



NORTHEAST SUBURBAN

AREA PLAN

Update

DRAFT

City-County
Planning
BOARD
FORSYTH COUNTY
& WINSTON-SALEM,
NORTH CAROLINA

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Preface

Under special State enabling legislation, the City-County Planning Board of Forsyth County and Winston-Salem is responsible for preparing and maintaining a comprehensive plan for Forsyth County. The *Legacy 2030 Update*, the current comprehensive plan, was adopted in 2012. Comprehensive plans take a broad, communitywide perspective for guiding growth and development. *Legacy 2030* includes chapters on local trends; growth management; land use; transportation; economic development; environmental quality and sustainability; healthy, complete, and equitable communities; community character; Downtown and the Center City; neighborhoods and towns; rural character; area plans; and key public investments.

The Planning Board prepares a series of urban and suburban area plans for the city and county in an effort to translate *Legacy 2030* into site specific recommendations. An area plan generally contains information about the plan area's existing conditions and recommendations for guiding future growth and development. Citizen participation is an important part of the area plan process, and multiple opportunities for public participation exist within the area planning process.

In 2004, the City-County Planning Board (CCPB) adopted boundaries, names, and priority rankings for seven urban area plans, a Downtown Plan, and thirteen suburban/small town area plans. *Legacy's* Growth Management Plan divides Winston-Salem and Forsyth County into five growth management areas: City Center, Urban Neighborhoods, Suburban Neighborhoods, Future Growth Area, and Rural Area. Seven plans cover the Urban Neighborhoods and Downtown as defined in *Legacy 2030*. The Center City refers to the Downtown Core of Winston-Salem and other towns in Forsyth County. Urban Neighborhoods are older neighborhoods and commercial, industrial, and institutional development built mostly before 1940 that surround the Center City of Winston-Salem. The Urban Neighborhoods Area has been divided into study areas based on geography and common features. Thirteen plans cover the Suburban Neighborhoods, Future Growth Area, and Rural Area as defined in the *Legacy 2030*. These areas have been divided into study areas based on geography and common features. Suburban Neighborhoods include a large portion of the county and most of the small towns where suburban development has occurred in recent decades. It is also the area with the most undeveloped land where much of the future residential, commercial, and industrial development should occur. Future Growth Areas do not usually have sewer or other facilities and services to support urban development. However, because of their potential to be served efficiently by sewer and other facilities and services in the future and/or their proximity to towns, major roads and other public investments, the Growth Management Plan calls for them to eventually be developed. Rural Areas are not expected to ever receive public sewer and are recommended to remain low density in nature.

How Do Area Plans Relate To Rezoning?

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

Historically, elected and appointed officials follow the area plan land use recommendations in most cases. However, decision makers must also take into account current site conditions, community needs and changing circumstances, as well as other information which was not apparent during the initial area planning process. Officials give serious consideration to the recommendations of the area plans but also must take into account all current and available information to make the most informed decisions on future rezoning proposals.

As of 2012, all planning areas within Forsyth County have a corresponding area plan which was developed since the 2001 adoption of the original *Legacy* plan to guide future area development decisions. Area plan updates, such as this one, replace these older, existing area plans. Updated area plans provide a current picture of area conditions and an up-to-date set of future development recommendations.

Area plans follow a basic, standardized format that provides for consistent terminology, information, mapping, and land use colors for all area plans. Consistency between plans is important to city staff, the CCPB, and elected officials as they use the plans to make zoning, funding, and other decisions based on area plan recommendations.

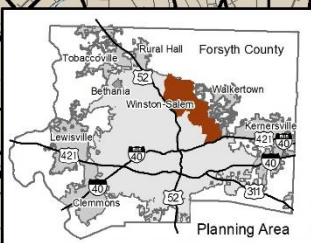
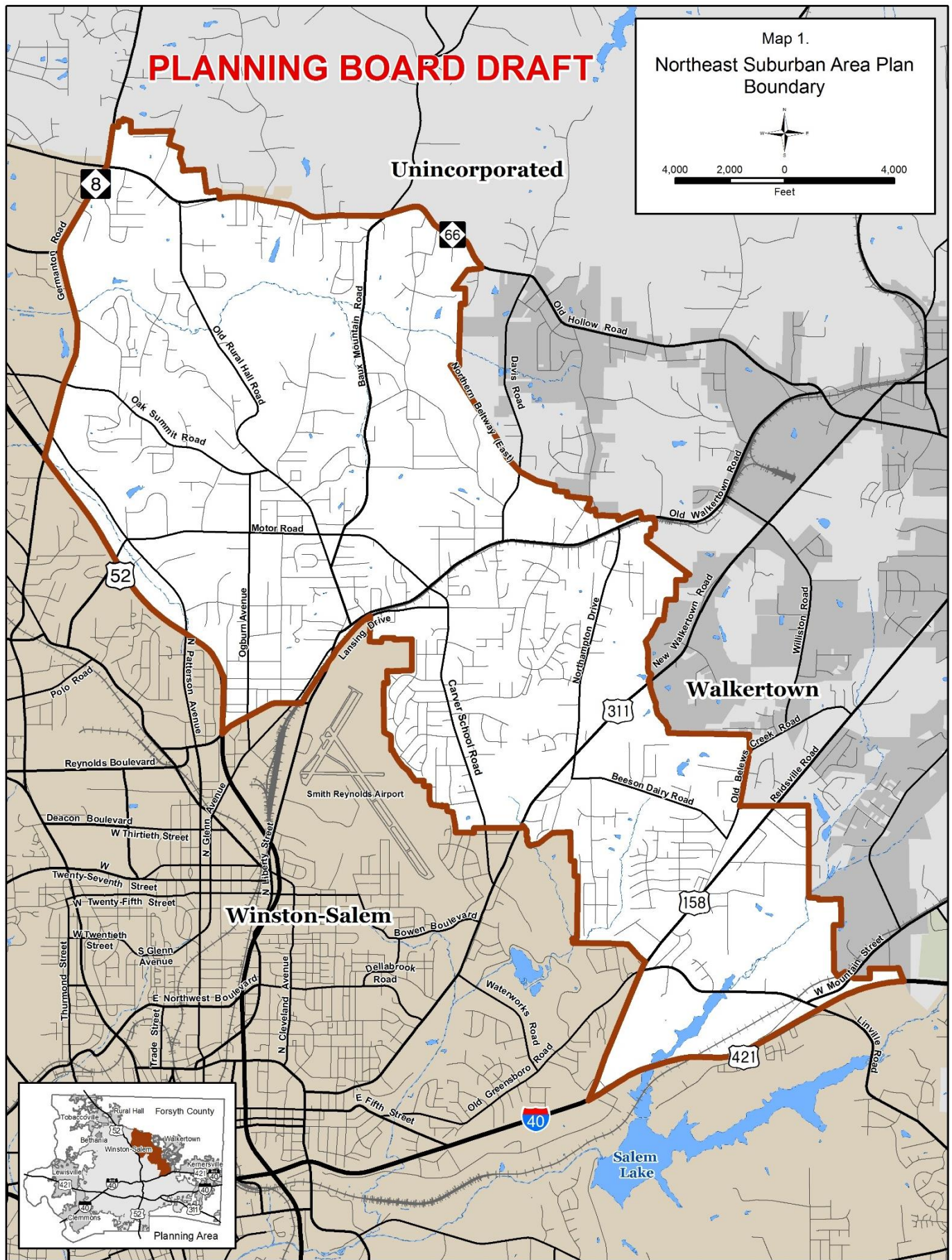
To facilitate implementation of area plan recommendations, a biennial Area Plan Status Report is prepared which includes the current status of recommendations of all adopted area plans. The report includes the status of each action/project listed in the implementation table for each plan. Area plan recommendations are funded in a variety of ways including bonds, bond referendums, transportation funds, general government funds, the Motor Vehicle Tax, capital improvements, and

Community Development Block Grants. Inclusion of a project in the area plan implementation table does not mean the recommended project has funding. Area plan projects are prioritized along with other projects and programs by the elected officials.

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Map 1.
Northeast Suburban Area Plan
Boundary

4,000 2,000 0 4,000
Feet



Introduction

***BOUNDARIES OF THE PLAN AREA**

The Northeast Suburban Planning Area encompasses 9,701 acres. The plan area is generally bounded on the north by Old Hollow Road (NC 66); on the east by the Winston-Salem city limits; on the south by Business 40/US 421; and on the west by Germanton Road/NC 8 (see **Map 1** on **page XX**). Approximately 88% of the land area in the planning area is in the City of Winston-Salem, with approximately 93% of that area in the Northeast Ward and approximately 7% in the East Ward.

RELATIONSHIP TO *LEGACY 2030

Legacy 2030, Forsyth County's comprehensive plan, serves as the framework on which all area plans are built, both geographically and as a policy guide. The original *Northeast Suburban Area Plan* was adopted in 2011. The *Northeast Suburban Area Plan Update* is intended to translate *Legacy 2030* policies into more detailed recommendations for the Northeast Suburban Plan Area, taking into account changes in the area since the adoption of the original area plan in 2011.

Legacy 2030's Growth Management Plan defines a series of specialized areas, each having specific characteristics. In the Growth Management Plan (**Map 2** on **page XX**), roughly 18% of the Northeast Suburban Plan Area is designated as Urban Neighborhoods, Growth Management Area (GMA) 2; 68% as Suburban Neighborhoods, GMA 3; 13% as Future Growth Area, GMA 4; and less than 1% as Rural Area, GMA 5.

***AREA PLAN PROCESS**

Citizen participation is a critical part of the area plan process. Multiple opportunities for public participation exist in the area planning process. The steps in the development of an area plan are shown in **Figure 1**. The first step of the planning process is the assessment of current conditions and the consolidation of existing plans. A summary of this information is created and given to citizens at the plan kickoff workshop.

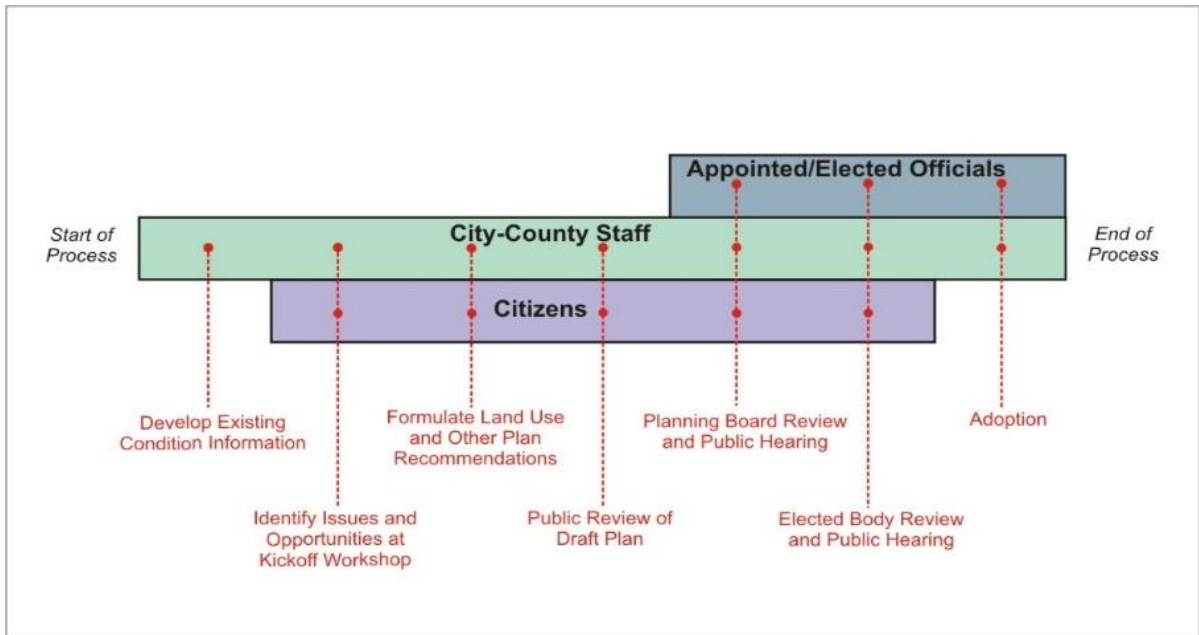
The plan kickoff workshop is the first meeting in the area planning process and is an opportunity for citizens who live and work in the area to share their comments and concerns about the area and its future with planning staff. Staff facilitates this process to help citizens document their thoughts, which provide the basis for the next step in the process.

Ideas and issues identified at the process kickoff workshop, along with the policies spelled out in *Legacy 2030*, serve as the basis for the next step in the process: the formulation of recommendations by Planning staff. These recommendations primarily focus on proposed land use recommendations, and site specific design recommendations for corridors and activity centers. Staff works with the citizens on these recommendations to reach a consensus. Staff and citizens refine the plan recommendations at the meetings which follow the kickoff workshop. The final recommendations are then presented to the entire community for review at the concluding open house. If no consensus is reached, both sets of recommendations will be presented to the City-County Planning Board.

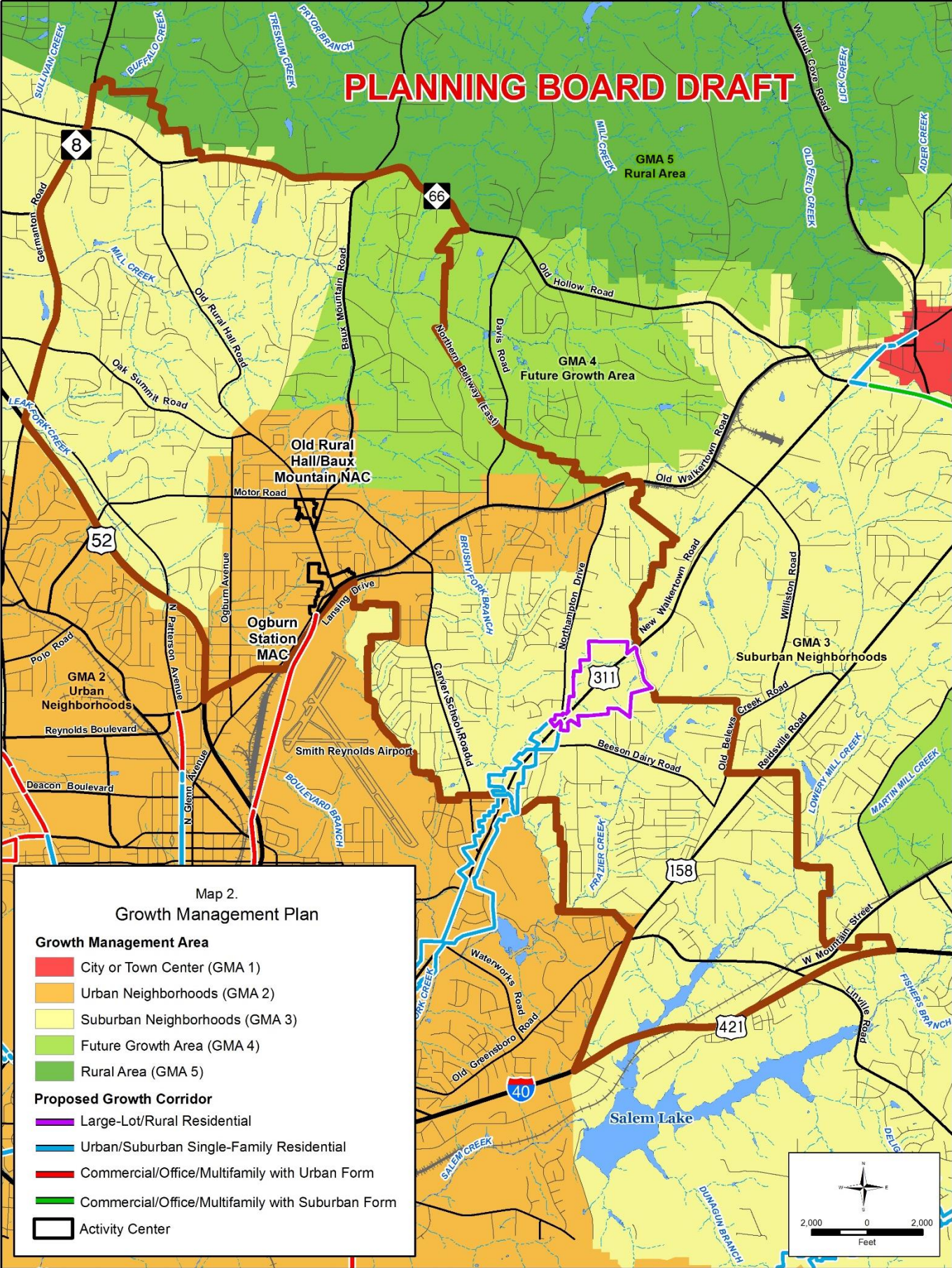
The Planning Board reviews the recommendations for consistency with the broad public interest and with *Legacy 2030*. The Planning Board holds a public hearing to consider the plan and make amendments, as appropriate, before recommending adoption of the plan. The document is then forwarded to the City of Winston-Salem and Forsyth County for consideration, amendment, and adoption after a public hearing.

The adopted plan replaces the existing adopted plan for the area and will be used on an ongoing basis by the Planning Board, City of Winston-Salem and Forsyth County to guide land use, infrastructure, and public investment decisions. An implementation schedule is included in the adopted plan to outline tasks and timing needed for each recommendation. Additionally, developers and neighborhood groups may also use the plan to guide their future business and community development decisions.

Figure 1. Area Planning Process



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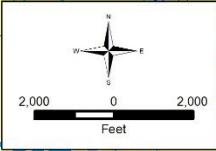
Map 2.
Growth Management Plan

Growth Management Area

- City or Town Center (GMA 1)
- Urban Neighborhoods (GMA 2)
- Suburban Neighborhoods (GMA 3)
- Future Growth Area (GMA 4)
- Rural Area (GMA 5)

Proposed Growth Corridor

- Large-Lot/Rural Residential
- Urban/Suburban Single-Family Residential
- Commercial/Office/Multifamily with Urban Form
- Commercial/Office/Multifamily with Suburban Form
- Activity Center



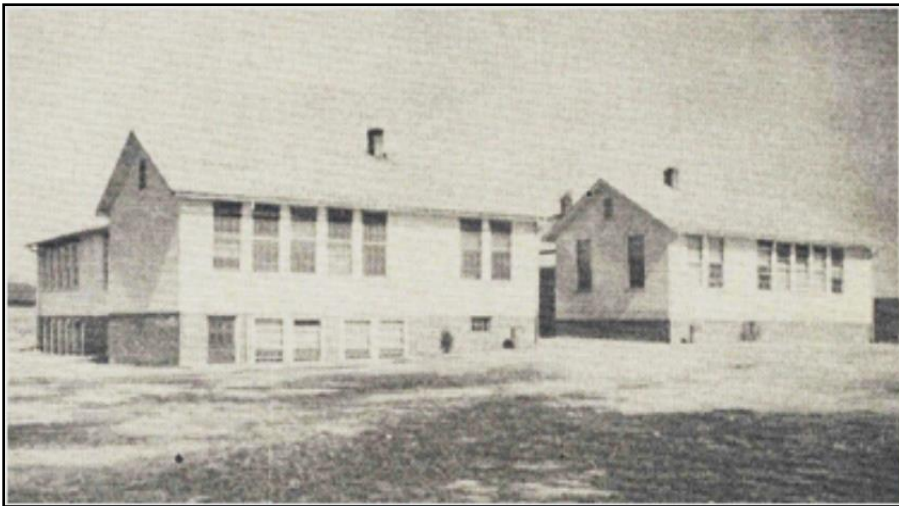
Existing Conditions

*GENERAL CHARACTER

The Northeast Suburban Plan Area is rich in history and includes a mixture of uses. The development patterns of the area have been influenced greatly by natural features such as creeks and man-made features such as the Norfolk-Southern railroad line that separates the area into two distinct subareas: the Ogburn Station area; and the Carver area. The Ogburn Station area, to the north, developed as a mixture of urban neighborhoods in the mid-nineteenth century. The Carver area, to the south, is made up of a number of single-family subdivisions developed starting in the 1950s around the then newly constructed Carver High School. As the neighborhoods in both subareas developed, so did many other complimentary commercial and institutional uses.



Men farming tobacco fields in Ogburn Station area (1941), Courtesy of Forsyth County Library Photograph Collection



Oak Grove High School (later Carver High School), Courtesy of Sarah Friende Hamlin

The character of the planning area varies as some areas are densely populated with a mixture of single-family residential neighborhoods and other uses, while other parts of the area are relatively undeveloped. Environmental features, such as creeks, floodplains and steep slopes have affected development over time in the area. Mill Creek, in the northernmost section of the area, has a number of tributaries and associated steep slopes that contribute to the rural nature of the area. In the southern section of the area, Brushy Fork Branch, Frazier Creek and Lower Mill Creek have dictated development and limited connections between subdivisions and roadways.

Segments of the planning area are experiencing the same challenges faced by other urban/suburban areas elsewhere in the city and county including aging building stock and infrastructure, and conflicts between land uses. Although many areas of the planning area are developed, there is much opportunity for improvements and land for further development. However, the area has not historically experienced the same development pace as other portions of the county. Infill and redevelopment of existing structures and land will be important methods to accommodate future development in the plan area.

*DEMOGRAPHICS

Based on 2014 Census data, 17,097 people live in the Northeast Suburban Planning Area, an increase of 15.5% (1.1% annually) from the 2000 Census. The area's population accounts for approximately 4.8% of Forsyth County's total

population. The racial make-up of the planning area is 53% African-American, 31% white and 14% Hispanic (see **Table 1** and **Table 2**).

Table 1. Population Statistics

Population Statistics (2013)					
Area	Population				
	2014	2000	2000-2014 Average Annual Growth (percent)	2014 Portion of Forsyth County Population (percent)	2014 Density (Persons per Acre)
Northeast Suburban	17,097	14,802	1.1%	4.8%	1.6
Winston-Salem	234,569	185,776	1.9%	65%	2.8
Forsyth County	358,130	306,067	1.2%	N/A	1.4

Sources: ESRI Community Analyst, 2000 U.S. Census and U.S. Census Bureau, 2010-2014 American Community Survey (5 year estimates)

Table 2. Diversity and Age Statistics

Diversity Statistics (2013)					
Area	Diversity (Percent)				
	African-American	White	Asian	Other	Hispanic
2014 Northeast Suburban Area Plan	53	31	1	1	14
2000 Northeast Suburban Area Plan	52	42	0	0	6
2000-2014 Change	+1	-11	+1	+1	+8
2014 Winston-Salem	34	47	2	2	15
2000 Winston-Salem	37	54	1	0	8
2000-2014 Change	-3	-7	+1	+2	+7
Age Statistics					
Area	Age (Percent)				
	Less than 5 years	5 - 17 years	18 - 39 years	40-64 years	65 years and older
2014 Northeast Suburban Area Plan	6	18	27	33	16
2000 Northeast Suburban Area Plan	6	14	29	32	19
2000-2014 Change	0	+4	-2	+1	-3
2014 Winston-Salem	7	17	33	30	13
2000 Winston-Salem	7	17	35	28	13
2000-2014 Change	0	0	-2	+2	0

Sources: ESRI Community Analyst, 2000 U.S. Census and U.S. Census Bureau, 2010-2014 American Community Survey (5 year estimates)

*Note: "Hispanic" is not a race; it is an ethnic group. Numbers are provided for comparison purpose.

