

DORAL DRIVE/REYNOLDA ROAD INTERCHANGE PLAN



DRAFT



Stauber Farm



John Henry Kapp House

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Lake Hills Homeowners Association Private Open Space



Mill Creek Number 3

INTRODUCTION

Northern Beltway Interchange Plans

The North Carolina Department of Transportation is currently constructing a multi-lane, 34.5-mile freeway, which will encircle the northern part of Winston-Salem. The Winston-Salem Northern Beltway will ultimately include 12 interchanges that will connect the highway to intersecting streets and adjacent small towns. Construction of the Winston-Salem Northern Beltway is divided into three major phases, as shown in **Table 1** below and **Map 1** on page 3.

Table 1. Northern Beltway Sections, Phases, and Schedule		
Eastern Section [U-2579]		
Section	Phases	Schedule
US 421 (Salem Parkway) to US 311 (I-74)	1. US 421 (Salem Parkway) to I-40 [U-25979AB]	2021 - Let Date
	2. I-40 to US 311 (I-74) [U-2579AA]	2021 - Let Date
US 421 (Salem Parkway) to University Parkway	1. US 421 (Salem Parkway) to US 158 Reidsville Road) [U-2579B]	2020 - Completion
	2. US 158 (Reidsville Road) to US 311 (New Walkertown Road) [U-2579C]	2021 - Estimated Completion
	3. US 311 (New Walkertown Road) to University Parkway [U-279D, E, F]	2021 - Estimated Completion
Western Section [R-2247]		
Section	Phases	Schedule
Interchange at US 52 (Future I-74) to US 158 (S. Stratford Road)	1. Interchange at US 52 (Future I-74) [R-2247EB]	2022 - Estimated Completion
	2. Interchange at US 52 (Future I-74) to Reynolda Road (NC 67) [R-2247EA]	2022 - Let Date
	3. Reynolda Road (NC 67) to Robinhood Road [R-2447D]	2025 - Let Date
	4. Robinhood Road to south of US 421 interchange [R-2247CA, CB]	2026 - Let Date
	5. South of US 421 interchange to south of I-40 interchange [R-2247B]	2027 - Let Date
	6. South of I-40 interchange to US 158 (Stratford Road) [R-2247A]	2028 - Let Date

Sources: NC Dept. of Transportation, 2020-2029 State Transportation Improvement Program (STIP), January 2020.

The City-County Planning Board has commissioned a series of beltway interchange plans to ensure the surrounding areas develop appropriately once the interchanges open. Beltway interchange plans build upon the recommendations in recently adopted area plan updates, while utilizing design principles to create interchange development recommendations.

Interchange plans provide land use, transportation, and perhaps most importantly, design guidance to illustrate and facilitate development in an appropriate manner. More specifically, interchange plans define the intensity and arrangement of appropriate land uses, identify infrastructure needs, and provide general design guidelines for development. These plans include collaboration between citizens, stakeholders, the North Carolina Department of Transportation, and the Winston-Salem Department of Transportation.

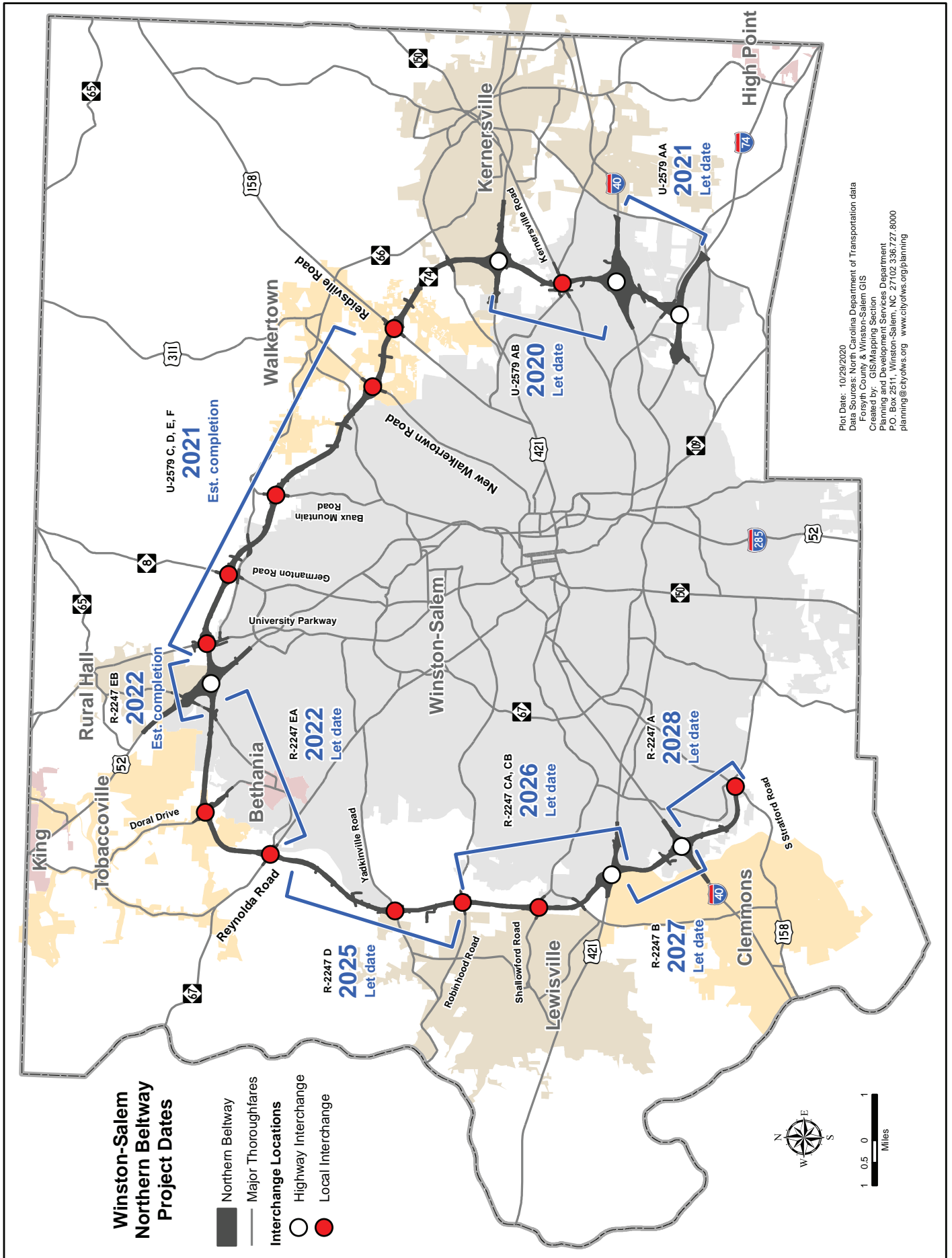
Generally, an interchange plan:

- Involves community stakeholders in developing a long-term vision for the interchange.
- Defines policies and actions that guide how the interchange is developed.
- Provides design guidance for the interchange area.
- Recommends future infrastructure improvements for the street network, sidewalks, including bike and pedestrian improvements.

The most recent interchange plan, the *US 158/Northern Beltway Interchange Plan* was adopted in 2020. The *Doral Drive/Reynolda Road Interchange Plan* is the second interchange plan in the series of beltway interchange plans expected to be prepared over the next several years. However, these are not the first interchange plans to be prepared by the City/County Planning Board. Development guides for three interchanges (US 311/Ridgewood Road, Union Cross Road, and NC 66) along the recently completed I-40 were adopted in the early 1990s. A beltway interchange plan for the proposed Kernersville Road/Northern Beltway interchange was prepared and incorporated into the original *Southeast Suburban Area Plan*, adopted in 2009.



Long Creek Park



Map 1. Northern Beltway Phases with Estimated Construction/Let Dates

Interchange Plan Process

This plan expands on the recommendations already included in the *North Suburban Area Plan Update* (adopted in 2014), *West Suburban Area Plan Update* (adopted in 2018), and the *Tobaccoville Area Plan Update* (adopted in 2013), particularly those recommendations related to design and appearance. The interchange plan process includes a variety of methods for engaging community stakeholders and collecting feedback at four project stages.

These stages are:

- Assessing existing conditions and identifying focus areas
- Developing a design strategy and completing a site analysis
- Developing a design vision
- Reviewing design vision

These four stages are explained in detail on the following pages.

