



NORTHEAST SUBURBAN

AREA PLAN

Update

EXISTING CONDITIONS

City-County
Planning
BOARD

FOR SIXTH COUNTY
& WESTON-GALEM,
NORTH CAROLINA

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?

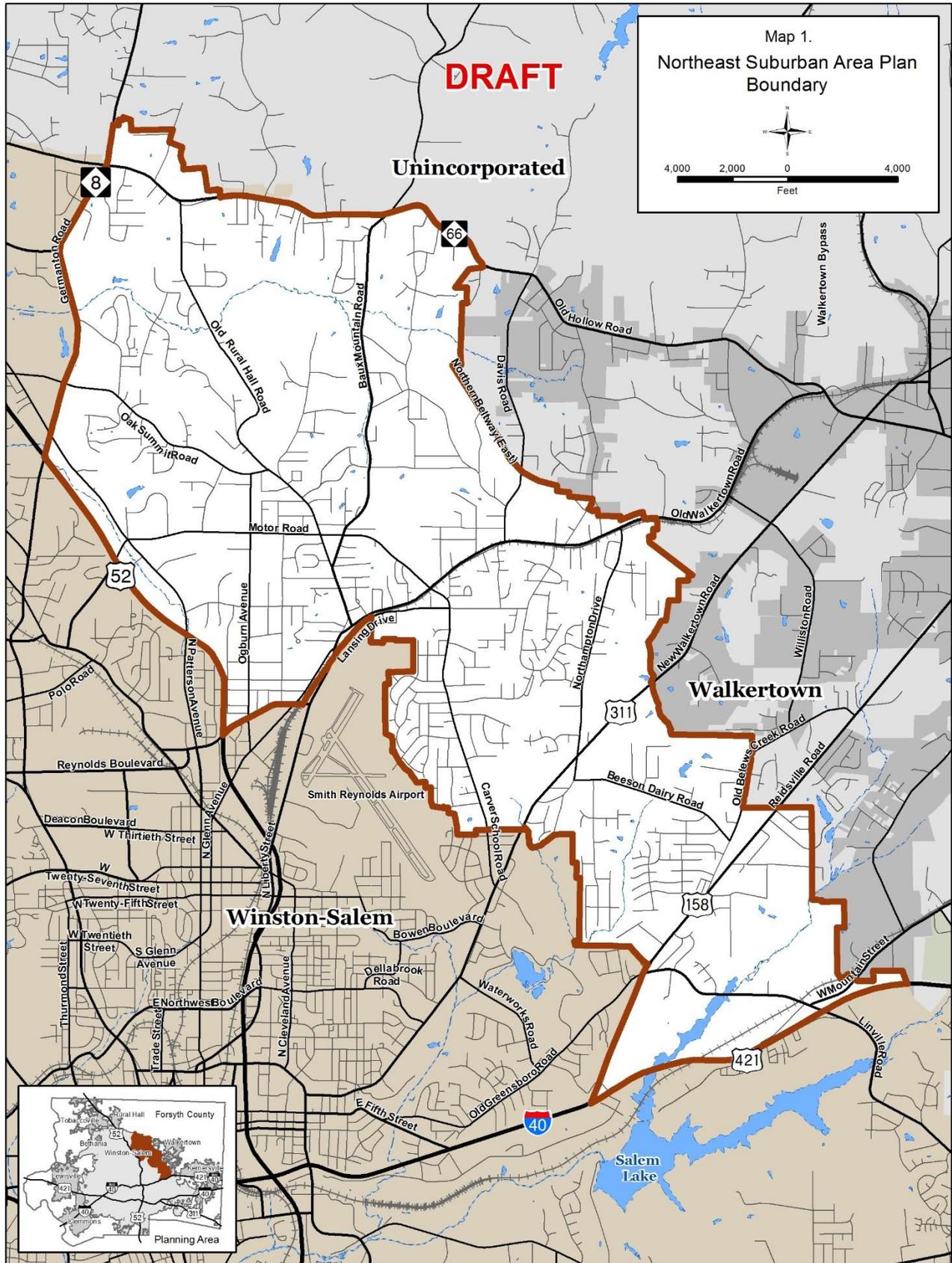
Area plans convey a community vision and general goals to the Planning Board, elected officials, and other community leaders. The land use plan component does not, however, change the zoning of an area or force property owners to develop their land before they choose to do so. Area plans are simply recommendations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



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 (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 the total 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.