***EXISTING LAND USE**

The existing land uses in the Northeast Suburban Planning Area include residential, office, commercial, institutional, parks and open space, industrial, utilities, and agricultural uses (see **Table 3** and **Map 3** on **page XX**). The majority of the developed area is single-family residential in character with limited amounts of commercial, office and industrial

development, which tend to be located in concentrated areas. There is still much undeveloped land throughout the area, especially in the northernmost section of the planning area.

Table 3. Existing Land Use Summary

Land Use	Acres	%	Land Use	Acres	%
Single-Family	3,689	38.0	Commercial Recreation	189	2.0
Large Lot Residential	772	8.0	Parks, Recreation & Open Space	360	3.7
Low-Density Attached Res.	45	0.5	Agriculture	392	4.0
Manufactured Housing	29	0.3	Rail & Road Right-of-Ways	969	10
Multifamily	12	0.1	Utilities	16	0.2
Total Residential	4,547	46.9			
Commercial/Office	186	1.9	Total Developed	7,417	76.5
Industrial	373	3.8	Undeveloped Land	2,283	23.5
Institutional	386	4	Total Area	9,701	100.0

Source: Survey by City-County Planning Staff, (November, 2016)

RESIDENTIAL

The planning area has a variety of housing types ranging from individual large lot homes to high-density (over 18 du/ac) and intermediate-density (8 to 18 du/ac) multifamily developments. The predominant land use in the planning area is residential, which accounts for approximately 47% of the total land area. Single-family residential is the most common of the residential types, accounting for roughly 38% of area land. Multifamily (0.1% of the land area) and manufactured housing developments (0.3% of the land area) also exist in the planning area.

COMMERCIAL AND OFFICE

Approximately 186 acres, about 2% of the planning area, is developed with commercial and office uses. Most of this area, 179 acres, is commercial land use, while office uses account for 7 acres. These uses are found clustered along Patterson Avenue, Old Rural Hall Road, and in the Ogburn Station area.

INSTITUTIONAL

Institutional uses are located throughout the planning area. The 386 acres of institutional use accounts for approximately 4% of the land in the planning area. This includes both public institutional uses such as schools, fire stations, and community centers; and private uses such as churches and cemeteries.

INDUSTRIAL

Industrial uses comprise approximately 373 acres (roughly 4% of the plan area). Most industrial uses are located along Patterson Avenue, Liberty Street and Old Walkertown Road. Industrial uses can also be found in the southernmost area of the plan area along I-40.

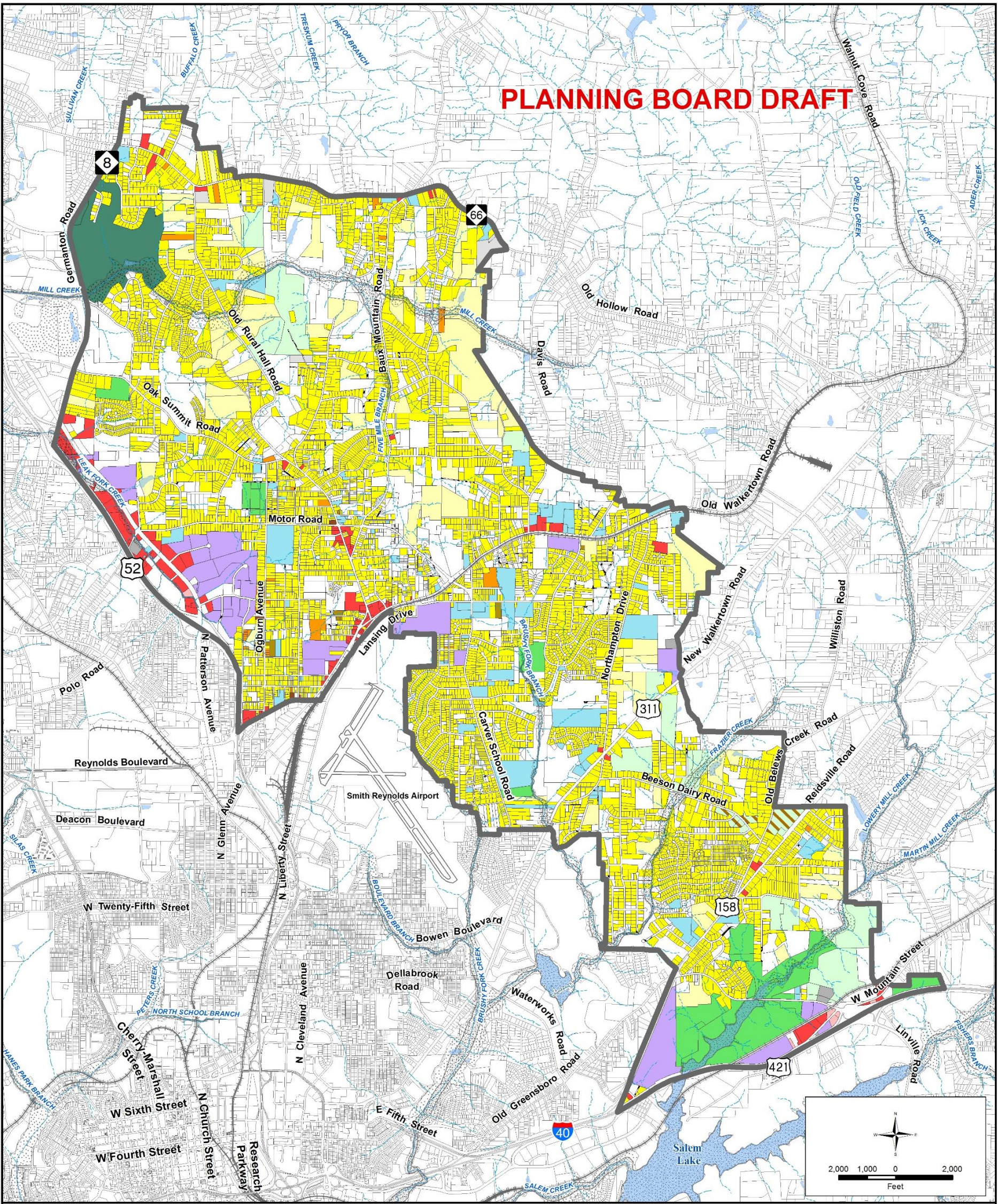
PARKS, RECREATION, COMMERCIAL RECREATION AND OPEN SPACE

There are six public parks in the planning area, totaling 360 acres and accounting for approximately 4% of the land area. The largest park is Salem Lake Park, which is a large regional park located in the southernmost portion of the plan area. Winston Lake Park, the second largest park in the area, offers a number of specialized activities. Other area parks include Crawford Park, Oak Summit Park, Jerry King Park and the Carl H. Russell Recreation Center. Commercial recreation uses account for 2% (189 acres), which includes the Maple Chase Country Club located on Germanton Road. Recreation facilities are discussed in more detail in the Community Facilities section.

UTILITIES AND RIGHTS-OF-WAY

Combined together, utilities, road and railroad rights-of-way account for approximately 10% of the land area (985 acres).

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Map 3.
Existing Land Use

- | | | |
|--|---|---|
| <ul style="list-style-type: none"> Agriculture Tax Deferred Voluntary Agriculture District Large-Lot Residential (over 5 Ac) Single-Family Residential (0-8 Du/Ac) Low-Density Attached Residential (0-8 DU/Ac) Intermediate-Density Residential (8.1-18 DU/Ac) High-Density Residential (over 18 DU/Ac) Manufactured Housing Park Office | <ul style="list-style-type: none"> Commercial Industrial Institutional Park Commercial Recreation Utilities Undeveloped Closed Road Right-of-Way | <ul style="list-style-type: none"> Streams Ponds, Lakes, Rivers Floodway Floodplain |
|--|---|---|

AGRICULTURAL

Agriculture accounts for 392 acres (4% of the plan area), the majority of which is located in the northernmost and southernmost portions of the plan area. Sites designated as agricultural are either enrolled in the Farmland Preservation or Voluntary Agricultural District Programs.

UNDEVELOPED

Undeveloped land accounts for 2,283 acres (23.5% of the land area). Undeveloped land is distributed throughout the planning area with concentrations in the northern, central and southern sections due to steep slopes and the presence of various water features. Undeveloped land can also be found along the newly opened Motor Road Extension.

***ZONING**

Since the adoption of the original *Northeast Suburban Area Plan* in 2011 there have been eight rezoning petitions in the planning area. Of those, two were for transmission towers and two were for the conversion of single-family homes: one to a business and the other to a veterinary office. One of the rezoning petitions was withdrawn and the other three were miscellaneous rezonings.

During this period, there were nine subdivision approvals in the area but none for new or expanded subdivisions of substantial size. The most significant projects in the area included a new Family Dollar store on Old Hollow Road, expansion of the Quality Education Academy campus on Lansing Drive and the construction of the Galilee Missionary Baptist Church campus on Northampton Drive.

***TRANSPORTATION FEATURES**

Existing transportation features include roads, bus routes, bicycle routes, sidewalks, and greenways. The location and function of transportation features have a significant impact on land use decisions (see **Map 4** on **page XX**).

ROADS

Overall Street Pattern

The Northeast Suburban Planning Area is comprised of a network of urban and rural streets that provide access to goods, services and residential opportunities. The overall street pattern of the area is a mixture of urban grid pattern streets and suburban curvilinear blocks, such as those found off Carver School Road and Northampton Drive. The character of this area reflects the developing and transitioning of the urbanized area into the more suburban/rural areas surrounding the city. This area is bounded by two freeways: Business 40/US 421 to the south and US 52 to the west. Currently, the eastern section of the Northern Beltway is being constructed and will provide further access in the area to the east. Reidsville Road/US 158, which runs diagonally through the planning area, is the only expressway in the area.

Several major thoroughfares are located in the planning area including Baux Mountain Road, Germanton Road, New Walkertown Road and Old Hollow Road. These thoroughfares provide access to commercial, institutional and residential areas within the Northeast Suburban Planning Area.

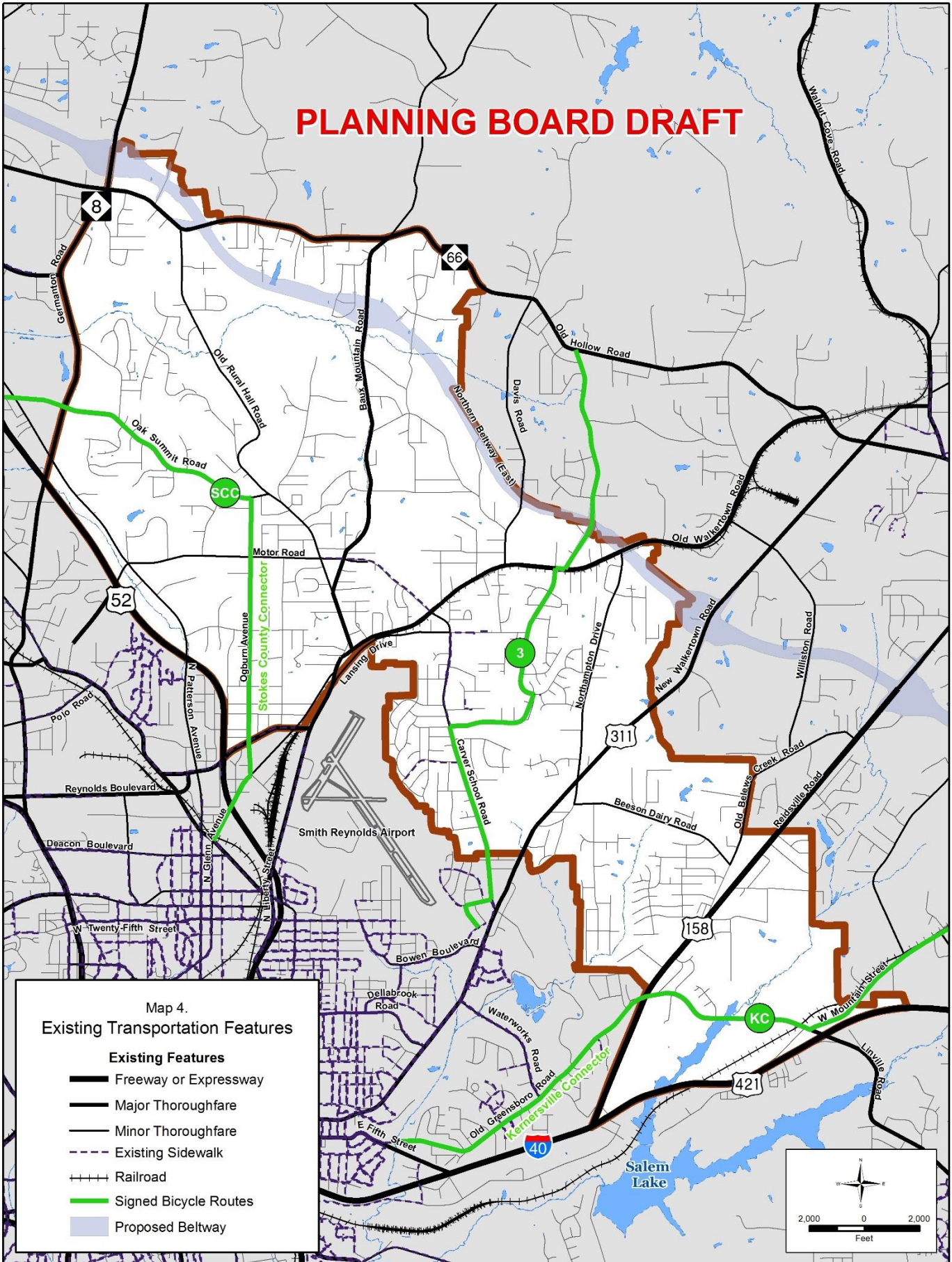
Minor thoroughfares in the area include Ogburn Avenue, Old Belews Creek Road, Motor Road and Beeson Dairy Road. These facilities connect neighborhoods and services to major thoroughfares in the planning area. Numerous collector and other local streets feed vehicular traffic into major thoroughfares for circulation throughout and beyond the plan area. Environmental features constrain road extensions and make connections between different sections of the planning area challenging.

Map 4 on **page XX** shows existing streets, thoroughfares and highways.

Road Types

Every street and highway is classified to identify its function as part of the overall road network. Roads are classified as part of the Comprehensive Transportation Plan (CTP). Transportation and land use planning are linked by using these

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road classifications in zoning district purpose statements and in use conditions in the Winston-Salem/Forsyth County *Unified Development Ordinances* (UDO.) For example, the Neighborhood Office (NO) zoning district purpose statement states: “the district is intended to be located on the periphery of established residential areas, along major and minor thoroughfares.”

Road classifications:

- **Interstate Highways** are controlled-access facilities with four or more lanes carrying traffic between cities and states.
- **Freeways/Expressways** are usually controlled-access facilities with four or more lanes that provide fast and efficient movement of large volumes of traffic.
- **Boulevards** move traffic with some control of access and range from four to six lanes with a median divider.
- **Other Major Thoroughfares** move traffic both within cities and between cities, and may also provide access to abutting properties. They range in size from two lanes to six lanes.
- **Minor Thoroughfares** converge traffic from *collector* and *local* streets to move it to *major thoroughfares* or highways.
- **Collector** streets carry traffic from local streets to thoroughfares in addition to providing access to adjoining property.
- **Local** streets are used predominantly to provide access to abutting property.

Appendix B starting on **page X** lists the CTP classifications and features of roads in the planning area.

Transportation Plans/Processes

Winston-Salem and Forsyth County have several long-range transportation plans/processes, including the *Comprehensive Transportation Plan* (CTP), the *Metropolitan Transportation Plan* (MTP), and the Metropolitan Transportation Improvement Program (MTIP).

The *Comprehensive Transportation Plan* (CTP) is required by the State of North Carolina. The CTP is a long-range plan for all modes of transportation and is not fiscally constrained. It is the broadest and longest range transportation plan. The Highway Map in the CTP serves as the street and highway master plan for the urban area by identifying both existing roads and the general location of future planned roads. The CTP includes classification of roads by type and function. The current CTP was adopted in May 2012.

The *Metropolitan Transportation Plan* (MTP), formerly called the *Long Range Transportation Plan* (LRTP), also includes all modes of transportation. All projects in the MTP should also be in CTP, but since the MTP is a fiscally constrained plan, it only includes projects for which funding is identified. The MTP is required under federal provisions and must include an assessment of air quality impacts. The current MTP, the *2040 Metropolitan Transportation Plan*, was adopted by the Winston-Salem Urban Area Metropolitan Planning Organization in September 2015.

The Metropolitan Transportation Improvement Program (MTIP) is the official transportation investment schedule for State-and federally funded surface transportation projects planned within the metropolitan area. The Winston-Salem Metropolitan Area includes most of Forsyth County and portions of Stokes, Davie, and Davidson Counties. The MTIP must be a subset of the MTP—meaning all projects in the MTIP must also be in the MTP. The MTIP is a transportation funding plan, and programs State and federal funding for a seven-year period for all modes of transportation. The current MTIP is for 2016-2025.

Proposed road projects included for these plans in the Northeast Suburban Planning Area are described in the Transportation Recommendations section, beginning on **page XX**, listed in **Table 9** and shown on **Map 8**.

PUBLIC TRANSPORTATION

Local Bus Routes

The Winston-Salem Transit Authority currently provides limited bus services within the Northeast Suburban Planning Area. **Table 4** describes these routes in more detail.

Table 4. Current Transit Routes

Route Number	Route Name	Major Stops in Northeast Suburban Area
87	Downtown Health Plaza/ North Side/Forsyth Tech/K&W Hanes Mill	Department of Social Services, Downtown Health Plaza, Northside Shopping Center, Forsyth Tech, K&W, Hanes Mill Road Walmart
92	Cleveland Ave./ Patterson Ave./Oak Summit/Old Rural Hall Rd.	Department of Social Services, Cleveland Avenue Homes, Northside Shopping Center, Mineral Springs Elementary/Middle Schools
94	Atkins High/Kensington Village/East Forsyth High	Atkins High School, Petree Elementary and East Forsyth High School
96	New Walkertown Rd./Carver School Rd./Butterfield Dr.	CVS, Eastway Plaza, Carver School, Forsyth Tech
98	Social Services/Smith Reynolds Airport/Carver Road Library/Forsyth Tech	Department of Social Services, Smith Reynolds Airport, Carver Road Library, Forsyth Tech

Regional Transit

PART, The Piedmont Authority for Regional Transportation, was authorized in 1997 by the North Carolina General Assembly as a Regional Transportation Authority. Based on regional cooperation, PART coordinates regional bus service, vanpools/carpools, and other transportation-related services in the plan area. There are no PART service stop or pick-up locations in the planning area.

RAIL

The Southern Railway Line runs parallel to Business 40 on the southern end of the planning area and along a section of US 52. The Norfolk & Western Railway runs parallel to Old Walkertown Road in the Northeast Suburban Planning Area.

BICYCLE FACILITIES

The *Winston-Salem Urban Area Comprehensive Bicycle Master Plan* was adopted by the Winston-Salem City Council and the Winston-Salem Metropolitan Planning Organization's Transportation Advisory Committee in 2005. This detailed study evaluates current cycling facilities in Forsyth County including the use of a Bicycle Level of Service (BLOS) model, and makes recommendations to create a comprehensive bicycle network for the area. The recommended network includes off-road trails, designated bike lanes, wide shoulders for roads, and bicycle route signage.

Bicycle Routes

The plan area has one signed bike routes described in **Table 5** below and shown on **Map 4** on page **XX**.

Table 5. Bicycle Routes

Route Name	Route Map Symbol	General Route
Walkertown Connector	3	Rosemary Drive to Teresa Avenue to Carver School Road to Butterfield Drive to Oak Ridge Drive to Old Walkertown Road to Dippen Road
Stokes County Connector	SCC	Glenn Avenue to Ogburn Avenue to Oak Summit Road
Kernersville Connector	KC	Reidsville Road (US 158) to Old Greensboro Road to West Mountain Street

Bicycle Lanes

The City of Winston-Salem has begun installing bicycle lanes and shared lane markings on city streets to provide a network of bicycle facilities that connect residential areas with key destinations, such as schools, parks, libraries, and

commercial areas. Bicycle lanes provide a separate lane (typically five or six feet wide) on the road for cyclists, while shared lane markings are placed in the travel lane and indicate to drivers that they should expect to share the lane with cyclists. There is only one existing bicycle lane in the planning area on Carver School Road from Teresa Avenue to Butterfield Drive.

Proposed shoulder improvements in the Northeast Suburban Planning Area are described in the Transportation Recommendations section, beginning on page XX.

PEDESTRIAN FACILITIES

With the adoption of the multimodal transportation plans, enhancing and improving the pedestrian infrastructure throughout the City of Winston-Salem and Forsyth County has become a transportation priority.

Sidewalks

The *Winston-Salem Urban Area Sidewalk and Pedestrian Facilities Plan (Pedestrian Plan)* adopted by the City Council in 2007 takes a comprehensive look at pedestrian needs including sidewalks policies, sidewalk standards, existing sidewalks needing repair, and recommendations for location of new sidewalks.

Area plans may make additional recommendations for sidewalks beyond what the *Pedestrian Plan* currently recommends. As each area plan is adopted, these additional recommendations become part of the *Pedestrian Plan*. All proposed sidewalks in the *Pedestrian Plan* are evaluated on an annual basis and ranked for future construction. Topography and the presence of curb and gutter along streets are considered, among other factors, when evaluating projects.

The City of Winston-Salem and Forsyth County have adopted street design standards for new developments that include requirements for sidewalks. Sidewalks are recommended for all thoroughfares and collector streets within growth management areas other than GMA 5, except for freeways and expressways.

Proposed sidewalk projects in the Northeast Suburban Planning Area are described in the Transportation Recommendations section, beginning on **page XX**.

