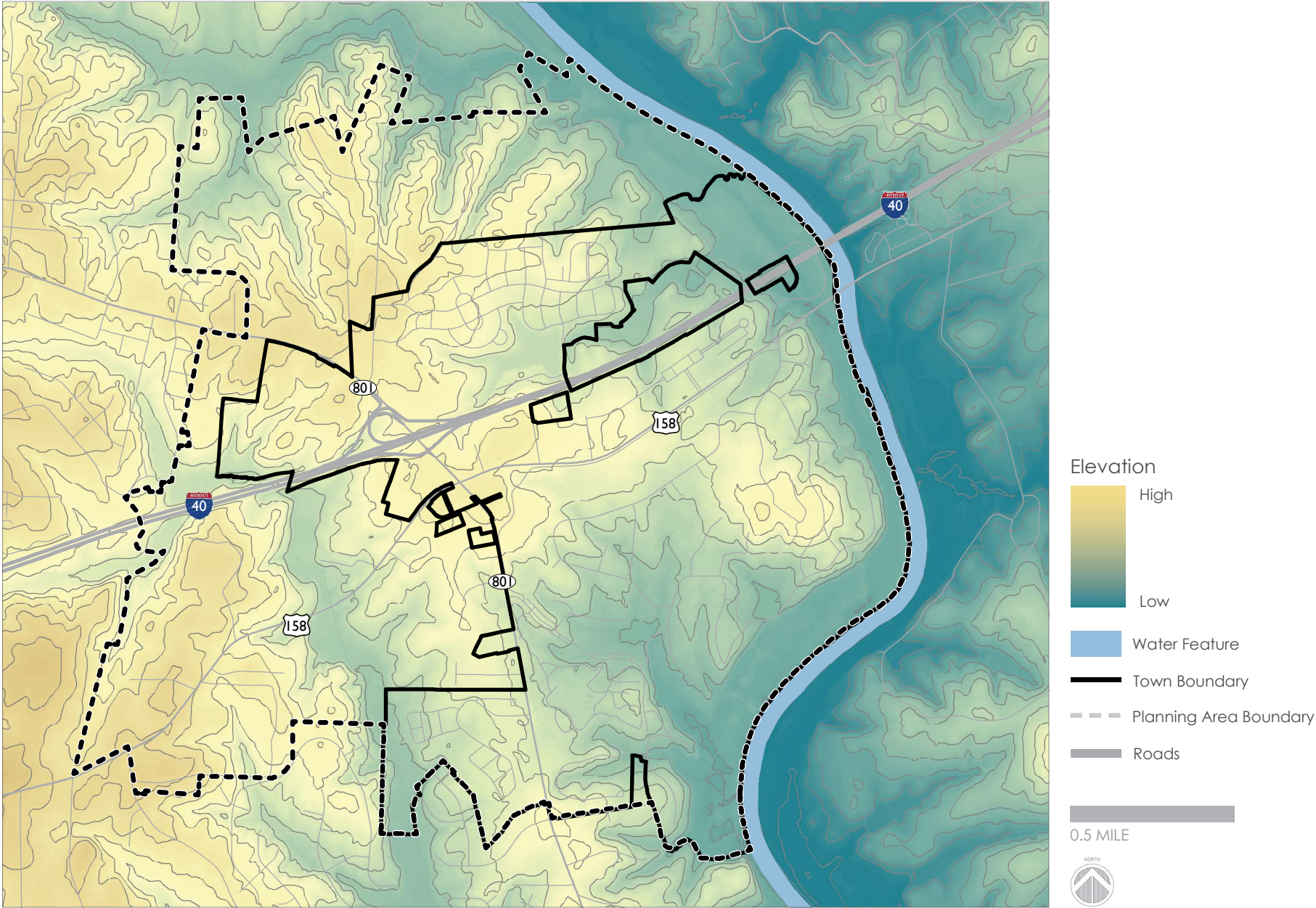
▼ MAP 1.2 PLANNING AREA



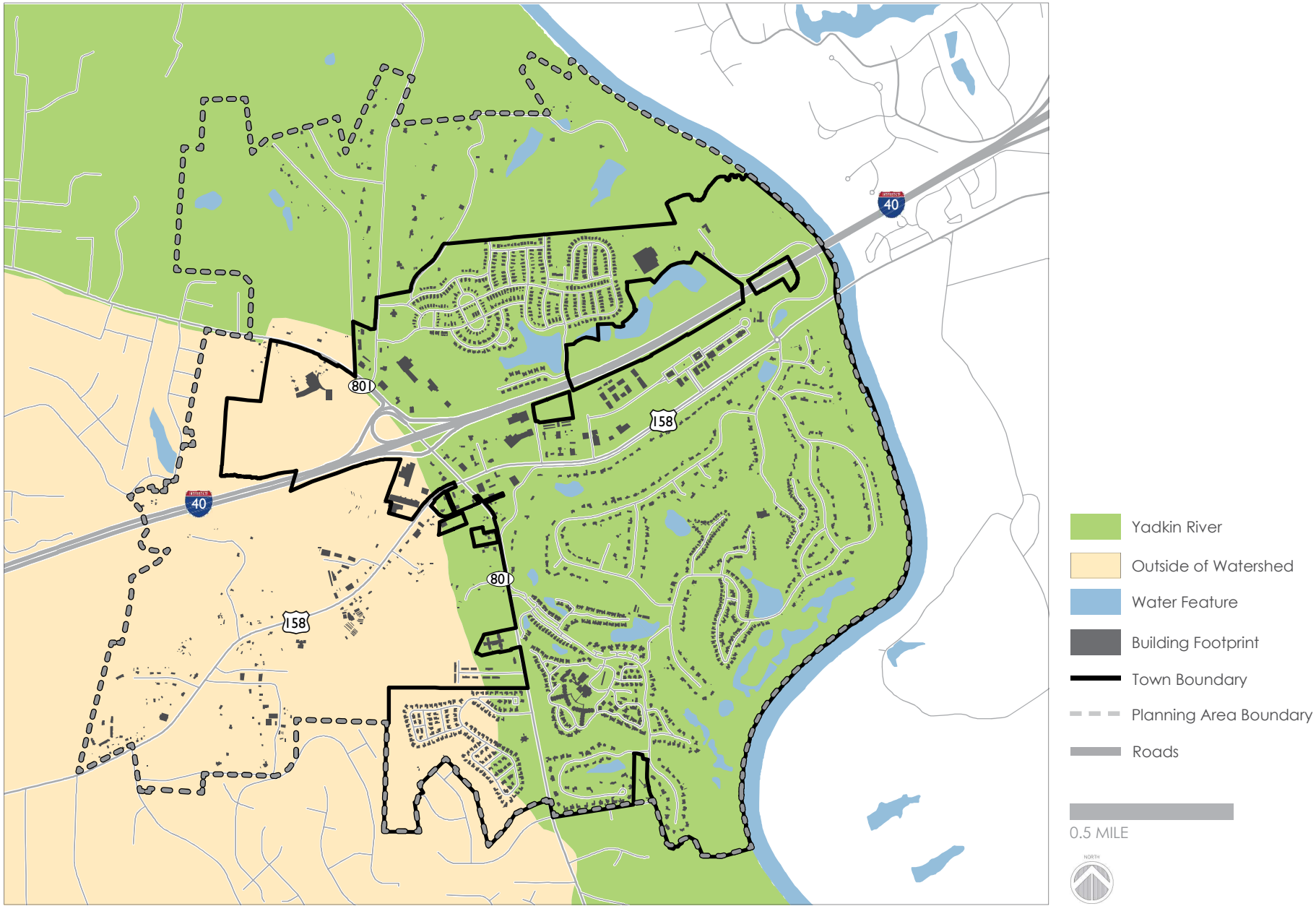
▼ MAP 1.3 FLOODPLAIN



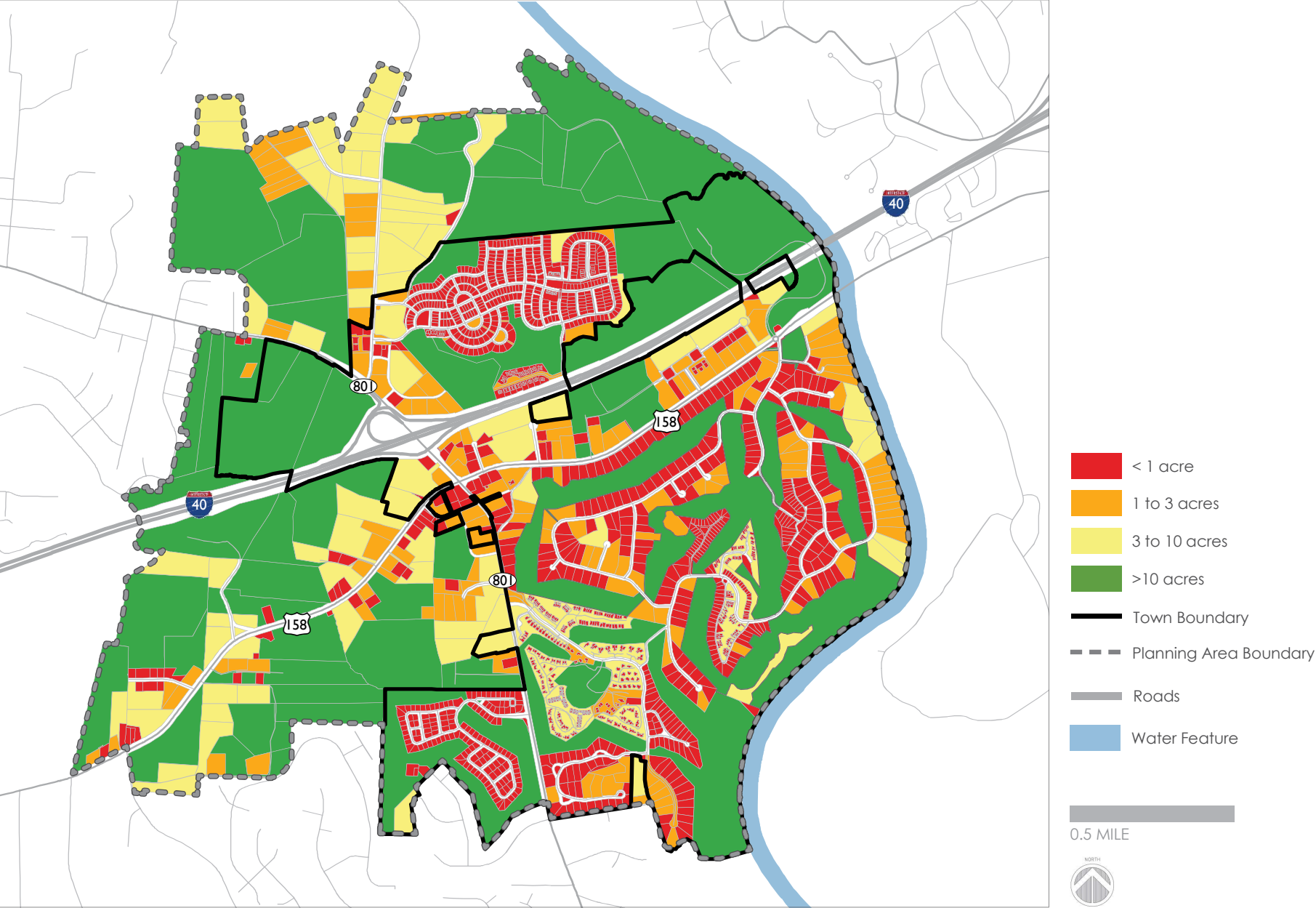
▼ MAP 1.4 TOPOGRAPHY



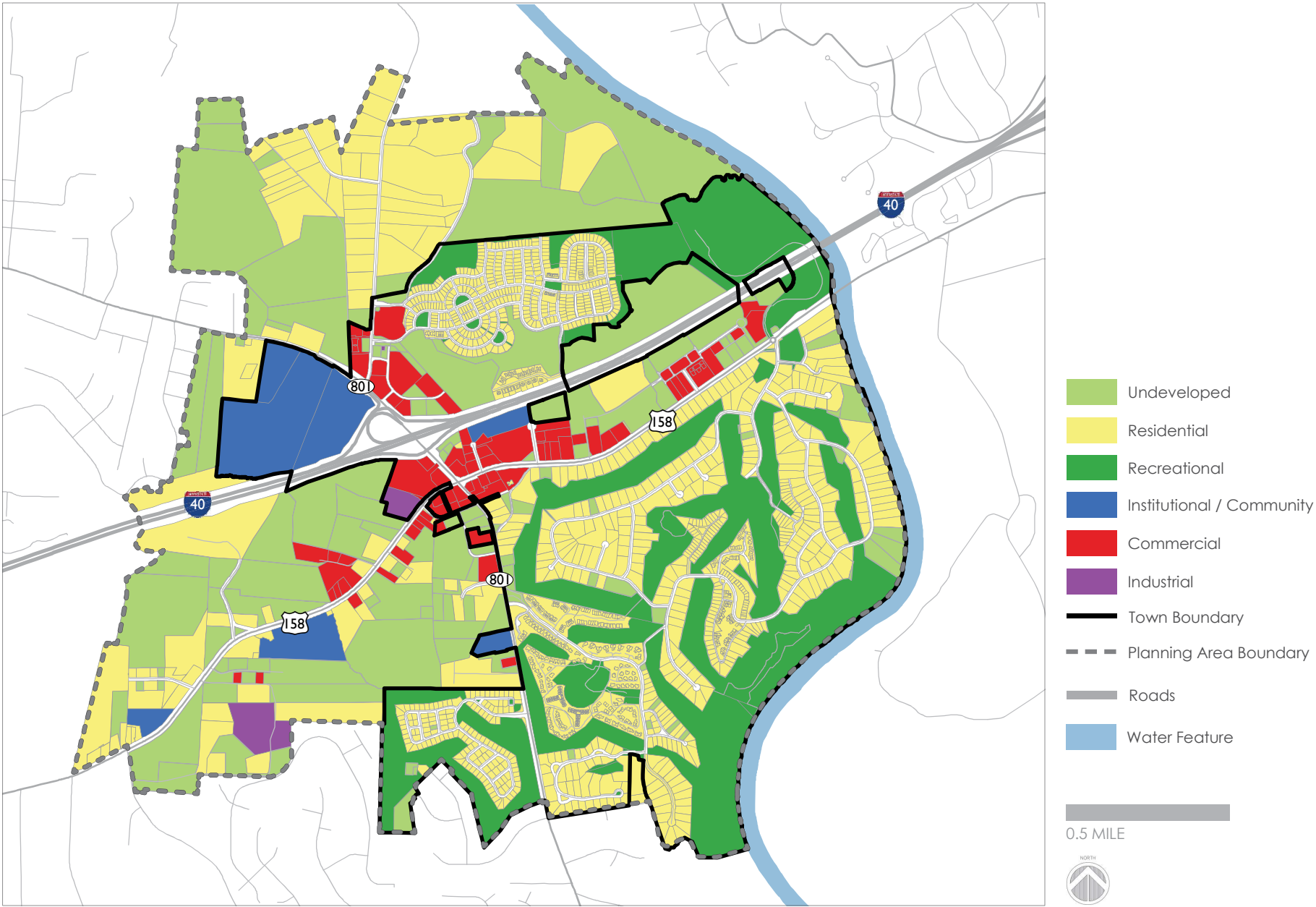
▼ MAP 1.5 WATERSHED-YADKIN RIVER WSIV PROTECTED AREA



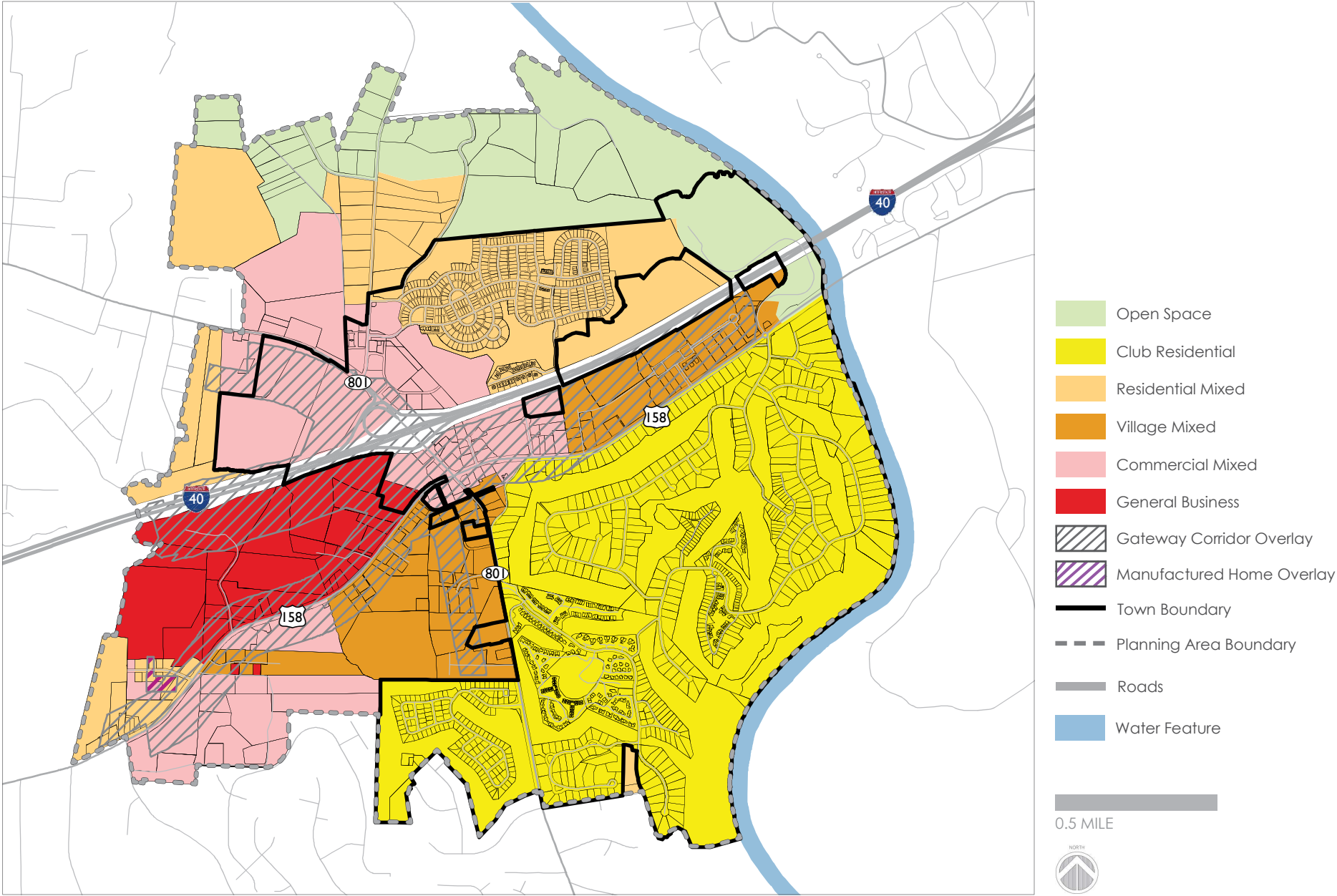
▼ MAP 1.6 PARCEL SIZE



▼ MAP 1.7 EXISTING LAND USE



▼ MAP 1.8 ZONING



INFRASTRUCTURE & SERVICES

Davie County Utilities in partnership with the Town of Bermuda Run, provides water and sewer service within the entire planning area. Since the 2017 Comprehensive Plan, the Town of Bermuda Run no longer operates a wastewater treatment plant; however, the Town does maintain ownership of sewer lines and pump stations with the goal of the entire system being under the ownership and maintenance of Davie County Utilities in the future. A new force main for wastewater is now in place from a new Bermuda Run West pump station along Smith Creek to the new East Davie transfer pump station off of Underpass Road near the Yadkin River where it connects by force main to the Winston-Salem/Forsyth City-County Utility Commission (CCUC) Muddy Creek Treatment Plant. The old Bermuda Run treatment plant at the end of Juniper Circle has been converted to a pump station and connects to the East Davie transfer pump station by force main. The improvements have increased capacity for the entire area. However, there are still approximately 100 homes within the planning area that operate using private on-site septic and are not connected to the sewer system.

