

Older Neighborhoods	Agree	Disagree	Not Sure	Comments on Policies
Policy ON-1: Concentrated police protection should be provided to targeted neighborhood areas, preferably in the form of foot and bicycle patrols.				
Policy ON 2: Pedestrian-level streetlights and appropriately designed private property lights should be encouraged, particularly in the town's older walkable neighborhoods.				
Policy ON-3: Housing programs, code enforcement activities, and public improvements should be completed in partnership with residents in targeted neighborhood areas. Restoration and rehabilitation, rather than demolition and replacement, should be the preferred course of action whenever feasible.				
Policy ON-4: New infill development should be architecturally compatible with existing structures, site layout and the streetscape within its vicinity. Efforts by neighborhood associations to establish their own standards for development compatibility should be encouraged. Performance based standards (checklist) rather than discretionary review (opinion) should be employed whenever possible				
Policy ON-5 The Town should continually reinvest in the infrastructure of its older urban neighborhoods, including but not limited to: park improvements, sidewalks, street paving and maintenance, street trees, street lights, water and sewer lines, and drainage.				
Policy ON-6: Pedestrian-oriented, designed and scaled stores and services providing basic necessities to residents of the town's older neighborhoods should be encouraged.				
Policy ON-7: Redevelopment and infill projects in older neighborhoods should facilitate mass transit services through recognition of planned transit routes, development mix and density, and accommodation for future transit stop locations.				

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Future Neighborhoods	Agree	Disagree	Not Sure	Comments on Policies
Policy FN-1: New neighborhoods should be generally compact in form.				
Policy FN-2: New neighborhood streets should be no wider than necessary to serve their intended purpose.				
Policy FN-3: New neighborhoods should be transit route sensitive; designed to incorporate transit stops.				
Policy FN-4: New neighborhoods should include one or more neighborhood centers or focal points in each neighborhood planning area.				
Policy FN-5: Neighborhood serving businesses should be encouraged in new neighborhood designs..				
Policy FN-6: Amenities centers (e.g. club house, tennis courts, pool) in new developments should be placed in a central location for convenient, pedestrian access by neighborhood residents. Placing such centers at the perimeter or entrance to the neighborhood for marketing or buffering purposes is to be discouraged.				
Policy FN-7: As new neighborhoods are developed, a mixture of housing types/sizes/prices should be encouraged within the bounds of each neighborhood planning area.				
Policy FN-8: Higher density housing projects, such as apartment complexes and condominium developments, should be located adjoining places of work, shopping and public transit. Access to such higher density housing should not be through a lower density housing area. Higher density housing may often act as a transitional use between offices or shops and lower density housing.				
Policy FN-9: New neighborhoods should be connected to other neighborhoods, shopping, and work areas within the neighborhood planning area. Gated communities should not be permitted in Wake Forest as they impede travel and limit connections between areas.				
Policy FN-10: Street designs in new neighborhoods should give equal priority to the pedestrian and the automobile.				
Policy FN-11: New neighborhoods should recognize bike routes and greenways at the time of development.				

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Newer, Existing Commercial Areas	Agree	Disagree	Not Sure	Comments on Policies
Policy NEC-1: The Town should encourage appropriate landscaping and reconfiguration of large, existing unlandscaped parking areas. Landscaped pedestrian walkways from car to store or across a parking area should also be encouraged. Efforts to reduce excessive numbers of parking spaces should generally be supported.				
Policy NEC-2: The Town shall encourage the provision of convenience clusters for pedestrians, bicyclists and future transit services at strategic locations in existing commercial areas. Renovations to commercial areas should be pedestrian-scaled first, while also accommodating the automobile.				
Policy NEC-3: The Town should encourage the consolidation of commercial driveways onto major streets and the connection of adjacent parking lots.				
Policy NEC-4: The Town should encourage businesses to replace existing, non-conforming signage with more attractive, conforming signage. When buildings are renovated or replaced, franchise style buildings that serve as self-advertising billboards for the business within should be discontinued.				
Policy NEC-5: New infill development across the front street face of existing, over-designed parking lots should be encouraged.				
Policy NEC-6: Town policies and ordinances shall continue to prohibit billboards within the planning jurisdiction of Wake Forest.				
Policy NEC-7: Bicycle and pedestrian access to existing commercial areas should be encouraged.				

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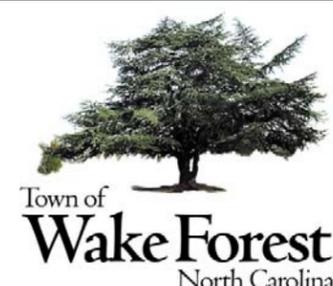