***COMMUNITY FACILITIES**

The Northeast Suburban Planning Area has a number of facilities that serve the community including parks, schools, churches, and other institutional uses (see **Map 9** on **page XX**).

SCHOOLS

The Winston-Salem/Forsyth County Board of Education uses a “controlled choice” plan to assign students to schools. The plan gives parents and students a choice between their residential school and several others within the same zone. There are four public schools in the planning area. Of these, two are elementary schools: Ibrahim Elementary school and Mineral Springs Elementary School; one is a middle school: Mineral Springs Middle School; and, one is a high school: Carver High School. There are also two private schools within the planning area: Quality Education Institute on Carver School Road and Quality Education Academy on Lansing Drive.

RECREATION FACILITIES

Parks

The *2015 Parks and Open Space Plan* was adopted in 2007. This plan discusses existing parks, community park needs, existing open space and open space needs, park proposals and recommended facilities. Six public parks are currently located in the Northeast Suburban Plan Area. Parks are classified based on their size, facilities, and function (see **Table 7** below and **Map 9** on **page XX**).

Based on the service area analysis completed for the *2015 Parks and Open Space Plan*, the Northeast Suburban Planning Area is not adequately served by community parks and recreation center facilities and the plan recommends the following:

- Develop a new community park with a recreation center in northeast Winston-Salem at a site to be determined;
- Develop a new neighborhood park in Walkertown; and

- Develop additional neighborhood parks to serve future annexed areas in the northeast at sites to be determined based on more detailed plans for the area.

Table 6. Recreation Facilities

Park Type/Name	Acreage	Major Facilities
Neighborhood Parks: Provide intense recreational activities accessible to neighborhoods.		
Crawford Park	21	Picnic shelter, playground, softball field and basketball court
Oak Summit Park	15	Picnic shelter, playground, soccer fields, softball field, tennis courts and fitness trail
Community Parks: Provide active recreational activities drawing people from multiple neighborhoods.		
Carl H. Russell Recreation Center/ Helen W. Nichols Park	8	Computer lab, gym, meeting rooms, playground, picnic shelter, softball field, tennis courts and volleyball court
Jerry King Park	20	Mineral Springs pool and pool house
District Parks: Provide recreational activities focusing on one or more specialized activities.		
Winston Lake Park	384	Picnic shelters, playgrounds, softball fields, fitness trail, football field and fishing
Regional Parks: Large areas for natural resource-based outdoor recreation or very large parks offering a wide array of recreational opportunities or very specialized recreational activities.		
Salem Lake Park	1455	Fishing and boating, playground, picnic shelter, picnic tables, 6.5 mile trail for pedestrian, horses and bicyclists.

GREENWAYS

Greenways are linear open space corridors that can be managed for conservation, recreation, and/or transportation purposes. Many greenways have paved trails and accompanying land that provide pedestrian and bicycle access to neighborhoods and community facilities in addition to waterways of Forsyth County.

There are no existing greenways within the planning area, but the Virginia K. Newell/Ann Massey Greenway, the Bowen Branch Trail and the Salem Creek Greenway are in close proximity to the planning area.

URBAN FOOD ACCESS

Food access is limited and is a serious issue for the planning area. There are no full-service grocery stores within the area and there are only two neighborhood markets, or corner stores: one located on Old Rural Hall Road and the other on North Liberty Street. There are seven food assistance centers located in the planning area, all managed by local churches, that provide food to families and citizens in need.

Most of the Northeast Suburban Planning Area is considered a food desert by the US Department of Agriculture, except for areas near Walkertown. The USDA defines food deserts as areas where 500 or more residents, or more than 33% of the population of an area, must travel more than a mile from their home to reach the nearest grocery store. This distance is extended to ten miles in rural areas.

Existing food access sites and food deserts within the planning area are shown on **Map 9** on page **XX**.

LIBRARY FACILITIES

The Carver School Road Branch Library is the only library facility in the Northeast Suburban Planning Area. The library is located on Lansing Drive in the Mazie Woodruff Center.

FIRE STATIONS

There are three fire stations in the Northeast Suburban Planning Area. Fire Station #9 is located on Ogburn Avenue and serves the surrounding residential areas as well as some commercial development. It also provides additional manpower to assist the Hazardous Material Decontamination Unit which is housed at Fire Station #12. Fire Station #12 is located on New Walkertown Road and has a response area that includes the northeastern section of the city, covering New

Walkertown Road, Carver High School and Winston Lake. Fire Station #17, located on Old Greensboro Road, serves eastern areas of the city and is responsible for the Hazardous Materials Response Team, Haz Mat One.

*HOUSING

According to the US Census American Community Survey there are 6,973 housing units in the Northeast Suburban Planning Area. Approximately 62% of the housing units in the planning area are owner-occupied, significantly higher than the 48% of the housing units citywide that are owner-occupied (see **Table 7**). Rates of ownership vary by neighborhood within the plan area. Housing conditions also vary widely in the planning area from well-maintained neighborhoods to older neighborhoods with deteriorated structures.

Table 7. Housing Statistics

Housing Tenure (2013)				
Area	Total Housing Units	Owner-Occupied (Percent)	Renter-Occupied (Percent)	Vacant Units (Percent)
Northeast Suburban	6,973	62	28	10
Winston-Salem	105,647	48	43	9
Forsyth County	160,648	55	36	9

Source: U.S. Census Bureau, 2009-2013 American Community Survey (5 year estimates)

*DESIGN AND APPEARANCE

Urban design can bring order, clarity and pleasing harmony to the network of public spaces, streets, parks, and sidewalks in a community. A portion of the Northeast Suburban Planning Area was developed before 1940 which shows in the minimal street widths and buildings placed close to the street with a mix of land uses seen in some of the centrally located neighborhoods. The majority of the planning area was developed after 1940 during a period that marked the dominance of the automobile. The automobile combined with the construction of the U.S. Interstate System were major factors that led to suburban residential and commercial development. With the relatively inexpensive cost of gasoline, the burden of commuting became less of a factor, and rural areas began to develop with inexpensive large lot houses. In response to the growing demand for housing, the first homogenous style housing subdivisions started popping up throughout rural areas nationwide. As a result, newer zoning codes began to inadvertently promote suburban development requiring larger minimum lot sizes, greater setbacks from streets, and wider streets for public safety purposes. Additionally, commercial centers started developing along highways, road corridors, and other major intersections near these sprawling area. Unfortunately, many of these suburban residential areas and commercial developments lacked special character and a sense of community that is often found in more urban neighborhoods. The future design challenge in suburban areas is to integrate housing and commercial/office/institutional development and encourage aesthetically pleasing, walkable communities with character while attracting the right mix of development in activity centers to create a mix of uses so residents can choose to live, work, shop and play in the same area. The Northeast Suburban Planning Area still lacks commercial, office and service developments.

There have been a number of initiatives to improve the appearance and pedestrian orientation of neighborhoods and commercial areas in the City of Winston-Salem and Forsyth County. City of Winston-Salem efforts are usually, but not always, undertaken in the right-of-way and can include: landscaping and tree planting, sidewalks and other pedestrian improvements; benches; trash receptacles and other street furniture; public art; decorative street lighting; and public spaces. Other design standards have been adopted as part of the community's *Unified Development Ordinances*.

LEGACY 2030 GROWTH CORRIDORS

Growth corridors are recommended in *Legacy 2030* as tools for improved utilization of development sites and infrastructure along major transportation corridors. *Legacy's* growth corridor policies are particularly important when revitalizing older, automobile-oriented strip commercial sites experiencing decline. The redevelopment of these corridors should include increased residential densities where appropriate, mixed-use development, improved design and appearance, and more transportation options. *Legacy* recommendations include:

- Develop corridor master plans for improvements taking into account the unique character of each corridor. The basis for such master plans will be found in the design standards for the growth corridor identified in this plan.
- Define the boundaries of growth corridors through area plan updates.
- Identify potential locations for redevelopment along growth corridors for transit-oriented, high density, mixed-use nodes.
- Ensure compatibility between commercial and residential land uses and appropriate transitions between higher-density development and single-family residential areas.
- Provide development standards for site planning and design.
- Explore the use of zoning overlay districts to ensure good site planning principles and sensitive design, and to promote continuity in the design of corridors.

Legacy identifies two Growth Corridors in the planning area: North Liberty Street and New Walkertown Road (see **Map 2** on **page XX**).

***HISTORIC RESOURCES**

The Northeast Suburban Planning Area possesses identified historic resources that range in time from the mid-nineteenth century to 1960s-era properties. A limited amount of research on various neighborhoods in the planning area was completed as part of the *Forsyth County Architectural Survey Update*, especially in Phase III, which focused on structures and neighborhoods from the 1920s-1960s. Additional neighborhood documentation is included in the 2014 *Winston-Salem's Architectural Heritage* publication. Architectural characteristics of identified properties include log cabins, 19th and 20th century vernacular forms, and Modernist styles. Comprising a small portion of the built environment, these resources help to tell the story of a burgeoning city and county and serve as a tangible reminder of Winston-Salem and Forsyth County's outstanding history. Historic resources in this area have been impacted by the development and growth of the surrounding areas (see **Map 10** on **page XX**).

Forsyth County's first comprehensive architectural survey was completed in 1980 and an update to that survey was finalized in 2009. As might be expected, during the intervening years, a number of historic resources were demolished or removed from their original sites. This was found to be the case throughout all of Forsyth County, including in the Northeast Suburban area. The updated architectural survey documents properties that are currently designated Local Historic Landmarks and those listed on the National Register of Historic Places. The survey also includes properties that have been determined eligible for the National Register and those identified as North Carolina Study List properties. Some properties were simply identified for written and photographic documentary purposes.



Edgewood Baptist Church

Historic Resources Commission staff has reviewed the major historic resources studies/surveys to identify historic resources located within the planning area. One property, Edgewood Baptist Church, is currently listed on the National Register Study List. The other sites in the planning area have been recognized for their merit and the need for more intensive research and documentation. This is a preliminary step in the review of properties that may be eligible for the National Register of Historic Places. Study List boundaries are preliminary and for planning purposes only.

The standard of age for a historic structure or area is generally 50 years or older (yielding a few exceptions). As time goes by, more and more neighborhoods are reaching that threshold. Examples of this are the modern neighborhoods dating from the 1940s until present day. At this time, more study is necessary to determine which of Forsyth County's modern neighborhoods are the best examples and would be eligible for the National Register of Historic Places. The Northeast Suburban Area holds many modern neighborhoods and warrants future study into this type of historic resources.

Appendix A (on page **XX**) includes a list of recognized identified resources in the Northeast Suburban Planning Area and lists their current designations.

AREA HISTORY

The Northeast Suburban Planning Area is composed of a number of neighborhoods, early towns and communities. Of these, the two most historical communities are the Ogburn Station area in the northwest portion of the planning area and the Carver area in the southeast portion of the planning area. These communities have a rich and varied history that tells the story of this planning area.

Ogburn Station Area

The Ogburn Station area is named after Edmund Ogburn who purchased 51 acres from the Moravians in the mid-nineteenth century to establish a farm near the present day intersection of Germanton Road and Highway 66. His son, James E. Ogburn, worked on the family farm and was one of North Carolina's first tobacco farmers. The tracts of land eventually became the current day Ogburn Station which benefited from its location on the railroad. The area was a busy trade stop for horses, cattle and other goods, avoiding the need for goods to be transported into downtown Winston-Salem. The area also served as a campground for travelers from the outer areas of the county to buy goods that came via the railway. With time, Ogburn Station transitioned from a thriving farming community into a lively commercial center that included barber and beauty shops, cafeterias and restaurants, a hardware store, a grocery store, a shoe shop, a blacksmith shop and a pharmacy. J.S. Pulliam Barbeque restaurant is an original business in the area that is still in operation today, over one hundred years later.



Quality Oil Company, R.L. Moser Shell Service Station at Ogburn Station, Courtesy of Forsyth County Photograph Collection



Ogburn Station Retail Area, Courtesy of Forsyth County Public Library Photograph Collection

The Walker School, in the northwest section of the planning area, started as a small, one-room log building serving the White Rock community in the 1870s. The school was later moved to Davis Road and renamed the White Rock School, which eventually became the Prince Ibrahim School in the early 1950s which still exists as an elementary school today. Other significant schools in the area include the Oak Summit School and the Mineral Springs School which both started as simple one-room schools. The Oak Summit School moved to a much larger school on Old Rural Hall Road which was renamed the Ferguson School before it was demolished in 2010. The Mineral Springs School served as a high school until the 1963 consolidation of city and county schools. Mineral Springs became an elementary and middle school, both of which are still in operation. These schools educated youth from the Oak Summit Area, originally called “Flat Branch”, and scattered housing built along Oak Summit Road, Baux Mountain Road, Davis Road and Ogburn Avenue. Expansion of local major employees led to new subdivisions including Pine Brook Country Club and subdivision in the 1950s, several new neighborhoods in the northern sections of the planning area in the 1980s and 1990s, and subdivisions such as North Oaks and Summit Pointe in the 2000s.



MINERAL SPRINGS NEW MILLION-DOLLAR HIGH SCHOOL
 Mineral Springs High School, Courtesy of Forsyth County Public Library Photograph Collection

Carver Area

The Carver area in the southeast portion of the planning area started as rural open space but developed into a collection of suburban neighborhoods in the 1950s. The area experienced much growth as subdivisions were marketed to upper- and middle-class African American families and the City’s 1950s urban renewal program eliminated slum conditions in the eastern part of Winston-Salem. Urban renewal led to many families moving northward to live in areas previously occupied predominately by whites. Some African-American professionals moved to the outskirts of East Winston along New Walkertown Road and Carver School Road in spacious, well-appointed homes.



Carver High postcard, Courtesy of Forsyth County Public Library Photograph Collection



Carver Library (1939), Courtesy of Sarah Friende Hamlin

The Oak Grove School was the first school in this area to serve children in the county that were not allowed to attend City-funded schools, such as Atkins High School, unless they paid for their education. The Oak Grove School opened in 1936 on the corner of what is currently Carver School Road and White Street. The high school was renamed Carver High School in 1937, in honor of African-American scientist George Washington Carver. A new, much larger facility was constructed in the 1940s and was considered a shining example of achievement for African-American education by the United States State Department. The school was integrated in 1962 with the merger of the City and County school systems.



Carver High School Cheerleaders (1947), Photo courtesy of Sarah Friende Hamlin

Carver School served the growing Carver area of neighborhoods, including Prospect Park, Carver Lake Estates and Woodfin Place which all developed in the 1950s. These neighborhoods, particularly Carver Lake Estates, set the trend for wider, suburban lots with larger building setbacks and more modern homes. Monticello Park and Northwood Estates subdivisions followed in the 1960s and welcomed the growing African-American middle- and upper-classes. The homes were constructed with generous front and back yards and housing styles in the minimal traditional, ranch and split-level styles. More recent housing developments include Spanish Pines, Castleshire Woods and Beeson Acres in the 1980s, Carver Glen and Silver Chalice in the 1990s, and Canaan Place in the early 2000s.



Bainbridge Drive house in Northwood Estates subdivision
Photo courtesy of Heather Fearnbach



Pomerory Drive house in Monticello Park subdivision
Photo courtesy of Heather Fearnbach

* COMMUNITY AND ECONOMIC DEVELOPMENT

Community and Economic development covers a wide variety of issues in the planning area including health of existing retail, commerce and industry, strategies for attracting new businesses to the community, small business development, the provision of jobs for citizens, the revitalization of older business and residential areas, and the availability of sites for new businesses.

The City's Office of Business Inclusion and Advancement monitors and promotes economic development opportunities throughout the city. Programs providing concentrated assistance to targeted areas and groups include:

- **RUCA (Revitalizing Urban Commercial Areas):** Provides funding for the rehabilitation and improvement of commercial districts in specific distressed urban areas of the City. Two funded RUCA areas are located in the Northeast Suburban Planning Area: Baux Mountain/Old Rural Hall Road and Ogburn Station. These RUCAs are classified as Tier One and Tier Two, respectively.

- **Small Business Training Program:** The City of Winston-Salem offers an eight-week training program to provide participants with basic skills necessary to become owners/operators of small businesses. Participants learn how to write a business plan and about a wide range of issues, including legal, insurance and management/marketing. The class is free and open to local entrepreneurs, minorities, and women business owners.
- **NRSA Building Rehabilitation Program:** Provides financial assistance to commercial and industrial property owners for building rehabilitation and site improvements. The Neighborhood Revitalization Strategy Area (NRSA) includes much of the plan area, including the Patterson Avenue, Ogburn Station, Old Walkertown Road and Carver School Road areas.
- **Small Business Loan Program:** Provides financial assistance to businesses unable to secure financing from conventional sources. The business must be located in the Winston-Salem Neighborhood Revitalization Strategy Area (NRSA).

The City’s Community Development Department promotes neighborhood revitalization and stabilization efforts throughout the city. Programs providing concentrated assistance to individual properties and neighborhoods include:

- **Housing Rehabilitation:** Provides financial and technical assistance to qualified owner occupants and investor owners to repair substandard properties.

***THE ENVIRONMENT**

A number of environmental issues are of concern in the plan area including watersheds, wetlands and topography (see **Map 5** on **page XX**).

WATERSHEDS

Water-supply watersheds have specific State-mandated protection regulations. These regulations attempt to maintain or restore the natural storm water infiltration and purification process by:

- Limiting housing density by restricting the maximum number of housing units per acre or minimum lot size.
- Limiting the built-upon area, the amount of land cover by pavement and structures.
- Maintaining natural vegetative buffers along streams.
- Requiring engineered storm water controls that trap sediments and other pollutants before reaching streams.

Generally, residential density and minimum lot requirements are determined by the zoning of the site and the availability of public sewer. Designated water supply watersheds have additional State-mandated minimum lot size requirements and density limitations. The most stringent requirement determines the density and minimum lot size. The following summary provides general information about development in the designated water supply watershed area in the Northeast Suburban Planning Area. Specific requirements can be found in the referenced ordinance in the Unified Development Ordinances (UDO).

Salem Lake Watershed Regulations

The southeastern portion of the planning area, generally located near Old Belews Creek Road, is in the Salem Lake Watershed (see Map 5, on page XX). Salem Lake is one of the drinking water sources for residents of the City of Winston-Salem and others served by the City-County Utilities Commission.

The Salem Lake Watershed classified as a WS-III watershed by the State of North Carolina; however, because the Salem Lake Watershed is a relatively small watershed and wholly within Forsyth County, the City of Winston-Salem and Forsyth County have adopted regulations that not only achieve the minimum State requirements, but in some cases exceed these minimums to provide a greater level of drinking water quality protection. Land in the Salem Lake watershed in Winston-Salem and Forsyth County is regulated in the UDO under the Salem Lake Watershed Protection Ordinance.

Under the UDO provisions, development in the Salem Lake watershed can be done under either the low density option or the stormwater quality option. The stormwater quality option allows higher density development with the use of engineered methods to control runoff and protect water quality. Development requirements are more stringent closer to

Salem Lake in the defined Reservoir Protection Area (RPA), the area within approximately one mile of the lake. A minimum 100-foot wide vegetated buffer area is required along all perennial streams in the watershed.

The Salem Lake regulations in the UDO allow limited areas of intense development under the Special Intense Development Allocation (SIDA) provisions. A SIDA can be granted by the Winston-Salem City Council or by the Forsyth County Commissioners to non-single-family projects that provide economic benefits or fulfill community needs on sites outside the designated Critical Area, an area extending out approximately one-half mile of the lake.

In addition to the zoning and watershed regulations included in the UDO, the Public Health Department requires new lots to be at least 40,000 square feet for septic tanks in some drinking water supply watersheds, including the Salem Lake Watershed.

WETLANDS

Wetlands are defined as areas inundated or saturated, permanently or seasonally, by surface or ground water. Wetlands can be distinguished from other land forms or water bodies because of the characteristic vegetation that is adapted to its unique soil conditions. Wetlands have been identified along the same creeks where floodplains have been mapped, mostly located in the northwestern and southeastern portions of the plan area.

TOPOGRAPHY

Most of the land in the plan area consists of slopes that are developable. The majority of the land with slopes greater than 20% is located along the identified creeks and their tributaries in the northwestern and southeastern portions of the plan area.

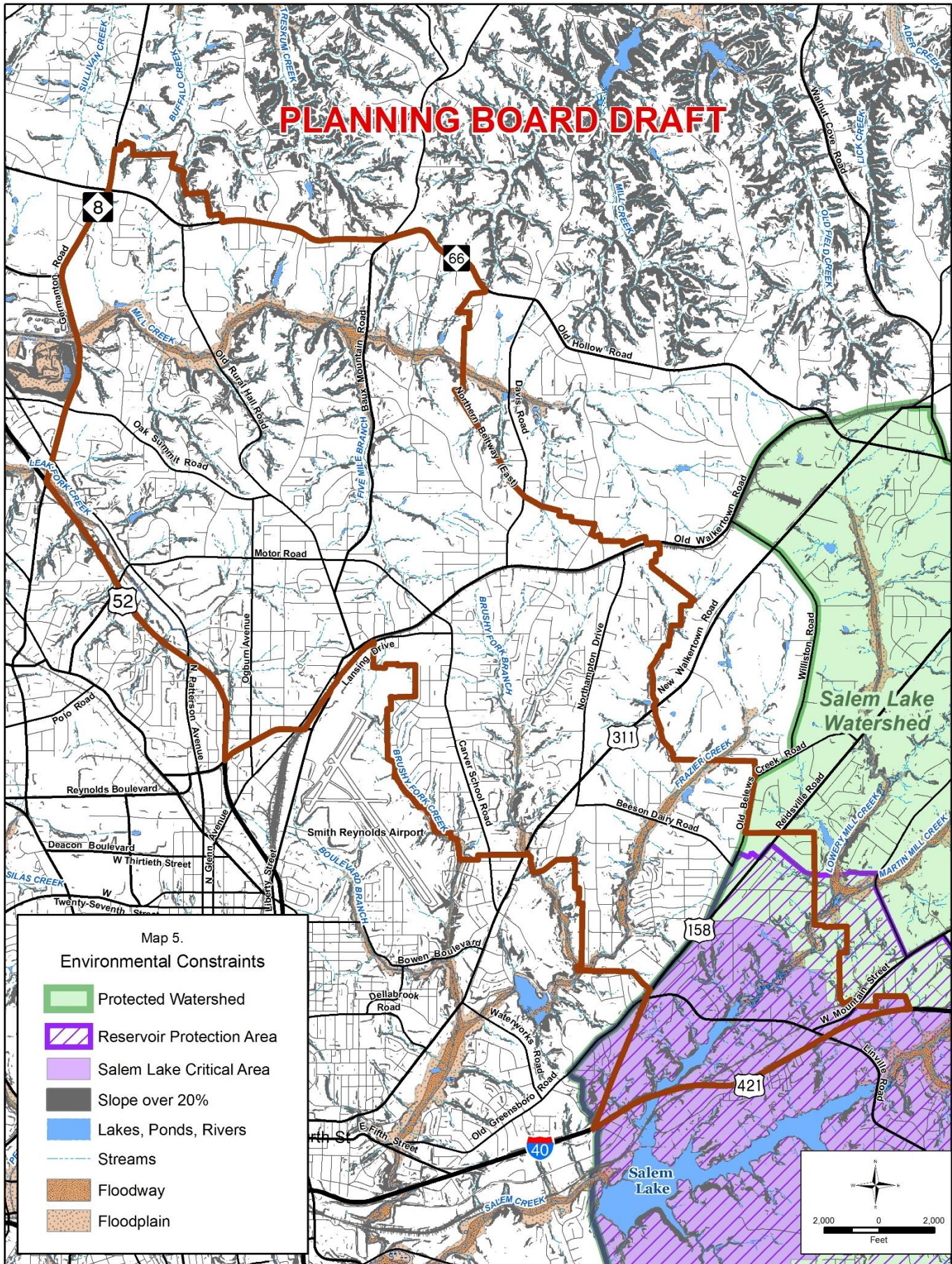
***EXISTING PLANS/ STUDIES IN PLAN AREA**

The following studies have been completed for the plan area:

NORTHEAST SUBURBAN AREA PLAN (2009)

The *Northeast Suburban Area Plan*, which this document updates, made land use and public investment recommendations within the same geographic boundaries as this plan. Major recommendations included the promotion of mixed-use development and pedestrian-friendly design; the protection of residential areas from the encroachment of inappropriate uses; the redevelopment of the Ogburn Station area; expansion of the greenway network in the area; and the development of affordable housing and increased homeownership in the area.