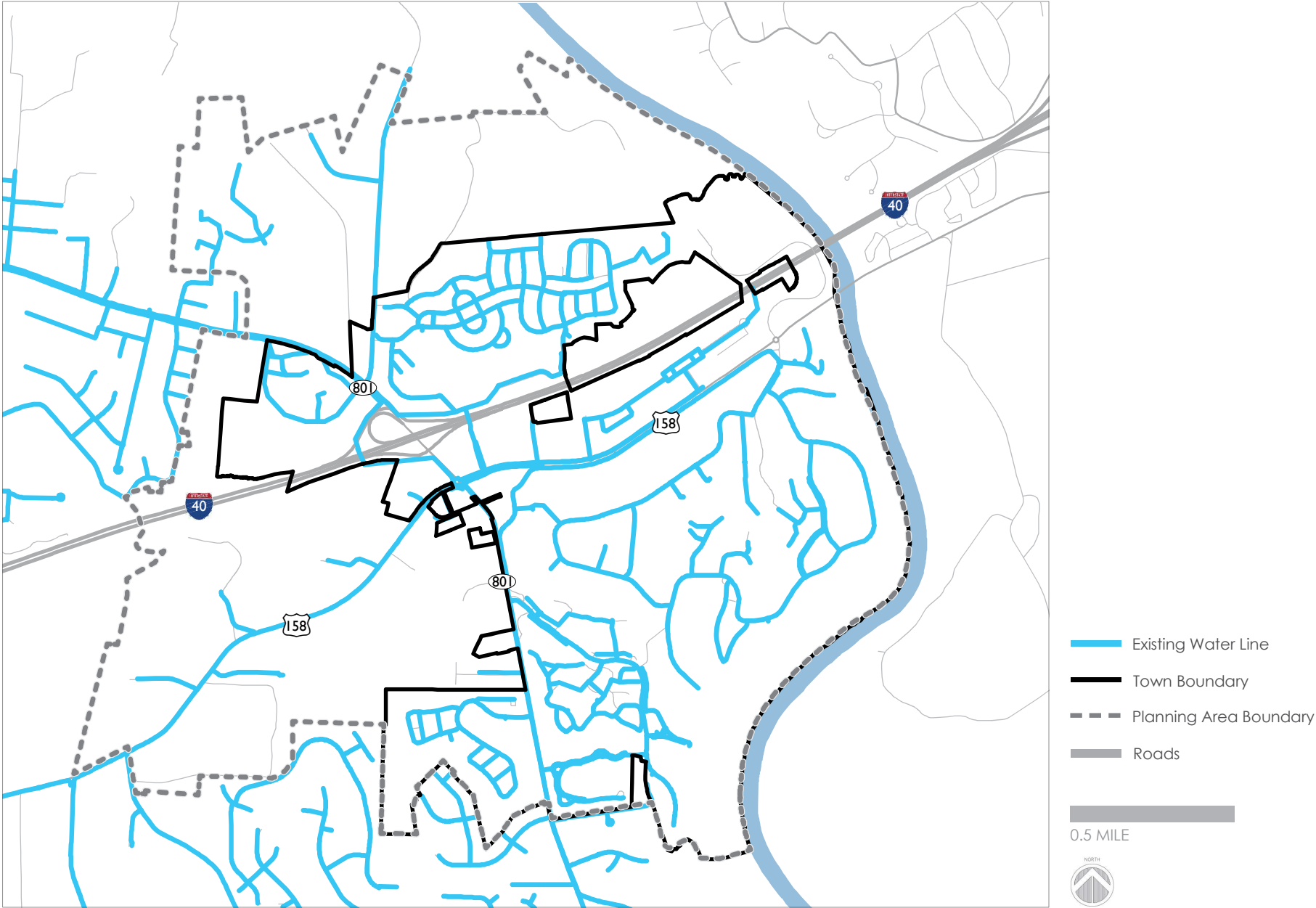
Some Home Owners Associations continue to own water lines in about one-third of the original gated residential area for which it previously purchased water at a bulk rate from Davie County. Davie County Utilities directly supplies the water now, while the Home Owners Associations maintain ownership of the lines.

The Town maintains 21.1 miles of public roadway within the Town. A total of 6.49 of these miles is located outside of the gated residential area and eligible for Powell Bill funds available from the State of North Carolina for street maintenance. The Town also maintains sidewalks and street lights along town-maintained streets. Additional services provided by the Town include residential solid waste collection; periodic brush, limb and leaf pickup; residential development entrance landscaping maintenance; and planning and zoning services.

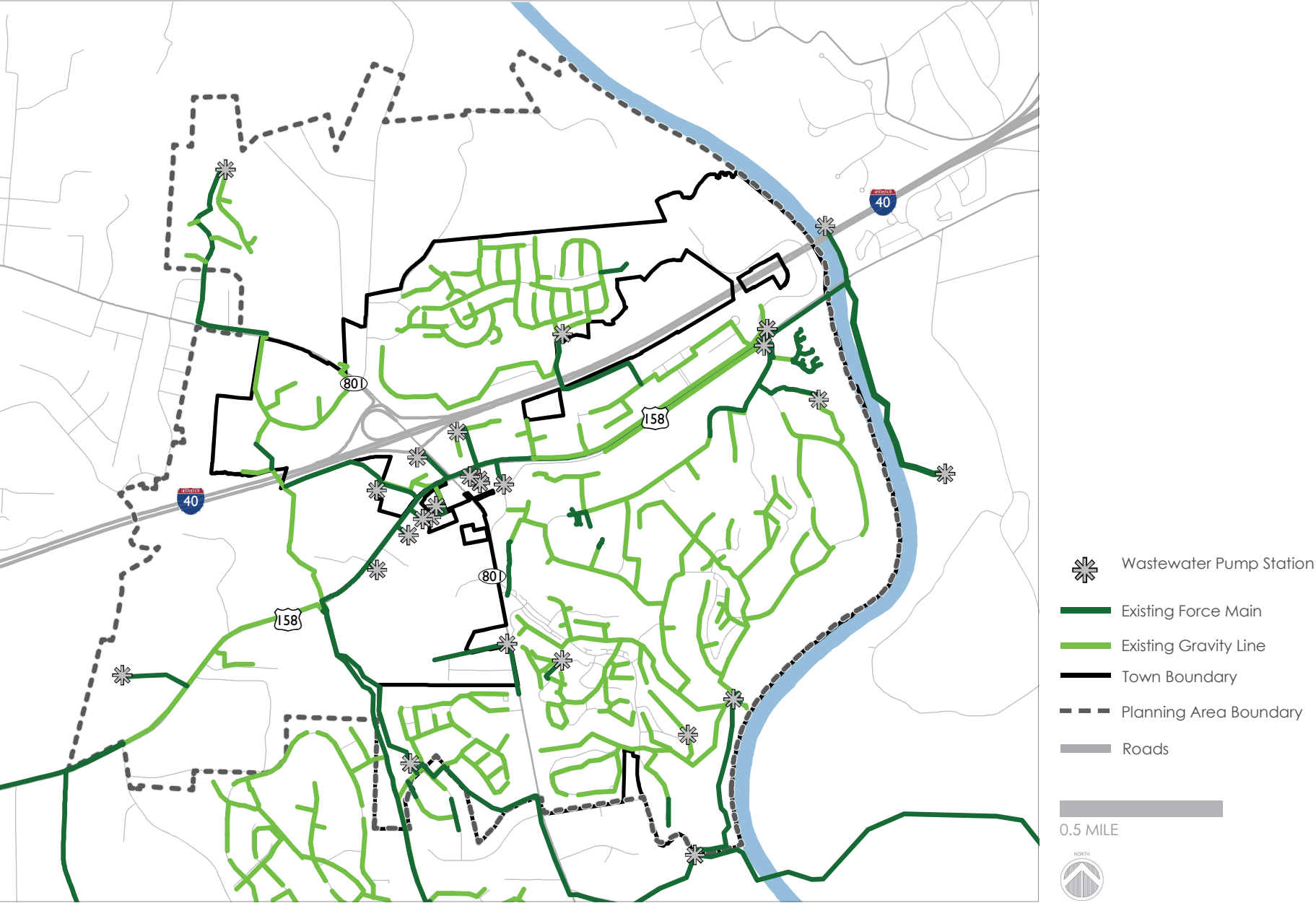
▼ IMAGE 1.3 EAST DAVIE TRANSFER PUMP STATION WHILE UNDER CONSTRUCTION



▼ MAP 1.9 WATER LINES



▼ MAP 1.10 SEWER LINES & PUMP STATIONS



Map 1.11 depicts the pedestrian network map that was approved as part of the 2017 Comprehensive Plan with new sidewalk and pedestrian facilities constructed within the new Davie Medical Center site, and along it's NC Highway 801 frontage; along Yadkin Valley Road in front of the new State Employees Credit Union; and along NC Highway 801 in front of the Sheetz gas station. In Table 1.14, the pedestrian facilities not completed remain on the potential pedestrian facility location list. The image to the right shows the Blue Heron Trail phase one construction.

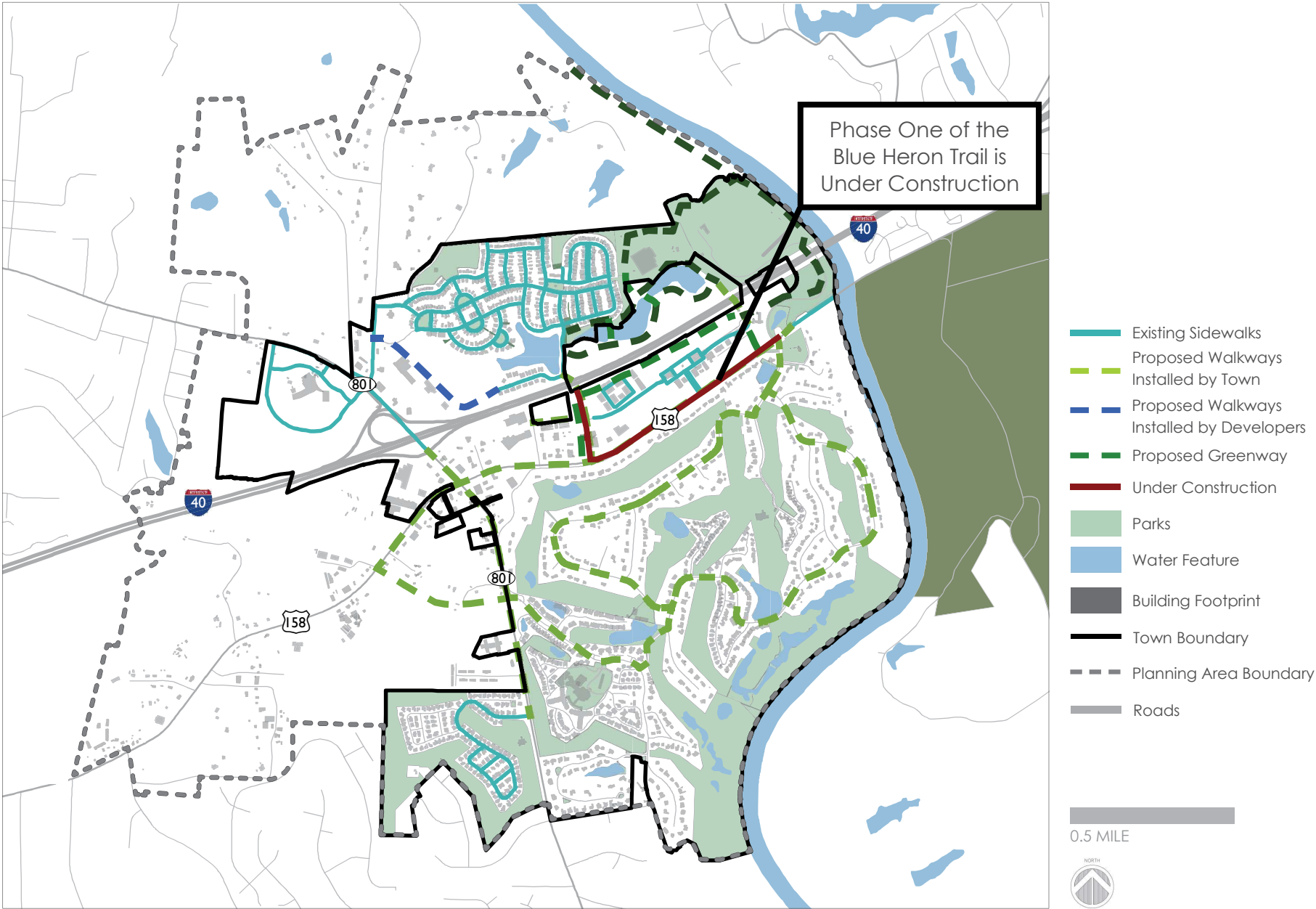
▼ IMAGE 1.4 PHASE ONE BLUE HERON TRAIL PEDESTRIAN BRIDGE INSTALLATION



▼ TABLE 1.11 POTENTIAL PEDESTRIAN FACILITY LOCATIONS

Potential Pedestrian Facility Locations
Bermuda Run Drive
Bahnson Lakes Trails
Blue Heron Trail - Royal Troon Lane to Highway 801 intersection (with NCDOT intersection improvements)
Highway 801 - Yadkin Valley Road to Highway 158 intersection (with NCDOT intersection improvements)
Boulevard in Hillsdale at Bermuda Run - Highway 801 to Highway 158 (in conjunction with development)
Riverbend Loop
Bing Crosby Boulevard - Highway 801 to Bridge Street
Highway 801 - Highway 158 intersection to Orchard Park Drive (with NCDOT improvements)
Highway 158 - Highway 801 to Webb Way/Boulevard intersection (with NCDOT improvements)

▼ MAP 1.11 PEDESTRIAN CONNECTIVITY



EXISTING PLANS AND STUDIES

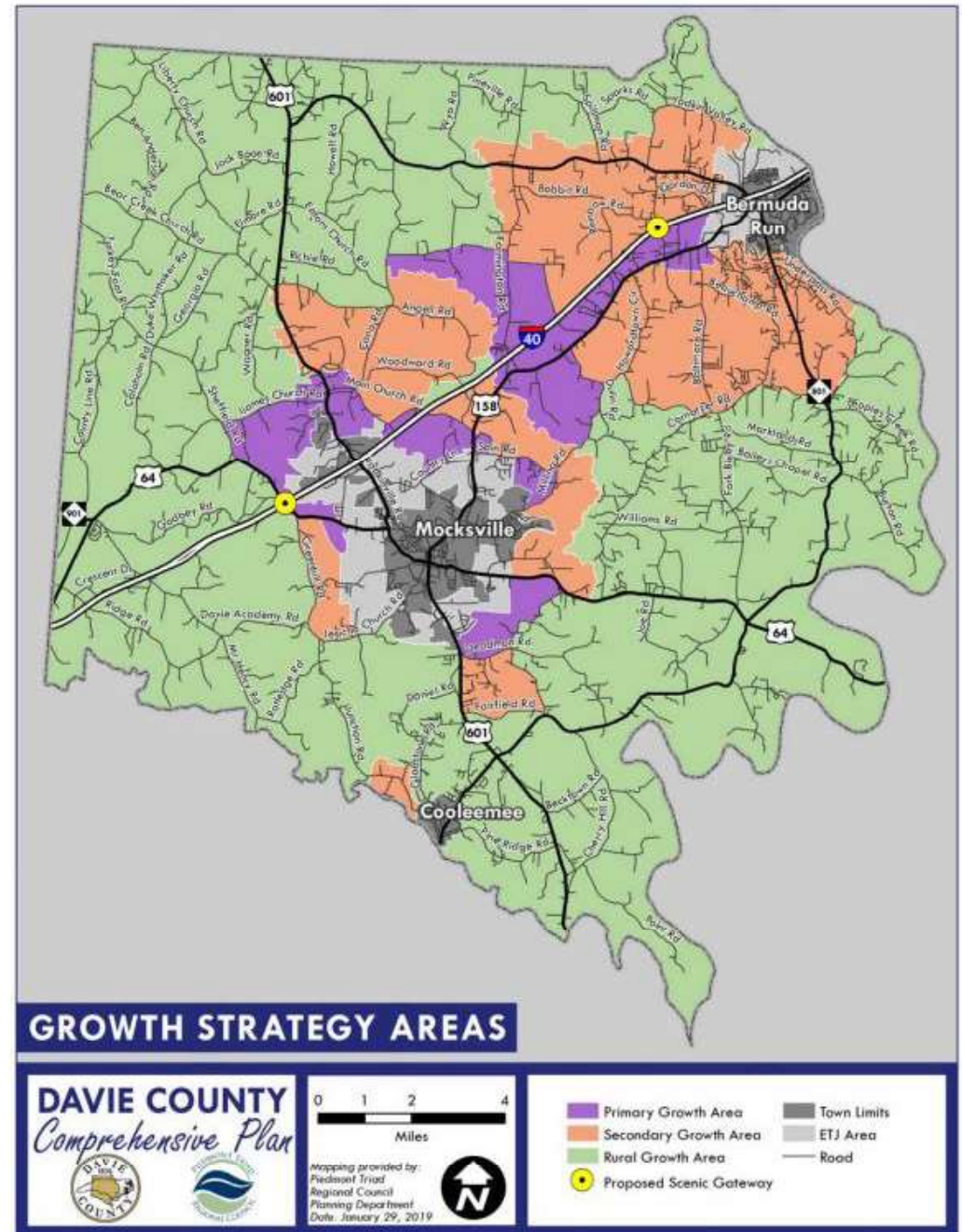
DAVIE COUNTY COMPREHENSIVE PLAN

In December of 2019, Davie County adopted its Comprehensive Plan. The intent of the Plan was to identify existing conditions, explore focus area issues and trends, and provide a guide for development through 2050.

The Plan projected the County's population increasing by 21,924 people between 2016 and 2050. This would require the development of almost 9,000 new housing units and the creation of more than 9,000 new jobs. They projected almost 700 of these new homes to be located in Bermuda Run and more than 1,000 of the new jobs to be located in the Town. The County anticipated mixed high-density urban growth to occur in municipalities and their extraterritorial jurisdictions. In order to permit this, they encouraged intergovernmental planning for land use, transportation, water and sewer infrastructure, and economic development.

The County's Growth Strategy Areas are shown to the right, and you can see that the areas directly south and west of Bermuda Run are categorized as secondary growth areas. These areas are planned to include major subdivisions scattered between agricultural and commercial uses. The southern corridor of Interstate 40 is identified as a primary growth area, where mixed uses that include residential and commercial development are anticipated to occur at higher densities.

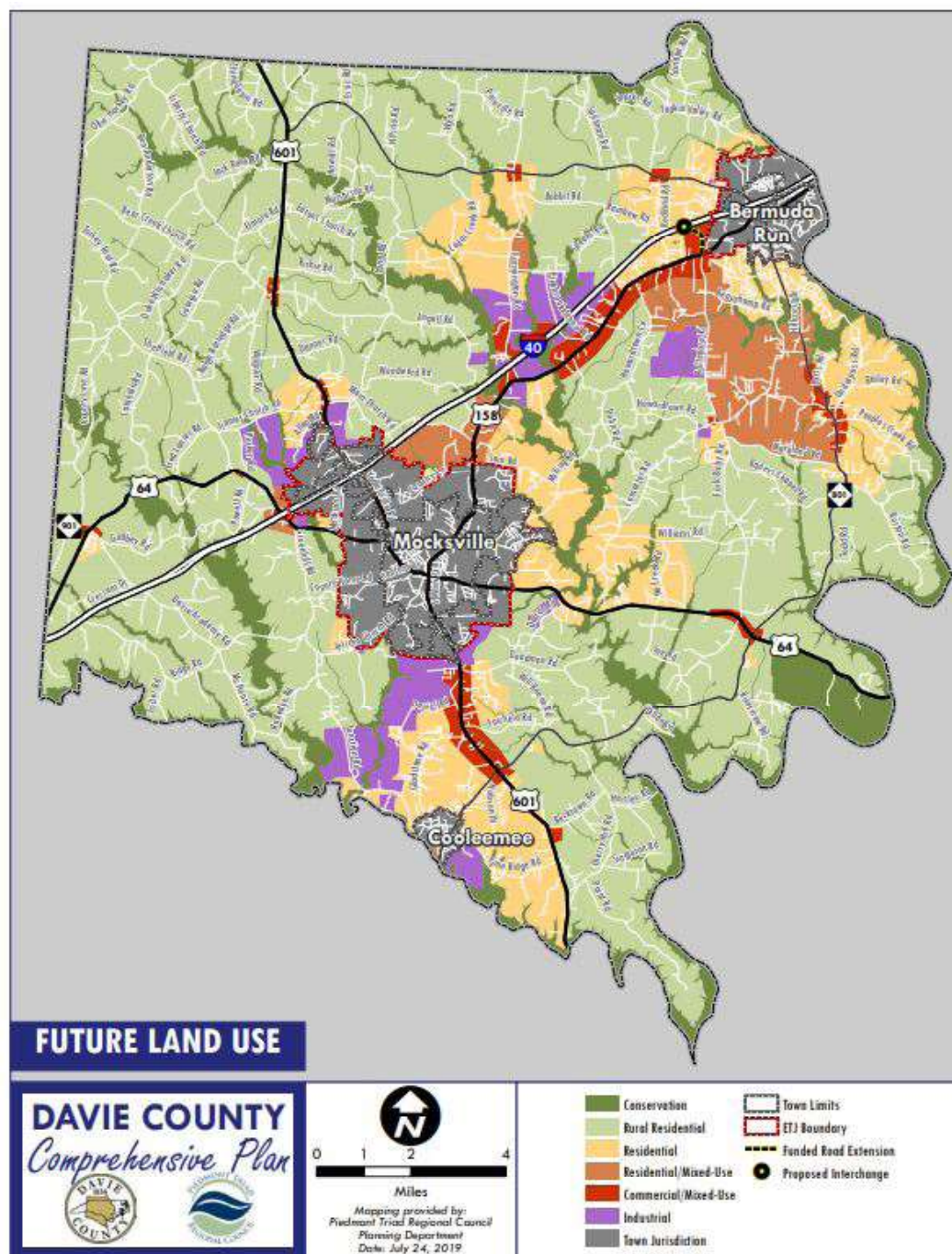
▼ IMAGE 1.5 DAVIE COUNTY GROWTH STRATEGY AREAS (2019)



▼ IMAGE 1.6 DAVIE COUNTY FUTURE LAND USE MAP (2019)

Davie County's 2019 Comprehensive Plan also included a Future Land Use Map, which outlined desired future land uses in unincorporated areas of the County. The majority of Bermuda Run's boundaries are anticipated to be surrounded by future residential development. This may include single family, duplex, or other limited types of residential subdivision development that is intended to preserve and protect residential areas from encroachment by non-residential land uses.