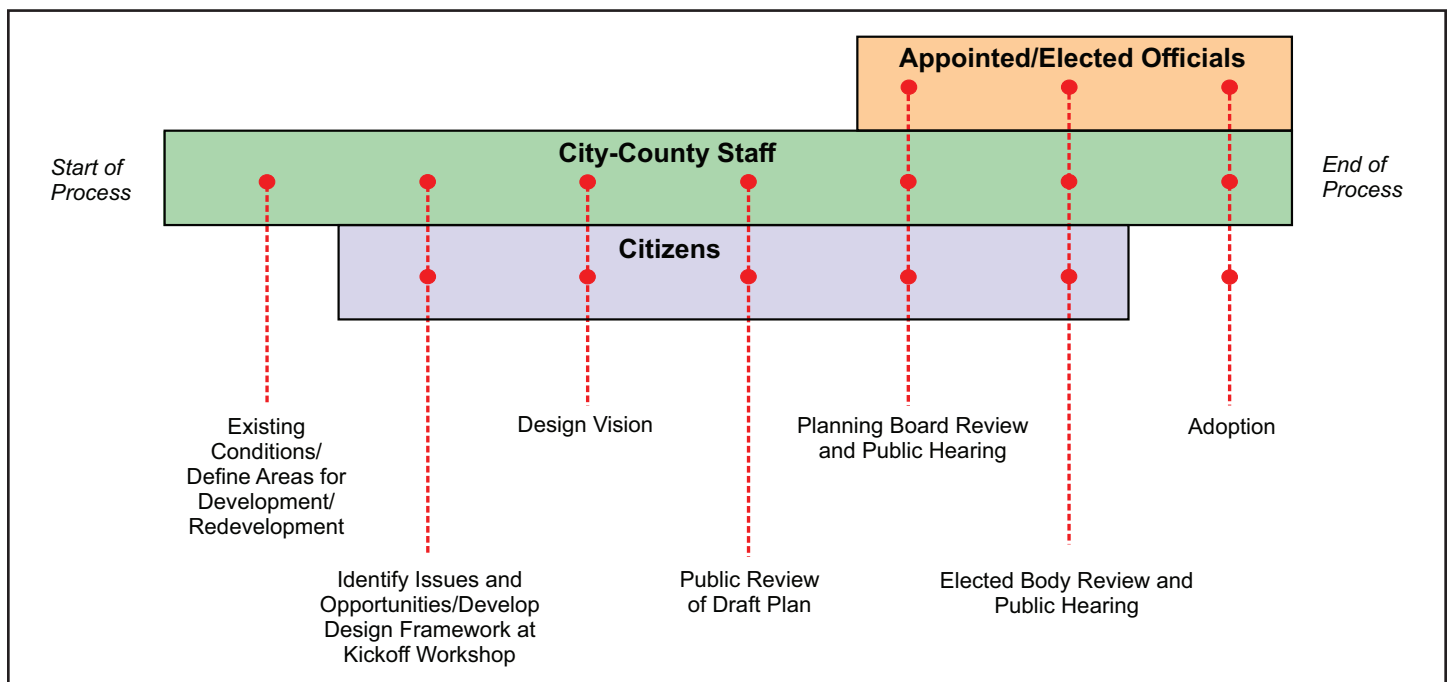


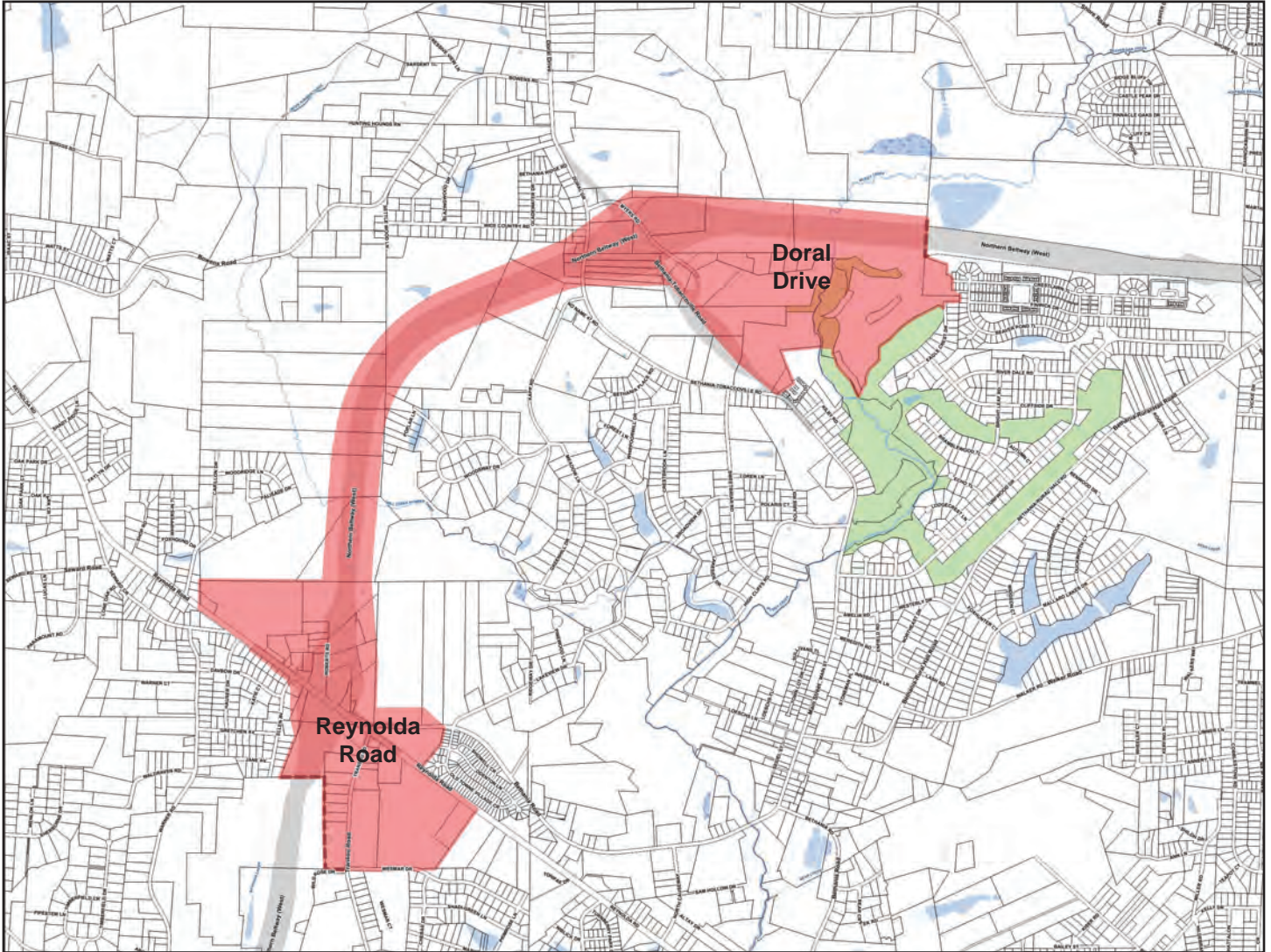
Figure 1. Interchange Plan Process

Public Input Process

The community kickoff meeting for the interchange plan was held on January 30, 2020. Residents provided input on how they would like the selected locations near the interchanges to develop (see **Appendix**). Community feedback from the kickoff meeting was used to prepare site design concepts for properties located near the two interchanges. The site designs were presented at a second meeting via Zoom on September 2020. Site design concepts were revised and finalized prior to the plan adoption process.

Doral Drive/Reynolda Road Interchange Plan Boundary

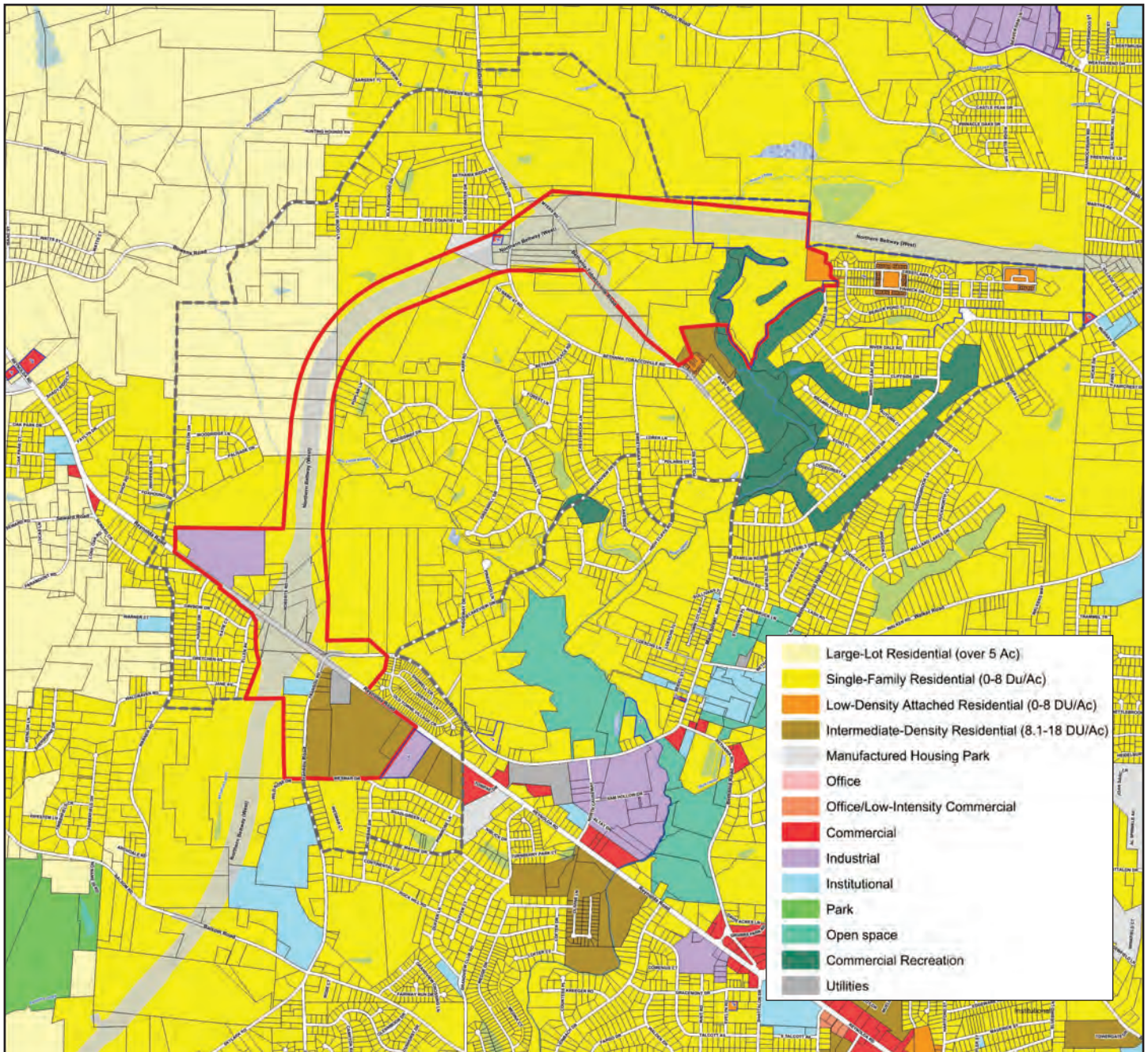
The Doral Drive/Reynolda Road Northern Beltway Interchange Plan Area includes two Northern Beltway Interchanges located in close proximity, Doral Drive and Reynolda Road (see **Map 2**). This plan looks at the area surrounding both of these interchanges to provide recommendations for future development.



Map 2. Doral Drive/Reynolda Road Interchange Plan Boundary

Proposed Land Use

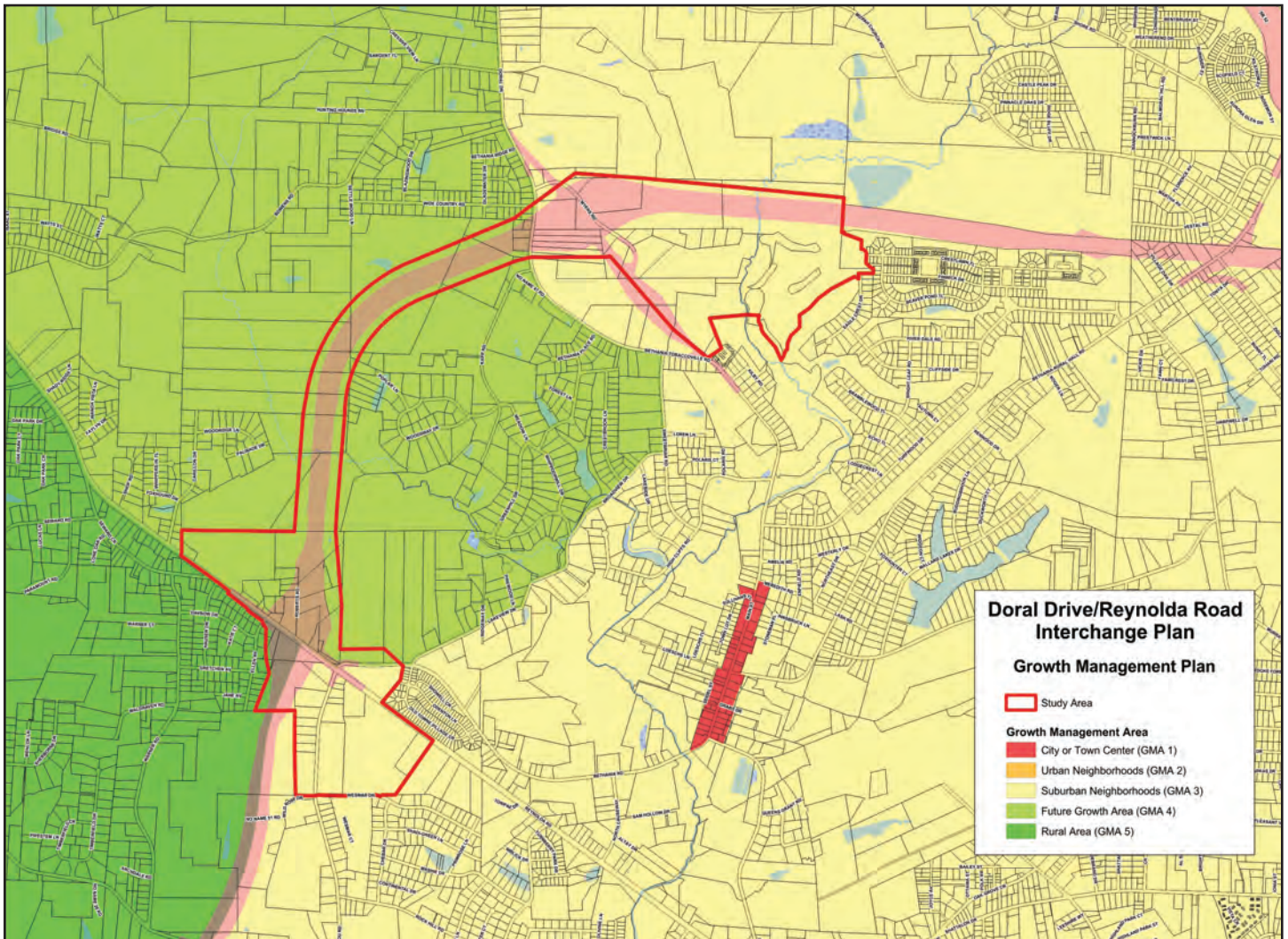
The land uses proposed for the interchange plan area were established by the adopted area plans: The *North Suburban Area Plan Update*, the *West Suburban Area Plan Update*, and the *Tobaccoville Area Plan Update*. The vast majority of the interchange planning area is proposed for single-family residential uses, with higher-density residential proposed for two small areas near the Doral Drive Interchange and a large area near the Reynolda Road Interchange. An industrial land use is proposed on Reynolda Road (see **Map 3**).