PLANNING BOARD DRAFT



Map 5.

Environmental Constraints

- Protected Watershed
- Reservoir Protection Area
- Salem Lake Critical Area
- Slope over 20%
- Lakes, Ponds, Rivers
- Streams
- Floodway
- Floodplain

Northeast Suburban Area Plan

Update Recommendations

General policies from *Legacy 2030* provide the framework for recommendations in all area plans. Specific recommendations for the *Northeast Suburban Area Plan Update* were developed through comments heard from citizens at public meetings in conjunction with the work of the City-County Planning Staff.

***LAND USE RECOMMENDATIONS**

Land use recommendations serve as a guide for future development and zoning decisions in the planning area. As directed by *Legacy 2030*, land use recommendations designate the locations and formulate policies for compatible residential development, commercial and office uses, industrial uses and activity centers. All future recommendations are shown on the Proposed Land Use Map (**Map 7 on page XX**). Additionally, the Proposed Land Use Changes Map (**Map 6 on page XX**) identifies properties where the Proposed Land use indicated on Map 7 is different than the existing land use shown on the Existing Land Use Map (**Map 3 on page XX**). Proposed land use changes may or may not require a change in zoning. Determinations of the need for rezoning would be evaluated when site-specific development proposals are submitted for review.

GENERAL RECOMMENDATIONS

Planning policies used to develop land use recommendations for the Northeast Suburban Planning Area are:

- The highest intensity, mixed use development should be located in proposed activity centers.
- Commercial development should be concentrated in designated areas and not allowed to take the form of strip development along the major roads in the planning area.
- Goods and services should be available near where people live and work.
- The mix, type, and design of development should facilitate walking and bicycling where feasible.
- Industrial development should be concentrated in designated industrial areas.
- The revitalization of older/underutilized commercial and industrial sites and buildings is to be encouraged.
- Neighborhoods should be protected from inappropriate residential, commercial, industrial, and institutional encroachment.
- Site design should incorporate pedestrian-oriented design elements such as street trees, buildings located close to the street, building façade articulation and variety, and transparent windows and doors.
- Consideration should be given to protecting significant natural features, natural vegetation, historic resources and open space by clustering development on-site.

***RESIDENTIAL**

Legacy 2030 recommends a variety of housing types throughout the county. Residential recommendations are made for housing densities, and in some cases, types of housing. Factors such as amount of land available, surrounding land uses, proximity to major roads and services and access to utilities are all considered in determining recommendations for residential uses and densities.

The following are general descriptions for categories of residential land uses and specific recommendations for locations within the planning area suitable for these categories of use. The sites shown on the Proposed Land Use Changes Map and the overall Proposed Land Use Map (see **Maps 6 and 7 on pages XX and XX**, respectively).

SINGLE-FAMILY RESIDENTIAL

Single-family residential development consists mostly of single-family, detached units; however, scattered throughout neighborhoods are duplex, triplex, quadraplex, and a few multifamily developments built before zoning was established for the city and county. This plan makes no assumption on the legality of these uses. If uses are legally non-conforming,

they should be allowed to remain. If they are illegal uses, this plan does not recommend rezoning these properties to legalize their nonconforming status. Single-family residential development is recommended for:

- Existing individual lots and small tracts of land in existing single-family neighborhoods which are found throughout the majority of the planning area.
- Larger parcels of undeveloped residential land in many parts of the planning area, excluding uses within proposed activity centers and other designated sites. This land is generally located to the north, east and south of the planning area.

LOW-DENSITY ATTACHED RESIDENTIAL

Low-density attached residential development has a density of zero to eight dwelling units per acre. Generally, low-density attached residential land use is recommended for sites greater than two acres that are most appropriately developed with duplex, triplex, quadraplex, multifamily, and townhouse uses. Design recommendations for multifamily developments can be found in the *Context Sensitive Multifamily Design Techniques* document, available online or in the Planning and Development Services office. Low-density residential attached residential use is recommended for:

- Scattered sites on Ogburn Avenue
- Several parcels on Mineral Avenue
- A parcel on Oak Summit Road
- Scattered parcels on Old Rural Hall Road
- Scattered sites on Old Hollow Road
- A parcel on Baux Mountain Road
- A parcel on Sandusky Street
- A parcel on Grove Avenue
- A parcel on Oak Haven Drive
- A parcel on Stanley Drive

INTERMEDIATE-DENSITY RESIDENTIAL

Intermediate-density residential development has a density of eight to eighteen dwelling units per acre. Generally, intermediate-density residential land use is recommended for sites greater than two acres that are most appropriately developed with multifamily or townhouse structures. Intermediate-density residential is recommended for:

- Parcels located on Ogburn Avenue and Ontario Street
- Several parcels located on Germanton Road south of Oak Summit Road
- Several sites on Conley Street
- A parcel on Lansing Drive
- A parcel on Oak Ridge Drive
- A parcel on Victoria Street

HIGH-DENSITY RESIDENTIAL

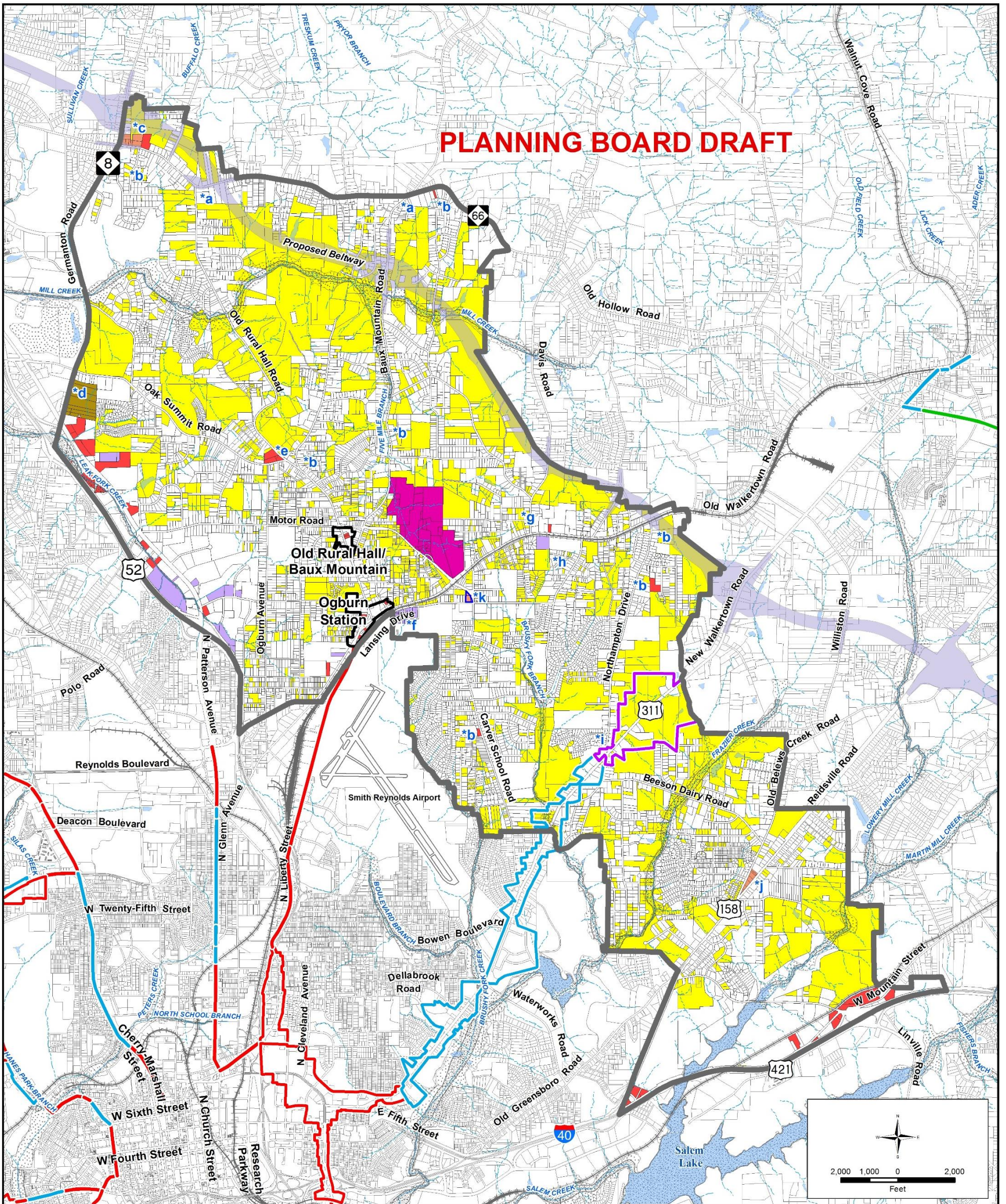
High-density residential development has a density of over 18 dwelling units per acre. Generally, high-density residential land use is recommended for large sites that are most appropriately developed with multifamily structures or at activity centers as part of mixed-use developments. High-density residential is recommended for:

- A parcel located at the intersection of Old Rural Hall Road and Motor Road
- A parcel on Akron Drive






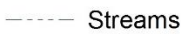

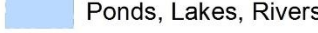

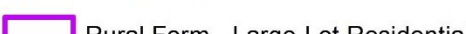


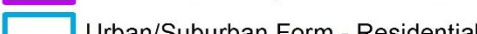


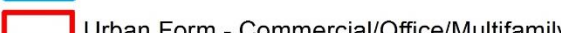

***OFFICE AND COMMERCIAL**

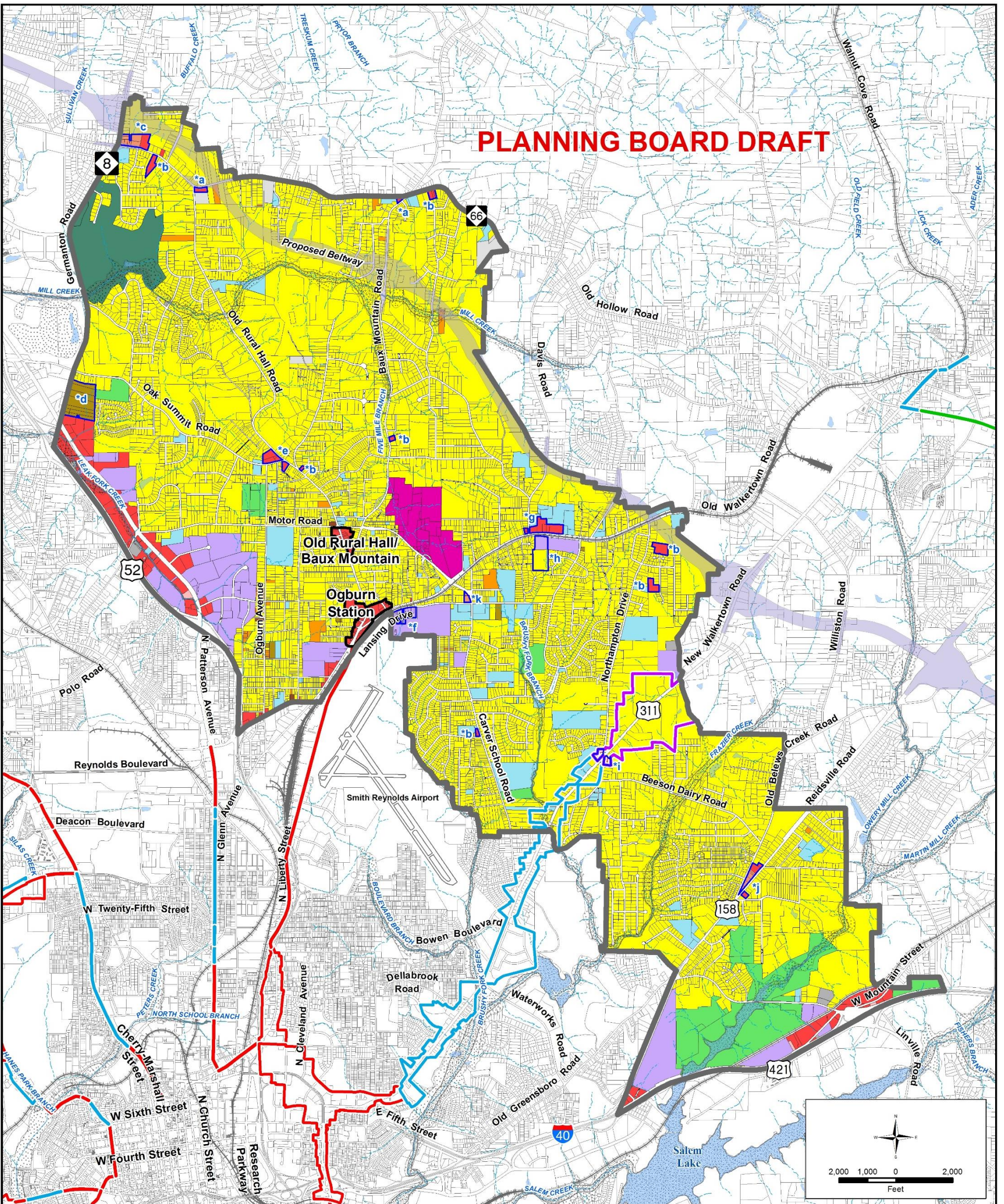
This plan recommends the consolidation of office and commercial uses at existing commercial/office locations, in designated activity centers, and in Special Land Use Condition Areas. All new and redeveloped commercial and office uses should be designed and developed to be compatible with nearby residential uses.

PLANNING BOARD DRAFT



Map 6.
Proposed Land Use Changes
 (See Area Plan for specific recommendations starting page xx.)

- | | | |
|---|--|--|
|  Single-Family Residential (0-8 Du/Ac) |  Special Land Use Condition Area |  Proposed Beltway |
|  Intermediate-Density Residential (8.1-18 DU/Ac) |  Activity Center |  Streams |
|  Commercial | Growth Corridors |  Ponds, Lakes, Rivers |
|  Office/Low-Intensity Commercial |  Rural Form - Large-Lot Residential |  Floodway |
|  Mixed-Use Development |  Urban/Suburban Form - Residential |  Floodplain |
|  Industrial |  Urban Form - Commercial/Office/Multifamily | |
| |  Suburban Form - Commercial/Office/Multifamily | |



PLANNING BOARD DRAFT

Map 7.

Proposed Land Use

(See Area Plan for specific recommendations starting page XX.)

- | | | |
|---|---|---------------------------------|
| Single-Family Residential (0-8 Du/Ac) | Industrial | Special Land Use Condition Area |
| Low-Density Attached Residential (0-8 DU/Ac) | Institutional | Activity Center |
| Intermediate-Density Residential (8.1-18 DU/Ac) | Park | Proposed Beltway |
| High-Density Residential (over 18 DU/Ac) | Commercial Recreation | Streams |
| Manufactured Housing Development | Utilities | Ponds, Lakes, Rivers |
| Office | Growth Corridors | Floodway |
| Commercial | Rural Form - Large-Lot Residential | Floodplain |
| Mixed-Use Development | Urban/Suburban Form - Residential | |
| Office/Low-Intensity Commercial | Urban Form - Commercial/Office/Multifamily | |
| | Suburban Form - Commercial/Office/Multifamily | |

OFFICE

Office uses typically have few negative impacts on adjacent land uses and can provide services to area residents, making them an appropriate transitional use between residential uses and more intense uses. Small-scale office development is recommended for:

- A parcel located on the south side of N. Patterson Avenue

OFFICE/LOW-INTENSITY COMMERCIAL

This land use category includes all office uses as well as commercial uses listed in **Table 8**. Land uses allowed in the Neighborhood Business (NB) District in the Winston-Salem/Forsyth County Unified Development Ordinances (UDO) would be appropriate in areas designated for office/low-intensity commercial use. This plan recommends two areas for new office/low intensity commercial with the conversion of some existing residential structures. Preserving the existing character of the older historic neighborhoods in the planning area is a priority of the plan; however, at certain locations it may be difficult to retain the existing single-family use on a specific property. Office/low-intensity commercial is recommended at the following locations:

- Sites at the intersection of Old Hollow Road and Germanton Road.
- Sites at the intersection of Reidsville Road and Old Belews Creek Road.
- Sites at the intersection of Carver School Road and Lansing Drive.

Guidelines for Converting Existing Homes to Office or Commercial Uses can be found in **Appendix C** on **page XX**.

Table 8. Defined Low-Intensity Commercial Uses

Uses* Include:		
Adult Day Care	Food/Drug store without Drive-through	Residential Building, Townhouse
Arts/Crafts Studio	Funeral Home	Restaurant without Drive-through
Bed and Breakfast	Furniture/Home Furnishings	
Child Care Drop-in	Museum, Art Gallery	Services A
Child Day Care Center	Post Office	Veterinary Services
Combined Use	Residential Building, Multifamily	Retail Store
Uses* Do Not Include:		
Auto-related Uses	Convenience Stores	Clubs/bars

**Uses defined in the Unified Development Ordinances.*

COMMERCIAL

This plan calls for the creation of new commercial opportunities and the improvement of existing commercial areas to blend with existing development and not negatively impact nearby neighborhoods. Commercial areas should be compact with limited access to major thoroughfares and should not promote strip development. The reuse of vacant buildings and the redevelopment of existing undeveloped and underutilized sites is recommended, where possible. New commercial development and improvements of existing commercial areas are recommended for the following areas:

- Scattered sites on Old Hollow Road
- Sites located along N. Patterson Avenue
- Multiple sites on Old Rural Hall Road near intersections with Oak Summit Road and Pine View Road
- Old Rural Hall Road/Baux Mountain Road Activity Center
- Ogburn Station Activity Center
- The north side of Old Walkertown Road at the intersection with Davis Road
- Scattered sites east of Northampton Drive
- Intersection of Northampton Drive and New Walkertown Road
- Sites on Reidsville Road at the intersection with Old Belews Creek Road
- Sites located along Myer Lee Drive just north of Business-40

***INSTITUTIONAL**

Institutional uses in the planning area are an important aspect of its character, vitality and future. Institutional uses include schools, churches, government offices and services, community organizations and nonprofit agencies. Existing institutions should be permitted to grow and expand in a manner that is compatible with surrounding neighborhoods. Because of the unique nature of institutions (many of which are allowed by right in residential zoning), it is not possible to indicate on the Proposed Land Use Map all properties for which institutional use would be appropriate.

Many institutional uses found in the planning area are surrounded by single-family residential uses. As these facilities grow, the potential to tear down single-family structures can be detrimental to the urban fabric of the neighborhood, particularly in older historic areas. New construction or additions to institutional uses can have a negative effect on adjacent single-family homes because institutional uses typically have a larger building footprint and massing. This plan recommends the following:

- Retain existing single-family structures adjacent to institutional uses, where possible.
- When converting parcels to parking lots for institutional uses in residential districts, maintain neighborhood character by buffering lots with street yards.
- Encourage institutions owning single-family homes adjacent to their properties to maintain these structures in good condition.

***PARKS/OPEN SPACE**

The Community Facilities Map (**Map 9** on **page XX**) shows proposed parks and open space areas. One new park is recommended in the northeast portion of the planning area. Open space may consist of land protected by conservation easements or City-, State- or railroad-owned land (see Community Facilities Recommendations on **page XX**, for detailed park recommendations).

***INDUSTRIAL**

With access to Business 40 and US 52, there are several areas suitable for industrial land use in the planning area. The plan recommends the following:

- New and redeveloped industrial uses should be designed in a manner that makes them compatible with nearby residential uses.
- Continue revitalization of vacant or underutilized industrial sites in the planning area. Existing industrial sites could be converted to other uses compatible with surrounding residential areas.

Specific areas recommended for industrial development include:

- Sites along N. Patterson Avenue
- Sites on the south side of Lansing Drive next to the Smith Reynolds Airport
- Sites on the south side of Old Walkertown Road near the intersection with Davis Road
- New Walkertown Road on the east boundary line of the planning area
- East side of Reidsville Road just north of Business 40
- Scattered sites on and near Old Greensboro Road near the intersection with Business 40

***MIXED-USE LAND USE CATEGORIES**

MIXED-USE DEVELOPMENT

Mixed-use development typically includes a mixture of compatible commercial, office, varied residential types and densities, institutional, and recreational uses. This plan recommends mixed-use for one area located along the Motor Road Extension, shown on the Proposed Land Use Map (see **Map 7** on **page XX**). This nearly 115 acre area is a prime location for new commercial and residential development which is desired by many citizens in the planning area. More intense commercial development including retail, restaurants and medical services is recommended to be located on the south end of the site closest to Old Walkertown Road. Comprehensive residential development is recommended for the northern portion of the area and may include single-family or low-density attached residential towards the east with higher density multifamily development located near Baux Mountain Road. Pedestrian-friendly design and connections to the

surrounding area are important site design factors here. Topographic issues such as steep slopes and potential wetlands exist in the northeastern part of this area which may provide development challenges. These undevelopable areas may represent opportunities for a future park or open space.

