



Northwest

Winston-Salem Area Plan



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.

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 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 Annual Area Plan Status Report is prepared 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.

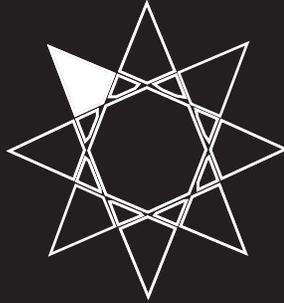
How Do Area Plans Relate To Rezoning?

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.



Meadowbrook Park



The Northwest Area Plan

City-County
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NORTH CAROLINA

**Adopted by the City-County Planning Board on January 12, 2012
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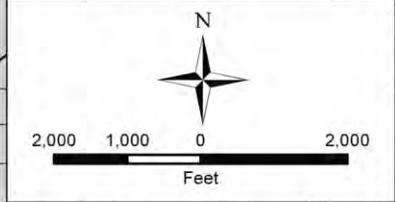
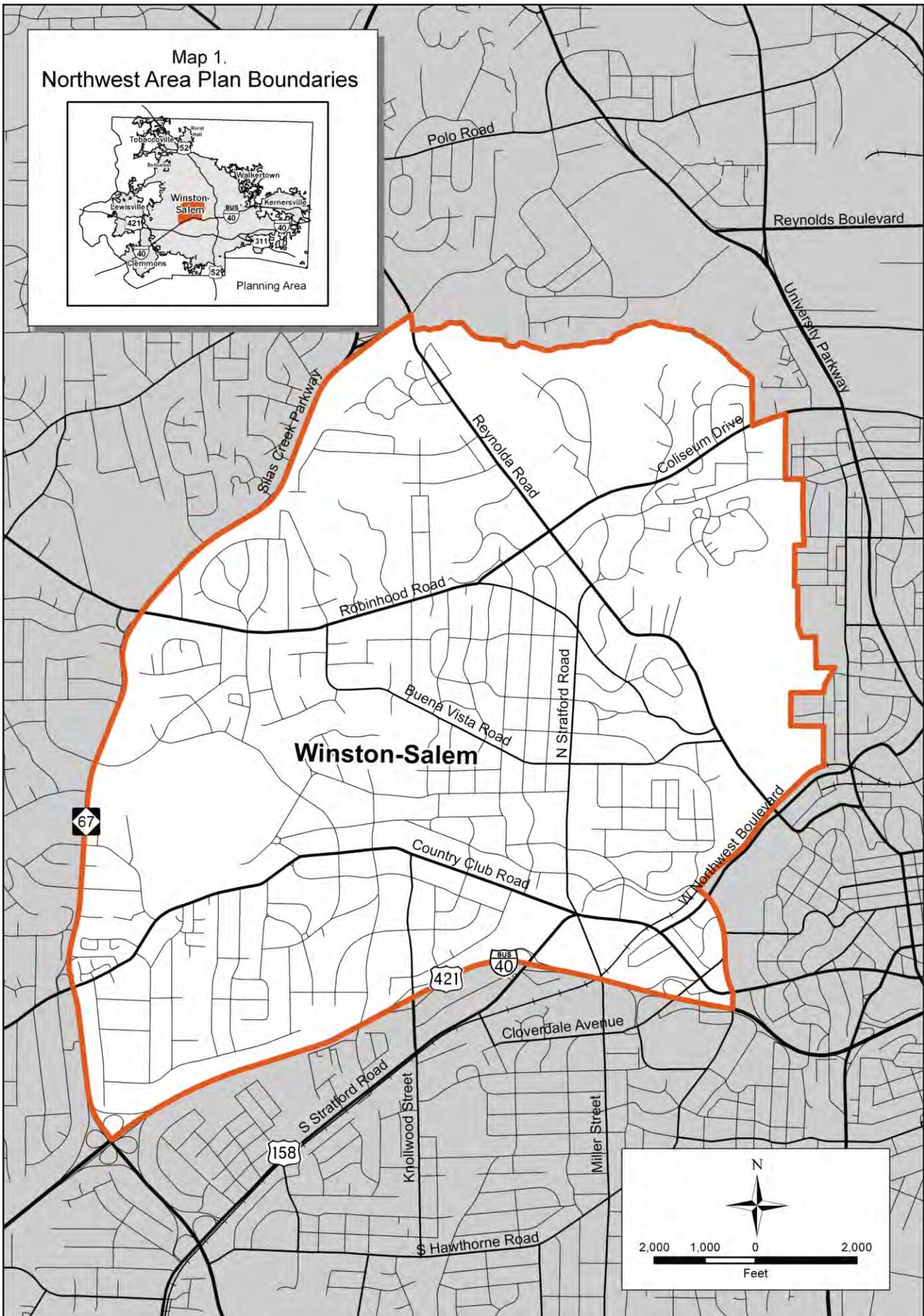
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Map 1.
Northwest Area Plan Boundaries



Introduction

☀ BOUNDARIES OF THE STUDY AREA

The Northwest Planning Area, as shown on **Map 1** on **page vii**, encompasses approximately 4000 acres (6.1 square miles). The Planning Area is bounded on the north by Reynolda Village, the Reynolda Woods neighborhood and Old Town Country Club; on the east by Arbor Acres, The Children's Home, R.J. Reynolds High School and North and South Hawthorne Road; on the south by Business I-40/US 421; and on the west by Silas Creek Parkway. The Planning Area has land in four City Council wards, including the Southwest, West, Northwest and North.

☀ 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**). All of the Planning Area is designated as Urban Neighborhoods (Growth Management Area 2 (GMA 2)) in the Growth Management Plan of *Legacy* (see **Map 2** on **page 3**).

☀ AREA PLAN PROCESS

Citizen participation is a critical part of the Area Plan process. A Citizens' Advisory Committee (CAC) is set up for each plan to work with staff throughout the planning process. The CAC includes a variety of people concerned about the Planning Area including residents, business people, property owners, and representatives of institutions. 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** on **page 1**. The first step of the planning process is the assessment of current conditions and the consolidation of existing plans. A handbook of this information is created for the CAC containing information to help it make recommendations for the Planning Area.

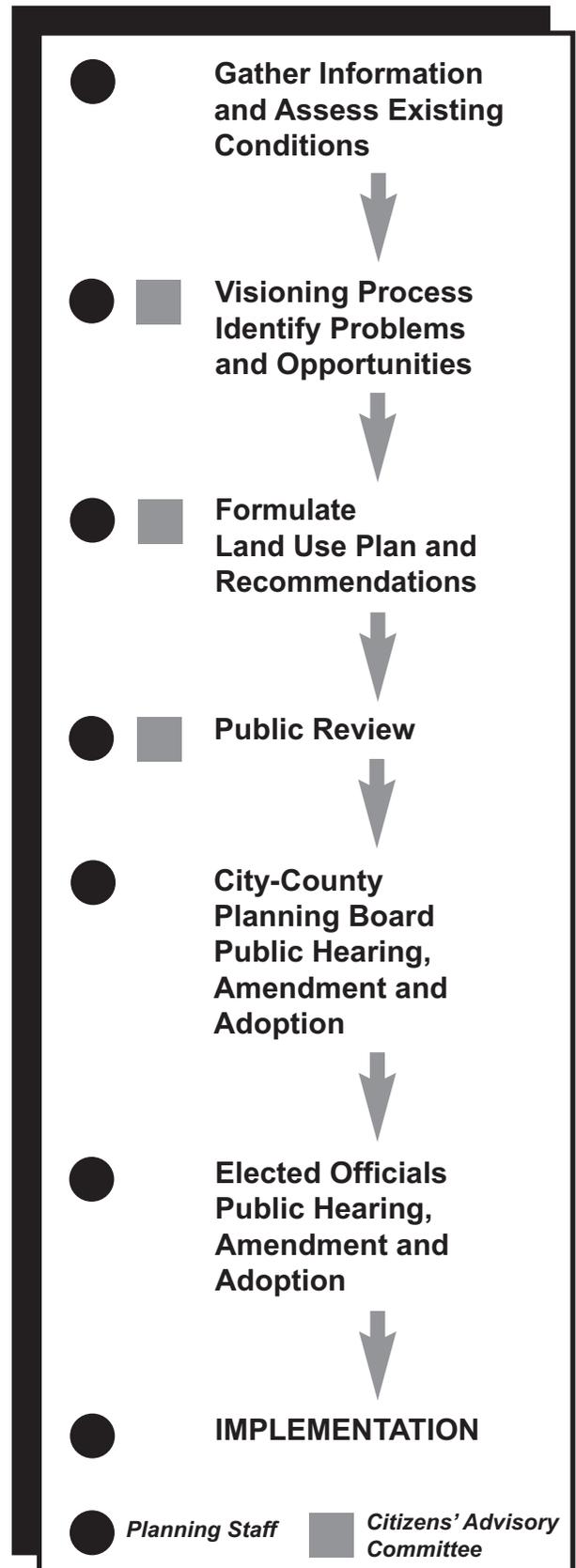


Figure 1. Area Plan Process

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.

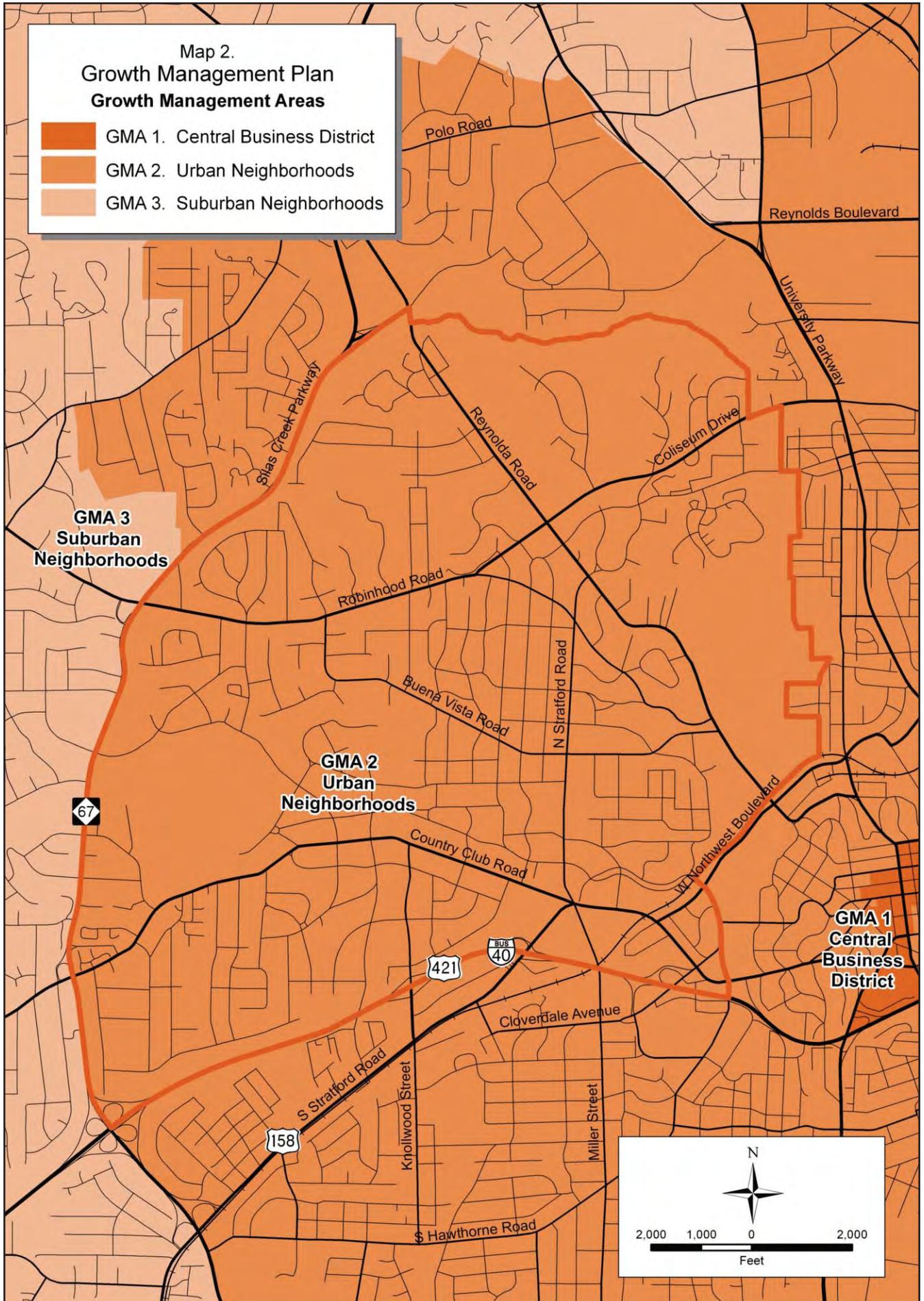
These discussions, along with the policies spelled out in *Legacy*, serve as the basis for the next step in the process: the formulation of recommendations by both the Citizens' Advisory Committee and the Planning staff. Staff and the Committee attempt to reach consensus in their recommendations. If no consensus is reached, both sets of recommendations will be presented to the City-County Planning Board. The final recommendations are then presented to the entire community for review.

