

Northeast Suburban Area Plan

Winston-Salem/Forsyth County, North Carolina



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

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 Development Guide*, the current comprehensive plan, was adopted in 2001. Comprehensive plans take a broad, communitywide perspective for guiding growth and development. Legacy includes chapters on growth management, transportation alternatives, regional planning and development, economic vitality, environmental quality, open space, parks and recreation, city, and town centers, building better neighborhoods, community character, community life, and active citizenship.

The Planning Board prepares a series of Urban and Suburban Area Plans for the city and county in an effort to translate *Legacy* into more precise terms, which can be followed on a community level. An Area Plan generally contains information about the Planning Area's existing conditions and recommendations for guiding future growth and development. Citizen participation is an important part of the Area Plan process, and a Citizens' Advisory Committee is created by the Planning Board to work with staff as they interpret *Legacy* for each individual community.

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. Urban Area Plan boundaries are determined, in part, by the Growth Management Plan in *Legacy*. Seven Plans cover the **Urban Neighborhoods and Downtown** as defined in the *Legacy* Plan. 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.

Suburban Areas Plan boundaries are determined in part by the Growth Management Plan in *Legacy*. Thirteen plans cover the **Suburban Neighborhoods** and **Future Growth Area** as defined in the *Legacy* Plan. 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.

In the past few years, planning staff has developed an Area Plan format that provides for consistent terminology, information, mapping, and land use colors for all Area Plans. Consistency between Plans is important to city and county 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, an Area Plan Status Report is prepared every two years which includes the recommendation for all Area Plans adopted by *Legacy*. 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 recommendation project has funding. Area Plan projects are prioritized along with other projects and programs by the elected officials.

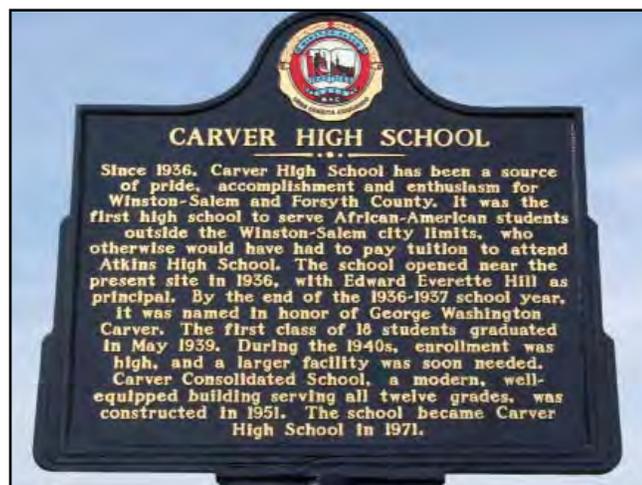
How Do Area Plans Relate To Rezoning?

Area Plans convey a community vision and general goals to the Planning Board, elected officials, and other community leaders.

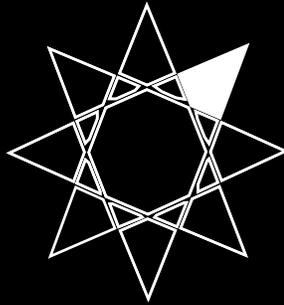
The land use plan component does not, however, change the

zoning of an area or force a property owner 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.



Historic Marker at Carver High School



The Northeast Suburban Area Plan

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

Adopted by the City-County Planning Board on August 12, 2010
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Introduction

The Northeast Suburban area has a proud history of neighborhoods, businesses and institutions ranging from developments that began as early as the mid 1800s to new construction happening at the present time. The Planning Area includes many attractive and well-maintained neighborhoods and is the home of present and past community leaders, schools with a rich history, active churches, important public facilities and convenient access to other areas of the city and county. The Northeast Suburban Area represents, in many ways, the past and present growth aspirations of the community as a whole. Its initial development signaled a time when the community needed space to expand. Development in the mid-20th century allowed for more spacious surroundings for people who wanted that option; and the remaining undeveloped land represented an opportunity to build upon the legacy that had been established.

It is in this context that the *Northeast Suburban Area Plan* is established. The Plan recognizes the care and tradition that went into the development of the area in its different phases over time. It takes stock of existing conditions – both the strengths that will continue to sustain the area and the challenges that need to be addressed to best prepare for the future. The Plan reflects background information and data, but most importantly, it reflects the input, ideas and vision offered by residents, property owners and business people in the area.

BOUNDARIES OF THE STUDY AREA

The *Northeast Suburban* Planning Area, as shown on **Map 1**, encompasses approximately 9,825 acres. The Planning Area is bounded on the north by Old Hollow Road (NC 66), on the east by the Winston-Salem’s municipal boundary line, on the south by Business 40/US 421, and on the west by Germanton Road, US 52, Brushy Fork Branch and US 158. The Planning Area has land in two City Council wards including the Northeast and East Wards.

RELATIONSHIP TO *LEGACY*

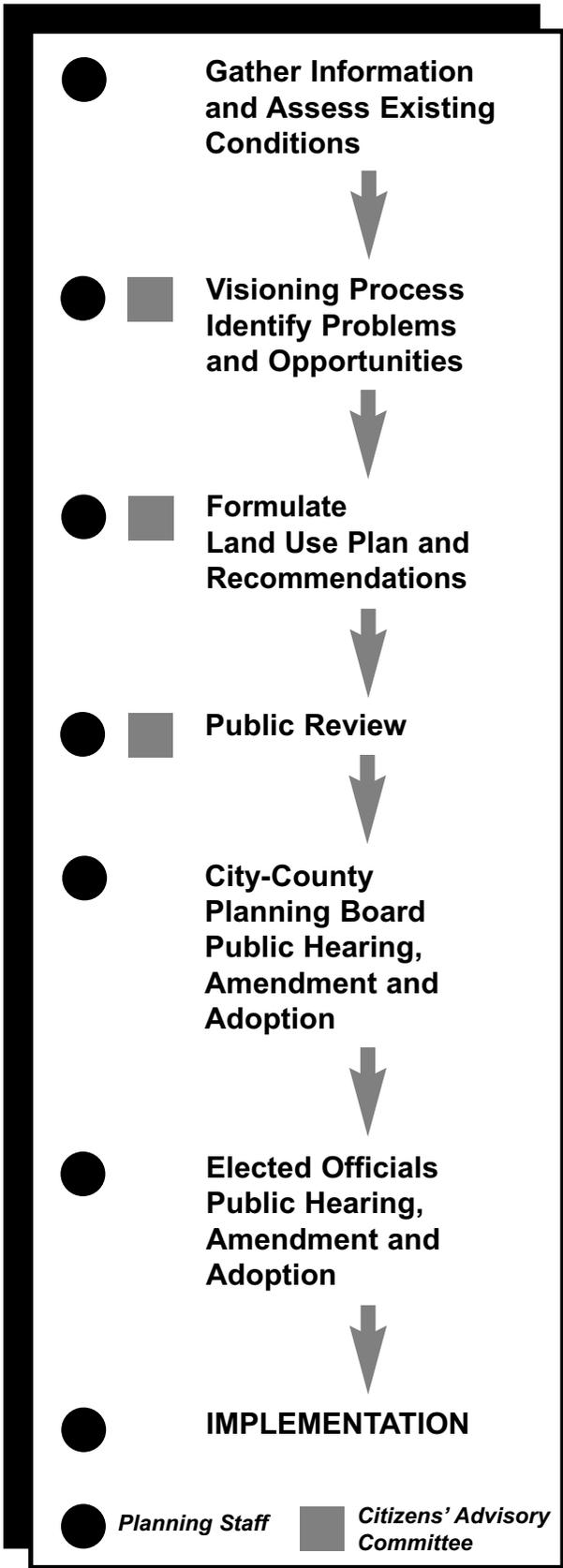
The *Legacy Development Guide*, Forsyth County’s comprehensive plan, serves as the framework on which all Area Plans are built, both geographically and as a policy guideline. The Growth Management Plan defines a series of specialized areas, each having specific characteristics (see section on **Legacy Recommendations**). Most of the Planning Area (71%) is designated as Growth Management Area (GMA) 3 in the Growth Management Plan of *Legacy*. The remainder is designated as Urban Neighborhoods and Future Growth Area in *Legacy* (see **Map 2**).

AREA PLAN PROCESS

Citizen participation is a critical part of the Area Plan process. A Citizens' Advisory Committee (CAC) is established to work with staff throughout the planning process. The CAC includes a variety of people concerned about the Planning Area including residents, merchants, business people, property owners, and representatives of institutions and organizations. An Interdepartmental Committee made up of staff from various City and County departments is also formed to give input into the process and review the final recommendations.

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 examination of existing plans. A handbook of this information is created for the CAC containing information to help them make recommendations for the Planning Area.

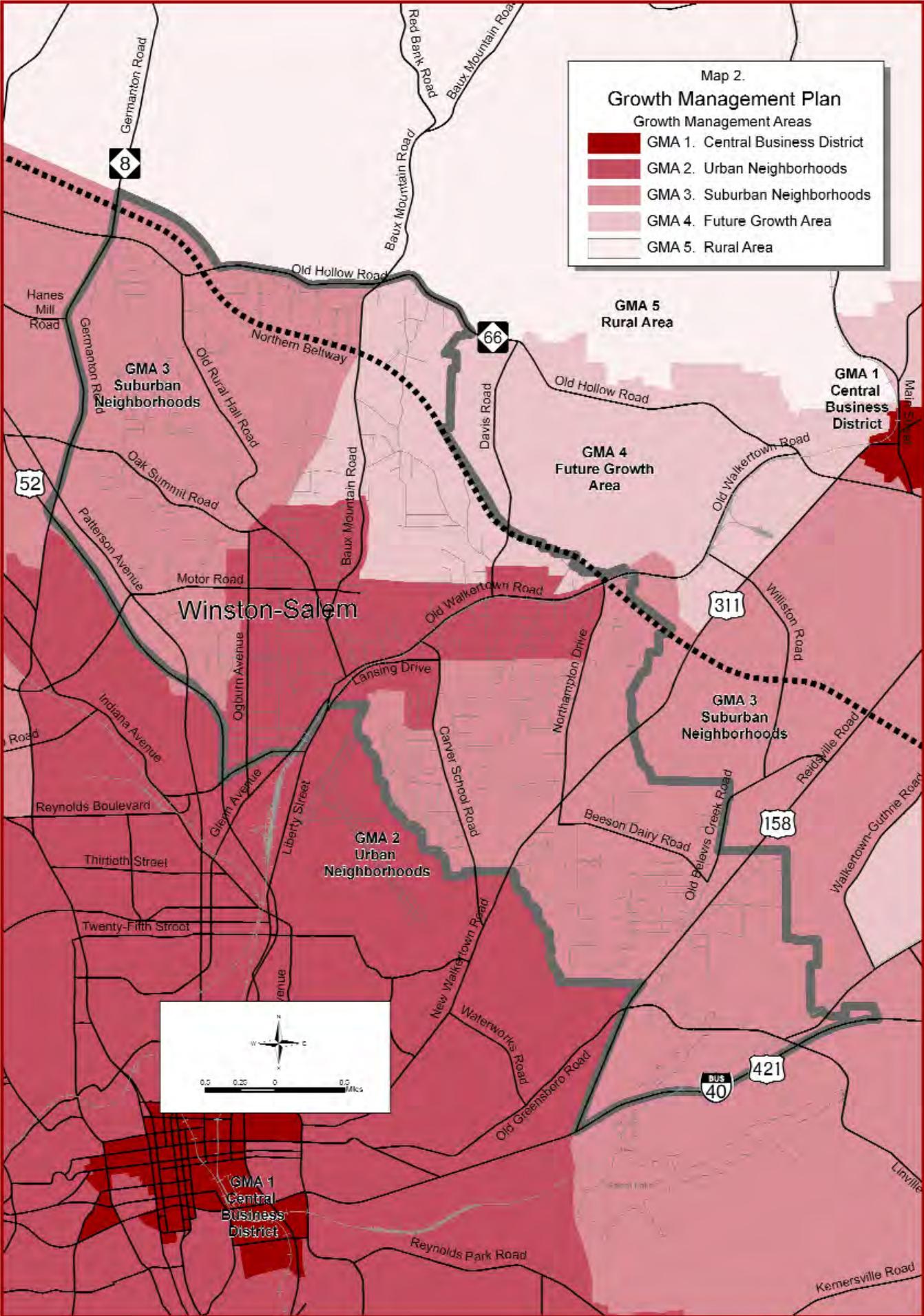
While existing conditions information is being compiled, staff conducts a Visioning Process in the community. Staff facilitates this process to assist themselves and the CAC in determining what the citizens of an area want their community to be like at a specific point in the future. Once the Vision is defined, goals, objectives, obstacles, and opportunities toward reaching the Vision are discussed with the CAC. These discussions, along with the policies spelled out in *Legacy*, served as the basis for the next step in the process: the formulation of recommendations by both the



Citizens' Advisory Committee and the Planning staff. Staff and the Committee attempt to reach consensus in their recommendations; however, 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*. The Planning Board holds a public hearing to consider the Plan and make amendments, as appropriate, before recommending the Plan for adoption. The document is then forwarded to the City Council and County Commissioners for consideration, possible amendment, and adoption after a public hearing. The adopted Plan is used on an ongoing basis by the Planning Board and City Council/County Commissioners to guide land use, infrastructure, and public investment decisions. An implementation plan is formulated to outline tasks and timing needed for each recommendation.

Figure 1. Area Plan Process



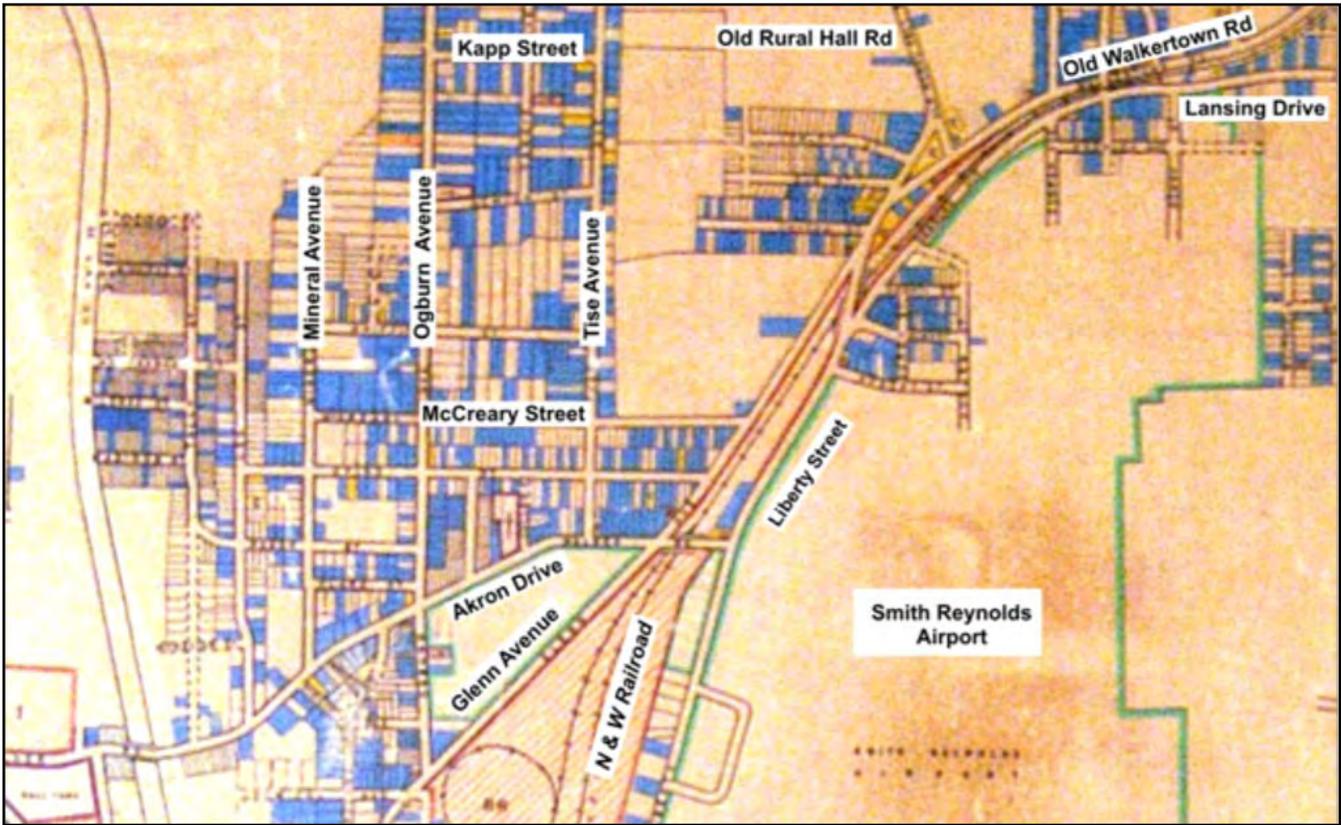


Figure 2. The Winston-Salem Plan – City and Environs: *Existing Land Use, 1947*

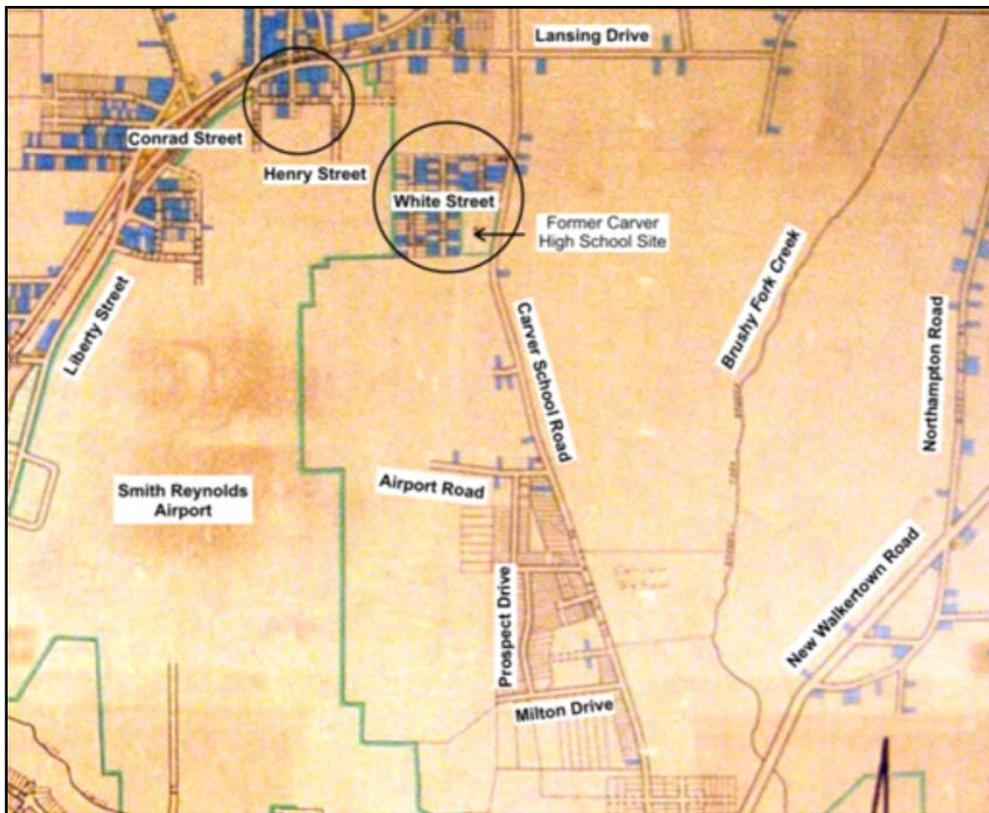


Figure 3. The Winston-Salem Plan – City and Environs: *Existing Land Use, 1947*

General Development of the Area

The Northeast Suburban Planning Area has a diverse mix of residential, commercial, institutional, industrial and recreational uses. The development patterns found in the area have been influenced greatly by natural features such as creeks, and man-made features such as the railroad. The Norfolk-Southern railroad line clearly divides the Planning Area into two distinct subareas: the southern section (the Carver area) and the northern section (the Ogburn Station area).

The first portion of the Planning Area to develop was the Ogburn Station area, which was founded in the mid 19th century. This area includes a number of older neighborhoods developed in the pattern of traditional urban neighborhoods. The area has a mix of residential types along with a variety of other land uses including neighborhood businesses and commercial development. Neighborhoods in this area include Mineral Springs, Ogburn Station, Northview, Fair Oaks, Oak Summit and Pine Brook Country Club.



Sprinkle Gas in the Ogburn Station area.
Photo courtesy of Faye Jarvis Morgan from "Memories of Ogburn Station."

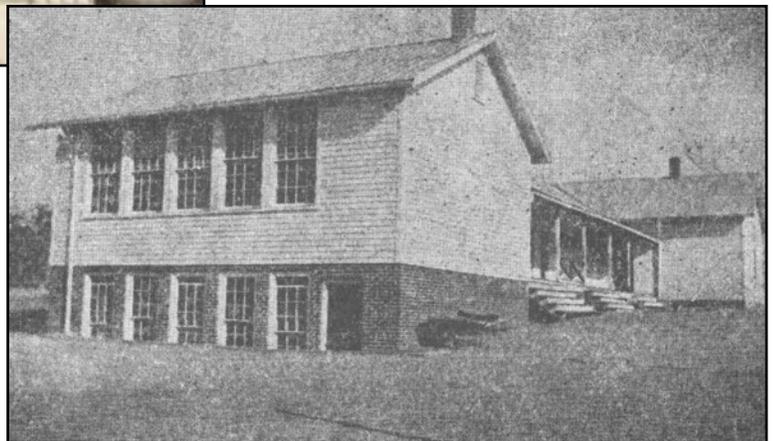
The more recently developed Carver area, with the exception of the Smith Reynolds Airport and the adjacent industrial district, is almost exclusively a single-family residential area. The area is home to Carver High School and numerous residential subdivisions built mainly after 1950. Neighborhoods found in this area include Old Carver, Carver Lake Estates, Northwood Estates, Prospect Park, Monticello Park, Ebony Hills, Northampton,

Jefferson Gardens, Huff Hills, Spanish Pines, Castleshine Woods and Beeson Acres. Following is more information on the two subareas found in the Planning Area. For detailed information on schools and neighborhoods, see the History section on **page 21**.

Ogburn Station Area

Ogburn Station was founded around 1840 as a thriving farm community that transitioned into a lively commercial center due to the proximity of the railroad. The area developed as a trading center for horses, cattle and other goods that were unloaded at this location rather than taken into downtown Winston-Salem. The area also served as a campground for those who traveled to Winston-Salem from the outer areas of the county to buy goods that had come via the railroad. A number of blacksmiths and other shops flourished in the area serving the needs of locals and visitors in the early 1920s (See **Figure 2**). The

main business area remains today at the intersection of Old Walkertown Road and Old Rural Hall Road where a number of structures dating back to the 1930s and 1940s can still be found. The Ogburn Station Shopping Center, built in 1951, and the later addition in 1968 of the former Paragon Food Store on Old Rural Hall Road, further contributed to the development of this commercial core. The latest addition was a branch bank built in the early 1980s currently housing a SunTrust



Oak Grove High School (later Carver High School),
The Forsythean, May 1937.
Photo courtesy of Sarah Friendle Hamlin.

Bank branch. Today there is a renewed interest in the community to revitalize the business area to better serve the surrounding neighborhoods. Other small commercial areas are found at Old Rural Hall Road and Baux Mountain Road, Old Walkertown Road and Davis Road and along N. Patterson Avenue and Akron Drive.

The neighborhoods surrounding the Ogburn Station business area continued to grow after the depression, but development slowed around World War II. After the War, residential development resumed in the area moving north and east from Ogburn Station. Detailed information on residential development after WWII can be found on **page 23**.

The additional residential development increased the need for local services including churches, schools and recreational facilities. One of the first schools to be built in the area was the one-room Oak Summit School, which shared its building originally with the Oak Summit Methodist Episcopal Church. A new Oak Summit School was later built on Old Rural Hall Road serving grades 1-12. It was renamed to Ferguson School in its last year of operation and demolished in 2010. The White Rock School located on White Rock Road was built in 1900. Today, Mineral Springs Elementary and Middle School (once the location of Mineral Springs High School) as well as Ibrahim Elementary School provide education for grades K-8. More detailed information on schools can be found on **page 22**. This section of the Planning Area has two parks providing recreational opportunities, Oak Summit Park and Jerry King Park, as well as Pine Brook Country Club, a large, private commercial recreation facility with an 18-hole golf course.



One-room Oak Summit School in 1900.
*Photo courtesy of Jim Thompson,
 Oak Summit Methodist Church.*

Carver Area

With the exception of few scattered homes and churches along Carver School Road (formerly Old Sides Road), Northampton Drive (formerly Mickey Mill Road) and New Walkertown Road, the Carver area was largely undeveloped until the early 1950s. According to the 1947 existing land use map found in the Winston-Salem Plan – City and Environs (see **Figure 3**), concentrated development was located along Whittfield Road, Rosa Street and Viking Drive (formerly Booker Street) to the rear of the former site for Carver High School (formerly Oak Grove School) at the corner of Carver School Road and White Street in the Old Carver Neighborhood. The 1947 existing land use map shows 46 homes at this location and two church sites. Many of the residential homes built in the 1930s can still be seen today. The two church sites are currently occupied by Shouse Temple at the intersection of Carver School Road and Viking Drive, and Macedonia Holiness Church of God on Whittfield Road. Another area of concentrated development is shown on the 1947 map along Lansing Drive (formerly Roanoke Avenue/Fogle Road) between Conrad Street and Carver School Road. Some residential homes built in the 1920s along Lansing Drive between Conrad Street and Henry Street still remain. Many of the first residents were employed by R.J. Reynolds. The residents attended the neighborhood churches and walked in to town to shop via Airport Road before the runway was constructed through the road in 1928.



Existing houses from the 1930s
 on White Street



Existing houses from the 1920s
 along Lansing Drive

The construction and subsequent dedication in 1951 of Carver High School, which included all the modern conveniences available at the time for education, and the paving of Carver School Road added to the attractiveness of the area for residential development. More detailed information on schools can be found on **page 24**. In 1957, the Winston-Salem Board of Aldermen adopted an urban renewal program in an effort to eliminate slum conditions within the City of Winston-Salem. Many African-American professionals at that time moved northward to the Carver area. More detail on individual neighborhoods developed after WWII can be found on **page 26**.

With the large number of residential dwellings being constructed in the area, institutional uses soon followed. Churches and ministers have traditionally been a strong influence in African-American life, particularly when ministers are leaders in the community. New churches built along Carver School Road in the 1970s include Wentz United Church of Christ, a small structure with a striking architecture, and Grace United Presbyterian Church with a more traditional architectural design, which was built by Frank Carpenter who used to live on Butterfield Drive. The Carl H. Russell Sr. Recreation Center was built in the 1980s and became a meeting place for recreational and community activities. Lansing Drive, east of the Smith Reynolds Airport, became an area for concentrated institutional development.

A number of churches were built near the Lansing Drive area in the 1980 and 1990s as well as an assisted-living center, private educational facilities, and the Mazie Woodruff Center that houses the Forsyth Technical Community College and the Carver School Road Branch Library. More detailed information on schools can be found on **page 24**. More recently, Northampton Drive has seen the construction of the Spencer Memorial Christian Church and the campus for Galilee Missionary Baptist Church.

In summary, the last fifty years have seen many changes in the Planning Area. From a rural community, the area has been transformed into a thriving area of primarily single-family residences. Many proud neighborhoods with a collection of quality housing stock can be found along with a number of institutions which are an intricate part of the community and are an important aspect of the character and vitality of the area. However, there is still undeveloped land in the Planning Area. The expansion of commercial, institutional and industrial land uses can increase economic opportunities, but also has the potential to impact the established community character. Assuring that redevelopment and expansion blend with existing development is the challenge for this Area Plan and the implementation efforts that will follow it.



Grace United Presbyterian Church
built by Frank Carpenter in the early 1970s



Wentz United Church of Christ



Carl H. Russell Sr. Recreation Center



Mazie Woodruff Center

Existing Conditions

GENERAL CHARACTER

The character of the Planning Area varies; some areas are densely populated with a mix of land uses and a significant amount of single-family residential development, while other parts are still relatively undeveloped. While the railroad played a big role in shaping the development and character of the Planning Area, the existing environmental features, such as creeks, floodplains and steep slopes equally contribute to its character. The northernmost section contains Mill Creek and a number of tributaries and associated steep slopes. These creeks contribute to the rural character found in this section where larger lots, limited development, areas of open space and few east-west connections are found. The southern section of the Planning Area is divided into developable pockets between Brushy Fork Branch, Frazier Creek and Lower Mill Creek that have been built with a suburban-style of development with limited neighborhood connections and abundance of culs-de-sac.

DEMOGRAPHICS

Based on the 2000 Census, approximately 15,000 people live in the Northeast Suburban Planning Area, an increase of approximately 9.5% from the 1990 census (see **Table 1**).

EXISTING LAND USE

Existing land uses in the Planning Area include residential, office, commercial, institutional, parks and open space, industrial, and utilities. The area is predominantly single-family residential in character with very limited amounts of multifamily residential, commercial and office. Many single-family developments have been completed since the 1960s without a corresponding increase in nonresidential development. A number of institutional uses are found in the area including schools and churches. Industrial development is found along major corridors and next to the Smith Reynolds Airport. Park and open space land include parts of Winston Lake Park and Salem Lake Park and a number of neighborhood parks distributed throughout the area. There is a significant amount of vacant land in the Planning Area (see **Map 3**).