Map 3. Doral Drive/Reynolda Road Interchange Plan Proposed Land Use

Growth Management Plan

Legacy 2030's Growth Management Plan defines a series of specialized areas, each having specific characteristics. In the Growth Management Plan (see **Map 4**) the entire Doral Drive Interchange is designated as Suburban Neighborhoods, Growth Management Area (GMA) 3; the southern portion of the Reynolda Road Interchange is designated as Suburban Neighborhoods, GMA 3, while the northern portion is designated as Future Growth Area, GMA 4.



Map 4. Doral Drive/Reynolda Road Interchange Growth Management Plan

DESIGN

Doral Drive Interchange

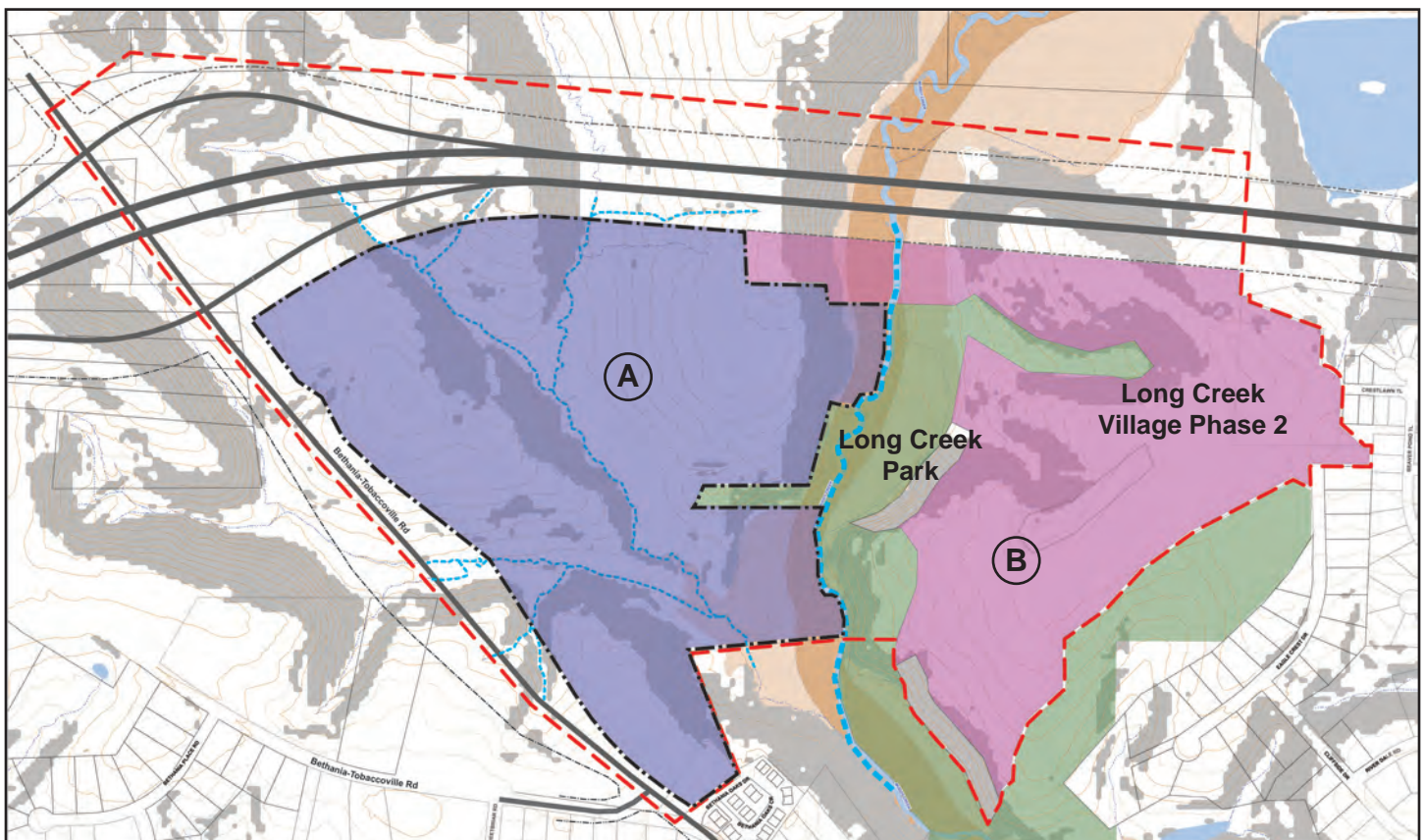
Existing Character

The general area has a suburban/rural character with established residential subdivisions, larger residential lots, and limited development. Most of these residences are of a ranch style, with a few manufactured homes. There is also a mixed use development, Long Creek Village, with a mixture of single-family houses and townhomes. Long Creek Park provides passive recreation opportunities in the area and open space. There is little or no street connectivity between adjacent developments. The area also lacks sidewalks and safe paths for cyclists.

Interchange Plan Boundary

An interchange plan typically takes into consideration all four quadrants of an interchange. However, properties located north of the beltway, including an existing single-family development and a working farm within the Village of Tobaccoville, are proposed to remain as a single-family land use. The southwest quadrant includes a Local Historic Landmark, the Samuel B. Stauber House and Barn, with limited land available for future development. Therefore, this plan only provides a design vision for the southeast quadrant of the Doral Drive/Northern Beltway interchange.

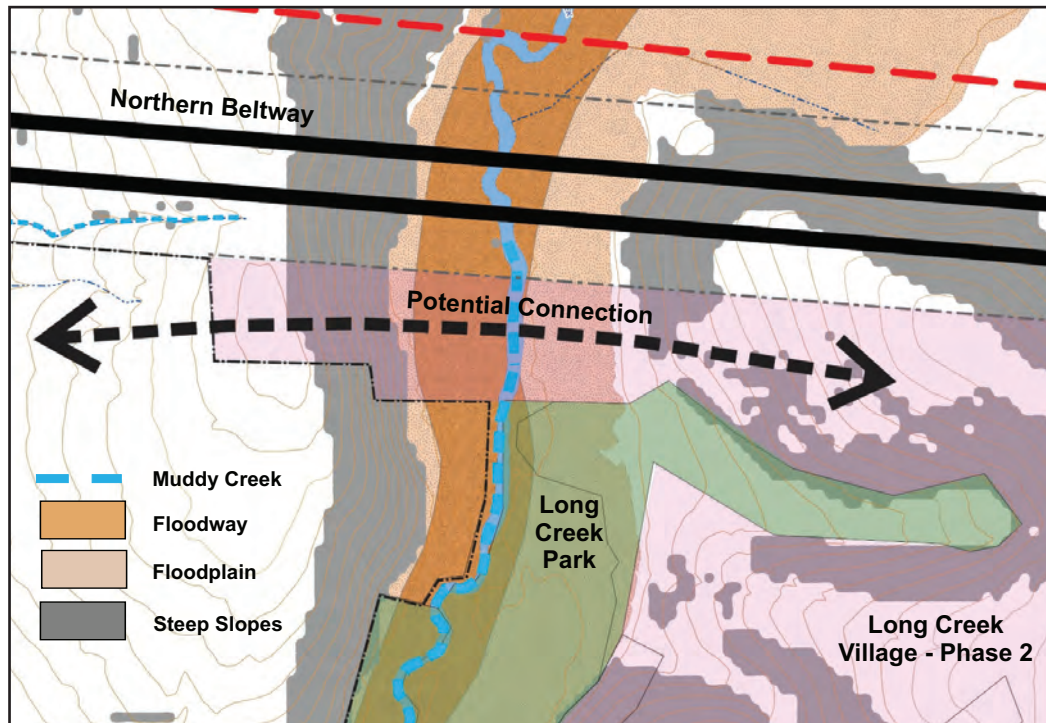
The plan area is divided into two sections by the City's newly acquired Long Creek Park and Muddy Creek (see **Map 5**). The interchange plan will focus on the western portion of this site along Bethania-Tobaccoville Road (**section A** on **Map 5**). Long Creek Village – Phase 2 (**section B** on **Map 5**) is included due to neighborhood concerns about an approved site plan for a townhouse development with limited access to a collector road. At various public meetings, citizens have asked about the feasibility of providing access through the plan area to Bethania-Tobaccoville Road for this phase of Long Creek Village.



Map 5. Doral Drive/Northern Beltway Interchange Area

Potential Connection to Long Creek Village

A portion of the Long Creek Village property is located west of Muddy Creek in the northern portion of the plan area. A road connection at this location to provide an additional access to Long Creek Village off the Northern Beltway appears challenging. This new road will have to cross the Muddy Creek floodplain and climb a steep slope greater than 20%. The design concept could leave open the possibility to make this road connection if it is deemed feasible in the future.



Map 6. Potential Connection to Long Creek Village

Street Connectivity

Street connectivity is an important element in reducing congestion on the local street network. Where it is feasible, connectivity has been incorporated into many developments in the community. Traditionally, developers have not been expected to provide a connection in situations where it would cause a significant expense, such as making a crossing over a creek. However, in certain situations making a street connection, even if it includes an expense such as a creek crossing, can significantly reduce the travel times of residents in an area. In such cases, all reasonable options to create such connections should be explored.

Without building a connection over Muddy Creek to the existing Long Creek Village neighborhood as described in this plan (see **Map 6**), development in the northern section of the plan area could only be accessed from Bethania-Tobaccoville Road. Having a single access point for development could have a negative effect on traffic on this road and could also trap residents in their homes if an emergency happened near this access point. Not constructing this connection would also mean that Turfwood Drive would remain the only connection into the Long Creek Village neighborhood, as no other opportunities for connectivity exist between the neighborhood and the surrounding area. All traffic from this development currently exists onto Turfwood Drive, and traffic at this location is likely to increase without a second connection, as an additional phase of Long Creek Village has yet to develop.

To help with situations such as the one described above, this plan recommends that the City explore funding mechanisms to help realize creek crossing connections. Examples of potential mechanisms include a bond referendum or designating a percentage of property taxes to assist developers with the cost of installing road infrastructure.