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 adoption of the Plan. The document is then forwarded to the City Council and County Commissioners for consideration, amendment, and adoption after a public hearing.

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

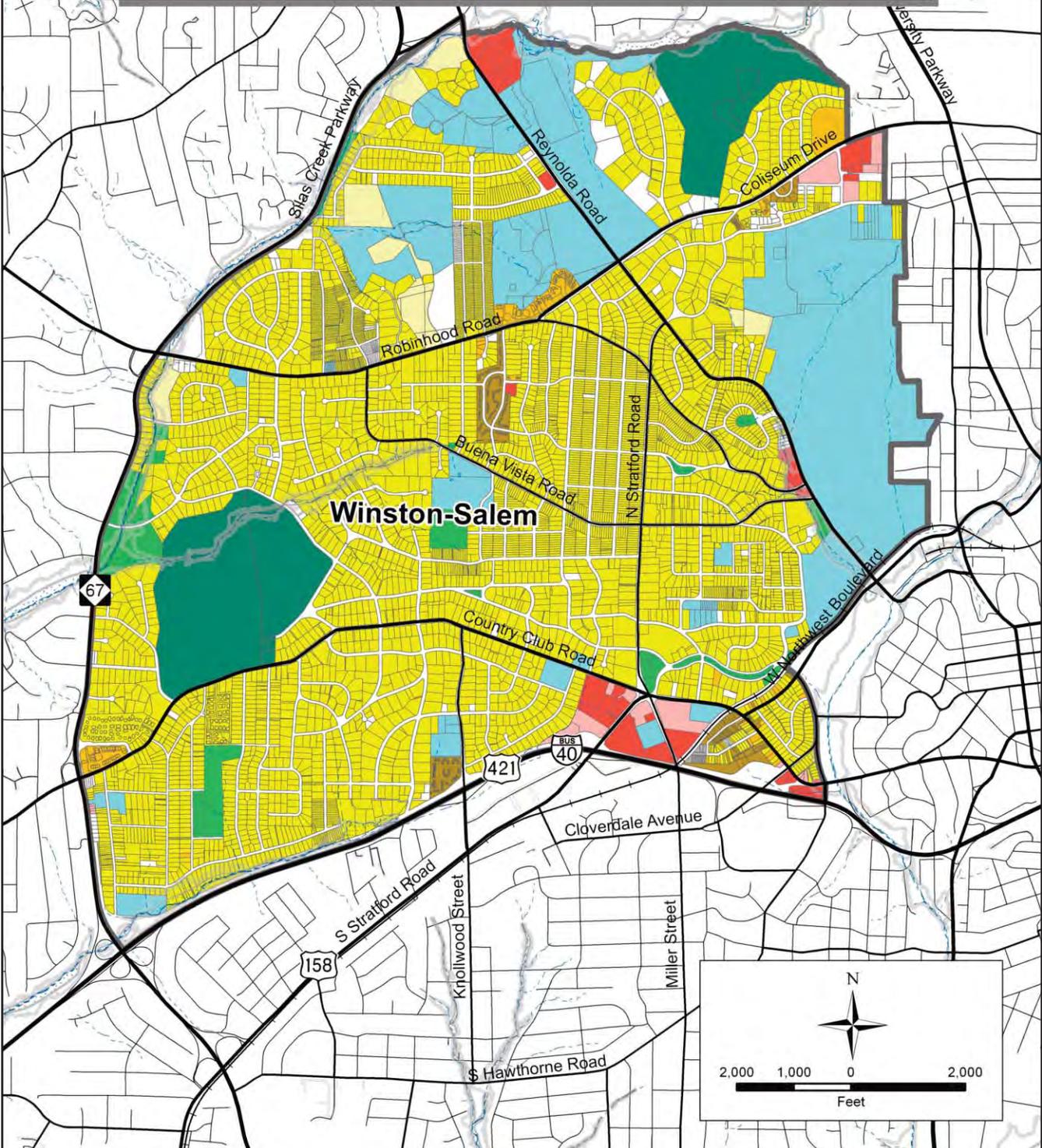
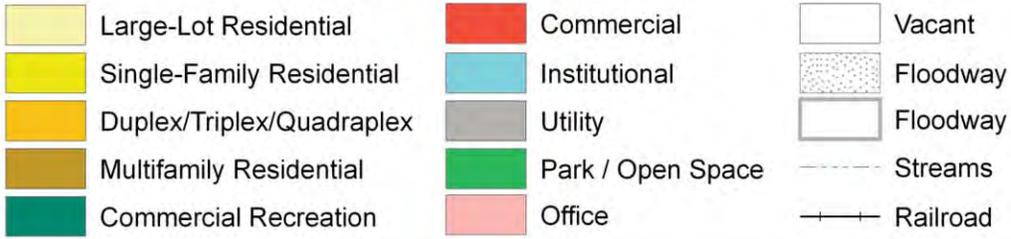
Map 2.
Growth Management Plan
Growth Management Areas

-  GMA 1. Central Business District
-  GMA 2. Urban Neighborhoods
-  GMA 3. Suburban Neighborhoods



Map 3. Existing Land Use

Survey Date: 12/7/2010



Existing Conditions



GENERAL CHARACTER

The area immediately northwest of Downtown has long been the higher-income residential area of Winston-Salem since the early 20th century, beginning with the R.J. Reynolds family and their 1000-acre country community that included Reynolda Farm, Reynolda Village, Reynolda Church and Reynolda House and Gardens. In the mid-1920s, the new head of Reynolds Tobacco Company, Bowman Gray, built the 87-acre Graylyn Estate. In the 1930s, James G. Hanes, President of Hanes Hosiery, built his 32-acre estate on land previously owned by his sister-in-law's parents where today the Southeastern Center for Contemporary Art (SECCA) is located, west of Marguerite Drive and north of Robinhood Road.

The Reynolds', Gray's and Hanes' large family estates remain mostly intact as part of the institutional facilities of nearby Wake Forest University. Reynolda House and Gardens and Reynolda Village remain as tourist and shopping destinations. The Gray's family estate is now used as an international conference and retreat center. The Hanes' family estates serve as a home for the Southeastern Center for Contemporary Art (SECCA) and as the President's house for Wake Forest University.

During the prosperity and increased mobility of the 1910s and 1920s, there was a residential exodus from downtown to larger estates in newly-created and well-designed suburbs such as West Highlands, Buena Vista and Westview. Subdivision development continued to the west and north of Buena Vista from the 1940s to 1970s.

Two country clubs are located in the Planning Area, Forsyth and Old Town, built in the 1910s and 1930s, respectively.

Construction of multifamily developments like College Village began after World War II to ease the housing shortage in Winston-Salem. College Village apartments has since been converted to condominiums.

Much of the recent residential development has taken place near Robinhood Road in the form of detached single-family homes in clustered developments that

have smaller lots but share common open areas. While the vast majority of the Planning Area is used for residential or recreational purposes, the 200-acre Children's Home complex is located on Reynolda Road along a portion of the eastern boundary of the Planning Area. The Children's Home complex presently includes 46 structures built between 1920 and 1989 and a farm. Over the years, The Children's Home has transitioned from an orphanage to mental health facility for children, homes for abused or neglected children and a home for pregnant teenagers.

The primary location of commercial activities in the Planning Area is in the Five Points area at the intersection of N. and S. Stratford Road, Country Club Road, W. First Street, and Miller Street. Activities include retail services, restaurants, banks and office uses.



DEMOGRAPHICS

Based on the 2000 Census, approximately 10,000 people live within the Northwest Area Plan (NWAP) boundaries (see Table 1). The population was estimated to be 11,000 as of 2010, but that estimate is likely high given the relatively small amount of development since 2000. As of 2000, 90% of residents in the Planning Area is white. The population in the Planning Area is older as a whole than Winston-Salem or Forsyth County, with 62% of the Planning Area aged 40 or older as compared to 42% and 44% for Winston-Salem and Forsyth County, respectively. Fifty-four percent of the residents are female and 46% are male.

The residents in the Planning Area are well educated with 70% having acquired college or university degrees, more than twice the rate of the county at 30%. Accordingly, household income was 70% higher than the county average in 2000 (\$79,000 as compared to \$46,000). Families living below the poverty level is 2% as compared to 8% for the county. Individuals living below the poverty is 4% while the county average is 11%.

Table 1. Northwest Area Plan Demographic Trends/Comparisons

Population					
Area	Population				
	2006	2000	2000-2006 Growth (Percent)	2006 Portion of Forsyth County Population (Percent)	2006 Density (Persons Per Acre)
Northwest Area Plan	11,000	10,000	10	3	2.8
Winston-Salem	222,000	186,000	19	67	2.6
Forsyth County	333,000	303,000	10	100	1.3
Racial Diversity					
Area	Diversity (Percent)				
	African-American	Asian	Hispanic*	White	Other
Northwest Area Plan	8	1	2	91	1
Winston-Salem	38	1	9	56	5
Forsyth County	26	1	5	69	4
Age					
Area	Age (Percent)				
	Less than 5 years	5-17 years	18-39 years	40-64 years	65 years and older
Northwest Area Plan	5	15	19	36	26
Winston-Salem	7	17	35	28	14
Forsyth County	7	17	33	31	13
Household and Income					
Area	Average Household Size (Persons per Household)	Income (dollars)		Below Poverty Level (percent)	
		Average Household	Per Capita	Families	Individuals
Northwest Area Plan	2.17	79,086	54,152	2	4
Winston-Salem	2.32	43,904	22,468	11	15
Forsyth County	2.39	46,262	23,023	8	11

Source: 2000 U.S. Census Bureau. 2006 estimates by City-County Planning Department.

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

**Table 2. Northwest Area Plan
Existing Land Use Summary**

Land Use	Acres	%
Residential (total)	2,126	56
Large-Lot (> 5 ac.)	61	2
Single-family	1990	53
Multifamily	76	2
Office	31	1
Commercial	60	2
Institutional	624	16
Parks/Open Space/ Commercial Recreation	350	9
Utilities & Rights-of-Way (total)	489	13
Vacant Land	91	2
Total Land Area	3,771	100

Source: Survey by City-County Planning Staff
(August-September 2010)

EXISTING LAND USE

Existing land uses in the Northwest Planning Area include residential, office, commercial, institutional and parks and open space. The Planning Area is made up primarily of single-family residential dwellings and institutional land. **Map 3** on **page 4** shows the existing land use pattern in the Planning Area in 2010. **Table 2** shows existing land use by acreage and percentage of total area.

RESIDENTIAL

The predominant land use in the Planning Area is residential accounting for approximately 56% of the total land area. Single-family residential development accounts for 53% of the land area, while multifamily residential comprises only 2% of the land area.

OFFICE

Office development accounts for 1% of the land area. Office uses are concentrated around the Five Points area near Business I-40/US 421.

COMMERCIAL

Approximately 60 acres, about 2% of the land area, is developed with commercial uses. The primary concentrations of commercial land use are at: Five Points (near Business I-40/US 421); Coliseum Park Plaza; Reynolda Village; and along Reynolda Road at Robinhood Road.

INSTITUTIONAL

Both public institutional uses, such as schools, fire stations, community centers, and private institutional uses, such as churches, are dispersed throughout the Planning Area. The approximately 625 acres of institutional use account for about 16% of the land area. The largest institutional property owner is Wake Forest University, which owns Reynolda Village, Graylyn Convention Center and portions of the Hanes estate.