There is a commercial / mixed use area just west of the Town, along Interstate 40 and near the proposed new interchange. Commercial activities could include shopping, retail services, offices, and other commercial uses, along with intensive land uses compatible with commercial businesses, including medium to high density residential, civic, or light industrial uses. Areas south of Bermuda Run are planned for residential / mixed use growth, while areas north of the Town are planned for rural residential uses. Residential / mixed use areas can support single family homes, civic uses, limited retail services, and some higher intensity residential developments (townhomes, duplexes, condominiums, etc.). Rural residential activities include farming, rural commercial businesses, and limited residential development to preserve the rural character of the County.



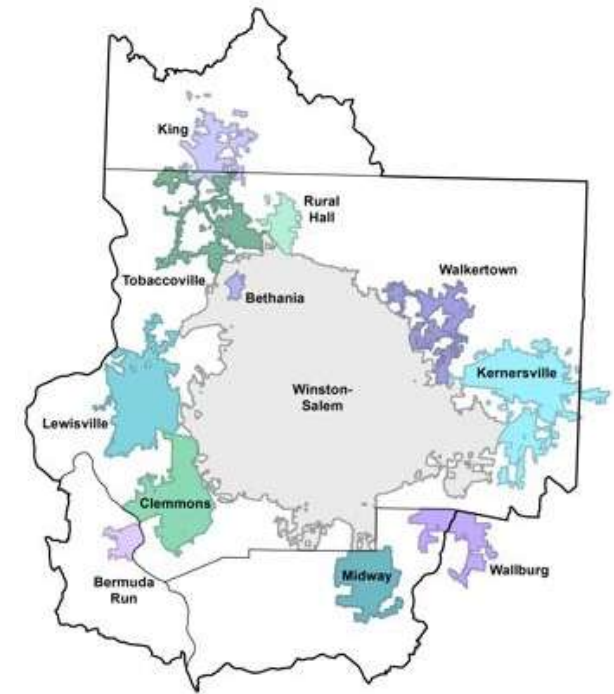
WINSTON-SALEM URBAN AREA METROPOLITAN PLANNING ORGANIZATION

The Winston-Salem Urban Area Metropolitan Planning Organization (WSUAMPO or MPO) is responsible for coordinating transportation planning within the Winston-Salem Urbanized Area according to the latest Census. Metropolitan planning organizations (MPOs) are established by Federal directive for all urbanized areas with a population of 50,000. The members of WSUAMPO include the Town of Bermuda Run, Town of Bethania, Village of Clemmons, Town of Kernersville, City of King, Town of Lewisville, Town of Midway, Town of Rural Hall, Village of Tobaccoville, Town of Walkertown, Town of Wallburg, City of Winston-Salem, Davidson County, Davie County, Forsyth County, and Stokes County.

The MPO provides a forum for local decision-making regarding federal, state and local transportation funds for urbanized areas. The MPO includes a Transportation Advisory Committee (TAC) that sets regional, long-term transportation policy; prioritizes projects; and approves the long-range plan, short-range TIP, and similar required documents. The key elements that impact the Town's future plans are the Comprehensive Transportation Plan (CTP), the Metropolitan Transportation Plan (MTP), and the Transportation Improvement Program (TIP).

The transportation planning process begins with the [CTP](#), which provides the foundation and vision for what will become the transportation priorities for the MPO region over the next 50 years. The [MTP](#) is step two in the process and emphasizes project evaluation and anticipated funding for the next 20+ years. The MTP takes the project ideas from the CTP and makes them priorities. The MTP is updated every four years to represent the current outlook needed to accommodate future growth. The third step in the process is Implementation, which occurs as projects are further prioritized based on funding and timelines over the next 10 years in the MPO's [TIP](#). The MPO coordinates closely with the North Carolina Department of Transportation (NCDOT) during this step as the MPO TIP's from across the state are incorporated into the State Transportation Improvement Program (STIP).

▼ IMAGE 1.7 WSUAMPO BOUNDARY

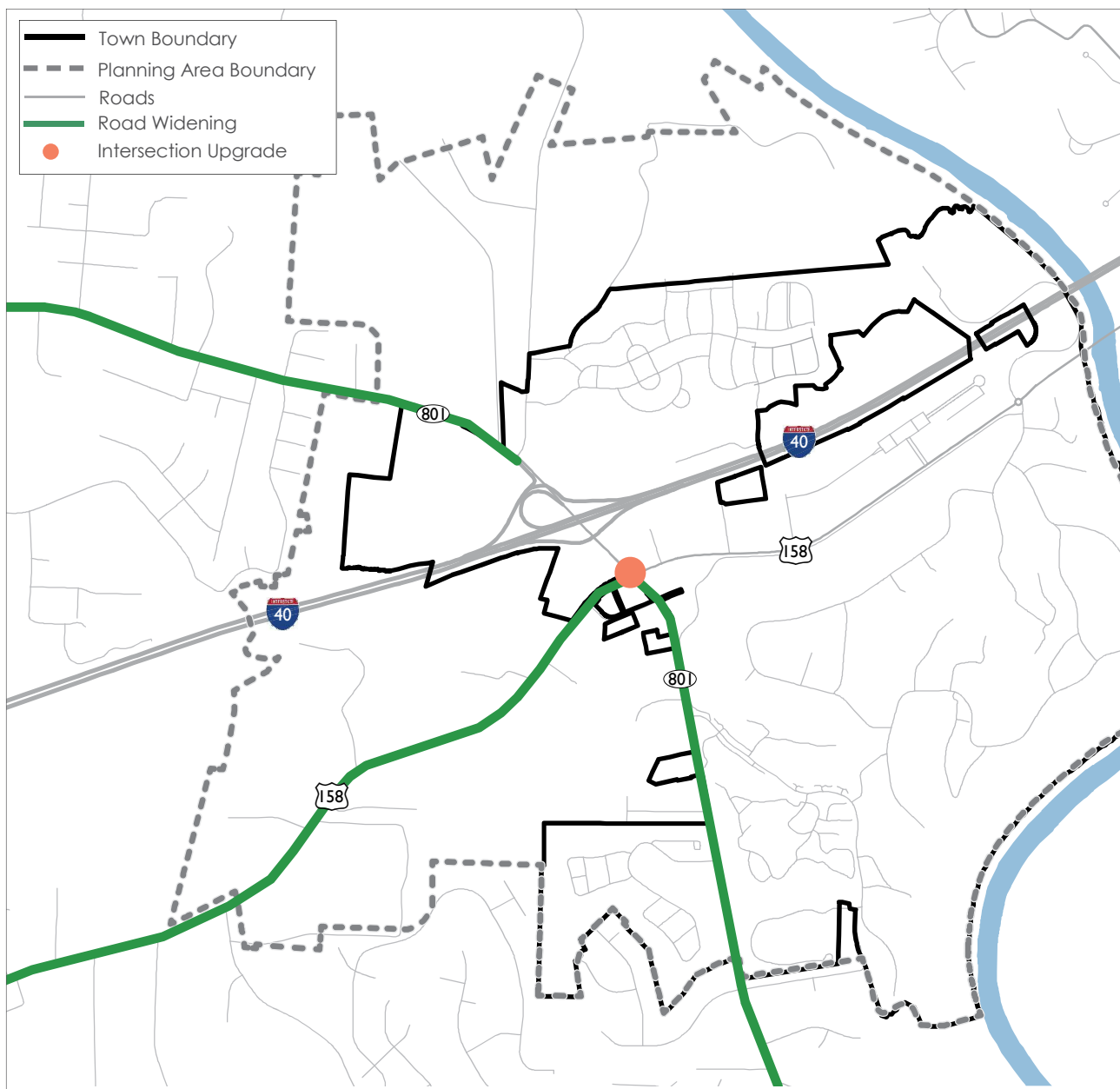


NCDOT STIP PRIORITIZATION LIST

This Plan focuses on the prioritized projects included in NCDOT's Initial Draft 2024 - 2033 State Transportation Improvement Program (STIP), which was released in the Fall of 2022. Due to rising costs for projects and a decrease in NCDOT revenues in recent years for the currently adopted 2020 - 2029 STIP, the Draft 2024 - 2033 STIP was developed using existing projects from the currently adopted STIP. The public comment period on the draft STIP is currently taking place (Spring 2023) and it is scheduled to be approved by the Board of Transportation this summer.

The prioritized projects in Bermuda Run include the widening of NC-801 from Yadkin Valley Road to Redland Road, as well as from US-158 to Oak Valley Boulevard. It also includes the widening of US-158 from NC-801 to Baltimore Road. All of the road widenings include bike lanes and sidewalks, and are currently unfunded. Lastly, upgrading the intersection of NC-801 and US-158 by adding turning lanes and a thru lane is prioritized but not yet funded.

▼ MAP 1.15 DRAFT 2024 - 2033 STIP (PRIORITIZED PROJECTS)

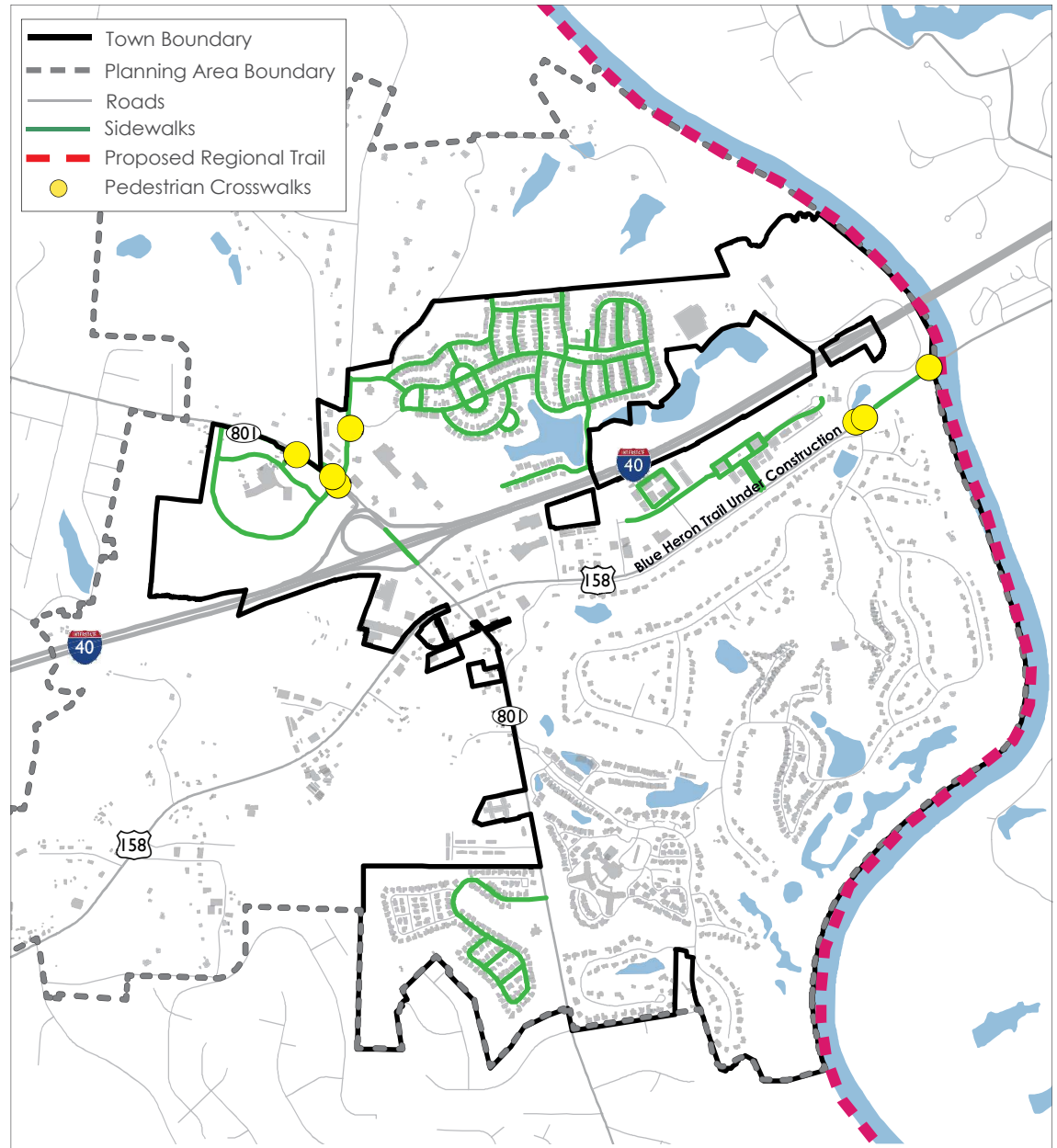


BIKE/PED AND EV RECOMMENDATIONS

In addition to the existing and proposed pedestrian and bike facilities previously noted, the WSUAMPO Making Connections 2045 CTP/MTP updates have proposed a regional trail along the Yadkin River that will run through the planning area. The Connect Davie Greenway Master Plan also recommends the creation of a Lakeside Greenway north of I-40, adjacent to Kinderton Village and the Blue Heron Trail.

The Piedmont-Triad Region developed the Piedmont-Triad Community Plug-In Electric Vehicle (PEV) Readiness Plan in 2016 in order to improve availability and accessibility of charging stations in the region. The plan estimated that more than 145,000 PEVs will be on the roads in the region by 2030. The MPO built off this information to identify preferred locations of future electric vehicle charging stations as part of the Making Connections 2045 update process. A level 1 charging station is already located at the Hampton Inn in Bermuda Run and a DC fast charging station is recommended at Bermuda Run's Town Hall. The CTP identified the potential for I-40 to become an autonomous vehicle (AV) shuttle route in the future. It recommend additional analysis, but expect this corridor to be able to feasibly operate as an AV shuttle to campuses/areas identified in Winston-Salem.

▼ MAP 1.13 BICYCLE AND PEDESTRIAN FACILITIES

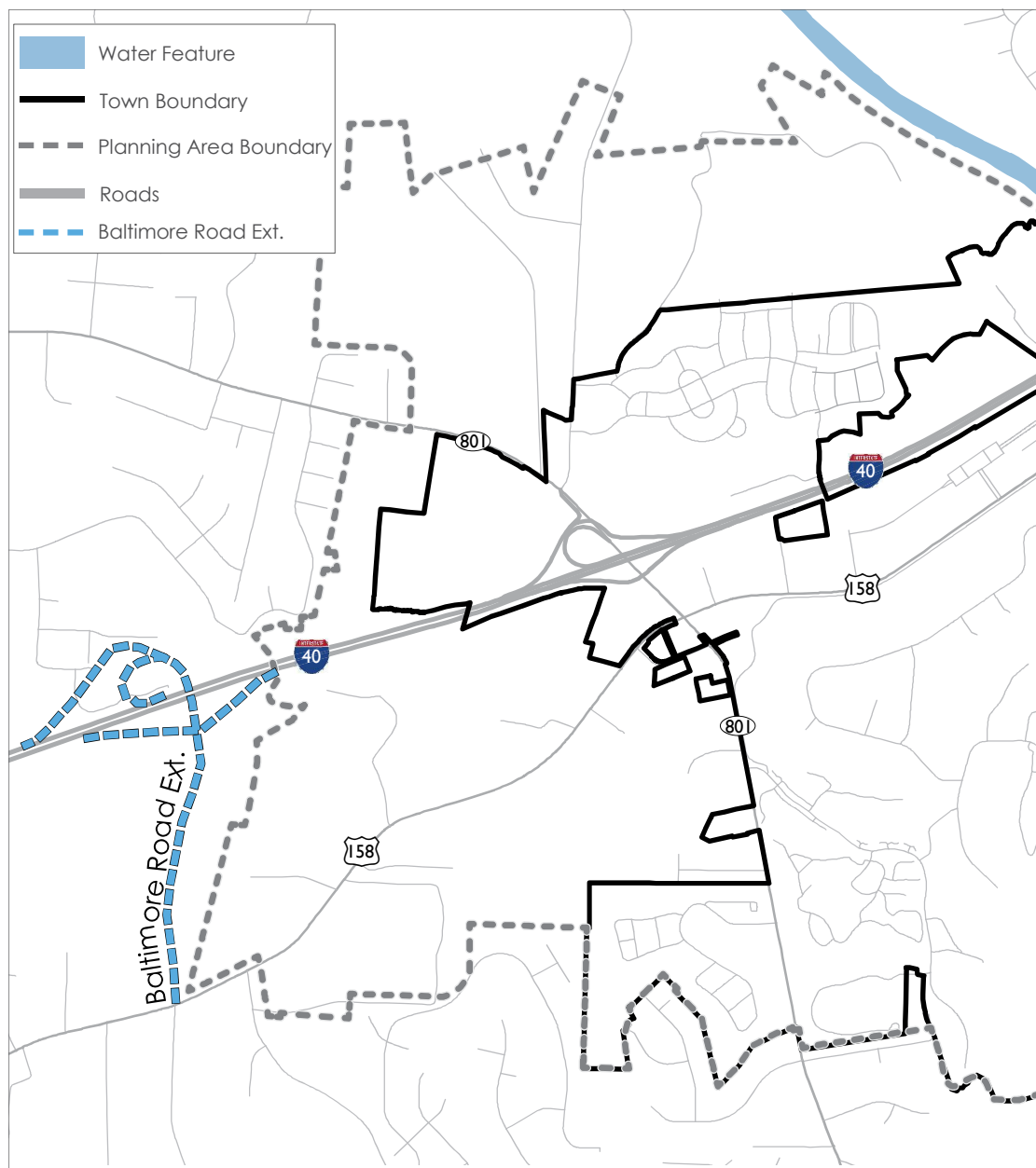


NEW I-40 INTERCHANGE

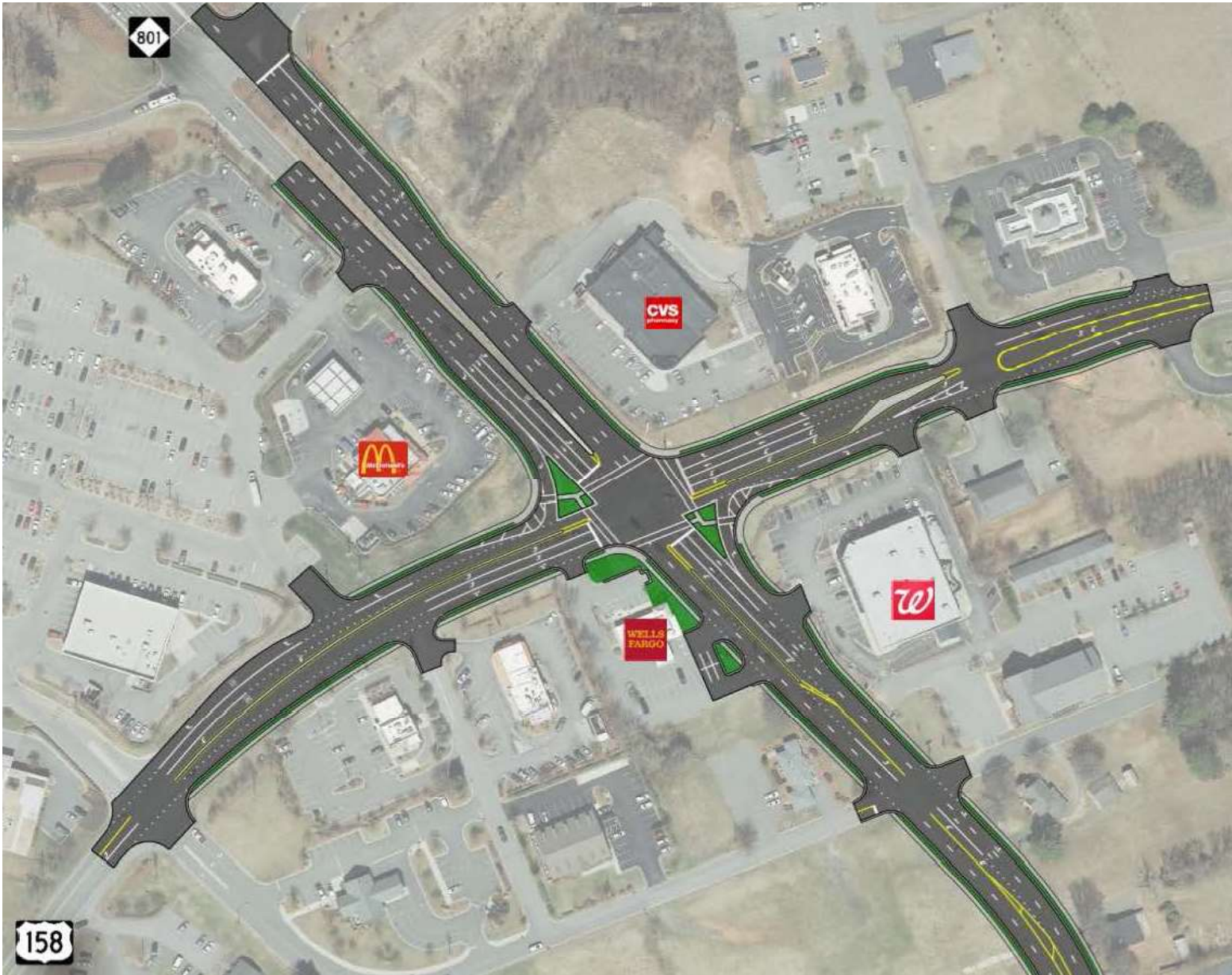
The planned extension of Baltimore Road and the new interchange with Interstate 40 was identified as a needed project by the Winston-Salem Urban Area Metropolitan Planning Organization, the Town of Bermuda Run, Davie County, and the North Carolina Department of Transportation (NCDOT). It was first recommended in the 2017 Transportation Alternatives Feasibility Study, whose recommendations were incorporated into the 2017 Bermuda Run Comprehensive Plan Update. The future road extension and interchange were then shown in the 2019 Davie County Comprehensive Plan and the 2045 MTP for the WSUAMPO. NCDOT met with federal and state agencies in January 2022 to begin the evaluation process of the identified alternatives.