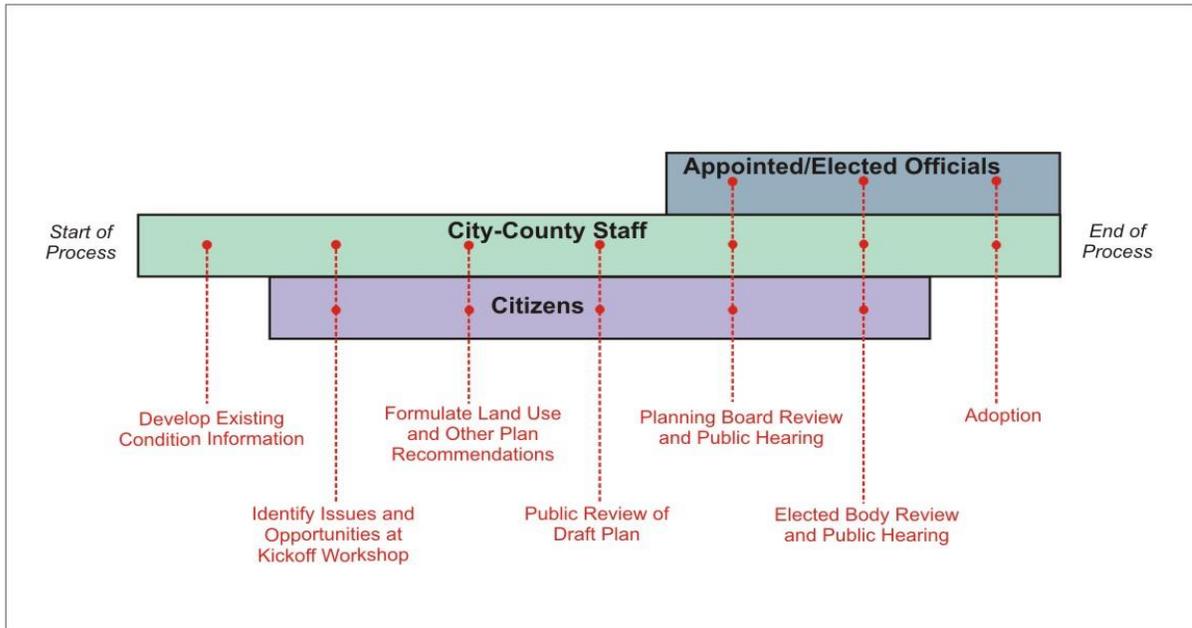
The plan kickoff workshop is the first meeting in the area planning process and is an opportunity for citizens who live and work in the area to share their comments and concerns about the area and its future with planning staff. Staff facilitates this process to help citizens document their thoughts,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