RESIDENTIAL

The predominant land use in the Planning Area is residential, which accounts for approximately 48% of the total land area. Single-family is the primary residential type in most neighborhoods. For the purpose of mapping, single-family and duplex uses have been grouped together. There are few duplexes, with most located in the Ogburn Station neighborhood.

Multifamily developments accounts for a small percentage of the total land area and are located in the Ogburn Station and Old Carver neighborhoods.

OFFICE

Office land use is almost nonexistent in the Planning Area; only one office use was identified on N. Patterson Avenue.

COMMERCIAL

Approximately 190 acres, about 2% of the land area, is developed with commercial uses. The primary concentrations of commercial land use are found along N. Patterson Avenue in the Ogburn Station and Old Rural Hall Road area and along Myer Lee Drive/W. Mountain Street. There are also small commercial areas in neighborhoods throughout the Planning Area.

INSTITUTIONAL

Both public institutional uses such as schools, fire stations, community centers, and private institutions such as churches are dispersed throughout the Planning Area. The approximately 455 acres of institutional use account for about 3.5% of the land area. Most of the institutional uses are located in the area between Carver School Road, Old Walkertown Road and Northampton Road. Other locations include New Walkertown Road and Old Rural Hall Road.

PARKS AND OPEN SPACE

Parks and open space account for 590 acres of the Planning Area, about 6% of the total land area. Recreation facilities are discussed in more detail in the Community Facilities section.

Table 1. Northeast Suburban Planning Area Demographic Trends/Comparisons

Population Statistics					
Area	Population				
	2006	2000	1990	2000-2006 Growth (Percent)	
Northeast Suburban Area	17,000	15,000	13,696	13	
Winston-Salem	228,000	185,800	143,485	23	
Forsyth County	343,000	306,000	266,000	12	
Diversity Statistics					
Area	Race (Percent)				
	African-American	White	Asian	Other	Hispanic*
Northeast Suburban Area	53	44	0.2	3	6
Forsyth County	26	69	1	4	6
Age Statistics					
Area	Age (Percent)				
	Less than 5 years	5-17 years	18-39 years	40-64 years	65 years and older
Northeast Suburban Area	6	14	29	32	19
Forsyth County	7	17	33	31	13

Source: 2000 U.S. Census Bureau

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

INDUSTRIAL

Industrial uses comprise approximately 4.5% (455 acres) of the Planning Area. Most industrial uses are concentrated along or near N. Patterson Avenue, Lansing Drive, Reidsville Road and the Old Greensboro/Business 40 area.

UTILITIES AND RIGHTS-OF-WAY

Together, utilities and road/rail rights-of-way account for approximately 10% of the land area or 957 acres in the Northeast Suburban Planning Area.

VACANT

Vacant land accounts for 2,580 acres or 26% of the land area. Although it appears that there is a high percentage of unused land in the Planning Area, many undeveloped parcels are found along existing creeks and their tributaries with some steep slopes that make development more difficult. Three larger parcels that appear to be vacant on the land use map have been platted for single-family homes but have not yet been built: North Oaks, Summit Point, and Covington subdivisions.

Table 2. Northeast Suburban Planning Area Existing Land Use

Land Use	Acres	%
Residential	4,691.0	48.0
Single-Family/Duplex	4,639.0	47.5
Multifamily	52.0	.5
Office	2.0	0.0
Commercial	190.0	2.0
Industrial	455.0	4.5
Institutional	360.0	3.5
Parks & Open Space	590.0	6.0
Utilities & Right-of-Way	957.0	10.0
Total Developed Land	7,245.0	74.0
Vacant Land	2,580.0	26.0
Total Area	9,825.0	100.0

Source: Survey by City-County Planning staff, Summer 2009

ZONING

Since the adoption of *Legacy* in 2001, there have been 42 rezoning petitions within the Northeast Suburban Planning Area. Eleven petitions have been either withdrawn or denied. The most recent one was for a request for a Dollar Store at the intersection US 311 and Northampton Road, which was denied due to public opposition. Eleven petitions have rezoned sites from commercial to residential districts or from residential to residential districts of a higher density or for manufactured housing. Nine petitions have rezoned sites to office or commercial districts including an office for the NAACP Community Center, a carwash, an internet café, a motorcycle dealership and a convenience store. Five petitions have rezoned sites to day care facilities or a church campus. Two petitions have rezoned sites to industrial districts. The remaining petitions have been for miscellaneous rezonings including Site Plan Amendments and for jurisdictional changes.

Within the same time period, there have been four major subdivision development approvals with 10 or more lots/units involving 183 acres of the Planning Area. The largest subdivision approvals include Stone Terrace, located off Old Rural Hall Road with 80 lots; Summit Pointe, located on the north side of Oak Summit Road with 199 lots; Covington, located off Northampton Road with 178 lots; and North Oaks, located on the south side of Oak Summit Road with 148 lots. Once completed, these subdivisions will

house over 600 families in the area. See **Appendix B. Planning Area Zoning/Development Review** for a summary of major zoning and development reviews.

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**).

ROADS

Overall Street Pattern

The general street pattern reflects the time of development with the older section of the Planning Area being primarily a grid pattern (rectangular blocks) around Ogburn Avenue and Tise Avenue. The suburban areas off Carver School Road, Northampton Drive and Reidsville Road have curvilinear blocks. Three of the main roads, Reidsville Road, New Walkertown Road and Old Walkertown Road, extend across the Planning Area diagonally making a number of intersections difficult because of the angle at which roads intersect. Environmental features constrain road extensions and make connections between different sections of the Planning Area challenging.

Road Types

Every street and highway is classified to identify its function as part of an overall network (see **Table 3**).

- **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 4-6 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 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.

Table 3. Northeast Suburban Planning Area Road Classifications and Features

Freeways	Description	2007 ADT (Average Daily Traffic)	2025 Estimated Volume	Current Road Capacity	Road Width	Future Cross-Section
Business 40 (US 421)	4 lanes with median	47,000 - 51,000	48,100 - 82,500	63,600 - 95,900	48-72	Adequate
US 352	4 lanes with median	53,000 - 56,000	61,000	63,600	48	8 lane Freeway
Expressways	Description	2007 ADT (Average Daily Traffic)	2025 Estimated Volume	Current Road Capacity	Road Width	Future Cross-Section
Reidsville Rd. (US 158)	2-3 lanes	14,000 - 18,000	23,100	17,700	29-37	4 lanes with median
Boulevards	Description	2007 ADT (Average Daily Traffic)	2025 Estimated Volume	Current Road Capacity	Road Width	Future Cross-Section
New Walkertown Road (US 311)	2 lanes	2,600 - 4,700	11,700 - 10,100	16,100 - 18,500	25	4 lanes with median
Major Thoroughfares	Description	2007 ADT (Average Daily Traffic)	2025 Estimated Volume	Current Road Capacity	Road Width	Future Cross-Section
Akron Drive	2-4 lanes	7400 - 16,000	13,700 - 28,800	13,100 - 27,500	30	3 lanes, Adequate + Sidewalk
Baux Mountain Road	2 lanes	2,800 - 3,000	4,100 - 4,400	16,100	19	3 lanes
Germanton Road (NC 8)	2 lanes	12,000 - 13,000	13,900 - 17,600	16,100	23-36	3 lanes
N. Liberty Street	2 lanes	16,000	10,300 - 21,700	22,100 - 23,900	63	5 lanes, Adequate + Sidewalk
Linville Road	2 lanes	7,200 7,500 -	7,000	16,100	22	3 lanes
Old Greensboro Road	2 lanes	7,600	8,300	14,600	22	3 lanes
Old Hollow Road (NC 66)	2 lanes	8,500 - 11,000	10,100 - 12,500	16,100	23-30	3 lanes
Old Rural Hall Rd (Baux Mountain Rd to Old Walkertown Rd)	2 lanes	4,800 - 11,000	14,000	16,100	22	3 lanes

(continued on page 14)

Table 3. Road Classifications and Features (continued from page 13)

Major Thoroughfares	Description	2007 ADT (Average Daily Traffic)	2025 Estimated Volume	Current Road Capacity	Road Width	Future Cross-Section
Old Walkertown Road	2 lanes	7,000 - 13,000	11,400 - 19,500	11,100 - 16,100	22-37	3 lanes
W. Mountain Street	2 lanes	11,000	13,900	16,100	24	3 lanes
Minor Thoroughfares	Description	2007 ADT (Average Daily Traffic)	2025 Estimated Volume	Current Road Capacity	Road Width	Future Cross-Section
Beeson Dairy Road	2 lanes	2,800 - 3,100	3,700	16,100	19	3 lanes
Carver School Road	2 lanes	7,600 - 7,800	8,100	16,100	32	Adequate + Sidewalk
Davis Road	2 lanes	1,300 - 2,400	3,200	16,100	18	3 lanes
Glenn Avenue	2 lanes	8,300	8,700	12,700	25	3 lanes
Lansing Drive	2 lanes	7,100	6,200	11,100	20-24	2 wide outside lanes
Motor Road	2 lanes	3,900 - 4,300	3,500 - 13,800	16,100	19-21	3 lanes
Northampton Drive	2 lanes	1,900 - 3,900	5,500 - 19,400	16,100	19-21	3 lanes
Oak Summit Road	2 lanes	5,600 - 5,900	4,900 - 6,500	16,100	20	3 lanes
Ogburn Avenue	2 lanes	1,200 - 2,900	3,500 - 3,600	12,700 - 16,100	20	3 lanes
Old Belews Creek Road	2 lanes	5,100	1,800	11,100	19-20	3 lanes
Old Rural Hall Road (Baux Mountain Road to Old Hollow Road)	2 lanes	2,100 - 9,300	3,000 - 10,600	16,100	21-22	3 lanes
N.Patterson Avenue	2-5 lanes	7,600 - 8,400	10,700 - 21,200	16,100 - 34,100	22-64	3 lanes, Adequate + Sidewalk

(continued on page 15)

Table 3. Road Classifications and Features (continued from page 14)

Existing Collector Streets		
Airport Road	Lansing Drive	Providence Road
Brown Street	Legare Drive	Sandusky Street
Butterfield Drive	Myer Lee Drive	Silver Chalice Drive
Chelmsford Drive	Northampton Drive	Starmount Drive
Dippen Road	Novack Street	Three Hills Drive
Dolphin Drive	Oakridge Drive	Tise Avenue
Gaither Road	Old Belews Creek Road	Tulip Drive
Huff Circle	Parrish Road	Westmoreland Drive
Jordan Drive	Phelps Drive	White Rock Road
Kapp Street	Pine View Drive	Whittier Road
Kittering Lane	Pleasant View Drive	

CURRENT PROPOSED STREET AND HIGHWAY IMPROVEMENTS

Forsyth County has several long-range transportation plans/processes: the *Thoroughfare Plan*, the *Long Range Transportation Plan* (LRTP), the *Comprehensive Transportation Plan* (CTP), and the *Metropolitan Transportation Improvement Program* (MTIP).

The Thoroughfare Plan has long served 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 Thoroughfare Plan is not fiscally constrained, as it shows all desired road projects – both funded and unfunded road projects. While the Thoroughfare Plan deals with streets and highways, the *Long Range Transportation Plan* (LRTP) includes all modes of transportation. The LRTP is fiscally constrained, as it only includes projects for which funding is anticipated. The LRTP is required under federal provisions and must include an assessment of air quality impacts.

An additional State transportation planning requirement is the *Comprehensive Transportation Plan* (CTP). The CTP is a long-range plan for all modes

of transportation and is not fiscally constrained. The *Thoroughfare Plan* will become the street and highway component of the CTP.

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 programs project funding for a seven-year period for all modes of transportation.

There are some proposed streets and highway improvements listed for the Northeast Suburban Planning Area from the above plans (in **Table 11**).

PUBLIC TRANSPORTATION

Local Bus Routes

The Winston-Salem Transit Authority currently provides bus service within the Northeast Suburban Planning Area on five routes originating from the downtown terminal. **Table 4** and **Map 5** describe the routes in more detail.

Table 4. Northeast Suburban Local bus Routes

Route Number	Direction	General Route
1*	Outbound	From New Walkertown Road, left at Carver School Road, right at Butterfield Drive end at Oak Ridge Drive
1*	Inbound	From Butterfield Drive, left at Oak Ridge Drive, left at Lansing Road, left at Carver School Road, right at New Walkertown Road, continue to Transit Center
7	Outbound	From Indiana Avenue, right at Motor Road, end at Patterson Avenue
7	Inbound	From Motor Road, right at N. Patterson Avenue, continue to Transit Center
9	Outbound	From Leo Street, right at Akron Drive, left at N. Liberty Street, left at Old Rural Hall Road, right at Motor Road, left at Baux Mountain Road, left at Pleasant View Drive, right at Old Rural Hall Road, left at Oak Summit, end at Ogburn Avenue
9	Inbound	From Oak Summit, left at Ogburn Avenue, left at Kapp Street, right at Tise Avenue, right at Akron Drive, left at Leo Street, continue to Transit Center
11 Night	Outbound	From Leo Street, right at Akron Drive, left at Tise Avenue, left at Kapp Street, left at N. Patterson Avenue, right at Burnham Drive, continue to Hanes Mill Road to WalMart.
11 Night	Inbound	From University Parkway, left at N. Patterson Avenue, continue to Transit Center
111 Night	Outbound	From New Walkertown Road (US 311), right on Northampton Drive, right at Beeson Dairy Road, right at Forest Valley Drive, left at Ward Street, right at Morning Ridge Lane, left at Gauntlet Drive, end at Silver Chalice Drive
111 Night	Inbound	From Gauntlet Drive, left at Silver Chalice Drive, right at Old Belews Creek Road, right at Reidsville Road (US 158), right at Old Greensboro Road, continue to Transit Center

* Also has a night route

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.

Light Rail

A proposed regional passenger rail line connecting Forsyth and Guilford Counties is currently being developed by the Piedmont Authority for Regional Transportation (PART). Potential rail station locations include downtown Greensboro, PTI Airport/Kernersville, Winston-Salem State University, downtown

Winston-Salem, Thruway Shopping Center/Baptist Hospital, Hanes Mall/Forsyth Medical Center and Clemmons. The proposed light rail system has the potential to provide new transportation opportunities.

Streetcar

The City of Winston-Salem is currently analyzing possible alignments for a central city streetcar circulator. A connection that links Wake Forest Baptist Medical Center to Winston-Salem State University through downtown and the Research Park is being discussed as a first phase of the project. The City is currently seeking support for the project’s implementation.

BICYCLE FACILITIES

The *Winston-Salem Urban Area Comprehensive Bicycle Master Plan* was adopted by the Winston-Salem City Council on August 15, 2005, and by the Transportation Advisory Committee on September 15, 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 Planning Area has three signed bike routes described in **Table 5** and shown on **Map 5**.

Designated Bicycle Lanes

The Winston-Salem Urban Area Comprehensive Bicycle Master Plan recommends a number of designated bicycle lanes in the Planning Area (see **Table 6**).

PEDESTRIAN FACILITIES

With the adoption of the multimodal transportation plans, enhancing and improving the pedestrian infrastructure throughout the county has become a transportation priority.

Sidewalks

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

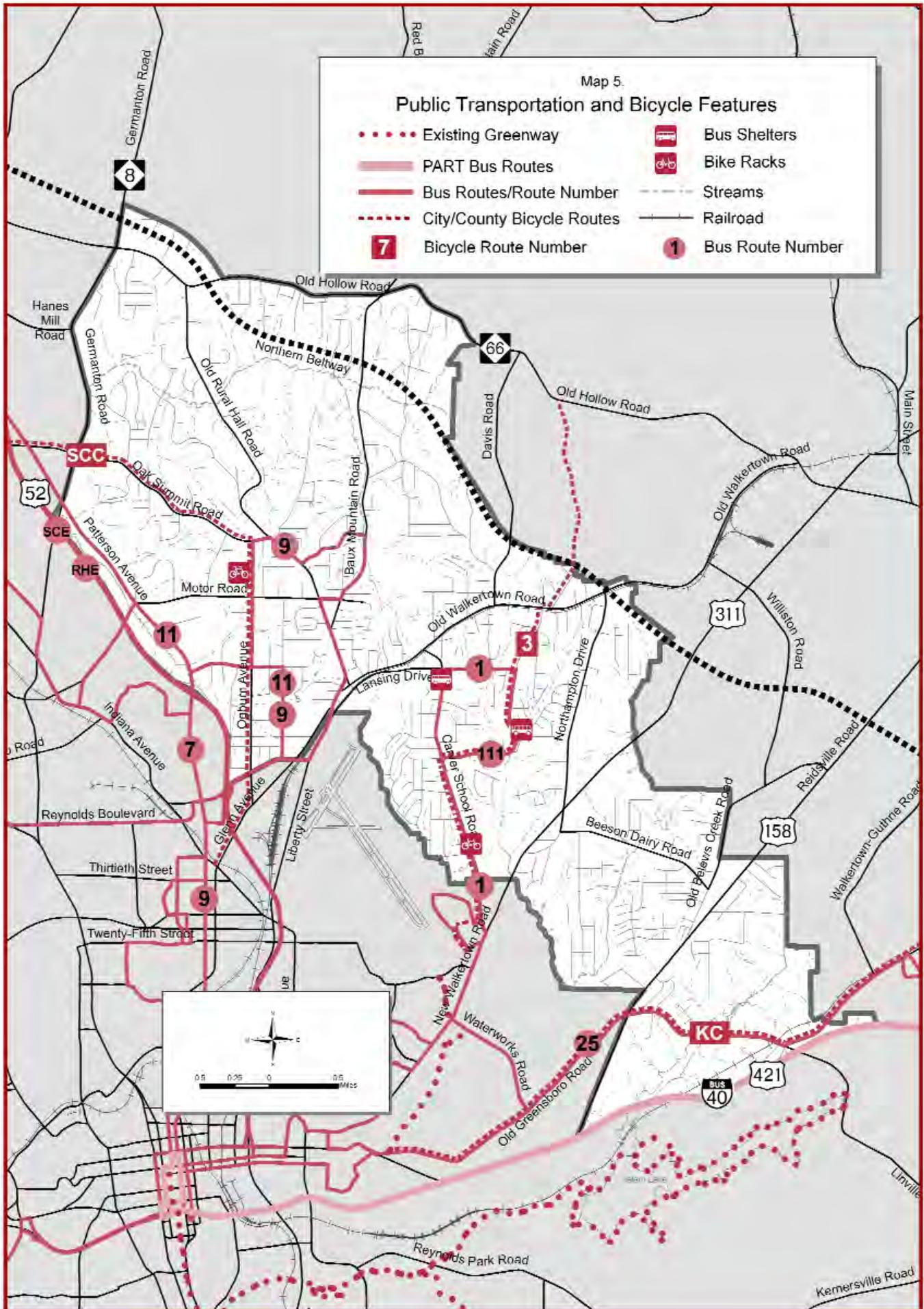
Because funding is limited, sidewalk ranking criteria was developed as part of the Pedestrian Plan to help determine which recommended sidewalks are most needed. Criteria includes street type, school locations, location of “pedestrian generators” such as stores and parks, connectivity to the overall pedestrian system and location of bus stops.

Table 5. Northeast Suburban Bicycle Routes

Route Name	Route Map Symbol	General Route
Walkertown Connector	3	From Teresa Avenue, left at Carver School Road, right at Butterfield Drive, left at Oak Ridge Drive, right at Old Walkertown Road, left at Dippen Road, continue into to Walkertown.
Kernersville Connector	KC	From northbound Reidsville Road (US 158), left at Old Greensboro Road, left at W. Mountain Street, continue into the Town of Kernersville.
Stokes County Connector	SCC	From northbound Glenn Avenue, left at Ogburn Avenue, left at Oak Summit Drive, continue northwest to Stokes County.

Table 6. Northeast Suburban Designated Bicycle Lanes

Project	Length	Description, Completions
Carver School Road	1.9 miles	Along Carver School Road from New Walkertown Road (US 311) to Lansing Drive. Completed 2008.
Old Greensboro Road	1.8 miles	Along Old Greensboro Road from E. Fifth Street to Reidsville Road (US 311), completion date to be determined.



Sidewalks are found in the Northeast Suburban Planning Area in only three areas: along Carver School Road, Airport Road, and a section of Butterfield Drive. Area Plans may make additional recommendations for sidewalks beyond what the *Pedestrian Plan* currently recommends. As each Area Plan is adopted, the 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 when evaluating projects.

The *Pedestrian Plan* currently recommends the following additional sidewalks in the Planning Area:

- West side of Carver School Road from Bainbridge Drive to Airport Road. This is a funded project.
- Area around the Ogburn Station Shopping Center including Old Walkertown Road from Old Rural Hall Road to Stowe Street and Old Rural Hall Road from Newport Street to Baux Mountain Road.

The City of Winston-Salem and Forsyth County have adopted street design standards for new developments that include requirements for sidewalks.

Greenways

Greenways are linear parks that provide pedestrian and bicycle access to community facilities and neighborhoods. Greenways are discussed in more detail in the **Community Facilities** section. The Planning Area has no built greenways, but the Virginia K. Newell/Ann Massey Greenway, the Bowen Branch Trail and the Salem Creek Greenway are in close proximity and can be extended into the area.

RAIL

The Piedmont Authority for Regional Transportation, PART, is the agency in charge of administering and developing rail service studies in the Triad. The Intercity Rail Study examines the feasibility of providing intercity rail travel between Raleigh and Asheville through Winston-Salem generally along the Interstate 40 corridor. The Commuter Rail Study examines the major travel corridors within the Triad to determine which corridors can support a major transit capital investment to enhance public transit.

A site for the Winston-Salem Intercity Passenger Rail Station could be the historic Union Station situated east of the downtown, at Martin Luther King Jr. Drive. Other stops in Forsyth County have been discussed at Kernersville, the Thruway Shopping Center area, Hanes Mall and Clemmons.

The following rail lines are located in the Northeast Suburban Planning Area:

- The Southern Railway that runs parallel to Business 40 on the southern end of the Planning Area and along a section of US 52.
- The Norfolk & Western Railway that runs along Old Walkertown Road.

AIRPORTS

Air traffic in Winston-Salem and Forsyth County departs or originates at the Smith Reynolds Airport. This airport, operated by the Airport Commission of Forsyth County, serves the local citizens as a general aviation airport with limited commuter flights. The airport has good access to US 52 and is located approximately three miles northeast of downtown Winston-Salem. Airport property between N. Liberty Street and Milton Drive forms the western boundary of the Northeast Suburban Planning Area.

The Piedmont Triad International Airport (PTIA) is located approximately 20 miles east of downtown Winston-Salem in Guilford County. PTIA provides the region with direct and connecting commercial air passenger and air freight service to national and international destinations. The FedEx Mid-Atlantic Hub is anticipated to open by the end of 2010.



HISTORIC RESOURCES

A number of designations exist for the preservation of a community's historic resources. District designations include the National Register of Historic Places, Historic Districts (H), and Historic Overlay Districts (HO). The National Register is administered by the State Historic Preservation Office and does not impose regulations on property owners unless federal or state funding is involved or federal and/or state income tax benefits are utilized. The Historic (H) and Historic Overlay (HO) Districts are local zoning districts that require specific guidelines to be met when altering, constructing, moving or demolishing properties.

Individual property designations are also available for qualifying sites. The National Register program can be used for individual structures or sites and follows the same regulations as National Register Historic Districts. Local Historic Landmark designation is available for highly significant structures and sites within Forsyth County and provides local property tax benefits. As with locally-zoned historic districts, once a property is designated as a Local Historic Landmark, design review criteria and processes are required.

Four major historical studies/surveys have been completed in Forsyth County: *Forsyth County Architectural Survey Update*, a survey update, three phases completed by Heather Fearnbach in 2009; *Forsyth County Architecture: From Frontier to Factory: An Architectural History of Forsyth County*, a survey completed by Gwynne S. Taylor in 1981; *Winston-Salem's African-American Neighborhoods 1870-1950*, by Langdon E. Oppermann in 1993; and, *Spanning the Past, a Survey of Selected Historic Bridges in Winston-Salem*, City-County Planning Board, 2008.

Forsyth County Historic Resources Commission (HRC) staff continues to administer projects tied to the countywide architectural survey update completed by Heather Fearnbach in 2009 to provide additional information about historically significant properties in Forsyth County. A current and updated architectural survey serves to help the City and County better direct and manage growth and development while protecting and promoting our historic resources. HRC staff has reviewed all major studies/surveys and completed a windshield survey of the Planning Area.

A list of currently identified historic resources in the Northeast Suburban Planning Area may be found in **Appendix A. Historic Resources**. Most of these properties were identified in either the 1981 Architectural Survey or the 2009 Architectural Survey Update. The purpose of both surveys has been to identify and record the full range of historic resources that contribute to Forsyth County's unique character. While some surveyed buildings are of National Register quality, others were included simply to provide context. Including a building in the Forsyth County architectural survey means only that it has been recorded for documentary purposes (see **Map 11**).

Regarding eligibility for listing a property or area on the National Register of Historic Places, there are two principal issues to consider: significance and integrity. First, a property must have "significance" for one of the following: for association with important events or patterns of history; for association with an important historical figure; as an important example of period architecture, landscape, or engineering; or for the information it is likely to yield (applied to archaeological sites and districts, and sometimes applied to certain types of structures). Second, the property or area must also have "integrity" of "location, design, setting, materials, workmanship, feeling and association." This means that the property must

retain enough of its historic physical character (or in the case of archaeological sites, intact archaeological features) to represent its historic period and associations adequately.

In the Northeast Suburban Planning Area there are no properties or districts listed on the National Register of Historic Places and only one structure, the Edgewood Baptist Church, has been recognized by the State Historic Preservation Office and is included on the North Carolina National Register (Study List).

The Study List recognized properties that merit more intensive research and documentation. This is a preliminary step in the review of properties that may be eligible for the National Register of Historic Places and is not a requirement under federal program regulations, but serves as an early screening mechanism to remove consideration of resources that are clearly not National Register candidates. North Carolina is unique in that this process is codified in the state administrative code and that the National Register Advisory Committee (NRAC) is directly involved. The Study List has been part of North Carolina's program since the first National Register nominations were reviewed and submitted from the state in 1969.

Inclusion on the Study List does not prevent any lawful actions by a private property owner involving a building or land. Study List boundaries are preliminary and for planning purposes only. Any federally-funded projects require historic resources review prior to project commencement.

Unlike other areas in Forsyth County and Winston-Salem, the Northeast Suburban Area does not have one cohesive history. It is comprised of many varied neighborhoods spanning from suburban planned developments to communities that grew up around features such as the railroad or a commercial center. Unfortunately, at this time, there has not been a detailed history of any part of the Planning Area specifying the exact development history. There appear to be many neighborhoods with long-standing oral history traditions that have never been written down and published in any public form. An overview has been compiled by staff and can be found in the next section of this chapter.

The standard of age for a historic structure or area is generally 50 years or older (yielding a few exceptions). As time goes by, more and more neighborhoods are reaching that threshold. Examples

of this are the modern neighborhoods dating from the 1940s until present day. These neighborhoods include such architectural styles as Minimal Traditional, Ranch, Split Level and Contemporary. At this time, more study is necessary to determine which of Forsyth County's modern neighborhoods are the best examples and would be eligible for the National Register of Historic Places. The Northeast Suburban Area holds many modern neighborhoods and warrants future study into this type of historic resource.

HISTORY

The Northeast Suburb Planning Area is made up of a number of neighborhoods, early towns and communities. These communities have a rich and varied history that can be put together to tell the story of this Planning Area. Unfortunately, there are not extensive amounts of written material about the Planning Area, including the time period from 1940 to the present. Much of the history which follows was collected through oral histories gathered from members of the Area Plan Citizens' Advisory Committee and other community members. For a more general discussion on the history of the area, please see **page 5** in the General Development of the Area section.

Ogburn Station Area

The northwest portion of the Planning Area began to develop first in the mid-1800s. Today, this portion of the Planning Area includes the communities of Ogburn Station, Mineral Springs, Northview, Fair Oaks, Oak Summit and the Pine Brook Country Club. Features important to the development of this region were the railroad, the varied topography of the terrain,

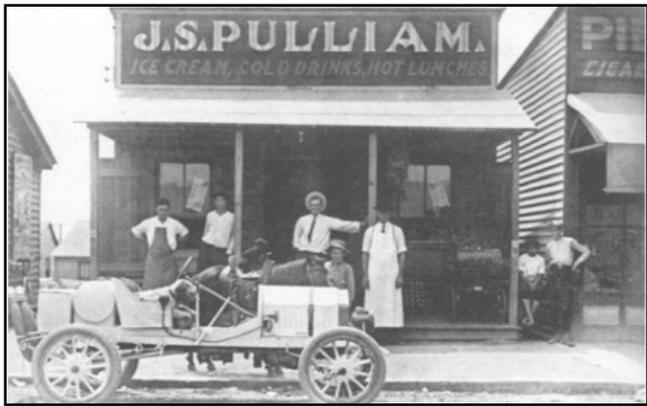


The Ogburn Brothers for whom Ogburn Station is named. *Photo courtesy of Jack Ogburn.*

and important institutions such as schools and churches.