Design Strategy

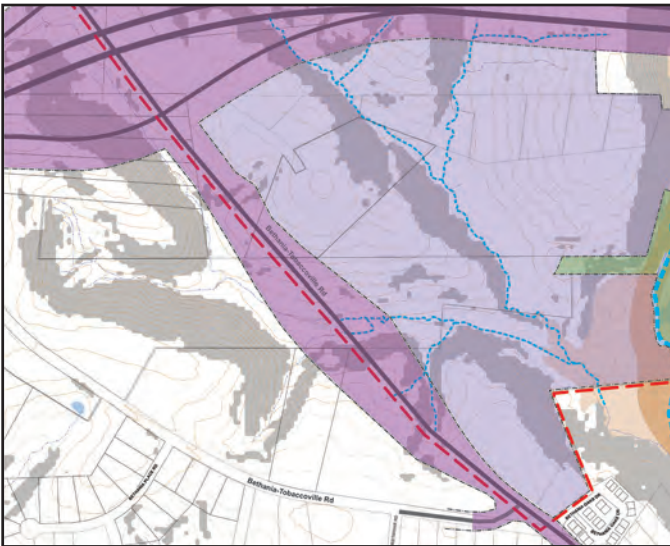
At the kickoff meeting in January 2020, citizens provided a general development strategy for this plan area.

- Streetscape Treatment: Maintain rural character/feel by setting residential development back from the road and adding fencing, trees, and shrubbery.
- New Residential Character: Reflect existing development patterns, lot size, curved roads to slow the traffic, and interconnected streets. Preserve wooded areas as much as possible.
- Bike/Pedestrian: Add pedestrian/bike connections to Long Creek Park from new development. Include the Mountains-to-Sea Trail concept into the design.

Citizens also recommended transportation-related improvements such as preferred road width, existing road improvements, the addition of noise walls, and a roundabout. The **Appendix** summarizes the comments received at the kickoff meeting. Representatives of the Winston-Salem Department of Transportation and the North Carolina Department of Transportation were present at the kickoff meeting and will review these comments as they finalize the design of the street network at this location.

Site Analysis

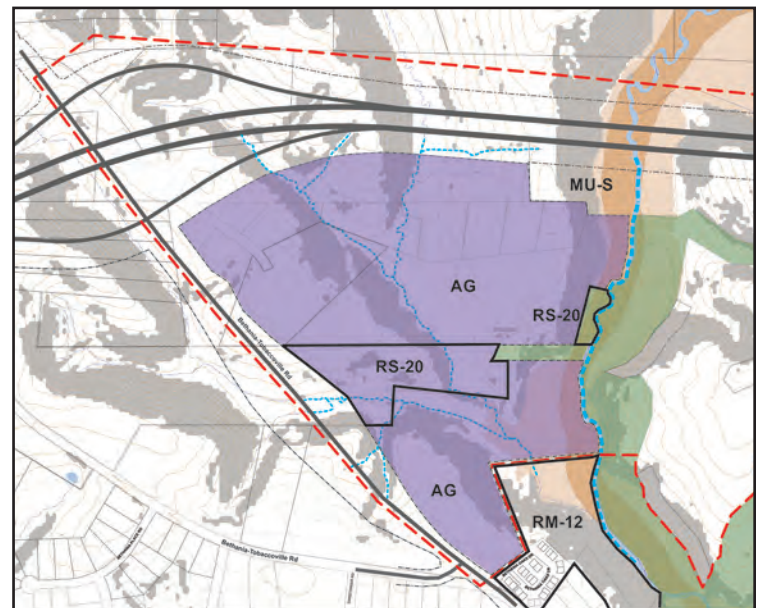
This site contains approximately 87 acres of mostly undeveloped land covered with trees. Eight dwelling units currently exist on this site, with a few areas cleared of vegetation. The first step in developing this site is to determine where the buildable areas are. Since there is limited existing development on the site, the natural environmental features such as streams, floodway, floodplain, and topography are the main determinants of where the developable areas are located. The design concept for the plan area should respond to these environmental features and incorporate them into the development.



Map 7. Proposed Right-of-Way for New Bethania-Tobaccoville Road

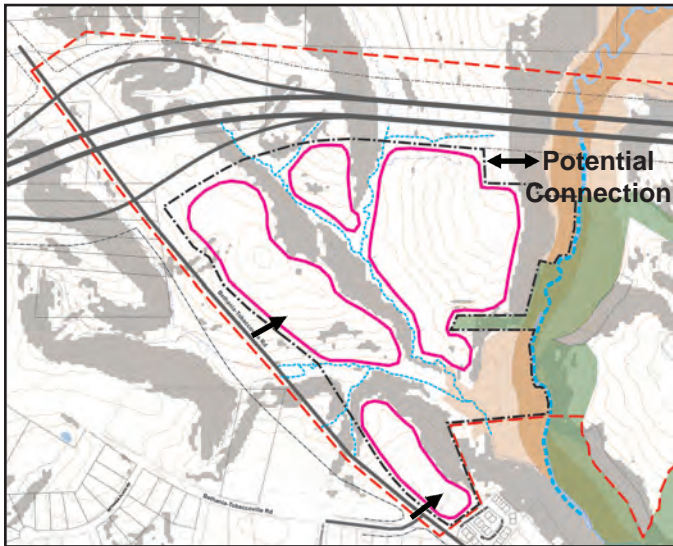
Existing Zoning: The most prevalent zoning in this area is currently Agricultural (AG District), followed by Residential Single-Family (RS-20 District) with a minimum lot size of 20,000 square feet (see **Map 8**). Adjacent to the plan area on the southern edge is a townhouse development, Bethania Oaks, and vacant land behind this development is currently zoned for Multifamily Residential at a density of twelve units per acre (RM-12).

Right-of-Way: The proposed road right-of-way (ROW) for the new Bethania-Tobaccoville Road is not uniform in width (see **Map 7**). ROW width varies, with the narrowest section located closer to the existing Bethania Oaks development. Street trees and a requested bike path/lane could be accommodated within the proposed right-of-way.



Map 8. Existing Zoning - Doral Interchange Site

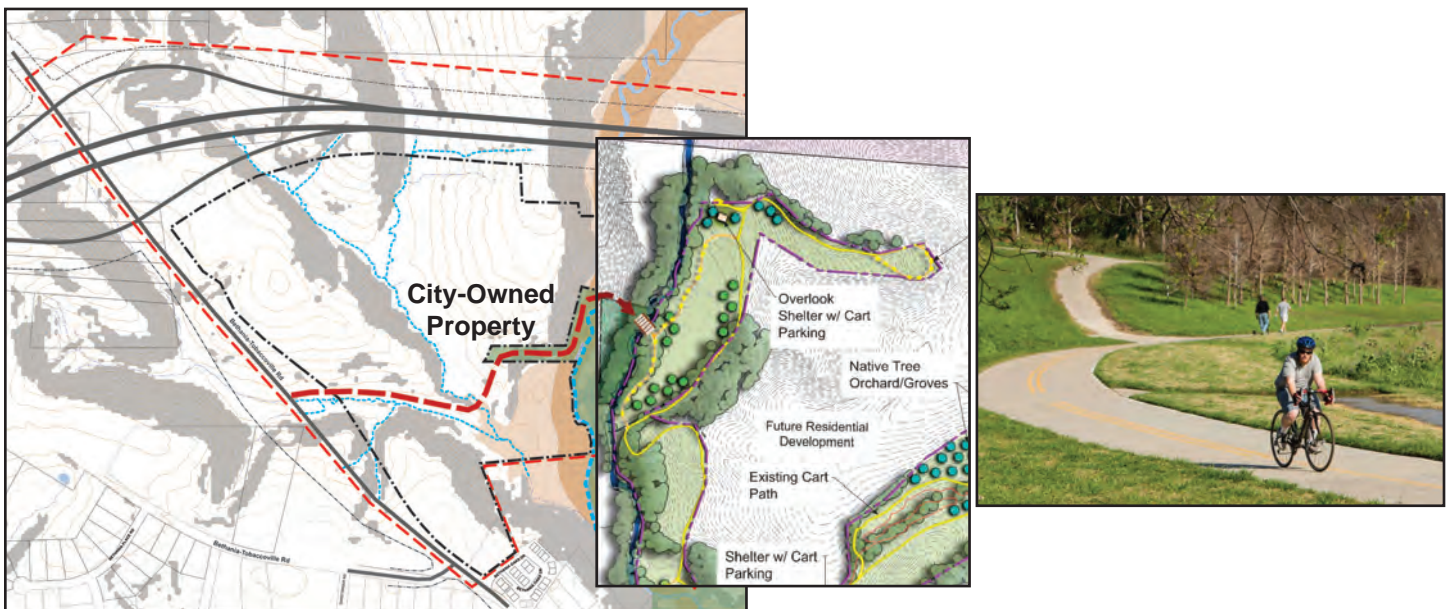
Proposed Land Uses: The majority of the interchange planning area is proposed for single-family residential uses (see **Map 2**). A small portion on the southern end, next to Bethania Oaks, is proposed for Intermediate-Density Residential (8.1 to 18 dwelling units per acre).



Map 9. Buildable Areas and Potential Access Points - Doral Interchange Site

Buildable Areas: Existing steep slopes and streams divide the overall site into four buildable areas (see **Map 9**). Three of these buildable areas to the north can easily be connected with a new road. The southern area presents connectivity challenges due to difficulties associated with a stream crossing and steep slopes.

Access Points: The number of access points to the new development should be limited to reduce conflict with traffic flow along the new road. There are two potential locations for site access points. The first one is at the intersection of the existing Bethania-Tobaccoville Road and the proposed new road to access the southern portion of the site. A second access point can be located along the new road, away from the Northern Beltway ramps, to access the upper portion of the site.



Map 10. Mountains-to-Sea Trail Connection

Mountains-to-Sea Trail: The City of Winston-Salem owns approximately 2 acres of land in the plan area located on the west side of Muddy Creek intended to provide a connection to the Mountains-to-Sea Trail (see **Map 10**). Designating an area through the development to establish a connection between Bethania-Tobaccoville Road and the City’s-owned property presents a great opportunity to connect the general area to Long Creek Park and the proposed amenities.

Sewer Availability: A sewer line is located on the west side of Muddy Creek along the eastern edge of the plan area. A proposed development at this location can easily connect to this sewer line.