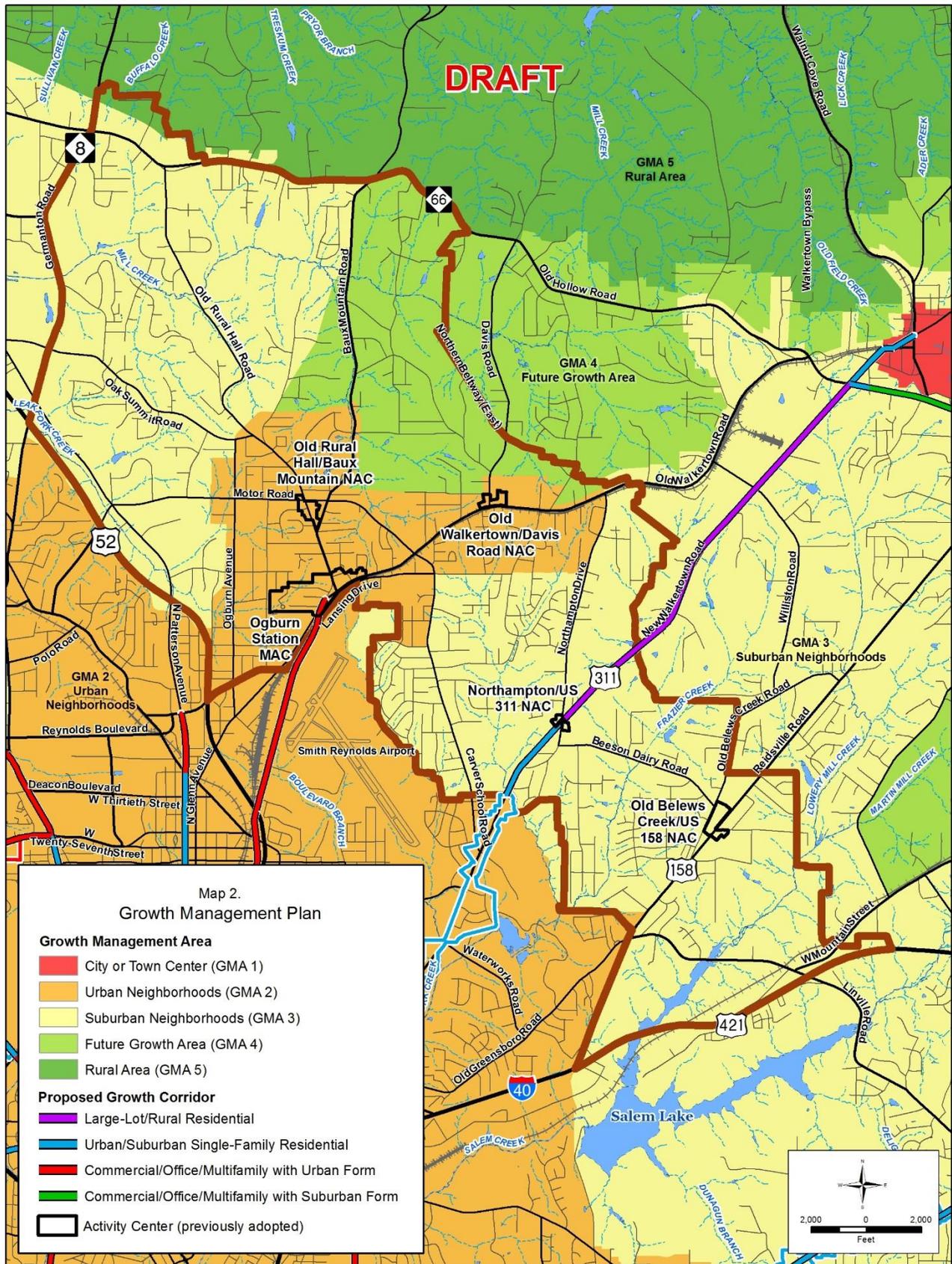
Ideas and issues identified at the process kickoff workshop, along with the policies spelled out in *Legacy 2030*, serve as the basis for the next step in the process: the formulation of recommendations by Planning staff. These recommendations primarily focus on proposed land use recommendations, and 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