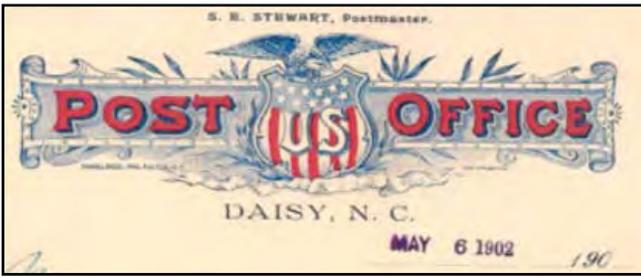
The town of Ogburn Station was founded around 1840. In 1800, Edmund Ogburn arrived in North Carolina from Pennsylvania and purchased 51 acres of land from the Moravians near the present day intersection of Germanton Road and Highway 66. James E. Ogburn, Edmund's son, was

one of North Carolina's first tobacco farmers and his son Charles, who was born in 1842, worked on the family farm. After serving in the Civil War, Charles returned home to found a downtown tobacco factory with partner W. P. Hill. The factory was later sold to R. J. Reynolds. The tracts of land once owned by the Ogburn families became the current day Ogburn Station. Due to its location on the railroad, Ogburn Station first developed as a trading area for horses, cattle and other goods, avoiding the need for goods to be transported into downtown Winston-Salem. The area also served as a campground for those who traveled to Winston-Salem from the outer areas of the county to buy goods that had come via the railway. Old railroad information shows that in 1890, Ogburn Station was the first railroad stop outside the City of Winston on this rail line. Since there is no record of a formal depot or permanent structure existing at the station (though a number of residents remember a platform), this stop was likely used for transferring livestock, supplies and mail, as well as serving as a watering stop for the livestock. It is remembered that in the early part of the 20th century, a stagecoach line using primarily dirt roads that originated in Rural Hall, actually went through the Ogburn Station area on its way to Old Salem. With time, Ogburn Station transitioned from a thriving farming community into a lively commercial center that included barber and beauty shops, cafeterias and restaurants, a hardware store, a grocery store, a shoe shop, a blacksmith shop and a pharmacy. One business, J.S. Pulliam Barbeque, just celebrated one hundred years of serving the Ogburn Station community.



The original J.S. Pulliam Barbeque Store. *Photo courtesy of Molly Grogan Rawls, Winston-Salem in Vintage Postcards.*

The area was also home to "Jennings Mill," a corn mill that was located on Old Walkertown Road on the railroad tracks a block or so east of the Ogburn Station train platform. This building is still standing.



Letterhead of S.E. Stewart, Postmaster, Daisy, N.C. *Courtesy of Jack Ogburn.*

Not too far from Ogburn Station was another railroad stop called Daisy Station. This was a whistle stop, the train's whistle would blow when coming through the area and the mail would be thrown from the train. There is a record of a postmaster in Daisy, North Carolina. Daisy Station is remembered as being located at the corner of Davis and Old Walkertown Roads, and the area had a grocery store and a gas station.

Schools

Education is an integral part to any community and the northwest section of this Planning Area has a long history of educational institutions. The Walker School was a small, one-room log building named for the owner of the land on which it was built, and it served the White Rock community beginning in the 1870s. Eventually, the men of the community constructed a new frame, one-room facility on "Five Mile Road" between Winston and Walkertown named White Rock School. Oral history indicates the school was named after a large, white quartz rock that served as a local landmark. The school was moved to face what is now Davis Road around 1905, and was then expanded with a three-room addition that covered the white rock. A cafeteria and three more rooms were added during the tenure of Principal Stillwell from 1943 to 1945. The White Rock Civic Club purchased the former school from the Forsyth County Board of Education in 1957. After many phases of remodeling and updating, the building has served the community for social events, Red Cross nursing and first aid courses, Home Demonstration Club meetings and Boy Scout meetings.



White Rock Civic Center

Local community leader Prince Ibrahim led the campaign to replace White Rock School with a modern facility in the early 1950s. Mr. Ibrahim operated a grocery store and served as a Boy Scout leader, civic club officer, Sunday school teacher and Forsyth County Board of Education member. The new sixteen-classroom school was designed by the architectural firm Lashmit, James, Brown and Pollock, and was built at a cost of approximately \$500,000 on a twenty-two-acre lot east of White Rock School. Principal Walter Joyce oversaw the move from White Rock to Prince Ibrahim School in the early 1950s. Since the new school was not completely finished, students had to return to White Rock School for lunch. Prince Ibrahim School became an intermediate school (fourth, fifth, and sixth grades) in 1971. The major school system reorganization in 1977 returned the lower grades and added kindergarten to Prince Ibrahim School.



Ibrahim Elementary School (formerly Prince Ibrahim Elementary School)

Another school with a long history in the community is Oak Summit School, also known as the Old Ferguson School. According to a history written about Oak Summit United Methodist Church, the one-room frame building that now stands southwest of the 1957 sanctuary initially served as a school during the week and a church on Sundays. The old school has been used by the Boy Scouts for many years. In the late 1920s or early 1930s, the County built a larger school on Old Rural Hall Road just north of Oak Summit Road called Oak Summit School. This building served the area as a school into the early 1970s, and was then used as a storage facility for the school system until 2010. In its last year of educational use, the school was renamed the Ferguson School after a beloved teacher, Mary Worth Ferguson. Originally, this school was a frame structure, but over the years a brick classroom addition and a brick gymnasium were built onto the original school. Ferguson School was demolished in 2010.

Mineral Springs School started as a one-room school, which was expanded on several times. The original school burned down during WWII. A new Mineral Springs school was built in 1949 and served as a high school until the 1962-63 City-County school consolidation. The name “Mineral Springs” came from a series of springs on the property, which had a pavilion built over them at one time.



Mineral Springs High School under construction in 1948. *Photo courtesy of Forsyth County Public Library Photograph Collection.*



Mineral Springs Pavilion. *Photo courtesy of Jack Ogburn.*



Mineral Springs High School, December 1948. *Photo courtesy of Molly Grogan Rawls, Winston-Salem in Vintage Postcards.*



Mineral Springs Cheerleaders, 1939-40. *Photo courtesy of Jack Ogburn.*

Neighborhoods

As Ogburn Station developed as a trading area in the mid 19th century, homes were built off of Old Rural Hall Road and Old Walkertown Road to house merchants and other workers in the community. Unfortunately, there are very few written sources relating the history of this area or how the neighborhoods developed. With time, scattered housing was built along thoroughfares such as Oak Summit Road, Baux Mountain Road, Davis Road and Ogburn Avenue. The area known as Oak Summit was originally called “Flat Branch.” The name was changed when Mrs. Sarah Cox, the postmistress in 1891, wrote the post office in Washington to request a name change that reflected the presence of the great oak trees in the community and the summit on which they stood.



Wick Ogburn, wife and sons at their house in the Ogburn Station area. *Photo courtesy of Jack Ogburn.*



Ogburn House on Oak Summit Road ca.1850, 1880-1900. *Photo courtesy of Heather Fearnbach.*

Due to the expansion of such companies as R. J. Reynolds, Hanes, and Western Electric and the post-World War II housing shortage, there was a strong need to construct new subdivisions outside of downtown Winston-Salem in the 1950s. The Pine Brook Country Club and subdivision was a private facility intended to provide some of the needed housing. Pine Brook Country Club, built in 1954, included an 18-hole golf course designed by Ellis Maples. The Pine Brook Country Club subdivision was platted in 1954 and consisted of 106 parcels with an average lot size of approximately one-half acre. Most of the houses are expansive Minimal Traditional Style and Ranch houses with large front and rear yards. The 1950s boom also increased the need for services such as churches, schools, commercial and office buildings and recreational facilities in the Planning Area.



House on Twin Oak Drive in the Pine Brook Country Club subdivision. *Photo courtesy of Heather Fearnbach.*

The suburban development found between Westmoreland Drive and White Rock Road east of Baux Mountain Road and the Pine Brook Country Club subdivision occurred in the 1950s and 1960s. The 1980s and 1990s saw a number of housing units been built in the northern sections of the Planning Area off Old Rural Hall Road, Old Hollow Road and Phelps Drive. The latest additions to residential development include a number of subdivisions along Oak Summit Road. Two of the largest subdivisions are the North Oaks subdivision with a total of 148 lots, which was started in the early 2000s, and the Summit Pointe subdivision, which was started in the late 2000s. Another recent subdivision, Stone Terrace, is off Old Rural Hall Road with a total of 80 lots.

Carver Area

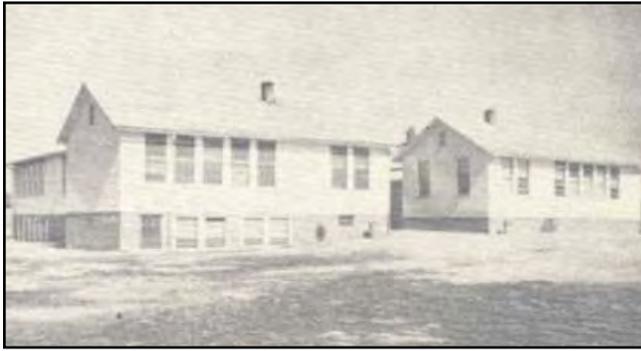
The southeast portion of the Planning Area was largely undeveloped until the early 1950s. What started as a rural open space with dirt roads and groves of trees developed into a thriving suburban area with strong neighborhoods, numerous churches and a growing school. Two major factors allowed for the development of successful subdivisions, which were marketed for upper- and middle-class African-Americans at this time; the paving of the roads, which began in 1952, and the advent of the urban renewal program.

In 1957, the Winston-Salem Board of Aldermen adopted an urban renewal program in an effort to eliminate slum conditions within the City of Winston-Salem. The eastern part of Winston-Salem was the primary target area covering some 718 acres, more than half of which was cleared. Urban redevelopment in this part of the city provided opportunities for many African-American families northward to live in areas which were until then occupied predominantly by Whites. Some African-American professionals moved to the outskirts of East Winston along Highway 311 and Carver School Road and invested in spacious, well-appointed houses.

As with the northwest portion of this Planning Area, there are very few written sources relating the history of this area or how the neighborhoods developed. The information which follows was taken from maps, oral histories, documentation from Sarah Friende Hamlin and information gathered during the Forsyth County architectural survey update conducted by Heather Fearnbach.

Schools

In the early twentieth century, the parents of African-American children demanded that a four-year high school be made available for students who lived in the County jurisdiction. At that time, Atkins High School only served residents of the City of Winston-Salem. People who lived in the County jurisdiction would have to pay tuition to attend a City school. A promise was made by the school system to build one high school for African-Americans in a central location if an enrollment of sixty pupils could be located and maintained.



Former Carver High School, photo from school newspaper, *The Beacon*, May 1939. Photo courtesy of Sarah Friende Hamlin.



Carver Chapter of New Farmers of America, photo from school newspaper, *The Beacon*, May 1939. Photo courtesy of Sarah Friende Hamlin.



The library at the former Carver High School, photo from school newspaper, *The Beacon*, May 1939. Photo courtesy of Sarah Friende Hamlin.



High School Honor Students, photo from school newspaper, *The Forsythean*, May 1937. Photo courtesy of Sarah Friende Hamlin.

In September 1936, over ninety high school students from all around the county arrived at the new Oak Grove School. The school was located at the corner of what is currently Carver School Road and White Street. At first, only two wood-framed finished classrooms were ready for students, while four additional rooms were being constructed. There was also an old school on the premises which was used for classes until the new building was finished. The first principal was Edward E. Hill, who was a native of Winston-Salem and a graduate of Howard University. Because the enrollment goal had been reached, the State School Commission gave high school status to Oak Grove School the second week after its doors had opened. At that time, Principal Hill was given the authority to hire one high school teacher, Mr. Samuel Hamlin Jr. In the spring of 1937, Superintendent Thomas Cash suggested that the school should be named in honor of George Washington Carver, an African-American scientist at Tuskegee Institute in Alabama. It was then the school name changed to Carver High School.



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

In the 1940s, plans were drafted to construct a new facility. The new building was located on what was then called Old Sides Mill Road, currently Carver School Road. The school was a state-of-the-art building which was constructed for 1.3 million dollars. Called Carver Consolidated School, the facility became an example of excellence for the entire country. The United States State Department had pictures taken of the facility and distributed nationally as an example of achievement for African-American education. In 1962, the City school system

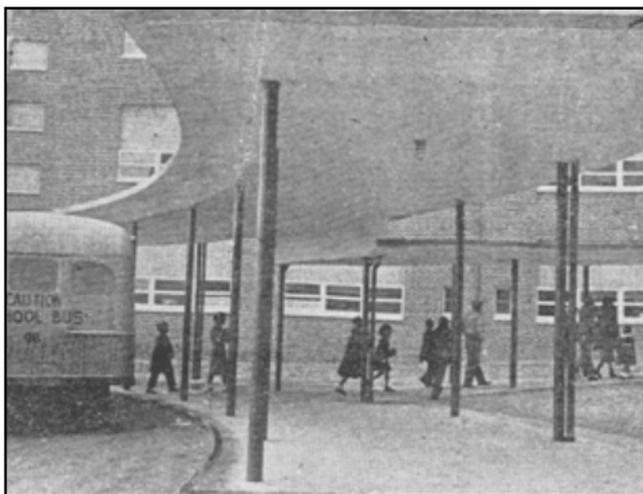
merged with the County school system, and Carver Consolidated School no longer served just African-American families. Carver Consolidated School became a junior high school in 1969-1970 with grade seven through nine attending. In 1971, Carver Junior High School became Carver High School.



Carver High School.
Photo courtesy of Forsyth County Public Library Photograph Collection.



Carver High School entrance in 1951.
Photo courtesy of Sarah Friende Hamlin.



Forsyth County bus delivering students at Carver High School in 1951.
Photo courtesy of Sarah Friende Hamlin.



Principal E. E. Hill and students pledging to take care of the school.
Twin City Sentinel, January 1951.

Neighborhoods

It appears from reviewing the Winston-Salem Plan City and Environs map (a plan completed by a consultant in 1947) and the Schools and Recreation Plan map (prepared for the City-County Planning Board in 1947), that there was very little residential development in the Carver area until the 1950s and 1960s. It appears that the earliest areas to be developed was a five-to-six-block neighborhood near the original Carver High School site off of White Street (including Rosa, Whitfield and White Streets and Viking Drive). For more general information on the history of the area, please see **page 5** on the General Development of the Area section.

One of the first areas to be developed in the late 1950s was the Prospect Park Neighborhood. It was followed by Carver Lake Estates, along with Woodfin Place, a subdivision of Ranch homes on about 15 half-acre lots that were developed in the 1950s. The Carver Lake Estates development is significant because it set the trend in the area for wider, suburban lots with larger building setbacks and more modern homes.



House on Woodfin Place
 in the Carver Lake Estates subdivision

This pattern was replicated in the later phases of the development of Monticello Park. Monticello Park was developed by James M. Shouse as a new subdivision intended to attract middle- and upper-class African-American residents in 1955. In 1957, the first two brick-veneered Ranch houses on Longbrook Circle were completed. Shouse continued to expand the subdivision in phases and built many speculative homes using a team of African-American subcontractors to complete the work. Residents included African-American stonemason B.C. Coppedge, who built his personal residence, a stone-veneered Ranch house with a stone façade chimney, at 5026 Longbrook Circle in 1964.



Stonemason
B.C. Coppedge.
*Photo courtesy of the
Winston-Salem Journal,
September 23, 1971.*

Dr. J. Raymond and Ruth C. Oliver, who purchased two lots at the intersection of Pomeroy and Glen Oak Drives, hired W. Edward Jenkins to design their home. Mr. Jenkins was one of the first registered African-American architects in North Carolina.



House on Pomeroy Drive
in the Monticello Park subdivision.
Photo courtesy of Heather Fearnbach.

Northwood Estates, one of the most densely developed neighborhoods found in the general area, was built in phases starting in 1965 and ending in 1972, and was developed by Erwin Homes of Winston-Salem Inc. This development introduced a street layout that included culs-de-sac, curving streets and the use of mid-block short streets ending in culs-de-sac. Lots in the subdivision have generous front and back yards, and the housing styles were mostly Minimal Traditional Style, Ranch, and Split-Level houses. This development was a popular choice for middle-class African-American families. A similar type of development can be found in the Northampton

Housing development, the only publicly-assisted housing in the area. The development includes 255 units that were completed in two phases in 1972.

The Jefferson Gardens neighborhood was originally seven acres of land belonging to George D. Hodgins. Surveyed in 1923 and divided into long, narrow lots facing the current day Doris Street, the first two phases of the development were platted but were never constructed. Section Three was developed by owner/developer Royce F. Hartman in 1964, and this plat contains eighteen approximately half-acre lots. The lots have generous front and back yards and the homes are modest Minimal Traditional Style, Ranch, Bi-Level, and Split-Level houses, most being erected in mid-1960s and late 1970s.

Huff Hills was originally a small farm in the 1920s. The farm house still exists among the approximately forty lots that make up the Huff Hills neighborhood. Housing was constructed in the mid-1950s to early 1960s on lots with large front and backyards. The subdivision includes modest Minimal Traditional Style and Ranch houses. According to neighborhood residents, the neighborhood was originally home to white property owners but transitioned to predominantly African-American residents in the mid 1970s.



Houses on Shaftesbury Lane in the Castleshire Woods subdivision. The Winston Lake Golf Course is located behind them.

A large portion of the single-family development in the Carver area occurred prior to 1980. Spanish Pines, Castleshire Woods, and Beeson Acres are some of the neighborhoods developed south of US 311 during this time period. However, new infill sites and subdivisions have been built in a number of locations. Carver Glenn located off Carver Road, a 22-lot development of split-level homes, was built in the early 1990s; Silver Chalice and Silver Chalice Village, a cluster development off Belews Creek Road, was also developed in the 1990s; and Canaan Place North subdivision, consisting of 86 lots,

was built off Lansing Drive in the early 2000s. The most recent subdivision, Covington, located off Northampton Road, is only partially built due to the economic downturn. Once completed, it will include 178 new homes.



New construction in the Castleshire Woods subdivision

Planning Area

Also found within this Planning Area are several examples of structures which are unique due to their architectural style, material selection, or craftsmanship. There are examples of various rural building types, including log cabins, vernacular homes, barns, tobacco barns, smoke houses, equipment sheds and other outbuildings. Also found in the area are schools, churches and cemeteries.

One building type that is found throughout the area is the period cottage. Many of these period cottages appear to be the work of prolific African-American stonemasons who created similar buildings throughout the county. One example is a pair of stone houses on Old Walkertown Road. These neighboring houses, which were constructed for two brothers, are mirror images of each other. A crescent moon ornaments each of the stone chimneys.



Stone house on Old Walkertown Road.
Photo courtesy of Heather Fearnbach.



Crescent moon ornaments the stone chimney.
Photo courtesy of Heather Fearnbach.

and walls that were constructed between 1940 and 1970. In some cases, the stone veneer treatment displays multicolored, broad, flat stones in combination with long, narrow stones to create unique patterned surfaces. Vertical stone courses often accent arches above windows, doors and chimney stacks. A star and moon motif appears on several façade chimneys, while five-petal flowers flank a few entrances. Many building owners recalled that the stonemasons were African-American, but couldn't remember their names.

Attempts to discern the identity of these stonemasons led to conversations with Evelyn Terry, the granddaughter of local brickmaker George H. Black, and retired building contractor Hugh Smith Jr., who provided the names of several African-American stonemasons. Terry and Smith asserted that Frank W. Murrell was the primary stonemason working in the area during this period. They also mentioned Vardress Long as a prolific stonemason who worked with James Grace Sr. and his son, James Grace Jr., and Curtis Campbell, whose nickname was "Stonewall," who laid stone in addition to brick. A 1971 Winston-Salem Journal article detailed the life and career of stonemason B. C. Coppedge who was still constructing stone walls for urban renewal projects at the age of eighty-two. Additional research will allow for the definite attribution of each mason's work.

Architecturally, there is one building in the Planning Area that is included in the North Carolina National Register Study List: Edgewood Baptist Church. This building was recognized for its distinctive modernist sanctuary with a parabolic roof that extends over a colored-glass curtain wall. The Edgewood Baptist Church congregation was originally known as City View Baptist Church. The congregation began meeting in City View School in 1921 and was officially organized in 1924. Their first church was erected in 1926, but the congregation grew and construction of the new sanctuary, education building and fellowship hall began in 1964. When the work was completed the name of the church was changed to Edgewood Baptist.



Edgewood Baptist Church.
Photo courtesy of Heather Fearnbach.

It is important not to limit the discussion of the Northeast Suburban Area’s historic resources to architecture. It is possible that various Native American tribes inhabited the area along with other early settlers outside of the Moravian settlement. Evidence of this is found in the few archeological sites that have been identified in the Planning Area. The North Carolina Office of State Archaeology maintains files on each of these sites.

COMMUNITY FACILITIES

The Northeast Suburban Planning Area has a number of facilities that serve the community including parks, schools, churches, and other institutional uses.

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. The State of North Carolina also funds charter schools, privately

run and publicly-funded schools to provide students with additional educational options, at no cost to the student. There are four public schools in the Planning Area. Of these, two are elementary schools: Ibrahim Elementary School and Mineral Springs Elementary School; one middle school: Mineral Springs Middle School; and, one high school: Carver High School (see **Map 10**).

There are two private school in the Planning Area, the Quality Education Institute on Carver School Road and the Quality Education Academy off Lansing Drive.

RECREATION FACILITIES

Parks

The *2015 Parks and Open Space Plan for Winston-Salem and Forsyth County* 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 Planning Area. Parks are classified based on their size, facilities and function. **Table 7** lists recreation facilities in the Northeast Suburban Planning Area by type with acreage and major facilities.



Oak Summit Park

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 parks and recreation 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. Northeast Suburban Area Recreation Facilities

Park Type	Acres	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 opportunities drawing people from multiple neighborhoods.		
Helen Nichols Park/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: Provided recreation opportunities focusing on one or more specialized activities such as golf or tennis.		
Winston Lake Park	384	Picnic shelters, playgrounds, softball fields, fitness trail, football field and fishing
Regional/Reserve Parks: Are either resource-based parks used for passive recreation or parks offering a range of recreational opportunities or specialized facilities		
Salem Lake Park	1455	Picnic shelter, playground, fitness trail, fishing and boating

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. In 2007, the *2015 Greenway Plan for Winston-Salem and Forsyth County* was adopted. The Plan covers greenway trail design, priorities for greenway construction, operational policies and procedures, funding issues, and citizen involvement. Greenway easements along creeks and other linear features have been requested through the zoning and subdivision process in Forsyth County for over 25 years. There are currently no greenways in the Planning Area.

The *2015 Greenway Plan for Winston-Salem and Forsyth County*, adopted in 2007, recommends construction of the following greenways in the Planning Area:

- The Brushy Fork Creek Greenway Trail (north), a paved recreation and transportation trail connecting the Virginia K. Newell/Ann Massey Trail and the Bowen Branch Trail with

Winston Lake, Helen Nichols Park, Carver High School, Crawford Park, ending at the Mazie Woodruff Center and Library on Lansing Drive;

- A Greenway Connector along the proposed Motor Road Extension from the Mazie Woodruff Center to Baux Mountain Road; and
- A Greenway Connector along Five Mile Branch from Baux Mountain Road to Mill Creek.

LIBRARY FACILITIES

The Carver School Road Branch Library is located off Lansing Drive in the Woodruff Center in the Northeast Suburban Planning Area.

FIRE STATIONS

There are three fire stations in the Northeast Suburban Planning Area:

- Fire Station #9, located on Ogburn Avenue, responds mainly to surrounding residential areas with some commercial development. Fire Station #9 is also the second in company at the Smith Reynolds Airport and provides additional manpower to assist with the Hazardous Material DECON unit.

- Fire Station #12, located on New Walkertown Road, covers the areas of New Walkertown Road, Carver High School and Winston-Lake. Fire Station #12 houses the Hazardous Materials Decontamination Unit for the City.
- Fire Station #17, located on Old Greensboro Road, responds to eastern areas in the city that including Linville Road, Old Greensboro Road and US 421.
- Station #17 is responsible for the Winston-Salem/ Forsyth County hazardous materials response team, Haz-Mat One.

HOUSING

GENERAL INFORMATION

According to the 2000 Census, there are approximately 5596 housing units in the Northeast Suburban Planning Area. About 6 % were vacant, somewhat lower than the citywide vacancy rate of 8 %. Of the 5260 occupied housing units (“households”), approximately 73% were homeowner-occupied, significantly more than the 51% of households citywide who own their own homes.

Based on 2008 data from the Forsyth County Tax Assessor’s Office, single-family detached structures in the Planning Area have lower assessed value than structures citywide. The average assessed value of a single-family detached structure in the Planning Area is \$85,000, about 17% lower than the average value citywide of \$102,200 (see **Table 8**).

HOUSING IMPROVEMENT EFFORTS

The City’s primary means of maintaining housing conditions is enforcement of its minimum housing code. The City also uses federal community development and local housing funds to assist both owner-occupants and investor-owners to rehabilitate residential structures. Most of these funds are provided to property owners in the form of low interest loans.

As of 2004, the City of Winston-Salem has targeted its community development funds to the Neighborhood Revitalization Strategy Area (NRSA), an area designated based on the rate of poverty. Some of the Northeast Suburban Planning Area is located in the NRSA. The portion of the Planning Area includes homes and businesses located between Akron Drive, US 52, Germanton Road, Oak Summit Road, Baux Mountain Road and Old Rural Hall. Also included in the NRSA is the area between Old Walkertown Road, Brushy Fork Branch and western boundary of the Planning Area along the Smith Reynolds Airport property.

In areas where housing conditions are extremely deteriorated and code enforcement/rehabilitation efforts have been unsuccessful, the City-County Planning Board can certify the area as a *Redevelopment Area* based on the provisions of North Carolina Redevelopment Law. Blight Certification allows the City to acquire property through the power of eminent domain (condemnation) based on an adopted redevelopment plan. Due to the regulations and processes that must be followed, including the relocation of occupants, City redevelopment efforts can be expensive and slow.

Redevelopment authority has been used in Winston-Salem since the late 1960s to acquire and clear blighted housing. While early urban redevelopment projects acquired and cleared large areas, recent efforts to improve housing conditions focus more on code enforcement, encouragement of rehabilitation, and include only limited acquisition and clearance. This change occurred mainly due to reductions in federal community development funding, but also due to recognition that wholesale clearance can have many negative impacts on a community.

DESIGN AND APPEARANCE

Urban design is intended to bring, order, clarity and pleasing harmony to the network of public spaces, streets, parks, and sidewalks. The character of the public spaces is formed by the arrangement and details of the elements that define them, such as the storefronts along a commercial street or the dwellings that line a residential street.

A portion of the Northeast Suburban Planning Area was developed prior to 1940. Street widths were minimal, buildings were placed close to the street and there was a mix of land uses. Nonresidential uses including retail stores, institutions, and industries were generally small and designed to serve or employ nearby residents. This original development pattern created a special character and sense of community. However, the nature and scale of businesses and institutions have changed over time, creating urban design issues and land use challenges in the Planning Area including: assuring compatibility between land uses; maintaining (and creating) mixed-use neighborhoods; assuring that roads move traffic but remain pedestrian-friendly; reusing vacant/abandoned industrial and commercial sites; allowing businesses and institutions to grow without harming the surrounding neighborhoods; and preserving historic character while adapting to current needs.

Table 8. Northeast Suburban Area Plan Housing and Income Statistics

Income						
Area	Income (Dollars)		Below Poverty Level (Percent)			
	Average Household	Per capita	Families	Individuals		
Northeast Suburban Area Plan	38,513	17,896	11	14		
Forsyth County	46,262	25,587	8	11		
Housing Type						
Area	Total Housing Units	Single-Family Detached	Single-Family Attached	Multifamily	Manufacturing Housing	
Northeast Suburban Area Plan	5,596	89	1	5	5	
Winston-Salem	82,840	61	5	32	2	
Forsyth County	133,093	67	3	25	5	
Housing Tenure and Value						
Area	Owner-Occupied	Renter-Occupied	Average Home Value (Dollars)			
Northeast Suburban Area Plan	73	21	85,000			
Winston-Salem	51	41	102,200			
Forsyth County	61	32	114,000			

Source: 2000 U.S. Census Bureau

Most of the Northeast Suburban Planning Area was developed after 1940 when the automobile became the dominant form of transportation. The automobile, combined with the construction of the U.S. Interstate System as a defense measure from World War II, were two major factors that led to suburban residential and commercial development. People were no longer dependent upon mass transit to move about easily through the city.

With the relatively inexpensive cost of gasoline for commuting, it became easier for developers to purchase farmland tracts located further out from the center city and subdivide land into larger lots for homes. Demand for such housing rose dramatically after World War II resulting in more homogenous

homes that could be constructed more rapidly. As a result, newer zoning codes began to reflect this trend by promoting suburban development requiring larger minimum lot sizes, greater setbacks from streets and wider streets for public safety purposes. Additionally, commerce centers developed along highways, road corridors or major intersections in the form of shopping centers. Unfortunately, many of these suburban residential and commercial developments lack the special character, sense of community and pedestrian-friendly design 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. A number of newer developments in Forsyth County are already moving in this direction.

In general, there is poor maintenance of existing older business sites in the Northeast Suburban Planning Area, giving commercial streets a neglected appearance. The same can be said with some residential areas where the character varies from good to neglected. The area lacks community focal points and places where residents can meet and mingle freely. A comprehensive approach is needed where building design, landscaping, streetscape and open space are considered comprehensively to give a distinctive image and character.

APPEARANCE INITIATIVES

The City has developed a number of initiatives to improve the appearance and walkability of neighborhoods and commercial areas in Winston-Salem. City 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 County's *Unified Development Ordinances*.

Since the adoption of *Legacy*, a number of regulations have been adopted and initiatives implemented to make highways and roadways in the community look better with landscaping, sidewalks, bike lanes and reduced signage.

Community Roots Day

Community Roots Day is a volunteer tree-planting event that takes place every year to add trees, shade and improved appearance to our neighborhoods. In the past eighteen years, over 6000 trees have been planted on streets throughout Winston-Salem. Community Roots Day is sponsored by the Community Appearance Commission, Keep Winston-Salem Beautiful and the City of Winston-Salem Vegetation Management Department, and is only possible through donations from businesses and individuals. In 2010, Community Roots Day took place in the Happy Hill neighborhood. Over 350 volunteers planted more than 400 trees along several neighborhood streets.