The concept of mixing uses is not limited to the Motor Road Extension only. Other sites may be appropriate and will need to be evaluated individually based on how they are integrated with and compliment the surrounding neighborhoods.

ACTIVITY CENTERS

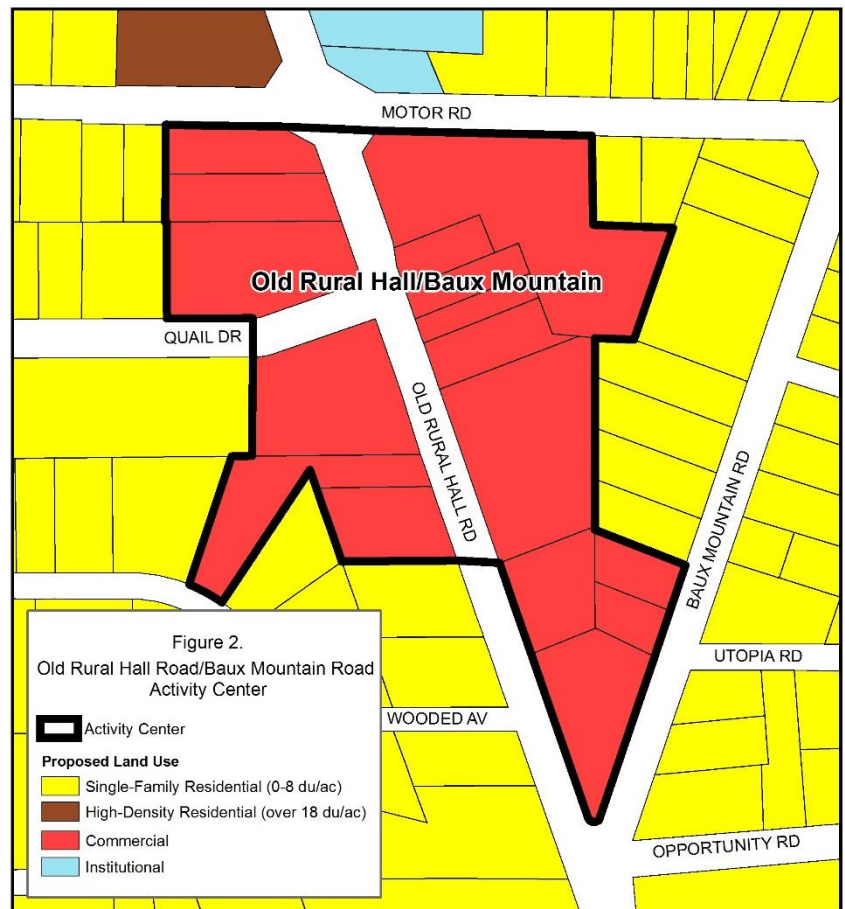
Activity centers are compact, pedestrian-oriented, neighborhood business areas that provide needed services within walking distance of residential areas. Activity centers may serve as neighborhood gathering places. Larger activity centers are envisioned to provide shopping and services meeting the day-to-day needs of nearby residences, and ideally contain a grocery store and a pharmacy. Activity centers may also include a housing component, especially in suburban or future growth areas where new activity centers are being proposed. Certain very large activity centers can serve as compact regional mixed-use centers for retail, office, civic and residential activity. It is important to include sidewalk connections throughout activity centers to encourage pedestrian connections between uses. *The Northeast Suburban Area Plan Update* identifies two activity centers: the Old Rural Hall Road/Baux Mountain Road Activity Center and the Ogburn Station Activity Center.

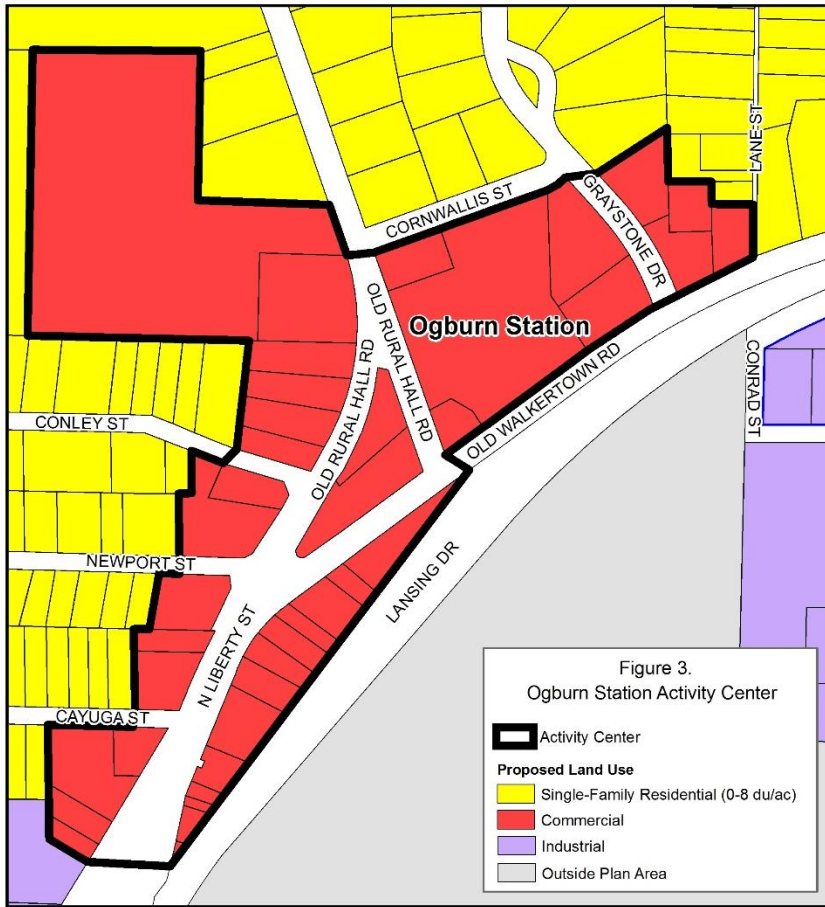
Old Rural Hall Road/Baux Mountain Road Activity Center

The Old Rural Hall Road/Baux Mountain Road Activity Center is located at the intersection of Old Rural Hall Road and Baux Mountain Road, just south of Motor Road. The area encompasses approximately 11 acres. This activity center currently contains a mixture of residential and commercial uses, including a convenience store, gas stations, restaurant, retail space, auto repair and service stations. Site issues exist in the activity center, such as unsafe and excessive curb cuts, deteriorated and vacant structures, a lack of sidewalks and proliferation of unsightly auto-related uses. There is little landscaping, street trees, and lighting, creating issues for pedestrians in the area.

Recommendations for the activity center are as follows:

- Encourage pedestrian-friendly design elements such as improved sidewalks and connections, crosswalks and landscaping.
- Screen dumpsters, loading docks and storage areas for commercial uses, especially auto-related uses.
- Eliminate or consolidate curb cuts to ease access.
- Use vegetation or fencing to screen the view of commercial areas from residential uses, particularly to the neighborhood west of the activity center.
- Improve parking lots by resurfacing, defining parking spaces and adding landscaping.
- Improve building facades and the structural condition of existing uses.
- Remove excessive signage and replace damaged or out-of-date signage.





Ogburn Station Activity Center

The Ogburn Station Activity Center includes the Ogburn Station Shopping Center and surrounding commercial area. It is approximately 28 acres in size. The activity center is bounded on the north by Cornwallis Street, to the east by Lane Street, to the south by the Norfolk & Western Railroad, and to the west by the rear property line of the nonresidential uses fronting N. Liberty Street and Old Rural Hall Road. The entire activity center is zoned Pedestrian Business (PB). The existing land uses include retail, restaurants, a car wash, offices and auto-body shops. Single-family residential uses are found to the north and west of the activity center while industrial uses are located to the south. The west side of the activity center includes a number of urban-style storefronts that front the sidewalk and have parking to the side or rear of the properties. The east side of the activity center includes more suburban-style development. In recent years, a Dollar General store was constructed on the west side of Old Rural Hall Road and façade improvements were made to the Ogburn Station Shopping Center with RUCA (Revitalizing Urban Commercial Areas) funds from the City.

There are a number of vacant and deteriorating structures throughout the area, including a bank and former grocery store. Site issues include unsafe and excessive curb cuts, deteriorated parking lots and a lack of sidewalks. Recommendations for the activity center are as follows:

- Do not expand the existing nonresidential boundary of the area by rezoning adjacent single-family lots.
- Concentrate redevelopment of existing structures and encourage new mixed-use development.
- Attract new land uses that are needed in the area, including: grocery store, drug store, offices and medical facilities.
- Encourage pedestrian-friendly design elements such as improved sidewalks and connections, crosswalks, landscaping and street trees, street furniture and lighting fixtures.
- Eliminate or consolidate curb cuts to ease access.
- Screen dumpsters, loading docks and storage areas for commercial uses, especially auto-related uses.
- Use vegetation or fencing to screen the view of commercial areas from residential uses.
- Improve parking lots by resurfacing, defining spaces and adding landscaping.
- Improve building facades and structural condition of existing uses.
- Improve transit stops with bus shelters or benches.



Figure 4. Ogburn Station Activity Center Site Plan

- Provide a public gathering place, pedestrian plaza or park in the area to promote recreation and interaction among area citizens. Remove excessive signage and replace damaged or out-of-date signage.
- Discourage additional auto-oriented uses such as auto repair and service shops.

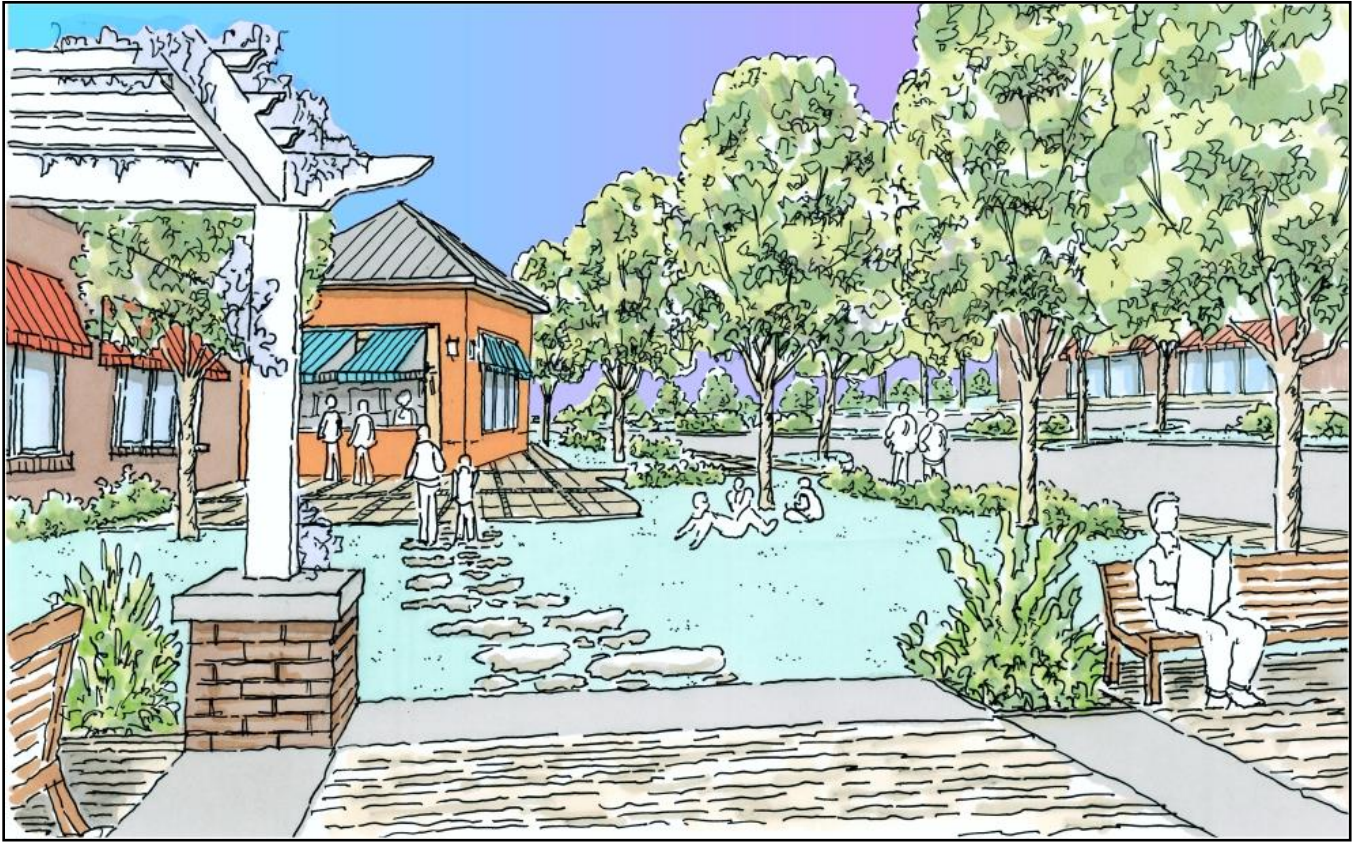


Figure 5. Ogburn Station Activity Center Concept (looking westward toward Old Rural Hall Road from the centrally located shopping center parking area)

***SPECIAL LAND USE CONDITIONS**

The Proposed Land Use Map (see **Map 7** on **page XX**) shows recommended land uses for all undeveloped property in the planning area and changes in land use for some developed sites. In some circumstances, there are special conditions or prohibitions of certain uses. These situations are referenced on the map with a blue ★ (star) and a lower case letter as follows:

***a. Scattered Small-Scale Commercial Sites**

Two properties with similar characteristics are grouped under this Special Land Use Condition. One of these isolated businesses is currently zoned Limited Business (LB), and the other is zoned Highway Business (HB). Both are generally surrounded by single-family residential uses. It is recommended that these nonresidential uses be prohibited from expanding onto nearby residentially zoned properties. These properties are listed as follows:

- A restaurant located at the intersection of Old Hollow Road and Old Rural Hall Road, zoned LB.
- A gas station building on Old Hollow Road east of Old Rural Hall Road, currently zoned HB.

The plan recommends the following for the sites listed above:

- Do not expand current nonresidential zoning to adjoining properties.
- Redevelop the existing sites, as necessary, under current zoning or a less intensive zoning classification.

***b. Nonconforming Uses**

Seven properties with similar characteristics are grouped under this Special Land Use Condition. These properties are currently zones Residential Single-Family (RS-9) and have existing nonconforming commercial uses. These properties are listed as follows:

- An abandoned commercial building on the south side of Old Hollow Road.
- Three commercial uses, including a construction company office, barber shop and small engine repair shop, located on Old Hollow Road west of Phelps Drive.
- A gas station located on the east side of Old Rural Hall Road at the intersection with Pine View Road.
- An abandoned gas station and retail building on Baux Mountain Road north of Jordan Drive.
- A single family home with a heavy equipment garage to the rear of the property on Wakeman Drive.
- An abandoned retail building on the corner of Carver School Road and Airport Road.

The plan recommends the following for all the sites listed above:

- Do not rezone any of these properties to a nonresidential district.
- The existing commercial uses can continue to operate under their existing nonconforming status.
- If the nonconforming status is lost because the nonconforming use ceases to operate for a period of time, a determination to leave the property zoned for single-family residential or to rezone to a nonresidential zoning district should be made on a case-by-case basis.

***c. Old Hollow Road at Germanton Road**

This area includes several parcels on the north side of Old Hollow Road at the intersection with Germanton Road. Single-Family Residential (RS-9 and RS-30) and Multifamily Residential (RM-12) zoning can be found here. The site is mostly undeveloped except for the vacant Dunne's Chinese Restaurant property on the eastern portion of the site. West of the site are several commercial and auto-related businesses, and to the south is a sizable community-scale church.

Recommendations include:

- Allow the reuse and redevelopment of the restaurant structure for commercial use. Auto-related uses are not recommended here, however.
- Allow the rezoning and comprehensive redevelopment of the parcels between Dunne's and Germanton Road for low-intensity uses such as small-scale office and neighborhood-serving business.

***d. Germanton Road South of Oak Summit Road**

This approximately 28-acre site is located on the east side of Germanton Road, just south of Oak Summit Road. The site is zoned for Single-Family Residential (RS-9) and is highly impacted by nearby commercial development across Germanton Road and to the south along N. Patterson Avenue, all of which are zoned Highway Business (HB). The site benefits from close proximity and access to US 52 and nearby employment centers. Recommendations for this area include:

- Allow for the redevelopment of this site with compatible multifamily, townhouse or clustered single-family structures with an overall density of up to 12 dwelling units per acre.
- Comprehensive redevelopment of this site is recommended.
- Provide adequate buffering and screening of the existing single-family residential to the north and east of the site.

***e. Oak Summit Road and Old Rural Hall Road**

This site includes parcels on the west side of Old Rural Hall Road at the intersection with Oak Summit Road. The site is approximately six acres in size. Parcels on the north side of Oak Summit Road are zoned Limited Business (LB) and include several single-family residential structures. The parcel just south of the intersection of Oak Summit Road and Old Rural Hall Road includes commercial structures with split-zoning: Pedestrian Business (PB) and Single-Family Residential (RS-9). Recommendations for this site include:

- Expansion of nonresidential zoning beyond the existing boundaries of the LB zoned land and into adjacent residential parcels is not recommended.
- If the LB zoned parcels are redeveloped for nonresidential uses, the preferable zoning district would be PB (Pedestrian Business) or Neighborhood Business (NB) given the character of the existing area. Auto-related uses, convenience stores and clubs/bars are discouraged at this location because of their negative visual impact and possible negative neighborhood impact.
- Consolidating curb cuts and improving parking areas is recommended.
- The parcel with split-zoning south of the intersection, may redevelop and the entire site may be rezoned to PB or NB. Further expansion of nonresidential zoning beyond the boundaries of this parcel and into adjacent residential parcels is not recommended.

***f. Lansing Drive between Conrad and Henry Streets**

This site is located along Lansing Drive and Keehlen Avenue between Conrad Street and Henry Street. The site is about 8 acres and includes a number of homes zoned Single-Family Residential (RS-9) and General Industrial (GI). The sites are surrounded by GI zoned properties including Smith Reynolds Airport and parking and warehouse facilities for the Winston-Salem/Forsyth County Schools. Recommendations for this area include:

- Allow the rezoning of the site for industrial use only if the parcels are comprehensively redeveloped. No piecemeal rezoning is recommended here.

***g. Old Walkertown Road at Davis Road**

This site includes a mixture of commercial and residential uses on approximately eight acres zoned Highway Business (HB) and Highway Business-Special Use (HB-S). Ibrahim Elementary School is located to the north and east of the site. The Norfolk and Western railroad tracks are south of the site across Old Walkertown Road. Commercial uses here include an auto-body shop, gas station and convenience store, restaurant, daycare and storage facility. Recommendations for this area include:

- Expansion of nonresidential zoning beyond the existing boundaries of this site onto adjacent residential parcels is not recommended.
- Allow for the redevelopment of the single-family property west of the storage facility into a neighborhood-serving commercial use under the least intense zoning which allows the desired use.

***h. Old Walkertown Road east of Lasley Drive**

This site is approximately fourteen acres and is zoned Limited Industrial (LI) with a small portion of Single-Family Residential (RS-9) zoning on the southeastern corner of the property. The site may be accessed from Old Walkertown Road through the industrial property to the east. The northern half of the site is currently utilized for parking and storage, while the southern half is undeveloped and heavily wooded. The site is surrounded by residential development to the west, south and east. Recommendations for this site include:

- The northern portion of the site is appropriate for industrial use. However, buffering of nearby residential uses to the west and south is necessary to prevent negative impacts on the surrounding area.
- Expansion of nonresidential zoning beyond the existing boundaries of this site onto adjacent residential parcels is not recommended.
- Single-family residential development is recommended for the southern undeveloped portion of the site. Connections to existing residential development may be created at Lampan Lane or Northwoods Circle.

***i. Northampton Drive and New Walkertown Road (US 311)**

This site has a mixture of residential and commercial uses, including a gas station and convenience store. The majority of the site is zoned Limited Business (LB) except for the rear of properties east of Northampton Drive which are currently zoned Single-Family Residential (RS-9). Recommendations for this area include:

- LB zoning may be expanded to the rear property lines of the lots to the east of Northampton Drive.

- Expansion of nonresidential zoning beyond the existing boundaries of this site onto adjacent residential parcels is not recommended.
- Allow the single-family properties currently zoned LB to redevelop to neighborhood serving commercial uses. Auto-related uses, bars/clubs, or convenience store uses are not recommended for these properties.
- Alternatively, allow these single-family uses to be rezoned to residential districts, preferably RS-9, if desired by the property owners.

***j. Old Belews Creek Road and Reidsville Road (US 158)**

This site includes approximately six acres of residential and commercial uses including two gas stations and a car wash. The residential uses are currently zoned Single-Family Residential (RS-9) and are surrounded on both sides by Old Belews Creek Road and Reidsville Road. The commercial uses have Pedestrian Business Special-Use District (PB-S) zoning. Recommendations for this site include:

- The residential properties here may be rezoned and redeveloped as office or low-intensity commercial uses. Comprehensive development is recommended to limit curb cuts and to promote safe access onto Reidsville Road.
- Expansion of the existing commercial uses onto neighboring nonresidential properties is not recommended.

***k. Carver School Road and Lansing Drive**

This site includes approximately 1.3 acres of undeveloped, wooded land that is currently zoned Single-Family Residential (RS-9). The site is located at the northwest corner of the intersection of Carver School Road and Lansing Drive. Single-family residential uses exist to the west, north and east of the site. South of the site are institutional uses, including the Mazie Woodruff Center (Carver School Road branch library and Forsyth Technical Community College campus), Carver Road Church of Christ, and the Quality Education Academy. Recommendations for this site include:

- The properties at this site may be rezoned and redeveloped as office or low-intensity commercial uses. Given the character of the existing area, the preferable zoning district would be PB (Pedestrian Business) or NB (Neighborhood Business), as either Special or Limited Use zoning. Auto-related uses and convenience stores are discouraged at this location.
- Future development of nonresidential structures should consist of exterior façade materials that are consistent with the materials used on neighboring institutional buildings to maintain neighborhood character.
- Expansion of nonresidential zoning beyond the existing boundaries of the site onto adjacent residential parcels is not recommended.