Existing Conditions

*GENERAL CHARACTER

The Northeast Suburban Plan Area is rich in history. The area began as two distinct subareas separated by the Norfolk-Southern railroad line. 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 around the then newly constructed Carver High School in the 1950s.

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 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 improvements 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

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.

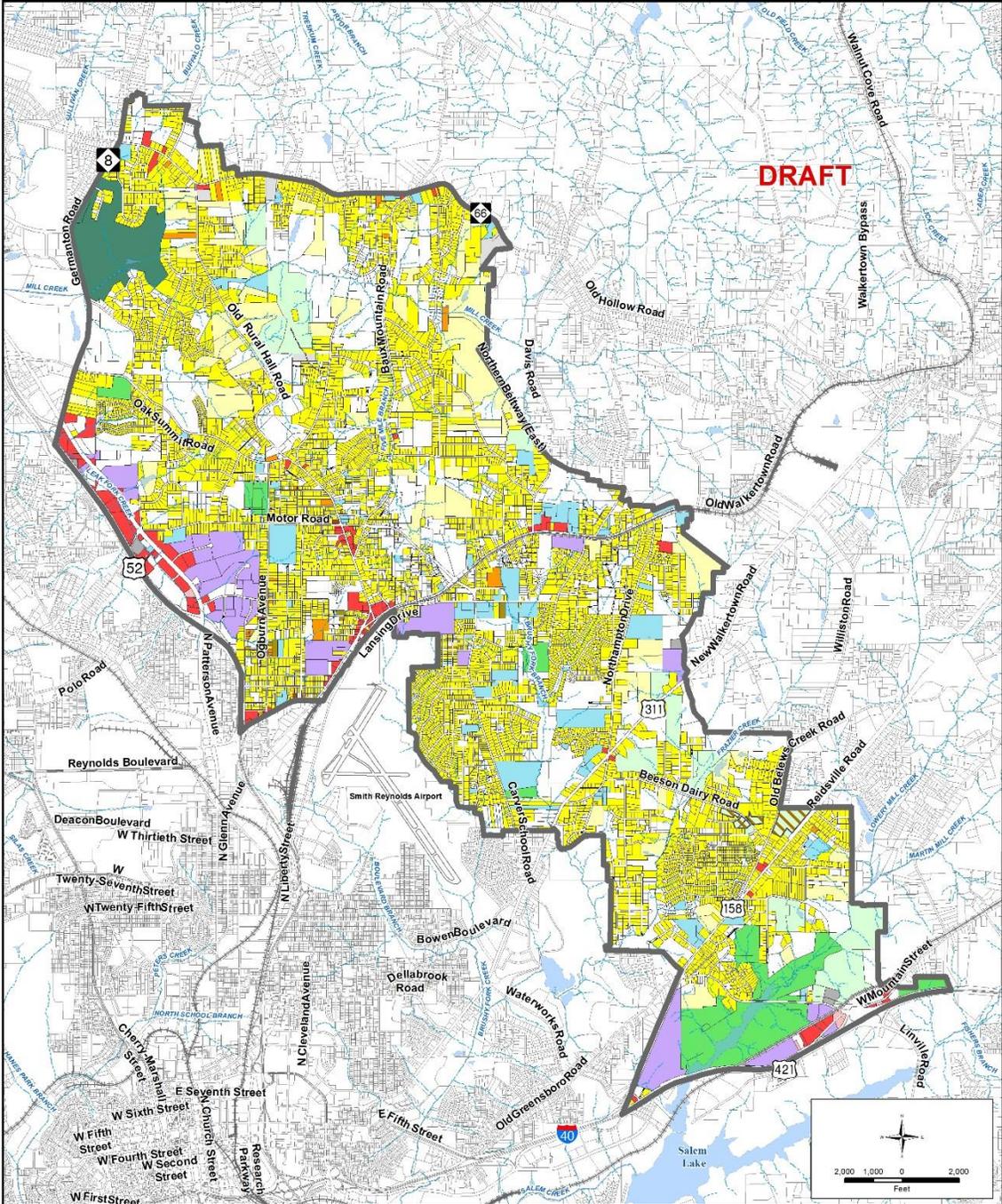
*EXISTING LAND USE

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	Total Utilities & ROW	985	10.2
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)



Map 3.
Existing Land Use

- | | | |
|---|--|--|
|  Agriculture Tax Deferred |  Commercial |  Streams |
|  Voluntary Agriculture District |  Industrial |  Ponds, Lakes, Rivers |
|  Large-Lot Residential (over 5 Ac) |  Institutional |  Floodway |
|  Single-Family Residential (0-8 DU/Ac) |  Park |  Floodplain |
|  Low-Density Attached Residential (0-8 DU/Ac) |  Commercial Recreation | |
|  Intermediate-Density Residential (8.1-18 DU/Ac) |  Utilities | |
|  High-Density Residential (over 18 DU/Ac) |  Undeveloped | |
|  Manufactured Housing Park |  Closed Road Right-of-Way | |
|  Office | | |

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 land area) and manufactured housing developments (0.3% of 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 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).

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 into a business and a veterinary office. One of the rezoning petitions was withdrawn and the other three were miscellaneous rezonings.

During the period, there were nine subdivision approvals in the area but none for new or expanded subdivisions of substantial size. The most dynamic 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 I-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 diagonal through the planning area is the only expressway in the area.

Several major thoroughfares are located in the Planning Area including Baux Mountain Road, Germantown 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.