Winston-Salem has been named a Tree City USA by the National Arbor Foundation for the tenth consecutive year. The Community Roots Day program contributes a great deal to this distinctive designation.



Flower bed at the Northwood Estates neighborhood entrance



Council Member Vivian H. Burke's *Yard of the Month* recognition program

Tree Ordinance

The loss of existing mature trees and the need for additional high-quality trees have been long-standing concerns in our community. Healthy trees reduce air and noise pollution, provide energy-saving shade and cooling in hot weather, furnish habitat for wildlife, enhance aesthetics and property values and are an important contributor to community image, pride and quality of life. The City of Winston-Salem recognizes the benefits that trees provide in the urban environment. A Tree Ordinance has been adopted requiring the planting of new trees and the preservation and maintenance of high-quality existing trees.

Sign Ordinance

The appearance of our community is an important contributor to our civic pride. On-premises signage can have a strong effect on the aesthetics of the streetscape and the larger community. Well-designed signage can guide citizens to destinations effectively.

An overabundance of large and excessive signage can be confusing to people and contributes to a cluttered and unsightly appearance. The City of Winston-Salem has adopted sign regulations establishing standards that provide adequate signage opportunities while keeping our communities attractive and safe.

Residential and Commercial Infill Ordinance

Redevelopment of older residential and commercial property and vacant lots in our older neighborhoods has increased in recent years. *Legacy* encourages new infill development that makes efficient use of existing infrastructure, promotes a viable, growing central city and reduces development pressures in suburban areas. While infill development can complement existing neighborhood character, some infill in the Planning Area does not reflect sensitivity to the surrounding neighborhoods. Infill standards provide a mechanism for promoting new residential and commercial development that does not negatively affect the integrity of older neighborhoods.

Both Residential and Commercial Infill Ordinances have been recently adopted by the City Council. The Residential Infill Ordinances establish standards for front- and streetfacing building setbacks, garage placement, orientation of buildings on narrow lots, and subdivision of property. The ordinance includes provisions for new single-family and multifamily development as well as additions to existing single-family structures. The Commercial Infill Ordinance deals with parking, bufferyards and planting standards.

Revitalizing Urban Commercial Areas (RUCAs)

The City Council has recognized the problems and issues associated with declining urban commercial areas and their economic impact on the health of our city and neighborhoods. Underutilized, unutilized, and blighted properties in commercial areas are in need of assistance to change the disinvestment trend. With the returning popularity of walkable communities comes the recognition of the importance of the small-scale neighborhood commercial district. Unfortunately, some local commercial districts have already been lost and others are in poor condition and have many vacant properties. Even those urban commercial areas that are still popular and not in serious decline are aging and in need of infrastructure improvements.

An overall strategy called Revitalizing Urban Commercial Areas (RUCA) has been developed for declining commercial areas that include public improvements, private site improvements and regulatory strategies. The City Council awarded \$1.5 million in 2007 for RUCA improvements for three commercial districts in the city. An additional \$2.5 million has been set aside in 2010 for improvements to other RUCA sites throughout the city over the next several years.

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. Some of these issues, particularly attracting new large-scale businesses for job creation and assembling land for these larger uses, are handled in part by entities such as the Chamber of Commerce and Winston-Salem Business Inc. In addition to these efforts, the City of Winston-Salem offers a variety of programs to help businesses develop, grow and/or revitalize.

EXISTING ECONOMIC DEVELOPMENT PROGRAMS

The City of Winston-Salem offers a variety of programs to help businesses create jobs and expand the tax base. Most programs are low-interest, long-term loans. Depending on the program, funds can be used for buying properties, site or facility improvements, rehabilitation of older buildings, purchase of equipment and/or working capital.

A limited number of programs are available citywide. However, most are designed to induce business to locate and create jobs in distressed areas of the city. As of 2003, the City of Winston-Salem has targeted most of its business loan programs to the Neighborhood Revitalization Strategy Area (NRSA), an area designated based on the rate of poverty.

The area west of the Norfolk & Western Railroad and Old Rural Hall Road is within the boundaries of the NRSA. This includes the commercial developments along N. Liberty Street in the Planning Area, as well as the former Paragon Foods site. Also included is the commercial area between Old Rural Hall Road and Baux Mountain Road south of Motor Road. The following is a summary of the existing City

economic development programs available in the Northeast Suburban Planning Area:

Economic Development Revolving Loan Program

The Revolving Loan Program provides financial assistance to small businesses that create or retain jobs for low- to moderate-income persons. The business or industry must be located in or doing work in the NRSA. Funds can be used to purchase, build or rehabilitate structures; to purchase equipment and fixtures; and/or for working capital/operational funds. Loans are made only to businesses unable to secure full financing from conventional lending sources. Loans averaging \$50,000 are provided at 7% interest, usually for a 10-year term and must be secured with collateral. The loan application requires extensive information, including a business plan.

Business Training Program

The City of Winston-Salem offers a ten-week training program to provide participants with the 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 program is offered free of charge to minority and women business owners, low-income persons or employers of low-income persons.

Nonprofit Technical Assistance

The City of Winston-Salem provides technical assistance and pre-development funding assistance to community development corporations (CDCs) – private nonprofit community-based organizations working to redevelop and revitalize distressed areas of Winston-Salem through housing production and maintenance. The City also provides assistance to economic development organizations. In 1999, the City helped create the Liberty CDC, an organization dedicated to rebuilding the Liberty Street Corridor.

Revitalizing Urban Commercial Areas (RUCAs)

As part of the City Council’s strategic plan, staff formulated revitalization strategies for older commercial areas in Winston-Salem. Twelve Revitalizing Urban Commercial Areas (RUCAs) were identified as qualifying for the first round of funding; other declining commercial areas have been identified as well. An overall strategy has been developed for such areas that include public improvements, private site improvements and

regulatory strategies. The City Council awarded \$1.5 million to RUCA improvements. The three RUCAs selected for the first round of funding were: N. Liberty Street in the *East/Northeast Area Plan*, Waughtown Street in the *Southeast Area Plan*, and Acadia Avenue in the *South Central Area Plan*. Additional funding has been approved by the City Council for other RUCAs to begin improvements under the program.

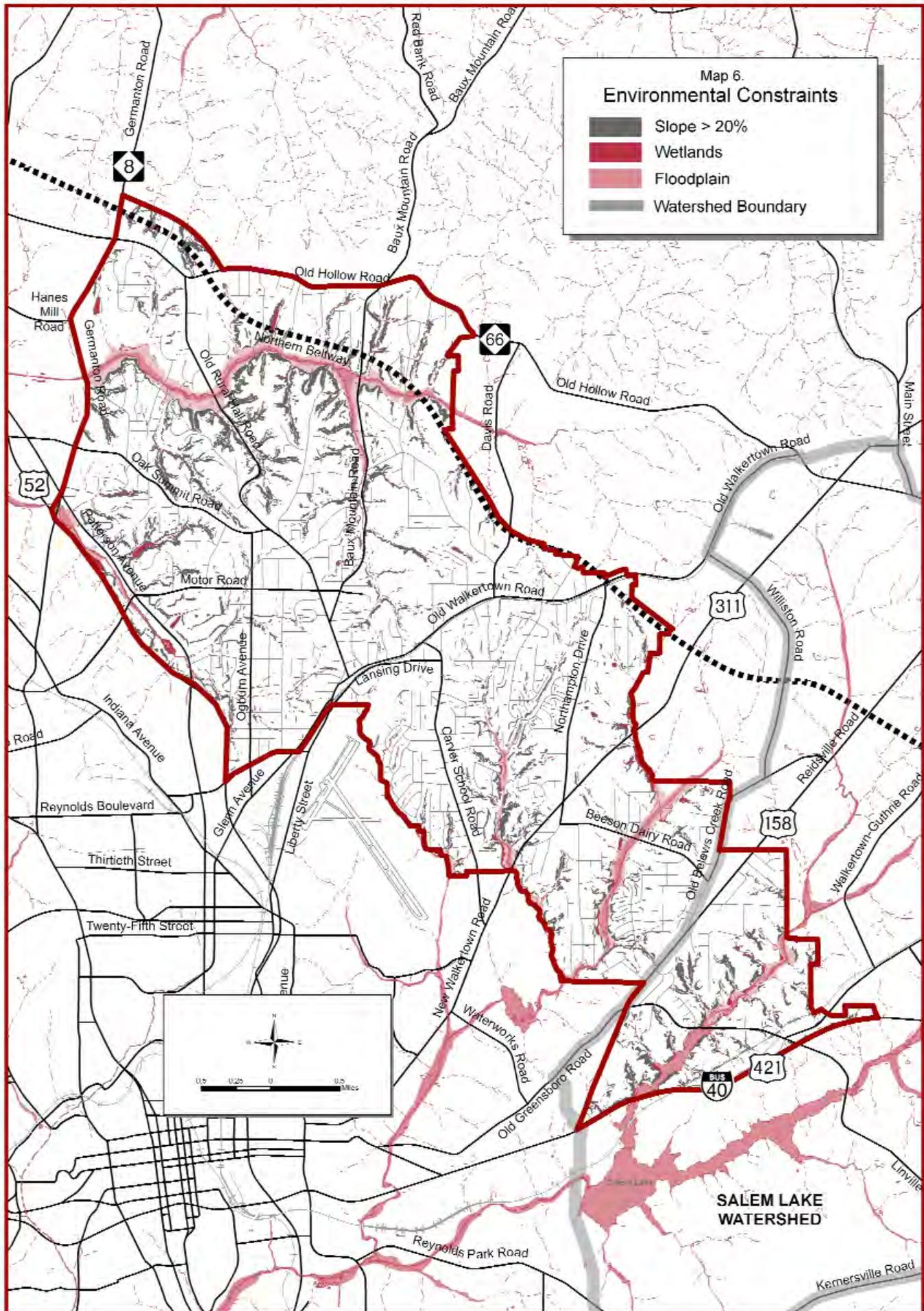
One of the twelve Revitalizing Urban Commercial Areas (RUCA) identified in the Planning Area is the Ogburn Station area.

Building Improvement Rehabilitation Program

The Building Improvement Rehabilitation Program was designed to provide private building owners with inducements to rehabilitate commercial and industrial properties in distressed areas. This program can be used throughout the NRSA outside of downtown. Under the program, the City provides funding of up to \$10,000 based on the amount of private investment. The loan repayment is deferred for five years and the balance is forgiven in full if the property has been properly maintained.

Target Area Business Assistance Program

The Target Area Business Assistance Program provides loans or grants up to \$50,000 to businesses locating within targeted distressed areas of the city. The amount, type of funding and terms are based on the number of jobs and tax base created. Seven target areas have been approved in Winston-Salem based on building conditions and vacancy rates. Within the Planning Area boundaries, the 100-200 block of Kapp Street between N. Patterson Avenue and Mineral Avenue has been designated as a Target Area for Business Assistance.



A number of environmental issues are of concern in the Planning Area including watersheds, floodplains, wetlands and water quality (see **Map 6**).

WATERSHEDS

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

- Limiting housing density by restricting the maximum number of housing units per acre;
- Limiting the built-upon area, or the amount of land covered by pavement and structures;
- Maintaining natural vegetative buffers along streams; and,
- Requiring *engineered* stormwater controls that trap sediment and other pollutants before reaching streams.

Salem Lake Watershed Regulations

In the Salem Lake watershed, lot sizes are determined by considering the following criteria:

A. Availability of sanitary sewer systems:

The minimum size for residential lots with septic tanks is 40,000 square feet.

B. Zoning: The zoning district for the area in which the lot is located.

C. Specific Requirements: The detailed Salem Lake watershed requirements for the Planning Area are:

a. Residential Development Requirements

- i. A minimum lot size of 20,000 square feet per residential dwelling unit; or
- ii. An average density of two dwelling units per 40,000 square feet; or
- iii. A maximum built-upon area of 24% of the site.

b. Nonresidential Development Requirement

Nonresidential developments are limited to a maximum built-upon area of 24% of the site.

All development must seek to minimize runoff and site disturbance and revegetate disturbed areas. A minimum 30-foot wide vegetated buffer is required for both residential and nonresidential development.

FLOODPLAINS

Floodplains are broad, flat, flood-prone lands adjacent to creeks and streams. They are inherently hazardous and costly locations for structures, therefore, development should be limited. Federal, State and local agencies have established various requirements to manage activities in flood-prone areas. There are approximately 11.5 miles of floodplain in the Northeast Suburban Planning Area. Portions of Mill Creek, Brushy Fork Creek, Frazier Creek and Lower Mill Creek have identified mapped flood-prone areas.



Mill Creek Floodplain on Old Rural Hall Road

WETLANDS

Wetlands are defined as areas inundated or saturated by surface or ground water at a frequency and duration sufficient to support and, under normal circumstances, do support a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas, and are defined by soil type.

WATER QUALITY

The N.C. Division of Water Quality is responsible for the development of a Water Quality Management Plan for the State. One subsection of the Plan is for the Yadkin-Pee Dee River Basin. This subsection covers water quality assessments for a number of streams and creeks in Forsyth County.

ANNEXATION AGREEMENTS

An annexation agreement is a legal agreement that defines land that each participating municipality may not annex within a specific timeframe. The agreement sets limits on each municipality’s future annexation into an area, thus establishing its potential future jurisdiction. The agreement, however, does not obligate a municipality to undertake annexations. Two major benefits from this type of agreement are that:

- It promotes the orderly and logical extension of municipal services because communities are not competing to annex an individual development; and
- It reduces uncertainty among property owners and public or private development interests.

North Carolina General Statutes authorize municipalities to enter into agreements for up to 20 years. Once adopted, participating municipalities must both agree to change or terminate the agreement before it expires. A municipality may unilaterally terminate an agreement after a five-year notification period. Each participating municipality must also notify the other(s) of all subsequent annexation proposals within the affected area (see **Table 9**).

EXISTING PLANS IN STUDY AREA (EXCLUDING LEGACY)

The following past plans have been completed in the Planning Area:

CARVER ROAD/OGBURN STATION DEVELOPMENT GUIDE

(Adopted 1991)

This Development Guide included land area within the City of Winston-Salem as of 1992. The following urban neighborhoods were included: portions of the Ogburn Station, Northview and Mineral Springs neighborhoods and the residential areas south of Old Walkertown Road between the Smith Reynolds Airport and Northampton Road north of New Walkertown Road.

REVITALIZING URBAN COMMERCIAL AREAS (RUCAS)

(Created 2006)

As part of the City Council’s strategic plan, staff formulated revitalization strategies for older commercial areas in Winston-Salem. Twelve Revitalizing Urban Commercial Areas (RUCAs) have been identified. One RUCA is located in the Northeast Suburban Planning Area: Ogburn Station. An overall strategy has been developed that includes public improvements, private site improvements and regulatory strategies. The City Council committed \$1.5 million to RUCA improvements for Fiscal Year 2006-2007. A second round of funds has been approved by the City Council in 2010, and an additional RUCA area was designated in the Northeast Suburban Planning Area at Baux Mountain and Old Rural Hall Road.

SALEM LAKE AREA PLAN

(Adopted 1986)

The *Salem Lake Area Plan* defined a water quality sensitive area close to Salem Lake that limits development to mostly low-density residential uses. A small portion of that water quality sensitive area overlaps the Northeast Planning Area at its western extremity. State watershed regulations have been adopted since completion of this Plan.

US 52 LAND USE AND TRANSPORTATION STUDY

(Adopted 2003 by the City-County Planning Board and the Winston-Salem Urban Area Metropolitan Planning Organization)

This study developed a comprehensive, long-range land use and transportation plan to guide the overall development and improvement of the entire Winston-Salem portion of the US 52 corridor. The study focuses not only on how to improve the safety and efficiency of US 52, but also on its potential ability to be a catalyst for future land use development and economic revitalization along its corridor.

Table 9. Winston-Salem/Forsyth County Municipal Annexation Agreements

Municipality	Adoption Year	Agreement Length	Amendments (Year)	Termination Year
Winston-Salem/Kernersville	1992		1999, 2003	2018
Winston-Salem/Walkertown	1998	20	N/A	

Legacy Recommendations

The *Legacy Development Guide* is a long-range policy guide for decisions concerning the overall growth and development of the community. The recommendations for development patterns contained in *Legacy* are general in nature, rather than focused on decisions for land use at specific sites. *Legacy* is adopted as an official public document but is not a development ordinance. Because the comprehensive plan is broad in nature, detailed plans such as the *Northeast Suburban Area Plan* are needed to provide more specific guidance for future growth, appropriate land uses, and infrastructure at a community and neighborhood level.



PLANNING CONCEPTS IDENTIFIED IN *LEGACY*

Growth Management Plan

The approach proposed in *Legacy* for managing growth and development is not whether our community will grow, but how. The predominant development pattern in the city and county over the past fifty years has been auto-dependent, low-density residential development with large-scale commercial projects at the urban fringe (urban sprawl). With a limited supply of raw land available for development, a new development model must be created that will allow us to grow, maintain our economic vitality and achieve a high quality of life. The Growth Management Plan is proposed to manage growth, create a more compact and balanced urban development pattern, and preserve open space and rural character.

The Growth Management Plan divides the county into three major Planning Areas: 1) the Municipal Services Area, 2) the Future Growth Area, and 3) the Rural Area.

Municipal Services Area

The Municipal Services Area is generally described as the area within the Muddy Creek drainage basin and includes a large portion of Forsyth County that is currently served by adequate infrastructure and services, especially public sewer. The Municipal Services Area is further divided into subareas: Center City, Urban Neighborhoods, Suburban Neighborhoods, and Town Centers. In addition, Metro Activity Centers, Urban Boulevards, and Rail Corridors/Stations may overlay any of these subareas.

Center City (GMA 1)

The Center City of Winston-Salem is intended to be the focus of development in the county and where the most intense urban development will take place. It is a major employment center as well as a hub for the arts, cultural activities, and the convention and tourism business. Increasing residential development is crucial to the success of the Center City. Ultimately, the Center City should have a rich mix of office, service, health, retail and residential uses.

Urban Neighborhoods (GMA 2)

The Urban Neighborhoods Area contains older neighborhoods and commercial, industrial, and institutional development that surrounds the Center City. Smaller lots, houses set close to the street, sidewalks, interconnected streets, and the mixture of residential, commercial, and institutional uses give this area an urban feel. Quality infill development, increased residential densities where appropriate, neighborhood-serving retail, and community services should be encouraged in Urban Neighborhoods. Historic preservation, rehabilitation and the reuse of existing structures should also be encouraged here.

Suburban Neighborhoods (GMA 3)

The Suburban Neighborhoods Area includes a substantial portion of the county where a large amount of development has taken place 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. Suburban Neighborhoods are appropriate for urban or suburban development and many of the proposed Metro Activity Centers are located within this area.

Future Growth Areas (GMA 4)

The Future Growth Area generally does not have sewer or other facilities and services to support urban development. However, because of the potential to be served efficiently by sewer and other facilities in the future and/or their proximity to towns, major roads and other public investments, the Growth Management Plan calls for this area to eventually become urban. People living in designated Future Growth Areas can expect to become part of an incorporated municipality in the long term. Development in these areas will be discouraged until the Municipal Services Area is more fully developed and until more

detailed land use plans can be prepared. Development that does occur will be encouraged to install public sewer.

Rural Area (GMA 5)

The Rural Area is located outside the Future Growth Area and beyond the area that can be provided with public sewer and other services in a cost effective manner. This area includes tracts of land in the Forsyth County Farmland Preservation Program and land along the Yadkin River Corridor. Provisions should be made for the protection of farmland, natural areas, and rural character in this area. The Rural Area is intended to remain in very low-density residential and agricultural uses for the duration of *Legacy*.

Urban Boulevards

Urban Boulevards are special corridors along selected major arterial roads that connect the Center City with selected Metro Activity Centers. The purposes of Urban Boulevards are to: 1) create attractive urban gateways leading into downtown Winston-Salem; 2) provide locations for the concentration of jobs, retail, and higher density housing; 3) promote high-quality transit service and pedestrian access by increasing densities at specific location along these corridors; and 4) incorporate design features that support pedestrian activity and provide a sense of place.

Rail Transit Lines and Transit Stations

Transportation alternatives are essential to our future, and high-speed passenger rail service is almost certainly part of that future. The Growth Management Plan identifies three major rail corridors and some specific station locations. The station locations have the potential to become Activity Centers around which more intense mixed-use development occurs. Such developments are frequently referred to as Transit-Oriented Developments. Residents living close to rail stations can benefit from convenient access to jobs and other destinations. Infill development and redevelopment that occurs around stations can increase ridership potential and the use of transit.

Metro Activity Centers

Legacy recommends the development of compact, mixed-use regional centers for retail, office, civic, and residential activity. These areas, called Metro Activity Centers (MACs), are focal points for a diverse mix of community activities that include living, working, shopping, education, recreation, civic, cultural, and spiritual activities. These Activity Centers, with their more intense concentrations of employment, are intended to be the hub of daily activity for those

who live in surrounding neighborhoods. A goal for each MAC is to include residential density high enough to support transit service. For this reason, all MACs are planned for areas that are within a quarter-mile of the intersection of major roads.

The ideal MAC has a densely developed Core Area surrounded by a less densely developed “support” area. The Core Area is the focus for commercial, institutional, office, and high-density residential uses, while the surrounding support area would be made up of high- and medium-density residential uses that would support the activities of the Core Area. The support area also acts as a buffer between the more intense uses of the Core Area and the lower density residential uses beyond the boundaries of the MAC. Not just a center for commerce, a MAC is also a busy neighborhood center that is designed for a safe and comfortable pedestrian experience. A unique sense of place should be created by the attention given to the appropriate scale and placement of buildings, the creation of green and public spaces and attractive architectural detailing.

Neighborhood and Community Activity Centers

Legacy calls for the identification of Neighborhood Activity Centers (NACs) and Community Activity Centers (CACs) during the Area Plan process. NACs and CACs should be designed using principles similar to those recommended for MACs, such as mixing uses, connecting the street network and providing a pedestrian-friendly environment.

NACs are small, pedestrian-friendly business and office districts which provide needed services within walking distance of residential areas. A number of commercial uses that serve the daily shopping/service needs of nearby residents and are considered appropriate for NACs include: video rentals, dry cleaners, bakeries, specialty food shops, cafes, sit-down restaurants, service stations, medical offices, insurance offices, churches, synagogues, and day care centers. In the Suburban Neighborhoods and Future Growth Areas, small-scale groceries and/or drug stores may also be appropriate land uses.

CACs are scaled and designed to provide daily and weekly shopping/service needs and services, as well as recreation, offices, institutional facilities and a social gathering place. CACs are pedestrian-friendly developments that accommodate the automobile and they are about one-quarter mile in diameter.

Their center, or Core Area, is most appropriate for the more intense uses suggested for these mixed-use developments. Along with the uses suggested for NACs, a number of additional uses are considered appropriate for the Core Area of CACs including: large supermarkets, large drugstores, hotels, restaurants, movie theaters, entertainment spots, medium-sized offices, schools, large day care centers, and large churches.

OTHER PLANNING CONCEPTS

Smart Growth

Smart Growth is a comprehensive approach to improving how communities grow and develop. Elements of Smart Growth include: a range of housing opportunities, walkable neighborhoods, a mixture of land uses, compact building design, the preservation of open space and rural areas, transportation choices including transit, and sound environmental practices. Smart growth is an alternative to the more typical “sprawl” model present in many communities today.

Mixed-Use Development

Mixed-use development typically includes a vertical and horizontal mixing of compatible commercial, office, residential, institutional, and recreational uses. Mixed-use development can reduce the number of automobile trips and trip length, facilitate pedestrian activity and transit use, and promote revitalization of aging Activity Centers. For a mixed-use development to function effectively, attention must be given to the design and layout of the project. To ensure different uses are cohesively integrated, mixed-use developments allows people to walk, bike, or drive to a destination. Street connectivity in mixed-use developments is essential for reducing the travel distance between destinations and encouraging pedestrian trips. A successful mixed-use development provides options not available in single-use developments.

Brownfields

The United States Environmental Protection Agency defines brownfields as real property that, if expanded, redeveloped, or reused, may have complicating factors due to the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off undeveloped greenfield land while improving and protecting the environment.

Greyfields

Comparable to brownfields, greyfields are derelict or declining commercial centers that are suitable for redevelopment. Typically, greyfields are characterized by large tracts of land having nondescript, decaying, and often long-term vacant commercial structures surrounded by acres of parking lots and asphalt. However, greyfields usually do not have the environmental difficulties associated with brownfields and can, therefore, be more appealing to potential developers. Greyfield redevelopment is a unique type of infill redevelopment. Greyfield redevelopment can revitalize a struggling commercial area by introducing well-designed development with a mixture of uses to nearby neighborhoods.

Transit-Oriented Development

Transit-Oriented Developments (TODs) integrate transit stations with a mixture of complementary land uses and design elements that encourage transit ridership. TODs are cohesive developments that facilitate pedestrian activity through a connected transportation network with streets, sidewalks and pathways, increased residential densities, a pedestrian-friendly streetscape, and neighborhood environments with a strong sense of place.

TODs can also be instrumental in stimulating economic development opportunities by revitalizing existing Town Centers and neighborhoods and by creating focused Activity Centers. TODs can be attractive locations for companies that seek an alternative to the suburban office park and enables employees across a metropolitan area have efficient access to and from their workplace.



Figure 4. Transit-Oriented Development Compared to Automobile-Oriented Development.

Forsyth County Farmland Preservation Program

The Forsyth County Farmland Preservation program is a voluntary program in which Forsyth County purchases the rights to develop land from farmland owners. The development rights are held in trust assuring that areas with good soils and active farms remain in agricultural use. The Forsyth County Commissioners created the program in 1984 and the first development rights were purchased in 1987. To date, the program has protected over 1600 acres of farmland.

Unfortunately, funding has not been available in recent years to expand the program.



Farm House on Beeson Dairy Road

Vision

★ PROCESS

Visioning is the process by which a community defines its future. The visioning process brings together people representing various points of view to create a shared image of what the community values and how it wants to look and function in the future. The resulting vision statement defines expectations and directions for the future, sets the framework for the detailed recommendations of the Plan and provides a way to measure progress as the Plan is implemented.

Staff conducted a visioning exercise with residents from the Northeast Suburban Planning Area in the fall of 2009 to generate ideas on how to accommodate the area's growth in the future. Participants shared their ideas about what their community should look like in the future and how to make it a better place in which to live, work, do business and play. Following the community workshop, the Northeast Suburban Planning Area Citizens' Advisory Committee synthesized the ideas from the community meeting into an overall vision statement for the Planning Area along with the Plan's goals and objectives. The results of the visioning exercise are described below.

In the year 2025, we envision

★ LAND USE

The Northeast Suburban Planning Area has a variety of land uses that support the needs of the residents. New retail and office uses and revitalized commercial areas enhance the community with their consistent look and variety of services provided. Revitalized older neighborhoods and quality new ones provide diverse housing choices and convenient goods and services.

★ TRANSPORTATION

The Northeast Suburban Planning Area has an integrated transportation network accommodating cars, public transportation, bicycle and pedestrian facilities and rail. Traffic moves efficiently on all roadways due to improved connectivity. The public transit system is comfortable, accessible, reliable

and understandable. Sidewalks throughout the area as well as bike and greenway systems connect all neighborhoods in the Planning Area.

★ COMMUNITY FACILITIES

The Planning Area has a mix of green spaces, parks and recreational facilities that provide opportunities for outdoor cultural events, musical concerts, entertainment activities and sports competitions for all ages. Parks are well maintained, safe and frequently upgraded. The many institutions in the area are active partners in maintaining a quality community. A system of safe and attractive walking and greenway trails connect schools, parks, services and neighborhoods.

★ HOUSING

Neighborhoods in the Planning Area are safe and peaceful with well-kept yards and streets. The area provides a diversity of housing choices for all ages and income groups within well-planned and attractive new and redeveloped communities. New housing blends well with rehabilitated and preserved older buildings. Neighborhood centers are located within walking distance from homes and provide goods and services to all residents.



House in the Northwood Estates Neighborhood

DESIGN APPEARANCE

The Planning Area is an attractive community with clean and well-maintained streets and public spaces. The historic character of neighborhoods is respected through compatible residential, commercial and institutional development. The local heritage, culture and architecture of the community has been protected and promoted as a valuable asset to the entire community.

HISTORIC PRESERVATION

The Planning Area is recognized by the entire community for the area's rich history and significant heritage. Preservation and sensitive rehabilitation of the historic resources in the area provide a strong sense of place and history. Neighborhoods are locally recognized for their contribution to our community's history.



Visioning Meeting at the Carl H. Russell Recreation Center

Northeast Suburban Area Plan Recommendations

General policies from *Legacy* provide the framework for recommendations in all Area Plans. Specific recommendations for the *Northeast Suburban Area Plan* were developed through the Visioning exercise and the work of the Citizens' Advisory Committee, the Interdepartmental Committee, and Planning staff.

LAND USE RECOMMENDATIONS

Land use recommendations serve as a guide for future development and zoning decisions in the Planning Area. As directed by *Legacy*, land use recommendations designate locations and formulate policies for compatible residential development, commercial and office uses, Mixed-Use Opportunity Areas, industrial uses, and Activity Centers.