The new interchange on Interstate 40 will be located at Baltimore Road between Exit 180 NC Highway 801 and Exit 174 Farmington Road. The intent is to accommodate industrial traffic, primarily generated from the new Ashley Furniture distribution center. The right-of-way is currently being obtained with construction beginning in 2025.

▼ MAP 1.14 PLANNED BALTIMORE ROAD EXTENSION & INTERCHANGE



▼ IMAGE 1.8 RECOMMENDED 158/801 INTERSECTION IMPROVEMENTS



RECREATION PLANNING

Following the adoption of the Comprehensive Plan Update in 2017, the Town has continued to work with Miller Landscape Architecture (MLA) and the Winston-Salem / Forsyth MPO to plan for the Blue Heron Trail. This multi-use path along US Highway 158, with a loop around the Bahnson Lakes between the Truist Sports Complex and Kinderton Village, is funded in the State's Transportation Improvement Plan and construction of Phase One is underway. The proposed trail system will incorporate Bahnson Lakes and Kinderton at Bermuda Run, with potential areas for playgrounds and picnic areas. This would also provide opportunities for 5k and 10k cross country events, attracting visitors to the Town.

▼ MAP 1.16 TRAIL SYSTEM MASTER PLAN



THE PLANNING PROCESS

GENERAL PROCESS

The Town Council appointed the Planning Board to oversee the Comprehensive Plan update process. The Planning Board began work on the plan in February 2022. The general planning process included the steps outlined below in Table 1.13.

▼ TABLE 1.12 PLANNING PROCESS SCHEDULE

PLANNING STEPS	DATE
Planning Board Meeting	February 2022
Background Research	February 2022 - March 2022
Community Survey	March - May 2022
Planning Board Meeting	March 2022
Town Council/Planning Board Joint Workshop	May 2022
Public Drop-In Meeting	May 2022
Planning Board Workshop	June 2022
Comprehensive Plan Drafting	June 2022 - September 2022
Planning Board Meeting	October 2022
Planning Board Meeting	November 2022
Planning Board Recommendation	December 2022
Town Council Review	January - February 2023
Town Council Public Meeting	March 2023
Town Council Consideration of Adoption	April 2023

PLAN OVERVIEW AND ORGANIZATION

The Comprehensive Plan is organized into six main sections that include; Chapter One - Introduction, Chapter Two - Public Input, Chapter Three - Vision & Goals, Chapter Four - Objectives & Strategies, and Chapter Five - Implementation.



Town of Bermuda Run

120
100

Public
Input

2

Town of Bermuda Run
Town Hall
Dedicated
May 2, 2018



Town of Bermuda Run

120
100

Public
Input

2

Town of Bermuda Run
Town Hall
Dedicated
May 2, 2018

PUBLIC INPUT

To develop a meaningful and community-based plan, citizens need to be engaged in the planning process through a variety of opportunities. During the initial phases of the planning process, Bermuda Run's residents primarily voiced their opinions and ideas through a survey and a community workshop.

PUBLIC INPUT OVERVIEW

Bermuda Run's residents engaged in a number of public input opportunities including a survey, the Town's website, Facebook page, and a community workshop. The following pages provide a summary of the results from both the survey and the community workshop while the appendix includes further detailed results and feedback.

Public engagement activities were kicked off in March of 2022 with the launch of a public survey. Post cards with the digital link to the survey were mailed to all Town residents and a link to the online survey was made available on the Town's website, newsletter, and social media accounts. There were a total of 585 survey responses. Survey questions included a mix of multiple choice questions and open-ended comment questions. Question topics focused on current and future growth of the Town, including eliciting opinions about the Town's character and future development. Major themes included improving the Town's infrastructure and economic development. A full copy of the survey results are available in a separate report online and at Town Hall.

Advertising the community workshop began several weeks prior to the meeting date with announcements on the Town's website

and Facebook page and engaging the local newspaper. The workshop was held on May 25, 2022 with a drop-in format that allowed citizens to provide input on specific topics, such as community character and identity, the Town Green, economic development, land use, recreation, and Town Services. About 50 total residents attended the drop-in meeting. 21 live in Bermuda Run East, 7 live in Bermuda Run West, 2 live in Bermuda Village, 14 live in Kinderton Village, 1 lives in the Comet Bermuda Run Apartments, and 4 live in the Town's extraterritorial jurisdiction.

▼ IMAGE 2.1 PUBLIC INPUT WORKSHOP ON MAY 25, 2022



PUBLIC SURVEY RESULTS

PUBLIC SURVEY- QUESTIONS 19 - 23

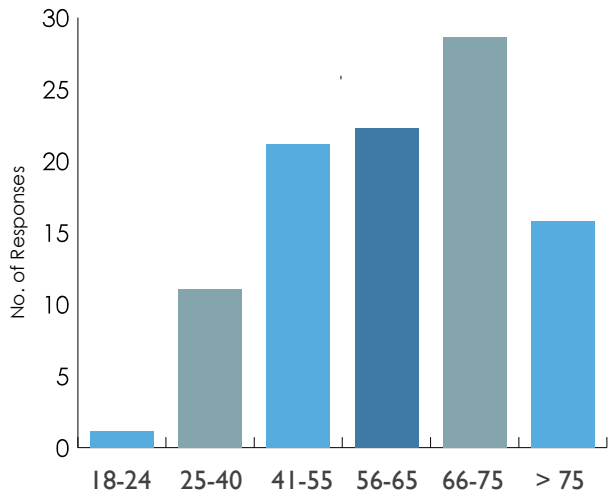
Who responded to the survey?

▼ TABLE 2.1 SURVEY PARTICIPANTS

	RESIDENT	PROPERTY OWNER	BUSINESS OWNER	OTHER
Resident Number of Responses*	393	309	23	21
Percent of Responses*	85.8%	67.5%	5.0%	4.6%

*More than one response allowed. Also, 127 people skipped this question. The percent of responses is based upon a total of 458 responses to this question.

▼ FIGURE 2.1 RESPONDENT AGE RANGE



▼ TABLE 2.2 RESPONDENT PLACE OF WORK

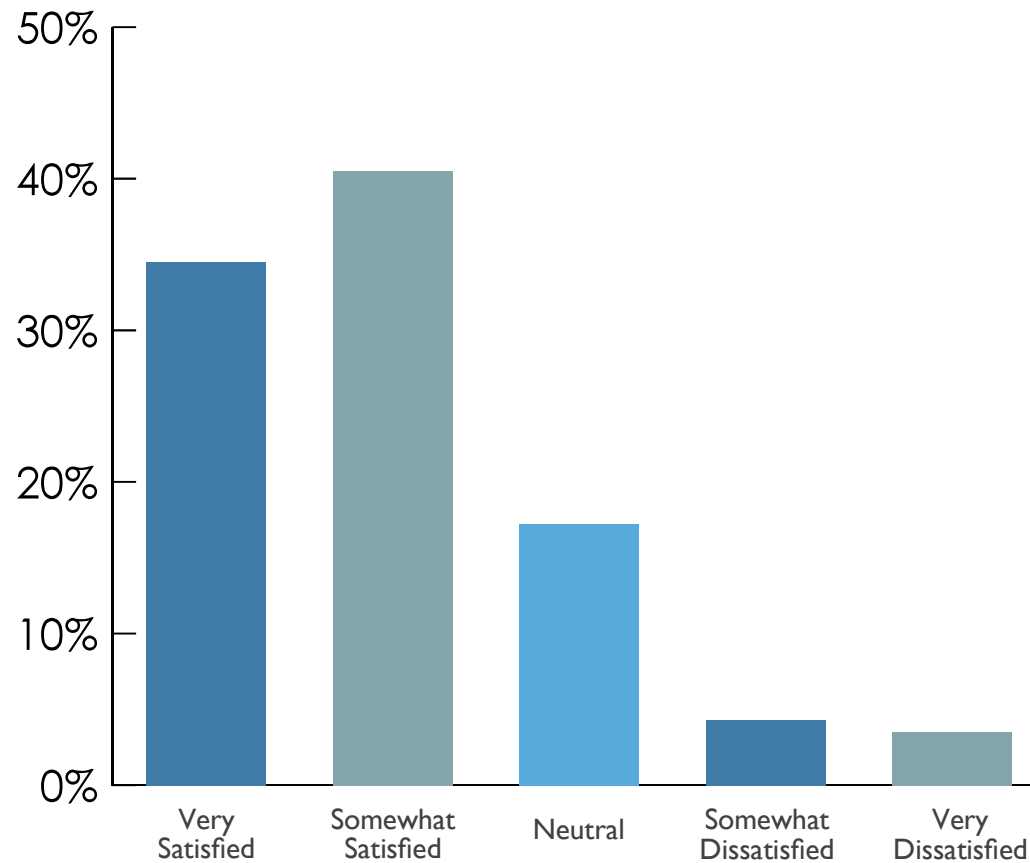
	PERCENT OF RESPONSES
Retired	55%
Winston-Salem	23%
Bermuda Run	12%
Mocksville	4%
Clemmons	3%
Greensboro	2%
High Point	1%
Salisbury	0%
I am a student	0%

Of the 485 respondents to the residency question, 393 are Bermuda Run residents. Among those resident responses, 49% live in Bermuda Run East, 13% live in Bermuda Run West, 31% live in Kinderton Village, and 1% live in the Comet Bermuda Run Apartments, while 6% live elsewhere within or just outside of the planning area. Forty percent (40%) of survey respondents are male, while 55% are female. About 12% of respondents are under the age of 40, while 43% are between 40 and 65, and 45% are over the age of 65. Over half of respondents are retired, while most employed respondents work in the Winston-Salem vicinity.

PUBLIC SURVEY - QUESTION 1

Are you satisfied with the efforts the Town has made regarding community identity and character?

▼ FIGURE 2.2 TOWN IDENTITY & CHARACTER



Approximately three-fourths of survey respondents are somewhat satisfied or very satisfied with the efforts that the Town has made regarding community identity and character. One hundred and thirty-eight (138) respondents added comments primarily reflecting concerns over development, development standards, traffic, and landscaping.

PUBLIC SURVEY- QUESTION 2

What are some additional ways the Town of Bermuda Run can build community identity and character?

▼ FIGURE 2.3 ADDITIONAL WAYS TO BUILD COMMUNITY IDENTITY



More than 200 respondents submitted comments on ways to improve the community's identity and character. The responses submitted by more than 10 people are shown above. The top requests were for more events and activities, limited development / density, more local businesses and restaurants, and improved walkability. Additional requests not shown here include limiting fast food restaurants, improving signage, enhancing the farmer's market, and continuing to improve development in the Town.

PUBLIC SURVEY - QUESTION 3

What do you like most about the Town of Bermuda Run?

▼ FIGURE 2.4 I LOVE BERMUDA RUN BECAUSE. . .



Bermuda Run's small town atmosphere, location, and people are its top three attributes according to the 400 respondents to this question. High value is also placed on the Town's safety, appearance, and amenities. Many respondents also commended the Town's reputation and maintenance.

PUBLIC SURVEY- QUESTION 4

What are the most important characteristics to preserve in the Town of Bermuda Run over time?

▼ FIGURE 2.5 CHARACTERISTICS TO PRESERVE

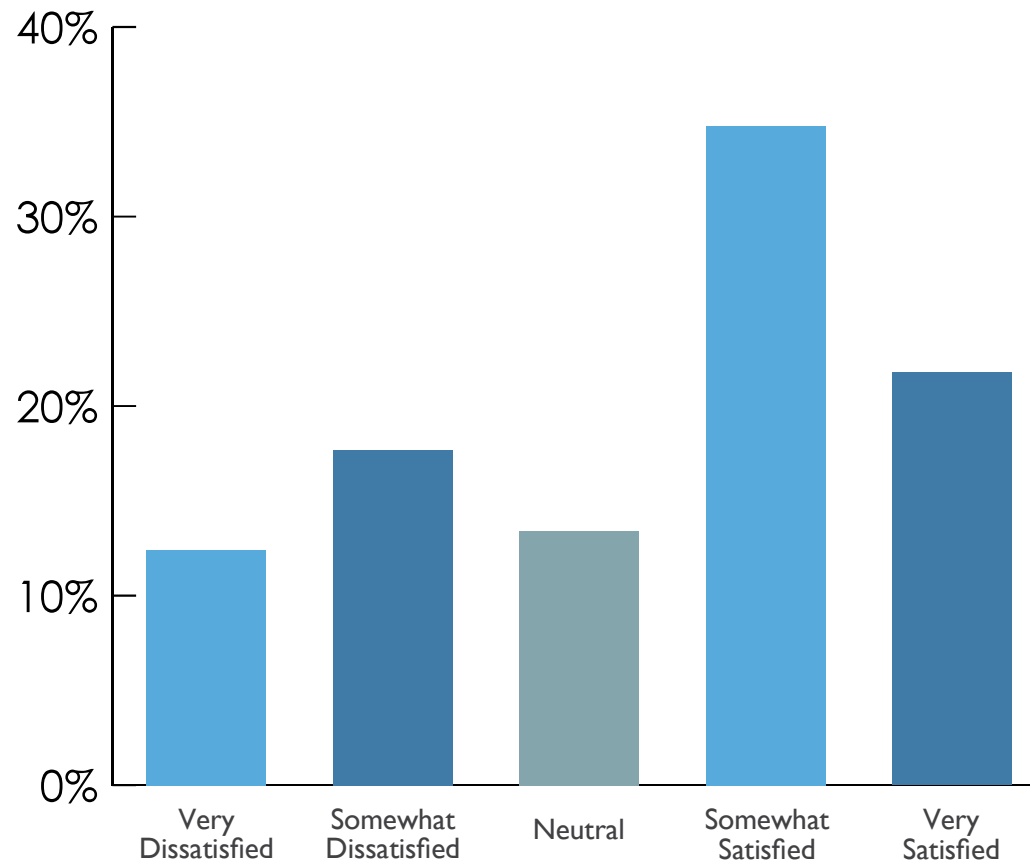


Almost 400 respondents commented on the most important characteristics to preserve, and those requested by more than ten people are shown above. The top requests are controlled growth, more green spaces, improved road infrastructure, stricter design standards, and beautification. Many people would like it to largely stay the same, with improvements in the areas listed above.

PUBLIC SURVEY - QUESTION 5

Are you satisfied with the efforts the Town has made regarding economic development and land use?

▼ FIGURE 2.6 ECONOMIC DEVELOPMENT AND LAND USE

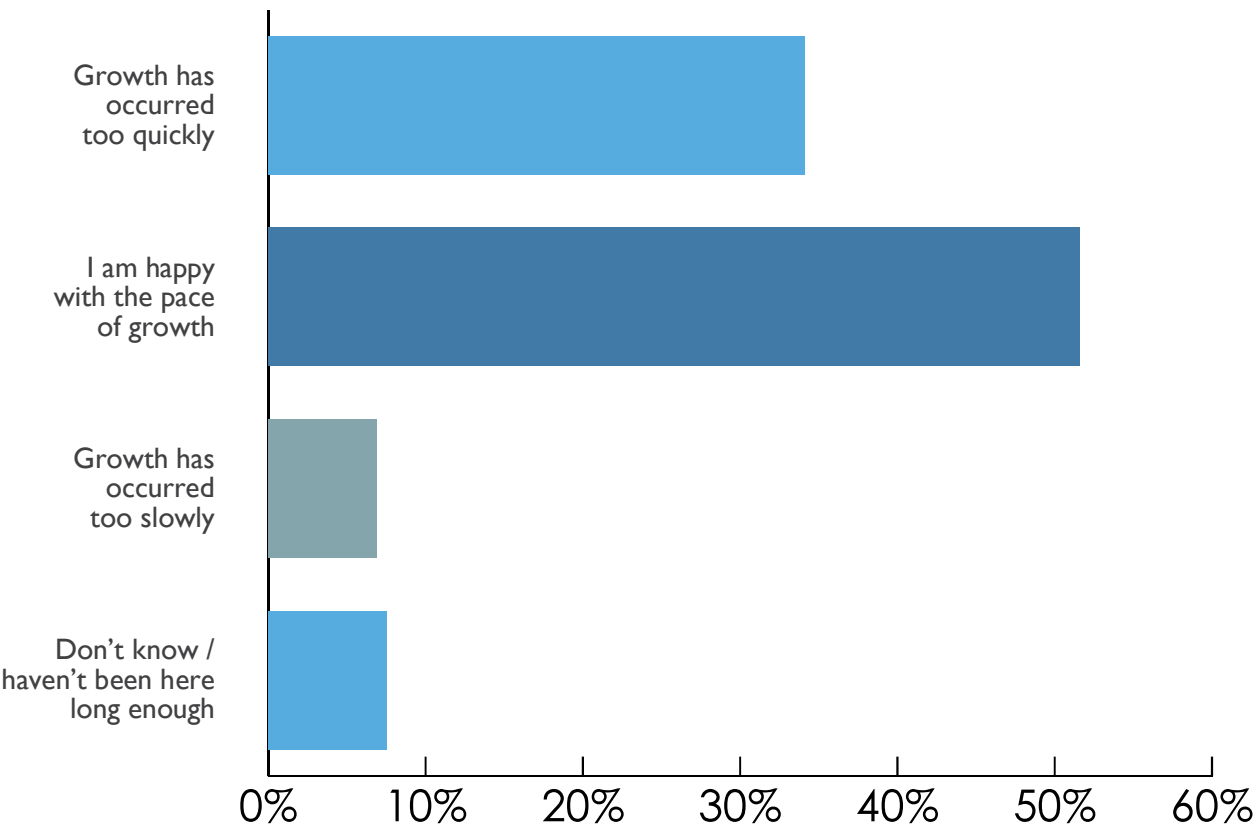


More than half of respondents are at least somewhat satisfied with the Town's efforts. 30% are dissatisfied and 13% feel neutral about the Town's efforts. More than 200 respondents provided additional comments on this question, and many stated that there is too much development occurring in the Town, creating adverse impacts on traffic and infrastructure.

PUBLIC SURVEY - QUESTION 6

How do you feel about the pace of growth and development in the Town of Bermuda Run over the past five years?