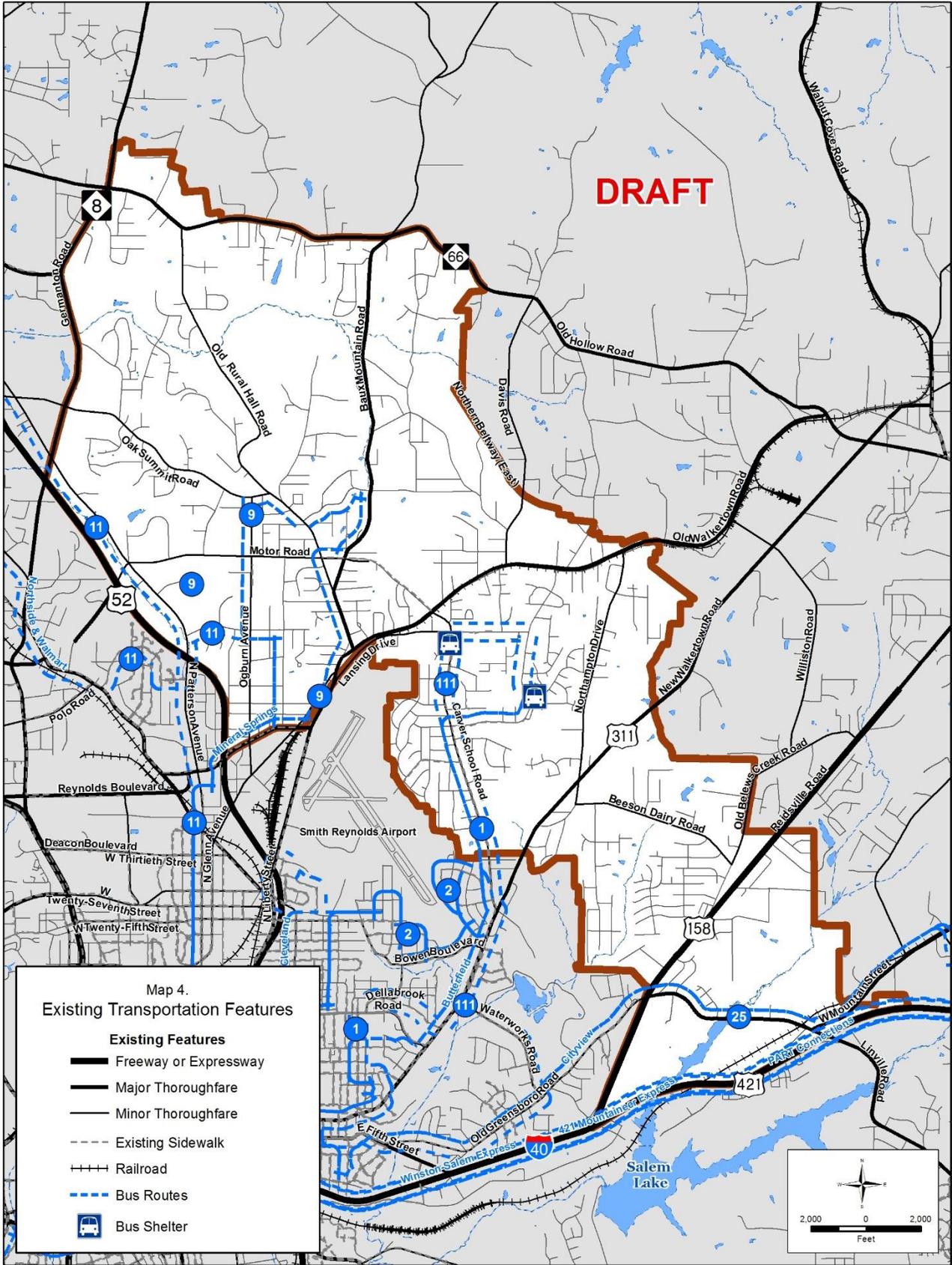
Road Types

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 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 X** and shown on **Map X**.

PUBLIC TRANSPORTATION

Local Bus Routes

The Winston-Salem Transit Authority currently provides limited bus services within the Northeast Suburban Planning Area. **Table 5** describes these routes in more detail.

Table 5. Current Transit Routes note: your routes will be different.

Route Number	Route Name	Major Stops in North Central Area
1	Eastway Shopping Center Hwy. 311/Carver School Road	Carver High School, Forsyth Tech, Library, Jetway Shopping Center, E. Winston Shopping Center
2	Kennedy Middle School LaDeara Crest Apts./Castle Heights/North Hampton Dr.	Department of Social Services, Downtown Health Plaza
9	Patterson Ave./Old Rural Hall Mineral Springs Park	Northside Shopping Center, Ogburn Station
25	Greyhound Ct./Cameron Old Greensboro Rd./Cityview	Goler Apartments, Greyhound Center, Macedonia Arms Apartments and Boulder Park.
1717 (Night)	Social Services/Sunrise Towers/Cleveland Ave./Piedmont Park	Carver High School, Forsyth Tech, Library, Reynolds Health Center
111 (Night)	Eastway Shopping Center/Hwy. 311/Carver School Rd.	Jetway Shopping Center, Goler Apartments, Macedonia Arms Apartment, East Winston Shopping Center
11	Patterson Ave. /Cherryview / University / Wal-Mart	Northside Shopping Center, Flea Market, Target, Sci Works, Walmart Supercenter, Downtown Health Plaza
71 (Sunday)		Forsyth Tech, Library, Carver High School, Jetway Shopping Center, East Winston Shopping Center

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 run parallel to Old Walkertown Road in the Southeast 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 6** below and shown on **Map 4** on page **XX**.

Table 6. 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

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. The City of Winston-Salem Department of Transportation has one existing and six proposed bicycle infrastructure projects within the planning area:

Existing

- Carver School Road from Teresa Avenue to Butterfield Drive

Proposed Shoulder Improvements

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

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.