PARKS AND OPEN SPACE

Parks, open space and commercial recreation facilities account for 350 acres of the Planning Area, about 9% of the total land area. The two largest recreational facilities are the two private country clubs, Forsyth and Old Town. Public recreation facilities are discussed in more detail in the Community Facilities section.

UTILITIES AND RIGHTS-OF-WAY

Together, utilities and road/rail right-of-ways account for approximately 13% or 490 acres of the acreage in the Northwest Planning Area.

VACANT

Vacant land accounts for 91 acres or 2% of the land area. Vacant land is primarily dispersed throughout the Planning Area in vacant single-family residential lots.

ZONING

Since the adoption of Legacy in 2001, there have been seven rezoning petitions within the Northwest Planning Area. Together, rezoning and subdivision approvals since 2001 have accounted for 15 acres of land within the Planning Area. Residential approvals include one townhome development, Highland Park (36 units), involving 6.5 acres of the Planning Area. Nonresidential approvals include 134,000 square feet of school construction or additions at Whitaker Elementary, Brunson Elementary and Summit School. See **Table 3** on **page 8** for a summary of major development reviews and approvals.

Table 3. Northwest Area Plan Recent Development Plans

2001-2009 Development Plans approved by the City-County Planning Board					
Area	Residential				
	Single Family		Multifamily		Average Density (Units per Acre)
	Total Lots	Lots with Planned Open Space	Number of Units	Number of Developments	
Northwest Area Plan	58	3	40	3	5.0
Winston-Salem	18,504	6,755	7,572	81	8.0
Forsyth County	24,989	9,222	9,060	98	7.3
Area	Nonresidential Square Footage				
	Total	Office (percent)	Retail (percent)	Institutional (percent)	Industrial (percent)
	Northwest Area Plan	134,300	0	0	100
Winston-Salem	9,534,600	10	37	30	23
Forsyth County	9,704,900	10	42	30	19

Source: City-County Planning Department

Note: This table summarizes the development plans that have received City-County Planning Board rezoning or site plan approvals. There is no guarantee that all approved units or buildings were constructed. It does not include the number of approved units or buildings constructed nor construction requiring only building permit

TRANSPORTATION FEATURES

Existing transportation features include roads, bus routes, bicycle routes, sidewalks and greenways. The location and function of transportation features have a significant impact on land use decisions (see **Map 4** on page 10).

ROADS

Overall Street Pattern

Business I-40/US 421 is a freeway providing east-west access along the southern boundary of the Planning Area, while Silas Creek Parkway/NC 67 is an expressway running north-south along the western boundary of the Planning Area. Several major thoroughfares, such as Country Club Road, W. Northwest Boulevard and Robinhood Road/Coliseum Drive, run east to west across the Planning Area, providing access to commercial, institutional and residential areas. Reynolda Road runs north-south connecting institutional and residen-

tial areas to downtown. Minor thoroughfares, such as Robinhood Road, Buena Vista Road, N. Hawthorne Road and N. Stratford Road, connect neighborhoods and services to major thoroughfares. Street connections between existing residential developments are common throughout the Planning Area.

Road Types

Every street and highway is classified to identify its function as part of an overall network.

- **Interstate Highways** are controlled-access facilities with four or more lanes carrying traffic between cities and states.
- **Freeways/Expressways** are usually controlled-access facilities with four or more lanes that provide fast and efficient movement of large volumes of traffic.
- **Boulevards** move traffic with some control of access and range from four to six lanes with a median divider.

- **Other Major Thoroughfares** move traffic both within cities and between cities, and may also provide access to abutting properties. They range in size from two lanes to six lanes.
- **Minor Thoroughfares** converge traffic from *collector* and *local* streets to move it to *major thoroughfares* or highways.
- **Collector** streets carry traffic from local streets to thoroughfares in addition to providing access to adjoining property.
- **Local** streets are used predominantly to provide access to abutting property.

Table 4 on **page 11** shows detailed road classifications, features and locations in the Northwest Planning Area.

CURRENT PROPOSED STREET AND HIGHWAY IMPROVEMENTS

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

The *Comprehensive Transportation Plan* (CTP) Highway Element serves as the street and highway master plan for the urban area by identifying both existing roads and the general location of future planned roads. The CTP is not fiscally constrained, as it shows all desired road projects – both funded and unfunded road projects. Both the CTP and the *Long*

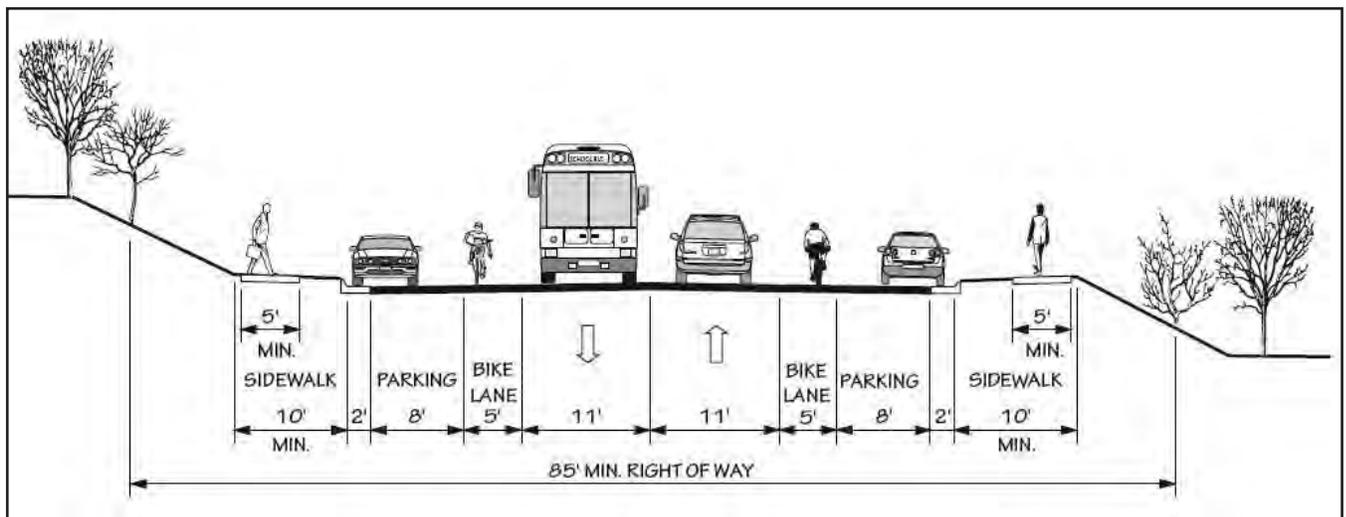
Range Transportation Plan (LRTP) include all modes of transportation. The LRTP is fiscally constrained, as it only includes projects for which funding is anticipated. The LRTP is required under federal provisions and must include an assessment of air quality impacts.

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. **Table 5** on **page 13** shows future street and highway projects in the MTIP and the CTP.

Comprehensive Transportation Plan Projects

Reynolda Road Connector

The proposed Reynolda Road Connector is a two-lane curb and gutter road with bicycle accommodation, sidewalk and on-street parking on both sides of the road from University Parkway west to Reynolda Road through The Children’s Home site (see **Table 5** on **page 13**). The CTP shows this road as a potential western extension of W. Fourteenth Street. The traffic model projects a 2025 volume of approximately 21,500 vehicles per day. Construction of this road would be dependent upon future development of The Children’s Home site.



Proposed Street Cross-Section for Reynolda Road Connector

Map 4.
 Transportation and
 Pedestrian Features
 Existing Features

-  Freeway/Expressways
-  Major Thoroughfares
-  Minor Thoroughfares
-  Sidewalks
-  Railroad
-  Bridges

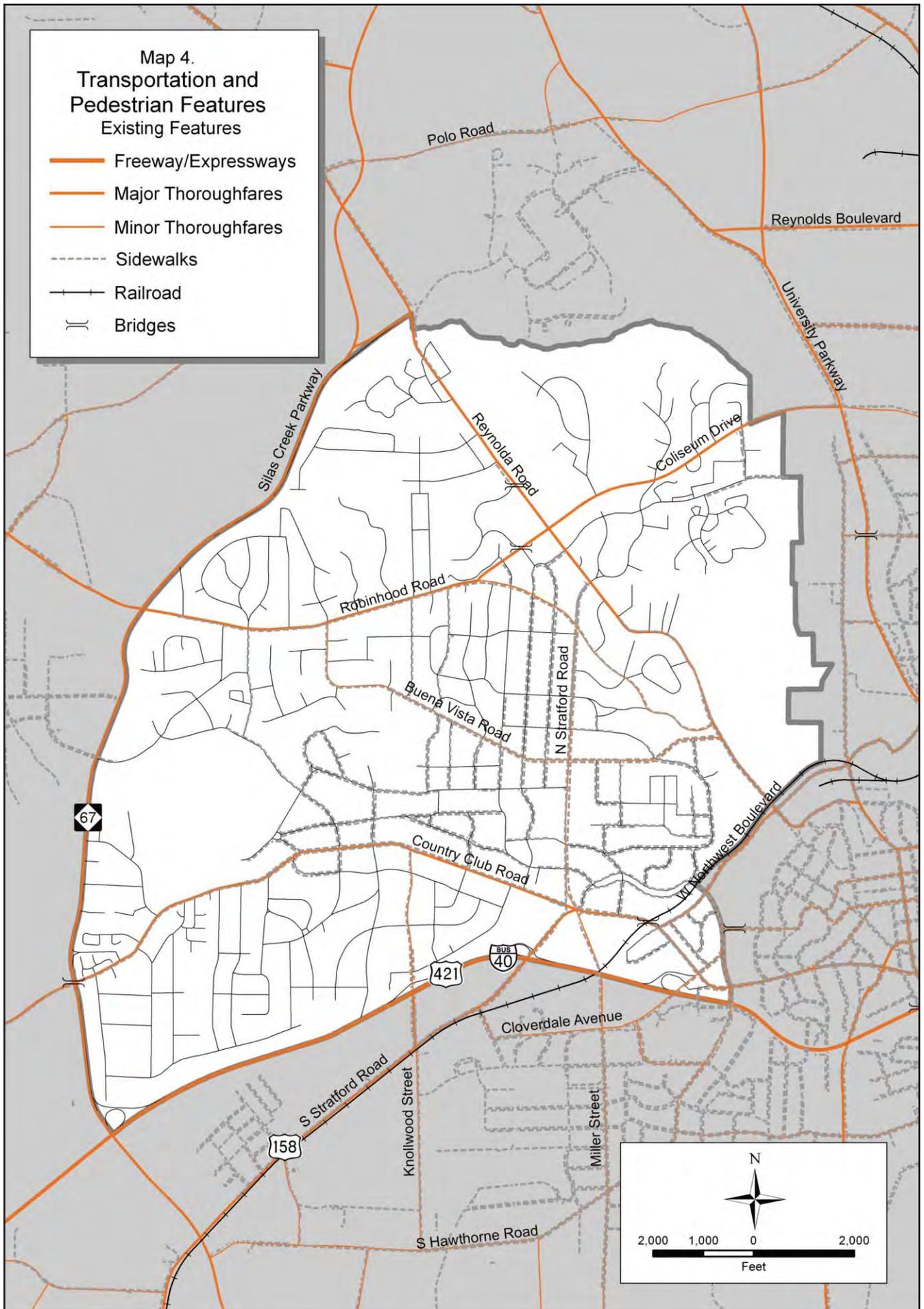


Table 4. Northwest Area Plan Road Classifications and Features

Freeways	Description	2009 ADT (Average Daily Traffic)	2035 Estimated Volume	Current Road Capacity	Road Width (feet)	Future Cross-Section
Business I-40/ US 421/US 158	4 lanes with median	60,000 – 65,000	82,700 – 91,700	62,300	48	Adequate; 6 lanes divided with grass median
Silas Creek Parkway (NC 67)	4 lanes with median	45,000 – 52,000	56,300 – 60,600	49,000 – 73,400	48-60	Adequate plus sidewalks and bicycle accommodation
Major Thoroughfares	Description	2009 ADT (Average Daily Traffic)	2035 Estimated Volume	Current Road Capacity	Road Width (feet)	Future Cross-Section
Coliseum Drive	4 lanes with median	7,400 – 11,000	9,800 – 15,400	27,500	48-60	Adequate plus sidewalks and bicycle accommodation
Country Club Road	3-4 lanes	7,900 – 13,000	12,600 – 24,400	15,800 – 27,500	36-52	Adequate plus sidewalks
W. First Street	2-4 lanes	7,200 – 12,000	8,300 – 16,500	13,800 – 27,500	32-60	Adequate plus sidewalks and bicycle accommodation
S. Hawthorne Road (W. First Street to Business I-40/US 421)	4 lanes	–	16,500	27,500	54	Adequate plus bicycle accommodation
W. Northwest Boulevard	2 lanes	5,800	8,300	13,800	30	Adequate plus bicycle accommodation
Reynolda Road	2-4 lanes	7,000 – 16,000	8,600 – 21,300	13,800 – 27,500	36-46	Adequate plus sidewalks and bicycle accommodation
Robinhood Road (Coliseum Drive to Silas Creek Parkway)	2-3 lanes	4,300 – 15,000	7,800 – 22,700	15,300 – 18,200	34-44	Adequate plus sidewalks and bicycle accommodation