***TRANSPORTATION RECOMMENDATIONS**

Legacy 2030 calls for a balanced, sustainable network of all transportation modes that provide choices for travel needs. Street networks should develop in a manner that is consistent with the land use plan and promotes connectivity in communities. A more compact pattern of growth as outlined in the land use recommendations supports public transportation as a practical alternative to the automobile. Developing walkable neighborhoods and creating a network of bikeways, sidewalks, and greenways will provide for needed transportation choices for all segments of the population.

CURRENT PROPOSED STREET AND HIGHWAY IMPROVEMENTS

The Winston-Salem Urban Area (which includes most of Forsyth County) has several long-range transportation plans/processes: *Metropolitan Transportation Improvement Program* (MTIP); *Metropolitan Transportation Plan* (MTP); and *Comprehensive Transportation Plan* (CTP). General information on these plans/processes is provided in Transportation Features section in the Existing Conditions section of this document; details are available online. **Table 9** below and the Proposed Transportation Features map (**Map 8 on page XX**) show the transportation projects from these plans in the Northeast Suburban Planning Area.

Table 9. Transportation Improvement Projects

Location	Description	Current Status	Completion
Road Widening and Improvements			
U-2826/WS-TO22 US 52	Widen road and upgrade interchanges from south of Clemmonsville Road to the Northern Beltway	Draft 2018-2027 MTIP Project Planning & design in 2018; Right-of-Way in 2025	To be determined
R-2577A US 158 (Reidsville Road)	Widen to multiple lanes from US 421/B-40 to Belews Creek Road	MTIP Project Right-of-Way in 2020; construction contract likely to be let in 2022	To be determined (estimated 2024)
WSMP-0035-H Akron Drive	Widen roadway with bicycle and pedestrian elements	CTP Project, not currently funded	
Baux Mountain Road	Widen roadway with pedestrian elements	CTP Project, not currently funded	
Beeson Dairy Road	Widen roadway with bicycle and pedestrian elements	CTP Project, not currently funded	
Davis Road	Widen roadway with pedestrian elements	CTP Project, not currently funded	
Germanton Road (NC 8)	Widen roadway with bicycle and pedestrian elements	CTP Project, not currently funded	
Lansing Drive	Widen roadway with bicycle and pedestrian elements	CTP Project, not currently funded	
Motor Road	Widen roadway with bicycle and pedestrian elements	CTP Project, not currently funded	
New Walkertown Road	Widen roadway with transit, bicycle, and pedestrian elements	CTP Project, not currently funded	
Northampton Drive	Widen roadway with bicycle and pedestrian elements	CTP Project, not currently funded	
Oak Summit Road	Widen roadway with bicycle and pedestrian elements	CTP Project, not currently funded	
Ogburn Avenue	Widen roadway with bicycle and pedestrian elements	CTP Project, not currently funded	
Old Belews Creek Road	Widen roadway with pedestrian elements	CTP Project, not currently funded	
Old Hollow Road	Widen roadway with bicycle elements	CTP Project, not currently funded	
Old Rural Hall Road	Widen roadway with bicycle and pedestrian elements	CTP Project, not currently funded	
Old Walkertown Road	Widen roadway with bicycle and pedestrian elements	CTP Project, not currently funded	
WSMP-0176-H West Mountain Street	Widen roadway with bicycle and pedestrian elements	CTP Project, not currently funded	
New Roads			
U-2579 C Northern Beltway (Eastern Section)	4-6 lane freeway on new location (US 158 to US 311)	MTIP Project Right-of-way acquisition in progress; construction contract to be let in fall 2017	To be determined
U-2579 D, E, and F Northern Beltway (Eastern Section)	4-6 lane freeway on new location D-New Walkertown Road/US 311 to Baux Mountain Road E- Baux Mountain Road to Germanton Road/NC8 F-Germanton Road to US 52	MTIP Project D, E and F Sections to be let together as a Design Build project in early 2018	To be determined

WSMP-0042-H Beeson Dairy Road Extension	3-4 lane road from Old Belews Creek to Reidsville Road (US 158)	CTP Project, currently unfunded	Based on developer participation
Hanes Mill Road Extension to Old Rural Hall Road	Collector Street	Collector Street Plan proposal	Based on developer participation
Westmoreland Drive Extension to Novack Street	Collector Street	Collector Street Plan proposal	Based on developer participation
Northampton Drive Extension to Tulip Drive	Collector Street	Collector Street Plan proposal	Based on developer participation
Gaither Road Extension to Walkertown-Guthrie Road	Collector Street	Collector Street Plan proposal	Based on developer participation
Kittering Lane Extension to Blaine Street	Collector Street	Collector Street Plan proposal	Base on developer participation
Brown Street Extension to Davis Road	Collector Street	Collector Street Plan Proposal	Based on developer participation
Bridge Improvements			
B-4746 Akron Drive	Replace bridge over Norfolk Southern Railroad	MTIP Project Right-of-way acquisition in progress; construction contract to be let in late 2018.	To be determined
B-4509 Old Greensboro Road NE	Replace bridge over Salem Creek/Lowery Mill Creek	MTIP Project Right-of-way acquisition in 2023; construction contract to be let in 2024.	To be determined
B-5948 Old Greensboro Road	Replace bridge over Southern Railroad	Draft 2018-2027 MTIP Project	To be determined

Metropolitan Transportation Improvement Program (MTIP) Projects

US 52 (U-2826)

US 52 from south of Clemmons Road to the proposed Northern Beltway currently does not meet interstate standards. This project will add additional lanes to the road way and modernize areas to meet interstate standards. This project is included in the draft 2018-2027 Transportation Improvement Program, with planning and design to begin in fiscal year 2018 and right-of-way acquisition in fiscal year 2025. A completion date is yet to be determined.

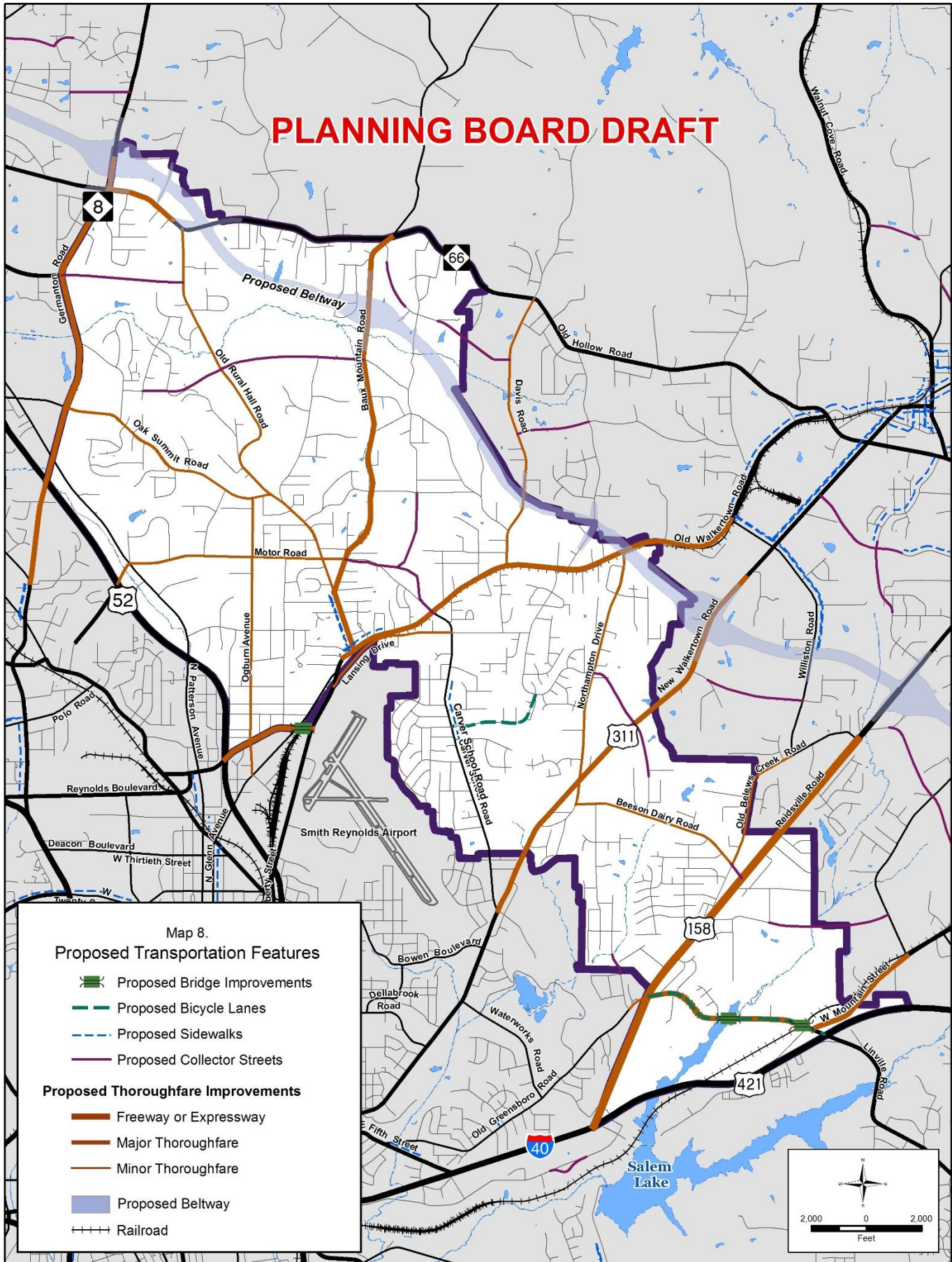
Reidsville Road/US 158 (R-2577A)

Existing US 158 from US 421 to Old Greensboro Road to Stokesdale is projected to be over capacity by 2035. The US 158 widening project (R-2577) is intended to address this problem. The project consists of widening the existing two to three lane facility to a four-lane divided expressway. The section from US421/B-40 to Belews Creek Road (R-2577A) is currently in the project development phase and is included in the draft 2018-2027 Transportation Improvement Program. Right-of-way acquisition would begin in fiscal year 2020 and a construction contract would be let in fiscal year 2022.

Winston-Salem Northern Beltway, Eastern Section (U-2579)

Existing US 52 and Business 40 in Winston-Salem are currently over capacity. The Northern Beltway Eastern Section project (U-2579) is intended to address this problem. The project consists of constructing a four-to-six lane freeway from US 52 north of Winston-Salem to US 311 southeast of Winston-Salem. This project will improve north-south connectivity in eastern Forsyth County and provide congestion relief on local roadways. The new road will have interchanges in or adjacent to the Northeast Suburban Planning Area at Germanton Road/NC 8, Baux Mountain Road, and New Walkertown Road/US 311. The new road will also have interchanges at US 421/B-40 I-40, and Kernersville Road, outside of the planning area. Construction of the section from Reidsville Road/US 158 to New Walkertown Road/US 311 (the C Section), just east of the planning area, will be let in late 2017. Construction of the road in the planning area, from New Walkertown Road/US 311 to Germanton Road/NC 8 (the D, E, and F sections), will be completed together as a design build project, likely to be let in early 2018. A completion date will be determined by the construction contract.

PLANNING BOARD DRAFT



Comprehensive Transportation Plan (CTP) Projects

Beeson Dairy Extension (WSMP-0042-H)

This project is proposed to extend Beeson Dairy Road from Old Belews Creek Road to Reidsville Road (US 158) and to cul-de-sac Old Belews Creek Road at Reidsville Road (US 158). This project is to mitigate the accident patterns at the Old Belews Creek Road and Reidsville Road intersection due to the existing configuration of this intersection. The project is not currently funded and developer participation in construction of the road is anticipated.

COLLECTOR STREETS

As properties come in for rezoning or subdivision review, the *Winston-Salem Urban Area Collector Street Plan* will be consulted for recommended street connections (see Table 8). The *Collector Street Plan* includes the general location of new collector streets and recognizes existing streets that function as collector streets. Proposed collector streets and/or extension in the planning area include:

- Beeson Dairy Road Extension
- Brown Street Extension
- Hanes Mill Road Extension
- Kittering Lane Extension
- Gaither Road Extension
- Northampton Drive Extension
- Oak Ridge Drive Extension
- Westmoreland Drive Extension

OTHER STREET RECOMMENDATIONS

- Encourage residents and neighborhood associations to identify local streets where traffic speeds create unsafe situations and seek evaluation of potential projects under the City's Traffic Calming Policy. Physical change and other measures may be implemented to slow down traffic and improve safety based on constant evaluation.
- Continue the on-going safety improvements and follow-up studies in the planning area. Locate traffic calming measures and conduct studies when necessary.
- Minimize the use of dead ends and cul-de-sacs in new subdivisions and redeveloped areas.
- Connect local streets, where feasible, when developing or redeveloping sites

PEDESTRIAN

Construction of sidewalks in the planning area is likely to be achieved through public funding and private developments designed to meet street design standards. Sidewalks are recommended in the *Sidewalk and Pedestrian Facilities Plan* for all thoroughfares and collector streets except for freeways and expressways. All proposed sidewalks in the *Sidewalk and Pedestrian Facilities Plan* are evaluated on an annual basis and ranked for future construction. Topography and the presence of curb and gutter along streets are considered when evaluating projects. The City of Winston-Salem and Forsyth County have adopted street design standards for new developments that include requirements for sidewalks. The *Sidewalk and Pedestrian Facilities Plan* does not make any recommendations for sidewalks in the planning area. General sidewalk recommendations for the planning area include:

- Identify and recommend locations for pedestrian crossing signals at key intersections
- Assure that pedestrians are accommodated in all road and bridge construction and modification projects.
- Provide sidewalks on at least one side of all new roads and on both sides of roads that provide access to institutions and public facilities.

There are two proposed sidewalk projects in the planning area:

- Carver School Road from Lansing Drive to Old Walkertown Road
- Lansing Drive from Conrad Street to Carver School Road

GREENWAYS

Greenways serve a dual purpose within a community. Beyond being a residential amenity, greenways play an integral role in establishing an active transportation network along with sidewalks and bikeways. No greenways currently exist in

the planning area and four additional greenways have been proposed here. Information and recommendations pertaining to greenway projects can be found in the Community Facilities section and on the Community Facilities Map.

BICYCLE

Bicycle Lanes and Shared Lane Markings

The City of Winston-Salem has begun installing bicycle lanes and shared lane markings on city streets to provide a network of bicycle facilities that connect residential areas with key destinations, such as schools, parks, libraries, and commercial areas. Bicycle lanes provide a separate lane (typically five or six feet wide) on the road for cyclists, while shared lane markings are placed in the travel lane and indicate to drivers that they should expect to share the lane with cyclists. The City of Winston-Salem Department of Transportation has 2 proposed bicycle lane projects and six proposed bicycle infrastructure projects within the planning area.

- Butterfield Drive (Carver School Road to Oak Ridge Drive)
- Old Greensboro Road (5th Street to Reidsville Road)

Proposed Shoulder Improvements

- New Walkertown Road
- Reidsville Road
- Baux Mountain Road
- Belews Creek Road
- Lansing Drive
- Northampton Drive

***COMMUNITY FACILITIES RECOMMENDATIONS**

Both public and private community facilities such as schools, parks, medical offices and day care providers should be easily accessible to all segments of the population. *Legacy 2030* promotes the sharing of institutional facilities as a way to meet the various needs of the community. An important recommendation from *Legacy 2030* is the creation of a central public space in all communities to serve as an urban reference point and the focus of civic and community life. The Community Facilities Recommendations Map (see **Map 9** on **page XX**) shows existing and proposed community facilities in the area.

GENERAL RECOMMENDATIONS

- Encourage schools, churches and recreational facilities to share facilities and work cooperatively to provide services and host community events.
- Provide a high level of maintenance at schools, parks and other facilities on an ongoing basis.
- Consider safety and environmental sensitivity when designing community facilities.
- Assess the need for additional police and fire services in the planning area based on future growth and development.
- Assess the need for medical, urgent care and other healthcare services in activity centers and throughout the planning area to meet the growing needs of the community.
- Acquire land or obtain easements for parks, recreation facilities, open space and other community facilities.
- Actively pursue local, state, federal and private funding for land acquisition and development of these facilities.
- Seek cooperation with the school board, non-profit and private organizations, where appropriate, to implement parks and recreation proposals.
- Involve residents in master planning for parks, greenways and other community facilities.

SCHOOLS

Legacy 2030 calls for quality schools that are assets to the neighborhoods in which they are located. School planning should be coordinated with parks and other public facilities. Recommendations for schools in the planning area are:

- Replace, upgrade or expand existing schools to meet the needs of the planning area as its population grows.
- Promote alternative uses for school property that is no longer needed for school facilities.

- Consider improved arrangements for using school property and facilities for community events and recreational activities.
- Provide a high level of maintenance at schools on an ongoing basis.
- Build new schools that are integrated with surrounding neighborhoods through pedestrian and bicycle connections.

RECREATION FACILITIES

Recommendations for proposed parks, recreation facilities, greenways and open space take into consideration the number, size and location of existing facilities; the need for updating existing recreational facilities; the anticipated location of future growth; and the expectations of the community as identified during this planning process. The following are recommendations for various categories of recreation and open space:

- Assess usage of the area’s existing parks, recreation facilities and the community’s preferences for facilities and programs. Modify facilities and programs as needed.
- Integrate recreation facilities/open space into design of large-scale residential developments to provide neighborhood parks, activity areas, focal points, and green spaces.
- Consider multi-purpose courts and fields to meet existing and future needs.
- Develop a new community park with a recreation center in the northeast portion of the Planning Area. Although a specific site is to be determined, the area around Baux Mountain Road and White Rock Road has been identified in the *2015 Parks and Open Space Plan* for Winston-Salem and Forsyth County as a possible location for this facility.

URBAN FOOD ACCESS

Despite the presence of a limited number of existing urban food access facilities in the planning area (shown on **Map 9** on page **XX**), there are still opportunities for improving food access for local residents. Undeveloped parcels may provide opportunities for community gardening, and certain commercial sites may be ideally located to be redeveloped as grocery stores or other food retail locations. Adding new food access sites is particularly important considering that there are no full-service grocery stores in the Northeast Suburban Planning Area. Furthermore, much of the planning area is considered a food desert by the US Department of Agriculture, meaning that many residents must travel more than a mile to access fresh food. Grocery stores are recommended for, but not limited to, the following location(s) within the planning area (these site(s) are also shown on **Map 9** on page **XX**):

- The vacant Paragon grocery store building or site on Old Rural Hall Road in the Ogburn Station Activity Center

TREES AND OPEN SPACE

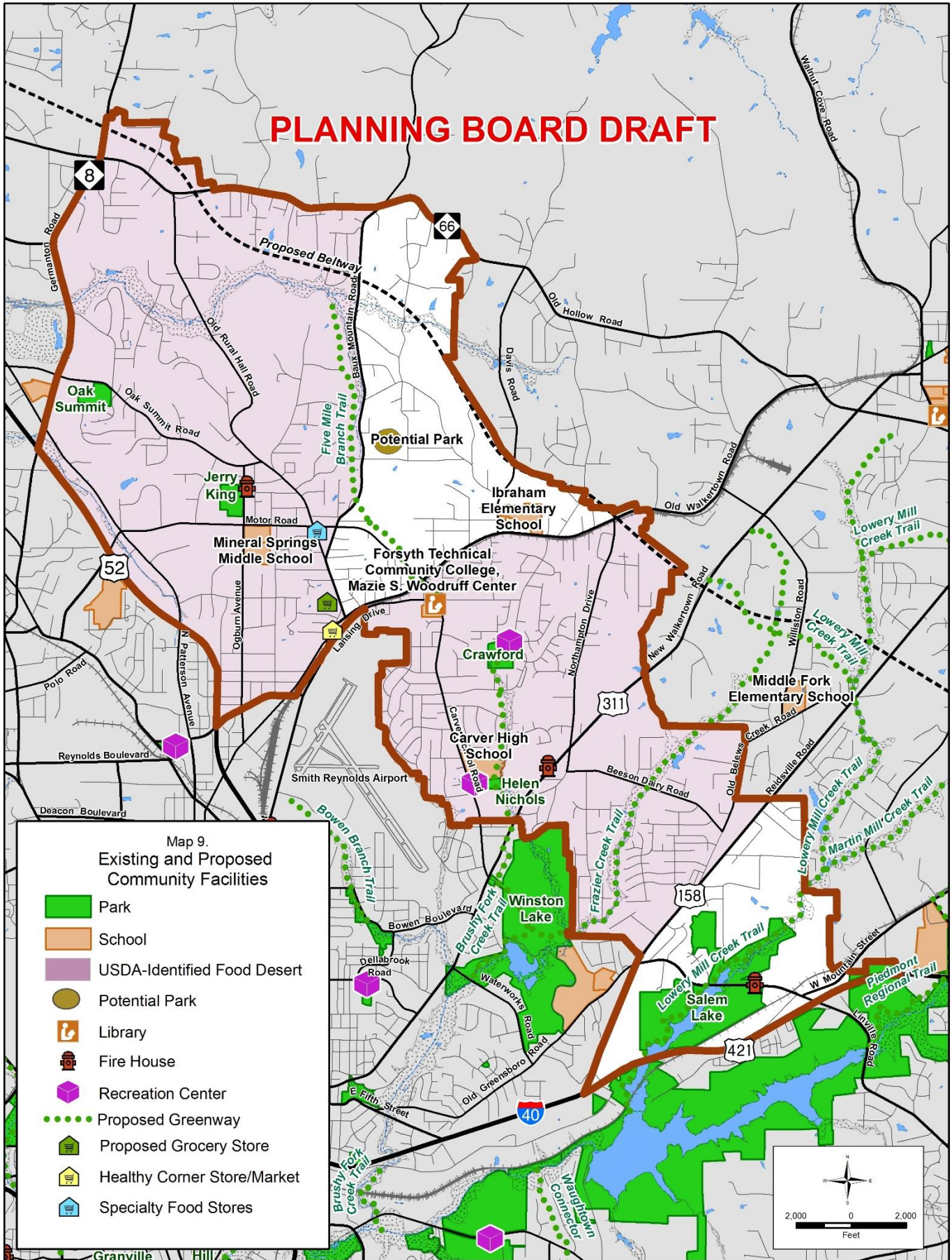
The planning area not only contains older neighborhoods and commercial areas, but also has some large acreage tracts either undeveloped or used for agriculture purposes. Many trees are found in these open areas and throughout the whole of the Northeast Suburban Planning Area. These trees add aesthetic and financial value and have a positive environmental impact. Permanent open space is proposed for sites that have significant environmental constraints, streams, floodplains, and/or steep slopes, making them unsuitable for development. These sites are owned by the City, County, and the State of North Carolina. Recommendations in the planning area include:

- Protect the planning area’s tree canopy as much as possible.
- Retain existing large trees on private property whenever possible.
- Identify additional areas for planting street trees on public right-of-way.
- Explore opportunities to plant street trees in the area on an upcoming Community Roots Day.