Design Vision

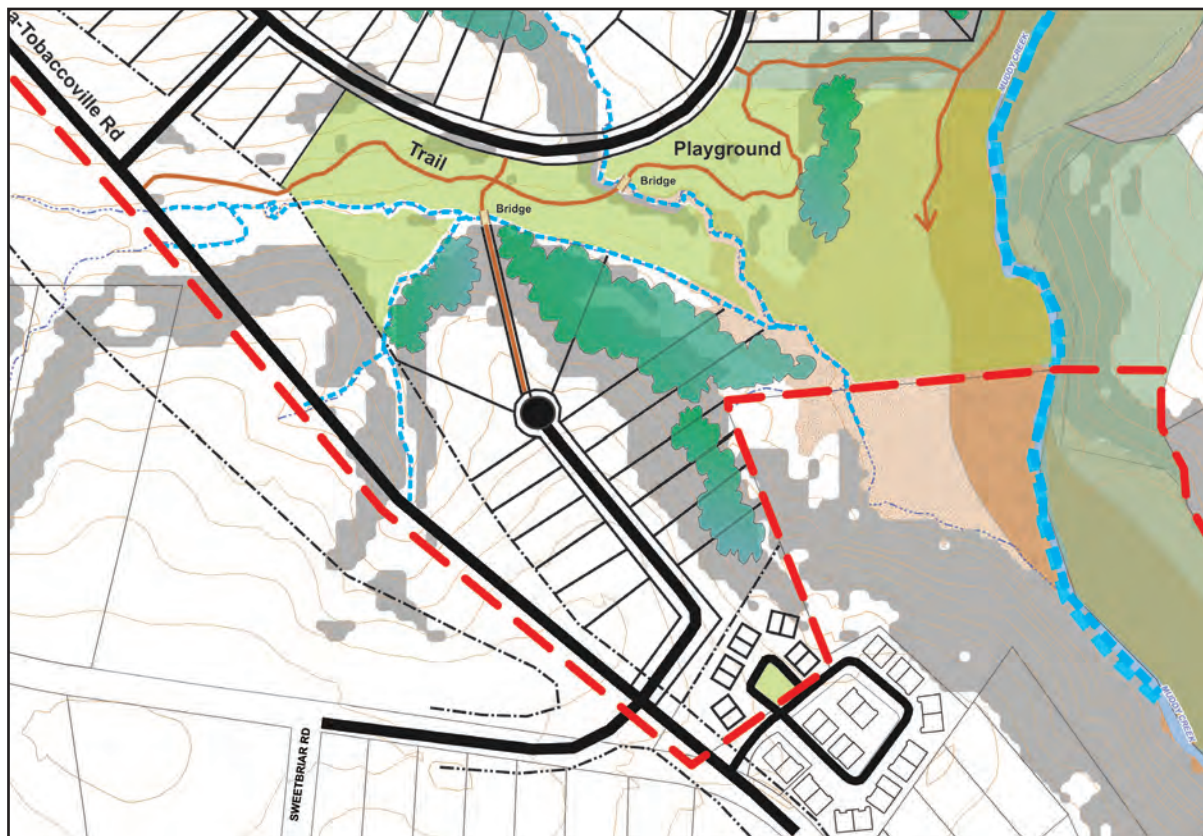
A design vision for the plan area was prepared to show how new residential land uses could be developed with a suburban form on this mostly vacant tract of land. The key elements identified by citizens attending the kickoff meeting were applied to this concept.

Based on the site analysis described before, it appears the plan area can be divided into two sections, a southern section and a northern section, separated by an area of open space containing the Mountains-to-Sea Trail. A potential playground for the development could be located in this area.

Southern Section

The site concept (see **Map 11**) for this section illustrates the following:

- A development similar to Bethania Oaks townhouses for the portion of the site that is recommended for intermediate-density residential. This new development shares the existing access to Bethania Oaks and provides an area for open space between the existing and proposed developments.
- A self-contained new single-family residential development consisting of approximately 16 lots. The access point to this development is at the intersection of the existing Bethania-Tobaccoville Road and the new road realignment.
- Lots in this section are smaller due to the environmental constraints and proximity to a denser development found in Bethania Oaks. The proposed zoning at this location is Residential Single-Family (RS-9 District) with a minimum lot size of 9,000 square feet. A sewer connection will be needed to allow for this zoning district.
- A pedestrian connection on a dedicated easement to the open space in the middle of the plan area.
- Retention of existing vegetation on the steep slopes of the site along existing streams.
- A continuous landscaped buffer on the back of the properties along the realigned Bethania-Tobaccoville Road.
- Street trees along the new road.

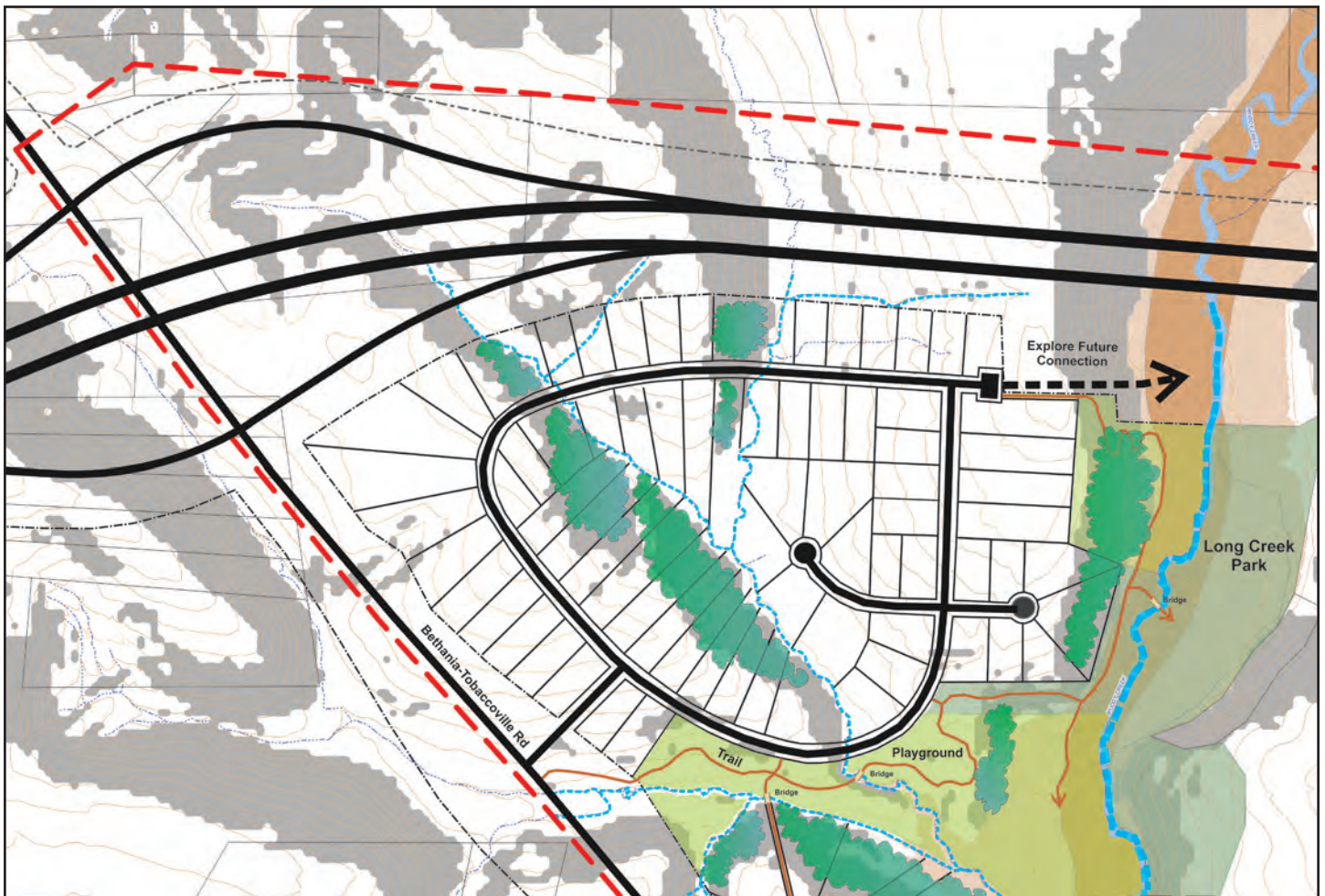


Map 11. Southern Section - Doral Interchange Site

Northern Section

The site concept (see **Map 12**) for this section illustrates the following:

- A new road proposed to circle the site with a few side roads and cul-de-sacs.
- An access point to the proposed development located approximately halfway from the existing Bethania-Tobaccoville Road and the Northern Beltway ramp.
- A connection to the Long Creek Village development if deemed feasible in the future.
- A new single-family development of approximately 73 lots. The proposed zoning at this location is Residential Single-Family with a minimum lot size of 20,000 square feet (RS-20 District). This density is similar to the density generally found in the plan area.
- Retention of existing vegetation on the steep slopes of the site.
- A continuous landscaped buffer on the back of properties along the realigned Bethania Tobaccoville Road.
- Street trees along the new road.



Map 12. Northern Section - Doral Interchange Site

Noise Walls

The preliminary design for the Doral Drive Road Interchange shows Bethania-Tobaccoville Road being raised over the beltway. Lowering the surface of the beltway at this location will provide some natural sound mitigation for the single family development proposed in the area.

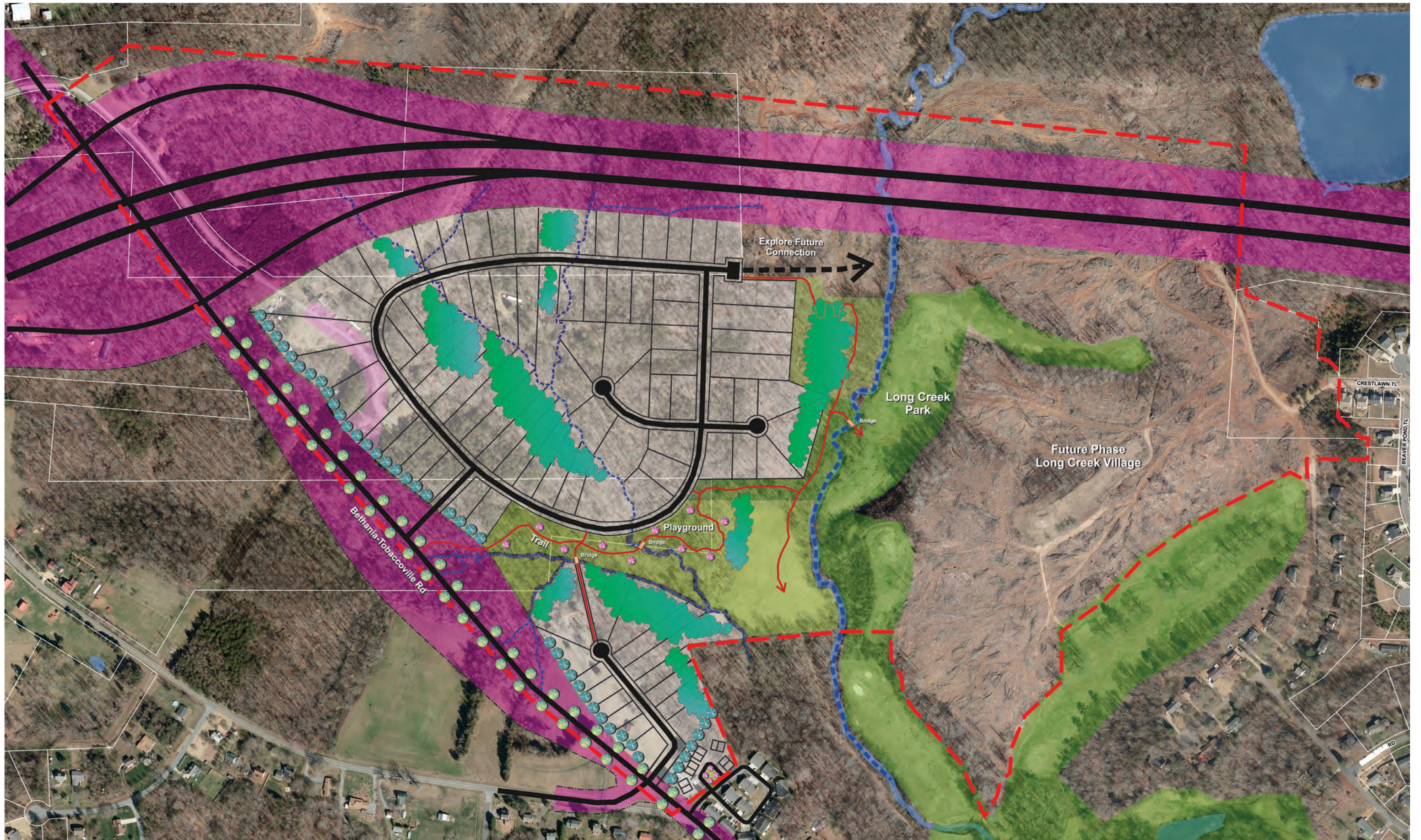
The North Carolina Department of Transportation (NCDOT) does consider the auditory impacts of new roads (such as the Northern Beltway) on residents as part of its Traffic Noise Policy. The policy states that NCDOT will discuss noise impacts and possible noise abatement options with residents at the start of the noise study process. NCDOT will present information on expected highway traffic noise and present the effects of potential noise abatement options. Agency staff will also explain how public preferences for noise abatement are solicited via a balloting process. This plan recommends that interested citizens attend future NCDOT public meetings on the development of this interchange where the specifics related to potential noise abatement measures will be discussed further.