▼ FIGURE 2.7 PACE OF GROWTH

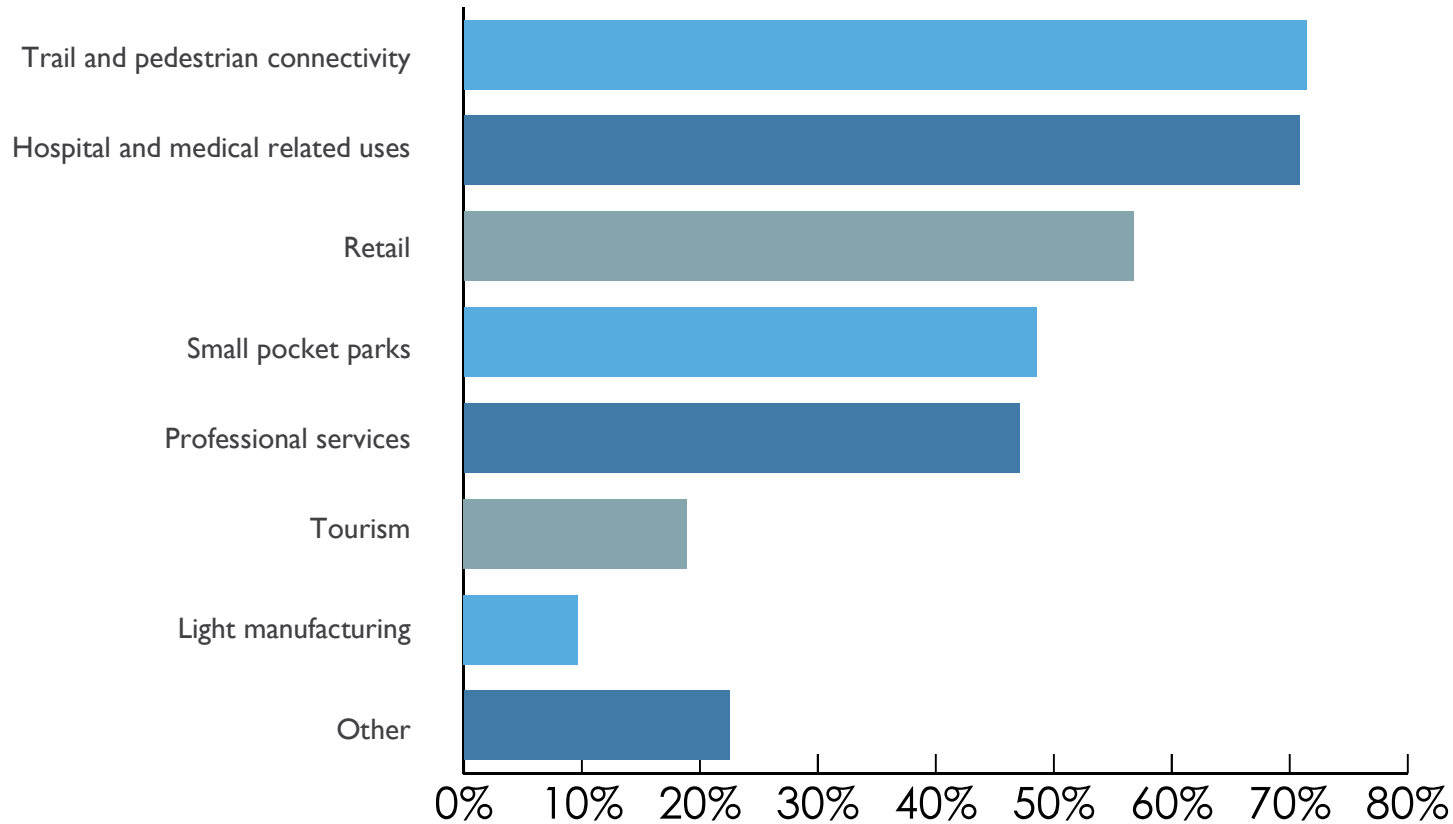


Just over half of survey respondents are happy with the pace of growth in the Town over the past five years. About one-third of respondents feel the Town has been growing too quickly, and very few people think the Town has grown too slowly. Some respondents did not have an opinion on the Town's recent growth.

PUBLIC SURVEY - QUESTION 7

What factors are important to the economic vitality of the Town? (choose all that apply)

▼ FIGURE 2.8 ECONOMIC VITALITY FACTORS

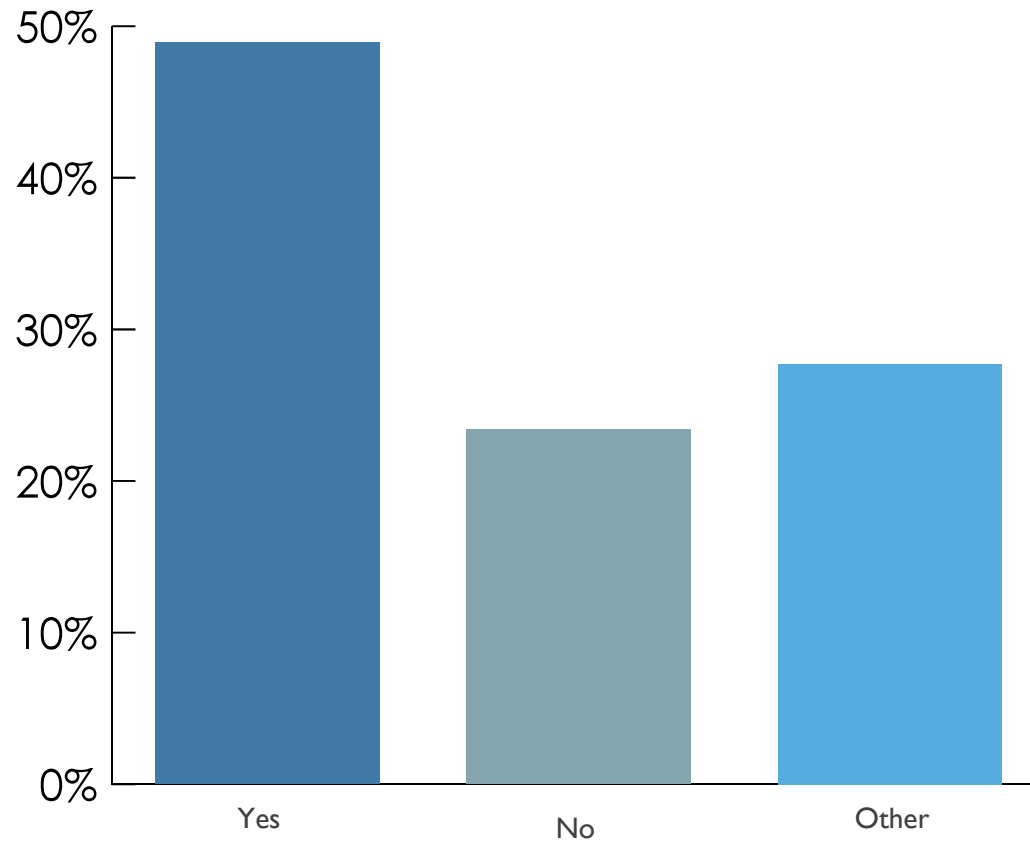


When asked about economic factors important to the Town, more than 70% of respondents identified trails and pedestrian connectivity and hospital / medical related uses. There was also a lot of support for retail, small pocket parks, and professional services. Less than 20% of respondents were interested in tourism and only 10% of respondents were interested in light manufacturing. "Other" comments included increasing restaurants and recreational opportunities or not focusing on economic development.

PUBLIC SURVEY - QUESTION 8

The Town of Bermuda Run is located in the growing Winston-Salem metro region. Do you support a variety of housing options for all stages of life, such as aging with housing choice, in the Town of Bermuda Run?

▼ FIGURE 2.9 HOUSING CHOICE

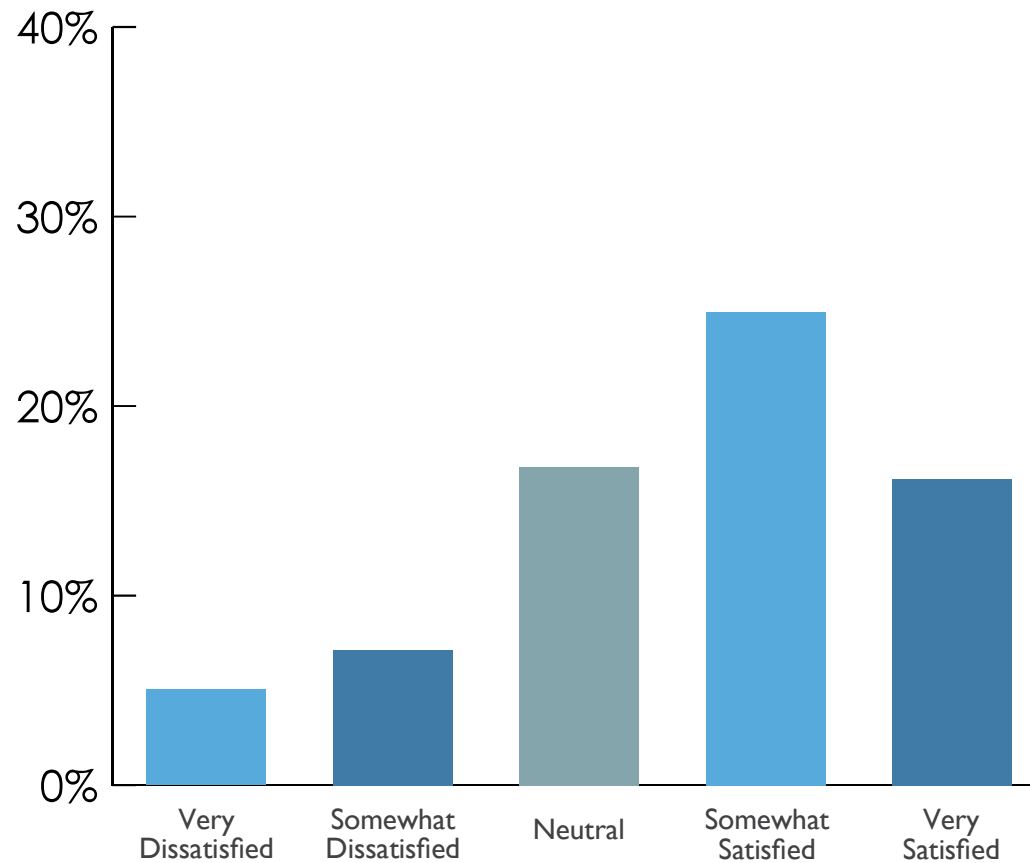


Almost half of survey respondents support a variety of housing options within the Town. About one-quarter of respondents do not support housing choice, and 27% selected “other.” Many of the “other” comments focused on discouraging dense development, ensuring development considers infrastructure impacts, restricting low income housing, and that development should not alter the character of the Town. Many also said that the Town already has enough housing choices.

PUBLIC SURVEY - QUESTION 9

Are you satisfied with the efforts the Town has made regarding transportation infrastructure?

▼ FIGURE 2.10 TRANSPORTATION INFRASTRUCTURE

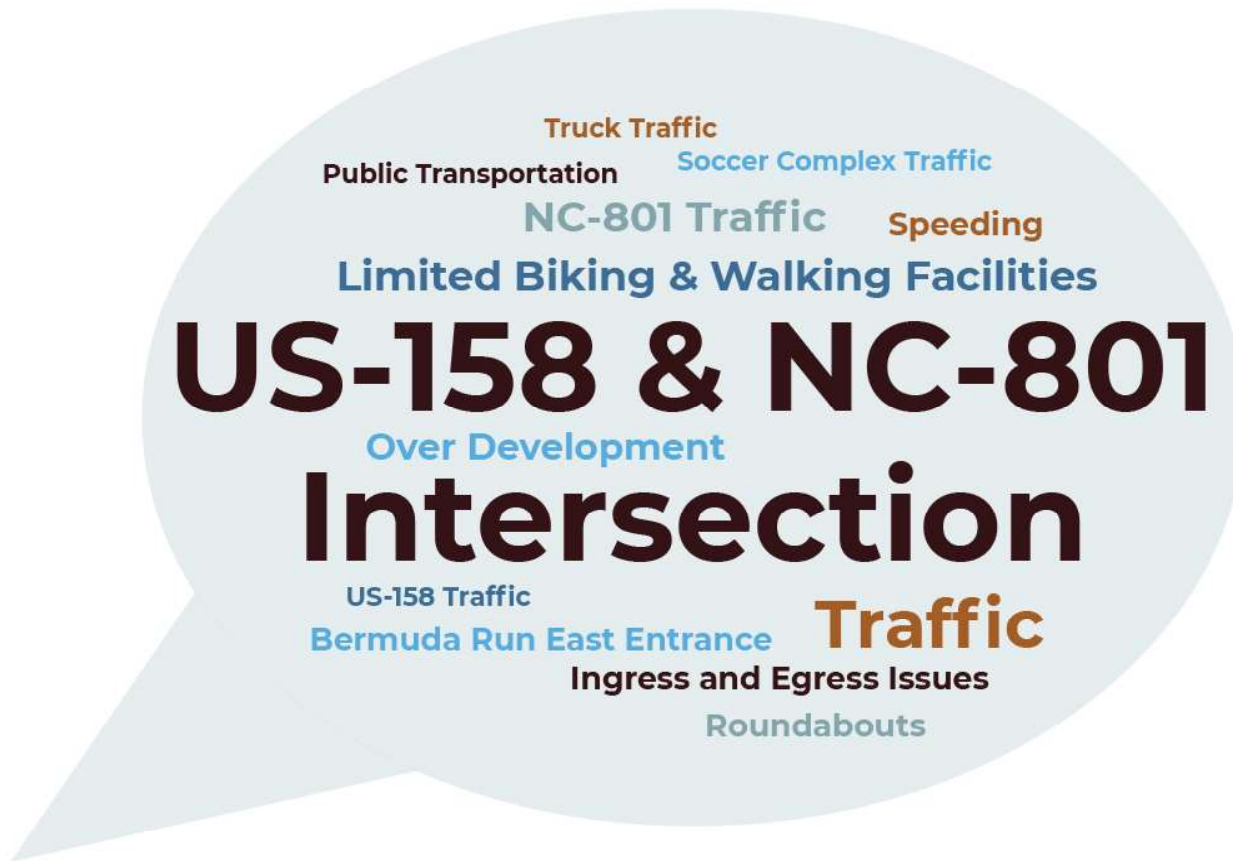


Almost 40% of respondents are generally satisfied with the improvements the Town has made regarding transportation infrastructure. About 12% of respondents are dissatisfied with these efforts. Many people opted to submit comments related to transportation infrastructure and those comments focused on needing to improve transportation infrastructure with approved development, particularly at the intersection of 801 and 158. There were also many requests for improved pedestrian and bicycle infrastructure.

PUBLIC SURVEY- QUESTION 10

What do you think are the top three transportation issues in the Town of Bermuda Run's planning area?

▼ FIGURE 2.11 TOP THREE TRANSPORTATION ISSUES



The word web above shows all transportation-related issues which were cited by ten or more survey respondents. The number one issue is the intersection of US-158 and NC-801, which almost 300 survey respondents commented on. This is followed by traffic in general (75 responses), limited bicycle and pedestrian facilities (36 responses), traffic on NC-801 (32 responses), over development (31 responses), and speeding (30 responses).

PUBLIC SURVEY - QUESTION 11

What are the biggest infrastructure issues that affect the future development of the Town?

▼ FIGURE 2.12 BIGGEST INFRASTRUCTURE ISSUES

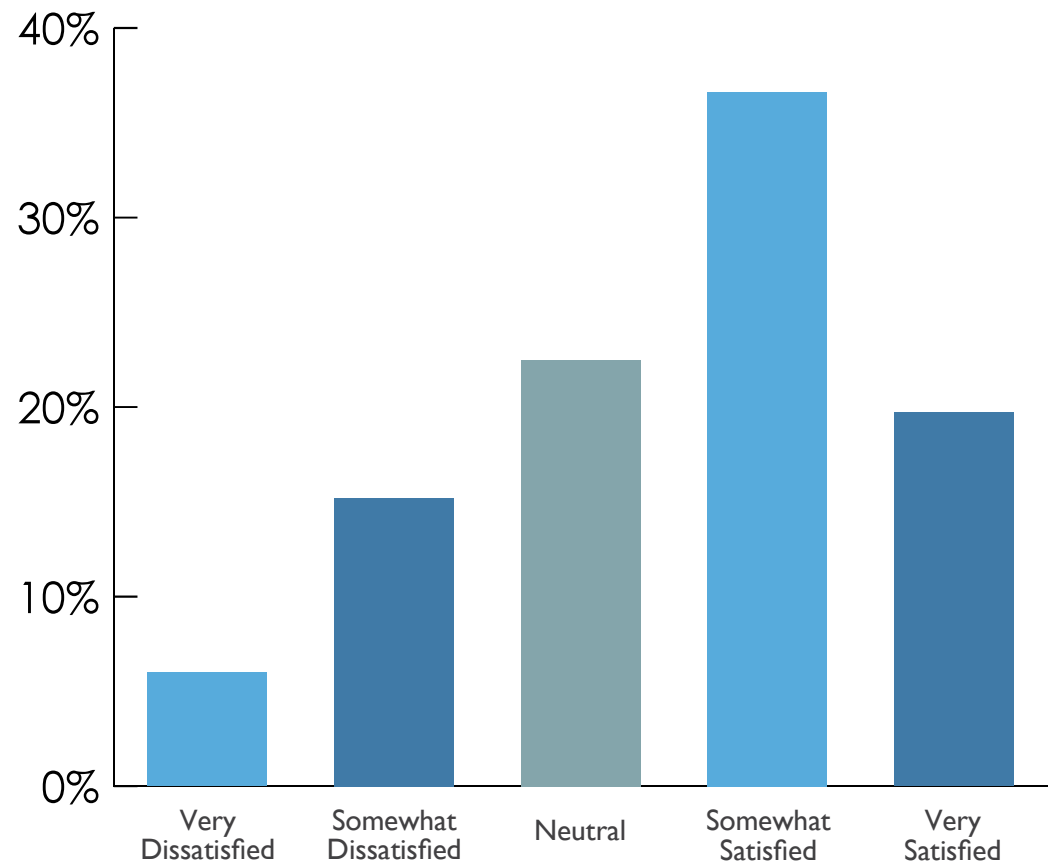


The biggest infrastructure issues cited by survey respondents are shown above. Transportation infrastructure related to traffic congestion was the greatest concern. Additional concerns which are not shown here include the need for open spaces, electricity infrastructure, internet utilities, noise issues, and the waste water treatment plant.

PUBLIC SURVEY - QUESTION 12

Are you satisfied with the efforts the Town has made regarding pedestrian and recreation infrastructure?

▼ FIGURE 2.13 PEDESTRIAN & RECREATION INFRASTRUCTURE

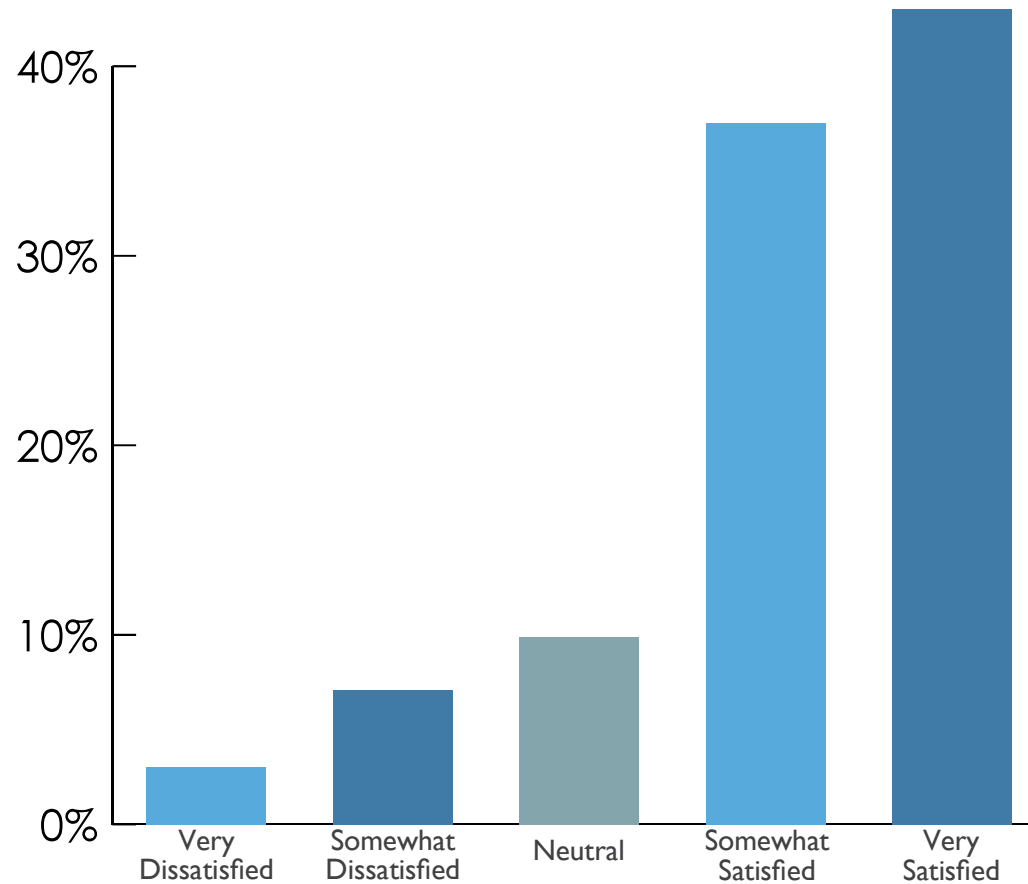


About 60% of survey respondents are somewhat satisfied or very satisfied with the efforts that the Town has made regarding pedestrian and recreation infrastructure. Many of the 152 comments for this question expressed a desire for a quicker completion of planned pedestrian improvements, while others expressed concerns over the proximity of proposed walking trails to residential areas.

PUBLIC SURVEY- QUESTION 13

Are you satisfied with the quality of services and amenities provided within the Town limits?