GREENWAYS

The *Greenway Plan Update* shows four future greenways within the plan boundaries: Brushy Fork Phase II, Salem Lake Trail North, Frazier Creek, and Five Mile Branch. Both the Brushy Fork and Salem Lake North greenways were assessed for feasibility as part of the *Greenway Plan Update*. The Brush Fork greenway was deemed feasible for construction; however, staff was unable to gauge public sentiment on the project. Therefore, it is listed as a Tier 3 greenway as further assessment is needed before any prioritization can take place. The Salem Lake Trail North was deemed unfeasible for construction as a continuation of the Salem Lake Trail due to the presence of a railroad and interstate bridge, as well as topography. Although it was deemed unfeasible for construction, it is listed as a long-range, Tier 4 project as the property

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is currently owned by the City of Winston-Salem and would provide a connection between the Town of Walkertown and Salem Lake. Frazier Creek and Five Mile Branch are proposed long-range, Tier 4 greenways with construction not anticipated to begin for at least fifteen to twenty years. The greenway recommendations for the planning area are:

- Work with property owners along Brushy Fork Creek between Winston Lake and Crawford Park to build consensus on the development of a greenway. Once consensus has been reached, secure funding and begin preliminary design work.
- Work with developers and property owners to obtain the necessary greenway easements. The easements should be a minimum of 40 feet in width.
- Work with property owners and the Winston-Salem Engineering Department to establish connections between greenway trails and adjacent neighborhoods and destinations as projects are being designed and constructed.
- Complete a feasibility study on the Frazier Creek Greenway between Winston Lake/Brushy Fork Creek and the planning area boundary.

***HOUSING AND COMMUNITY DEVELOPMENT RECOMMENDATIONS**

Legacy 2030 recommends that neighborhoods offer a variety of quality housing types for different income levels, family sizes and types that reduce the segregation of neighborhoods by race, age, and income. Affordable housing should be promoted throughout Forsyth County by providing incentives, using cost-effective site design, and permitting accessory dwellings and congregate-care facilities.

GENERAL RECOMMENDATIONS

- Maintain and improve the quality of housing stock in the area by promoting home ownership, supporting rehabilitation of existing homes, and through code enforcement.
- Develop a variety of housing types for different income levels, family sizes, and personal preferences.
- Promote the Neighborhood Improvement Plan to educate residents and newcomers about the City's regulations related to zoning, sanitation ordinances, and minimum housing code, and encourage neighborhood associations to participate.
- Incorporate traditional neighborhood design principles in proposed new neighborhood developments, where feasible. This could include a mixture of housing types, well-designed neighborhood-serving commercial areas, and incorporating walkability and connectivity in neighborhoods.
- Encourage the design of neighborhoods to allow residents to age in place.
- Integrate new developments with existing neighborhoods through careful planning, site design and compatible architecture.
- Install sidewalks and/or traffic calming measures, where feasible, to make neighborhoods more pedestrian friendly and safe.
- Encourage the establishment of neighborhood associations where they do not exist to facilitate citizen involvement in neighborhood issues.
- Plan, locate and design shopping areas, community facilities, parks and open space to make them easily accessible to neighborhood residents.
- Improve connectivity of neighborhood streets to improve accessibility within and between neighborhoods.

AFFORDABLE HOUSING

- Encourage for-profit developers and nonprofit developers to build affordable housing for different income levels in the planning area.
- Ensure that new affordable housing units are compatible with the existing character of older neighborhoods.
- Use existing programs or develop new ones to assist community development and nonprofit housing organizations in providing affordable housing opportunities.

REHABILITATION AND REDEVELOPMENT EFFORTS

- Market the City's programs for rehabilitation of owner-occupied or investor-owned housing units in the planning area as well as first-time homebuyers programs.
- Market/promote the tax credit rehab programs available to National Register properties for building rehabilitation.
- Concentrate code enforcement and promotion of conservation/rehabilitation programs in areas in danger of becoming blighted.
- Ensure that redeveloped housing is compatible with the existing character of the neighborhoods.
- Encourage investor-owners and renters to participate in neighborhood organization membership and activities.
- Work with investor-owners to improve maintenance and management of rental properties, where needed.

*DESIGN AND APPEARANCE RECOMMENDATIONS

The creation of attractive gateways, business districts and corridors through the use of regulations or physical improvements is recommended by *Legacy 2030*. Design and appearance improvements create a positive visual image and encourage private investment in an area. The appearance and design of buildings and roadways within the planning area contribute greatly to the image residents and outsiders have of the community. Many of the recommendations of this plan have design components that emphasize quality and attractive design.

GENERAL RECOMMENDATIONS

- Encourage rehabilitation/redevelopment of older and underutilized commercial sites in the planning area with building façade improvements, street yards and buffer yard plantings, and parking area improvements.
- Encourage a mix of restaurants, outdoor cafes, small stores, and services at a pedestrian scale that meet the needs of all residents of the area.
- Encourage residents and neighborhood associations to participate in the different programs offered by Keep Winston-Salem Beautiful to improve the appearance of the planning area: Adopt-A-Flower Bed; Adopt-A-Stream; Adopt-A-Park; or Adopt-A-Street.
- Encourage high-quality design for new development throughout the planning area.
- Ensure that attractive landscaping is integrated into the design of new roads or the improvement of existing roads.
- Ensure that housing, sanitation, and weeded lot ordinances are strictly enforced in the planning area to eliminate blighted and burned down structures and maintain vacant lots.
- Develop a planting program that includes street trees throughout the planning area and street yards in commercial districts. Identify areas in need of screening and areas needing buffers adjacent to residential areas.
- Refer to the *Context Sensitive Multifamily Design Techniques* document, available online or in the Planning and Development Services office when reviewing zoning request and site plans for multifamily development within the planning area.
- Refer to the Guidelines for Converting Existing Homes to Office or Commercial Uses, as detailed in **Appendix C** on **page XX**, when reviewing zoning request and site plans within the planning area.
- Refer to the Guidelines for Office/Low-Intensity Commercial Developments, as detailed in **Appendix D** on **page XX**, when reviewing zoning request and site plans within the planning area.
- Refer to the Guidelines for Institutional Expansion, as detailed in **Appendix E** on **page XX**, when reviewing zoning request and site plans within the planning area.
- Promote the use of art that reflects local cultures in public spaces such as parks, recreation centers, and other public areas where residents gather.
- Explore the use of zoning overlay districts to ensure good site planning, sensitive design, and to promote continuity in the design of growth corridors.
- Develop minimal and simple guidelines in growth corridors to preserve design flexibility and creativity in making a suburban, pedestrian-oriented environment.
- Develop growth corridors master plans for improvements taking into account the unique character of each corridor, or for different segments of the same growth corridor. This basis for such master plans will be the guidelines for the growth corridor identified in this plan.

LEGACY GROWTH CORRIDORS

While this plan's land use recommendations help define the *types* of uses in an area (residential, commercial, industrial, etc.), growth corridor recommendations help to define the *forms* those uses should take:

- New Walkertown Road, west of Northampton Drive, should be developed for urban/suburban single-family residential and low-density attached multifamily residential up to eight units per acre.
- New Walkertown Road, east of Northampton Drive, should be developed for large-lot/rural residential that is less dense than suburban form corridors with buildings and parking set back from the road corridor to preserve rural visual character.

By their nature of passing through multiple settings, each of the Northeast Suburban Planning Area's growth corridors on New Walkertown Road (see **Map 6** and **Map 7** on **pages XX** and **XX**, respectively) – have multiple distinct location-based recommendations:

General Recommendations

- Explore the use of zoning overlay districts to ensure good site planning, sensitive design, and to promote continuity in the design of corridors.
- Develop minimal and simple standards to preserve design flexibility and creativity in making an urban, pedestrian-oriented environment.
- Develop corridor master plans for improvements taking into account the unique character of each corridor. The basis for such master plans will be the design standards for the growth corridor identified in this plan.
- Improve all identified growth corridors by adding pedestrian and bicycle facilities, making landscape improvements, and reducing lanes where feasible.

New Walkertown Road Growth Corridor Guidelines

- Develop new commercial, office, and multifamily uses with an urban/suburban form (see guidelines below) west of Northampton Drive to Ferrell Court, outside the planning area.
- Develop uses with a large-lot rural residential form (see guidelines below) east of Northampton Drive to Old Hollow Road, outside the planning area.

Urban/Suburban Single-Family Residential Form: New Walkertown Road west of Northampton Drive

- **Height:** Buildings should be generally no more than four stories in height on larger sites; one to two stories on smaller sites.
- **Building Setback:** Buildings should be located a reasonable distance behind required street yards.
- **Building Density:** Residential development should be limited to no more than eight units per acre.
- **Multifamily:** Multifamily sites should be developed in a manner that preserves the integrity of any directly adjacent low-density residential development.
- **Off-Street Parking:** Parking should be screened from New Walkertown Road.
- **Driveways:** Minimize driveway cuts on New Walkertown Road and connect adjacent parcels wherever possible.

Rural Form – Large Lot Residential Guidelines: New Walkertown Road east of Northampton Drive

- **Building Setback:** Buildings are recommended to be located 50 feet or more from New Walkertown Road to preserve rural character.
- **Parking:** Parking should be screened from New Walkertown Road to preserve rural corridor appearance.

DESIGN FOR ACTIVE LIVING

In recent decades, health professionals and planners have focused attention on the relationship between the built environment and increasing rates of obesity and subsequent health problems within the American population. The way streets, neighborhoods and communities are designed plays a critical role in the ability of residents to incorporate physical activity into their daily routines. This plan recommends ways to help address disparities within the environment that may be limiting residents from leading active lives.

The presence of and access to sidewalks, bike lanes, greenways, parks, and transit are critical to establishing an active transportation network for community residents. Various sections of this plan provide detailed recommendations for

future improvements to infrastructure and policy that will allow residents to incorporate physical activity into their daily lives. The Transportation section provides recommendations on new sidewalks and bike lanes, as well as, road and bridge improvements. The Community Facilities section provides recommendations for future schools, parks and greenways. In addition to the recommendations listed in these sections, it is recommended that:

- Staff work with residents to complete pedestrian audits as requested to determine critical pedestrian and bicycle infrastructure needs and develop an implementation strategy to fund needed improvements.
- Bus shelters be located at each transit route stop. Amenities to allow for safe access for all users to each stop should also be provided.
- Transit routes should be reevaluated and revised as necessary to best serve area residents.

In addition to establishing the infrastructure to allow for routine physical activity, it is also important to establish an environment that is conducive to physical activity by providing well designed, mixed-use developments that offer residents access to goods and services within a reasonable walking and biking distance. The Land Use section of this plan provides recommendations to guide future development in the area with specific recommendations toward developing pedestrian-oriented, mixed-use activity centers that will provide goods and services to residents.

***HISTORIC PRESERVATION RECOMMENDATIONS**

Legacy 2030 promotes historic preservation because of its contribution to the aesthetic, social, historical, cultural and environmental quality of neighborhoods as well as its contribution to a community's economic development. Significant historic resources have been identified in the planning area as indicated in initial surveys (see **Map 10** on **page XX** and **Appendix A** on **page XX**). The following are recommendations to ensure that the potential of these resources are fully explored and that the community takes steps to preserve its historic assets:

- Retain historic buildings including houses, commercial storefronts, agricultural buildings, and institutional structures, when possible.
- Recognize buildings, events, and areas of historical, cultural, and architectural significance with signs, plaques, or markers.
- Initiate public outreach programs involving property owners and community organizations on the importance and economic benefits of preserving historic resources. Examples of potential workshops include:
 - How and why to nominate a structure or site to the National Register of Historic Places.
 - Issue-related topics such as how to maintain an older or historic building.
- Encourage property owners to research and recognize the history and significance of their properties and the area in which they live.

Specific historic preservation recommendations for the Northeast Suburban Planning Area are:

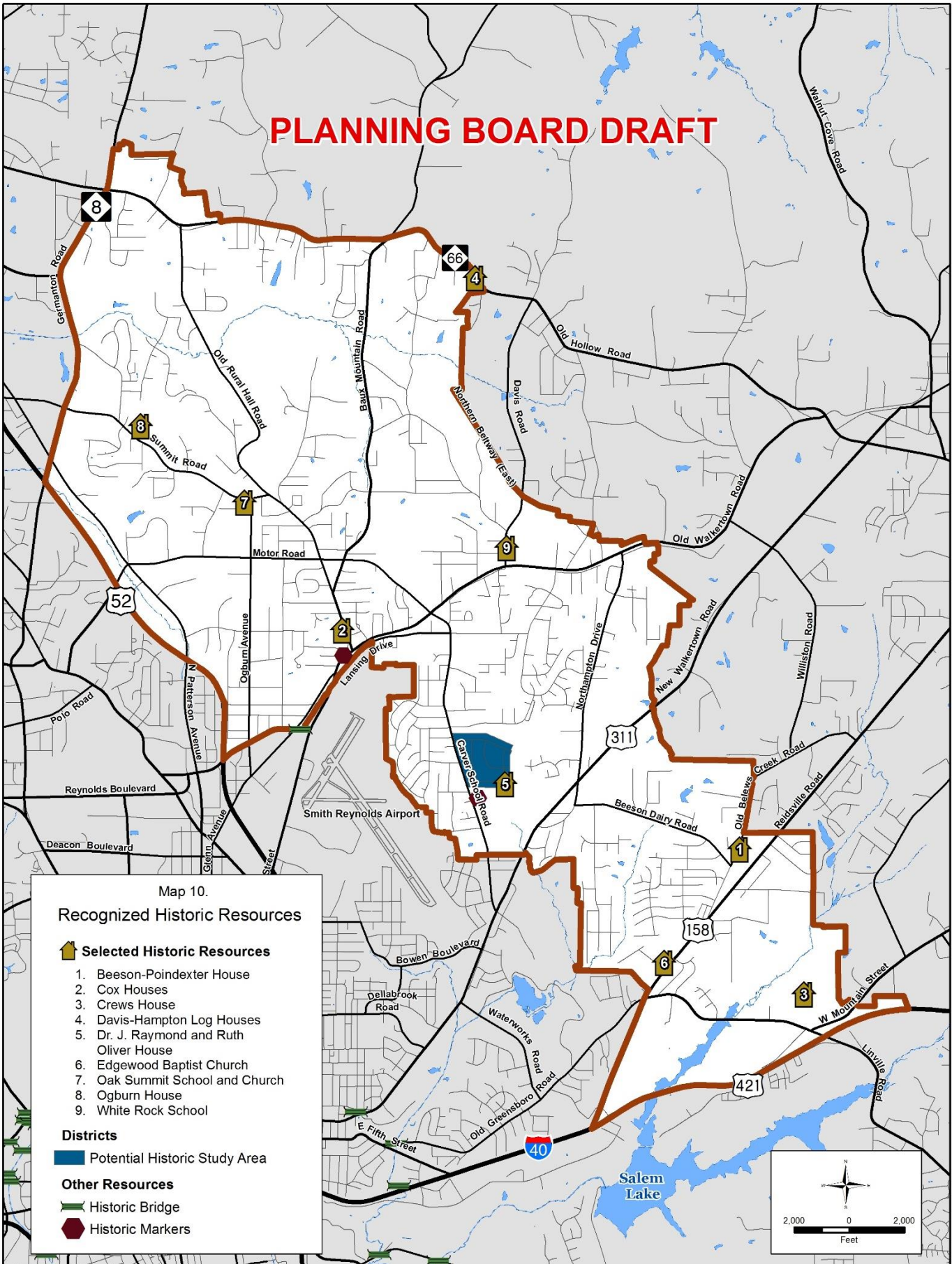
- Encourage property owners to seek National Register and Local Historic Landmark designation for eligible properties or districts.
- Encourage property owners to apply for Historic Markers for significant sites.

***ECONOMIC DEVELOPMENT RECOMMENDATIONS**

Economic development can be defined as the creation and/or retention of jobs and increases in the tax base that improve or enhance the economic welfare of a community and its citizens. *Legacy 2030's* goal for economic development is to attract environmentally-sensitive new businesses and expand both large and small businesses to provide a broad range of employment opportunities and a high quality of life for people living and working in Forsyth County. Economic development efforts should be compatible with existing development and should include improvements to existing facilities as well as new businesses. Areas recommended for future commercial and industrial use are shown on the Proposed Land Use Map (see **Map 7** on **page XX**).

The planning area is in need of economic development and investment that produces new employment opportunities for citizens in the area. In addition, commercial development including retail, grocery, restaurant and pharmacy uses, as well as medical services are highly desired by citizens. The planning area has the opportunity to see an increase in economic activity during the life of this plan update. The recently opened Motor Road Extension made an expanse of undeveloped land accessible for a mixture of new uses. Other economic development efforts in the area should focus on the redevelopment, rehabilitation and reuse of underutilized commercial development and infilling existing industrial uses.

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The following are recommendations to promote economic development:

Specific economic development recommendations for the planning area are:

- Support balanced, compatible economic development by the private and public sector.
- Encourage technologically-advanced, high-quality, environmentally-sustainable businesses and industries to locate or expand in the planning area.
- Rezone land for business/industrial development in a manner consistent with the recommended Proposed Land Use Plan.
- Encourage and support the redevelopment/rehabilitation of existing older/underutilized commercial and industrial sites.
- Identify funding sources to implement economic development initiatives including energy-efficient, high-technology businesses/industries.
- Direct public improvements and funding to designated activity centers, industrial sites and to other potential economic development opportunity areas identified in the plan.
- Recognize and support business opportunities associated with the growing diversity of cultures in the area.
- Explore and encourage economic development opportunities associated with local foods and urban agriculture.

Specific economic development recommendations for the Northeast Suburban Planning Area are:

- Strengthen existing businesses and attract new ones by utilizing, promoting and marketing the City's Small Business Loan and Building Rehabilitation Programs currently available in the area.
- Market and hold workshops to promote City business training and building rehabilitation loan programs for the purchase or rehabilitation of structures to local/potential business owners particularly in the activity centers.
- Identify brownfield sites in the planning area and provide Brownfield Assessment Grant funding to assess sites for environmental problems and, if necessary, assist potential developers in cleaning up problem sites.
- Support community and business organizations such as Merchants Associations to strengthen business relations for existing and future businesses.
- Continue the improvement of RUCA areas as City funds become available.

***ENVIRONMENTAL RECOMMENDATIONS**

The preservation and enhancement of our environmental resources results in a high quality of life for Forsyth County residents. *Legacy 2030* calls for the protection of watersheds, wetlands, natural areas and streams throughout the county. Clean water, air, and the scenic beauty of the planning area should be maintained. Of particular concern is the loss of the tree canopy in the area and the need to protect the county's many creeks from pollution and its floodplains from inappropriate development.

GENERAL RECOMMENDATIONS

- Manage development pressures to preserve environmentally-sensitive areas, forested areas, wildlife habitats, and scenic areas.
- Encourage the donation of easements to preserve and protect high-quality natural and scenic areas.
- Encourage land owners to use Best Management Practices for stormwater protection.
- Encourage sustainable development of land and buildings.
- Improve or preserve the water quality of the creeks by protecting the natural stream corridors.
- Support organizations and programs that educate residents on environmental issues.
- Carefully evaluate potential sites for development and redevelopment that may have been affected by environmental contamination in the planning area. This would be particularly appropriate for residential, institutional, and public gathering uses on sites near current and former heavy industrial or commercial operations with documented environmental hazards.

Implementation Schedule

Note: The recommendations of this plan serve as a guide to future action and decision making and are not a commitment to funding. Funding for specific projects/actions will be allocated by the Winston-Salem City Council or Forsyth County Commissioners based on the availability of funding and consideration of priorities.