To reduce the auditory impact on residents, this plan recommends substantial vegetative buffers be installed as part of new development adjacent to the beltway and interchange.



Examples of Vegetative Buffers

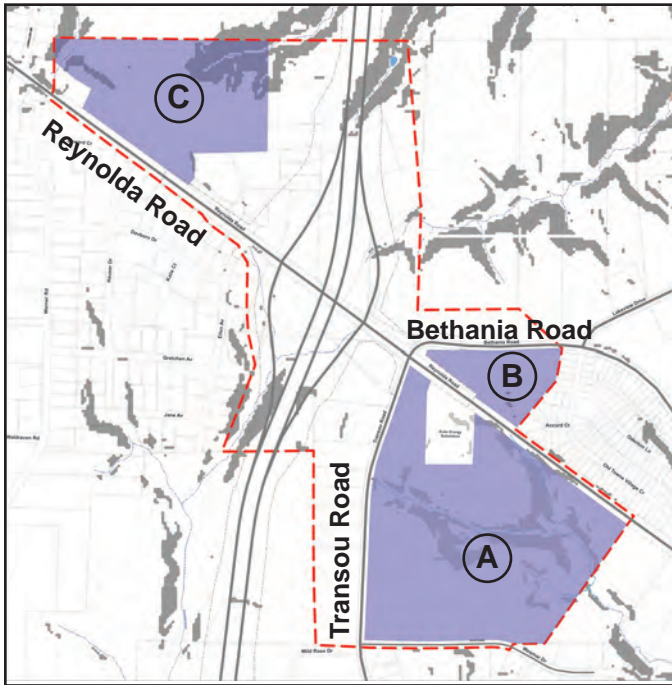
The overall site concept for the Doral Drive Interchange is shown on **Map 13**.



Map 13. Site Concept for Doral Drive Interchange Site

Map 13
11 x 17
Back

Reynolda Road Interchange



Map 14. Focus Areas - Reynolda Interchange

Existing Character

This area includes three quadrants of the Reynolda Road/Northern Beltway interchange. The area has large tracts of undeveloped land that will be under pressure for development once the interchange is completed. There is also a vacant industrial area that could be redeveloped. The general direction for future development of the three focus areas on **Map 14**, is described below:

- A: Proposed multifamily development
- B: Extension of a single-family subdivision
- C: Potential redevelopment of an industrial area

The general area has a rural character with two established single-family residential subdivisions at different densities, large residential lots, some businesses, and limited development.

Focus Areas

I – Multifamily Development Site

Design Strategy

At the kickoff meeting in January 2020, citizens provided a general development strategy for this plan area.

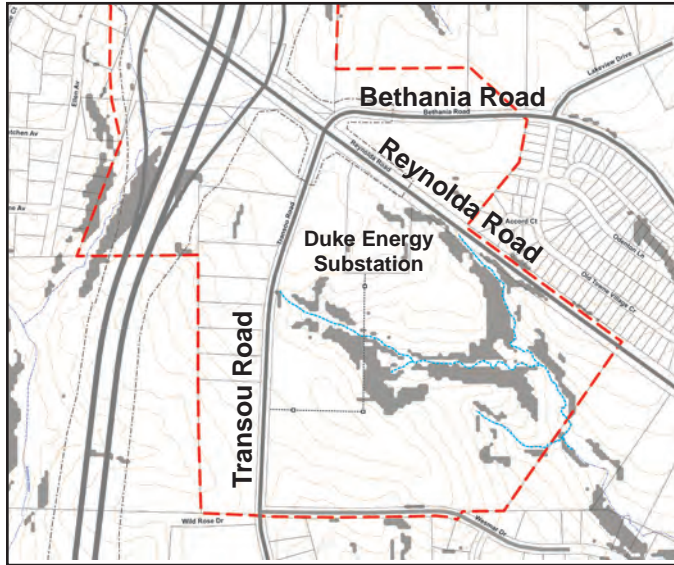
Streetscape Treatment: Make Reynolda Road aesthetically pleasant with street trees and by retaining areas of open space along the road. Use evergreen trees along Reynolda Road to screen apartments from public view.

Multifamily Area: Create a development with a mixture of apartments, townhouses, and cluster homes. Locate parking lots internally and have green spaces throughout. Keep building height at two stories.

Citizens also recommended transportation-related improvements such as road widening, road improvements, reducing the speed limit, adding noise walls, and a roundabout. The **Appendix** summarizes the comments received at the kickoff meeting. Representatives of the Winston-Salem Department of Transportation and the North Carolina Department of Transportation were present at the kickoff meeting and will review these comments as they finalize the design of the street network at this location.

Site Analysis

This site contains approximately 60 acres of mostly undeveloped land with two residential homes and a small church building. There is a Duke Energy substation in the northern portion of the site facing Reynolda Road. A transmission line from this substation runs south and west on the property (see **Map 15**).



Map 15. Environmental Features - Multifamily Site

Buildable Areas: Existing steep slopes, streams, and the transmission line divide the entire site into five different buildable areas. Three of these buildable areas are located north of an existing stream that crosses the site while the other two are located on the south side. It is important to connect all buildable areas with a road to avoid having a disjointed development (see **Map 16**).

Access Points: It is unlikely the North Carolina Department of Transportation will allow access to this site off Reynolda Road. The best option is to access the site off Transou Road and create a loop road connecting all buildable areas on the site.

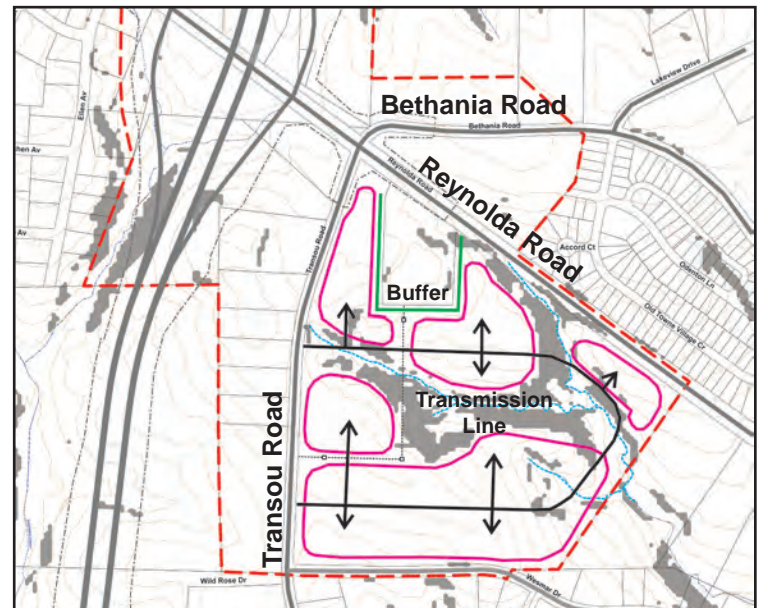
Open Space: The stream and associated steep slopes found on both sides create a natural separation of the buildable areas. This land can be used for open space to give the development a special character.

Sewer Availability: A sewer line serving the Old Towne Village subdivision is located on Reynolda Road approximately 500 feet south of the plan area. To make this multifamily development feasible at the proposed density, the sewer line will need to be extended to serve this site.

The first step in developing this site is determining the buildable areas. Since there is limited existing development on the site, the natural environment with features such as streams, floodway, floodplain, and topography is the main determinant of the location of developable areas. The design concept for the plan area should respond to the environmental features of the site and incorporate them into the development.

Existing Zoning: The majority of the site is zoned Residential Single-Family with a minimum lot size of 9,000 square feet (RS-9). A small building at the corner of Reynolda Road and Transou Road is zoned Limited Business Special Use (LB-S).

Proposed Land Use: The entire site is proposed for Intermediate-Density Residential (8.1-18 dwelling units per acre).



Map 16. Buildable Areas and Potential Road System - Multifamily Site

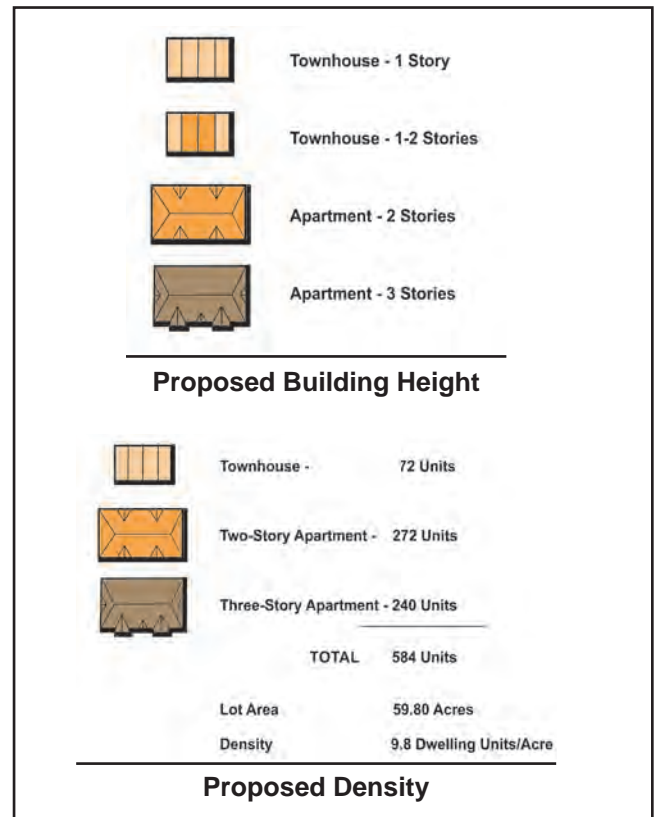
Design Vision

A design vision for the site was prepared to show how a new multifamily land use could be developed with a suburban form on this vacant tract of land. The key elements identified by citizens attending the kickoff meeting were applied to this concept. The site concept for this site illustrates the following:

- A multifamily development with a variety of buildings types including townhouses and two-story and three-story apartments at a density of approximately 9.8 dwelling units per acre (see **Map 17**).
- One-story townhouses oriented towards single-family residentially zoned land found along Wesmar Drive. One and two-story townhouses located on the next tier to the north of the townhouses facing Wesmar Drive.
- Two-story apartments facing Transou Road and also located south and east of the Duke Energy Substation.
- Three-story apartments located internally and along the eastern boundary of the site away from public streets view.
- No development facing Reynolda Road.
- A system of roads and connections through parking lots allowing access to all parts of the development.
- Access points located off Transou Road.
- Parking courts provided for the more intense portions of the multifamily development.
- A system of pedestrian trails and sidewalks connecting all parts of the development with areas for passive recreation such as gazebos and picnic areas. These trails also connect the buildings with playground areas for children.
- A clubhouse serving the development located close to Reynolda Road on the northeastern portion of the site.
- Retention of existing vegetation on the steep slopes of the site along existing streams.
- A vegetated buffer along the edges of the Duke Energy Substation.
- Street trees along Reynolda Road.