<p style="text-align: center;">Future Large Scale Commercial Areas</p>	<p style="text-align: center;">Agree</p>	<p style="text-align: center;">Disagree</p>	<p style="text-align: center;">Not Sure</p>	<p style="text-align: center;">Comments on Policies</p>
<p>Policy LSC-1: Large-scale commercial developments should be encouraged, where appropriate, to contain a diverse mixture of retail, office, restaurant and service uses.</p>				
<p>Policy LSC-2: Large-scale commercial uses should be located on the corners of neighborhood planning areas, that is, at the intersection of two or more major streets.</p>				
<p>Policy LSC-3: Planned mixed-use developments which allow for a compatible mixture of residential and non-residential uses with a pedestrian scale and design should be encouraged. Further, new businesses may be located adjoining (and therefore convenient to) an existing residential area, when such businesses can be shown to satisfy design considerations similar to a newly planned, pedestrian-scaled, mixed-use development.</p>				
<p>Policy LSC-4: In planning for a new large scale development, large-scale uses should be buffered from adjacent residential areas by smaller scale buildings or by buffer strips. Regardless of the type of buffer, such uses should be accessible from the neighborhood.</p>				
<p>Policy LSC-5: Except for limited access highways, new commercial buildings should pull up to the street; parking should be placed to the rear or side of the structure.</p>				
<p>Policy LSC-6: When appropriate, the use of all around architecture should be required. That is, in some instances, it may be necessary to avoid designating a noticeable “service side” to a building, such as when a building abuts a residential or streetscape exposure, or other public space.</p>				
<p>Policy LSC-7: New large-scale commercial development should plan ahead for future public transit stops and convenience clusters. Such clusters should have pedestrian connections. Commercial areas should be pedestrian-scaled first, while also accommodating the automobile.</p>				
<p>Policy LSC-8: New large-scale commercial development should have limited driveway access to major thoroughfares and should connect all adjacent parking lots.</p>				
<p>Policy LSC-9: Auto dealerships, large equipment sales and other businesses primarily dependent upon expansive outdoor sales lots should be clustered together for both functional and economic reasons.</p>				
<p>Policy LSC-10: The abandonment of “big box” retail stores, for the purpose of relocating to another “bigger box” location in the community, shall be strongly discouraged unless plans are in place for the proper disposition and/or reuse of the original structure.</p>				

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Future Small Scale Neighborhood Businesses	Agree	Disagree	Not Sure	Comments on Policies
Policy SSB-1: Small scale, pedestrian-oriented shopping and work places should be encouraged in the design of new neighborhoods.				
n				
Policy SSB-2: Neighborhood serving businesses should be located near the center of a neighborhood planning area rather than along a major thoroughfare.				
n				
Policy SSB-3: Neighborhood serving businesses should be designed at a residential scale and character.				
n				
Policy SSB-4: The location of neighborhood serving businesses should be coordinated with bikeways and, where appropriate, future transit stops.				
n				
Policy SSB-5: Neighborhood serving businesses shall employ on-street parking in coordination with a limited amount of off-street parking.				
n				
Policy SSB-6: Neighborhood serving businesses should be allowed to have only residential scale signage and lighting.				
n				
Policy SSB-7: Neighborhood serving businesses (e.g. a neighborhood general store) should be encouraged as an upfront, vertical infrastructure cost of new development.				
n				
Policy SSB-8: Neighborhood serving businesses may be located near public amenities, when opportunity allows.				
n				
Policy SSB-9: Living quarters shall be encouraged over small retail shops and/or offices.				
n				
n				

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Business and Industry	Agree	Disagree	Not Sure	Comments on Policies
FIRST GENERATION BUSINESS AND INDUSTRIAL AREAS				
Policy FGI-1: The Town of Wake Forest should be an active participant, facilitator and partner in the ADAPTIVE REUSE AND CONVERSION of former production, warehousing and manufacturing buildings into uses compatible with their design and location.				
Policy FGI-2: If the DEMOLITION OF AN OLD INDUSTRIAL BUILDING or complex becomes necessary, any new structure(s) and site redevelopment should be compatible with the neighborhood context; such redevelopment should serve to improve the quality, character and livability of the surrounding area.				
SECOND GENERATION BUSINESS AND INDUSTRIAL AREAS				
Policy SGI-1: The Town of Wake Forest should encourage and support the REHABILITATION, IMPROVEMENT, AND RE-OCCUPANCY OF VIABLE BUSINESS AND INDUSTRIAL PROPERTIES that have become vacant. Re-occupancy may be by another suitable industrial operation or by adaptively reusing the site or structure for non-industrial purposes.				
Policy SGI-2: The Town of Wake Forest acknowledges and supports the work of state and federal agencies, as well as its own town building inspectors, concerning the enforcement of ENVIRONMENTAL REGULATIONS AND BUILDING STANDARDS, particularly concerning the redevelopment or adaptive reuse of manufacturing sites and buildings.				
THIRD GENERATION BUSINESS AND INDUSTRIAL AREAS				
Policy TGI-1: The Town should periodically examine its zoning ordinance and other development regulations as to the appropriate STANDARDS AND LOCATIONS FOR MANUFACTURING, WAREHOUSE AND DISTRIBUTION opportunities within the Town's planning jurisdiction.				
Policy TGI-2: The Town of Wake Forest should employ INDUSTRIAL DEVELOPMENT PERFORMANCE STANDARDS to promote the establishment or expansion of industries that are compatible with the public health, safety, and welfare of area residents, and that are supportive of the long term economic prosperity and environmental quality of the community.				
Policy TGI-3: Newly developed industrial sites adjoining residentially zoned or developed areas should provide and maintain for adequate SCREENING AND BUFFERING between the uses. New residential development moving into an area adjoining industrially zoned or developed areas should have the burden of providing for its own screening and buffering.				
Policy TGI-4: Industrial and warehouse SITES LOCATED WITHIN VIEW OF A PUBLIC RIGHT OF WAY OR NEARBY PROPERTY in Wake Forest should provide for landscaping that enhances the property and is consistent with a quality image, thereby further improving opportunities for quality economic development in the community. This policy includes SELF-STORAGE WAREHOUSING sites.				