***Timing: Immediate: 1 to 2 years, Short Range: 3 to 5 years, Medium Range: 6 to 10 years, Long Range: 10 years or more, Ongoing: No established completion date**

ACTION/PROJECT	RESPONSIBLE AGENCY	TIMING*
Land Use Recommendations (pages XX-XX)		
Follow Proposed Land Use Plan, land use policies, and Special Land Use Condition Areas. Ensure that future land use changes do not negatively affect new and existing neighborhoods.	CCPB, WSCC, FCBOC	Ongoing
Transportation Recommendations		
Road and Bridge Improvements (page XX)		
Complete road improvements, which include the addition of bicycle and pedestrian facilities along the following roads: <ul style="list-style-type: none"> - Akron Drive - Baux Mountain Road - Beeson Dairy Road - Davis Road - Germanton Road (NC 8) - Lansing Drive - Motor Road - New Walkertown Road - Northampton Drive - Oak Summit Road - Ogburn Avenue - Old Belews Creek Road - Old Hollow Road - Old Rural Hall Road - Old Walkertown Road - US 52 - West Mountain Street 	WSDOT, NCDOT	Long Range
Widen US 158 (Reidsville Road) to multiple lanes	WSDOT, NCDOT	Medium Range
Replace Akron Drive bridge over Norfolk Southern Railroad	NCDOT	Short Range
Replace Old Greensboro Road bridge over Southern Railroad	NCDOT	Medium Range
Replace Old Greensboro Road bridge over Salem Creek/Lowery Mill Creek	NCDOT	Medium Range
New Roads (page XX)		
Build proposed new roads in the Transportation Plan: <ul style="list-style-type: none"> - Beeson Dairy Road Extension - Extend Hanes Mill Road to Old Rural Hall Road - Extend Westmoreland Drive to Novack Street - Extend Tulip Drive to Northampton Drive - Extend Gaither Road to Davis Road - Extend Kittering Lane to Blaine Street - Extend Brown Street to Davis Road - Extend Oak Ridge Drive to Tulip Drive 	WSDOT, NCDOT, Private Developers	Long Range
Build the Northern Beltway (Eastern Section)	WSDOT, NCDOT	Medium Range
Pedestrian Improvements (page XX)		

Build sidewalks on the following streets as recommended in the Pedestrian Facilities Plan: - Carver School Road - Lansing Drive	WSDOT	Annually Assessed
Review identified sidewalk projects under the City's sidewalk priority funding system.	WSDOT	Immediate
Construct sidewalks within residential areas and along designated thoroughfares and collector streets.	Private Developers in conjunction with WSDOT	Ongoing
Bicycle Improvements (page XX)		
Expand the bicycle network and add bike lanes on Butterfield Drive	WSDOT	Long Range
Expand the bicycle network and add bike lanes on Old Greensboro Road	WSDOT	Short Range
Growth Corridors (page XX)		
Improve all identified growth corridors by adding pedestrian and bicycle facilities, making landscape improvements, and reducing lanes where feasible.	WSDOT	Ongoing
Develop activity centers along growth corridors as transit-oriented, higher-density, mixed-use nodes.	CCPB, WSCC, WSDOT	Ongoing
Community Facilities Recommendations		
Parks and Recreation Facilities (page XX)		
Explore developing a community park with recreation center in the northeast portion of the planning area.	WSRP	Long Range
Urban Food Access (page XX)		
Develop a grocery store in the Ogburn Station Activity Center	Private Developers	When Property is Redeveloped
Greenways (page XX)		
Build the Brushy Fork Greenway Phase II	WSENG	Medium Range
Build the Salem Lake Trail North Greenway	WSENG	Long Range
Build the Frazier Creek Greenway	WSENG	Long Range
Build the Five Mile Branch Greenway	WSENG	Long Range
Housing and Community Development Recommendations (page XX)		
Maintain and improve the quality of housing stock in the planning area.	CD, Neighborhood Associations, Property Owners	Ongoing/ Immediate
Incorporate traditional neighborhood design principles in infill development and redevelopment, where feasible.	CCPB, WSCC, FCBOC	Ongoing
Market the City's programs for rehabilitation and homeownership.	CD	Ongoing/ Immediate
Design and Appearance Recommendations (pages XX-XX)		
Encourage site and building improvements in older and underutilized commercial sites.	BIA, CCPB, WSCC, FCBOC	Ongoing
Ensure that attractive landscaping is integrated into the design of new roads or the improvement of existing roads.	WSDOT, CCPB, WSCC, FCBOC	Ongoing
Refer to the area plan design guidelines when reviewing zoning requests and site plans in the planning area.	CCPB, WSCC, FCBOC	Ongoing
Promote the use of art that reflects local cultures in public spaces such as parks, recreation centers, and other public spaces where residents gather.	CCPB, WSCC, FCBOC	Ongoing
Explore the use of zoning overlay districts to ensure good site planning, sensitive design, and to promote continuity in the design of growth corridors.	CCPB, WSCC, FCBOC	Ongoing
Develop growth corridor master plans for improvements taking into account the unique character of each corridor, or for different segments of the same growth corridor.	CCPB, WSCC	Long Range
Work with residents to complete pedestrian audits as requested.	WSDOT, CCPB	Ongoing
Historic Preservation Recommendations (page XX)		
Retain existing historic resources.	CCPB, Property Owners	Ongoing
Recognize buildings, events or areas of historical, cultural or architectural significance with signage, plaques or markers.	CCPB, HRC	Ongoing

Initiate public outreach on the benefits of preserving historic resources.	CCPB, HRC	Ongoing
Encourage property owners to seek National Register and Local Historic Landmark designation for eligible properties or districts.	CCPB, HRC	Ongoing
Encourage property owners to apply for historic markers for significant sites.	CCPB, HRC	Immediate
Economic Development Recommendations (page XX)		
Support balanced, compatible economic development by the private and public sector in the planning area.	BIA, CCPB, WSCC, FCBOC	Ongoing
Encourage and support the redevelopment/rehabilitation of older/underutilized commercial sites.	BIA, CCPB, WSCC, FCBOC	Ongoing
Strengthen existing businesses and attract new ones through the City's Small Business Loan and Building Rehabilitation Programs.	BIA, WSCC	Ongoing
Support community and business organizations such as Merchants Associations to strengthen business relations.	BIA, WSCC, CCPB, FRBOC	Ongoing
Continue the improvement of RUCA areas as City funds become available.	WSCC, BIA	Ongoing
Environmental Recommendations (page XX)		
Manage development pressures to preserve environmentally-sensitive areas, forested areas, wildlife habitats, agricultural lands and scenic areas.	WSRP, CCPB, WSCC, FCBOC	Ongoing
Encourage the donation of easements to preserve and protect high-quality natural and scenic areas.	PLC, CCPB, WSCC, FCBOC	Ongoing
Carefully evaluate potential sites for development and redevelopment that may have been affected by environmental contamination in the planning area.	NCDENR, Nonprofit and For-profit Developers	Ongoing

Abbreviations Used:			
BIA	Winston-Salem Business Inclusion and Advancement Department	NCDOT	North Carolina Department of Transportation
CCPB	City-County Planning Board	PLC	Piedmont Land Conservancy
CD	Winston-Salem Community Development Department	WSCC	Winston-Salem City Council
FCBOC	Forsyth County Board of Commissioners	WSDOT	Winston-Salem Department of Transportation
HRC	Winston-Salem/Forsyth County Historic Resources Commission	WSENG	Winston-Salem Engineering Department
NCDENR	North Carolina Department of Environment and Natural Resources	WSRP	Winston-Salem Recreation and Parks Department

Appendix A. Identified Historic Resources

Name	General Location	Date	Survey Site Number
Individually Listed Properties:			
Edgewood Baptist Church [SL]	4067 Reidsville Road	2009	FY03292
Local Historic Markers:			
Carver High School	3545 Carver School Road	2010	
Ogburn Station	Old Walkertown & Old Rural Hall Roads	2013	FY01051
Identified Historic Resources:			
Beeson-Poindexter House	4356 Old Belews Creek Road	1840-1860, 1920	FY00499
White Rock School	4801 Davis Road	1900-1920	FY00509
Davis-Hampton Log Houses	Old Hollow Road	ca. 1860-1880	FY00520
Matthew's Chapel Church of Christ and Cemetery	284 Oak Summit Road	1845 (cemetery) 1972 (church)	FY00578
Cox House	4418 Old Rural Hall Road	ca. 1880-1850	FY01307
Ogburn House	435 Oak Summit Road	ca. 1850, 1880-1900	FY03233
Oak Summit School and Church	732 Oak Summit Road	ca. 1890-1900 and 1957	FY03235
House	4614 White Rock Road	ca. 1840-1860, 1900	FY03255
Oak Grove Moravian Church	120 Hammock Farm Road	1951-57	FY03257
Crews House	2771 W. Mountain Street	1903	FY03307
House	4814 Old Walkertown Road	1949	FY03570
Dr. J. Raymond and Ruth Oliver House	3961 Glen Oak Drive	1967	FY03612
House – Monticello Park	3901 Pomeroy Drive	1969	FY03612
House – Monticello Park	3910 Pomeroy Drive	1973	FY03614
House – Monticello Park	3415 Cumberland Road	1975	FY03615
House – Monticello Park	1255 Twin Oak Drive	1955	FY04100
Monticello Park Neighborhood	Longbrook Circle; Carver School and Cumberland Roads; Kinghill, Glen Oak, and Pomeroy Drives	1955-1970s	FY04126

Abbreviations:

SL: State Historic Preservation Office Study List

Note: This list may not be comprehensive. All attempts have been made to include all properties visible from the right-of-way that may be worthy of further investigation.

Appendix B. Road Classifications and Features

Freeways	Description	2013 Average Daily Traffic	2035 Estimated Volume	Current Road Capacity	Road Width	Future Cross-Section
Business 40 (US 421/NC 150) <i>(Reidsville Rd [US 158] – Northern Beltway)</i>	4 lanes with median	45,000 - 50,000	41,600 – 56,300	62,300	48 - 68	4-lane freeway (4-A)
US 52 <i>(Akron Dr – Germanton Rd [NC 8])</i>	4 lanes with median	53,000 – 55,000	55,900 – 91,600	62,300	48	6-lane divided with grass median(6-A)
Interstate 74 (Northern Beltway)	6 lanes with median		46,000 – 81,600			6-lane divided with grass median(6-A)
Expressways	Description	2013 Average Daily Traffic	2035 Estimated Volume	Current Road Capacity	Road Width	Future Cross-Section
Reidsville Road (US 158) <i>(I-40 Business [US 421] – Old Belews Creek Rd)</i>	2 – 4 lanes with median	16,000 - 19,000	26,900 – 28,700	23,600 – 49,000	42	4-lane divided with median, no curb & gutter. Partial control of access (4-B)
Major Thoroughfares	Description	2013 Average Daily Traffic	2035 Estimated Volume	Current Road Capacity	Road Width	Future Cross-Section
Baux Mountain Road <i>(Old Rural Hall Rd - Old Hollow Rd [NC 66])</i>	2 lanes	1,200 – 2,700	2,900	15,300	22	3-lanes, curb & gutter, wide outside lanes with sidewalks (3-B)
Germanton Road <i>(US 52 – Old Hollow Rd [NC 66])</i>	2 lanes	12,000 – 13,000	15,000 – 24,100	13,800 – 15,300	26 - 36	3-lanes, curb & gutter, wide outside lanes with sidewalks (3-B)
New Walkertown Road (US 311) <i>(Carver School Rd – Northern Beltway [Eastern Section])</i>	2 lanes	2,400 – 4,800	4,800 – 7,000	15,300 – 15,800	24 - 52	3-lanes, curb & gutter, wide outside lanes with sidewalks (3-B)
Old Walkertown Road <i>(Old Rural Hall Rd – Northampton Dr)</i>	2 lanes	9,100 – 12,000	12,300 – 15,200	15,300	22 - 26	3-lanes, curb & gutter, wide outside lanes with sidewalks (3-B)

Old Hollow Road (<i>Baux Mountain Rd – Germanton Rd [NC 8]</i>)	2 lanes	8,000 – 11,000	13,000	15,300	23 – 30	2-lanes, curb & gutter with bike lanes and sidewalks (2-E)
Minor Thoroughfares	Description	2013 Average Daily Traffic	2035 Estimated Volume	Current Road Capacity	Road Width	Future Cross-Section
Beeson Dairy Road (<i>Old Belews Creek Rd – Northampton Dr</i>)	2 lanes	3,200 - 2,800	2,400 - 3,100	13,800	22	2-lanes, curb & gutter with bike lanes and sidewalks (2-E)
Davis Road (<i>Old Walkertown Rd – Old Hollow Rd [NC 66]</i>)	2 lanes	3,000	3,900	15,300	21	2-lanes, curb & gutter with bike lanes and sidewalks (2-E)
Lansing Drive (<i>N. Liberty St – Carver School Rd</i>)	2 lanes	6,200	15,300	15,300	24	2-lanes, curb & gutter, with parking on one side (2-H)
Motor Road (<i>US 52 – Carver School Rd</i>)	2 -3 lanes	30 – 3,800	2,400 – 8,000	13,800 – 19,500	20 - 22	3 lanes, curb and gutter, wide outside lanes with sidewalks (3-B)
Northampton Drive (<i>Beeson Dairy Rd – Old Walkertown Rd</i>)	2 lanes	2,000 – 3,700	2,400 – 4,600	13,800 – 15,800	21 - 22	2-3 lanes, curb and gutter, with bike lanes, wide outside lanes with sidewalks (3-B)(2-E)
Oak Summit Road (<i>Germanton Rd [NC 8] – Old Rural Hall Rd</i>)	2 lanes	5,300 – 5,800	8,000 – 8,300	13,800	60	3 lanes, curb and gutter, wide outside lanes with sidewalks (3-B)
Ogburn Avenue (<i>Akron Dr – Oak Summit Rd</i>)	2 lanes	1,400 – 2,700	1,600 – 4,000	13,800	20	3 lanes, curb and gutter, wide outside lanes with sidewalks (3-B)
Old Belews Creek Road (<i>Beeson Dairy Rd – Williston Rd</i>)	2 lanes	2,900	2,700	15,300	20	2-lanes, curb & gutter with bike lanes and sidewalks (2-E)
Old Rural Hall Road (<i>Old Walkertown Rd – Old Hollow Rd [NC 66]</i>)	2 lanes	2,000 – 11,000	600 – 11,900	13,800	21 - 22	3 lanes, curb and gutter, wide outside lanes with sidewalks (3-B)
List of Existing Collector Streets						
Airport Road		Northampton Drive		Starmount Drive		
Brown Street		Drive		Three Hills Drive		
Butterfield Drive		Novack Street		Tise Avenue		

Chelmsford Drive
Dippen Road
Dolphin Drive
Gaither Road
Huff Circle
Jordan Drive
Kapp Street
Kittering Lane
Lansing Drive
Legare Drive
Myer Lee Drive

Oak Ridge Drive
Old Belews
Creek Road
Parrish Road
Phelps Drive
Pine View Drive
Pleasant View
Drive
Sandusky Street
Silver Chalice
Drive

Tulip Drive
Westmoreland Drive
White Rock Road
Whitter Road

Appendix C. Guidelines for Converting Existing Homes to Office or Commercial Uses

Converting homes to office or commercial uses can provide a way to re-use existing residential structures along roads where increased traffic, road expansions, or other changes have made an area less suitable for single-family residential uses. Converting these existing structures allows a neighborhood to accommodate changing land use demands while still retaining the residential scale and character of the area. The following recommendations will help these conversion projects fit in with the existing neighborhood context:

Existing Buildings

- The current, street-facing building entrance should be retained as the primary entrance to the structure.
- The exterior appearance of existing single-family structures should be kept as intact as possible to preserve the residential character of the neighborhood.
- Porches on existing buildings should be kept open where possible. If enclosure is necessary, transparent materials, such as glass or screening, should be installed behind the original railings and/or columns.
- Incorporate accessible design features (such as wheelchair ramps) so that they have minimal visual impact on the existing structure.
- Exterior stairs may have a negative impact on the character of the neighborhood. Where exterior stairs are required, they should be located to the side or rear of structures and integrated into the overall building design.

New Buildings

- New residentially-scaled office buildings in areas of home office conversions should be no larger than 4,000 square feet in size.

Parking

- Parking should be located to the side or rear of the building where possible, and screened from view of any nearby residential development.
- On corner lots, parking on the street side corner of the lot should be avoided.
- Parking lots should be designed to minimize their effects on the existing streetscape. Large expanses of paving should be divided into smaller areas through the use of parking lot landscaping.
- Retain existing vegetation, such as mature trees, and incorporate them into the parking lot design where possible.
- Minimize curb cuts and share driveways with adjoining sites where possible.
- Include cross-access with adjacent properties where possible.

Lighting

- An appropriate amount of indirect lighting is recommended. Lighting fixtures should not cast direct light on adjacent property.

Site Amenities

- Site furnishings such as bollards, seating, trash containers, tree grates, special features, fencing and pedestrian level are recommended to enhance the character of the development.

Outside Utility Areas

- All outside storage, waste disposal, and loading areas should be screened from view. All utility, heating, ventilation and air conditioning units should be located where they will have the least impact on the aesthetic character of the development.

Landscaping

- Landscaping should be used to buffer the site from existing residential development.
- Landscaped areas should be properly maintained.

Appendix D. Guidelines for Office/Low-Intensity Commercial Developments

Office/low-intensity commercial developments can serve as an appropriate transition between more intense commercial areas and residential neighborhoods. These areas provide needed retail services to area residents while preventing the development of more impactful commercial establishments such as auto repair shops, gas stations, and restaurants with drive-throughs. The following recommendations will help office/low-intensity commercial projects fit in with their surrounding context:

Building Placement

- New buildings should front the street to create a continuity of building facades along a corridor. The main entrances to buildings should be on the street fronting facade.

Architectural Detailing

- New structures should match the proportions and scale of existing structures, and reflect existing patterns in the built environment.
- Building façade details such as porches, columns, windows, balconies, and awnings should be included to enhance the pedestrian environment. Solid walls and blank exterior facades should be avoided.
- Where possible, display windows on the street level should be included.
- The visual bulk of larger buildings may be reduced by articulating the façade.

Parking

- Parking should be located to the side or rear of the building where possible, and screened from view of any nearby residential development.
- On corner lots, parking on the street side corner of the lot should be avoided.
- Parking lots should be designed to minimize their effects on the existing streetscape. Large expanses of paving should be divided into smaller areas through the use of parking lot landscaping.
- Retain existing vegetation, such as mature trees, and incorporate them into the parking lot design where possible.
- Minimize curb cuts and share driveways with adjoining sites where possible.
- Include cross-access with adjacent properties where possible.

Lighting

- An appropriate amount of indirect lighting is recommended. Lighting fixtures should not cast direct light on adjacent property.

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Outside Utility Areas

- All outside storage, waste disposal, and loading areas should be screened from view. All utility, heating, ventilation and air conditioning units should be located where they will have the least impact on the aesthetic character of the development.

Landscaping

- Landscaping should be used to buffer the site from existing residential development.

- Landscaped areas should be properly maintained.

Appendix E. Guidelines for Institutional Expansions

Institutional uses, such as schools, churches, community health clubs and organizations, nonprofit agencies, and governments, are often integrated into surrounding residential neighborhoods. For this reason, institutions seeking to expand their facilities need to carefully examine how their plans may impact nearby residences. Institutions are valued land uses and should be permitted to grow; however, a balance between existing neighborhoods and institutional uses, which often serve a larger community, should be maintained.

Institutional expansion in established neighborhoods may be more expensive as site options are likely to be more limited than in undeveloped areas, and may sometime necessitate creative solutions. Adaptive rehabilitation of existing structures, construction of sub-floors or underground parking, establishment of satellite facilities or parking areas, and development of multiuse or shared facilities may be necessary to grow compatibly with surrounding neighborhoods. The following guidelines are meant as a starting point when institutions are considering expansion.

GENERAL RECOMMENDATIONS

- Institutions are strongly encouraged to involve community residents, neighborhood associations, and City/County staff in the development of their master plans.
- Prior to seeking property rezoning, special use approvals, demolition permits, or major building permits, area institutions should work with neighborhood associations and residents to discuss the proposed project. In the absence of an association or organization of neighbors, institutions should contact and work with immediate and peripheral property owners that may be effected by proposed work.
- When condemnation of property for acquisition or expansion is considered, an open public process should be initiated by the public entity in conjunction with local government prior to any decision to condemn property. All public entities capable of condemnation should follow an open public review process inclusive of local, State, and federal government; local schools and public learning institutions; and collective development authorities.
- Application of the Limited Campus Use (LCU) provision of the UDO is preferred as an alternative to rezoning to the Campus (C) District when institutions desire to expand into nearby residential areas. LCUs are residential and office uses associated with institutions that generate limited traffic and have minimum impacts on surrounding neighborhoods. They are permitted in residential zoning districts with conditions to assure that new uses are compatible with surrounding uses.
- Rezoning of residential property for higher density residential or nonresidential institutional development should be considered only when appropriate vacant or underutilized land is not available, when vacant or underutilized nonresidential buildings are not available, or when the area is not a part of an established neighborhood.
- Reuse of existing structures is strongly encouraged. Historic structures, particularly those designated as local historic landmarks, should be adaptively reused or relocated to an appropriate site in the neighborhood.
- Rehabilitation of existing structures, particularly when those structures are historic in nature, should focus on maintaining the historic character of the structure and its surroundings. This should include limited use of artificial or replacement components (such as artificial sidings, windows, etc.); avoidance of enclosing or removing original porches or vestibules; and retention of significant architectural features such as dormers, columns, rails, window and door details, and chimneys.
- Conversion of public parkland for exclusive use by private institutions is strongly discouraged.
- Before considering the addition of new parking areas and locations, institutions should work with the neighborhood and other adjacent institutions to determine the ability for timesharing parking areas.
- The construction of compatible parking decks is preferable to multiple or large expanses of surface parking.
- On-street parking in residential areas should be designed to better accommodate non-institutional residents. The establishment of permitted parking and time limits for parking should occur wherever institutional uses affect

residential streets. Enforcement of parking restrictions should be a task of institutional security operations in addition to governmental enforcement measures.

- Road or alley closures to accommodate institutional expansions should only be considered after a thorough public review process and only if the road closure will not isolate portions of a neighborhood, will not remove a traditionally significant access point into an area, or will not result in historic structures being removed from their street-oriented context.

SITE DESIGN RECOMMENDATIONS

- Site design should repeat site patterns already established in the neighborhood, retain existing positive features (trees, stone/brick walls, substantial shrubbery) whenever possible, and retain mature trees.
- Oversized structures or intense uses should be located away from residential areas or screened with vegetation.
- Operational facilities associated with institutions should be designed and maintained to the same standards as public areas when located in neighborhoods or are visible from roadways.
- Service components, such as trash dumpsters, mechanical equipment, and loading docks, should be screened from public view.
- Heat pumps, air conditioners, and other noise producing equipment should be chosen for quiet operation. To limit effects on surrounding residential uses, equipment should be located away from residential uses (such as on the top of structures) or surrounded by vegetation.
- Parking areas should be located to the rear or to the sides of buildings and should be attractively screened with fences and plantings designed to be compatible with the surrounding neighborhood. Large expanses of paving should be divided into smaller components with interior planting areas and alternating materials (brick paver areas, staining, etc.).
- Sidewalks should be maintained for safety and their widths and materials should blend with the neighborhood.
- Public street furniture and lighting fixtures should be designed to blend with or enhance the surrounding streetscape. The use of period lighting is encouraged over contemporary street lighting when placed in historically designated areas.
- Fences and walls should use traditional materials, such as brick, stone, cast iron, or wood. The height, scale, design and location of fences or walled areas should not adversely affect the character of the surrounding area (such as chain link fencing, razor wire, or exposed concrete block). Fences or walls that create a fortress-like environment are strongly discouraged.

NEW CONSTRUCTION RECOMMENDATIONS

New construction adjacent to residential areas should complement the character of the surrounding neighborhood. The following guidelines should be followed:

- New construction should conform to established spacing and lot coverage patterns of the neighborhood whenever possible.
- Setbacks for new construction should be consistent with existing buildings on the street. The setback should be within 20 percent of the average setback along the block.
- New construction should face the same direction as existing buildings on the block.
- The height of new construction should be consistent with existing structures on the block. The height should be within 30 percent of the average height of structures in the block.
- The scale of new construction should be compatible with surrounding structures in the neighborhood.
- New construction should be compatible in basic shape and form with surrounding buildings on the street.
- Roof form and pitch should be similar to that of surrounding buildings on the block; roofing materials should be compatible with those of surrounding buildings.
- Architectural design components (cornices, lintels, foundations, window patterns) should provide a sense of unity and cohesion with the surrounding buildings on the street.
- Exterior materials (such as wood, brick, stone, and stucco) and textures should be compatible with surrounding buildings. Modern materials may be used as alternatives to prevalent traditional materials; however, oversized brick, exposed concrete blocks, glass block, and plate glass walls should be avoided if such materials are not prevalent on surrounding structures. Exterior colors should blend with surrounding natural and built features.

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