Map 17. Building Height and Density - Multifamily Site



The overall site concept for the Multifamily Development Site is shown on **Map 18**.

Attractive Multifamily Development Features



Inviting Balconies



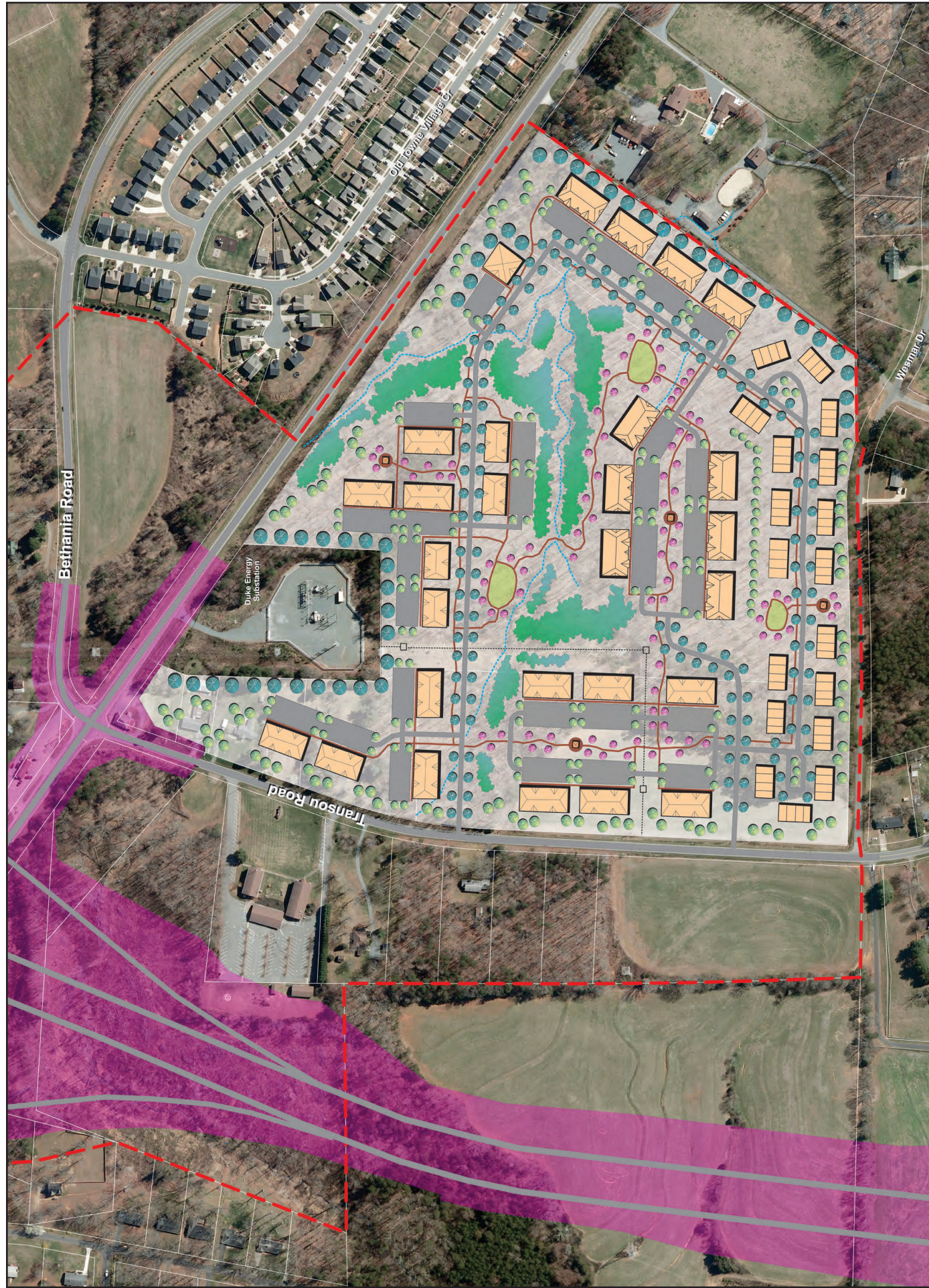
Open Space in Front of Units



Trails and Passive Recreation Space



Facade Articulation



Map 18. Site Concept for Multifamily Development Site

Map 18
11 x 17
Back

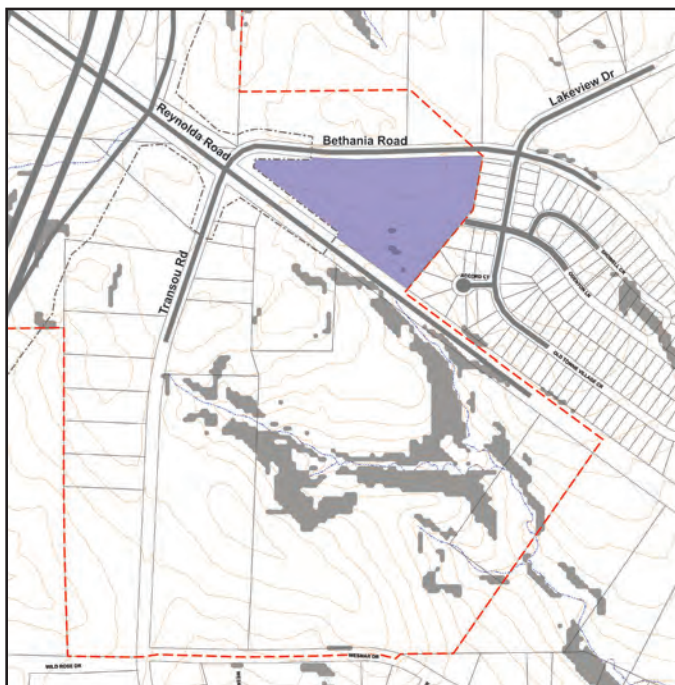
II – Single-Family Subdivision Site

Design Strategy

This particular site was not discussed in detail at the kickoff meeting on January 2020. However, it is an undeveloped tract of land in close proximity to the interchange that could be developed in the future. This plan provides a general direction for the development of this site.

Site Analysis

This site contains approximately 8.7 acres (see **Map 19**). This site is located across the proposed multifamily development along Reynolda Road and adjacent to the Old Towne Village subdivision.



Map 19. Single-Family Subdivision Site

Existing Zoning: The plan area is zoned Residential Single-Family with a minimum lot size of 9,000 square feet (RS-9).

Proposed Land Use: The plan area is proposed for Residential Single-Family development (0-8 dwelling units per acre).

Access: This corner site faces Reynolda Road and Bethania Road. Because of its proximity to the interchange, it is unlikely the North Carolina Department of Transportation will provide access to this site off Reynolda Road. In addition, the access to the existing Old Town Village Subdivision, Old Town Village Circle, is aligned with Lakeview Drive making it difficult to obtain another driveway cut along Bethania Road. The existing stud street at Odenton Lane is the most logical access point to this new development.

Sewer Availability: A sewer line on Odenton Lane ends at the property line. With the extension of this sewer line into this site, a single-family residential development of a density similar to Old Town Village is feasible.

Design Vision

A design vision was prepared for the plan area to show how a new single-family land use could be developed with a suburban form on this undeveloped tract of land. The concept for this site illustrates the following:

- An extension of Odenton Lane to access the site and cul-de-sacs to access approximately 27 lots.
- A continuation of the buffers along Reynolda Road and Bethania Road.

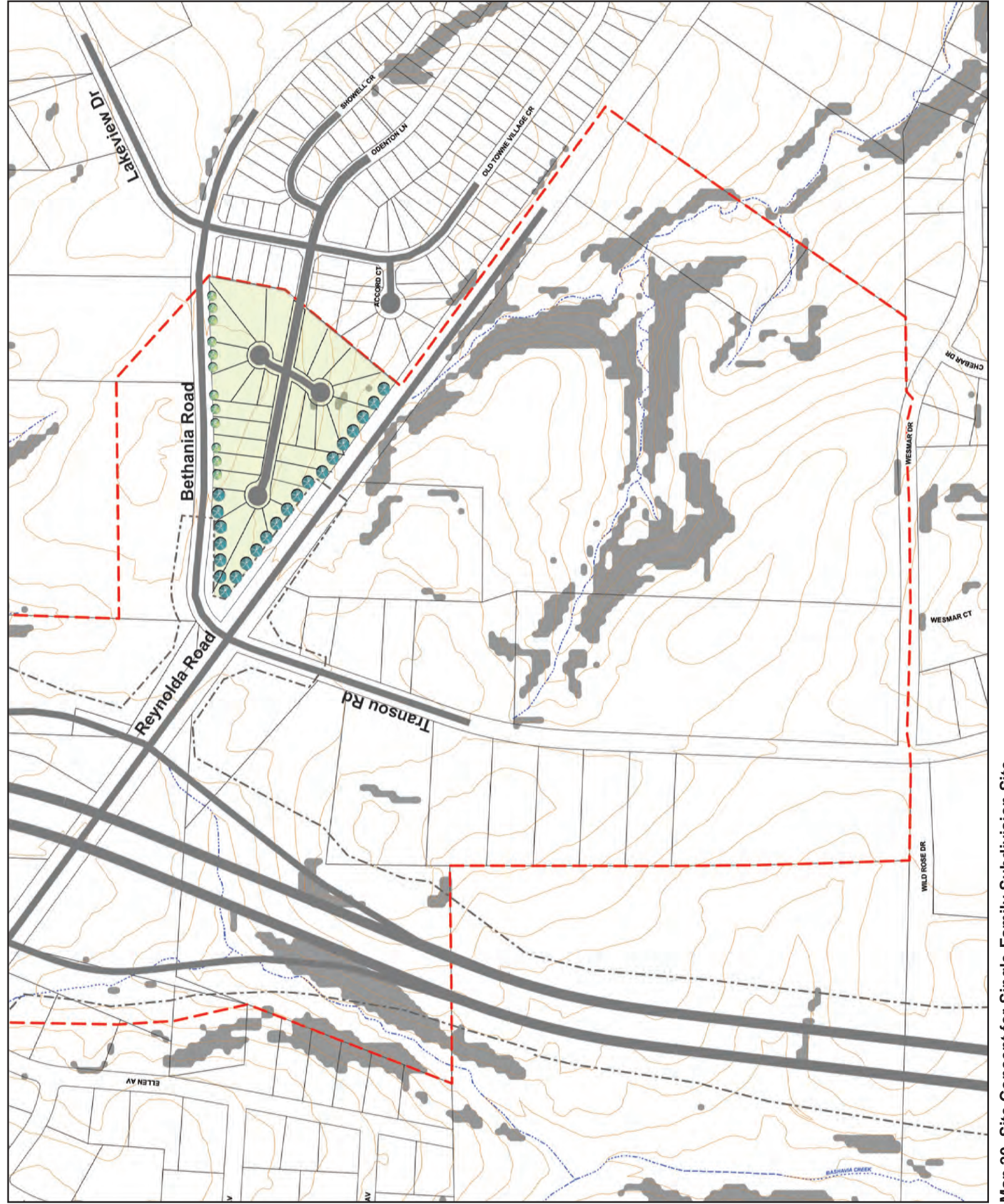
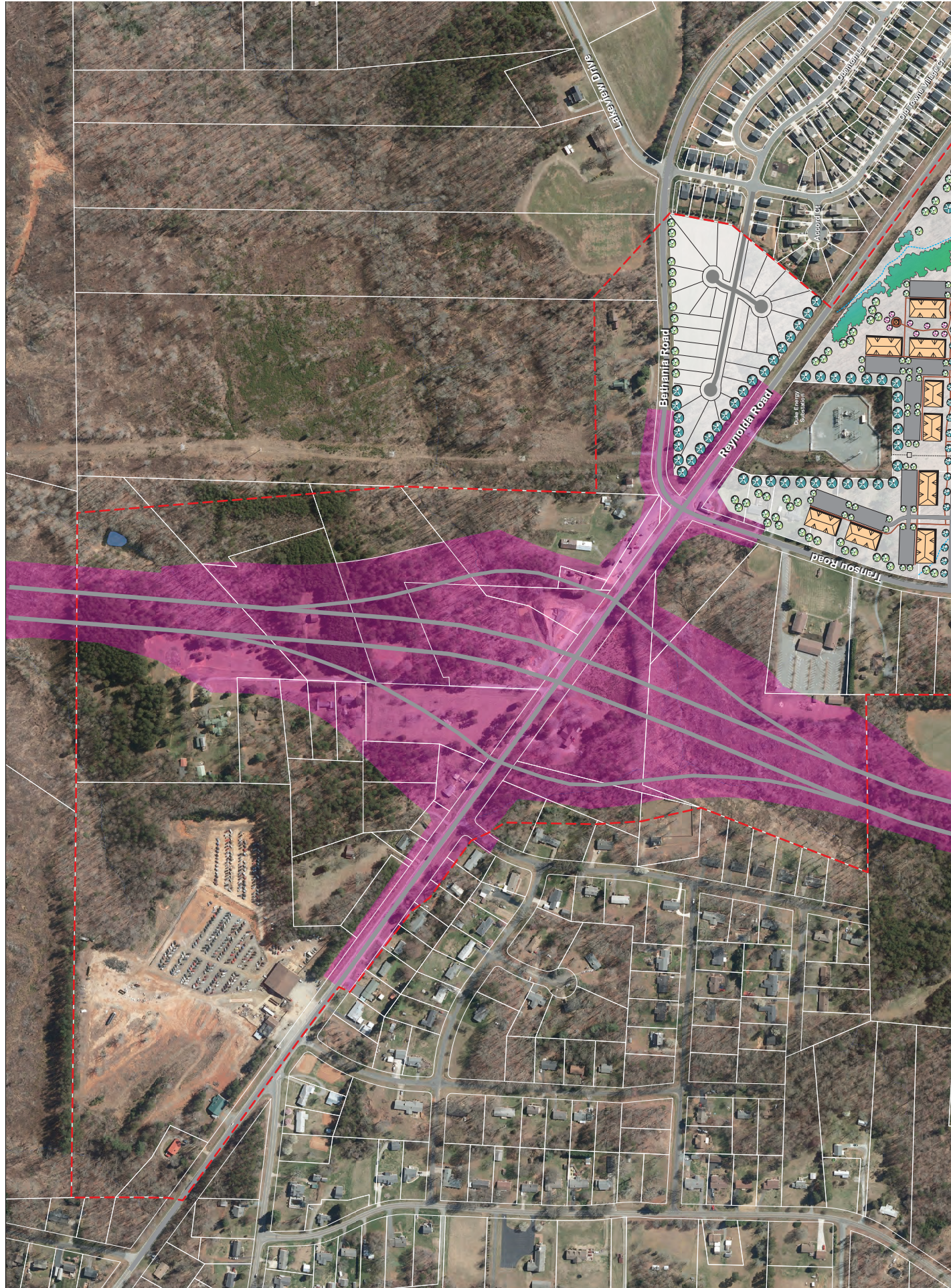
The overall site concept for the Single-Family Subdivision site is shown on **Map 20**.