GENERAL RECOMMENDATIONS

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

- To cluster new residential development in large undeveloped tracts of land, where possible, to protect natural features, natural vegetation and provide open space.
- To protect residential areas from inappropriate residential, commercial, institutional and industrial encroachment.
- To direct new commercial services to the Metro Activity Center, the Neighborhood Activity Centers, and along major transit corridors in areas already zoned for commercial development.
- To allow institutions to grow and expand to meet their needs in a manner compatible with their surrounding neighborhoods.
- To facilitate walking, bicycling, use of public transportation and rail with new development and redevelopment in the Planning Area.
- To promote greater flexibility in land use while having more design controls over site design to create mixed-use, variety-rich neighborhoods.

SPECIAL LAND USE CONDITIONS

The Proposed Land Use map (see **Map 7**) shows recommended land uses for all vacant property in the Planning Area and changes in land use for some developed sites. In some circumstances, there are special conditions or prohibitions of certain uses.

These situations are referenced on the map with a (*) and a small case letter and are described in detail on **page 54**.

RESIDENTIAL

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

The following are general descriptions for categories of residential land uses and specific recommendations for locations within the Planning Area suitable for these categories of use. The sites are shown on the Proposed Land Use map (see **Map 7**).

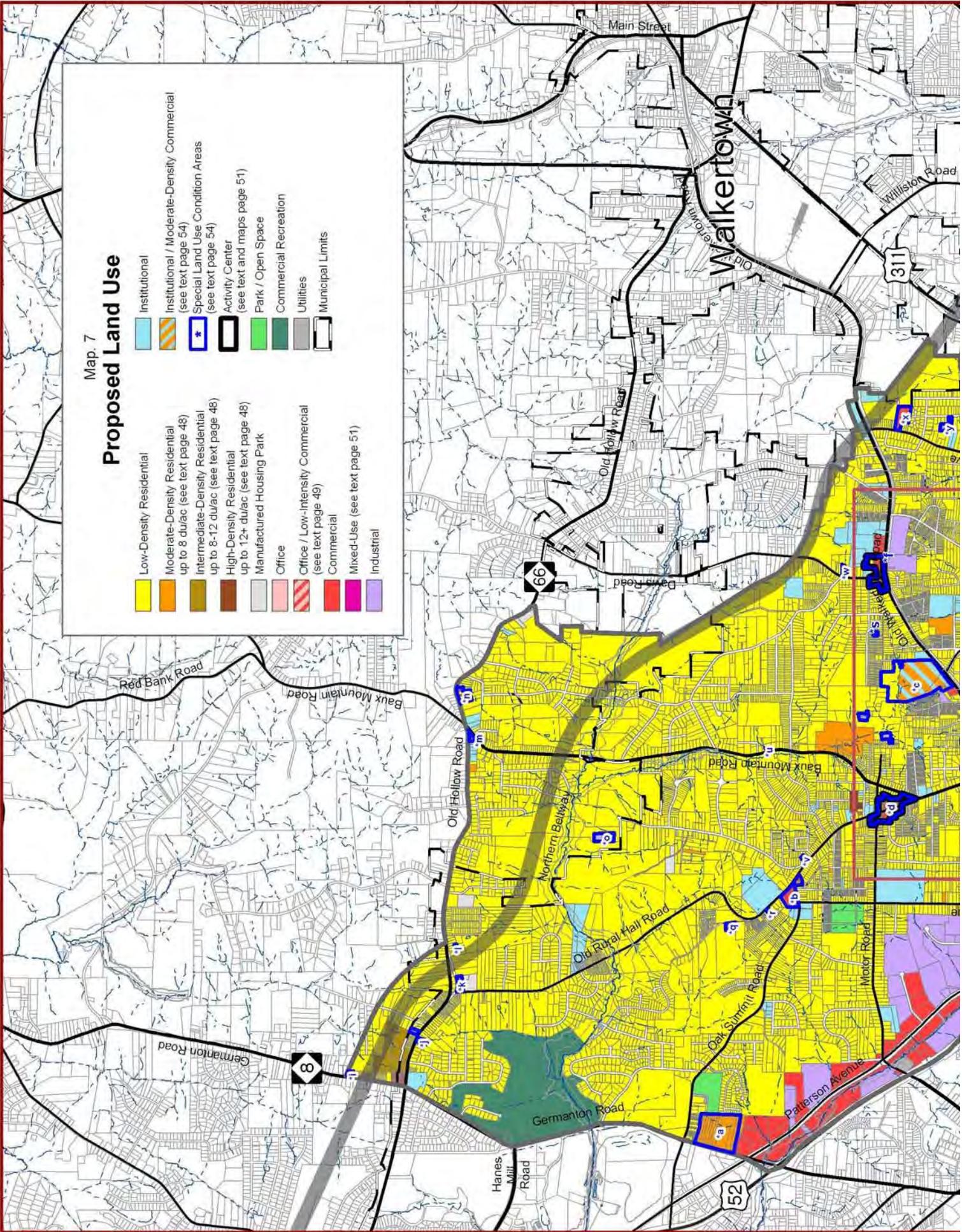
Low-Density Residential

- Low-density residential development has a density of 0 to 5 dwelling units per acre and consists mostly of single-family, detached units. Low-density residential development is recommended for:
- Existing individual lots and small tracts of land in existing single-family neighborhoods.
 - Larger parcels of vacant land or existing large-lot residential land in the area generally east of Germanton Road, north of Oak Summit Road and Pleasant View Drive, west of Baux Mountain Road, and south of Mill Creek. Most of this land is located within the city of Winston-Salem, zoned for single-family residential use, typically the Residential Single-Family, 9000 square foot lot minimum (RS-9) District, and has access to sewer.
 - Large parcels of vacant land or existing large-lot residential land in the area north of Old Walkertown Road, east of Baux Mountain Road and south of Mill Creek. Most of this land is located within the City of Winston-Salem, zoned for single-family residential use, typically RS-9, but needs extension of sewer lines since there is limited direct access to sewer.
 - Large parcels of vacant land or existing large-lot residential land in the area north of Mill Creek

Map. 7

Proposed Land Use

	Low-Density Residential		Institutional
	Moderate-Density Residential up to 8 du/ac (see text page 48)		Institutional / Moderate-Density Commercial (see text page 54)
	Intermediate-Density Residential up to 8-12 du/ac (see text page 48)		Special Land Use Condition Areas (see text page 54)
	High-Density Residential up to 12+ du/ac (see text page 48)		Activity Center (see text and maps page 51)
	Manufactured Housing Park		Park / Open Space
	Office		Commercial Recreation
	Office / Low-Intensity Commercial (see text page 49)		Utilities
	Commercial		Municipal Limits
	Mixed-Use (see text page 51)		
	Industrial		



within the boundaries of the Planning Area. This land is split between the City of Winston-Salem and unincorporated Forsyth County and is zoned mostly for single-family residential use, typically the Residential Single-Family, 20,000 square foot minimum lots (RS-20) and RS-9 Districts. Some areas have direct access to sewer while others need extension of sewer lines.

- Larger parcels of vacant land or existing large-lot residential land in the area around New Walkertown Road. Most of this land is zoned RS-9 for single-family residential use, and has access to sewer.
- Larger parcels of vacant land or existing large-lot residential land in the area southeast of US 158. Most of this land is zoned RS-9 for single-family residential use, and needs to comply with the Residential Development Requirements found in the Salem Lake Watershed Regulations (see **page 37**).

Moderate-Density Residential

Moderate-density residential development has a density of 5 to 8 dwelling units per acre. Generally, moderate-density residential land use is recommended for sites greater than two acres that are most appropriately developed with multifamily, townhouses or clustered single-family structures. Moderate-density residential is recommended for:

- The site located at the intersection of Germanton Road and Oak Summit Road. See **page 54 (*a)** for Special Land Use Conditions.
- The vacant City-owned property located north of the intersection of Old Walkertown Road and Carver School Road. See **page 54 (*c)** for Special Land Use Conditions.
- Sites located in the proposed Ogburn Station Metro Activity Center. See **page 56 (*e)** for Special Land Use Conditions.
- The vacant site with existing multifamily zoning located off Baux Mountain Road between Victoria Street and Jordan Drive.

Intermediate-Density Residential

Intermediate-density multifamily residential development has a density of 8 to 12 dwelling units per acre. Generally, intermediate-density residential land use is recommended for larger sites that are most appropriately developed with multifamily or townhouse structures. Intermediate-density residential is recommended for:

A primarily vacant site, a portion of it with existing multifamily zoning, located at the intersection of Germanton Road and Old Hollow Road.

High-Density Residential

High-density multifamily residential development has a density of over 12 dwelling units per acre. Generally, high-density residential land use is recommended for larger sites that are most appropriately developed with multifamily structures. High-density residential is recommended for the vacant City-owned property located at the end of Scenic Drive and fronting on Victoria Street.

Manufactured Housing Park

Manufacturing Housing Parks are low-density developments consisting of manufactured housing that has a density of up to 5 units per acre. Single manufactured homes on individual lots are considered a single-family development. New manufactured housing developments must have at least 10 lots and a common access point. There are existing manufactured housing park developments on Old Hollow Road and Pacific Drive. No new manufactured housing park developments are proposed in the Plan.



OFFICE AND COMMERCIAL

This Plan recommends the consolidation of office and commercial uses in existing commercial/office locations and designated Activity Centers. All new and redeveloped commercial and office uses should be designed and developed to be compatible with nearby residential uses.

OFFICE

Office land use is almost nonexistent in the Planning Area. No new large-scale office developments are recommended for the Planning Area. However, some sites for small-scale office uses have been identified and proposed. Small-scale office uses typically have few negative impacts on adjacent land uses and can provide services to area residents, making them an appropriate transitional use between residential uses and more intense uses. Recommendations for office have been made at:

- Sites located in the proposed Ogburn Station Metro Activity Center. See **page 56 (*e)** for Special Land Use Conditions.
- Sites located in the proposed Old Belews Creek/US 158 Neighborhood Activity Center. See **page 57 (*h)** for Special Land Use Conditions.

OFFICE/LOW-INTENSITY COMMERCIAL

Office and low-intensity commercial uses provide services to area residents, often with minimal negative impacts on adjacent residential uses (See **Appendix D. Standards for Conversion of Existing Homes to Office or Commercial Use on page 88**). This land use category includes all office uses as well as commercial uses listed in **Table 10**. This Plan recommends office/low-intensity commercial in the following areas:

- Sites located in the Old Walkertown Road/Davis Road Neighborhood Activity Center. See **page 56 (*f)** for Special Land Use Conditions.
- Sites located in the proposed Northampton/US 311 Neighborhood Activity Center. See **page 56 (*g)** for Special Land Use Conditions.

COMMERCIAL

This Plan calls for the creation of new commercial opportunities and the improvement of existing commercial areas that blend with existing development and do not infringe on nearby neighborhoods. Generally, the reuse of vacant buildings and the redevelopment of existing vacant and underutilized sites are recommended. Commercial areas should be compact with limited access on to major thoroughfares and should not promote strip development.

This Plan recommends the consolidation of commercial uses at existing locations along major corridors including N. Patterson Avenue, Akron Drive and Myer Lee Drive/W. Mountain Street, as well as at the proposed Activity Centers as an alternative to rezoning additional land for nonresidential uses.



Original Hills Lexington Barbecue on N. Patterson Avenue.

Photo courtesy of Molly Grogan Rawls, Winston-Salem in Vintage Postcards.

 **INSTITUTIONAL**

Institutional uses in the Planning Area are an important aspect of the character, vitality and future of the area. Institutional uses include schools, churches, community organizations and nonprofit agencies. Existing institutions should be permitted to grow and expand in certain circumstances in a manner that is compatible with surrounding neighborhoods.

Because of the unique nature of institutions, it is not possible to indicate on the Proposed Land Use Map all properties for which institutional use would be appropriate. Therefore, this Plan establishes policies to guide the location of new institutional uses and the expansions of existing ones. (See **Appendix C. Design Guidelines for Institutional Expansion on page 86**).

Table 10. Defined Low-Intensity Commercial Uses (uses defined in the UDO)

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

POLICIES

- Institutions are strongly encouraged to involve community residents, neighborhood associations, and City staff in the development of their master plans.
- Prior to seeking property rezoning, special use approvals, demolition permits, or major building permits, area institutions should meet with neighborhood associations and/or nearby residents about the proposed project.
- Reuse of existing structures is strongly encouraged. Historic structures should be adaptively reused or relocated to an appropriate site.
- Rezoning of single-family residential property for nonresidential institutional development should only be considered when appropriate vacant or underutilized land is not available or when vacant or underutilized nonresidential buildings are not available.
- Before considering the addition of new parking areas and locations, institutions should work with the neighborhood and the Winston-Salem Department of Transportation to determine the potential for on-street and shared parking areas.

Policies for Site Design and New Building Construction

- Sites and buildings should be designed in a manner that is complimentary in scale, orientation, height and setback to the surrounding character of the neighborhood.
- Mature vegetation and unique site features should be retained, whenever possible.
- Oversized structures or intense uses should be located away from residential areas or should be appropriately screened with vegetation.
- Parking areas should be located to the rear or sides of buildings and should be attractively screened with fences and plantings designed to be compatible with the surrounding neighborhood; large expanses of paving should be divided into smaller components with interior planting areas.
- Fences and walls should use traditional materials such as brick, stone, cast iron, or wood; the height, scale, design and location of fences or walled areas should not adversely affect the character of the surrounding area; chain-link fencing should be located away from public view.
- Service components (such as trash dumpsters or mechanical/technical equipment) should be located away from residential uses and screened from public view.

GENERAL RECOMMENDATIONS

- Allow for the expansion of institutional uses in a portion of the mostly City-owned property north of the intersection of Old Walkertown Road and Carver School Road. See **page 54 (*c)** for Special Land Use Conditions.
- Encourage institutions owning single-family homes adjacent to their properties to maintain existing structures in good condition.
- Encourage the reuse of the Old Ferguson School site on Old Rural Hall Road. The building has been demolished creating an opportunity for the land to be reused for needed recreational uses.
- Encourage the use of “green initiatives” in the development or redevelopment of institutional uses.

PARKS/OPEN SPACE

The Proposed Land Use map shows existing parks and open space sites (see **Community Facilities** for detailed park recommendations). Open space may consist of land protected by conservation easements, City- or County-owned land or public parks.

The Planning Area is well served with the existing six public parks and a commercial recreation site with a private golf course. The area east of Baux Mountain Road and north of Old Walkertown Road, designated in the Growth Management Plan as a Future Growth Area, will need access to a park in the near future as development takes place in the area.

INDUSTRIAL

This Plan recommends the consolidation of industrial uses at existing locations. Reuse of existing buildings as well as the redevelopment of vacant or underutilized sites is recommended instead of rezoning additional land for industrial use. New and redeveloped industrial uses should be designed in a manner that makes them compatible with nearby residential uses (see **Appendix E. Industrial Expansion Design Guidelines** on **page 89**). The following vacant tracts of land within industrial areas and currently zoned for industrial use are recommended for industrial expansion:

- Sites along Kapp Street between Mineral Avenue and N. Patterson Avenue
- Sites along Patterson Avenue between Kapp Street and Germanton Road
- Site along US 158 and back property lines of homes facing Old Greensboro Road

One small residential area is recommended for possible industrial expansion, a small neighborhood north of the Smith Reynolds Airport. This area is currently zoned for single-family residential use and is recognized as providing affordable housing opportunities in the Planning Area. However, because of the area's location and surrounding conditions, it should be allowed to rezone for industrial use if developed comprehensively. See **page 58 (*p)** for Special Land Use Conditions.

MIXED-USE LAND USE CATEGORIES

NEIGHBORHOOD ACTIVITY CENTERS (NACS)

Neighborhood Activity Centers (NACs) are compact, pedestrian-oriented, neighborhood business areas, providing needed services within walking distance of residential areas. NACs may serve as neighborhood gathering places. For more detail on NACs, see the **Legacy Recommendations** section on **page 40**.

This Plan identified four potential NACs: Old Rural Hall Road/Baux Mountain Road NAC; Old Walkertown Road/Davis Road NAC; Old Belews Creek/US 158 NAC; and, Northampton Road/US 311 NAC.

Old Rural Hall/Baux Mountain NAC

The Old Rural Hall/Baux Mountain Road NAC (approximately 11 acres) is located at the intersection of Old Rural Hall Road and Baux Mountain Road south of Motor Road. The NAC has good road access and is currently zoned for commercial and multifamily uses. The area has a variety of land uses including a convenience store, barber/beauty shop, office, coin laundry, food store, retail space, auto repair and service stations. However, there are businesses with site issues such as unsafe curb cuts, dilapidated or deteriorated structures, lack of sidewalks and on-street parking, and proliferation of unsightly auto-related uses. There is little landscaping on private property and no street trees.

The Old Rural Hall Road/Baux Mountain Road NAC was not originally identified in the Revitalizing Urban Commercial Areas (RUCA) as an urban commercial area in need of revitalization. This area has been included in the update of the RUCA sites which was completed this year. An initial review of the area was completed as part of this Plan to make the following recommendations. See **page 55 (*d)** for Special Land Use Conditions. General recommendations include:

RUCA Program Public Improvement Recommendations:

- Build sidewalks on both sides of Old Rural Hall Road from Baux Mountain to Motor Road.
- Provide striped crosswalks along Old Rural Hall Road at Baux Mountain Road and Motor Road.
- Place benches at bus stops along Old Rural Hall Road.
- Plant street trees along Old Rural Hall Road.
- Investigate use of traffic calming measures to reduce traffic speed and improve pedestrian safety and comfort.

Private Site Improvement Needs:

Encourage private improvements through incentives and regulatory measure as follows:

- Close/consolidate curb cuts.
- Screen dumpsters, grease traps and loading docks.
- Use vegetation or fencing to screen view of commercial areas from residential uses.
- Improve parking lot areas by resurfacing, defining spaces, redesigning and adding landscaping.
- Improve appearance of security or opaque fencing.
- Improve building façades.
- Remove excessive signage and replace damaged/out-of-date signage.
- Improve structural condition and fencing of auto repair/storage sites.

Old Walkertown/Davis Road NAC

The Old Walkertown Road/Davis Road NAC (approximately eight acres) is located at the intersection of Old Walkertown Road and Davis Road across from the Norfolk & Western railroad tracks. Ibrahim Elementary School is located to the east and north of the NAC. The area has good road access and is currently zoned almost entirely Highway Business (HB). The existing land uses in the NAC include convenience store, day care, sit-down restaurant, gas station, barber/beauty shops and a flower shop.

Strengths and Opportunities: The area has good road access and is in close proximity to established neighborhoods. A limited number of businesses provide needed services to the community. Other commercial areas the east and north of this NAC are not in close proximity making this a good place to locate new businesses.

Constrains and issues: This NAC has a highway-business orientation with high volumes of traffic and a number of curb cuts along Old Walkertown Road. There are limited opportunities for expansion

because of the railroad tracks in front and the school property behind the NAC. Businesses in the area need improvements to buildings and parking areas. See **page 56 (*f)** for Special Land Use Conditions.

Northampton/US 311 NAC

The Northampton Road/US 311 NAC (approximately 4.5 acres) is located at the intersection of Northampton Road and New Walkertown Road (US 311). The NAC is zoned almost entirely Limited Business (LB) with the exception of a small portion behind the properties along the southern end of Northampton Road that are zoned Single-Family Residential (RS-9). This NAC has a store, gas station and a number of single-family homes that are zoned for business.

Strengths and Opportunities: The area has good road access and is in close proximity to established neighborhoods. There is additional land zoned for business but is currently used for residential use, providing additional opportunities for new development to serve surrounding neighborhoods.

Constrains and issues: This NAC has a highway orientation with high volumes of traffic on both roads. The intersection of Northampton Road and US 311 is at an acute angle making it difficult to see oncoming traffic. The North Carolina Department of Transportation has stated it will not place a blinking light at this intersection until the traffic volumes increase.

A rezoning of the two properties (one existing business, one existing home) east of the intersection of Northampton Road and US 311 for a Dollar Store was recently denied by the City Council. Surrounding neighborhoods would like to see more neighborhood-serving businesses at this location but are concerned about the unsafe intersection.

This Plan proposes limiting new commercial zoning for this NAC until road improvements are proposed and completed. Redevelopment of existing commercially-zoned property can be done by right if ordinance requirements are followed. See **page 56 (*g)** for Special Land Use Conditions.

Old Belews Creek/US 158 NAC

The Old Belews Creek Road/US 158 NAC (approximately 16 acres) is located along Reidsville Road (US 158) between Beeson Dairy Road and Silver Chalice Drive. This NAC is currently zoned about 30% for nonresidential uses and 70% single-family residential. Nonresidential uses include a car wash, convenience store with gas pumps; and a property zoned for day

care use. New subdivisions have been built recently in the area but no additional services added. Additional land is proposed for nonresidential uses in this Plan with the extension of Beeson Dairy Road to US 158.

Strengths and Opportunities: The area has good road access and is in close proximity to established neighborhoods. There is the potential to extend nonresidential uses to serve basic needs for surrounding neighborhoods. US 158 will be widened in the future to four lanes with a median. The extension of Beeson Dairy Road will eliminate the dangerous intersection at Old Belews Creek Road and US 158.

Constrains and issues: Reidsville Road (US 158) is a heavily traveled road and it is unlikely that the North Carolina Department of Transportation will allow additional nonresidential curb cuts along the road. Part of this area may fall within the boundaries of the Salem Lake Watershed and its Reservoir Protection Area (Intake Critical Area) limiting additional nonresidential development. Additional nonresidential development is only recommended with the extension of Beeson Dairy Road to US 158 allowing access to new nonresidential development to be located along the extended segment of the road. See **page 57 (*h)** for Special Land Use Conditions.

METRO ACTIVITY CENTERS (MACS)

MACs are compact, mixed-use regional centers for retail, office, civic and residential activity. MACs have both a Core Area containing business and institutional uses, and a Support Area comprised of higher-density housing. The Core Area has land uses, street configurations and design features that create a “Town Center.” For more detail on MACs, see the **Legacy Recommendations** section on **page 40**. Also, the City-County Planning Board’s *Metro Activity Center Design Guidelines* address specific recommendations that should be incorporated into MACs.

Ogburn Station MAC

The commercial core of the Ogburn Station MAC is bounded on the north by Cornwallis Street, to the east by Stowe Street, to the south by the Norfolk & Western Railroad, and to the west by rear property lines of the nonresidential uses fronting on N. Liberty Street and Old Rural Hall Road. This section of the MAC is zoned entirely for Pedestrian Business (PB). The additional properties proposed for office use are currently zoned for single-family residential (RS-9). The existing land uses consist of a shopping center, bank, sit-down restaurant, car wash, retail and

office uses, and single-family homes. Single-family residential uses are found north and west of the Activity Center and industrial uses are found to the south and east.

Strengths and Opportunities: A good mix of land uses serving a large population; good road access via N. Liberty Street, Old Rural Hall Road and Old Walkertown Road; public transportation available throughout this area; and opportunity for redevelopment in the area to provide additional needed uses.

Constraints and Issues: An overall need for more concentrated and pedestrian-friendly development including public gathering areas and natural open space; general need for additional retail and office to bring more people to the area; specific need for sit-down restaurants and entertainment venues; and a lack of sidewalks connecting existing uses.

Needed Land Uses Include: Suggested additional land uses include: grocery store, drug store, more intense mixed-use pedestrian-friendly commercial areas, and business/professional/medical offices.

General Recommendations

- Do not expand the existing nonresidential boundary of the area by rezoning adjacent single-family lots except: the western boundary of the Activity Center between Cayuga Street and Newport Street; and the properties immediately north of Cornwallis Street and east of Lane Street. Expansion of nonresidential uses should comply with the Land Use Conditions set for the area. See **page 56 (*e)**.
- Concentrate development by retrofitting and redeveloping existing sites and by bringing new mixed-use development. The west side of N. Liberty Street/Old Rural Hall Road presents the greatest potential to add more development on underutilized parking lots and existing single-family homes currently zoned for commercial use.
- Rehabilitate existing dwellings on Cayuga Street, Newport Street and Conley Street. If rehabilitation is not possible, this area should be allowed to redevelop for moderate-to-intermediate-density residential use. Comprehensive redevelopment of the area could include commercial, office and residential uses.
- Discourage auto-oriented uses such as auto repair and service shops in the Activity Center.
- Create pedestrian-friendly character through the development/redevelopment of properties by making sure buildings and sites are designed for pedestrian comfort. Buildings should be designed

with canopies, awnings and arcades to provide pedestrian shelter. Sites should provide community amenities such as seating, public art or other features that help create identifiable social places that tie the buildings and uses together.

- Continue locating buildings close to the street to create an interesting and inviting public/private streetscape and locate parking to the rear or side of primary structure to de-emphasize vehicles.
- Add street trees, sidewalks, street furniture, special paving areas, attractively-scaled lighting fixtures and planting areas/planters.
- Provide a public gathering place, such as a pedestrian plaza or public open space, around the intersection of Old Walkertown Road and Old Rural Hall Road. A small plaza or square with some natural open space in this area will promote human interaction and will provide a special identity to the MAC (see Design and Appearance Recommendations on **page 69**).

Public Improvement Recommendations:

- Build sidewalks within the boundaries of the Activity Center to include: both sides of N. Liberty Street; Old Rural Hall Road; the north side of Walkertown Road from N. Liberty Street to Stowe Street; the south side of Old Walkertown Road to the old train depot building; and the west side of Graystone Drive from Old Walkertown Road to Cornwallis Street.
- Continue the sidewalk on the east side of Old Rural Hall Road from Cornwallis Street to Baux Mountain Road.
- Provide striped crosswalks at the intersection of N. Liberty Street, Old Rural Hall Road, and Old Walkertown Road.
- Plant street trees on both sides of Old Walkertown Road and N. Liberty Street.
- Provide pedestrian-friendly transit stops with bus shelters or benches.

Private Improvement Recommendations:

Encourage private improvements through incentives and regulatory measure as follows:

- Close/consolidate curb cuts.
- Screen dumpsters, grease traps, and loading docks.
- Use vegetation or fencing to screen view of commercial areas from residential uses.
- Improve parking lot areas by resurfacing, defining spaces, redesigning and adding landscaping.
- Improve building façades
- Remove excessive signage and replace damaged/out-of-date signage.

See **page 56 (*e)** for Special Land Use Conditions.

SPECIAL LAND USE CONDITIONS

The Proposed Land Use Recommendations map (see **Map 7**) shows sites with special conditions or prohibitions of certain uses referenced on the map with a blue * (star) and a small case letter as follows:

***a. Germanton Road and Oak Summit Road**

This approximately 26-acre site is located on the east side of Germanton Road across from a large portion of land currently zoned Highway Business (HB). The site is zoned for single-family residential use, RS-9, but is heavily impacted by the commercial development across the street. Allow for rezoning of this site with the following conditions:

- Allow for redevelopment of this site with compatible multifamily, townhouse or clustered single-family structures at an overall density of up to 8 dwelling units per acre. Site design should be compatible with the adjacent single-family neighborhoods, possibly including more intense/higher buildings along Germanton Road and less intense/lower buildings next to existing single-family neighborhoods.
- Redevelop the western portion of the site fronting on Germanton Road with multifamily or townhouse structures at an intermediate density, up to 12 dwelling units per acre. Scale down development from more intense to less intense as development approaches the eastern edge of the site.
- Locate compatible duplex, quadraplex, and/or small footprint townhouse or clustered single-family structures at a moderate density, up to 8 units per acre, at the rear of the property next to Oak Summit Park and single-family development along Camden Ridge Drive.
- Provide adequate buffers and screening where new development abuts single-family residential areas.

***b. Intersection of Oak Summit Road and Old Rural Hall Road**

Land at the western portion of this intersection is zoned for nonresidential use. The northwest quadrant, approximately 4.7 acres, is zoned Limited Business (LB), but is currently used for single-family residential. The southwest quadrant, approximately 0.68 acres, is zoned Pedestrian Business (PB) and has a commercial structure and a multifamily building. This Plan recommends the following:

East Side

- Maintain the existing residential zoning on the east side of Old Rural Hall Road. Rezoning to a nonresidential zoning district is not recommended.
- Redevelop the old Ferguson School site on Old Rural Hall Road to accommodate institutional or recreational uses. The recommended zoning district for this site is Institutional (IP). Rezoning to a nonresidential zoning district is not recommended at this location.

Northwest Quadrant

- An expansion of nonresidential zoning beyond the existing boundaries of the LB zoned land and into adjacent residential parcels is not recommended.
- Do not rezone the split-zoned lot north of the existing LB site to nonresidential zoning.
- If property is redeveloped for nonresidential uses, the preferable zoning district at this location due to the existing character of surrounding area is PB-S (Pedestrian Business-Special Use District). This proposed district has flexible dimensional requirements, reduced parking requirements and limited land uses. Auto-related uses and stores that sell alcohol and clubs/bars are discouraged at this location because of their negative visual impact and possible negative neighborhood impact.

Southwest Quadrant

- Do not extend the nonresidential zoning south on this split-zoned lot unless the entire site is redeveloped. If the entire property is redeveloped, the preferable zoning district is PB-S (Pedestrian Business-Special Use District) to ensure protection of adjacent single-family parcels.
- An expansion of nonresidential zoning beyond the existing boundaries of the PB zoned land and into adjacent residential parcels is not recommended.

***c. Property north of the intersection of Old Walkertown Road and Carver School Road**

This 39-acre site is mostly owned by the City of Winston-Salem and is currently vacant. The proposed Motor Road Extension, connecting Carver School Road with Motor Road at its intersection with Baux Mountain Road, bisects this site. The site is currently zoned Limited Industrial (LI) and Single-Family Residential (RS-9). The Tabernacle of Faith Church had an option to buy part of this site two years ago but the option has expired. The City Council will decide whether to extend the option. Allow for rezoning of this site with the following conditions:

- Allow for the majority of the site to develop with compatible multifamily, townhouse or clustered single-family structures at an overall

density of up to 8 dwelling units per acre.