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Downtown Wake Forest	Agree	Disagree	Not Sure	Comments on Policies
Policy D-1: The Town should encourage a COMPATIBLE, DIVERSE MIXTURE of retail, office, institutional, residential, dining, services, entertainment, and public open space in the downtown area.				
Policy D-2: While encouraging a diversity of uses and activities in the downtown area, the Town recognizes the advantages of CLUSTERING SIMILAR ACTIVITIES and development forms in appropriate parts of the downtown.				
Policy D-3: PEDESTRIAN ORIENTED STREETScape IMPROVEMENTS including, but not limited to, wider sidewalks, street trees, decorative street lights, street furniture, and landscaping should be continually expanded consistent with the historic, pedestrian character of the downtown and to stimulate continued economic development.				
Policy D-4: New and expanding businesses requiring office space should be directed first to COMPATIBLE BUILDINGS AND SITES IN OR NEAR THE DOWNTOWN AREA.				
Policy D-5: OFFICES and ASSEMBLY TYPE USES WITHIN THE HISTORIC COMMERCIAL CORE of the downtown should be located on upper floors, reserving ground floor space for retail uses.				
Policy D-6: The Town shall maintain a TANGIBLE PRESENCE AND COMMITMENT to the downtown through the location of the Town's major municipal offices there. The Town should also encourage other local, state and federal governments to maintain similar commitments to the downtown.				
Policy D-7: The Town shall continue to support the Wake Forest FARMERS' MARKET at the municipal parking lot in downtown Wake Forest. As the downtown area continues to evolve, a permanent home for the market may become necessary.				
Policy D-8: The RENAISSANCE AREA URBAN CODE shall continue to be employed to ensure that development and redevelopment will be supportive of the architectural and historic context that is vital to the economic success of downtown Wake Forest.				
Policy D-9: The Town should encourage efforts to restore MISSING OR UNDERUTILIZED STREET FRONTAGES , particularly on lots where previous buildings have been demolished and replaced with (oftentimes) surface parking.				
Policy D-10: PARKING LOTS should generally be located to the side or behind buildings or in the interior of the block. Off-street parking spaces for multi-family buildings should be in the rear yard.				

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Parks, Open Space And Recreation	Agree	Disagree	Not Sure	Comments on Policies
<p>Policy PR-1: The Town, in cooperation with private sector interests, should continue to develop a system of open space greenways and walking trails to connect residential areas with, especially, schools and park facilities. The use of (1) natural corridors such as streams and floodplains, and (2) man-made corridors such as utility and transportation rights-of-way and easements, should be emphasized.</p>				
<p>Policy PR-2: Mini-parks should continue to be supported in existing and proposed neighborhoods to meet the needs of small children and the elderly, and to encourage social interaction and mutual support among area families. Arrangements for some maintenance of new mini-parks by volunteers should be pursued.</p>				
<p>Policy PR-3: Neighborhood and mini parks should be located in full view of residential and/or non-residential activities, where informal observation and oversight can help prevent vandalism and improve security.</p>				
<p>Policy PR-4: New residential development should continue to provide for funding to help meet the demand for open space and recreation created by the development.</p>				
<p>Policy PR-5: The Town of Wake Forest supports the co-location, joint development and shared use of park, open space, and recreation facilities in cooperation with institutions such as public schools, utility companies, and federal, state and local government agencies.</p>				
<p>Policy PR-6: As the Wake Forest park system grows, the Town should continue to seek efficiencies, cost savings, and quality services for park maintenance.</p>				
<p>Policy PR-7: The Town should continue to explore new opportunities for providing recreation programs with all available partners.</p>				

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Major Streets	Agree	Disagree	Not Sure	Comments on Policies
Policy S-1: Major streets should be SPACED NO MORE THAN ONE MILE APART east to west and north to south, and preferably closer, whenever topographic and other physical conditions allow.				
Policy S-2: ACCESS TO UNDEVELOPED SECTIONS of major streets shall be from intersecting minor streets, rather than private driveways, whenever possible.				
Policy S-3: Under specified conditions, minor streets should be located so as to intersect with a major street (other than a limited access highway) at REGULARLY SPACED, REASONABLY FREQUENT INTERVALS (400' to 600').				
Policy S-4: Central medians shall be incorporated into the design of new or improved major streets whenever possible.				
Policy S-5: Landscaping and, where possible, street trees should be planted in central medians of major streets.				
Policy S-6: Streetyard vegetation should be planted or retained along major streets to soften and unify the streetscape, and to create an attractive VISUAL EDGE to the roadway while allowing views through to businesses. (Total screening may be required along limited access highways.)				
Policy S-7: Contrasting streetyard plantings should be employed along major streets to create DISTINCT CHANGES IN VISUAL CHARACTER between the landscape of intersections and the landscape of the properties between intersections.				
Policy S-8: SPECIAL NATURAL, CULTURAL AND HISTORIC FEATURES along major streets should be preserved, accentuated and enhanced to add interest to the street corridor and to celebrate the heritage of Wake Forest.				
Policy S-9: PARKING AREAS within a major street corridor should be generally screened from view using structural elements, topographic features and/or plantings. Plants should be tall enough at maturity to obscure views of parked cars. Service and loading areas should be completely screened.				
Policy S-10: SPECIAL ROADWAY OVERLAY ZONING should be employed to help implement roadway corridor plans, particularly with regard to development standards for buildings, signage and parking areas within sight of the roadway.				
Policy S-11: ROAD WIDENINGS and/or the DESIGNATION OF ONE-WAY PAIRS should generally be avoided for streets where the original design intent and relationship to adjoining land uses was otherwise. This policy is intended to prevent degradation of the design integrity and livability of an existing residential or commercial area for the primary purpose of moving greater traffic volumes.				