(...continued on page 12)

Table 4. Northwest Area Plan Road Classifications and Features (continued from page 11)

Major Thoroughfares	Description	2009 ADT (Average Daily Traffic)	2035 Estimated Volume	Current Road Capacity	Road Width (feet)	Future Cross-Section
S. Stratford Road (Five Points to Business I-40/ US 421)	5 lanes with median	21,000	27,000	31,700	67	4 lanes, median-divided with sidewalks and bicycle accommodation
Wake Forest Road (NC 67)	4 lanes with median	12,000	18,100	43,500	48	Adequate plus sidewalks
Minor Thoroughfares	Description	2009 ADT (Average Daily Traffic)	2035 Estimated Volume	Current Road Capacity	Road Width (feet)	Future Cross-Section
Buena Vista Road	2 lanes, 2 lane with median	3,900 – 4,500	5,400 – 5,700	13,800 – 15,300	30-36	Adequate plus sidewalks and bicycle accommodation
Cloverdale Avenue	2-3 lanes	6,100 – 8,400	10,100 – 10,800	13,800 – 15,800	34-36	Adequate plus sidewalks and bicycle accommodation
N. Hawthorne Road (W. First Street to W. Northwest Blvd.)	2 lanes	8,000 – 13,300	8,900	13,800	34-38	Adequate plus bicycle accommodation
Knollwood Street	2-4 lanes	4,800 – 5,900	7,100 – 9,400	13,800 – 27,500	30-44	Adequate plus sidewalks and bicycle accommodation
Miller Street	4 lanes	13,000	16,400	27,500	48	Adequate plus sidewalks
Robinhood Road	2 lanes	4,300 – 6,100	7,800 – 10,400	15,300	34	Adequate plus sidewalks and bicycle accommodation
N. Stratford Road	2 lanes	9,800 – 16,000	12,500 – 18,700	13,800	30-70	Adequate plus sidewalks and bicycle accommodation

(...continued on page 13)

Table 4. Northwest Area Plan Road Classifications and Features (continued from page 12)

Existing Collector Streets			
Arbor Road	N. and S. Hawthorne Roads	N. and S. Pine Valley Roads	Wellington Road
Forest Drive	Marguerite Drive	W. Twenty-Fifth Street	N. and S. Westview Drives
Greenwich Road	Pilgrim Court	Virginia Road	Yorkshire Road

Table 5. Northwest Area Plan Future Street and Highway Projects

Location	Description	Current Status	Completion
New Roads			
Reynolda Road Connector	Minor Thoroughfare	CTP proposal	–
Bridge Improvements			
B-5007 (W. First Street)	Replace bridge over Norfolk-Southern Railway	Unfunded MTIP project	–
Congestion Mitigation Improvements			
C-4981C (Silas Creek Parkway and Yorkshire Road)	Install Intelligent Transportation Systems (ITS) devices	Under Construction	2011

Sources: 2009 Winston-Salem Urban Area Comprehensive Transportation Plan, 2035 Winston-Salem Urban Area Long-Range Transportation Plan, NCDOT Draft 2012-2018 STIP, NCDOT Division 9 Updates

PUBLIC TRANSPORTATION

Local Bus Routes

The Winston-Salem Transit Authority currently provides bus service within the Northwest Planning Area on seven routes (and two night routes) originating from the downtown terminal. **Map 5** on **page 14** and **Table 6** on **page 15** describe the routes in more detail.

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 7** on **page 16** and shown on **Map 5** on **page 14**.

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

Map 5.
Public Transportation and Bicycle Features

-  Bus Routes
-  City and County Bicycle Routes
-  Existing Bicycle Lanes
-  Streams
-  Bus or PART Route Number
-  Bicycle Route Number
-  Bus Bench / Shelter
-  Railroad

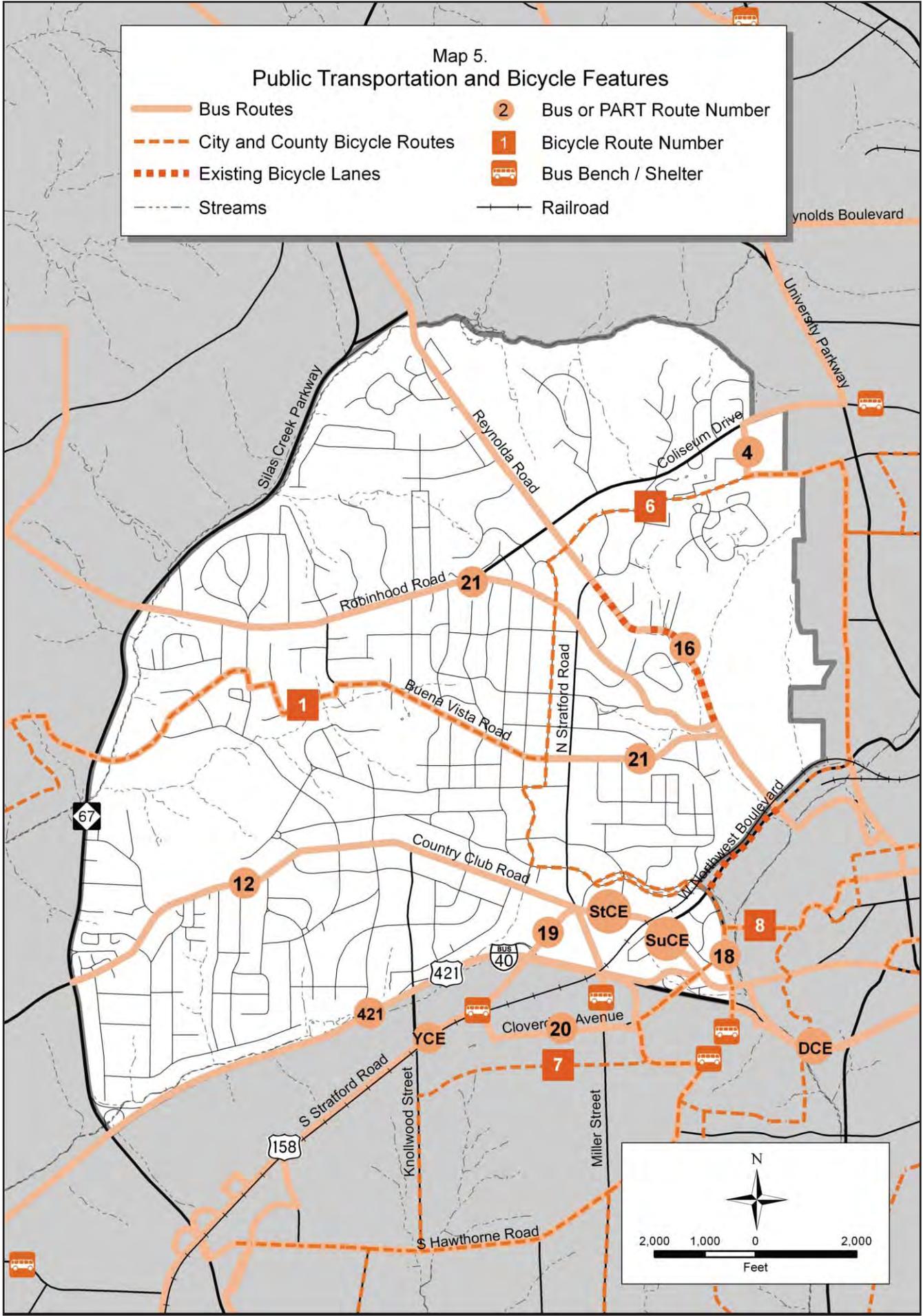


Table 6. Northwest Area Plan Local Bus Routes

Route Number	Direction	General Route
4	Outbound	From Thurmond Street, left at W. Twenty-Fifth Street, right at Pilgrim Court, right at Coliseum Drive, continue to University Parkway
4	Inbound	From University Parkway, right at Coliseum Drive, left at Pilgrim Court, left at W. Twenty-Fifth Street, right at Thurmond Street, continue to Transit Center
444 (Night)	Outbound	From Thurmond Street, left at W. Twenty-Fifth Street, right at Pilgrim Court, right at Coliseum Drive, continue to University Parkway
444 (Night)	Inbound	From University Parkway, right at Coliseum Drive, left at Pilgrim Court, left at W. Twenty-Fifth Street, right at Thurmond Street, continue to Transit Center
12	Outbound	From W. First Street, left at Cloverdale Avenue, right at Miller Street, left at Country Club Road, continue to Vinegar Hill Road
12	Inbound	From N. Peace Haven Road, left at Country Club Road, right at Miller Street, left at Cloverdale Avenue, right at W. First Street, continue to Transit Center
16	Outbound	From West End Boulevard, right at Reynolda Road, continue to Polo Road
16	Inbound	From Valley Road, right at Reynolda Road, continue to Transit Center
18	Outbound	From Glade Street, left at N. Hawthorne Road, continue on S. Hawthorne Road, continue to Forsyth Hospital Loop
18	Inbound	From Forsyth Hospital Loop, right at S. Hawthorne Road, continue on N. Hawthorne Road, right at Glade Street, continue to Transit Center
19	Outbound	From Transit Center, right at W. First Street, left at S. Stratford Road, continue to W. Clemmons Road
19	Inbound	From Kimwell Drive, right at S. Stratford Road, right at W. First Street, continue to Transit Center
20	Outbound	From Transit Center, right at W. First Street, left at S. Hawthorne Road, continue to Queen Street
20	Inbound	From Queen Street, left at S. Hawthorne Road, right at W. First Street, continue to Transit Center
2020 (Night)	Outbound	From Transit Center, right at W. First Street, left at S. Hawthorne Road, continue to Queen Street
2020 (Night)	Inbound	From Queen Street, left at S. Hawthorne Road, right at W. First Street, continue to Transit Center
21	Outbound	From West End Boulevard, right at Reynolda Road, left at Buena Vista Road, left at Fairmont Road, right at Glen Echo Trail, left at Woodlawn Drive, right at Wellington Road, left at Yorkshire Road, continue to Doncaster Road
21	Inbound	From Huntinggreen Lane, left at Robinhood Road, right at Reynolda Road, left at West End Boulevard, continue to Transit Center

Table 7. Northwest Area Plan Bicycle Routes

Route Number	General Route
1	From Route 6 West Winston Loop on Oaklawn Avenue, along Buena Vista Road, left at Fairmont Road, right at Glen Echo Trail, left at Woodlawn Drive, right at Wellington Road, left at Yorkshire Road
6	From W. Northwest Boulevard, right at N. Hawthorne Road, left at Runnymede Road, straight on Warwick Road, right at Arbor Road, right at Forest Road, left at Oaklawn Avenue, right at Arbor Road, continue on W. Twenty-Fifth Street
7	From Medical Center Boulevard, right at Cloverdale Avenue, right at S. Hawthorne Road, continue on S. Hawthorne Road

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.

Major sidewalk locations in the planning area include portions of the following thoroughfares: Buena Vista Road, Cloverdale Avenue, Country Club Road, W. First Street, N. and S. Hawthorne Roads, Knollwood Street, Miller Street, W. Northwest Boulevard, Robinhood Road, Reynolda Road and N. Stratford Road.

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:

- Silas Creek Parkway (NC 67) from Business I-40/US 421 to Wake Forest 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 only existing greenway in the Planning Area is the Silas Creek Trail.