- Allow for development of the proposed institutional use in the area adjacent to the intersection of Mount Pleasant Drive and Old Walkertown Road. The recommended zoning district is Institutional (IP) if developed as proposed with a sanctuary, gymnasium and possibly single-family residential.
- If the church cannot secure the site, allow for small-scale office development around the intersection of Old Walkertown Road and the Motor Road Extension.
- Protect the small stream running on the northern portion of this tract and any associated wetlands.
- Develop the upper end of the site, north of the stream, to accommodate low-density, single-family residential development as a Planned Residential Development (PRD) based on the surrounding RS-9 zoning. A PRD is a residentially-zoned area that allows more flexibility with design than for a traditional subdivision. With the use of flexible development standards, structures may be clustered to provide more open space to be used by all residents of the development.

***d. Old Rural Hall Road/Baux Mountain Road NAC**

- Discourage additional auto-related/dependent uses such as auto sales, service stations, and drive-through businesses in this NAC because of their negative visual impact and possible negative neighborhood impact.
- Comprehensively redevelop three single-family lots north of JB Food Mart for needed services in the area. Maintain existing building setbacks to continue the urban character found along Old Rural Hall Road. The recommended zoning district is PB-S (Pedestrian Business-Special Use District) because of the district's flexible dimensional requirements, reduced parking requirements and limitations on land uses. Encourage developer to work with the property owner to the east if additional land is required to accommodate parking.
- Expansion of nonresidential zoning into adjacent residential parcels is not recommended. Keep single-family zoning on the west side of the intersection of Old Rural Hall Road and Baux Mountain Road.
- Do not extend nonresidential zoning beyond existing zoning line on split-zoning properties except as indicated in the following subsection.

- Allow some expansion of nonresidential zoning for the property located on the northeast quadrant of the intersection of Old Rural Hall Road and Motor Road. The site is currently zoned HB (Highway Business) and RS-9 (Single-Family Residential). The following recommendations apply to different possible scenarios for development of the site:

Rezoning only the residential portion of the site to a nonresidential use

- ◆ Allow only the rezoning of the residential portion of the site for an extension of parking to serve the existing structures or new building(s) located in the HB portion of the site. Recommended zoning districts include LB-S (Limited Business-Special Use District) or PB-S (Pedestrian Business-Special Use District) to limit the access to the site and ensure the protection of existing homes. New parking should access off Old Rural Hall Road only and be well-buffered from public view along Motor Road. No access to parking should be provided off Motor Road.
- ◆ No new stand-alone commercial structure should be built on the existing residentially-zoned portion of the site. A new building should only be allowed to cross the existing zoning line if the entire site is redeveloped. In this situation, the following recommendations for rezoning the entire site should be followed.

Rezoning the entire site to a nonresidential use

- ◆ Allow for rezoning of the entire site only if it is comprehensively redeveloped, see **Figure 5**. A limited commercial or office zoning district is recommended to ensure the protection of existing homes across Motor Road and east of this property. Recommended zoning districts include the PB-S (Pedestrian Business-Special Use District) or the LO-S (Limited Office-Special Use District).
- ◆ Locate any new building closer to the intersection of Old Rural Hall Road and Motor Road. The new building footprint should be kept as much as possible within the existing HB zoning line. The building design should be compatible with the scale of the adjacent single-family homes through building orientation, entryway placement, massing, roof pitch

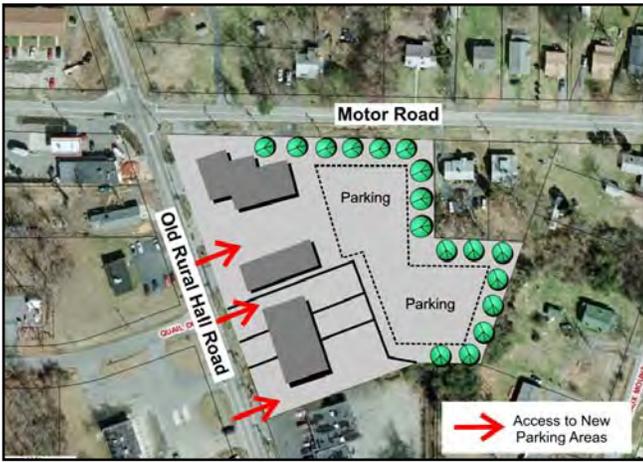


Figure 5. Comprehensive Redevelopment at Old Rural Hall Road and Motor Road

and materials. Any new building at this intersection should incorporate gateway features such as special paving or surface treatment, or landscaping to enhance the intersection.

- ◆ Locate parking area in the existing residential portion of the site. No vehicular access should be provided off Motor Road, access to the new parking area should only be off Old Rural Hall Road. Special attention should be given to the landscape edge along Motor Road to screen parked vehicles from public view.

See **page 51** for more discussion on the Old Rural Hall Road/Baux Mountain Road NAC.

***e. Ogburn Station MAC**

- Provide opportunities for additional office development by allowing existing single-family homes on the north side of Cornwallis Street between Old Rural Hall Road and Graystone Drive to convert to an office use with the retention of the existing structure. These properties could be developed for limited office uses with the structures retaining their residential character and access oriented away from adjacent residential uses. These structures could provide a transition between commercial uses to the south and residential uses to the north.
- Allow rezoning to a neighborhood-scale office district for portions of two vacant parcels and a lot currently zoned for single-family residential use along Old Walkertown Road between Lane Street and Stowe Street. Development on these lots should be oriented away from adjacent residential uses.
- Do not extend nonresidential zoning north on the former Paragon Store site. The split zoning, PB and RS-9, on this property should be kept to

protect existing residential properties to the east and future single-family development to the north.

- Retain the existing PB zoning found in the commercial area of this MAC to reflect the existing character of the area. No rezoning to a different zoning district should be allowed within the commercial core of the MAC.
- Allow limited expansion, not to exceed one lot in depth, of the existing PB zoning west into the residential neighborhood only if parcels fronting on N. Liberty Street and Old Rural Hall Road are redeveloped and additional parking or a buffer is needed.
- Allow the existing single-family area along Cayuga and Newport Streets to comprehensively rezone to the MU-S (Mixed-Use-Special District) with a mixture of residential, commercial and office uses if rehabilitation efforts do not work to stabilize the neighborhood.

See **page 52** for more discussion on the Ogburn Station MAC.

***f. Old Walkerton Road/Davis Road NAC**

- Allow for expansion of nonresidential use behind the existing sit-down restaurant not to extend beyond the current HB-S zoning line found on the north end of the day care to the east of the site. The remaining portion of the site should retain its current zoning for single-family residential.
- Allow for expansion of nonresidential uses along the west side of Davis Road from the current HB zoning line up to the intersection with School Road. Additional low-intensity commercial uses are recommended at this location. Recommended zoning districts include LO-S (Limited Office-Special Use District) and LB-S (Limited Business-Special Use District).
- Allow the conversion from residential to small-scale office use with the retention of the existing structure for the property west of the intersection of Old Walkertown Road and Davis Road, which is next to the existing commercial use.

See **page 51** for more discussion on the Old Walkertown Road/Davis Road NAC and **Appendix D. Standards for Conversion of Existing Homes to Office or Commercial Use** on **page 88**.

***g. Northampton Road/US 311 NAC**

This Plan proposed two alternatives for the development of this NAC depending upon the completion of road improvements (See **Figure 6**).



Figure 6. Proposed Land Use with Road/Traffic Control Improvements

Without any road/traffic control improvements:

- Allow the Limited Business zoning (LB) to expand only to the back property lines of the two lots southeast of Northampton Road. This will allow the redevelopment of these properties into a parcel large enough to provide some of the desired uses for this NAC and pull the access to the nonresidential use further away from the intersection.

With road/traffic control improvements:

- Allow the Limited Business zoning (LB) to expand to the back property lines of the two lots southeast of Northampton Road.
- Allow for rezoning to nonresidential use for the house and vacant lot along US 311 east of its intersection with Northampton Road.
- Allow for rezoning to a nonresidential use for the property southwest of New Walkertown Road between the church and the current LB property.
- Allow office or low-intensity commercial uses on the two properties located north and south of the intersection of Northampton Road and US 311.
- Retain existing single-family residential zoning for the large vacant tract of land southeast of Cottington Drive.

See **page 52** for more discussion on the Northampton Road/US 311 NAC and **Appendix D. Standards for Conversion of Existing Homes to Office or Commercial Use** on **page 88**.

***h. Old Belews Creek/US 158 NAC**

- Allow for expansion of nonresidential uses on both sides of the proposed Beeson Dairy Road extension as shown on Proposed Land Use map (See **Map 7**). Access to new nonresidential

development should be off Beeson Dairy Road and not US 158.

- Make sure new development off the Beeson Dairy Road extension is outside the Reservoir Protection Area (Intake Critical Area) for Salem Lake.
- Do not extend nonresidential uses south of the existing car wash property along US 158 and Old Belews Creek Road.
- Maintain the east side of US 158 between Rickard Drive and Gaither Road as single-family residential with the exception of the two vacant lots closer to Rickard Drive currently zoned RS-9. Allow for small-scale office uses in these two vacant lots.
- Explore the feasibility of combining the lot with the house adjacent to Rickard Drive with the two adjacent vacant lots to create a comprehensive development for small-scale office uses with a single access point at Rickard Drive. Conduct necessary engineering study to be sure these properties are outside the Reservoir Protection Area (Intake Critical Area) for Salem Lake.

See **page 52** for more discussion on the Old Belews Creek/US 158 NAC.

***i. Germanton Road north of proposed Northern Beltway**

A locksmith facility is located at the rear of a property on the east side of Germanton Road within the boundaries of the proposed Northern Beltway. This site is currently zoned RS-30 (Residential Single-Family, 30,000 square foot lot minimum). Do not rezone the nonconforming use to a nonresidential zoning district. The existing business can continue to operate under its nonconforming status.

***j. Old Hollow Road east of Hunsford Drive**

An abandoned commercial site is located on the south side of Old Hollow Road east of Hunsford Drive. A small concrete block building is located on this 3.25-acre site zoned RS-9. It is recommended that this nonconforming commercial property not be rezoned to a nonresidential district. An Internet Café is located on the north side of Old Hollow Road and is currently zoned LB-S (Limited Business-Special Use District). An expansion of nonresidential zoning into adjacent residential parcels is not recommended.

***k. Intersection of Old Hollow Road and Old Rural Hall Road**

The Big Oak Restaurant is located on the front portion of this site and occupies about half of the

lot currently zoned for Limited Business (LB). The other half of the LB portion is vacant. The rest of the site is zoned for Manufactured Housing (MH). An expansion of nonresidential zoning beyond the existing boundaries of the LB zoned land and into adjacent residential parcels is not recommended.

***i. Old Hollow Road east of Old Rural Hall Road**

A small engine repair shop is located at the rear of an existing single-family home on the south side of Old Hollow Road east of Old Rural Hall Road. The site is currently zoned RS-20. This nonconforming site should not be rezoned to a nonresidential district. The existing business can continue to operate under its nonconforming status.

***m. Intersection of Old Hollow Road and Baux Mountain Road**

A CITGO gas station and convenience store is located on the southwest corner of the intersection of Old Hollow Road and Baux Mountain Road. This site is currently zoned HB. The northwest and northeast quadrants of the above intersection, approximately 13 acres, are mostly vacant, in single ownership and zoned HB. The current use and zoning of this property are appropriate for this location. However, an expansion of nonresidential zoning is not recommended for the south side of Old Hollow Road since there is so much undeveloped commercially-zoned land on the north side of the road.

***n. Old Hollow Road west of Phelps Drive**

Three nonconforming uses, a construction company, barbershop and a small engine repair shop, are located along Old Hollow Road west of Phelps Drive. The three parcels are currently zoned RS-20. The three properties are located along a curve with a limited sight distance. These nonconforming sites should not be rezoned to a nonresidential district. The existing businesses can continue to operate under their nonconforming status.

***o. Junkyard at the end of Pine View Drive, School Street and Motor Road**

Three abandoned junkyards are located in a single-family residential zoning district. The first one is located at the end of Pine View Drive, zoned RS-20, and the other two are at the end of School Street and Motor Road, zoned RS-9. These nonconforming properties should not be rezoned to a nonresidential district.

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

Properties located along Lansing Drive and Keehlen Avenue between Conrad Street and Henry Street should be allowed to be rezoned for industrial use only if they are comprehensively redeveloped with adjacent properties and developed in conformance with the Industrial Expansion Design Guidelines (see **Appendix E. Industrial Expansion Design Guidelines on page 89**). The view from Lansing Drive should be given special consideration for the redevelopment of the area. No piecemeal rezoning should be approved.

***q. *r, *s, *t. Equipment Storage Facilities**

Equipment storage/garage areas are found in the Planning Area at four different locations currently zoned for residential use. These facilities are used for building contractors/others to store their trucks and other equipment used in their trade. Two of the sites, *k and *m, are fenced in and screened from public view. Site *n has a chain-link fence while site *l is open to public view. These nonconforming sites should not be rezoned to a nonresidential district.

***u. Baux Mountain Road north of Jordan Drive**

Jack's Store is located along Baux Mountain Road north of Jordan Drive. The site is currently zoned RS-9. This nonconforming commercial property should not be rezoned to a nonresidential district.

***v. Intersection of Old Rural Hall Road and Pine View Drive**

A gas station is located at this intersection. The site is 0.4 acres and is currently zoned RS-9. This nonconforming commercial site should not be rezoned to a nonresidential district.

***w. Intersection of Davis Road and White Rock Road**

A small building that appears vacant is located on the east side of this intersection. The site is 1.83 acres and is currently zoned RS-9. This nonconforming commercial property should not be rezoned to a nonresidential district.

***x. Northampton Drive south of Old Walkertown Road**

A nursery is located along Northampton Drive south of the intersection with Old Walkertown Road. The site is 4.76 acres and is currently zoned RS-9. This nonconforming commercial property should not be rezoned to a nonresidential district.

***y. Wakeman Drive south of Huff Circle**

Heavy equipment is stored at the rear of this property facing Wakeman Drive. A shed is also located on the site serving as a garage. The site is 3.27 acres and is zoned RS-9. This nonconforming commercial property should not be rezoned to a nonresidential district.

***z. Intersection of Carver School Road and Airport Road**

An abandoned cinder-block store sits at the corner of Carver School Road and Airport Road. The site is currently zoned RS-9. It is recommended that this nonconforming commercial property not be rezoned to a nonresidential district.



TRANSPORTATION RECOMMENDATIONS

Legacy calls for a balanced, sustainable network of all transportation modes that provide choices for travel needs. Street networks should develop in a manner that is consistent with the land use plan and promote connectivity in communities. A more compact pattern of growth as outlined in the land use recommendations will allow public transportation to compete with the automobile. Developing walkable neighborhoods and creating a network of bikeways, sidewalks and greenways will provide for needed transportation choices for all segments of the population (see **Map 8**).

ROAD AND BRIDGE IMPROVEMENTS

The Proposed Transportation Improvements Map (see **Map 8**) shows the location of the proposed projects listed below on **Table 11**, Transportation Improvement Projects. For a discussion on the long-range planning process for roads and bridges, please see Transportation Features in the Existing Conditions section of this document.

North Carolina Department of Transportation (NCDOT) Metropolitan Transportation Improvement Program (MTIP) Projects

US 52 Upgrade to Interstate Standards (U-2826)

Work is planned to widen and upgrade US 52 and its interchanges between Interstate 40 and the proposed Western Loop Beltway Interchange. The planning and

design work is in progress. The construction is currently unfunded.

Reidsville Road (US 158) Widening (R-2577)

Work is planned to widen Reidsville Road to multi-lanes between US 421/Business 40 to US 220. This project has been divided into three segments with the segment within the Northeast Suburban area extending from US 421/Business 40 to Belews Creek Road (SR 1965). The planning and design work is in progress. The construction is currently unfunded.

Winston-Salem Northern Beltway (U-2579)

Work is planned to construct a new multilane freeway between US 52 and US 311. The project is divided into multiple sections with Sections C, D, and E in proximity to the Northeast Suburban Area. Sections C, D, and E extend from Reidsville Road (US 158) to Germanton Road (NC 8). When completed, the eastern section of the Northern Beltway will serve as the I-74 corridor. Section C has rights-of-way acquisition scheduled for 2009 and construction scheduled for 2015. All three sections are currently unfunded.

Thoroughfare Plan Projects

Beeson Dairy Extension

This project is proposed to extend Beeson Dairy Road from Old Belews Creek Road to Reidsville Road (US 158) and to cul-de-sac Old Belews Creek Road at Reidsville Road (US 158). This project is to mitigate the accident patterns at the Old Belews Creek Road and Reidsville Road intersection due to the existing configuration of this intersection.

Motor Road Extension

This project provides for the construction of a new road between the existing Motor Road and Old Walkertown Road at Carver School Road intersections. The existing intersections of Motor Road at Baux Mountain Road and Motor Road at Old Rural Hall Road will be improved with left turn lanes. The Motor Road extension will be a three-lane cross section with sidewalk, curb-and-gutter, and bicycle facilities. The extension is a funded bond project and construction is anticipated to begin in 2010.

Old Rural Hall Road Widening

Old Rural Hall Road is currently a two-lane, 22-foot wide ribbon pavement with side ditches from Old Walkertown Road to Oak Summit Road. This project proposes to widen the road to a minimum 26-foot wide cross section with sidewalk and curb-and-gutter to a maximum three-lane cross section with sidewalk, curb-and-gutter, and bicycle facilities. A feasibility

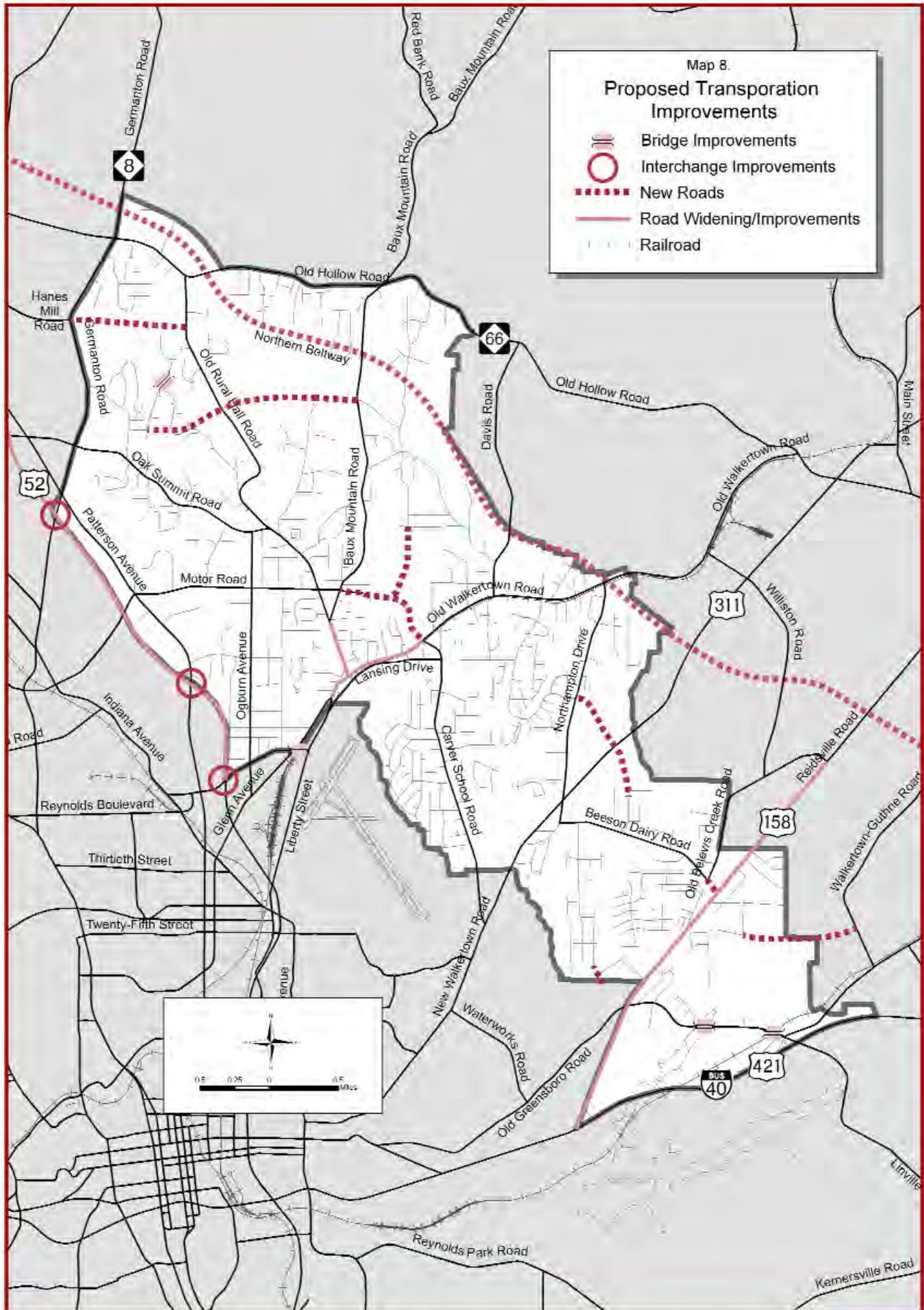


Table 11. Northeast Suburban Future Street and Highway Projects

Location	Description	Current Status	Completion
Road Widening and Improvements			
U-2826 - US 52	Widen and upgrade roadway and interchanges	Unfunded MTIP project	
R-2577 - Reidsville Road (US 158)	Widen to multiple lanes	Unfunded MTIP project	
R-0952 - Business 40/US 421	Pavement and bridge rehabilitation	Unfunded MTIP project	
Old Rural Hall Road	Widen from Old Walkertown Road to Oak Summit Road	Unfunded Bond project	
Old Walkertown Road	Widen from Old Walkertown Road/N. Liberty Street/Old Rural Hall Road intersection to the Carver School Road	Unfunded Bond project	
New Roads			
U-2579 - Northern Beltway, Eastern Section (Future I-74)	Freeway	Unfunded MTIP project	
Motor Road-Carver School Road Extension	Extension from Carver School Road at Old Walkertown Road to existing Motor Road at Baux Mountain Road	Bond Project	2011
Beeson Dairy Road Extension	Extension from Belews Creek Road to Reidsville Road	Thoroughfare Plan proposal	
Extension of Hanes Mill Road to Old Rural Hall Road	Collector Street	Collector Street Plan proposal	Based on developer participation
Extension of Westmoreland Drive to Novack Street	Collector Street	Collector Street Plan proposal	Based on developer participation
Extension of Brown Street to Davis Road	Collector Street	Collector Street Plan proposal	Based on developer participation
Extension of Tulip Drive to Northampton Drive	Collector Street	Collector Street Plan proposal	Based on developer participation
Extension of Kittering Lane to Blaine Street	Collector Street	Collector Street Plan proposal	Based on developer participation

(continued on page 62)

Table 11. Northeast Suburban Future Street and Highway Projects (continued from page 61)

Location	Description	Current Status	Completion
New Roads			
Extension of Gaither Road to Walkertown-Guthrie Road	Collector Street	Collector Street Plan proposal	Based on developer participation
Carlton Drive/Motor Road Connector	Collector Street	Collector Street Plan proposal	Based on developer participation
Bridge Improvements			
B-4746 - Akron Drive Bridge No. 229	Replace bridge over Norfolk Western Railway	Rights-of-Way 2014	Construction 2015
B-4509 - Old Greensboro Road Bridge No. 210	Replace bridge over Lowery Mill Creek	Unfunded MTIP project	
B-4970 - Old Greensboro Road Bridge No. 211	Replace bridge over Southern Railway	Unfunded MTIP project	
B-5006 - Novack Street Bridge No. 285	Replace bridge over Mill Creek	Rights-of-Way 2011	Construction 2012
Safety Studies and Improvements			
US 52 NB Exit Ramp and Akron Drive	Safety Improvement Study location	Interim Evaluations	
US 52 NB Ramp and N. Patterson Avenue	Safety Improvement Study location	Interim Evaluations	
Akron Drive and Leo Street	Safety Improvement Study location	Interim Evaluations	
Butterfield Drive and Carver School Road	Safety Improvement Study location	Interim Evaluations	
Germanton Road and N. Patterson Avenue	Safety Improvement Study location	Interim Evaluations	
Motor Road and Ogburn Avenue	Safety Improvement Study location	Interim Evaluations	
Motor Road and N. Patterson Avenue	Safety Improvement Study location	Interim Evaluations	
Motor Road and Tise Avenue	Safety Improvement Study location	Interim Evaluations	

(continued on page 63)

Table 11. Northeast Suburban Future Street and Highway Projects (continued from page 62)

Location	Description	Current Status	Completion
Safety Studies and Improvements			
Oak Summit Road and Whittier Road	Safety Improvement Study location	Interim Evaluations	
Baux Mountain Road and Pleasant View/ Jordan Drives	Safety Improvement Study location	New Study Location	
Baux Mountain Road and Motor Road	Safety Improvement Study location	New Study Location	
Linville Road and New Greensboro Road/ US 421 Southbound Ramp	Safety Improvement Study location	New Study Location	
Northampton Drive at New Walkertown Road	Safety Improvement Study location	New Study Location	

Sources: *Collector Streets, Pedestrian Facilities, and Transit Map, Winston-Salem Urban Area MPO 2009-2015 Metropolitan Transportation Improvement Program*, August 2008.
City of Winston-Salem DOT 22nd Annual Safety Improvement Report, 2008.

study was completed in 2002 identifying the three alternatives with recommendations where Old Rural Hall Road intersects with Baux Mountain Road, Pine View Drive, Oak Summit Road, Cox Boulevard, Old Walkertown Road and the curve south of Cornwallis Street. This was originally a bond project and is currently unfunded.

Old Walkertown Road Widening

Old Walkertown Road is a 22-to-37-foot wide, two-lane cross section from N. Liberty Street to Carver School Road. This project proposes to widen Old Walkertown Road to a maximum five-lane cross section with sidewalk, curb-and-gutter and bicycle facilities (see **Figure 7.**) A feasibility study was completed in 2003 identifying two alternatives with intersection improvement recommendations at N. Liberty Street and Old Rural Hall Road.



Figure 7. Proposed 3-Lane Alternative for Old Walkertown Road Widening

Collector Streets

As properties come in for zoning or subdivision review, the Winston-Salem Urban Area Collector Street Plan will be consulted for recommended street connections. The Collector Street Plan includes the general location of new collector streets and recognizes existing streets that function as collector streets. Proposed locations for new collector streets are:

- Extension of Hanes Mill Road to Old Rural Hall Road
- Extension of Westmoreland Drive to Novack Street
- Extension of Brown Street to Davis Road
- Extension of Tulip Drive to Northampton Drive
- Extension of Kittering Lane to Blaine Street
- Extension of Gaither Road to Walkertown-Guthrie Road

The designation of the extension of Carlton Drive to the Motor Road Extension is proposed to change from a connector road to a proposed collector street in the *Collector Street Plan*.

Other Recommendations

- Incorporate attractive and pedestrian-oriented features into any road improvement projects.
- Minimize the use of dead ends and culs-de-sac in new subdivisions and redeveloped areas.
- Connect local streets, where feasible, when developing or redeveloping sites.

TRANSIT

While transit in Forsyth County is currently limited to traditional bus routes, special-needs bus service, and PART regional commuter routes, other modes of transit such as light rail and a streetcar system are also under discussion for future travel needs in parts of Forsyth County.

Winston-Salem Bus Service

The Northeast Suburban area has existing bus routes (see **Table 4** on **page 16**) and there are no plans at this time for modifying these routes. WSTA completed an inventory of bus stop locations for these routes to identify infrastructure needs such as sidewalks, benches and bus shelters. Proposed improvements are:

- Install a bus shelter - Route 1 (Carver High) along Carver School Road southbound in front of school.
- Install a bus shelter - Route 9 (Outbound) intersection of Old Rural Hall Road north of Old Walkertown Road near the Family Dollar Store.
- Install a bus shelter - Route 9 (Inbound) Ogburn

Avenue near Mineral Springs Elementary/Middle School Campus.

- Install a bus shelter - Route 9 (Outbound) intersection of Old Rural Hall Road and Pleasant View Drive.

PEDESTRIAN

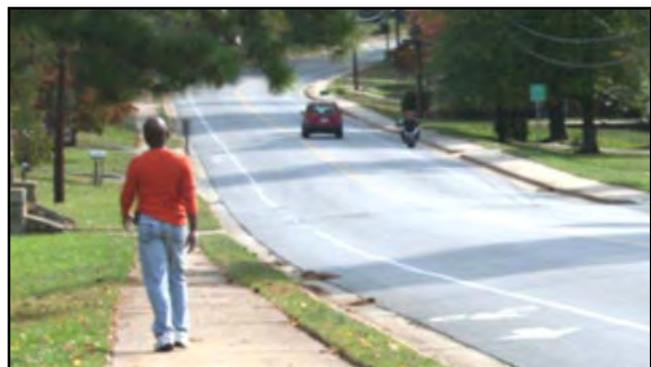
Construction of sidewalks in the Planning Area is achieved through public funding and through private funding of new developments designed to meet adopted street design standards. Greenway recommendations are covered in the Community Facilities section.

Sidewalk recommendations from the *Pedestrian Facilities Plan* as well as recommendations made through this planning process as shown on **Map 9**.