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Minor Streets	Agree	Disagree	Not Sure	Comments on Policies
Policy S-12: The Town shall encourage STREET PATTERNS that respond to site topography, accentuate focal points and interesting vistas, create interesting public spaces and intersections, and that are coordinated with the placement of significant structures or open spaces.				
Policy S-13: Consider incorporating CENTRAL MEDIANS into the design of new or improved “neighborhood axial” streets.				
Policy S-14: Minor streets shall be developed in SHORT BLOCKS OF 300 TO 500 FEET in length.				
Policy S-15: STREET WIDTHS should be designed to fit the intended use of the street, corresponding to the traffic load and planned development types. Minor streets shall be no wider than necessary to serve their intended use.				
Policy S-16: A FULLY CONNECTED HONEYCOMB OF STREETS should be employed to promote convenient circulation within the neighborhood and provide for multiple, alternative outlets from the area to adjoining neighborhoods and major streets. Careful design should ensure that cut-through traffic routes are not created.				
Policy S-17: ON-STREET PARKING shall be encouraged in compact neighborhoods. VERTICAL CURBING shall be preferred over rolled or valley curbing to properly contain vehicles within the borders of the paved street area.				
Policy S-18: CONSERVATION SUBDIVISIONS (I.E. LOW IMPACT DEVELOPMENT), those designed to minimize environmental disturbance and protect adjoining natural resources, may employ grassed swales to capture stormwater runoff, filter out pollutants and recharge groundwater resources.				
Policy S-19: The TURNING RADIUS OF CORNERS at intersections involving minor streets shall be as small as possible while allowing for reasonable truck and emergency vehicle maneuvering.				
Policy S-20: The Town should employ TRAFFIC CALMING methods on neighborhood streets as necessary to enhance livability and restore the balance between pedestrian, bicycle and automobile use. Implementation of such methods should be conducted with full participation and input from neighborhood residents.				

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Sidewalks	Agree	Disagree	Not Sure	Comments on Policies
<p>Policy SW-1: WHERE NO SIDEWALKS ARE PRESENT in existing developed areas, sidewalks should be provided on a priority basis to connect residential areas to walkable pedestrian destinations, focusing especially on schools, parks and greenways.</p>				
<p>Policy SW-2: FOR NEW CONSTRUCTION, SIDEWALKS shall be required on both sides of the street (1) along thoroughfares and collectors, (2) in multi-family developments, (3) in “front porch” developments and (4) along local streets within walking distance of a major pedestrian trip attractor, such as a school, library, shopping center or similar facility. Sidewalks shall be required on one side of all other streets, except cul de sacs less than 400 feet long.</p>				
<p>Policy SW-3: SIDEWALK WIDTH should correspond with anticipated pedestrian traffic volumes, adjoining land uses, and sidewalk activities. Except where constrained by unusual physical limitations, a minimum five foot width shall be required. The VERGE WIDTH (i.e. space between the sidewalk and the edge of the street) should correspond with the posted speed of the adjoining roadway, but should not be less than 6 feet.</p>				
<p>Policy SW-4: CURB RAMP INSTALLATION should continue to be implemented to retrofit existing sidewalks at appropriate locations and to make sure that any existing or new sidewalk improvements meet design standards.</p>				
<p>Policy SW-5: Plainly marked, well lit CROSSWALKS, UNDERPASSES AND PEDESTRIAN TUNNELS should be a priority at locations where significant pedestrian activity is observed or expected, and where network connectivity is especially warranted. The level of crosswalk investment should be commensurate with the level of pedestrian activity and the nature of the safety concerns being addressed.</p>				

Public Transportation	Agree	Disagree	Not Sure	Comments on Policies
<p>Policy PT-1: The successful operation and expansion of a public transit system in Wake Forest should be supported and enhanced through the encouragement of compact, transit compatible development patterns.</p>				
<p>Policy PT-2: Site planning that incorporates transit stops and convenience clusters shall be required, where appropriate.</p>				

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Bikeways	Agree	Disagree	Not Sure	Comments on Policies
Policy B-1: The BICYCLE FACILITY SELECTION GUIDE, as used by the Federal Highway Administration, shall be employed for determining the most suitable type of bicycle facility for any new or upgraded roads in Wake Forest.				
Policy B-2: The Town should facilitate bicycle and pedestrian way CONNECTIONS BETWEEN NEIGHBORHOODS, either by street or connecting path, to enable the effective use of local, minor streets for pedestrian and bicycle travel.				
Policy B-3: STRIPED BICYCLE LANES and appropriate signage should be installed ALONG EXISTING STREETS where called for in the Bicycle Plan.				
Policy B-4: STRIPED BICYCLE LANES and appropriate signage should be required ALONG NEW COLLECTOR LEVEL STREETS. Bicycle lanes and signage may also be required along other streets, to be determined on a case by case basis.				
Policy B-5: Street intersections should have BICYCLE-RESPONSIVE SIGNALS as part of development requirements and public works engineering standards.				
Policy B-6: All new public and private developments should have BIKE PARKING AND BICYCLE ACCESS.				
Policy B-7: All future ROAD CONSTRUCTION AND IMPROVEMENTS should be examined for bikeway feasibility and conformity with the Town of Wake Forest Bicycle Plan. As appropriate, bikeways should be installed during road construction or improvements.				
Policy B-8: All FUTURE DEVELOPMENTS AND SITE PLANS shall be examined for bicycle compatibility and conformity with the town Bicycle Plan. As appropriate, bikeway routes shall be identified and planned for in the construction of such developments.				
Policy B-9: Bicycle facilities and their impacts should be included in TRAFFIC IMPACT ANALYSES for new private developments.				
Policy B-10: PEDESTRIAN AND BICYCLE FRIENDLY SCHOOL ZONES should be established and implemented around all schools.				
Policy B-11: Bicycle-related improvements should be an integral component of the Town's ANNUAL BUDGET for public infrastructure investment.				