▼ FIGURE 2.14 QUALITY OF TOWN SERVICES AND AMENITIES

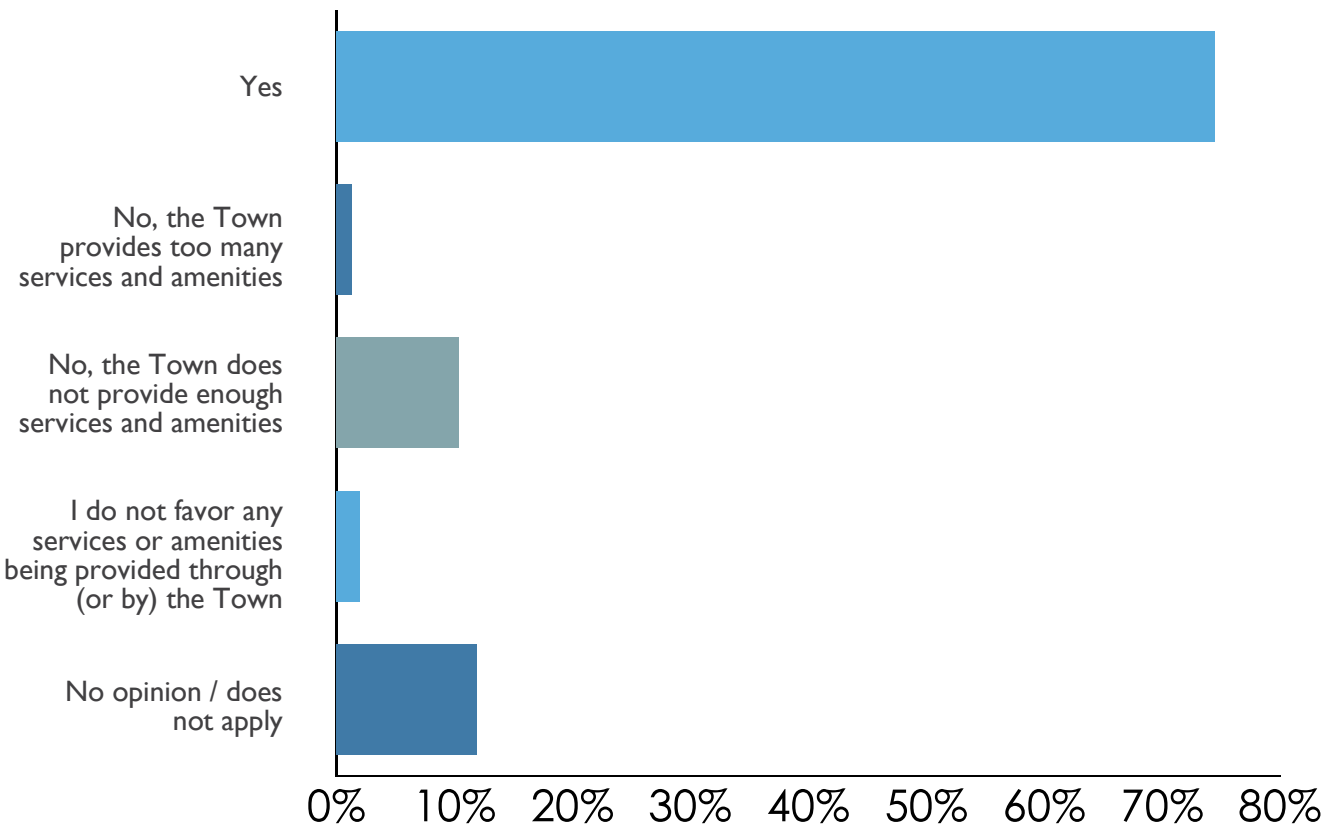


About 80% of survey respondents are somewhat satisfied or very satisfied with the quality of services provided within the Town limits. One hundred and twenty-seven (127) respondents added comments and the top requests were for adding and fixing sidewalks, improving yard debris pick up, more trails, improved landscaping, better government transparency and communication, better planning and zoning enforcement, expanded recycling, and improved street maintenance.

PUBLIC SURVEY - QUESTION 14

Are you pleased with the current types services or amenities provided in the Town limits?

▼ FIGURE 2.15 TYPES OF TOWN SERVICES



The majority of respondents (74%) are pleased with the current types of services provided within the Town's limits. Only 10% feel that the Town does not provide enough services.

PUBLIC SURVEY - QUESTION 15

If you answered “No, the Town does not provide enough services and amenities,” what additional services and amenities should the Town provide?

▼ FIGURE 2.16 SERVICES AND AMENITIES



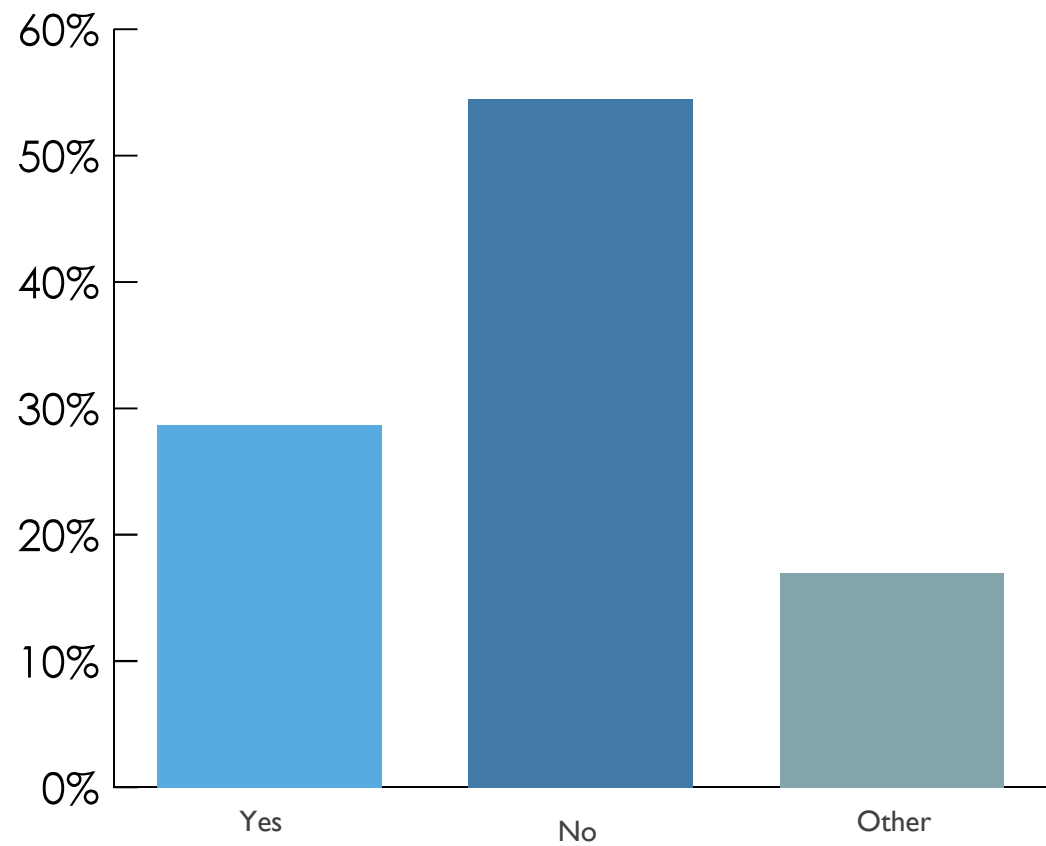
Host More Events
More Parks & Recreation
Install Sidewalks
Need Recycling
Better Road Maintenance
More Retail & Restaurants

As mentioned in the previous question, there was little interest in expanding Town services. Those requests which were submitted by four or more people are shown above. The top request was made by 13 people, and it was for additional parks, recreation, and green spaces.

PUBLIC SURVEY - QUESTION 16

If you identified additional services and / or amenities the Town should provide in the previous question, would you be willing to pay an increase in property tax to support the new service?

▼ FIGURE 2.17 TAX INCREASE



About half (54%) of survey respondents indicated that they do not wish to pay an increase in property tax to support new services. Almost 30% of respondents stated that they would be willing to pay an increase in taxes. Forty respondents provided comments, generally stating that it depends on the service and the cost of taxes. A couple comments also reiterated that they would not be interested in increasing taxes.

PUBLIC SURVEY- QUESTION 17

Describe a vision that you feel embodies the future of the Town of Bermuda Run planning area or list physical attributes that you want to see.

▼ FIGURE 2.18 TOWN VISION



When asked to describe their vision for the future of Bermuda Run, the number one request was to maintain the small town feel. Additional requests are shown here: becoming more walkable, improving landscaping and green spaces, controlling growth, providing unique retail and nice restaurants, and adding parks and recreation opportunities.

COMMUNITY MEETING RESULTS

There were approximately 50 attendees for the community meeting held on May 25 at the WinMock Granary. This included twenty-one attendees from Bermuda Run East, seven attendees from Bermuda Run West, fourteen attendees from Kinderton Village, one from the Comet Apartments, four from the extraterritorial jurisdiction, and one from outside the planning jurisdiction. Attendees were invited to participate in a series of interactive stations gauged at getting feedback on future land uses, economic development, transportation, recreation, Town services, and additional improvements to the Town of Bermuda Run. Each station had a table and maps with background information about the topic, including input opportunities about each topic.

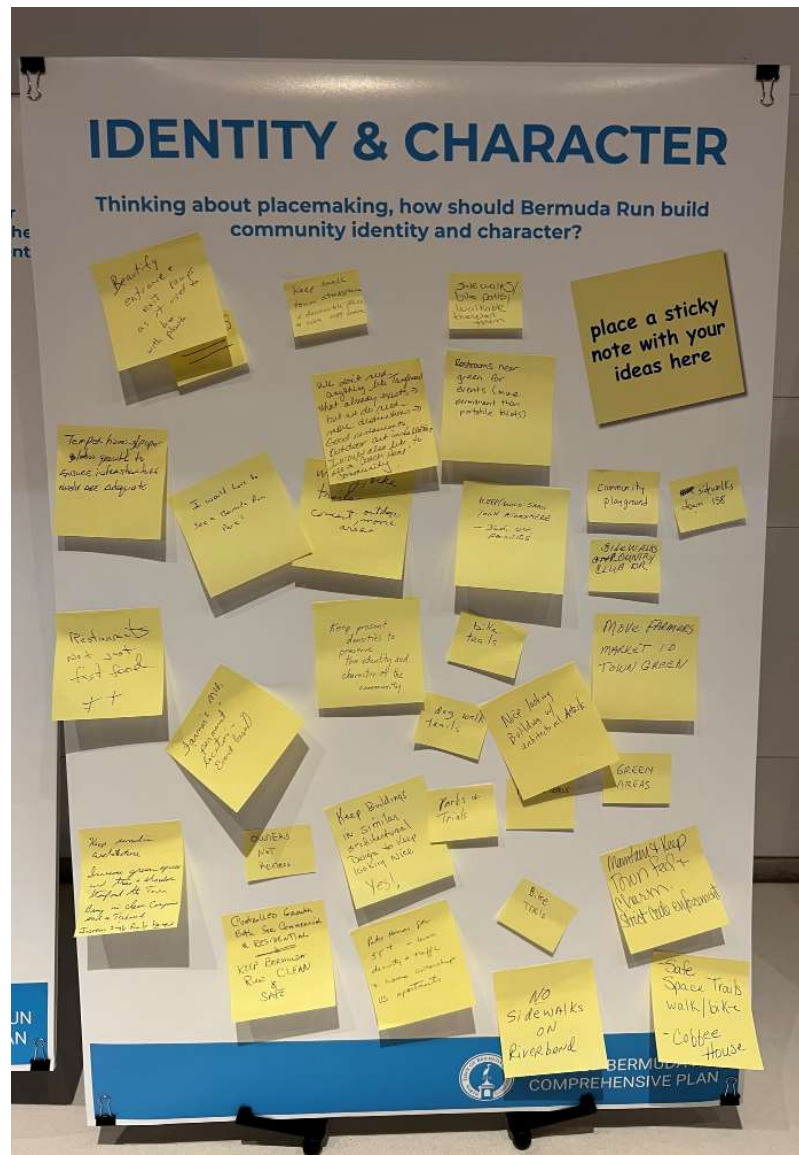
▼ IMAGE 2.2 PUBLIC MEETING



COMMUNITY MEETING - COMMUNITY IDENTITY & CHARACTER STATION

Below are the suggestions submitted related to improving the Town's identity and character.

▼ FIGURE 2.19 COMMUNITY IDENTITY AND CHARACTER STATION



Improvements recommended:

- Parks, Sidewalks, and Trails
- Farmer's Market at the Town Green
- Similar Architectural Style
- Beautification / Landscaping
- Nice Restaurants
- Quality Growth / Adequate Infrastructure
- Restrooms at the Town Green

COMMUNITY MEETING - TOWN GREEN STATION

Meeting attendees were asked how they felt about the Town Green. The responses are shown below.

▼ IMAGE 2.3 TOWN GREEN STATION



After being presented information about the Town Green, meeting attendees were given one poker chip each and asked to put it in one of three jars, which read: "Happy with it as is," "It needs improvement," and "Need Additional, Different Spaces." The results were relatively divided with most people (23) selecting "Happy with it as is." Twenty others would either like to see improvements at the Town Green, or see other gathering options besides the Town Green.

23

Happy
with it
as is

7

It needs
improvement

13

Need
additional,
different
spaces

COMMUNITY MEETING - ECONOMIC DEVELOPMENT STATION

Below are the rankings of the Economic Development factors to focus on.

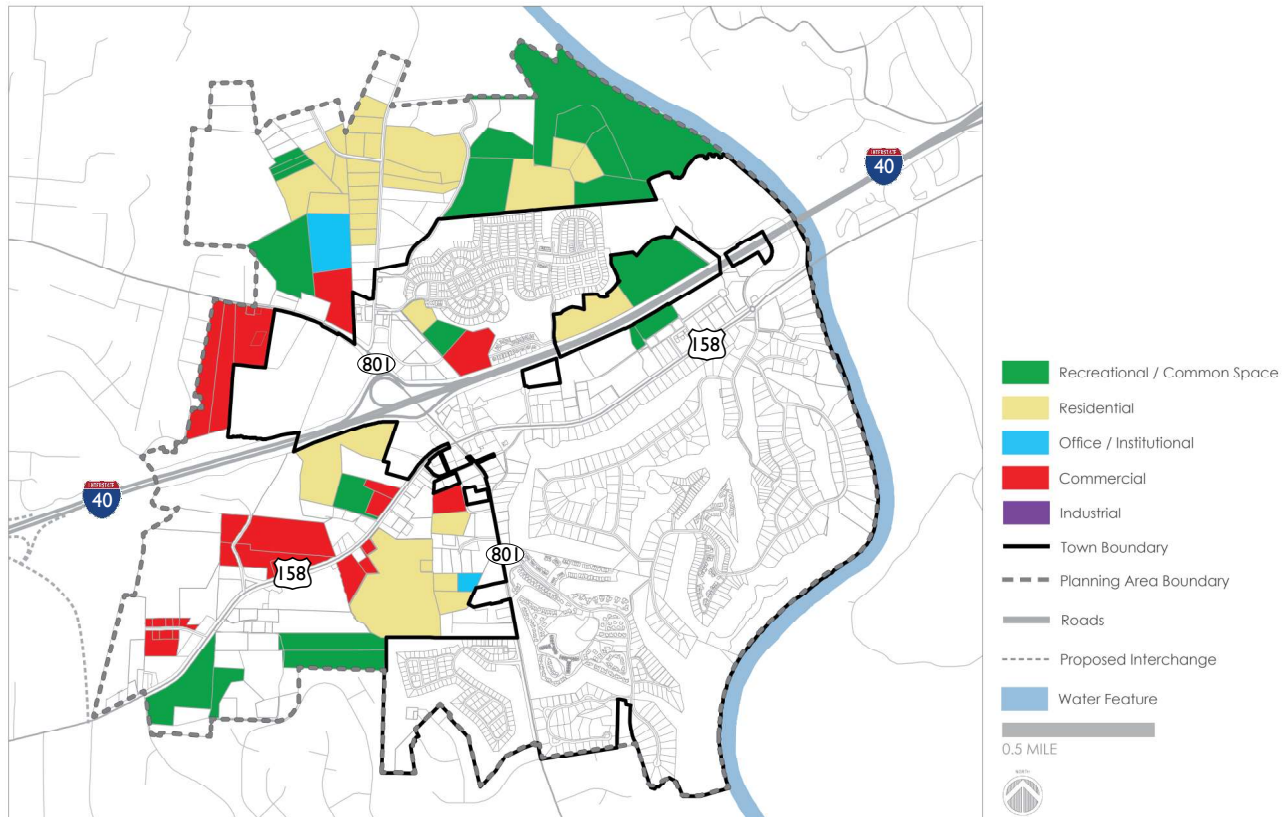
▼ TABLE 2.3 ECONOMIC DEVELOPMENT & LAND USE STATION

ECONOMIC FACTOR	SCORE	RANK
Trail / Pedestrian Connectivity	32	1
Hospital / Medical Related Uses	5	6
Retail Opportunities	22	3
Small Pocket Parks	24	2
Professional Services	6	5
Tourism	7	4
Light Industrial	0	7

COMMUNITY MEETING - LAND USE STATION

Meeting attendees were presented with existing land use and zoning maps, and then asked to draw or place shapes on areas in Town which they'd like to see different types of development. They were given the categories "Recreational / Open Space," "Residential," "Office / Institutional," "Commercial," and "Industrial." The results which were collected at this station are shown on the map below. Industrial was not placed on the map but many areas were identified for future recreation, residential, and commercial uses. A couple areas were also identified for future office / institutional uses.

▼ IMAGE 2.4 LAND USE STATION



COMMUNITY MEETING - RECREATION STATION

Meeting attendees were presented with a range of recreational opportunities and asked to select those which they would like to see in the Town in the future. The results are shown below.

▼ IMAGE 2.5 RECREATION STATION PUBLIC INPUT

If you are interested in the Town providing new and additional recreational amenities, what would you like?

Playgrounds/Active Play Areas



12

Passive Parks



20

Trails



25

Outdoor Amphitheater



13

Programmed Sports Fields



3

Pickle Ball / Tennis Courts



7

Basketball / Volleyball Courts



2

Indoor Recreation/Community Center



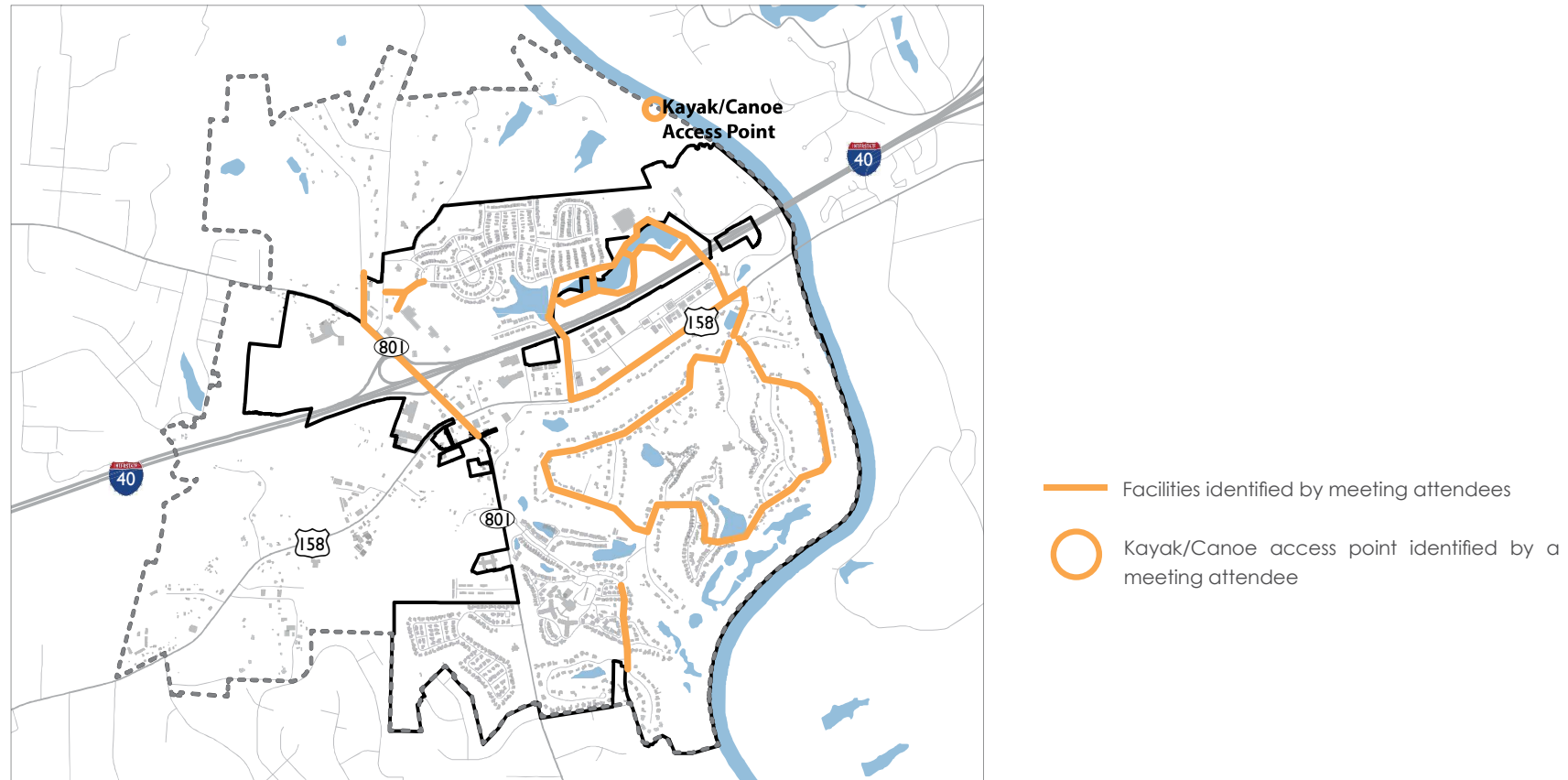
8

One selected "other": sidewalks

COMMUNITY MEETING - BIKE AND PEDESTRIAN FACILITIES STATION

Meeting attendees were asked to identify bicycle and pedestrian facilities needed in the Town. This map reflects facilities identified by the meeting participants; however, some of the facilities have already been completed or are underway. Although not a bicycle or pedestrian facility, a meeting participant suggested a kayak/canoe access point on the Yadkin River.