The following recommendations for sidewalk are from the report prepared for Revitalizing Urban Commercial Areas (RUCA) program:

Ogburn Station

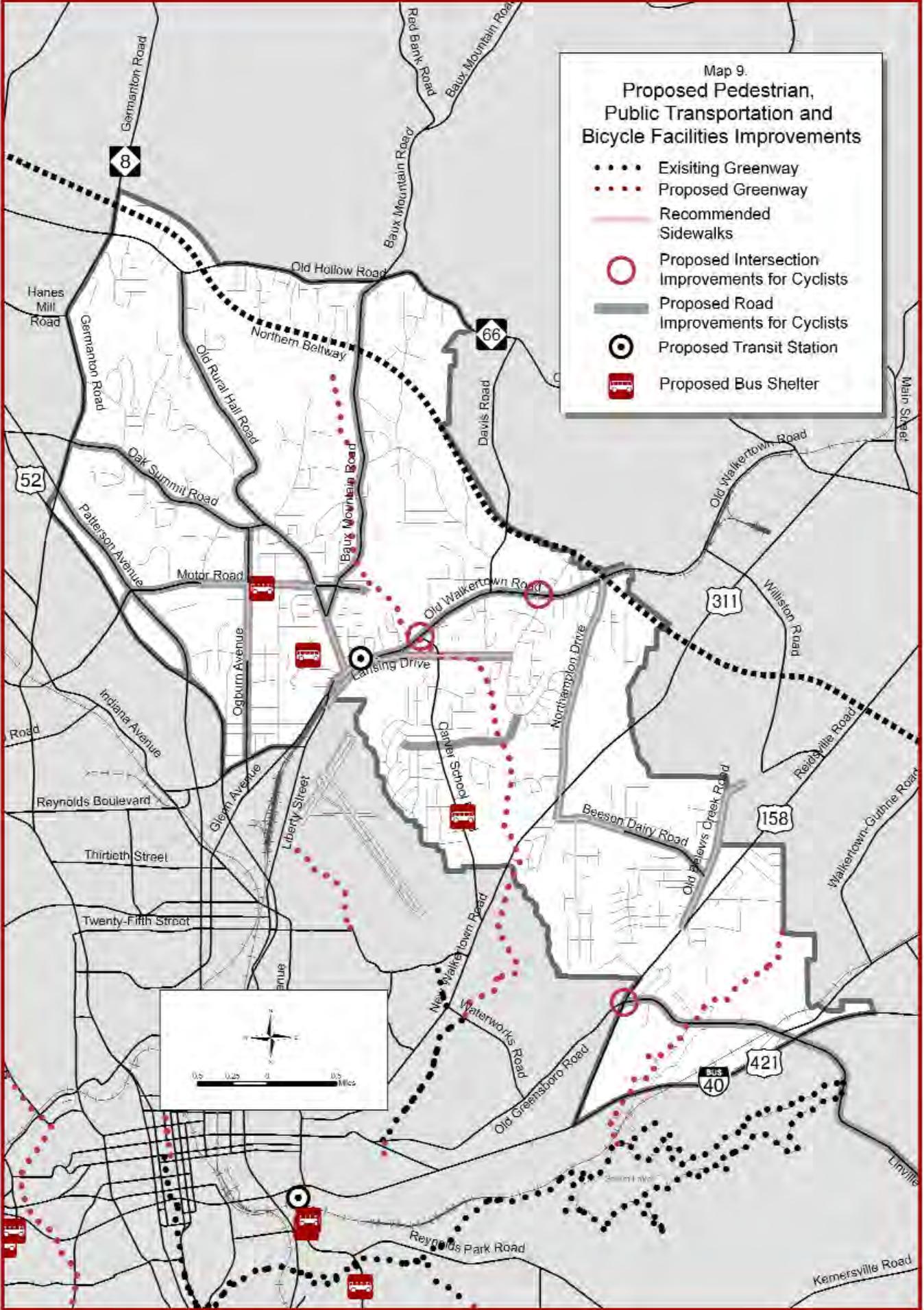
- New sidewalk on Old Walkertown Road (south side) from N. Liberty Street to the old train depot (small section already in place)
- New sidewalk on Old Walkertown Road (north side) from N. Liberty Street (merge with Glenn) to Stowe Street
- New sidewalk on Old Rural Hall Road (either side) from Old Walkertown Road to Baux Mountain Road



Sidewalk and bike lane on Carver School Road

Map 9.
**Proposed Pedestrian,
 Public Transportation and
 Bicycle Facilities Improvements**

- Existing Greenway
- Proposed Greenway
- Recommended Sidewalks
- Proposed Intersection Improvements for Cyclists
- Proposed Road Improvements for Cyclists
- ⊙ Proposed Transit Station
- 🚏 Proposed Bus Shelter



The following recommendations are for sidewalks on roads that are without curb-and-gutter. The lack of curb-and-gutter inflates the cost of sidewalk construction due to less right-of-way and the potential need for additional infrastructure. However, there is an expressed and evident need for pedestrian facilities at these locations:

- Beeson Dairy Road –
Tulip Drive to Northampton Drive
- Old Belews Creek Road –
Full length of the road
- Lansing Drive –
N. Liberty Street to Oak Ridge Drive
- Motor Road –
Starmount Drive to Old Rural Hall Road
- Northampton Drive –
Beeson Dairy Road to Old Walkertown Road
- Ogburn Avenue –
Motor Road to Kapp Street
- Parrish Road –
Full length of the road

Other Recommendations

- Identify and recommend locations for pedestrian crossing signals at key intersections.
- Provide sidewalks along bus routes.
- Assure that pedestrians are accommodated in all road and bridge construction and modification projects.
- Assure that pedestrian accommodations are maintained where existing roadways will be modified due to the construction of the Northern Beltway.
- Provide sidewalks on at least one side of all roads and on both sides of roads that provide access to institutions and public facilities.
- Ensure that sidewalks are constructed in Activity Centers as they are developed/redeveloped.

BICYCLE

The following recommendations from the *Winston-Salem Area Comprehensive Bicycle Master Plan* are applicable to the Planning Area (see **Map 9**). These are minimal recommendations; refer to the *Comprehensive Transportation Plan (CTP)* for other recommendations.

- Baux Mountain Road – shoulder improvements
- Beeson Dairy Road – shoulder improvements
- Belews Creek Road – shoulder improvements
- Butterfield Drive – unknown
- Lansing Drive – shoulder improvements
- Motor Road – shoulder improvements
- N. Liberty Street – shoulder improvements
- N. Patterson Avenue – bike lane with restriping, lane removal and or/parking

- Northampton Drive – on-road bicycle facility
- Oak Summit Road – shoulder improvements
- Ogburn Avenue – shoulder improvements
- Old Belews Creek Road – shoulder improvements
- Old Greensboro Road – bike lanes
- Old Rural Hall Road – shoulder improvements
- Old Walkertown Road – shoulder improvements

Critical Intersection Improvements

- Carver School Road and Old Walkertown Road
- Old Greensboro Road and Reidsville Road
- Oak Ridge Road, Dippen Road,
and Old Walkertown Road

Other Recommendations

- Construct greenway trails as proposed for the Northeast Suburban Planning Area.
- Assure that bicycles are accommodated in all road and bridge construction and modification projects.
- Assure that bike racks are accommodated at Activity Centers, proposed new parks and other public institutions and facilities.



COMMUNITY FACILITIES RECOMMENDATIONS

Both public and private community facilities such as schools, parks, medical offices and day care providers should be easily accessible to all segments of the population. *Legacy* promotes the sharing of institutional facilities as a way to meet the various needs of the community. An important recommendation from *Legacy* is the creation of the central public space in all communities to serve as an urban reference point and the focus of civic and community life.

The Community Facilities Recommendations map (see **Map 10**) shows existing and proposed community facilities.

SCHOOLS

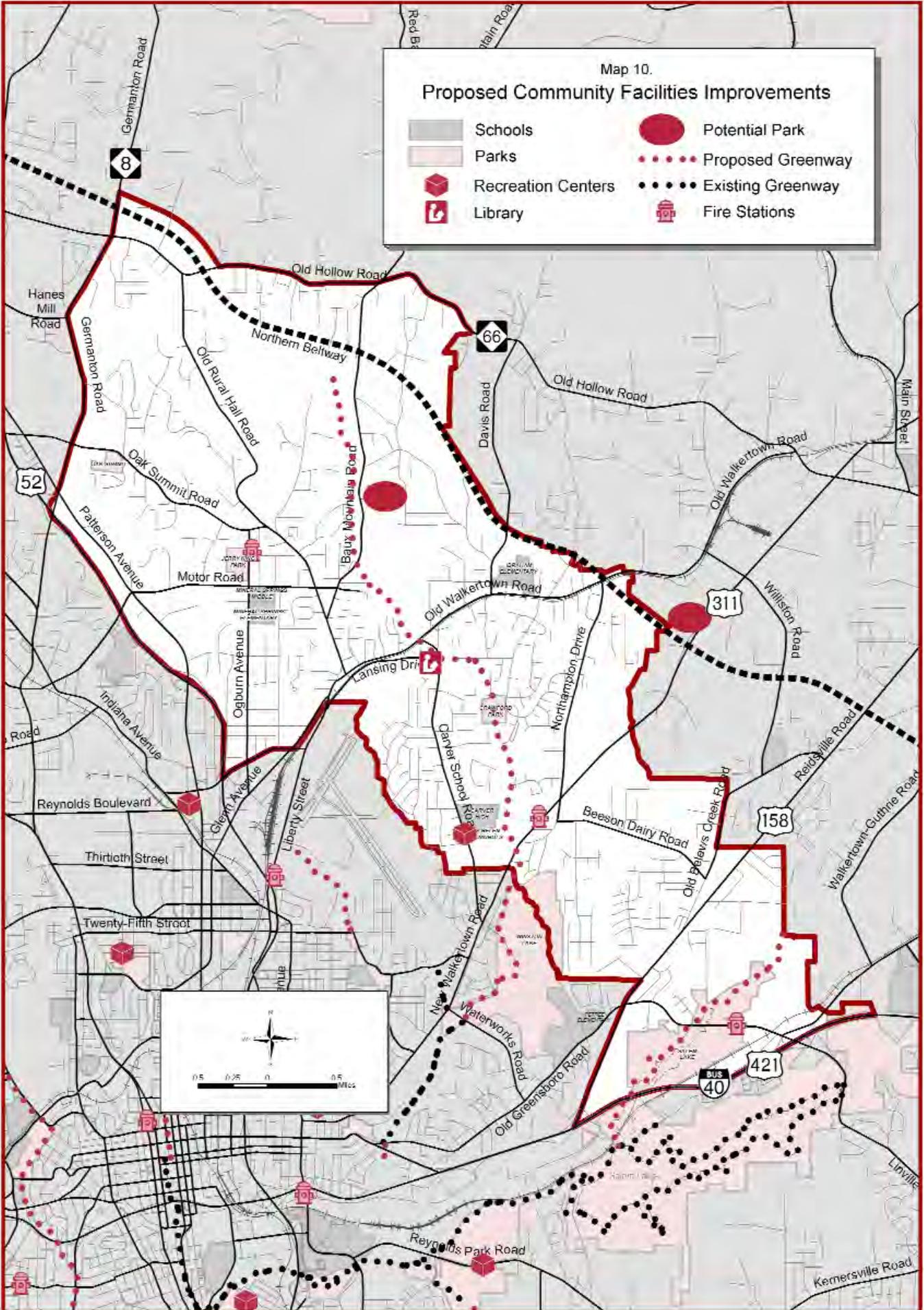
Legacy calls for quality schools that are assets to the neighborhoods in which they are located. School planning should be coordinated with parks and other public facilities.

- Establish better links between the school system/schools in the area for use of school property and facilities for community events and recreation activities.
- Upgrade or expand existing schools to meet the needs of the Planning Area as it grows.
- Encourage the reuse of the Old Ferguson School site on Old Rural Hall Road to include active recreation.

Map 10.

Proposed Community Facilities Improvements

	Schools		Potential Park
	Parks		Proposed Greenway
	Recreation Centers		Existing Greenway
	Library		Fire Stations



RECREATION FACILITIES

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

- Maintain, improve and expand existing public park facilities to meet the changing recreational needs of area residents.
- Encourage cooperative use, maintenance, and monitoring of parks by citizens, neighborhood organizations and area institutions. Encourage community members and neighborhood associations to become actively involved in the ongoing maintenance of parks.
- Develop a new Community Park with a recreation center in the northeast portion of the Planning Area. Although a specific site is to be determined, the area around Baux Mountain Road and White Rock Road has been identified in the *2015 Parks and Open Space Plan for Winston-Salem and Forsyth County* as a possible location for this facility.

GREENWAYS

The potential exists in the long term for the construction of approximately nine miles of greenway trails and connectors in the Planning Area focusing primarily along creeks. Greenways proposed in the *2015 Greenway Plan for Winston-Salem and Forsyth County* include the Brushy Fork Creek, Five Mile Branch and Lowery Mill Creek.

Since trail construction is expected to continue well beyond the lifespan of the Plan, priority projects are identified. Priority projects take into consideration the location of existing greenway easements and the need for links between neighborhoods and Activity Centers, shopping, parks, recreation facilities and schools. To secure greenway corridors and facilitate future trail construction, it is important to secure 40-foot greenway easements along all identified greenway routes when opportunities arise. Sidewalks and pedestrian trails should connect existing and proposed developments, parks, shopping and schools to existing/proposed greenway trails, where feasible, and ultimately, to the larger greenway system. Priorities include:

- Build the Brushy Fork Creek Greenway Trail (Phase II) from Waterworks Road (Virginia K. Newell/Ann Massey Trail) to Lansing Drive. This greenway will connect Winston Lake Park,

Helen Nichols Park and Crawford Park, Carver High School, Forsyth Technical Community College and Carver School Road Branch Library. This proposed greenway is approximately three miles long.

- Build a neighborhood connector from the Brushy Fork Creek Trail (Phase II) running along Lansing Drive and the Motor Road Extension to the Baux Mountain/Five Mile Branch Trail. The neighborhood connector is approximately one mile long.
- Build the Baux Mountain/Five Mile Branch Greenway Trail from the Motor Road Extension to Mill Creek. This proposed greenway runs parallel to Baux Mountain Road and is approximately 1.7 miles long.
- Build the Salem Lake North Greenway Trail from the Salem Lake Greenway Trail northeast along the lakeshore to Lowery Creek. This proposed trail is approximately 3.3 miles long.

LIBRARY FACILITIES

Public libraries play an essential role in providing learning opportunities for all citizens. The reuse of existing structures, joint locations with other facilities and central siting should be considered in the development of libraries.

- Maintain the existing Carver School Road Branch Library at the corner of Carver School Road and Lansing Drive.



HOUSING AND COMMUNITY DEVELOPMENT

RECOMMENDATIONS

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

- Maintain and improve the quality of the housing stock in the Planning Area by promoting home ownership, supporting rehabilitation efforts, encouraging quality management of rental properties and enforcing housing codes and sanitation ordinances.
- Encourage a variety of housing types for different income levels, family sizes and tastes in the Planning Area to provide a diversity of housing opportunities.

- Work through neighborhood organizations to educate residents about the City’s regulations including zoning, minimum housing code and sanitation ordinances.
- Encourage residents and neighborhood associations with problems of abandoned vehicles and graffiti to participate in the Trash Busters and Graffiti Program the City offers.

AFFORDABLE HOUSING

- Promote affordable housing opportunities available in the Planning Area.
- Encourage for-profit and not-for-profit developers to build affordable housing units in the Planning Area.
- Make sure new affordable housing units are compatible with the existing character of older neighborhoods.

REHABILITATION AND REDEVELOPMENT EFFORTS

- Market the City’s programs for rehabilitation of owner-occupied or investor-owned housing units in the Planning Area as well as first-time homebuyers program.
- Concentrate efforts in the rehabilitation of existing housing stock in the area between Cayuga Street and Newport Street. If not possible, follow the recommendations of this Plan to develop this section into a mixed-use area. See **page 56 (*e)** for Special land Use Conditions.

DESIGN AND APPEARANCE RECOMMENDATIONS

The creation of attractive gateways, business districts and corridors through the use of regulation or physical improvements is recommended by *Legacy*. Design and appearance improvements create a positive visual image and encourage private reinvestment in an area.

The appearance and design of buildings and roadways within the Planning Area contribute greatly to the image residents and outsiders have of the community. Many of the recommendations of this Plan have a design component that emphasizes quality and attractive design. Since these recommendations are scattered throughout the Plan, **Table 12** summarizes all design and appearance recommendations found in the different sections of the Plan.

Table 12. Summary of Northeast Suburban Appearance-Related Recommendations

<p>Land Use Recommendations</p> <ul style="list-style-type: none"> • General Recommendations, page 45 <p>Institutional Land Use</p> <ul style="list-style-type: none"> • Policies for Site Design and New Building Construction, page 50 <p>Mixed-Use Land Use Categories</p> <ul style="list-style-type: none"> • Neighborhood Activity Centers (NACs), page 51 <ul style="list-style-type: none"> • Public Improvements • Private Site Improvements • Metro Activity Centers (MACs), page 52 <ul style="list-style-type: none"> • Public Improvements • Private Improvements <p>Special Land Use Conditions, page 54</p> <p>Design Guidelines for Institutional Expansion, page 86</p> <p>Standards for Conversion of Existing Homes to Office or Commercial Use, page 88</p> <p>Industrial Expansion Design Guidelines, page 89</p>

GENERAL RECOMMENDATIONS

Enhance the physical appearance of the commercial districts identified in the Ogburn Station Metro Activity Center and all the Neighborhood Activity Centers:

- Rehabilitate existing buildings and sites to support a walkable and visually appealing community.
- Utilize the Façade Improvement Program to improve the appearance of existing buildings and marketing the program to businesses in the Planning Area.
- Develop a planting program that includes street trees, street yards, screening of dumpsters and buffers adjacent to residential areas.
- Implement the planting program through a partnership between the City and business property owners.
- Implement recommended public and private improvements proposed for the Ogburn Station Metro Activity Center and the Old Rural Hall/ Baux Mountain Neighborhood Activity Center.
- Encourage participation in the *Revitalizing Urban Commercial Areas* (RUCAs) Program if funding becomes available.

- Encourage a mix of outdoor cafes, small stores and services at a pedestrian scale that meet the needs of all residents in the area.
- Ensure that housing, sanitation and weeded lot ordinances are strictly enforced in the Planning Area to eliminate blighted structures and maintain vacant lots.
- Encourage residents and neighborhood associations to participate in the different programs offered by Keep Winston-Salem Beautiful to improve the appearance of the Planning Area, such as Adopt-A-Flower Bed, Adopt-A-Stream or Adopt-A-Street.
- Identify areas of right-of-way at neighborhood entrances that can be used for the Flower Bed Program. Free annual plants are given every year to neighborhood associations or other groups.
- Promote the use of art that reflects local cultures in public spaces such as parks, recreation centers and other public areas where residents gather together.

OGBURN STATION MAC

The revitalization of the Ogburn Station commercial area has been mentioned by a number of citizens in the community as a project that should be a top priority. Within the commercial area, there are a number of key properties that if redeveloped sensitively could set the tone for the revitalization of the area.

Ogburn Station Shopping Center

Built in the early 1950s, the approximately 3.2-acre site occupies almost the entire block bounded by Cornwallis Road to the north, Old Rural Hall Road to the west, Old Walkertown Road to the south and Graystone Drive to the east. The entire site is within the boundaries of the Ogburn Station Metro Activity Center (see **page 52**). Redeveloping the shopping center to include a drug store and more shops is essential to meet the needs of area residents. A cost-benefit analysis should be performed to see whether the shopping center should be completely redeveloped or just retrofitted, complying with all new regulations, mainly stormwater retention. General recommendations for redeveloping the shopping center include:

- A common design theme should be developed for the center to create a destination place that provides necessary services to surrounding neighborhoods.
- Improvements to the existing façades should be made with consistent design, treatment, window display areas and designated sign locations. The façade along Cornwallis Street should be upgraded and improved.

- The parking lot should be retrofitted with low edge landscaping and tree planting along Old Walkertown Road and Old Rural Hall Road in accordance with the current requirements.
- The entire shopping center and surrounding connections from neighborhoods should be safe and pedestrian friendly. Wide sidewalks, covered areas, and crosswalks are strongly encouraged.
- Dumpsters/grease traps should be relocated and screened.

See **Figure 8** for a Concept Plan to upgrade the Ogburn Station Shopping Center following the above recommendations.

Former Paragon Foods Site

Located on Old Rural Hall Road and built in the late 1960s, this approximately 7.2-acre site was the home of the Paragon Food Store. Approximately 3.8 acres are zoned for commercial use with a vacant building located on the site. A cost-benefit analysis should be performed to see whether the old food store should be retrofitted or completely redeveloped complying with all new regulations, including stormwater retention. The site should be retrofitted/redeveloped to include a specialty grocery store or a drug store and shops to meet the needs of area residents. General recommendations for retrofitting the building or redeveloping the site include:

- Improvements to the existing front façade with consistent design, treatment, window display areas and designated sign locations.
- Retrofitted parking lot with low edge landscaping and tree planting along Old Rural Hall Road in accordance with the current requirements.



Figure 8. Concept Plan for the Ogburn Station Shopping Center

Properties South of the Family Dollar Store

The properties south of the existing Family Dollar Store along Old Rural Hall Road have the potential to be redeveloped for businesses. General recommendations for the redevelopment of these properties include:

- The two single-family houses and vacant lot along Old Rural Hall Road should be considered for comprehensive redevelopment. Rezoning to the PB-S (Pedestrian-Business, Special Use) District is recommended to create a pedestrian-friendly character with buildings closer to the street and parking to the side or rear of buildings.
- New commercial buildings should be designed to be pedestrian-friendly with architectural detailing to the main façade to add interest to the street and with primary entrances to the buildings on Old Rural Hall Road.

Focal Point

A community focal point is proposed in the Ogburn Station Metro Activity Center area (see Metro Activity Center MAC under Mixed-Use Land Use Categories on **page 52**).

- Design a focal point in the Ogburn Station Metro Activity Center to encourage people to gather in a place that is unique and has a special character. Design elements should include:
 - ◆ A combination of special paving materials for hardscape areas and trees and other vegetation for landscaped areas;
 - ◆ Buildings surrounding the focal point with façades that add interest and activity to the general area;
 - ◆ Street furniture that includes benches, trash receptacles, bike racks and pedestrian lighting; and
 - ◆ Public art that reflects the history and special qualities of the Planning Area.

General Landscaping Recommendations

The following general recommendations apply to redeveloped commercial properties in the Ogburn Station Metro Activity Center.

- Install landscape planting of regularly spaced large shade trees along the edge of the right-of-way along properties.
- Medium-sized shade trees of one variety could be planted in private properties, where feasible. A maintenance easement should be dedicated for general upkeep of trees.

- Install special landscaping, lighting and consolidated directional/informational signage at all major intersections.
- Encourage retrofitting existing parking lots with a low evergreen hedge. Any new development should locate parking to the side or the rear of the new structure.
- The appearance of existing building façades should be improved with the addition of architectural detailing.
- All dumpsters visible from any public street should be screened.
- The design and location of bus stops, shelters, street furniture, and landscaping should be reviewed comprehensively to better serve existing and potential users.

HISTORIC PRESERVATION RECOMMENDATIONS

Legacy promotes historic preservation because of its contribution to the aesthetic, social, historical, cultural and environmental quality of neighborhoods as well as its contribution to a community's economic development (see **Map 11**).

Significant historic resources have been identified in the Planning Area as indicated in initial surveys (see **Appendix A. Historic Resources on page 81**). Following are recommendations to ensure that the potential of these resources are fully explored and that the community takes steps to preserve its historic assets.



Dr. Raymond Oliver House
in the Monticello Subdivision.
Photo courtesy of Heather Fearnbach.

GENERAL RECOMMENDATIONS

- Retain historic buildings including residential homes, agricultural buildings and institutional structures, when possible.
- Recognize buildings, events, or areas of historic, cultural or architectural significant with signage, plaques or markers.
- Initiate public outreach programs involving property owners and community organizations on the importance and economic benefits of preserving historic resources. Examples of potential workshops include:
 - ◆ How and why to nominate a structure or site to the National Register of Historic Places.
 - ◆ How to use the historic preservation rehabilitation tax credit program.
 - ◆ Issues-related topics such as how to maintain an older or historic building.
- Encourage property owners to research and recognize the history and significance of their properties and the area in which they live.
- Encourage property owners to seek National Register and Local Historic Landmark designation for eligible properties.
- Encourage residents to apply for a Local Historic Marker for any historical significant areas, such as Carver School, Ogburn Station and White Rock School.
- Potential Studies:
 - ◆ The history and development of the Ogburn Station area including the founding, construction of the railroad and the development of the business community.
 - ◆ The history and development of the Carver School Road area including the history of the African-American community in the area, Carver School and residential and commercial development.



ECONOMIC DEVELOPMENT RECOMMENDATIONS

Economic development can be defined as the creation and/or retention of jobs and increases in the tax base that improve or enhance the economic welfare of a community and its citizens. Legacy's goal for economic development is to attract environmentally-sensitive new businesses and expand existing large and small businesses to provide a broad range of employment opportunities and a high quality of life for people living and working in Forsyth County. Economic development efforts should be compatible with existing development and should include improvements to existing facilities as well as new businesses.

Areas recommended for future industrial and commercial use are shown on the Proposed Land Use map (see **Map 7**).

GENERAL RECOMMENDATIONS

- Support balanced, compatible economic development by the private and public sector.
- Focus commercial and industrial development in planned commercial/industrial areas and Activity Centers where transportation and utilities exist or are planned.
- Encourage environmentally-sensitive development of business areas.
- Encourage and support the redevelopment/rehabilitation of existing older/underutilized commercial and industrial areas.
- Identify funding sources to implement economic development initiatives including energy-efficient, high-technology businesses/industries.
- Direct public improvements and funding to designated Activity Centers, industrial/business park areas and to other economic development opportunity areas identified in the Plan.

SPECIFIC RECOMMENDATIONS

- Strengthen existing businesses and attract new ones by utilizing, promoting and marketing the City's Economic Development Revolving Loan Program currently available in the area.
- Encourage use of the Target Area Business Assistance Program, now in place for the Kapp Street Area, which provides incentives for business location in certain areas of the city to create job opportunities. Explore extending this program to possibly target Activity Centers.
- Market and hold workshops to promote City business training and building rehabilitation loan programs for the purchase or rehabilitation of structures to local/potential merchants particularly in the designated Activity Centers.
- Implement the recommendations of the RUCA Report and organize business areas to apply for the new round of funding.
- Identify brownfield sites in the Planning Area and provide Brownfield Assessment Grant funding to assess sites for environmental problems and, if necessary, assist potential developers in cleaning up problem sites.
- Support community/business organizations such as business watch programs. Explore creating a Merchants Association as more businesses come into the area.

ENVIRONMENTAL RECOMMENDATIONS

The preservation and enhancement of our environmental resources results in a high quality of life for Forsyth County residents. *Legacy* calls for the protection of watersheds, wetlands, natural areas, and streams throughout the county.

In their vision for the community, residents expressed a desire for clean water and air and maintaining the scenic beauty of the Planning Area. Of particular concern is the need to protect its many creeks from pollution and its floodplains from inappropriate development.

GENERAL RECOMMENDATIONS

- Manage development pressures to preserve environmentally-sensitive areas, forested areas, wildlife habitats, agricultural lands and scenic areas.
- Encourage the donation of easements to preserve and protect high-quality natural and scenic areas and farmlands, particularly those located in the north part of the Planning Area.
- Encourage Planned Residential Developments, particularly in the north part of the Planning Area, that cluster development in sensitive areas to protect these resources.
- Encourage landowners to use Best Management Practices for stormwater protection.
- Encourage sustainable development of land and buildings.
- Improve or preserve the water quality of the creeks by protecting the natural stream corridors.
- Expand recycling efforts in the Planning Area by targeting commercial and industrial areas.
- Support organizations and programs that educate residents on environmental issues.
- Continue monitoring the water quality of Mill Creek, Lowery Mill Creek, Brushy Fork Creek and other creeks in the area.

Implementation Schedule

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

ACTION/PROJECT	RESPONSIBLE AGENCY[†]	TIMING[*]
Land Use Recommendations		
Follow proposed Land Use Plan, land use policies, and Special Land Use Condition Areas (pages 45-59).	CCPB, WSCC, FCBOC	Ongoing
Protect residential areas from inappropriate residential, commercial, industrial and institutional encroachment (page 45).	CCPB, WSCC, FCBOC	Ongoing
Assure compatible institutional growth consistent with the Institutional Land Use Policies (page 45).	CCPB, WSCC, Area Institutions	Ongoing
Encourage revitalization of underutilized commercial and industrial sites (page 49).	CCBB, WSCC	Ongoing
Encourage concentration of nonresidential land use in designated Neighborhood and Metro Activity Centers and recommended commercial areas (page 49).	CCPB, WSCC	Ongoing
Utilize recommended guidelines to retrofit the Ogburn Station MAC (page 52).	CCPB	Ongoing
Facilitate walking, bicycling, and the use of transit facilities with new development and redevelopment in the Area (page 45).	CCPB	Ongoing

Transportation Recommendations

Roads and Bridge Improvements		
Widen and upgrade US 52 and make improvements to the interchanges (page 59).	NCDOT	Long Range
Widen Reidsville Road to 4-lane divided highway (page 59).	NCDOT	Long Range
Widen Old Rural Hall Road from Old Walkertown Road to Oak Summit Road (page 59).	WSDOT	Long Range
Widen Old Walkertown Road from Old Rural Hall Road to Carver School Road (page 63).	WSDOT	Medium Range

**Timing: Immediate: 1-2 years Short Range: 3-5 years Medium Range: 6-10 years Long Range: 10 years or more*

ACTION/PROJECT	RESPONSIBLE AGENCY[†]	TIMING*
<i>(Transportation Recommendations, continued...)</i>		
Build the Northern Beltway, Eastern Section (page 59).	NCDOT	Long Range
Build the Motor Road/Carver School Road Extension (page 59).	WSDOT	Immediate
Build the Beeson Dairy Road Extension (page 59).	WSDOT	Long Range
Extend Westmoreland Drive to Novack Street (page 64).	WSDOT, Private Developers	Long Range
Extend Tulip Drive to Northampton Drive (page 64).	WSDOT, Private Developers	Long Range
Extend Kittering Lane to Blaine Street (page 64).	WSDOT, Private Developers	Long Range
Extend Gaither Road to Walkertown-Guthrie Road (page 64).	WSDOT, Private Developers	Long Range
Extend Carlton Drive to Motor Road (page 64).	WSDOT, Private Developers	Long Range
Replace the Akron Drive bridge over Norfolk and Western Railway (page 62).	NCDOT	Short Range
Replace the Old Greensboro Road bridge over Lowery Mill Creek (page 62).	NCDOT	Long Range
Replace the Old Greensboro Road bridge over the Southern Railway (page 62).	NCDOT	Long Range
Replace the Novack Street bridge over Mill Creek (page 62).	NCDOT	Immediate
Transit		
Install a bus shelter in front of Carver High School (page 64).	WSTA	Medium Range
Install a bus shelter at the intersection of Old Walkertown Road and Old Rural Hall Road (page 64).	WSTA	Medium Range
Install a bus shelter near the Mineral Springs Elementary/Middle School Campus (page 64).	WSTA	Medium Range
Pedestrian		
Construct sidewalks identified on the Revitalizing Urban Commercial Areas (RUCA) program (page 64):		

ACTION/PROJECT	RESPONSIBLE AGENCY [†]	TIMING*
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(Pedestrian, continued...)