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Street Trees	Agree	Disagree	Not Sure	Comments on Policies
<p>Policy ST-1: The Town should prepare and maintain an official street tree planting master plan to address: 1) the retrofitting of existing streets, where appropriate, 2) the planting of future streets and 3) the maintenance and replacement of dead, diseased or disfigured street trees .</p>				
<p>Policy ST-2: So as to create a unity of design and effect, consistent street tree species should occur along predetermined sections of streets.</p>				
<p>Policy ST-3: No single tree species should comprise more than 10 to 15% of the total street tree population of the town. Further, trees in a neighborhood area should vary from street to street.</p>				
<p>Policy ST-4: Regularly spaced street trees should be planted in central medians, frontage street medians, plaza strips and, where necessary, in dedicated easements on private property.</p>				
<p>Policy ST-5: The planting or preservation of street trees of appropriate size and species should continue to be required as part of the upfront costs of all new development, in accordance with the Town's street tree planting master plan.</p>				
<p>Policy ST-6: The Town's street tree planting program should be targeted to maximize available budget dollars for street tree master plan implementation.</p>				

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Street Lights	Agree	Disagree	Not Sure	Comments on Policies
n				
Policy SL-1: Streetlights should be selected and installed according to the design speed and/or intended use of the street or area they serve. Where sidewalks are present or anticipated, pedestrian scaled streetlights should be provided.				
n				
Policy SL-2: The Town of Wake Forest requires that all publicly owned streetlights employ high pressure sodium vapor lamps to produce a warm, amber-colored light source, along with high levels of energy efficiency. Emerging lamp technologies should be periodically evaluated for best color, brightness and energy efficiency.				
n				
Policy SL-3: The Town, in cooperation with Wake Electric Membership Corporation and Progress Energy, should continue to develop and implement joint policies and standards for street light selection, installation, operation and maintenance.				
n				
Policy SL-4: Streetlights should be installed on both sides of a street, unless a newly approved street is planned from the outset to have a sidewalk on only one side.				
n				
Policy SL-5: Historic and other special areas of town may receive special streetlight treatment consistent with the desired character and objectives for the area.				

Utility Poles and Wires	Agree	Disagree	Not Sure	Comments on Policies
n				
Policy UPW-1: The Town should maintain a master plan for the undergrounding of utilities, with priority given to pre-determined areas.				
n				
Policy UPW-2: Major town entrances and gateway corridors should receive first priority for the undergrounding of overhead utilities.				
n				
Policy UPW-3: High visibility, pedestrian-oriented areas should receive second priority for the undergrounding of overhead utilities.				
n				
Policy UPW-4: Overhead utilities in other priority areas should be placed underground or relocated as opportunities arise.				
n				
Policy SW-5: Plainly marked, well lit CROSSWALKS, UNDERPASSES AND PEDESTRIAN TUNNELS should be a priority at locations where significant pedestrian activity is observed or expected, and where network connectivity is especially warranted. The level of crosswalk investment should be commensurate with the level of pedestrian activity and the nature of the safety concerns being addressed.				

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Wireless Telecommunication Facilities	Agree	Disagree	Not Sure	Comments on Policies
<p>Policy WTF-1: The development of wireless service technology should be facilitated as an economic development asset and significant benefit to the town and its residents.</p>				
<p>Policy WTF-2: The impacts of wireless telecommunication facilities should not be permitted to compromise the health, safety and public welfare of area residents; nor should such facilities be allowed to diminish the character of the community and visual quality of its environment.</p>				
<p>Policy WTF-3: In residential areas, historic districts and the Renaissance districts, cell towers should only be considered when there is no alternative for serving those areas and no other alternative wireless telecommunication structure can be utilized. The Town expects that the least visually disruptive technology will be used in these visually sensitive areas</p>				
<p>Policy WTF-4: As new technologies and structural requirements for wireless capabilities emerge over time, the Town should initiate updates to its standards for wireless telecommunication facilities.</p>				

Town and Special Area Entrances	Agree	Disagree	Not Sure	Comments on Policies
<p>Policy TSE-1: Noticeable streetscape improvements should be employed to clearly announce a town entrance, and to enhance gateway corridors.</p> <ol style="list-style-type: none"> 1) Introduce decorative streetlights and street light standards. 2) Introduce sidewalks and bikeways. 3) Introduce median strips, planting plazas, street trees and supplemental landscaping. 4) Introduce curb and gutter. 5) Show contrast in signage through enhanced sign controls. 6) Put overhead utilities underground. 7) Bring buildings up to the street and put parking to the side or enclosed in an interior space between buildings. 8) Invest in substantial welcome signs in conjunction with a distinguishable, positive change in the streetscape. 				
<p>Policy TSE-2: As the Town limits expand, streetscape improvements should be extended accordingly.</p>				
<p>Policy TSE-3: Where a bridge, underpass, overpass or other roadway feature is located at an entry point to the town or some portion of it, special “gateway” treatment of the roadway feature should be employed to enhance a sense of arrival.</p>				

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Community Character	Agree	Disagree	Not Sure	Comments on Policies
Policy CC-1: New, expanding, or improved businesses should employ architectural standards consistent with Wake Forest's architectural character and should avoid standard prototype designs otherwise employed in "Anywhere USA".				
Policy CC-2: Exceptional locations, views and vistas in the town should receive exceptional treatment and/or protection in design and development.				
Policy CC-3: Noteworthy buildings, important outdoor spaces, objects of historic merit, important monuments, and significant works of art should be placed in positions of visibility and prominence. Their placement should be coordinated with street design.				
Policy CC-4: Significant natural and existing man-made elements should be incorporated into the thematic design of new developments.				
Policy CC-5: Large trees, ponds, creeks, or other natural features of the landscape should be saved when locating new streets, buildings, parking lots, etc.				
Policy CC-6: Community character should be supported by development that is compatible when considered within the context of the surrounding area.				
Policy CC-7: Exterior lighting should be attractive, functional and safety conscious, while also avoiding negative impacts on the night sky visibility of Wake Forest.				