▼ IMAGE 2.6 BIKE AND PEDESTRIAN FACILITIES STATION



COMMUNITY MEETING - TOWN SERVICES STATION

A Town Services station was also set up at the meeting with an opportunity for meeting participants to respond to an open-ended question about desired Town services. While six attendees did participate in that exercise, the participant responses largely focused on establishing new recreational amenities.



*Vision &
Goals*

3



*Vision &
Goals*

3

VISION & GOALS

It is important to develop a sound, clearly articulated vision that takes into account existing conditions while striving to achieve the aspirations of citizens and stakeholders. Through the public input process, the Town of Bermuda Run has recognized a shared vision for its future.

COMPREHENSIVE PLAN VISION STATEMENT

The Town of Bermuda Run is a community with a strong sense of place and an exceptional quality of life.

This shared vision is embodied by the following concepts, which were integral to formulating the objectives and strategies of the plan:

- Maintain and build upon the established character of the community.
- Develop opportunities to connect neighborhoods to commercial centers, open spaces, and recreational amenities.
- Maintain high standards for building architecture and landscaping to enhance the sense of place.
- Establish a distinctive brand that clearly identifies the Town of Bermuda Run as a unique entity.
- Encourage the development of commercial and office establishments, medical services, visitor destinations, and sports tourism opportunities.
- Sustain a safe, secure, and well-maintained community.
- Expand upon Town-supported festivals, events, and community engagement opportunities.
- Advocate for road capacity and traffic flow improvements while providing a safe, efficient, and well-maintained multi-modal transportation network, including pedestrian and bicycle amenities.

GOALS

CHARACTER & IDENTITY GOAL

Establish the Town of Bermuda Run as a collection of charming, walkable neighborhoods that are connected along multi-use pathways to vibrant commercial centers and natural open spaces.

ECONOMIC DEVELOPMENT GOAL

Build upon the Town's strategic location and economic assets to grow the base retail and service sectors; improving the availability of goods and services for residents and visitors.

▼ IMAGE 3.1 TRAIL MASTER PLAN



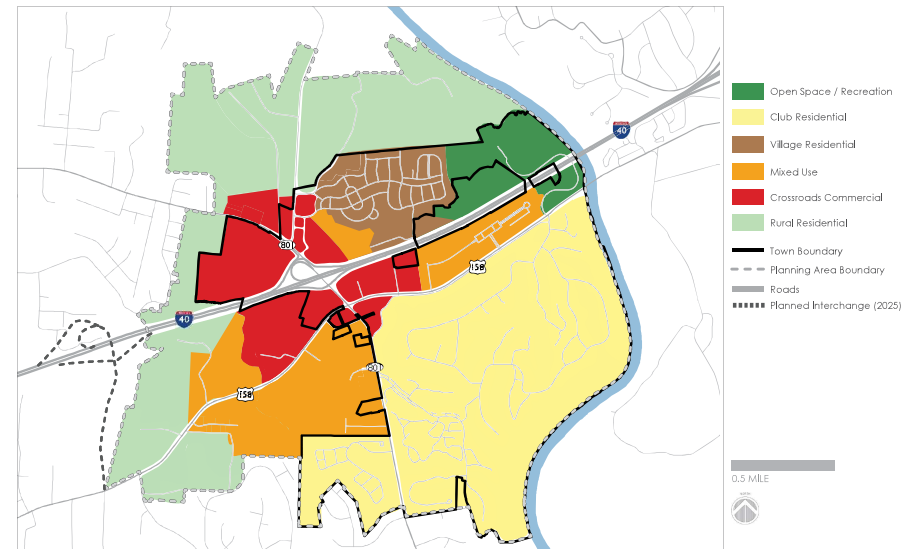
▼ IMAGE 3.2 DAVIE MEDICAL CENTER



LAND USE GOAL

Promote development that is compatible with the Town's character, while preserving environmentally sensitive areas, open spaces, and recreational opportunities.

▼ IMAGE 3.3 FUTURE LAND USE MAP



INFRASTRUCTURE & SERVICES GOAL

Maintain collaborative partnerships to provide high-quality services, infrastructure, recreation, and other amenities to sustain and improve the quality of life for the Town of Bermuda Run's residents.

▼ IMAGE 3.4 TOWN HALL







Objectives & Strategies

4



*Objectives &
Strategies*

4

OBJECTIVES & STRATEGIES

The following objectives and strategies are the building blocks to achieve the vision and goals of the Comprehensive Plan. Each objective is accompanied by strategies, and each strategy is relevant to one or more goals.

OBJECTIVE 1 - Maintain and build upon the established character of the community.

Strategy 1.1 Utilize the Future Land Use Map to guide growth and development that is compatible with the existing characteristics of the community, surrounding land uses, and available infrastructure and services.

Strategy 1.2 Evaluate the Town's land use regulations and zoning map for consistency with the Comprehensive Plan and update as necessary.

Strategy 1.3 Evaluate the effectiveness of the Master Plan Overlay District and determine if it is still needed to achieve the vision for the areas covered by the overlay district.

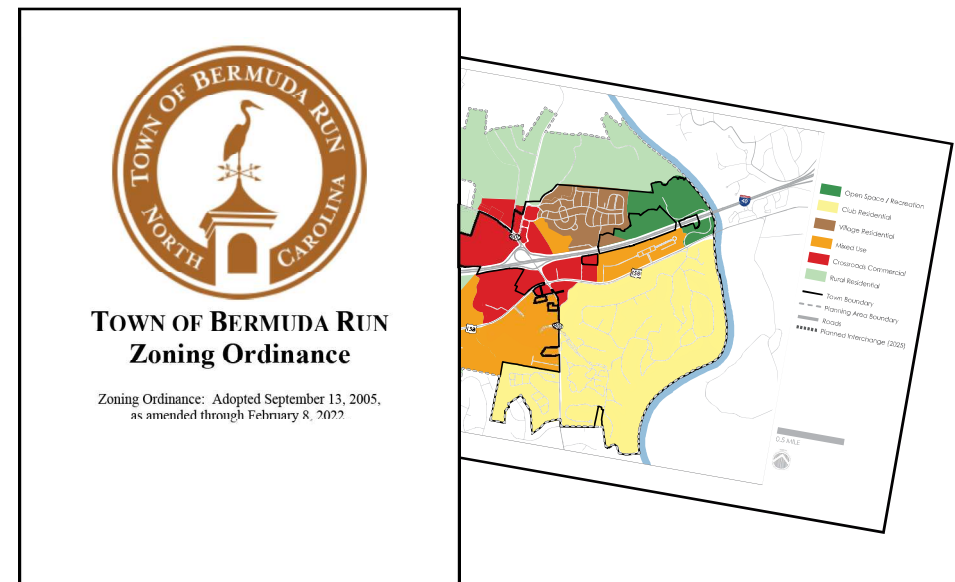
Strategy 1.4 Ensure the Town, developers, and individual property owners adhere to the Stormwater Drainage and Maintenance Policy to protect natural resources.

Strategy 1.5 Adopt policies that preserve opportunities for establishing future public and/or private recreational amenities and resources.

Strategy 1.6 Establish policies that promote the annexation of development that is compatible with the character of the community to include an analysis of annexation impacts.

Strategy 1.7 Continue to coordinate with Davie County on development surrounding the Town and it's ETJ to ensure future land use compatibility.

▼ IMAGE 4.1 ZONING ORDINANCE AND FUTURE LAND USE MAP



FUTURE LAND USE

Land use is the set of activities that occur on a property. Land use intensity is the degree to which those activities occur or the extent to which property is used. Traffic generation is typically a measure of intensity. For example, a retail use is more intense than a single-family dwelling. Density is a term that further describes the intensity of residential uses and refers to the number of dwelling units located on one acre of land. The more density there is on a property, the higher intensity the land use is. For non-residential uses, intensity typically increases with gross floor area and/or amount of traffic generated. Ideally, more intense land uses are directed to areas that have adequate infrastructure to support such uses, including the presence of water and sewer utilities, and thoroughfare access.

In the Town of Bermuda Run, the character of the existing neighborhoods establishes the base vision for the Town's future land use. As noted below, the neighborhoods, which are mostly built-out, correspond to a future land use category that supports development that is consistent with the established character of the identified neighborhood such as Club Residential and Village Residential. In addition, the Mixed Use, Crossroads Commercial, Open Space / Recreation and Rural Residential classifications correspond to areas of existing characteristics or envisioned land uses that are consistent with the categories as described below. The categories are also displayed graphically on Map 4.1 Future Land Use.

FUTURE LAND USE CATEGORIES

OPEN SPACE / RECREATION

The purpose of this land use classification is to identify areas that should be maintained for recreation and open space. It includes the Truist Soccer Park, the RISE Indoor Sports Complex, trails, and related open space. The category also includes the several of the Bahnson Lakes and adjacent green areas.

CLUB RESIDENTIAL

This land use classification is intended for application to the Bermuda Run East and West neighborhoods. This classification is defined by a mixture of existing single-family detached residential uses, single-family attached residential units, and multi-family units situated in a golf course country club setting. The Bermuda Run East and West neighborhoods are primarily built-out and no changes are proposed from a land use perspective for these areas.

VILLAGE RESIDENTIAL

This land use classification is applied to the Kinderton Village neighborhood. This development includes mixed residential developments that include a variety of housing types and incorporate open space and recreational opportunities for use by residents. Kinderton Village is located in close proximity to mixed-use and commercial areas, and is intended to be connected to these areas by pedestrian and/or bicycle facilities. Kinderton Village is an existing development that is mostly built-out.

MIXED USE

This land use classification is applied to areas that are intended to foster the development of a mix of compatible commercial and residential uses in a walkable village setting. The residential uses in this area are often higher density; including small scale apartments, condos, and townhomes. The commercial uses are typically lower intensity office and retail establishments that serve the needs of the developments' residents and the surrounding area. This designation is also applied to the area around Town Hall, which functions as a town center. It is established on a formal grid street layout, tree-lined sidewalks, a mixture of land uses, and two to three-story building massing. The current mix of uses includes an events center, medical offices, professional office and service establishments, multi-family dwellings, Town Hall, a community college campus, as well as several retail and entertainment establishments.

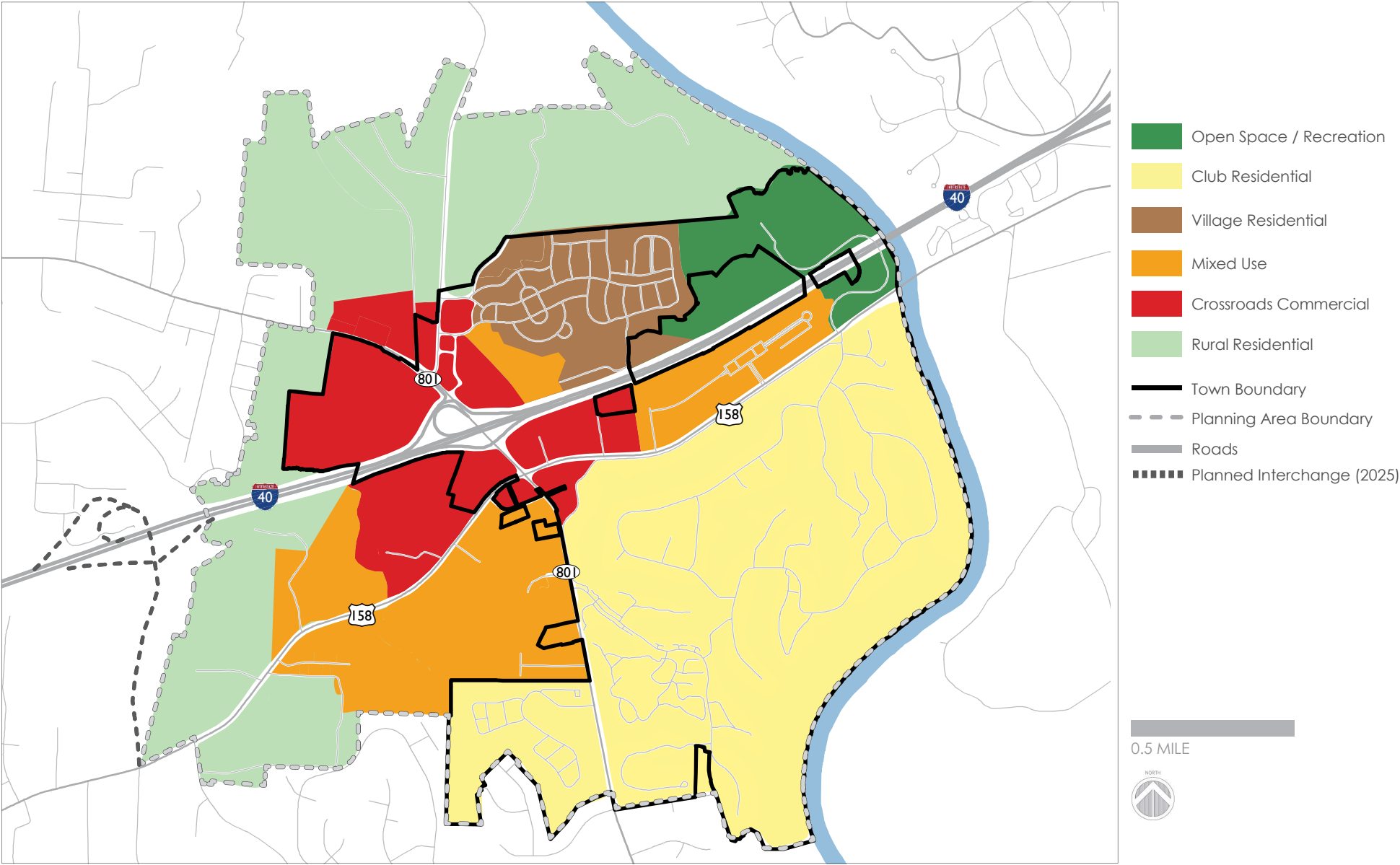
CROSSROADS COMMERCIAL

This land use classification is intended for commercial uses that have a more regional draw and may serve residents outside of the immediate area. The area included in this classification is located in close proximity to Interstate 40, US Highway 158, and NC Highway 801. Uses primarily include retail, restaurants, medical services, and professional offices.

RURAL RESIDENTIAL

This land use classification encourages future single family residential development that is suburban in nature, occurring primarily in subdivisions. Churches, schools, and other uses that are typically compatible with residential uses are also encouraged in the rural residential areas.

▼ MAP 4.1 FUTURE LAND USE



OBJECTIVE 2 - Develop opportunities to connect neighborhoods to commercial centers, open spaces, and recreational amenities.

Strategy 2.1 Continue to budget funds annually to complete priority pedestrian and bicycle facilities, greenways, and trails that will provide connectivity within neighborhoods and links to key destinations throughout town.

Strategy 2.2 Engage key stakeholders to develop more detailed plans to activate the use of the Bahnson Lakes and adjacent areas for recreational activities, including walking trails, playgrounds, and picnic areas.

Strategy 2.3 Evaluate the zoning and subdivision ordinance to ensure that new development is required to meet pedestrian and bicycle connectivity goals of the Town.

Strategy 2.4 Work closely with the hospital, sports-based businesses, and other key stakeholders to identify funding for trails, greenways, and other bicycle and pedestrian facilities with the goal of encouraging more active and healthy lifestyle choices.

▼ IMAGE 4.2 BAHNSON LAKES TRAIL CONCEPT PLAN



OBJECTIVE 3 - Maintain high standards for building architecture and landscaping to enhance the sense of place.

Strategy 3.1 Continue to work closely with property owners of existing developments to update and retrofit outdated buildings and sites with improved facades and landscaping.

Strategy 3.2 Continue to utilize building prototype designs to guide new infill and master-planned development, helping to ensure architectural compatibility and cohesiveness.

Strategy 3.3 Maintain attractive, landscaped signage at the Intersection of Highways 158 and 801 and at the Town's gateways.

Strategy 3.4 Engage the community in conversations regarding policies and regulations to help maintain unique areas of the Town while unifying architectural elements, signage, landscaping, pedestrian connections, vehicular connections, and geographic nomenclature.

Strategy 3.5 Install additional wayfinding signage and coordinated branded street signage for the Town's key destinations.

▼ IMAGE 4.3 SHOPS AT BERMUDA QUAY -- EXAMPLE LANDSCAPING CHANGES



The Bermuda Quay Shopping Center owners received a matching facade grant from the Town in 2017 to improve the building front. The image below depicts potential landscaping and lighting enhancements. Strategy 3.1 can include design guidance and potential grant funding to help property owners with facade and landscaping improvements.

BUILDING PROTOTYPES

The building prototypes depicted on the following pages are intended to provide a guideline for the form, massing, and materials for different building types throughout the Town's jurisdiction. These prototypes are intended to promote building compatibility and cohesiveness, but not monotony. Architects and designers are encouraged to incorporate design elements that are common to the Town, while designing creative and unique structures within it. For example, a building facade can be balanced without being symmetrical.

▼ IMAGE 4.4 EXAMPLE PROTOTYPES



LARGE LOT SINGLE-FAMILY RESIDENTIAL



SMALL LOT SINGLE-FAMILY RESIDENTIAL

▼ IMAGE 4.4 EXAMPLE PROTOTYPES (CONTINUED)



PATIO HOME



TOWNHOME



MULTI-FAMILY RESIDENTIAL BUILDING

▼ IMAGE 4.4 EXAMPLE PROTOTYPES (CONTINUED)



MIXED USE WITH UPPER STORY RESIDENTIAL



MULTI-STORY COMMERCIAL

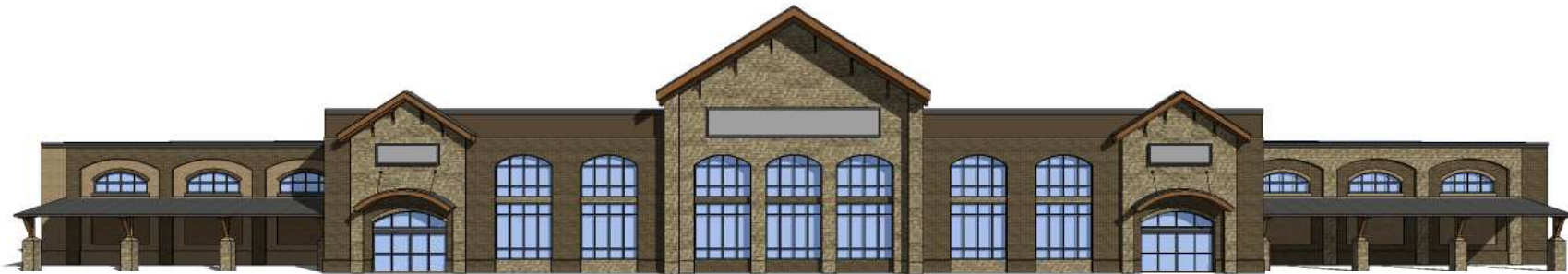


SMALL OFFICE BUILDING



RESTAURANT

▼ IMAGE 4.4 EXAMPLE PROTOTYPES (CONTINUED)



ANCHOR RETAIL



RETAIL



LIGHT INDUSTRIAL/FLEX SPACE

OBJECTIVE 4 - Establish a distinctive brand that clearly identifies the Town of Bermuda Run as a unique entity.

Strategy 4.1 Refine the Town's branding and marketing so that it is readily identifiable as the Town of Bermuda Run.

Strategy 4.2 Develop cost estimates to implement refinements that may result from any branding and marketing updates.

Strategy 4.3 Ensure the Town's website, newsletters, signage, and other related items clearly communicate the results of the branding and marketing revisions.

Strategy 4.4 Maintain efforts to promote the "Bermuda Run, NC 27006" address through marketing and mapping service corrections.

Strategy 4.5 Continue to work with the United States Postal Service District Manager to establish a primary or satellite postal location within the Town of Bermuda Run to better serve the population that is concentrated in Eastern Davie County.

▼ IMAGE 4.5 CURRENT BRANDING EFFORTS



OBJECTIVE 5 - Encourage the development of commercial and office establishments, medical services, visitor destinations, and sports tourism opportunities.

Strategy 5.1 Actively work with the Davie County Economic Development Commission (EDC) to facilitate business retention, as well as the development, redevelopment, or reuse of vacant properties.

Strategy 5.2 Engage the Davie County EDC for assistance with road infrastructure improvements related to business retention, development, redevelopment, or reuse of vacant properties.

Strategy 5.3 Continue to support Atrium Health Wake Forest Baptist to develop Riverhill Commons outparcels with medical facilities and supporting uses in accordance with the approved development agreement.

Strategy 5.4 Work with the Bermuda Run Tourism Development Authority (TDA) to support and promote a wide variety of events and meetings, sports tourism, viticultural offerings, and medical tourism to attract visitors that will patronize local businesses.