• South side of Old Walkertown Road from N. Liberty Street to Graystone Drive	WSDOT	Assessed Annually
• North side of Old Walkertown Road from N. Liberty Street to Stowe Street	WSDOT	Assessed Annually
• Either side of Old Rural Hall Road from Old Walkertown Road to Baux Mountain Road	WSDOT	Assessed Annually
Review indentified sidewalk projects under the City’s sidewalk priority funding system (page 66).	WSDOT	Assessed Annually
• Beeson Dairy Road from Tulip Drive to Northampton Drive	WSDOT	Assessed Annually
• Old Belews Creek Road – full length of the road	WSDOT	Assessed Annually
• Lansing Drive from N. Liberty Street to Oak Ridge Road	WSDOT	Assessed Annually
• Northampton Drive from Beeson Dairy Road to Old Walkertown Road	WSDOT	Assessed Annually
• Ogburn Avenue form Motor Road to Kapp Street	WSDOT	Assessed Annually
• Parrish Road – full length of the road	WSDOT	Assessed Annually

Bicycle

Expand the bicycle network and add bike lanes to the following streets (page 66):		
• Old Greensboro Road	WSDOT	Short Range
• N. Patterson Avenue	WSDOT	Short Range
Make shoulder improvements to the following roads (page 66).		
• Baux Mountain Road	WSDOT	Short Range
• Beeson Dairy Road	WSDOT	Short Range
• Lansing Drive	WSDOT	Short Range
• Motor Road	WSDOT	Short Range
• N. Liberty Street	WSDOT	Short Range
• Oak Summit Road	WSDOT	Short Range
• Ogburn Avenue	WSDOT	Short Range
• Old Belews Creek Road	WSDOT	Short Range
• Old Rural Hall Road	WSDOT	Short Range
• Old Walkertown Road	WSDOT	Short Range
Improve the following intersections to accommodate bicyclists (page 66).		
• Carver School Road and Old Walkertown Road	WSDOT	Short Range
• Old Greensboro Road and Reidsville Road	WSDOT	Short Range
• Oak Ridge Road, Dippen Road and Old Walkertown Road	WSDOT	Short Range

*Timing: Immediate: 1-2 years Short Range: 3-5 years Medium Range: 6-10 years Long Range: 10 years or more

ACTION/PROJECT	RESPONSIBLE AGENCY†	TIMING*
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Community Facilities Recommendations

Schools

Encourage the reuse of the Old Ferguson School (page 66).	WSFCS	Immediate
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Recreation Facilities

Develop a Community Park with recreation center in the northeast portion of the Planning Area (page 68).	FCPR/WSRP	Long Range
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Greenways

Build the Brushy Fork Creek Greenway Trail, Phase II (page 68).	WSDOT, WSENG	Medium Range
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Build the Baux Mountain/Five Mile Branch Greenway (page 68).	WSDOT, WSENG	Medium Range
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Build the Salem Lake North Greenway (page 68).	WSDOT, WSENG	Medium Range
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Provide a Greenway Connector along the Motor Road Extension (page 68).	WSDOT, WSENG	Immediate
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Library Facilities

Continue work to ensure a library facility is maintained in the Planning Area (page 68).	FCLB, CCPB	Ongoing
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Housing and Community Development

General

Maintain and improve the quality of housing stock in the Planning Area (page 68).	HND, NS, NA, Property Owners	Ongoing/ Immediate
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Encourage a variety of housing types to provide a mixture of housing opportunities (page 68).	HND, Nonprofit and for-profit Developers	Ongoing/ Immediate
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Rehabilitation and Redevelopment

Market the City's programs for rehabilitation and homeownership (page 69).	HND	Immediate
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Concentrate efforts in the rehabilitation of existing housing stock in the Ogburn Station MAC (page 69).	NS, HND	Ongoing
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ACTION/PROJECT	RESPONSIBLE AGENCY [†]	TIMING*
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Design and Appearance Recommendations

General

Enhance the physical appearance of the commercial districts by rehabilitating existing buildings and sites (page 69).	Property Owners, Development Office, WSCC	Ongoing
Implement recommended private and public improvements for Activity Centers (page 69).	Development Office, CCPB, WSCC, Property Owners	Immediate/ Short Range
Encourage participation in the RUCA program (page 69).	Property Owners, WSCC	Ongoing
Seek Improvements to RUCA areas through currently funded programs such as Roots Day (page 70).	CCPB, Development Office, CAC	Ongoing
Encourage residents to participate in programs offered by Keep Winston-Salem Beautiful (page 70).	KWSB, NAs	Ongoing
Implement recommendations for the Ogburn Station MAC (page 70).	Property Owners, WSCC, WSDOT	Ongoing

Historic Preservation Recommendations

Retain existing historic resources (page 73).	CCPB, HND, Property Owners	Ongoing
Recognize historic places or events with signage or markers (page 73).	HRC, Community Organizations, Property Owners	Ongoing
Continue public outreach programs on the benefits of preserving historic resources (page 73).	HRC, Community Organizations	Ongoing
Encourage organizations and property owners to research and recognize the history and significance of properties (page 73).	HRC, Community Organizations, Property Owners	Ongoing
Encourage property owners to seek National Register and Local Historic Landmark designation for eligible properties (page 73).	NAs, HRC	Immediate – when determined eligible

Economic Development Recommendations

Focus commercial and industrial development in Activity Centers and identified areas (page 73).	CCPB, WSCC	Ongoing
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*Timing: Immediate: 1-2 years Short Range: 3-5 years Medium Range: 6-10 years Long Range: 10 years or more

ACTION/PROJECT	RESPONSIBLE AGENCY[†]	TIMING*
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(Economic Development Recommendations, continued...)

Encourage use of economic development programs offered by the City (page 73).	Development Office	Immediate
Direct public improvements and funding to designated Activity Centers and other economic development opportunity areas (page 73).	WSCC, PW	Short Range
Encourage and support the redevelopment of underutilized commercial areas (page 73).	CCPB, Development Office, WSCC	Ongoing
Encourage environmentally-sensitive development of business areas (page 73).	CCPB	Ongoing
Expand funding of the RUCA program (page 73).	WSCC	Short Range

Environmental Recommendations

Enforce the tree preservation ordinance to maintain the existing natural character and tree cover (page 74).	CCPB, Inspections	Ongoing
Preserve stream buffers along creeks to improve water quality (page 74).	CCPB, WSCC	Ongoing
Work cooperatively to maintain creeks in the Planning Area (page 74).	Property Owners, Area Businesses, KWSB	Ongoing
Encourage the use of Low-Impact Development techniques to manage stormwater (page 74).	CCPB, Property Owners	Ongoing
Encourage the design of sustainable buildings (page 74).	CCPB	Ongoing

[†]Abbreviations Used in the Implementation Schedule:

- | | |
|---|--|
| CAC: Community Appearance Commission | NC DOT: North Carolina Department of Transportation |
| CCPB: City-County Planning Board | NS: Neighborhood Services |
| FCBOC: Forsyth County Board of Commissioners | PW: Winston-Salem Public Works Department |
| FCLB: Forsyth County Library Board | RUCA: Revitalizing Urban Commercial Areas Program |
| FCPR: Forsyth County Parks and Recreation Department | WSCC: Winston-Salem City Council |
| HND: Winston-Salem Housing and Neighborhood Development Department | WSDOT: Winston-Salem Department of Transportation |
| HRC: Winston-Salem/Forsyth County Historic Resources Commission | WSENG: Engineering Department |
| KWSB: Keep Winston-Salem Beautiful | WSFCS: Winston-Salem/Forsyth County Schools |
| NA: Neighborhood Association | WSRP: Winston-Salem Recreation and Parks Department |
| | WSTA: Winston-Salem Transit Authority |

Appendix A. Historic Resources

Below are brief summaries of a few of the older neighborhoods or areas within the Northeast Suburban Planning Area.

Ogburn Station

Ogburn Station was founded around 1840. In 1800, Edmund Ogburn arrived in North Carolina from Pennsylvania and purchased 51 acres of land near the present day intersection of Highway 8 and Highway 66 from the Moravians. James E. Ogburn, Edmund's son, was one of North Carolina's first tobacco farmers, and his son, Charles, who was born in 1842, worked on the family farm. After serving in the Civil War, Charles returned home to found a downtown tobacco factory with partner W. P. Hill. The factory was later sold to R. J. Reynolds. The tracts once owned by the Ogburn families became current day Ogburn Station. Ogburn Station was a thriving farming community that transitioned into a lively commercial center that included neighborhood-serving businesses such as barber and beauty shops, cafeterias and restaurants, and a hardware store, grocery, shoe shop, and pharmacy, to name just a few.

Oak Summit

The area known as Oak Summit was originally called "Flat Branch." The name was changed when Mrs. Sarah Cox, the postmistress in 1891, wrote the post office in Washington to request a change so that the name represented the great oak trees in the community and the summit on which they stood. Oak Summit was home to the one-room Oak Summit School, which shared its building originally with the Oak Summit Methodist Episcopal Church.

Pine Brook Country Club

Pine Brook Country Club (and the associated subdivision of the same name) was a private facility intended to serve the residents of the many newcomers to Forsyth County in the 1950s. At that time, the rapid influx of people, the expansion of such companies as R. J. Reynolds, Hanes, and Western Electric, and the post-World War II housing shortage created a demand to construct many new subdivisions outside downtown Winston-Salem. The 1950s boom increased the need for services such as churches, schools, commercial and office buildings, and recreational facilities. Pine Brook Country Club, built in 1954, included an 18-hole golf course designed by Ellis Maples.

The Pine Brook Country Club subdivision was platted in 1954 and consisted of 106 parcels with an average lot size of approximately one-half acre. Most of the houses are expansive Minimal Traditional Style and Ranch houses with large front and rear yards.

Jefferson Gardens

Jefferson Gardens neighborhood originally was seven acres of land belonging to George D. Hodgins. Surveyed in 1923 and divided into long, narrow lots facing current day Doris Street, the first two phases of the development were platted but never became a reality. Section Three was developed by owner/developer Royce F. Hartman in 1964, and this plat contains eighteen approximately half-acre lots. The lots have generous front and back yards and the homes are modest Minimal Traditional Style, Ranch, Bi-Level, and Spilt-Level houses, most being erected in the mid 1960s and late 1970s.

Huff Hills

Huff Hills was originally a small farm in the 1920s. The farm house still exists among the approximately forty lots that make-up the Huff Hills neighborhood. Housing was constructed in the mid 1950s to early 1960s on lots with large front and back yards. The subdivision includes modest Minimal Traditional Style and Ranch houses. According to neighborhood residents, the neighborhood was originally home to white property owners but transitioned to predominantly African-American residents in the mid 1970s.

Monticello Park

Monticello Park was developed by James M. Shouse as a new subdivision intended to attract middle- and upper-class African-American residents in 1955. In 1957, the first two brick-veneered Ranch houses on Longbrook Circle were completed. Shouse continued to expand the subdivision in phases and he built many speculative homes using a team of African-American subcontractors to complete the work.

The Northwood Estates

The Northwood Estates neighborhood was developed in phases by Erwin Homes of Winston-Salem Inc. beginning in 1965, and was a popular choice for middle-class African-American families. Northwood Estates was a large, densely-developed neighborhood

with dwellings that sat on lots with generous front and back yards. The housing styles were mostly Minimal Traditional Style, Ranch, and Split-Level houses, most of which were erected in the mid 1960s and early 1970s.

Also found within this Planning Area are several examples of unique structures either due to their architectural style, material selection, or craftsmanship. There are several examples of various rural building types including log cabins, vernacular homes, various barns, tobacco barns, smoke houses, equipment sheds, and other outbuildings. Schools, churches, and cemeteries are also found in the area.

One building type that is sprinkled throughout the area is the period cottage. Many of these period cottages appear to be the work of prolific African-American stonemasons who created similar buildings throughout the county. One example includes a pair of stone houses on Old Walkertown Road. These neighboring houses, constructed for two brothers, are mirror images of each other. A crescent moon ornaments each of the stone chimneys.

The one building that has been included in the North Carolina National Register Study List is Edgewood Baptist Church. This building was recognized because of its distinctive modernist sanctuary with parabolic roof that extends over a colored-glass curtain wall. Edgewood Baptist Church congregation was originally known as City View Baptist Church. The congregation began meeting in City View School in 1921 and was officially organized in 1924. Their first church was erected in 1926, but the congregation grew and construction of the new sanctuary, education building, and fellowship hall began in 1964 and the work was completed and the name of the church was changed to Edgewood Baptist.

It is important not to limit the discussion of the Northeast Suburban Area's historic resources to architecture. It is possible that various Native American tribes inhabited the area along with other early settlers outside of the Moravian settlement; evidence of this is found in the few archeological sites that have been identified in the Planning Area. The North Carolina Office of State Archaeology maintains files on each of these sites.

**Northeast Suburban Area Identified Historic Resources
(including demolished Properties)**

Name	General Location	Date	Survey Site Number
Beeson-Poindexter House	4356 Old Belews Creek Road	1840-1860, 1920	FY00499
White Rock School	4801 Davis Road	1900-1920	FY00509
Walker House [D]	4561 White Rock Road		FY00511
Davis-Hampton Log Houses	Old Hollow Road	ca. 1860-1880	FY00520
John Henry Vanhoy House [D]	1614 Old Hollow Road		FY00521
Church [D]	Old Hollow Road		FY00522
Henry Stultz House [D]	Old Hollow Road		FY00576
Henderson Cox House [D]	Germanton Road		FY00577
Matthew's Chapel Church of Christ and Cemetery	284 Oak Summit Road	1845 (cemetery) 1972 (church)	FY00578
Barrow-Cox House [D]	5475 Germanton Road		FY00678
Cox House	4418 Old Rural Hall Road	ca. 1880-1850	FY01307
House [D]	4508 Old Walkertown Road		FY01308
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
Edgewood Baptist Church (SL)	4067 Reidsville Road	1963-64	FY03292
Crews House	2771 W. Mountain Street	1903	FY03307
Collins House	5801 Germanton Road	1944	FY03559
House	4814 Old Walkertown Road	1949	FY03570
Carver High School	3545 Carver School Road	1951	FY04200
Ibrahim Elementary School [D]	5036 Old Walkertown Road	1955	FY03573
Dr. J. Raymond and Ruth Oliver House	3961 Glen Oak Drive	1967	FY03612
House – Monticello Park	3901 Pomeroy Drive	1969	FY03613
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
Pine Brook Country Club	Twin Oak and Pine Lake Drives, Marlborough Lane, Germanton Road	1954-1960s	FY04157

Abbreviations: D – Demolished; SL – North Carolina National Register 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. Planning Area Zoning / Development Reviews

Zoning Case #	Petitioner	Zoning Request	CCPB		Elected Officials	
			Date	Compliance with Adopted Plans	Date	Compliance with Adopted Plans
F-1358	Christ Rescue Temple Apostolic Church	RS-20 to IP	4/11/2002	Withdrawn		
W-2400	Carver Road Church of Christ	RS-9 to RM-8-S	5/11/2000	Approval	6/5/2000	Approval
W-2406	Emma L. Lewis	RS-9 to MH	7/13/2000	Approval	8/7/2000	Approval
W-2409	Karamchand Sehgal and Rita Sehgal	RS-9 to PB-S	8/10/2000	Approval	9/5/2000	Approval
W-2424	Bermuda Run Real Estate Co., for property owned by Larry L. Eubanks and Deborah A. Eubanks	MH-S to Site Plan Amendment	9/14/2000	Approval	10/2/2000	Approval
W-2425	G.G. & E. LLC	LI to HB	9/14/2000	Approval	10/2/2000	Approval
W-2435	Rhonda E. Meze	RS-9 to RM-8-S	12/14/2000	Denial	2001	Denial
W-2439	Melvin L. and Victoria M. Frazier	RM-8-S to RM-8-S	3/8/2001	Withdrawn	2/5/2001	Approval
W-2446	BMC Land Company Inc.	LI to GI	4/12/2001	Denial	5/7/2001	Denial
W-2451	St. Stephens Missionary Baptist Church	RS-9 to Special Use Permit	2/8/2001	Approval	3/5/2001	Approval
W-2458	St Matthews Apostolic Church	RS-9 to RM-8-S	3/8/2001	Approval	4/2/2001	Approval
W-2465	Olivia C. Whicker Estate	RS-9 to HB-S	4/12/2001	Withdrawn		
W-2470	Lisa Bowman & Tony Teague	RS-9 to MH	4/12/2001	Approval	5/7/2001	Approval
W-2485	Bonnie K. Kimel	RS-9 to MH	7/12/2001	Approval	8/6/2001	Approval
W-2555	Community Baptist Church	RS-9 to IP-S	6/13/2002	Approval	7/5/2002	Approval
W-2584	Carolyn C. Lazenby	RS-9 to RM-8-S	11/14/2002	Withdrawn		
W-2599	Kid's World Learning Center for property owned by Michael C. Parker and Lisa M. Parker	RS-9 to RM-5-S	2/13/2003	Approval	3/3/2003	Approval
W-2604	Carver Road Church of Christ	RM-8-S to Site Plan Amendment	2/13/2003	Approval	3/3/2003	Approval
W-2638	Michael C. Parker and Lisa Parker	RS-9 to LB-S	8/14/2003	Approval	9/2/2003	Approval
W-2684	John F. Myers, M. Dianne Myers and Stephen L. Hill	RS-9 to HB	5/13/2004	Withdrawn		

Zoning Case #	Petitioner	Zoning Request	CCPB		Elected Officials	
			Date	Compliance with Adopted Plans	Date	Compliance with Adopted Plans
W-2701	City of Winston-Salem	RS-9 to LO-S	5/13/2004	Approval	6/7/2004	Approval
W-2707	City of Winston-Salem for property owned by Multiple Owners	City Zoning Jurisdiction to County Zoning Jurisdiction	7/8/2004	Approval	8/2/2004	Approval
W-2721	Robert H. Harvey and Joan E Harvey	RS-9 to MH	9/9/2004	Approval		
W-2739	Applied Technical Services Inc.	LI to HB	12/9/2004	Approval	1/3/2005	Approval
W-2752	Esmeralda Martinez	HB-S to RS-7	3/10/2005	Approval	4/4/2005	Approval
W-2772	Sonya K. Goins	RS-9 to RM-8-S	5/12/2005	Approval	6/6/2005	Approval
W-2795	CLJK Family Properties LLC	LI to HB	9/8/2005	Approval	10/3/2005	Approval
W-2813	PPWS LLC	LB-S to Site Plan Amendment	11/10/2005	Approval	12/19/2005	Approval
W-2863	Avery C. Martin	RS-9 to MH	6/8/2006	Approval	7/3/2006	Approval
W-2867	David Joe Bauguess	RS-9 to MH	7/13/2006	Withdrawn		
W-2904	Binh Nguyen	RS-20 to RS-9	1/11/2007	Approval	2/5/2007	Approval
W-2920	John E. Ford, Jr.	HB-S to RS-7	4/12/2007	Approval	5/7/2007	Approval
W-2927	Kenneth M. Chilton Irrevocable Trust, Susan E. Thomas and Moir Chilton, Trustees	HB to GI-S	4/12/2007	Approval	5/7/2007	Approval
W-2940	Susan L. Boyd	RS-9 to LO	9/13/2007	Withdrawn		
W-2949	Sadie K. Sykes	RS-9 to MH-L	9/13/2007	Approval	10/1/2007	Approval
W-2953	Winston-Salem/Forsyth County Schools and the Airport Commission of Forsyth County	RS-9 and GI to GI	9/13/2007	Approval	10/1/2007	Approval
W-2962	Jeff D. Tingle and Donna R. Cook	RS-7 to NB-L	11/8/2007	Approval	12/3/2007	Approval
W-3016	Goler Memorial AME Zion Church	RS-9 to RM-12-S	3/12/2009	Withdrawn		
W-3031	St. Matthews Apostolic Church	RS-9 to LB	4/9/2009	Approval	5/4/2009	Withdrawn
W-3038	Galilee Missionary Baptist Church	C-S to RM-8-S	7/9/2009	Approval	8/4/2009	Approval
W-3046	Meda Persall	RS-9 to RS-7	10/8/2009	Approval	11/21/2009	Approval
W-3050	Joseph Cho & Pedro Zamora	LB & RS-9 to LB-S	12/10/2009	Approval	1/4/2010	Denied

Appendix C. Design Guidelines and Standards for Institutional Expansion

Institutional uses include schools, churches, community health clubs and organizations, non-profit agencies, and governments. Institutions have played vital roles in the development of Forsyth County. In some instances, historic neighborhoods were formed around institutions and their character and aesthetics were derived from that of the central institution. Because they are often integrated with existing neighborhoods, institutions seeking to expand their facilities should carefully examine how their plans may impact nearby residences.

Institutions are valued land uses and should be allowed to grow. However, a balance between existing neighborhoods and institutional uses that now often serve a larger community, should be maintained. Institutional expansion in established neighborhoods may be more expensive and site options are likely to be more limited than in undeveloped areas. Creative solutions, including adaptive rehabilitation of existing structures, construction of subfloors or underground parking, establishment of satellite facilities or parking areas, and development of multiuse or shared facilities may be necessary to grow compatibly with surrounding neighborhoods.

Institutions are a unique land use, able to be compatible with surrounding residential uses and often serving to support and stabilize the neighborhoods in which they are located. The *UDO* provides special zoning districts, uses, and conditions to allow institutions to compatibly exist in and near neighborhoods. Some of these policies may be replaced by the infill development guidelines currently being developed by the City-County Planning Board Staff.

GENERAL RECOMMENDATIONS

- When condemnation of property is considered, an open public process should be initiated by the public entity, in conjunction with local government, prior to any decision to condemn land for acquisition or expansion. All public entities capable of condemnation should follow an open public review process, inclusive of local, State, and federal government; local schools and public learning institutions; and, collective development authorities.
- Rehabilitation of existing structures, particularly when those structures are historic in nature, should focus on maintaining the historic character of the

structure and its surroundings. This should include limited use of artificial or replacement components (such as artificial sidings, windows, etc.); avoidance of enclosing or removing original porches or vestibules; and, retention of significant architectural features such as dormers, columns, rails, window and door details, and chimneys.

- Conversion of public park land for exclusive use by private institutions is strongly discouraged.
- Before considering the addition of new parking areas and locations, institutions should work with the neighborhood and other adjacent institutions to determine the ability for timesharing parking areas.
- The construction of compatible parking decks is preferable to multiple or large expanses of surface parking.
- On-street parking in residential areas should be designed to better accommodate non-institutional residents. The establishment of permitted parking and time limits for parking should occur wherever institutional uses impact residential streets. Enforcement of parking restrictions should be a task of institutional security operations in addition to governmental enforcement measures.
- Road or alley closures to accommodate institutional expansions should only be considered after a thorough public review process and only if the road closure will not isolate portions of a neighborhood, will not remove a traditionally significant access point into an area, or will not result in historic structures being removed from their street-oriented context.

SITE DESIGN RECOMMENDATIONS

- Site design should repeat site patterns already established in the neighborhood; retain existing positive features (trees, stone/brick walls, substantial shrubbery), whenever possible; and, retain existing mature tree canopies.
- Oversized structures or intense uses should be located away from residential areas or screened with vegetation.
- Operational facilities and other "back door" uses should be designed and maintained to the same standard as public areas when the operational or back door uses are located in neighborhoods or are visible from roadways.

- Heat pumps, air conditioners, and other noise producing equipment should be chosen for quiet operation. To limit impact on surrounding residential uses, equipment should be located away from residential uses (such as on the top of structures) or surrounded by vegetation.
- Large expanses of paving should be divided into smaller components with interior planting areas and alternating materials (brick paver areas, staining, etc.).
- Sidewalks should be maintained for safety and their widths and materials should blend with the neighborhood.
- Public street furniture and lighting fixtures should be designed to blend with or enhance the surrounding streetscape. The use of period lighting is encouraged over contemporary street lighting when placed in historically designated areas.
- Fences or walls that create a fortress-like environment are strongly discouraged.

NEW CONSTRUCTION RECOMMENDATIONS

New construction adjacent to residential areas should be complimentary to the surrounding character of the neighborhood. The following concepts should be applied:

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

Appendix D. Standards for Conversion of Existing Homes to Office or Commercial Use

BUILDING INTEGRITY

- The exterior appearance of the existing single-family home should be preserved as intact as possible to continue the residential character of the street.
- Keep porches open. If enclosure is necessary, transparent materials, such as glass or screening, should be installed behind the original railing and/or columns.
- Design handicapped features so there is minimal visual impact on the existing structure.
- Locate exterior stairs to the side or the rear of the structure.
- Locate mechanical equipment to the side or the rear of the structure.
- Locate trash containers and metal outbuildings in the rear yard.

PARKING

- New parking areas should be designed to minimize their impact on the existing environment and have a neighborhood character.
- Locate new parking areas behind existing buildings or to the side of the structure.
- Screen parking areas from public view.
- Retain existing vegetation, such as mature trees, and incorporate them into the parking lot design.
- Share driveways, whenever practical, to minimize curb cuts.

ACCESS

- Entrances and steps serve as an important first view of the property and should be preserved as they were originally built.
- Maintain the main entrance to the building at the street frontage.

SIGNAGE

- Signs have a strong impact in the quality and appearance of individual buildings and on the streetscape as a whole. Graphic simplicity and compatibility with the building architecture is important.
- Signage in the NO zoning district should not exceed six feet in height and eight square feet in area. Signage in CB, PB, LB, LO, GO, IP, and NB zoning districts should not exceed 6 feet in height and 36 square feet in area.
- If a sign is located on a residential building, it should be a small identification panel at the entrance.
- Soft, indirect lighting is recommended. Internally illuminated signs are not recommended.

LANDSCAPING

- Landscaped areas should be carefully maintained.
- Prune trees judiciously to maintain their health and to maintain the visual integrity of the streetscape.

Appendix E. Industrial Expansion Design Guidelines

- Prior to seeking property rezoning, industrial property owners should meet with neighborhood associations and/or residents about the proposed expansion plans.
- Rezoning for expansions should only be approved when appropriately zoned vacant or underutilized sites are not available or when the expansion area is not a part of an established neighborhood.
- To the greatest extent practical, site expansion areas and new buildings should be designed to compliment and blend with the surrounding neighborhood.
- Large structures, intense uses, and noise producing uses should be located away from residential areas.
- Access drives should be located to direct traffic, especially truck traffic, away from residential areas.
- All facilities and outside storage areas should be appropriately screened with vegetation.
- Mature vegetation and unique site features should be retained, whenever possible.
- Parking areas should be attractively screened with fences and plantings designed to be compatible with the surrounding neighborhood; large expanses of paving should be divided into smaller components with interior planting areas.
- Fences and walls should use traditional materials such as brick, stone, cast iron, or wood; the height, scale, design and location of fences or walled areas should not adversely affect the character of the surrounding area; chain-link fencing should be located away from public view; and, the use of razor wire and other materials with a fortress quality is strongly discouraged.
- Service components (such as trash dumpsters, mechanical/technical equipment, and loading docks) should be located away from residential uses and screened from public view.

Acknowledgments

Citizens Advisory Committee

Jerry Anderson & Paula McCoy-Anderson Business Owner, Old Baux Mountain Road Residents	Roland & Barbara Hayes Monticello Park Residents Gardenia M. Henley Old Walkertown Road Resident Joycelyn Johnson Skyland Resident Kim Johnson Northview Resident Maxine Johnson Northview/Old Rural Hall Resident	Sophia Kennedy Crusade Road Resident Michelle Lovejoy Mineral Springs Resident William B. McIver Monticello Park Resident Budd & Donna Midkiff Pine View Drive Residents Jimmy Norwood Jr. Castleshire Woods Resident	Olivia C. Swinton Carver School Road Resident Roger & Brenda Stoneman Old Rural Hall Road Residents Marian L. Venable Greenway Resident Dan Yarbrough Mineral Springs Resident
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Denise D. Adams North Ward	Molly Leight South Ward	Wanda Merschel Northwest Ward
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