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

*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 5** 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

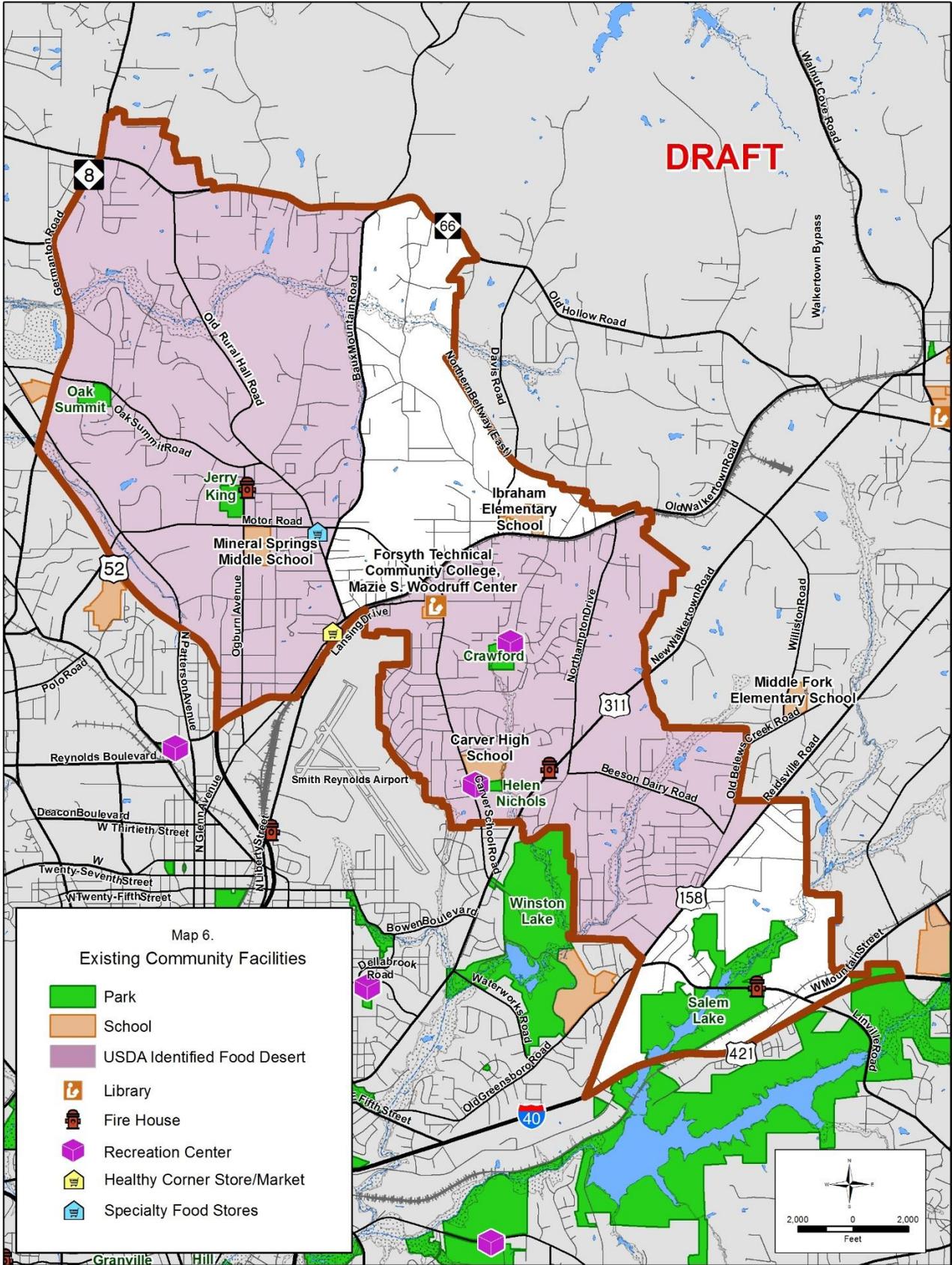
The *2015 Parks and Open Space Plan* was adopted in 2007. This plan discusses existing parks, community park needs, existing open space and open space needs, park proposals and recommended facilities. Six public parks are currently located in the Northeast Suburban Plan Area. Parks are classified based on their size, facilities, and function (see **Table 7** below and **Map 5** 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 7. Plan Area 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	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, located on Old Rural Hall Road and 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 5** 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 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 8**). 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 8. 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 two major factors that led to suburban residential and then 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 is composed of a number of neighborhoods, early towns and communities. These communities have a rich and varied history that tells the story of this planning area. The Ogburn Station area in the northwest portion of the planning area, started as farmland in the mid-nineteenth century. The Carver area in the southeast portion of the planning area was developed in the 1950s as a collection of suburban neighborhoods.

The 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 here was completed during 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 6** 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.