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 I-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 possible site for the Winston-Salem Intercity Passenger Rail Station is the historic Union Station, situated east of downtown Winston-Salem 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 Norfolk-Southern Railway, known as the “L” line, runs from downtown Winston-Salem parallel to W. Northwest Boulevard and S. Stratford Road/US 158 to the Yadkin River.

The following rail line is located in the Northwest Planning Area:

- Within the Planning Area, the “L” line runs adjacent and parallel to W. Northwest Boulevard with two elevated railroad bridges located over Reynolda Road and W. Northwest Boulevard, a pedestrian tunnel for R.J. Reynolds High School to access athletic facilities on W. Northwest Boulevard, and an at-grade crossing on Miller Street under the Business I-40/US 421 bridge.

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 and approximately four miles to the northeast from the center of the Northwest 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. PTIA is the home of the Mid-Atlantic FEDEX hub which opened in the fall of 2009.

COMMUNITY FACILITIES

The Northwest Planning Area has a number of facilities that serve the community, including parks, schools, churches and other institutional uses (see **Map 9** on **page 49**).

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 three public or charter schools in the Planning Area: the Children’s Center, Whitaker Elementary and R. J. Reynolds High School.

Summit School is the only private school in the Planning Area.

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. Eight public parks are currently located in the Northwest Planning Area. Parks are classified based on their size, facilities and function. **Table 8** on **page 17** lists recreation facilities in the Northwest Planning Area by type along with acreage and major facilities.

Table 8. Northwest Area Plan Recreation Facilities

Park Type	Acreage	Major Facilities
Mini/Ornamental Parks: Small facilities designed to serve a specific population segment or to be primarily ornamental in nature.		
Meadowbrook	0.60	Benches and Picnic Table
Reynolda Road	2.63	
Runnymede	4.19	
Stratford Road	4.60	Benches
Neighborhood Parks: Provide intense recreational activities accessible to neighborhoods.		
Hathaway	17.27	Picnic Shelter, Baseball, Soccer Fields and Basketball Courts
Community Parks: Provide active recreational opportunities drawing people from multiple neighborhoods.		
Shaffner	55.97	Soccer Fields, Tennis Courts and Greenway
Whitaker	10.16	Soccer Fields
Open Space: Natural landscapes that remain relatively undisturbed.		
Greenbriar	1.39	

Based on the service area analysis completed for the *2015 Parks and Open Space Plan*, the Northwest Planning Area is adequately served by parks and recreation facilities.

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. In 2002, 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.

Currently within the Planning Area there is one existing greenway, Silas Creek Trail. The Silas Creek Trail, originating at Shaffner Park, runs along Silas Creek for 0.8 miles from Yorkshire Road to Robinhood Road.

The *2015 Greenway Plan for Winston-Salem and Forsyth County*, adopted in 2002, recommends construction of the following greenways in the Planning Area:

- Silas Creek – extends the existing trail north to Reynolda Road
- Buena Vista Branch – connects Whitaker Elementary School to the existing Silas Creek Trail along the Buena Vista Branch Creek
- Peters Creek – extends the northernmost portion of the Peters Creek Trail along Reynolda Road

The City-County Planning Board is currently updating the *2015 Greenway Plan*. As part of this update, a feasibility analysis was completed for select priority trails, including the Silas Creek and Buena Vista Branch Trails. Unfortunately, both were deemed unfeasible due to existing development. Sidewalks and bike lanes are recommended as an alternative to a greenway. The portion of Peters Creek Trail within the Planning Area was not evaluated. However, the southern portion of the Peters Creek Trail that is outside the Planning Area was evaluated and deemed unfeasible.

The *2015 Greenway Plan for Winston-Salem and Forsyth County* also recommends construction of

greenway connectors. Greenway connectors consist of smaller neighborhood or sidewalk connections that allow access to the primary greenway trail system from neighborhoods, institutions and retail centers. The following proposed greenway connector is located in the Planning Area:

- Wake Forest connector – mix of sidewalks and greenway trails to connect Wake Forest University to the Silas Creek Trail, Bethabara Trail and surrounding area.

LIBRARY FACILITIES

There are not any library facilities in the Northwest Planning Area. There are two library facilities that are located near the Planning Area: the Central Library, located 0.6 miles to the southeast of the Planning Area, and the Reynolda Manor Branch Library, located 1.2 miles to the north of the Planning Area.

FIRE STATION

There is one fire station, Fire Station Seven, in the Northwest Planning Area, located at the corner of Country Club Road and Arbor Road. Station Seven is a two-story, two-bay station placed into service in 1951 and has been recognized as a landmark and a central fixture of the Buena Vista neighborhood.

UTILITIES

Water and Sewer

The Winston-Salem/Forsyth County Utilities Commission is responsible for distributing drinking water and providing wastewater treatment in the Planning Area. Public water and sewer service is generally available throughout the Planning Area.

OTHER COMMUNITY FACILITIES

The Northwest Planning Area contains the Forsyth and Old Town Country Clubs which each have an 18-hole golf course, tennis courts, swimming pool and clubhouse. Graylyn International Convention Center is located north and west of the intersection of Reynolda Road and Coliseum Drive on the former Graylyn Estate. Reynolda House and Gardens is a museum and tourist destination located to the north-east across Reynolda Road from the Graylyn Estate. The Southeastern Center for Contemporary Art (SECCA) is located on a former Hanes' estate at the western terminus of Marguerite Drive.

The Children's Home, affiliated with the United Methodist Church, includes a children's mental health facility in addition to a home for abused or neglected children and pregnant youth.

HOUSING

GENERAL INFORMATION

According to the 2000 Census, there are approximately 4650 housing units in the Northwest Planning Area. Of the occupied housing units (households), 79% were homeowner-occupied, significantly more than the 67% of households citywide that are homeowner-occupied (see **Table 9**). The average decade of construction for single-family detached structures in the Planning Area is the 1950s, compared to the 1970s countywide. The average assessed value of a single-family detached structure in the Planning Area in 2000 is around \$265,000, more than double the countywide average of \$114,000.

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 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.

Most of the Northwest Planning Area was developed prior to 1940 and the dominance of the automobile. Street widths were minimal and buildings were placed close to the street. 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; allowing businesses and institutions to grow without harming the surrounding neighborhoods; and preserving historic character while adapting to current needs.

Divided curvilinear streets distinguish the West Highlands, Buena Vista and Westview subdivisions, developed in the 1910s through 1930s, with medians surrounding major drainage ways that function as an early semblance of stormwater detention ponds. In Buena Vista, lots on the east side of Lovers Lane (now N. Stratford Road) were developed mostly along

Table 9. Northwest Area Plan Housing and Income Statistics

Housing Type					
Area	Total Housing Units	Single-Family Detached (percent)	Single-Family Attached (percent)	Multifamily (percent)	Manufacturing Housing (percent)
Northwest Area Plan	4651	79	4	18	0.2
Winston-Salem	82,640	61	5	32	2
Forsyth County	133,093	67	3	25	5
Housing Tenure and Value					
Area	Median Year(s) Structures Built	Owner-Occupied (percent)	Renter-Occupied (percent)	Average Home Value (dollars)	Average Rent (Monthly)
Northwest Area Plan	1954	71	23	263,392	742
Winston-Salem	1969	52	41	102,200	519
Forsyth County	1976	61	32	114,000	524

Source: 2000 U.S. Census

curvilinear streets while lots immediately on the west side were developed along a grid street pattern.

Most multifamily development did not occur until after World War II when Winston-Salem was experiencing a housing shortage. Many of the multifamily units are one-level attached units as opposed to two-story and three-story structures found elsewhere in Forsyth County.

More recent residential development has taken place near Robinhood Road in the form of attached and detached single-family homes in clustered developments with private streets that have smaller lots but share common open areas. Some of these clustered developments have gated entrances for privacy.

HISTORIC RESOURCES

A number of designations exist for the preservation of historic resources. District designations include the National Register of Historic Places, Historic Districts (H) and Historic Overlay Districts (HO). The National Register is a federal program of the National Park Service, Department of the Interior. In North Carolina, the National Register is administered by the State Historic Preservation Office, NC Division of Archives and History. The National Register Program does not impose regulations on property owners unless federal or state funding is involved or federal/state income tax benefits are utilized. The Historic and Historic Overlay 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 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: *Forsyth County Architectural Survey Update*, three phases completed by Heather Fearnbach; *Forsyth County Architecture: From Frontier to Factory: An Architectural History of Forsyth County*, a survey completed by Gwynne 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 reviewed all major studies/surveys and completed a windshield survey of the Planning Area.

A list of currently identified historic resources in the Northwest Planning Area may be found in **Appendix A on page 63**. Most of these resources 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 resources are of National Register quality, others were included simply to provide context. Including a building, neighborhood or other resource in the Forsyth County architectural survey means only that it has been recorded for documentary purposes (see **Map 10 on page 53**).

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. A property may have "significance" 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.

The Study List recognizes 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



Historic home located on Overbrook Avenue

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 the North Carolina 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.

The Northwest Planning Area is fortunate to possess a large number of historic resources that range in time period from the early-to-mid nineteenth century to 1960s-era properties. A tremendous amount of research on the various neighborhoods was completed during the *Forsyth County Architectural Survey Update*, especially in Phase III, which focused on structures and neighborhoods from the 1920s-1960s. These historic properties vary in type and form. There are individual buildings of note as well as entire neighborhoods. Additional resources include bridges, graveyards and potential archaeological resources. Comprising a significant portion of the built environment, these resources help to tell the story of a burgeoning city and county and serve as a tangible

reminder of Winston-Salem and Forsyth County's outstanding history.

The standard 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 mid-twentieth century neighborhoods dating from the 1940s to the 1960s. These neighborhoods include such architectural styles as Minimal Traditional, Ranch, Split Level and Contemporary. 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 Northwest Planning Area holds many modern neighborhoods and warrants future study into this type of historic resource. Likewise, the same holds true for individual resources. Several modernist properties have been identified and some have been recognized through listing on the National Register Study List.

HISTORIC DISTRICTS

In the Northwest Planning Area there are eleven districts that have been recognized by the State Historic Preservation Office and included on the Study List: The Children's Home, Arbor Acres, Buena Vista, College Village, C. T. Leinbach Property, Ferrell Place, Meadowbrook Hills; Reynolda Park, Stratford Place, West Highlands and Westview.

HISTORIC PROPERTIES

There are nine individual properties listed on the National Register of Historic Places. The listed properties include: Graylyn; Reynolda House, Gardens and Village; Richard J. Reynolds High School; Richard J. Reynolds Memorial Auditorium; Joseph Franklin Bland House; James B. & Diana M. Dyer House; and Middleton House.

LOCAL LANDMARK PROPERTIES

There are four Local Historic Landmarks: Graylyn, the William Milton Scott House, Middleton House and the Galloway-Motsinger House.

STUDY LIST PROPERTIES

There are twenty-one individual properties that have been recognized by the State Historic Preservation Office and included on the Study List: A. Frank Stevens House, Alexander S. Hanes House, B. F. Huntley House, B. S. Womble House, Dr. Charles M. and Betty M. Howell House, Dr. H. F. and Ellen C. Forsyth House, Ferrell-Myers House; First Christian Church, Follin House, George S. Norfleet House. H. Montague House, the house at 428 N. Stratford Road, James G. Hanes House, John Dillard House, May's Esso Service Center, Norman Stockton House, Owen Moon Jr. House, R. Clyde and Lena Pratt House, Texaco Service Station, Thurmond Chatham House, and Wilson Gray House. The Selected Existing Historic Resources map in the Historic Preservation Recommendations section (see **Map 10 on page 53**) shows the existing significant historic resources.

ECONOMIC DEVELOPMENT

Economic development issues in the Planning Area include the health of existing retail and commerce, 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.

THE ENVIRONMENT

Floodplains and their impact on adjoining properties are the prime environmental issue in the Planning Area.

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 29,250 linear feet of floodplain in the Northwest Planning Area. All 3.7 miles of Silas Creek in the Planning Area, which forms much of its northern and western boundaries, has a large flood-prone area associated with it. A 1.2-mile portion of the Buena Vista branch of Silas Creek extending from Buena Vista Road near Whitaker Elementary School southwestwardly to Silas Creek at Shaffner Park has an accompanying floodplain. Finally, within the Planning Area, a 0.66-mile portion of the Hanes Park Branch of Peters Creek paralleling the west side of Reynolda Road from W. Northwest Boulevard to Meadowbrook Drive, is in a mapped flood-prone area.