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Regional Intergovernmental Cooperation	Agree	Disagree	Not Sure	Comments on Policies
REGIONAL TRANSPORTATION				
Policy RT-1: The Town should continue to anticipate and plan for the impacts of new HIGH SPEED RAIL SERVICE as it passes through Wake Forest en route to major urban centers north and south along the east coast.				
Policy RT-2: The Town should continue to anticipate and plan for the transformation of US 1 CAPITAL BOULEVARD into a LIMITED ACCESS FREEWAY and MULTI-MODAL TRANSPORTATION CORRIDOR as per the plans of the US 1 Corridor Study.				
Policy RT-3: The Town strongly supports the recent establishment (and future expansion) of EXPRESS BUS SERVICE between downtown Wake Forest and downtown Raleigh with connections to the balance of the Research Triangle.				
WATER AND SEWER SERVICES				
Policy WS-1: The Town shall work proactively with other local governments, utility service providers and the State of North Carolina on REGIONAL, LONG TERM SOLUTIONS FOR WATER SUPPLIES AND SEWAGE TREATMENT.				
Policy WS-2: Recognizing that water and sewer services have a POWERFUL INFLUENCE ON GROWTH AND DEVELOPMENT, the Town of Wake Forest shall require that consideration be given to the placement of these utilities relative to desired growth patterns.				
Policy WS-3: Centralized sewer services shall generally avoid parts of the Town best suited for open space and to PROTECT ENVIRONMENTALLY SENSITIVE AREAS FROM DEVELOPMENT PRESSURES brought about by such sewers.				
Policy WS-4: The Town shall encourage the development of sewer services that employ WATER REUSE TECHNOLOGIES for appropriate forms of open space, golf courses and other uses.				

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Regional Intergovernmental Cooperation (CONTINUED)	Agree	Disagree	Not Sure	Comments on Policies
WATER CONSERVATION				
Policy WC-1: It is the policy of the Town of Wake Forest to CONSERVE TO THE FULLEST EXTENT POSSIBLE POTABLE WATER AND WASTE WATER TREATMENT CAPACITY, which capacity is provided by the City of Raleigh through an inter-local agreement.				
Policy WC-2: The use of the municipal potable water distribution system for lawn and PLANT IRRIGATION IS PROHIBITED FOR NEW DEVELOPMENT of all types. New developments should employ other types of non-municipal water supplies such as wells, rainwater catching systems (e.g. rain barrels or in-ground cisterns) or, when it becomes available, reuse water.				
Policy WC-3: CURRENT PROPERTY OWNERS AND RESIDENTS are encouraged to ELIMINATE OR REDUCE USAGE OF THE MUNICIPAL WATER SUPPLY FOR OUTSIDE IRRIGATION. Use of drip irrigation, timed systems and in-ground pressurized systems is encouraged over the use of standard sprinkler systems. Use of rainwater catching systems such as rain barrels or in-ground cisterns is encouraged.				
Policy WC-4: All developers are encouraged to plant DROUGHT TOLERANT GRASSES on all new lawn areas. Examples of such grasses include: Bermuda, Centipede, St. Augustine and Zoysia. Planting of Fescue and Perennial Rye grasses is strongly discouraged. Current property owners and residents are encouraged to reseed lawns with drought tolerant grasses.				
Policy WC-5: Construction of NATURAL RAINWATER RETAINAGE SYSTEMS IS ENCOURAGED. Such systems should include but not be limited to rain gardens, bioretention areas and green roofs.				
Policy WC-6: Use of TRADITIONAL PLANTS NATIVE TO THE AREA is encouraged for landscaping for all new and existing development.				
Policy WC-7: The Board encourages the installation of WATER SAVING DEVICES in new and existing homes and offices. Such water saving devices shall include but not be limited to: tankless, on-demand hot water heaters; low-flow shower heads; high efficiency clothes washing machines and dish washers; and, high-efficiency toilets.				