New Subdivision on Wesmar Drive



Transou Road



Map 20. Site Concept for Single-Family Subdivision Site

Map 20
11 x 17
Back

III – Industrial Site

Design Strategy

At the kickoff meeting in January 2020, citizens provided a general development strategy for this site. The desired land uses for the site based on citizen input include:

- A hospital or medical center.
- A higher education facility or a satellite campus for Forsyth Technical Community College.
- Needed land uses in this area such as an office/professional park.
- Do not add commercial or industrial land uses here since they will increase traffic in the area. Citizens expressed concerns about increased traffic in the area if the site was developed for commercial or industrial uses.

Site Analysis

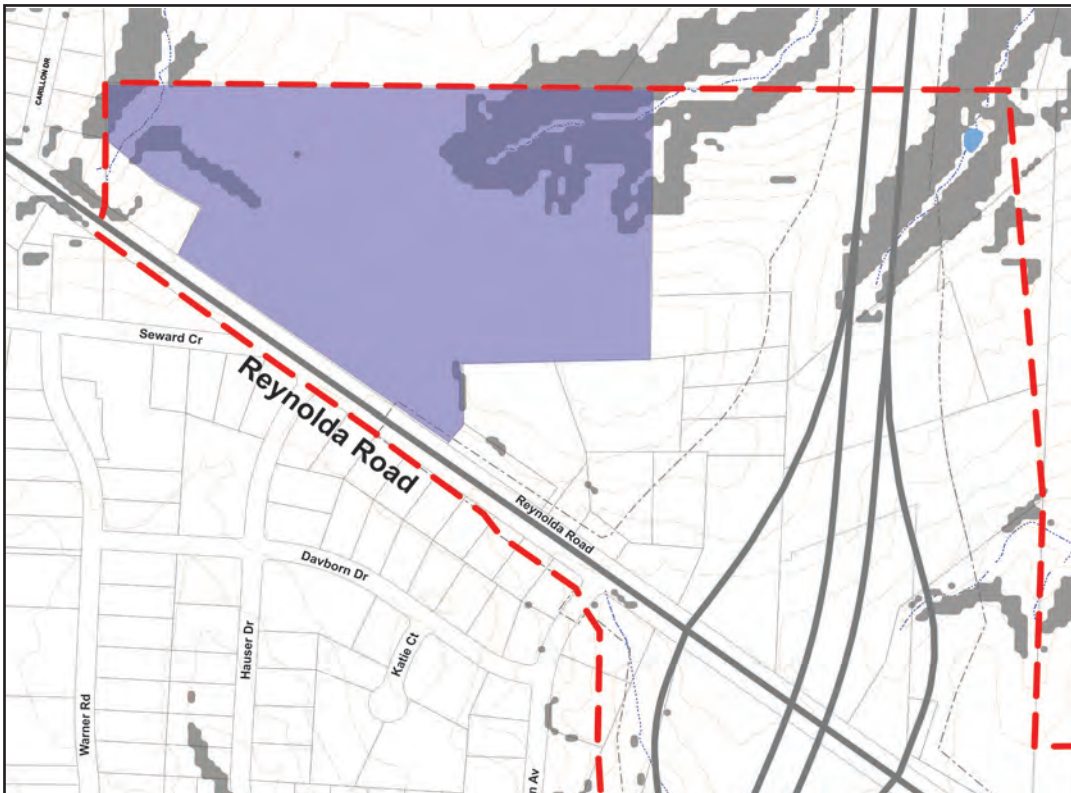
This site contains approximately 29.6 acres and is currently vacant and for sale (see **Map 21**).

Existing Zoning: The site is currently zoned General Industrial Special Use (GI-S) and Residential Single-Family with a minimum lot size of 20,000 square feet (RS-20).

Proposed Land Use: The entire site is proposed for industrial use.

Growth Management Plan: This site is located in the Future Growth Area, Growth Management Area (GMA) 4. GMA 4 does not currently have public sewer or other public infrastructure necessary to support development. Significant development in this area is discouraged until plans for development are prepared and utilities become available.

Sewer Availability: The closest sewer line is located along Reynolda Road. It ends at the Old Towne Village Subdivision almost a mile away.



Map 21. Industrial Site

Development Recommendations

- To redevelop this site for any of the desired land uses listed above, utilities will have to be extended to serve this site.
- The Growth Management Plan recommends delaying development in this general area until utilities become available.
- The site can continue to be used for an auto repair shop.

This plan recommends waiting on providing a design vision for this site. To consider redevelopment of the site is premature at this time without a more comprehensive plan for the entire area in place that includes the extension of utilities into the area.



67 Motors on Reynolda Road

APPENDIX

Doral Drive/Reynolda Road Interchange Plan - January 2020 Kickoff Meeting Citizen Comments

Streetscape Treatment

- New road should have a parkway/rural feel with more trees and greenery.
- Bethania-Tobaccoville Road streetscape should include:
 - Fences to maintain a rural character
 - Street trees and shrubbery
 - Noise walls
- New section of Bethania-Tobaccoville Road should be a two lane road, we don't want to encourage more traffic or feed additional traffic through the Town of Bethania or encourage cut through traffic. The existing Bethania-Tobaccoville Road can't handle more traffic and can't be widened.
- Consider a roundabout at the intersection of existing Bethania-Tobaccoville Road and the proposed extension.

New Residential Development

- New subdivisions should reflect existing patterns in the area, similar lot sizes, curved roads to slow traffic, and interconnected streets with some cul-de-sacs.
- Explore expanded tree save areas to preserve existing wooded areas.
- Install noise walls close to residential development. Install a noise barrier along the section of highway close to Long Creek Park.

Bike Pedestrian

- Need separated bike facilities – consider a sidepath/multi-use path.
- Add pedestrian/bike connections to park from new development. Need better pedestrian/bike connections throughout area.
- Consider the Mountains-to-Sea Trail in this area.

Road Improvements

- Gladewater Drive and Wide Country Road should be improved.

Other

- Consider Safe Routes to School for Old Richmond Elementary.

Reynolda Road Interchange

Streetscape Treatment

- Widen Reynolda Road and add road shoulders, but do not add sidewalks or bike lanes.
- Line road with street trees.
- Provide more open space along the road.
- Make Reynolda Road aesthetically pleasant, but don't encourage people to speed through.
- Consider a roundabout at the Reynolda Road/Transou Road/Bethania Road intersection. Additional traffic will come off the beltway and traffic here will be worse. Add shrubbery and street trees in this area.

New Development

- Preserve the rural character of the area - only allow low-density, large-lot development.

Multifamily Area

- Design development with internal parking lots.
- Development should have a mixture of apartments, townhouses, and cluster homes.
- Development should have a very limited commercial component – maybe coffee shop.
- Provide larger green spaces around buildings and add a center square.
- Development shouldn't exceed 2 stories.
- Development should have a rural neighborhood feel.
- Use evergreen trees along Reynolda Road to screen new apartments.

Other Desired Land Uses

- Use land adjacent to the interchange for a hospital medical center/higher education/Forsyth Technical Community College Campus.
- Add needed land uses such as an office/professional park, not commercial or industrial, or an education facility due to increases in traffic.
- Consider commuter lots for park and ride around Reynolda and Transou Roads.

Bethania Road

- Reduce the speed limit on Bethania Road from Reynolda Road to the Bethania City Limit (currently 55 mph).
- Provide fencing and landscaping along Bethania Road along the historic Kapp Farm property to draw attention to it.
- Create a gateway into historic Bethania starting in proximity of Reynolda Road.

Bike/Pedestrian

- Add bike and pedestrian amenities to connect to existing and proposed greenways.

Beltway

- Provide plantings along the beltway between interchanges to reduce sight/noise impacts.
- Use sound barriers to mitigate highway noise throughout the area, specifically, along Ellen Avenue.

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Doral Drive/Reynolda Road Interchange Plan

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