Strategy 5.5 Continue to evaluate opportunities to develop a hotel to expand overnight lodging capacity for potential visitors.

Strategy 5.6 Work with property owners and key stakeholders to identify measures to further improve northern access and circulation to the Truist Sports Complex and the RISE Indoor Sports Complex.

▼ IMAGE 4.6 TRUIST SPORTS COMPLEX



OBJECTIVE 6 - Sustain a safe, secure, and well-maintained community.

Strategy 6.1 Continue to collaborate with the Davie County Sheriff to ensure that enhanced safety patrols and traffic enforcement benchmarks are maintained.

Strategy 6.2 Maintain a budgetary emphasis on the maintenance of streets and sidewalks for immediate repair needs, using the established paving and maintenance schedule, to ensure long-term upkeep.

Strategy 6.3 Ensure that the Town's Code of Ordinances is proactively enforced.

Strategy 6.4 Encourage additional transportation, stormwater, annexation, and other similar studies and impact analysis as needed during the development review process.

▼ IMAGE 4.7 DAVIE COUNTY SHERIFF PATROL CAR



OBJECTIVE 7 - Expand upon Town-supported festivals, events, and community engagement opportunities.

Strategy 7.1 Explore opportunities to improve the Town Green's capacity to host a wide range of festivals and community events.

Strategy 7.2 Work collaboratively with community leaders to establish volunteer community groups such as a "Friends of the Town Green" or other similar groups tasked with assisting in the implementation of strategies related to community events and other initiatives as identified.

Strategy 7.3 Continue to strengthen the Town's communications through monthly newsletters, quarterly "town hall" meetings, press releases, website improvements, and enhanced use of social media.

▼ IMAGE 4.9 CONCERT ON THE TOWN GREEN



▼ IMAGE 4.8 CHRISTMAS CARRIAGE RIDES



OBJECTIVE 8 Advocate for road capacity and traffic flow improvements while providing a safe, efficient, and well-maintained multi-modal transportation network, including pedestrian and bicycle amenities.

Strategy 8.1 Maintain coordination with the North Carolina Department of Transportation (NCDOT) and the Winston-Salem Metropolitan Planning Organization (MPO) to implement the adopted Comprehensive Transportation Plan (CTP) with modifications for preferred cross sections of Highways 158 and 801.

Strategy 8.2 Continue to work with NCDOT at Exit 180 on enhanced landscaping and other aesthetic improvements for the I-40 and NC Highway 801 interchange.

Strategy 8.3 Work with property owners and developers to improve development access and connectivity between compatible land uses through new driveways and street connections, where feasible.

Strategy 8.4 Work with NCDOT, property owners, and developers to establish a southwest connector road between US 158 West and NC 801 South through the Hillsdale future land use classification area.

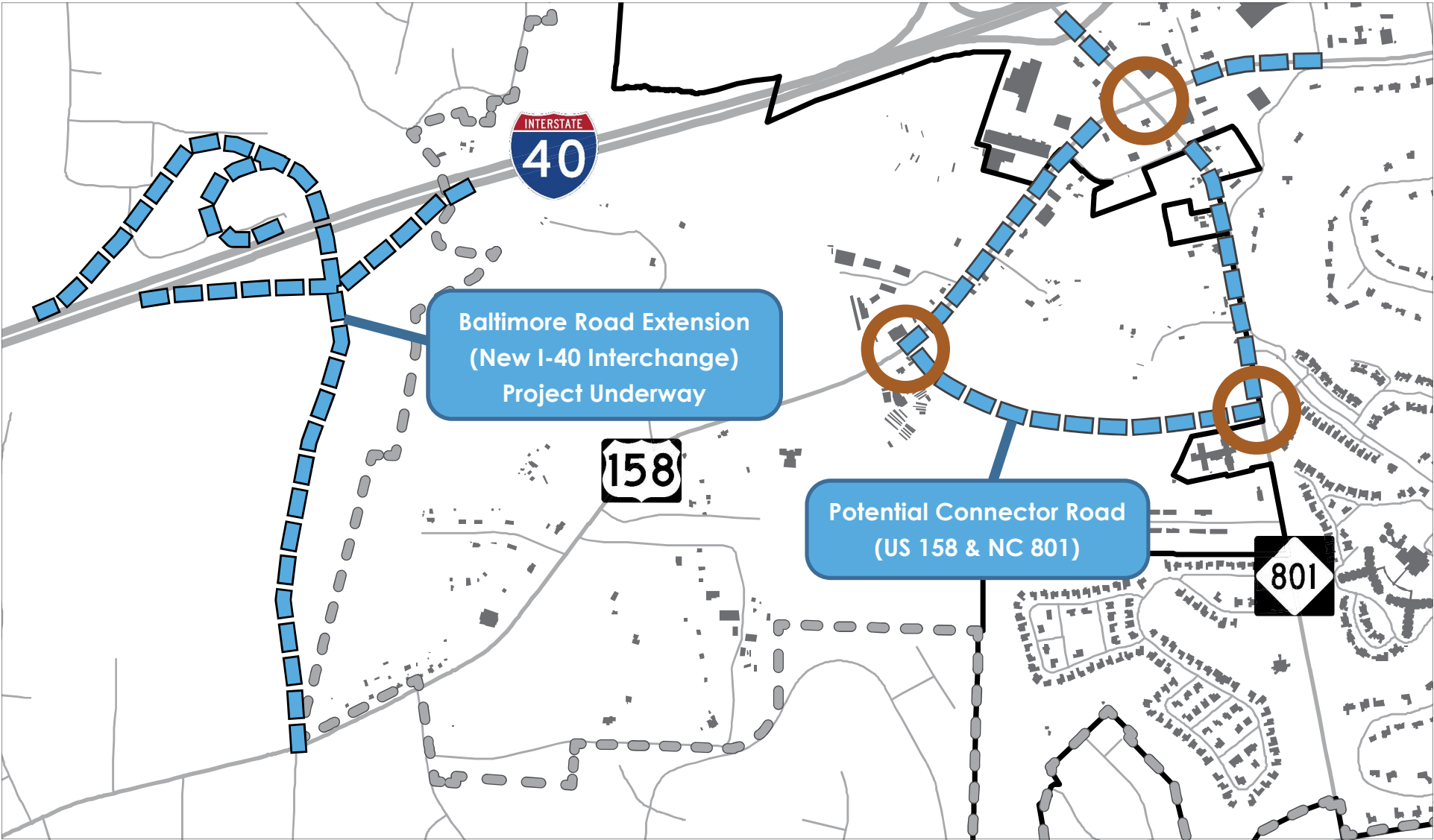
Strategy 8.5 As needed, the Town should independently engage or require property owners or developers to hire transportation experts to analyze traffic impacts, bicycle and pedestrian connectivity, and related transportation matters when evaluating development proposals and rezoning requests.

Strategy 8.6 Apply for an NCDOT Bicycle and Pedestrian Planning Grant to fund the development of a plan with a comprehensive strategy for expanding bicycle and pedestrian opportunities throughout the community with a focus on facilities, programs, policies and design guidelines that encourage safe walking and bicycling.

▼ IMAGE 4.10 POTENTIAL US 158 AND NC 801 IMPROVEMENTS



▼ MAP 4.2 ROAD IMPROVEMENTS AND CONNECTIONS





Implementation 5



Implementation 5

IMPLEMENTATION STRATEGIES

Through the planning process, the Town of Bermuda Run has produced a document that is intended to guide the actions of the Town's elected and appointed officials, staff, and community stakeholders, as they move forward. This is a plan of action, with a focus on strategies and corresponding action items to achieve the vision of Bermuda Run's citizens.

Moving forward, it will be necessary to continuously monitor the status of progress toward achieving the Plan's vision. At a minimum, Town staff, the Planning Board, and Town Council should review progress on plan implementation on an annual basis. This will give the Board the opportunity to determine what has been completed in the Comprehensive Plan and to set priorities for implementation of strategies that have not been completed during each annual budget cycle to ensure that the budget includes the necessary funds or other resources needed to move forward with plan implementation.

The strategies and action items outlined in the Plan are compiled into an implementation matrix in this section to be used as a quick and easy reference for the community to review priorities and to allow the Town to monitor the progress in implementing the plan. The matrix assigns priorities, timeframes, and responsible parties to each action item, to help stakeholders understand the most effective approach to implementing the strategies.

“Make big plans; aim high in hope and work, remembering that a noble, logical diagram once recorded will not die, but long after we are gone be a living thing, asserting itself with ever-growing insistence.”

- Daniel Burnham

IMPLEMENTATION OVERVIEW

Each action item was derived through the research of current conditions and input from citizens and stakeholders. Each action item will help the Town carry out each strategy and achieve the plan's vision.

PRIORITY

Due to the limited resources that are faced by all levels of government, priorities are identified for each action item to help guide the community toward achieving the strategies. Priorities are indicated as "high", "medium", or "low", with "high" being the most pressing or urgent. Since some high priority items may take longer to achieve than low priority items, the community may see some of those lower priority action items underway due to the quick turnaround associated with them or their ease of accomplishment. As resources become available, or as community needs or desires change during the implementation of the plan, decisions will likely be made to increase the priority of certain actions while decreasing the priority of others.

TIMEFRAME

Represents the timeframe in which each action step should be addressed. Generally, shorter timeframes infer a higher priority. Timeframes are indicated in the matrix as short-term, intermediate, or long-term. Below is a description of each timeframe.

- Short-term - can be achieved in less than 2 years
- Intermediate - can be achieved in 2 to 5 years
- Long-term - may take longer than 5 years to achieve
- Ongoing - Some action items are designated as "ongoing" due to need for constant efforts toward achieving the goal.

RESPONSIBLE PARTIES

This category identifies community partners who will share in the responsibility for the completion of each action step. The inclusion of a consultant or other outside party may be necessary to help implement and achieve certain objectives. The abbreviations for each responsible party listed in the matrix are listed on the following page.

RESPONSIBLE PARTIES ABBREVIATIONS

Town of Bermuda Run

TC - Town Council

PB - Planning Board

TS - Town Staff

Partner Organizations

CG - Citizen Groups

TDA - Bermuda Run Tourism Development Authority

DC - Davie County

EDC - Davie County Economic Development Commission

CoC - Davie Chamber of Commerce

NCF - NC Fusion (formerly Twin City Youth Soccer Association)

RISE - RISE Indoor Sports

AHWFB - Atrium Health Wake Forest Baptist

MPO - Winston-Salem Metropolitan Planning Organization

NCDOT - North Carolina Department of Transportation

NCDEQ - North Carolina Department of Environmental Quality

USPS - United States Postal Service

Other Partners

PS - Private Sector (Developers, business owners, property owners)

PC - Private Consultant

IMPLEMENTATION MATRIX

OBJECTIVE 1 - Maintain and build upon the established character of the community.

STRATEGY ID	IMPLEMENTATION ACTION	PRIORITY	TIMEFRAME	RESPONSIBILITY
1.1	Utilize the Future Land Use Map to guide growth and development that is compatible with the existing characteristics of the community, surrounding land uses, and available infrastructure and services.	HIGH	ONGOING	TS, PB, TC, PS
1.2	Evaluate the Town's land use regulations and zoning map for consistency with the Comprehensive Plan and update as necessary.	HIGH	ONGOING	TS, PB, TC, PS, PC
1.3	Evaluate the effectiveness of the Master Plan Overlay District and determine if it is still needed to achieve the vision for the areas covered by the overlay district.	HIGH	ONGOING	TS, PB, TC
1.4	Ensure the Town, developers, and individual property owners adhere to the Stormwater Drainage and Maintenance Policy to protect natural resources.	MED	ONGOING	TS, PB, TC, PS
1.5	Adopt policies that preserve opportunities for establishing future public and/or private recreational amenities and resources.	MED	ONGOING	TS, TC, NCF, TDA

STRATEGY ID	IMPLEMENTATION ACTION	PRIORITY	TIMEFRAME	RESPONSIBILITY
1.6	Establish policies that promote the annexation of development that is compatible with the character of the community to include an analysis of annexation impacts.	MED	SHORT	TS, PB, TC, PS, PC
1.7	Continue to coordinate with Davie County on development surrounding the Town and it's ETJ to ensure future land use compatibility.	MED	ONGOING	TS, TC, PB, DC

OBJECTIVE 2 - Develop opportunities to connect neighborhoods to commercial centers, open spaces, and recreational amenities.

STRATEGY ID	IMPLEMENTATION ACTION	PRIORITY	TIMEFRAME	RESPONSIBILITY
2.1	Continue to budget funds annually to complete priority pedestrian and bicycle facilities, greenways, and trails that will provide connectivity within neighborhoods and links to key destinations throughout town.	HIGH	ONGOING	TS, TC, NCDOT
2.2	Engage key stakeholders to develop more detailed plans to activate the use of the Bahnson Lakes and adjacent areas for recreational activities, including walking trails, playgrounds, and picnic areas.	MED	LONG	TS, TC, PS, CG, NCDOT
2.3	Evaluate the zoning and subdivision ordinance to ensure that new development is required to meet pedestrian and bicycle connectivity goals of the Town.	MED	INTERMEDIATE	TS, PB
2.4	Work closely with the hospital, sports-based businesses, and other key stakeholders to identify funding for trails, greenways, and other bicycle and pedestrian facilities with the goal of encouraging more active and healthy lifestyle choices.	MED	INTERMEDIATE	TS, PB, TC, CG, PC, NCF, AHWFB, RISE, DC

OBJECTIVE 3 - Maintain high standards for building architecture and landscaping to enhance the sense of place.

STRATEGY ID	IMPLEMENTATION ACTION	PRIORITY	TIMEFRAME	RESPONSIBILITY
3.1	Continue to work closely with property owners of existing developments to update and retrofit outdated buildings and sites with improved facades and landscaping.	MED	ONGOING	TS, PB, TC, PS
3.2	Continue to utilize building prototype designs to guide new infill and master-planned development, helping to ensure architectural compatibility and cohesiveness.	HIGH	ONGOING	TS, PB, TC, PS
3.3	Maintain attractive, landscaped signage at the Intersection of Highways 158 and 801 and at the Town's gateways.	HIGH	ONGOING	TS, TC, EDC, PS NCDOT, MPO
3.4	Engage the community in conversations regarding policies and regulations to help maintain unique areas of the Town while unifying architectural elements, signage, landscaping, pedestrian connections, vehicular connections, and geographic nomenclature.	LOW	LONG	TS, TC, CG, EDC, PS, PC
3.5	Install additional wayfinding signage and coordinated branded street signage for the Town's key destinations.	MED	ONGOING	TS, TC, COC, EDC, TDA, NCDOT

OBJECTIVE 4 - Establish a distinctive brand that clearly identifies the Town of Bermuda Run as a unique entity.

STRATEGY ID	IMPLEMENTATION ACTION	PRIORITY	TIMEFRAME	RESPONSIBILITY
4.1	Refine the Town's branding and marketing so that it is readily identifiable as the Town of Bermuda Run.	HIGH	SHORT	TS, TC, PC
4.2	Develop cost estimates to implement refinements that may result from any branding and marketing updates.	MED	INTERMEDIATE	TS, PC
4.3	Ensure the Town's website, newsletters, signage, and other related items clearly communicate the results of the branding and marketing revisions.	MED	INTERMEDIATE	TS
4.4	Maintain efforts to promote the "Bermuda Run, NC 27006" address through marketing and mapping service corrections.	HIGH	ONGOING	TS
4.5	Continue to work with the United States Postal Service District Manager to establish a primary or satellite postal location within the Town of Bermuda Run to better serve the population that is concentrated in Eastern Davie County.	HIGH	INTERMEDIATE	TS, TC, USPS, PS

OBJECTIVE 5 - Encourage the development of commercial and office establishments, medical services, visitor destinations, and sports tourism opportunities.

STRATEGY ID	IMPLEMENTATION ACTION	PRIORITY	TIMEFRAME	RESPONSIBILITY
5.1	Actively work with the Davie County Economic Development Commission (EDC) to facilitate business retention, as well as the development, redevelopment, or reuse of vacant properties.	HIGH	ONGOING	TS, TC, EDC, TDA, CoC, PS
5.2	Engage the Davie County EDC for assistance with road infrastructure improvements related to business retention, development, redevelopment, or reuse of vacant properties.	MED	ONGOING	TS, TC, EDC, TDA, CoC, PS, NCDOT, DC
5.3	Continue to support Atrium Health Wake Forest Baptist to develop Riverhill Commons outparcels with medical facilities and supporting uses in accordance with the approved development agreement.	MED	ONGOING	TS, TC, EDC, PS
5.4	Work with the Bermuda Run Tourism Development Authority (TDA) to support and promote a wide variety of events and meetings, sports tourism, viticultural offerings, and medical tourism to attract visitors that will patronize local businesses.	MED	INTERMEDIATE	TS, TC, CG, TDA, CoC, PS
5.5	Continue to evaluate opportunities to develop a hotel to expand overnight lodging capacity for potential visitors.	MED	ONGOING	TS, TC, CG, TDA, CoC, PS
5.6	Work with property owners and key stakeholders to identify measures to further improve northern access and circulation to the Truist Sports Complex and the RISE Indoor Sports Complex.	MED	ONGOING	TS, TC, CG, TDA, EDC CoC, PS

OBJECTIVE 6 - Sustain a safe, secure, and well-maintained community.

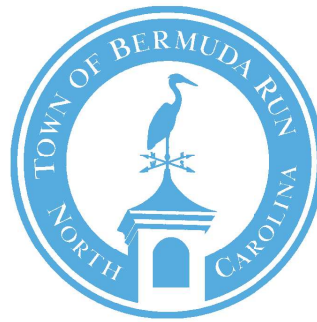
STRATEGY ID	IMPLEMENTATION ACTION	PRIORITY	TIMEFRAME	RESPONSIBILITY
6.1	Continue to collaborate with the Davie County Sheriff to ensure that enhanced safety patrols and traffic enforcement benchmarks are maintained.	HIGH	ONGOING	TS, TC, DC
6.2	Maintain a budgetary emphasis on the maintenance of streets and sidewalks for immediate repair needs, using the established paving and maintenance schedule, to ensure long-term upkeep.	HIGH	ONGOING	TS, TC, PC, MPO, NCDOT
6.3	Ensure that the Town's Code of Ordinances is proactively enforced.	HIGH	SHORT	TS, TC, DC
6.4	Encourage additional transportation, stormwater, annexation, and other similar studies and impact analysis as needed during the development review process.	HIGH	ONGOING	TS, TC, PC

OBJECTIVE 7 - Expand upon Town-supported festivals, events, and community engagement opportunities.

STRATEGY ID	IMPLEMENTATION ACTION	PRIORITY	TIMEFRAME	RESPONSIBILITY
7.1	Explore opportunities to improve the Town Green's capacity to host a wide range of festivals and community events.	MED	INTERMEDIATE	TS, TC, CG
7.2	Work collaboratively with community leaders to establish volunteer community groups such as a "Friends of the Town Green" or other similar groups tasked with assisting in the implementation of strategies related to community events and other initiatives as identified.	LOW	LONG	TS, TC, CG
7.3	Continue to strengthen the Town's communications through monthly newsletters, quarterly "town hall" meetings, press releases, website improvements, and enhanced use of social media.	MED	INTERMEDIATE	TS, TC

OBJECTIVE 8 - Advocate for road capacity and traffic flow improvements while providing a safe, efficient, and well-maintained multi-modal transportation network, including pedestrian and bicycle amenities.

STRATEGY ID	IMPLEMENTATION ACTION	PRIORITY	TIMEFRAME	RESPONSIBILITY
8.1	Maintain coordination with the North Carolina Department of Transportation (NCDOT) and the Winston-Salem Metropolitan Planning Organization (MPO) to implement the adopted Comprehensive Transportation Plan (CTP) with modifications for preferred cross sections of Highways 158 and 801.	MED	ONGOING	TS, TC, MPO, NCDOT
8.2	Continue to work with NCDOT at Exit 180 on enhanced landscaping and other aesthetic improvements for the I-40 and NC Highway 801 interchange.	HIGH	ONGOING	TS, TC, MPO, NCDOT
8.3	Work with property owners and developers to improve development access and connectivity between compatible land uses through new driveways and street connections, where feasible.	MED	INTERMEDIATE	TS, PB, TC, NCDOT
8.4	Work with NCDOT, property owners, and developers to establish a southwest connector road between US 158 West and NC 801 South through the Hillsdale future land use classification area.	LOW	LONG	TS, PB, TC, NCDOT, PC, PS
8.5	As needed, the Town should independently engage or require property owners or developers to hire transportation experts to analyze traffic impacts, bicycle and pedestrian connectivity, and related transportation matters when evaluating development proposals and rezoning requests.	HIGH	ONGOING	TS, PB, TC, MPO, NCDOT, PC, PS
8.6	Apply for an NCDOT Bicycle and Pedestrian Planning Grant to fund the development of a plan with a comprehensive strategy for expanding bicycle and pedestrian opportunities throughout the community with a focus on facilities, programs, policies and design guidelines that encourage safe walking and bicycling.	HIGH	SHORT	TS, PB, TC, MPO, NCDOT, PC, AHWFB, RISE



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