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Regional Intergovernmental Cooperation (CONTINUED)	Agree	Disagree	Not Sure	Comments on Policies
COMMUNITY-ORIENTED SCHOOLS				
Policy S-1: ADVANCED PLANNING FOR THE LOCATION OF NEW PUBLIC SCHOOLS serving Wake Forest should be a joint effort between the Wake County School Board and the Town. School locations should serve to reinforce desirable growth patterns rather than promoting sprawl. New elementary school locations should be viewed as a CORNERSTONE OF THE NEIGHBORHOODS they are intended to serve.				
Policy S-2: OFFERS OF LAND FOR THE SITING OF NEW SCHOOLS shall be encouraged, particularly in conjunction with related neighborhood development. Acceptance of such properties shall be based on approved location and design criteria.				
Policy S-3: School campuses shall be designed to allow safe, PEDESTRIAN ACCESS FROM ADJACENT NEIGHBORHOODS. Transportation facilities within 1.5 miles of all public schools shall be a priority for construction of sidewalks, bike paths and pedestrian trails.				
Policy S-4: Site planning for TRAFFIC MANAGEMENT AND SAFETY in the vicinity of public schools shall be a priority.				
Policy S-5: The CO-LOCATION AND JOINT DEVELOPMENT of school facilities in conjunction with other community facilities and services shall be encouraged. This policy shall be especially applicable to schools co-located with park and recreation facilities.				
Policy S-6: COSTS FOR NEW SCHOOLS , including site acquisition and construction costs, shall be borne largely by the new growth and development creating the demand. Methods for assigning these costs may include land dedication, fees in lieu of land dedication, and school impact fees, among others. Trade-offs may include density bonuses, density transfers, and infrastructure partnerships, among others.				
Policy S-7: The Town shall seek to foster diversity in community-oriented public schools by encouraging DIVERSITY IN THE NEARBY NEIGHBORHOODS FEEDING EACH SCHOOL. Planning and zoning should be employed to encourage a variety of housing types and levels of affordability within largely walkable/bikeable community school service areas.				

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Paying for Growth	Agree	Disagree	Not Sure	Comments on Policies
Policy PFG-1: The costs of infrastructure, facilities and services related to new growth and development should be borne primarily by those CREATING THE DEMAND. This approach should include cost recovery fees that are rationally related to the new growth.				
Policy PFG-2: The Town should continually seek to balance residential and non-residential development to foster a favorable SERVICE-COST TO REVENUE-GENERATED TAX BASE.				
Policy PFG-3: Fees charged by the Town for DEVELOPMENT REVIEWS AND INSPECTIONS should approximate the actual costs to the Town of conducting such work.				
Policy PFG-4: Cost recovery fees may be instrumental in establishing "TRUE DEVELOPMENT COSTS" for new greenfield development, thereby leveling the playing field for rehabilitation and enhancement of existing older homes and businesses.				
Policy PFG-5: The Town should undertake ANNUAL PLANNING AND BUDGETING FOR CAPITAL FACILITIES, with particular emphasis on street and sidewalk construction, park and greenway facilities, fire stations and other buildings, vehicle and major equipment purchases, stormwater management infrastructure, and streetscape improvements.				

Healthy, Sustainable Environment	Agree	Disagree	Not Sure	Comments on Policies
Policy HSE-1: Development policies should work to make Wake Forest more WALKABLE AND PEDESTRIAN-FRIENDLY, and less dependent on the single-occupant automobile.				
Policy HSE-2: Compact, transit oriented MIXED USE DEVELOPMENTS should be encouraged so as to facilitate walking, biking and transit options.				
Policy HSE-3: New, HIGHER DENSITY RESIDENTIAL DEVELOPMENT should be located within walking distance of jobs and services and designed to be compatible with current and future transit services.				
Policy HSE-4: The environmental benefits of LOW IMPACT DEVELOPMENT, emphasizing on-site stormwater retention, infiltration and/or slow release, shall be recognized and facilitated.				
Policy HSE-5: RUNOFF AND DRAINAGE from development shall be of a quality and quantity as near to natural conditions as possible.				
Policy HSE-6: VEGETATED RIPARIAN BUFFERS (natural or planted) shall be required along all creeks, rivers, lakes and other water bodies in Wake Forest.				

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Healthy, Sustainable Environment (CONTINUED)	Agree	Disagree	Not Sure	Comments on Policies
Policy HSE-7: CONSERVATION SUBDIVISIONS should be encouraged where site conditions call for minimizing environmental disturbance and protect adjoining natural resources. Streets and properties in such subdivisions may employ GRASSED SWALES to capture stormwater runoff, filter out pollutants and recharge groundwater resources.				
Policy HSE-8: LARGE PARKING LOTS shall have landscaped planting islands and perimeter buffer strips and may use other design technologies to intercept and absorb runoff. Parking requirements shall be carefully gauged by land use so as not to create excessive paved surface areas.				
Policy HSE-9: Development activities in the SPECIAL FLOOD HAZARD AREA shall be carefully controlled. If development must occur, very low intensity uses such as open space and recreation shall be preferred.				
Policy HSE-10: The construction of energy efficient structures should be encouraged, including the use of "GREEN BUILDING" design (i.e. using renewable material and energy resources).				
Policy HSE-11: Site plans for new development should work sympathetically with the NATURAL FEATURES OF THE LAND, including existing topography and significant existing vegetation.				
Policy HSE-12: A combination of incentives and disincentives may be employed to protect EXISTING TREES and/or require the replacement of trees removed for development.				
Policy HSE-13: GREEN INFRASTRUCTURE (grassed swales, rain gardens, bio-retention strips, cisterns, rain barrels, permeable pavements, etc.) shall be encouraged in place of gray infrastructure, whenever appropriate to the location and circumstances of development .				
Policy HSE-14: A variety of SOLID WASTE REDUCTION STRATEGIES AND SERVICES should be offered, including educational programs on waste prevention, recycling and reuse.				
Policy HSE-15: Proper disposal of HOUSEHOLD HAZARDOUS WASTE MATERIALS shall be facilitated.				
Policy HSE-16: ON-SITE RESIDENTIAL COMPOSTING shall be encouraged.				
Policy HSE-17: OFF-SITE MULCHING and REDISTRIBUTION of landscape yard waste by the Town shall be continued.				
Policy HSE-18: Town of Wake Forest supports education and activities that reduce LITTER AND ILLEGAL DUMPING, foster clean up of dumpsites, and encourage participation in programs such as Adopt-A-Highway and the Governors Litter Sweep.				
Policy HSE-19: Area requirements for solid waste collection and disposal shall continue to be anticipated through ADVANCED, COOPERATIVE PLANNING between the Town of Wake Forest, Wake County, and other local government jurisdictions in the region.				