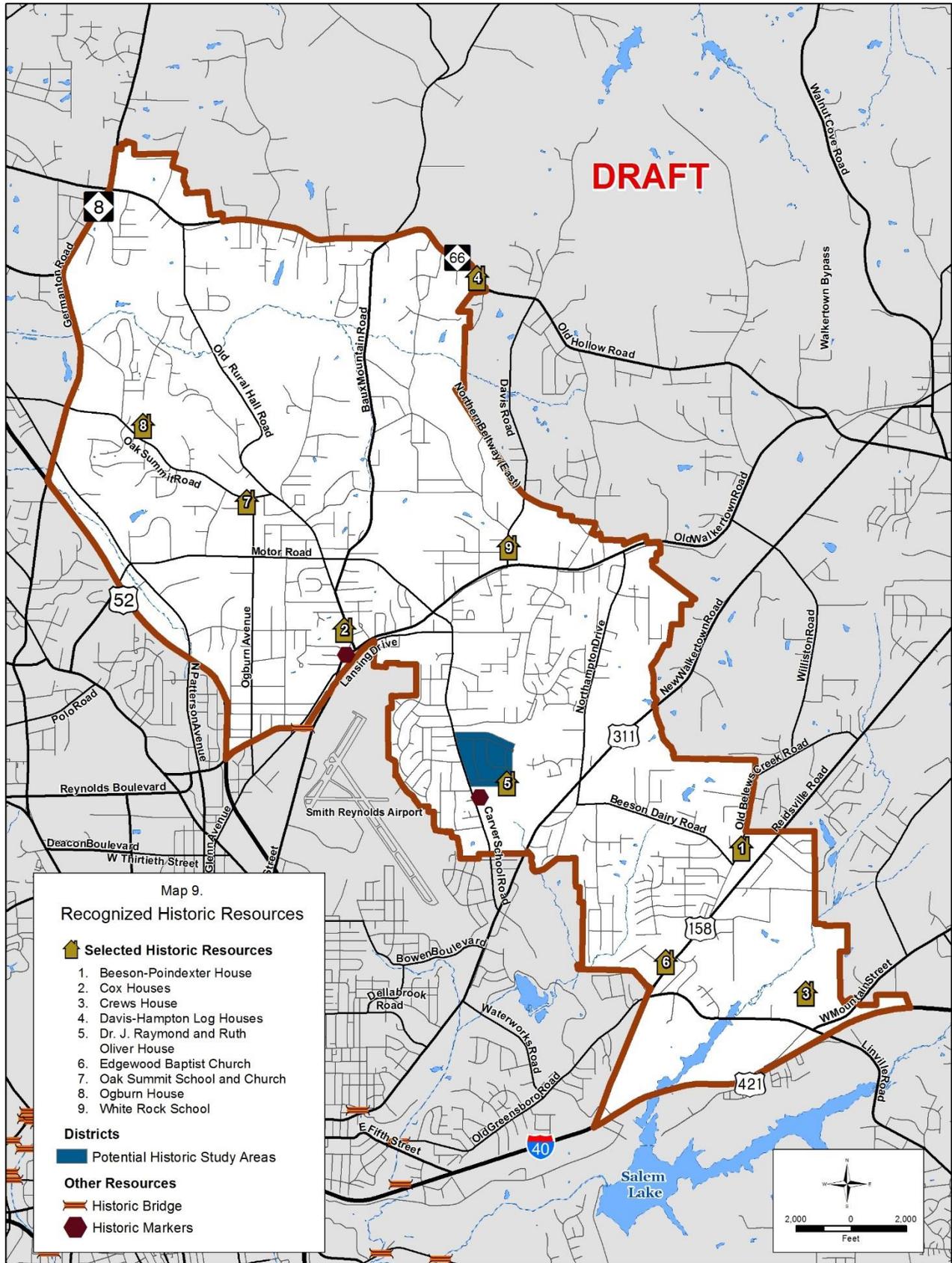
Historic Resources Commission staff has reviewed the major historic resources studies/surveys to identify historic resources located within the planning area. To date one property, Edgewood Baptist Church, is listed on the National Register state study list. **Appendix A** (on **page XX**) includes a list of recognized identified resources in the Northeast Suburban Planning Area and lists their current designations.

***ECONOMIC DEVELOPMENT**

Economic development covers a wide variety of issues in the planning area including the 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 areas and the availability of sites for new businesses.

The City's Business Development Department 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).
- **Housing Rehabilitation:** Provides financial and technical assistance to qualified owner occupants and investor owners to repair substandard properties.
- **TURN (Transforming Urban Residential Neighborhoods):** Provides financial assistance for improving housing in specific urban neighborhoods in Winston-Salem. Under TURN, a homeowner can get up to \$45,000. Depending on the program selected, funds can be used for buying properties, for site or facility improvements, rehabilitation of older buildings, purchasing equipment, or starting a new business.