The Children's Home campus

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 *Northwest 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 of Winston-Salem and Forsyth 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 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.

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 through attention to building placement and scale, 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 similar principles as 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 that 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 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 many communities are experiencing 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 allow 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.

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 neighborhoods and Town Centers and by creating focused Activity Centers. TODs can be



Figure 2. Transit-Oriented Development Compared to Automobile-Oriented Development.

attractive locations for companies that seek an alternative to the suburban office park and enables employees across a metropolitan area to have efficient access to and from their workplace.

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.

LIGHT RAIL

The new Downtown Plan for Winston-Salem discusses the possibility of a light rail system serving the downtown area and surrounding close-in neighborhoods. Both a north-south line from Wake Forest University to University of North Carolina School of the Arts and an east-west route from Baptist Hospital to Winston-Salem State University are tentatively being studied.

PLANNED RESIDENTIAL DEVELOPMENT (PRD)

Planned Residential Developments (PRDs) are recommended in *Legacy* as a tool for preserving open space and rural character. PRDs are an alternative to conventional subdivisions that allow the use of smaller lots provided the overall density of the underlying zoning district is not exceeded. Three types of open space are required for PRDs: active open space, passive open space, and thoroughfare/roadside open space. Each type of open space plays a role in the protection of environmental features, community character, recreational land, and view corridors. Developers of PRDs benefit through reduced infrastructure and maintenance costs.



Home located in the Country Club Estates neighborhood
Photograph courtesy of Heather Fearnbach, 2009

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 Northwest Planning Area in the winter of 2011 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 Northwest Planning Area Citizens' Advisory Committee synthesized the ideas from the community meeting into an overall vision statement for the Planning Area. The results of the visioning exercise are described below.

In the year 2030, we envision

LAND USE

The Northwest Planning Area is a reinvigorated area with well-maintained historic homes and businesses from the 1920s through 1960s. The majority of the Planning Area is composed of neighborhoods with compatible residences located appropriately along uncrowded streets with connecting walkways and mature vegetation. New residential and institutional developments blend in character and design with the historic nature of the area. Large-scale residential developments, including multifamily, have well-placed open space areas.

Office and retail development is limited to small nodes at strategic locations along thoroughfares at the perimeter of the Planning Area. These commercial areas provide convenient goods and services for the surrounding neighborhoods. The Plan has successfully guided developers, citizens, and local elected officials in accommodating growth and appropriate development in the community.

TRANSPORTATION

The Northwest Planning Area has an integrated, energy-efficient transportation network accommodating cars, streetcars, buses, bicycle/pedestrian facilities and rail. Commuter rail is available from the Planning Area to Piedmont Triad International Airport, Greensboro and Burlington. Sections of the eastern portion of the Northern Beltway are open with the construction of the entire eastern half to be completed in the next couple of years. Sidewalks as well as bike lanes and greenway systems connect all neighborhoods throughout the Planning Area. Traffic moves efficiently on major roadways with local streets being safe and pedestrian friendly.

COMMUNITY FACILITIES

The Planning Area has a mix of green spaces, greenways, parks and recreational facilities that provide diverse activities for all ages. Parks and additional community facilities provide active and passive uses, as well as social and athletic programs. A comprehensive system of safe and attractive walking and greenway trails connect schools, parks, services and neighborhoods. These parks and greenway trails are well maintained, safe and frequently upgraded. The nonprofit agencies, businesses, institutions and churches in the area are active partners in maintaining a quality community. Aging public water, stormwater and sewer lines are replaced before serious problems occur in each infrastructure system.

HOUSING

Neighborhoods in the Northwest Planning Area are safe and peaceful with well-kept yards and structures. The area provides a diversity of housing choices and densities for all ages and income groups. New infill developments and housing blends well with rehabilitated and preserved older buildings. There is a high rate of homeownership and rental housing is well managed and well maintained.

★ DESIGN AND APPEARANCE

The Northwest Planning Area is an attractive community with clean and well-maintained landscaped streets and public spaces. Overhead power lines are buried underground in locations to reduce roadway clutter. In other locations, small canopy tree species, which do not conflict with overhead power lines and can survive in small landscaped areas, are planted along streets. Residential streets are lighted but do not have excessive light pollution.

The historic character of neighborhoods is respected through compatible residential, commercial and institutional development. The community frequently celebrates its diversity, rich heritage and culture. Public art is displayed at prominent intersections in the Planning Area.

★ HISTORIC PRESERVATION

The Planning Area, particularly the Reynolda Road cultural corridor, has been recognized by the entire community for its significant heritage to Winston-Salem with Reynolda Village, Graylyn, SECCA and The Children's Home. Preservation and sensitive rehabilitation of historic resources provide a strong sense of place and history. Neighborhoods are locally and nationally recognized for their contribution to our community's history.



Home located in the Reynolda Woods neighborhood
Photograph courtesy of Heather Fernbach, 2009

Northwest Area Plan Recommendations

General policies from *Legacy* provide the framework for recommendations in all Area Plans. Specific recommendations for the *Northwest 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 Northwest 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 *Northwest Area Plan* are:

- To protect residential areas from inappropriate residential, commercial, institutional and industrial encroachment.
- To facilitate walking, bicycling, use of public transportation and rail with new development and redevelopment in the Planning Area.
- To allow institutions to grow and expand to meet their needs in a manner compatible with their surrounding neighborhoods.
- To encourage mixed-use developments with residential, office, institutional, retail and employment uses that meet the daily needs of residents and offer a high quality of life.
- To encourage clustered development at different densities for larger vacant parcels along thoroughfares to preserve natural vegetation, avoid steep terrain and protect natural features.
- To provide goods and services near where people live and work. Services should be provided in areas designated for commercial development.
- To promote greater flexibility in land use while having more control over site design to create mixed-use, variety-rich neighborhoods.

SPECIAL LAND USE CONDITIONS

The Proposed Land Use Changes map (see **Map 6** on **pages 30-31**) 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 lower case letter and are described in detail on **page 35**. A Future Land Use map for the entire Northwest Planning Area is shown as **Appendix C** on **page 75**.

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.

This Plan identifies sites in the Planning Area that are appropriate for residential infill, rehabilitation, and redevelopment for residential use, or a combination of infill, rehabilitation and redevelopment. The text describes each site and provides development recommendations, including recommended densities, dwelling types, and in some cases, site development recommendations. The sites are shown on the Proposed Land Use Changes Map as Residential Opportunity Areas (see **Map 6** on **pages 30-31**).

Low-Density Residential

Low-density residential development has a density of zero to five dwelling units per acre and consists mostly of single-family, detached units. Low-density residential development is recommended for:

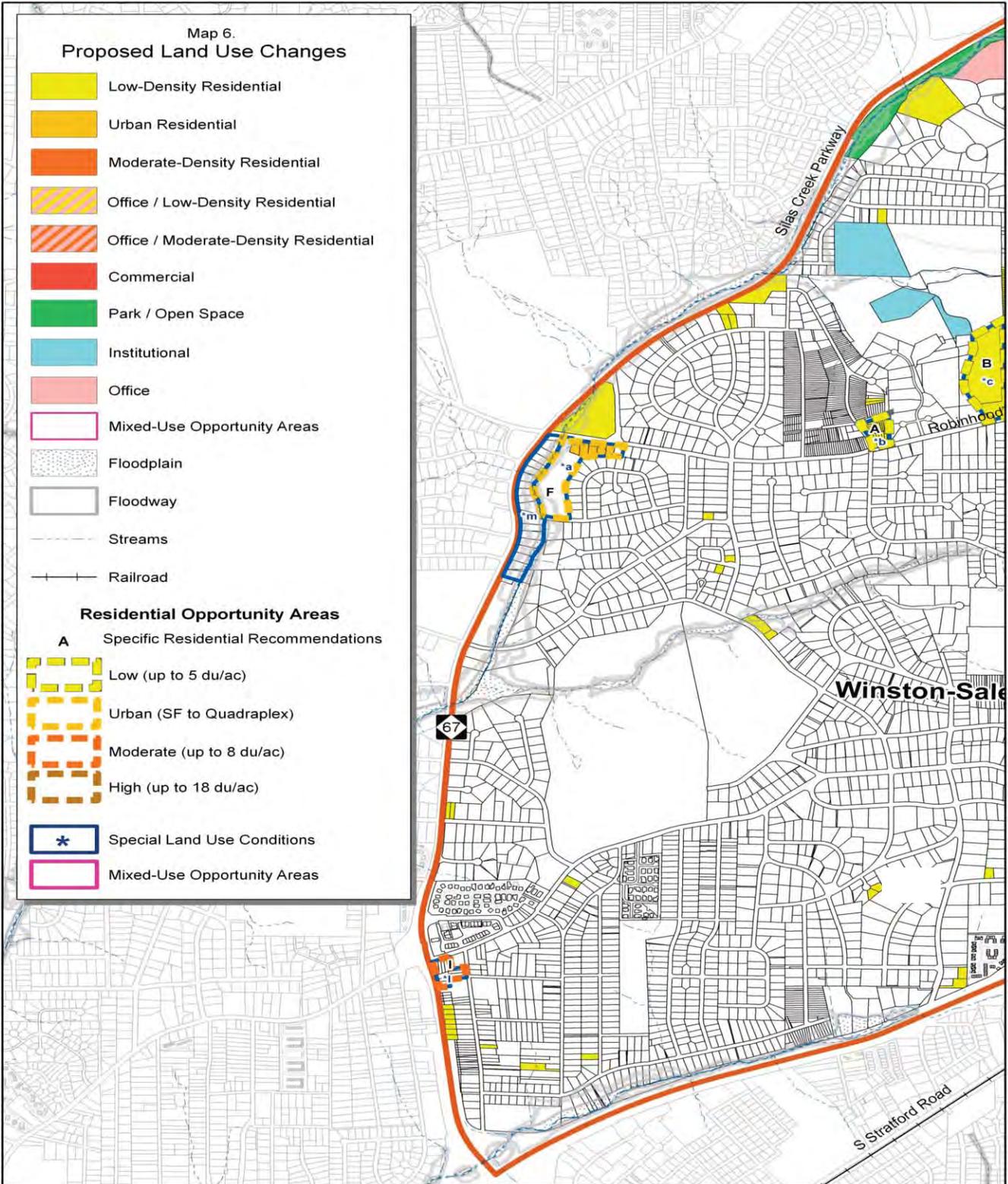
Map 6.
Proposed Land Use Changes

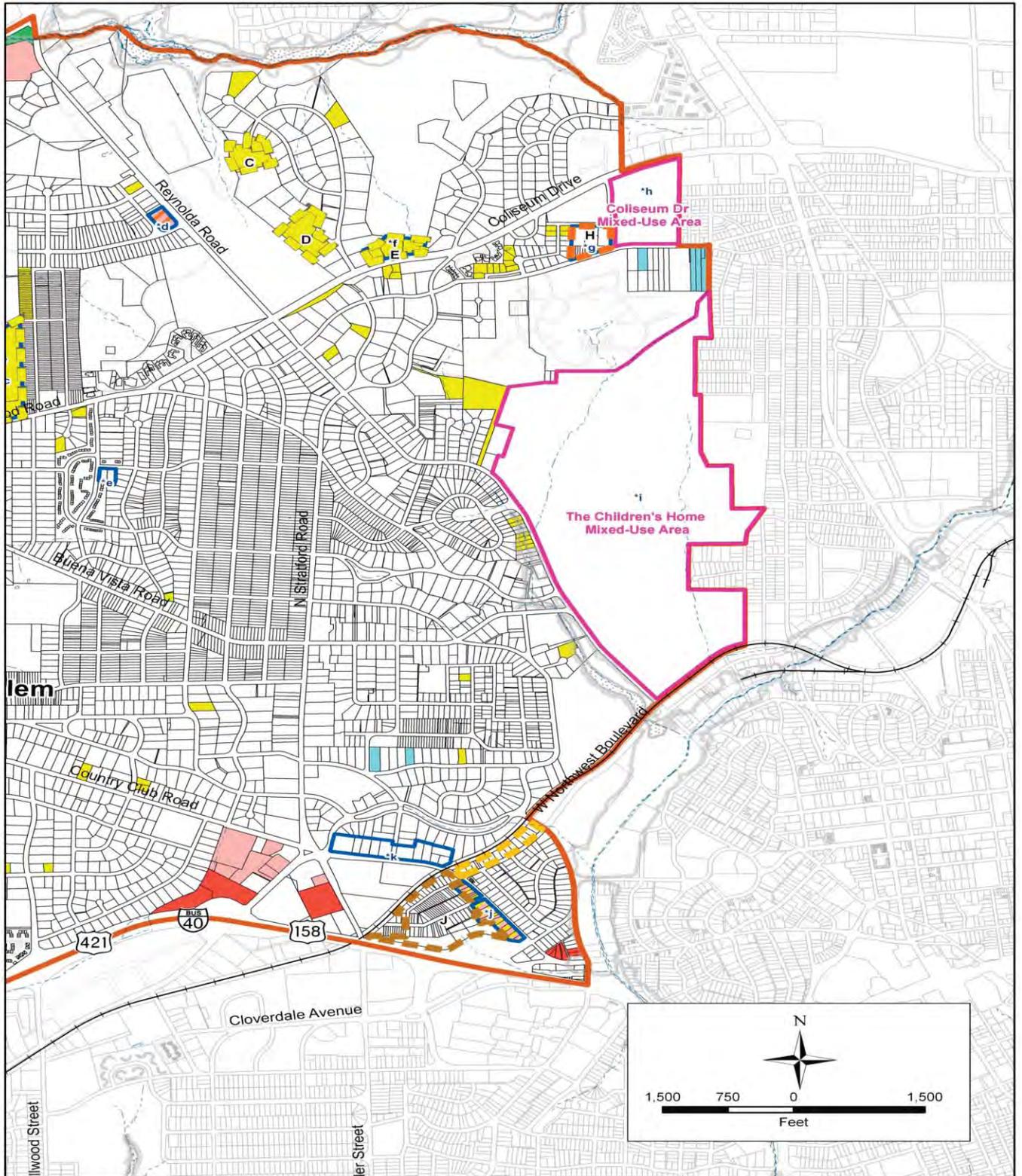
- Low-Density Residential
- Urban Residential
- Moderate-Density Residential
- Office / Low-Density Residential
- Office / Moderate-Density Residential
- Commercial
- Park / Open Space
- Institutional
- Office
- Mixed-Use Opportunity Areas
- Floodplain
- Floodway
- Streams
- Railroad

Residential Opportunity Areas

A Specific Residential Recommendations

- Low (up to 5 du/ac)
- Urban (SF to Quadraplex)
- Moderate (up to 8 du/ac)
- High (up to 18 du/ac)
- * Special Land Use Conditions
- Mixed-Use Opportunity Areas





Site A. Northeast corner of Robinhood Road and Buena Vista Road

This 2.31-acre site is vacant, under one ownership and zoned RS-12 (Residential Single-Family, 12,000 square foot minimum lot size). It is suitable either for traditional single-family detached lots or for clustered, detached single-family homes. If a clustered development occurs, vehicular access should not be allowed directly to Robinhood Road. See **page 36 (*b)** for Special Land Use Conditions.

Site B. Robinhood Road and Chatham Farm Road

This 11.74-acre site is located at the northeast corner of Robinhood Road and Chatham Farm Road. The site is vacant, in single ownership and presently zoned RS-12. It is relatively flat, is heavily wooded, and would blend with adjoining residential developments with either RS-12 or RS-9 (Residential Single-Family, 9,000 square foot minimum lot size) zoning allowing for the possibility of either traditional lots or clustered, detached housing up to five dwellings per acre provided it meets infill development provisions. See **page 36 (*c)** for Special Land Use Conditions.

Site C. Western terminus of Bartram Road

Two parcels, one 3.31 acres and the other 4.85 acres, are located at the western terminus of Bartram Road to the east of Reynolda House and Gardens. The sites are wooded, vacant and under two ownerships. If developed, this site should be subdivided under existing RS-20 (Residential Single-Family, 20,000 square foot minimum lot size) zoning regulations with multiple single-family lots located around an extension of Bartram Road to be constructed from Galsworthy Drive.

Site D. Western terminus of Bartram Place

This 5.1-acre site is located west of Bartram Road approximately 450 feet north of Coliseum Drive. It is wooded, vacant and under single ownership. If developed, this site should be subdivided under existing RS-20 zoning regulations with multiple single-family lots located around the construction of a public street, Bartram Place, to be extended northwestward from Bartram Road.

Site E. Coliseum Drive between Bartram Road and Old Town Club Road

This 3.72-acre tract is composed of three parcels under one ownership. A single-family home previously occupied one of the lots, but was demolished after a fire. This majority of this tract is wooded and is zoned RS-20. The property may develop as three individual

single-family homes; however, the site seems suitable for clustered, detached single-family housing under RS-9 zoning and infill provisions. See **page 36 (*f)** for Special Land Use Conditions.

Urban Residential

Urban residential development is a mix of single-family, duplex, triplex, quadraplex and townhouse units at varying densities. Generally, urban residential development is recommended for smaller sites in urban areas of Winston-Salem and small towns. Urban residential development is recommended for:

Site F. Robinhood Road and Burkeshore Road

This 9.69-acre site is located near the southeast corner of Silas Creek Parkway and Robinhood Road and is bordered on its west side by Silas Creek and a section of the Silas Creek greenway. Five of the six parcels being designated are under one ownership. The largest property consists of seven acres that has an average width of 300 to 350 feet that is reduced to 150 to 250 feet after removing land within the Silas Creek floodplain. See **page 35 (*a)** for Special Land Use Conditions.

It is critical that the property directly opposite the intersection of the Silas Creek exit ramp with Robinhood Road is included in this development to allow for a private road or drive to connect Robinhood Road with Burkeshore Road. Without access opposite the exit ramp, the site is recommended for low-density, clustered, detached single-family residential development with the primary access from Burkeshore Road.



Urban residential

Site G. North side of W. Northwest Boulevard between W. First Street and N. Hawthorne Avenue

This area is comprised of 16 lots totaling 3.7 acres. The Urban Residential designation reflects the existing zoning of this area, which is either RSQ (Residential Single Family Quadraplex) or RM-18 (Residential-Multifamily, maximum 18 dwelling units per acre). These zoning districts would allow a dwelling unit density up to a quadraplex on a property, provided all zoning regulations are met. Nine of the sixteen parcels in this block contain more than one dwelling unit; however, existing single-family homes may remain as such.

Moderate-Density Residential

Moderate-density residential development has a density of five to eight 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:

Site H. Arbor Road/Pilgrim Court/ Bumgardner Street

This 4.41-acre site’s location is ideal for RM-8 (Residential Multifamily, maximum 8 dwelling units per acre), as a transitional use between office and retail development to the north and east, moderate-density development to the south and single-family development to the west. However, creating a unified development may prove difficult given that the tract is in three different ownerships. See **page 36 (*g)** for Special Land Use Conditions.

Site I. Silas Creek Parkway/ Country Club Road/Keating Drive

This site consisting of 1.48 acres, with exposure to Silas Creek Parkway at its interchange with Country Club Road, is most suitable for moderate-density residential development (RM-8 zoning) as townhomes or apartments. This acreage is made up of four parcels: three parcels under one ownership containing two deteriorating rental structures and one vacant parcel. See **page 39 (*l)** for Special Land Use Conditions.

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 large sites that are most appropriately developed with multifamily structures. High-density residential is recommended for:

Site J. W. First Street/Cloverdale Avenue/ Business I-40 (US 421)

This 17.4-acre area is bordered by lots fronting on W. First Street to the north, Cloverdale Avenue to the east, Business I-40/US 421 to the south and the Norfolk-Southern “L” line to the west. It contains thirty-four different properties ranging from detached single-family homes to three larger apartment complexes. The area’s location near Wake Forest Baptist Health and a future transit station for PART’s regional rail commuter system may spur its redevelopment, particularly for urban scale townhome, condominium or apartment developments of up to 18 dwelling units per acre.

Design Guidelines for Multifamily Developments are found in **Appendix B** on **page 74**.

 **OFFICE AND COMMERCIAL**

This Plan recommends the consolidation of office and commercial uses at existing commercial/office locations and in Mixed-Use Opportunity Areas. All new and redeveloped commercial and office uses should be designed and developed to be compatible with nearby residential uses. The redevelopment of existing underutilized sites is recommended as an alternative to rezoning land for additional commercial development.



Crosswalk at Stratford Village located on S. Stratford Road

Office

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. Larger-scale offices are appropriate in Mixed-Use Opportunity Areas.

Large-scale office development is recommended at:

- The Coliseum Drive Mixed-Use Opportunity Area. See **page 35, page 36 (*h)** for Special Land Use Conditions and **Figure 3 on page 37** for Concept Plan.
- S. Stratford Road and Miller Street between Business I-40/US 421 and Country Club Road/W. First Street.

Office/Low-Density Residential

The twelve lots fronting the south side of W. First Street between the Norfolk-Southern “L” rail line and Cloverdale Avenue contain an interesting mix of single-family homes, smaller-scale multifamily homes and one small-scale office conversion. This Plan recommends these parcels for possible conversion from residential to office use using the existing residential structures. See **page 39 (*j)** for Special Land Use Conditions and **Appendix D for Standards for Conversion of Existing Homes to Office Uses or New Residentially-Scaled Office Buildings on page 79.**

The Plan also recommends that some of these properties may be rezoned to a single-family zoning district if sought collectively by a majority of the single-family home property owners.



Reynolda Gardens

Office/Moderate-Density Residential

One 0.78-acre property has been designated on the Proposed Land Use map for Office/Moderate-Density Residential use. It is currently considered a legal non-conforming commercial use located at the northwest corner of Reynolda Road and Marguerite Drive. See **page 36 (*d)** for Special Land Use Conditions.

Commercial

Generally, the reuse of vacant buildings and the redevelopment of existing vacant and underutilized sites are recommended as an alternative to rezoning land for additional commercial development. Commercial areas should be compact with limited access to major thoroughfares and should not promote strip development. Commercial development is recommended at:

- The present 3.77-acre Masonic Lodge property located on Miller Street, which is presently surrounded on three sides by commercial uses.
- The Coliseum Drive Mixed-Use Opportunity Area. See **page 35, page 36 (*h)** for Special Land Use Conditions and **Figure 3 on page 37** for Concept Plan.
- Reynolda Village on Reynolda Road.
- The existing commercial areas along S. Stratford Road and Miller Street.



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. One such area is The Children’s Home Mixed-Use Opportunity Area. See **page 34, page 36 (*i)** for Special Land Use Conditions and **Figure 4 on page 38** for Development Considerations.

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. **Appendix E on page 80** provides **Design Guidelines and Standards for Institutional Expansions** with specific recommendations and policies dealing with site design and new construction.

PARKS/OPEN SPACE

The Existing Land Use map (see **Map 3** on **page 4**) shows existing parks and open space sites. Open space may consist of land protected by conservation easements, City- or County-owned land or City and County parks. The Northwest Planning Area is served with three existing community public parks and two private Country Clubs for golf and swimming. The Plan does not recommend additional land for parks/open space. See the Community Facilities Recommendation section and **Map 9** on **page 49**.

MIXED-USE LAND USE CATEGORIES

MIXED-USE OPPORTUNITY AREAS

Mixed-use development may contain varied residential types and densities, commercial and office uses, and the incorporation of institutional facilities. Mixing uses can provide for a higher level of supporting services central to residents and businesses, as well as provide for an economical and convenient sharing of parking and other resources. For more detail on Mixed-Use Development, see the **Legacy Recommendations** section on **page 23**. Sites for Mixed-Use Opportunity Areas are shown on the Proposed Land Use Changes map. (See **Map 6** on pages **30-31**.)

Coliseum Drive

This 18-acre mixed-use opportunity area is located at the western edge of a future Activity Center anchored by the Winston-Salem Entertainment-Sports Complex and the football/baseball stadiums for Wake Forest University. It is presently occupied by various land uses: a partially vacant retail center, a couple of business services, offices and single-family residential homes fronting on W. Twenty-Fifth Street to the south.

This location may be suitable for redevelopment to an urban mix of retail, office and residential uses that would cater to both surrounding neighborhoods and sports-entertainment customers such as restaurants, small grocery store, neighborhood business services and residential uses. See **page 36 (*h)** for Special Land Use Conditions and **Figure 3** on **page 37** for Concept Plan.