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Economic Development	Agree	Disagree	Not Sure	Comments on Policies
<p>Policy ED-1: NEW AND EXPANDING INDUSTRIES AND BUSINESSES should be encouraged which: (1) are compatible with the long-term quality of the area's natural and cultural resources, (2) match up well with the area's infrastructure and services, (3) employ and develop the skills of area workers and (4) diversify the local economy.</p>				
<p>Policy ED-2: To retain quality businesses and to attract new ones, the Town of Wake Forest should continue to invest in infrastructure and services that sustain and enhance the area's already HIGH QUALITY OF LIFE, IMAGE AND CULTURAL IDENTITY.</p>				
<p>Policy ED-3: ECONOMIC AND BUSINESS DEVELOPMENT PARTNERSHIPS between the Town, other local jurisdictions, other economic development organizations, and private companies should be pursued.</p>				
<p>Policy ED-4: The Town should strive for a financial and regulatory environment that supports the establishment and growth of SMALL BUSINESS. Efforts to provide information relevant to business development, opportunities for networking, and ombudsman assistance should be supported.</p>				
<p>Policy ED-5: Developing real estate "PRODUCT" SUITABLE FOR BUSINESS PLACEMENT should focus on the identification, enhancement and certification of buildings and sites readily available for construction and/or occupancy. Special emphasis should be on sites suitable for corporate office, light industrial and non-retail business development.</p>				

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<h1 style="text-align: center;">Arts, Culture and History</h1>	Agree	Disagree	Not Sure	Comments on Policies
Policy ACH-1: The Town should encourage efforts and actively participate in the provision of INDOOR AND OUTDOOR PUBLIC AND PRIVATE SPACES to showcase the work of visual and performing artists in Wake Forest.				
Policy ACH-2: New private sector developments should be encouraged to include art as an integral element of PRIVATELY OWNED COMMON AREAS AND SEMI-PUBLIC SPACES.				
Policy ACH-3: BUDGETS FOR NEW CONSTRUCTION AND RENOVATIONS of town buildings should include a line item for the purchase and display of art.				
Policy ACH-4: CULTURAL ARTS should continue to be enhanced as a permanent function of the Town's recreation program offerings.				
Policy ACH-5: DESIGN STANDARDS should continue to be employed so that development and redevelopment is consistent with the architectural context, community character, economic attractiveness and livability of Wake Forest.				
Policy ACH-6: The identification, restoration, and active use of structures, buildings, monuments, landmarks, sites and neighborhoods of HISTORIC OR ARCHITECTURAL SIGNIFICANCE shall be encouraged to safeguard the heritage of the town, and to enhance their educational, economic and cultural value to the community and state.				
Policy ACH-7: The DESTRUCTION OF ARCHITECTURAL, HISTORIC, AND ARCHAEOLOGICAL RESOURCES of Wake Forest shall be strongly discouraged.				

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Public Safety	Agree	Disagree	Not Sure	Comments on Policies
Policy PS-1: The Town shall employ community education, school, and public involvement programs to enhance COMMUNITY AWARENESS of public safety issues.				
Policy PS-2: The Town shall periodically review the need for additional paid PERSONNEL, CAPITAL IMPROVEMENTS AND EQUIPMENT NEEDS to meet or exceed public safety standards, insurance ratings and other measures of public safety.				
POLICY PS-3: As the area grows, ADDITIONAL SUBSTATIONS for public safety services shall be strategically located, provided that sufficient resources can be made available to properly staff and equip them.				
POLICY PS-4: The Town shall be proactive in supporting legislative efforts to STRENGTHEN LOCAL LAW ENFORCEMENT TOOLS ; when such tools are made available, the Town will work to implement them.				
POLICY PS-5: The Town shall employ a holistic approach to public safety involving residents, businesses, and institutions in the preparation of NEIGHBORHOOD IMPROVEMENT PLANS , with priority given to public safety concerns.				

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Leadership and Community Involvement	Agree	Disagree	Not Sure	Comments on Policies
Policy LCI-1: The Town should continue to emphasize the importance of ADVISORY BOARDS AND COMMITTEES in conducting the Town's business.				
Policy LCI-2: Boards and committees of the Town should be REPRESENTATIVE OF THE POPULATION AND GEOGRAPHY of the planning area or subject matter being addressed (e.g. Population: youth, minorities, seniors, income groups Geography: neighborhood, downtown, highway corridor, historic district.)				
Policy LCI-3: Public involvement should be encouraged in decisions on land use and development by making the public aware of PROPOSED DEVELOPMENTS at the earliest lawful opportunity, as well as fostering communication between developers and the general public.				
Policy LCI-4: NEIGHBORHOOD AND SPECIAL AREA PLANNING should be encouraged to foster public involvement in the preparation of closely tailored, action-oriented special area plans and improvements. Public participation should be a central, on-going feature of such plans.				
Policy LCI-5: Maintenance and enhancements to the Town's INTERNET AND MULTI-MEDIA news dissemination capabilities should continue as a priority to facilitate citizen access to town information.				
Policy LCI-6: The Town should participate proactively in the cooperation of efforts among CIVIC AND VOLUNTEER ORGANIZATIONS for maximum impact in the community.				

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