***THE ENVIRONMENT**

A number of environmental issues are of concern in the plan area including floodplains, wetlands and topography (see **Map 7** 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 summaries 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 7**, 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

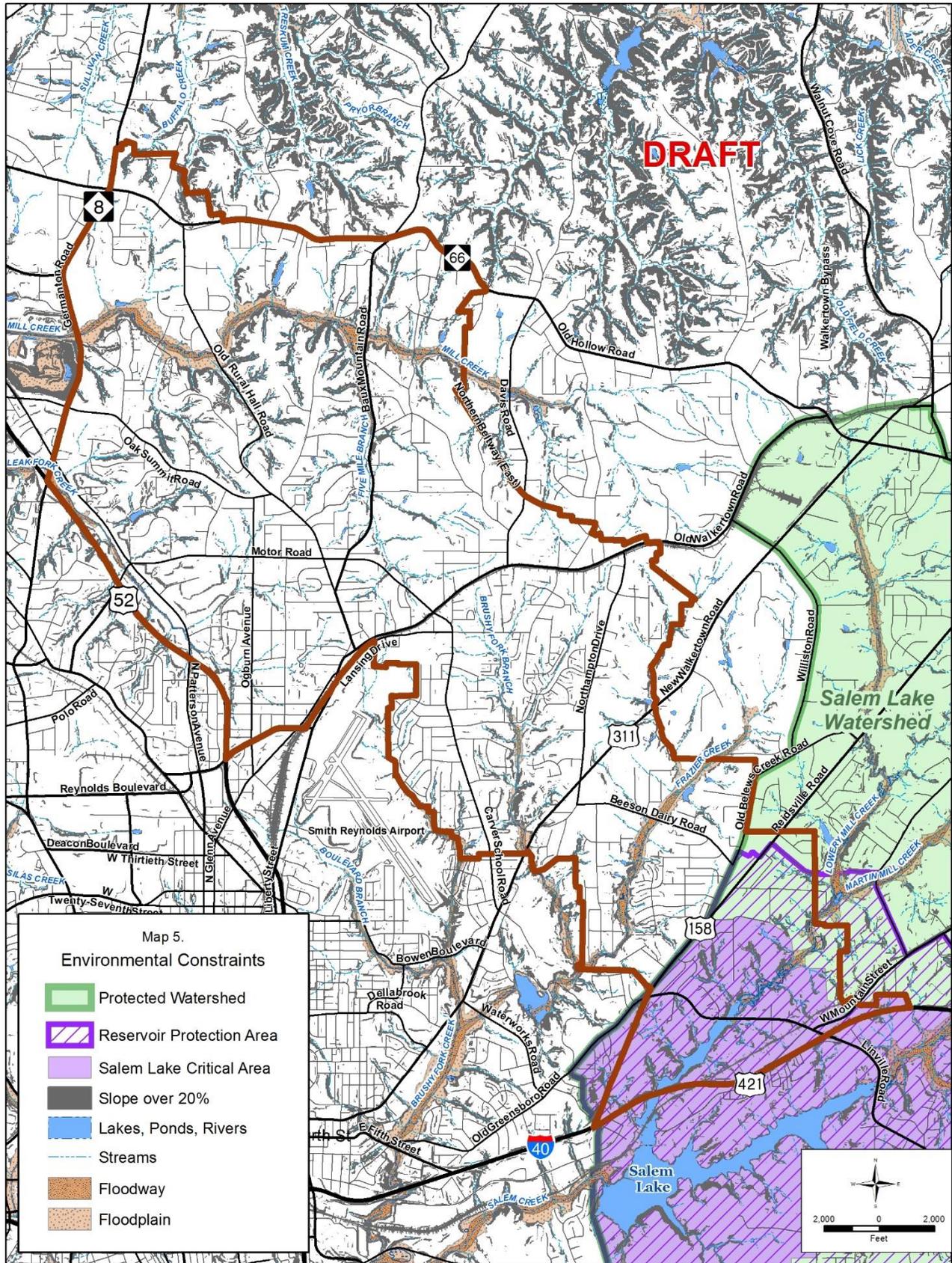
Under the UDO provisions, development in the Salem Lake watershed can be done under either the low density option or the stormwater quality option. The stormwater quality option allows higher density development with the use of engineered methods to control runoff and protect water quality. Development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

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. Comprehensive Transportation Plan Classifications and Features in the Planning Area

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 (Akron Dr – Germanton Rd [NC 8])	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



For more information about the
Northeast Suburban Area Plan Update

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