The Children's Home

The Children's Home has a long historic tradition in the Planning Area for more than one century. While it is hoped that The Children's Home continues to grow and operate on this site, approximately 100 acres of

the campus grounds remain undeveloped. The size of this site makes it difficult to project future land uses since it could be developed in a campus fashion or as a mix of institutional, office and residential uses. There are site features that can be preserved and protected regardless of the uses for which it is developed. See **page 36 (*i)** for Special Land Use Conditions and **Figure 4** on **page 37** for Development Considerations.

SPECIAL LAND USE CONDITIONS

The Proposed Land Use Changes map (see **Map 6** on **pages 30-31**) 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 blue ★ (star) and a lower case letter as follows:

*a. Robinhood Road and Burkeshore Road

This property's narrow width and the extent of the Silas Creek floodplain make it untenable for typical single-family residential development with a public street. The site is being designated for Urban Residential development suitable for RM-5 (Residential Multifamily, maximum 5 dwelling units per acre) zoning with each dwelling unit being located within structures of between one to four dwelling units each. One positive feature of the site is that it is adjacent to the Silas Creek greenway.

- Development will likely require extension of a private street or drive opposite to the Robinhood Road exit ramp from Silas Creek Parkway and extending through the site to Burkeshore Road to the south.
- Future development of the site may merit the installation of a traffic signal at the exit ramp intersection.
- There will need to be a vegetative buffer adjacent to the single-family homes on Kenwick Drive to the east.
- Without a vehicular connection to Robinhood Road opposite the exit ramp, the tract is suitable only for clustered single-family detached housing since access will only be from Burkeshore Road.

***b. Northeast corner of Robinhood Road and Buena Vista Road**

Vehicular access should be prohibited from Robinhood Road if the property is developed as a clustered, detached single-family residential development under RS-9 zoning regulations.

***c. Robinhood Road and Chatham Farm Road**

This property is recommended to be developed under either RS-12 or RS-9 zoning allowing traditional single-family homes or clustered, detached dwellings at a maximum density of five dwellings per acre.

- The main vehicular access to the site should ideally be a public street extending from Robinhood Road as part of Chatham Farm Road to the main entrance of the development.
- For clustered, detached dwellings, open space provisions should include a vegetative buffer adjacent to the single-family homes on Kearns Avenue to the east.

***d. Northwest corner of Reynolda Road and Marquerite Drive**

This property presently houses a legal, nonconforming restaurant. This use is permitted to remain as long as it meets the provisions of the *Unified Development Ordinances* for legal, nonconforming uses. If its legal, nonconforming status lapses, then the property should be reused for small-scale office or moderate-density residential townhomes or apartments under RM-8 zoning requirements.

- No expansion of the present legal nonconforming use is permitted as it has met its expansion capacity.
- No new use may be more intense than the present restaurant use under legal nonconforming use regulations.
- If redeveloped, existing vegetation should be retained, wherever feasible, for shade and buffering, particularly along Reynolda Road.

***e. College Village Neighborhood Commercial Area**

This 0.84-acre LB (Limited Business) zoned property, located at the southeast corner of N. Avalon Road and Spring Garden Road and developed with a split-level business services building, is one of the few neighborhood commercial areas from the World War II era that is still functioning well. It is recommended to remain but not to expand.

***f. Coliseum Drive between Bartram Road and Old Town Club Road**

This 3.74-acre site is suitable for clustered single-family detached dwellings under RS-9 zoning and infill provisions. If developed as clustered housing, it should have:

- Vehicular access limited to one point on Coliseum Drive.
- An additional buffer provided adjacent to the Reynolda Woods neighborhood to the west.

***g. Arbor Road/Pilgrim Court/Bumgardner Street**

This 4.41-acre site is suitable for transitional moderate-density development under RM-8 zoning regulations between office and retail development to the north and east, moderate-density development to the south and single-family development to the west.

- Vehicular access should be from Pilgrim Court or Bumgardner Street rather than Arbor Road.
- An additional buffer should be provided adjacent to the Arbor Place single-family residential development to the west.

***h. Coliseum Drive Mixed-Use Opportunity Area**

This 18-acre site located near the entertainment and sports-anchored Activity Center seems appropriate for redevelopment to an urban mix of commercial (e.g. restaurants, small grocery store, neighborhood business services, etc.) and moderate-density residential uses that would cater to both surrounding neighborhoods and sports-entertainment customers. See **Figure 3** on **page 37** for Concept Plan.

- Retail and office uses would be oriented along the frontage of Coliseum Drive with parking behind the buildings.
- Street landscaping would be provided along all street frontages and surrounding all parking areas.
- Vehicular access would be limited to one point on all bordering public streets.

***i. The Children's Home Mixed-Use Opportunity Area**

Approximately 100 acres, or one-half of The Children's Home campus, is not developed at present. There is a range of options for development of the site that could include campus, office, institutional and/or residential uses. Uses not allowed in the C (Campus) zoning district (see **Appendix F** on **page 83** for a list of district uses) would require a change to a different zoning district and an accompanying rezoning public hearing process.



Figure 3. Concept Plan for Coliseum Drive Mixed-Use Opportunity Area



Figure 4. Future Development/Redevelopment Features of The Children's Home Mixed-Use Opportunity Area

The following conditions should apply whether The Children’s Home expands or the property is redeveloped for other uses (see **Figure 4** regarding Development Considerations on **page 38**).

- Construct the Reynolda Road Connector from W. Fourteenth Street to Reynolda Road opposite Meadowbrook Drive.
- Retain a natural viewshed of 30-feet in width along the frontage of Reynolda Road. This viewshed should be 75-feet in width on either side of the major drainageway that traverses the northern half of the property, allowing only one vehicular access point to the development north-west of the drainageway.
- Limit development type northwest of the above drainageway to detached single-family dwellings to blend with the adjoining residential developments.
- Reuse existing historic Children’s Home structures, where feasible, on the existing campus.

***j. South side of W. First Street between Cloverdale Avenue and Norfolk-Southern “L” Rail Line**

Twelve individual properties fronting on W. First Street between the Norfolk-Southern “L” rail line and Cloverdale Avenue may be suitable for rezoning from single-family dwellings to small-scale NO (Neighborhood Office) zoning districts. See **Appendix D** on **page 79** for **Standards for Conversion of Existing Homes to Office Uses or New Residentially-Scaled Office Buildings** regarding building integrity, parking, access, signage and landscaping.

***k. North side of W. First Street/Springdale Avenue**

There are eight homes, some historic in nature, located across from two seven-story office buildings and a five-story institutional use. One parcel in this area was denied rezoning for a small-scale office conversion in 2002 for fear of the impact that office use would have on single-family homes to the north on Runnymede Road. It was determined that this area should remain for low-density residential use for the duration of this Plan. If any portion of this area is approved for small-scale office conversion, development will need to comply with **Appendix D** on **page 79** for **Standards for Conversion of Existing Homes to Office Uses or New Residentially-Scaled Office Building** regarding building integrity, parking, access, signage, landscaping and lighting.

***l. Silas Creek Parkway/Country Club Road/Keating Drive**

This 1.48-acre site, located at the southeast corner of the Silas Creek Parkway/Country Club Road interchange, is suitable for moderate-density residential development given either RM-8 or LO (Limited Office) zoning districts are situated at the other three corners of the interchange. It provides a transitional use between the crowded major thoroughfare to the west and single-family residential, office and institutional uses to the east and south along Keating Drive. It is recommended that:

- Vehicular access to Silas Creek Parkway be prohibited due to its high traffic volumes.
- If two additional properties facing Keating Drive that together total two-thirds of an acre could be added to the 1.48 acres, access should be from Keating Drive rather than Country Club Road.
- An additional buffer should be provided adjacent to the historic residential structure located at the southwest corner of Country Club Road and Keating Drive.

***m. East side of Silas Creek Parkway Between Robinhood Road and Yorkshire Road**

These 18 lots contain all of the single-family dwellings that access directly onto Silas Creek Parkway between Business I-40/US 421 and Reynolda Road. With the increasing congestion on Silas Creek Parkway, these lots may, over time, become less desirable for single-family dwellings and be under pressure to incrementally convert to neighborhood office uses. Since most of the homes are well maintained and a new home was constructed in 2003, this area is to remain designated for low-density residential use for the duration of this Plan. If however, this area is designated for office use, it should meet the guidelines of **Appendix D** on **page 79** for **Standards for Conversion of Existing Homes to Office Uses or New Residentially-Scaled Office Buildings** regarding building integrity, parking, access, signage, landscaping and lighting.

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 to 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 needed transportation choices for all segments of the population (see **Map 7** on **page 42**).

**ROAD AND BRIDGE
IMPROVEMENTS**

The Proposed Transportation Improvements map (see **Map 7** on **page 42**) shows the location of the proposed projects listed in **Table 10**, 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.

Table 10. Northwest Area Plan Transportation Improvement Projects

Location	Description	Current Status
Road and Bridge Improvements		
B-5148 – Country Club Road	Federal Bridge Project Replace bridge over Silas Creek Parkway	Right-of-Way in 2019 Construction in 2020
B-5007 – W. First Street	Municipal Bridge Project Replace bridge over Norfolk Southern Railroad	Programmed for planning and environmental study by City of Winston-Salem
C-4981C – Silas Creek Parkway/Yorkshire Road	Install Intelligent Transportation System (ITS) devices at intersection of Silas Creek Parkway and Yorkshire Road	Programmed for planning and environmental study by City of Winston-Salem
Robinhood Road at Silas Creek Parkway (NC 67)	Modify Interchange	Recommendation to the <i>Comprehensive Transportation Plan</i>
New Roads		
Reynolda Road Connector	Minor Thoroughfare from Reynolda Road to Thurmond Street	Comprehensive Transportation Plan Proposal and Dependent upon development of Children’s Home property
Local Street Connections through Children’s Home property	Multiple local connections to Reynolda Connector and adjacent neighborhoods	Dependent upon development of Children’s Home Property and referenced in <i>North Central Area Plan</i>

(...continued on page 41)

Table 10. Transportation Improvement Projects (continued from page 40)

Location	Description	Current Status
Road Realignments		
Business I-40/US 421 Ramps at Cloverdale Avenue	Realign the Business I-40/US 421 ramps and Cloverdale Connector to provide a safer intersection	Recommendation to the Comprehensive Transportation Plan Follow Cloverdale Avenue Corridor Pedestrian Plan

Sources: *Collector Streets, Pedestrian Facilities, and Transit Maps. Winston-Salem Urban Area MPO 2000-2015. Metropolitan Transportation Improvement Program, August 2008.*

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

There are no MTIP road projects scheduled within the Planning Area other than bridge replacements and signal improvements. An evaluation of the existing ramps and improvements to bicycle and pedestrian accommodation both on Country Club Road and Silas Creek Parkway should be considered as part of TIP project B-5148 - Country Club Road bridge replacement project.

Comprehensive Transportation Plan Projects

Business I-40/US 421

Business I-40/US 421 is designated as a Freeway in the *Comprehensive Transportation Plan (CTP)*. The pavement rehabilitation project completed several years ago improved safety and ramp approaches throughout the Planning Area. It is recommended that the ramps at Cloverdale Avenue be improved or retrofitted to provide intersection safety improvements for both motorists and pedestrians. Other bridges and interchanges in the Planning Area should be enhanced for bicycle and pedestrian accommodation.

Silas Creek Parkway (NC 67)

Silas Creek Parkway is designated as an Expressway in the *Comprehensive Transportation Plan* and, as an Expressway, needs improvement from Country Club Road to Robinhood Road. Projected future traffic volumes, in addition to at-grade intersections and

driveways to homes along the corridor, will require safety and congestion management strategies, particularly as the Northern Beltway–Western Section project is delayed. Delay in building the Northern Beltway–Western Section will create additional congestion on existing major and minor thoroughfares in the Planning Area as suburban growth continues. Future volumes can be expected to increase on Silas Creek Parkway (NC 67), Business I-40/US 421, Reynolda Road (NC 67), Country Club Road, and Robinhood Road. Congestion management strategies may need to be implemented at problem intersections. As a part of future improvements to the corridor, provision of accommodation for transit, bicycles and pedestrians will need to be addressed.

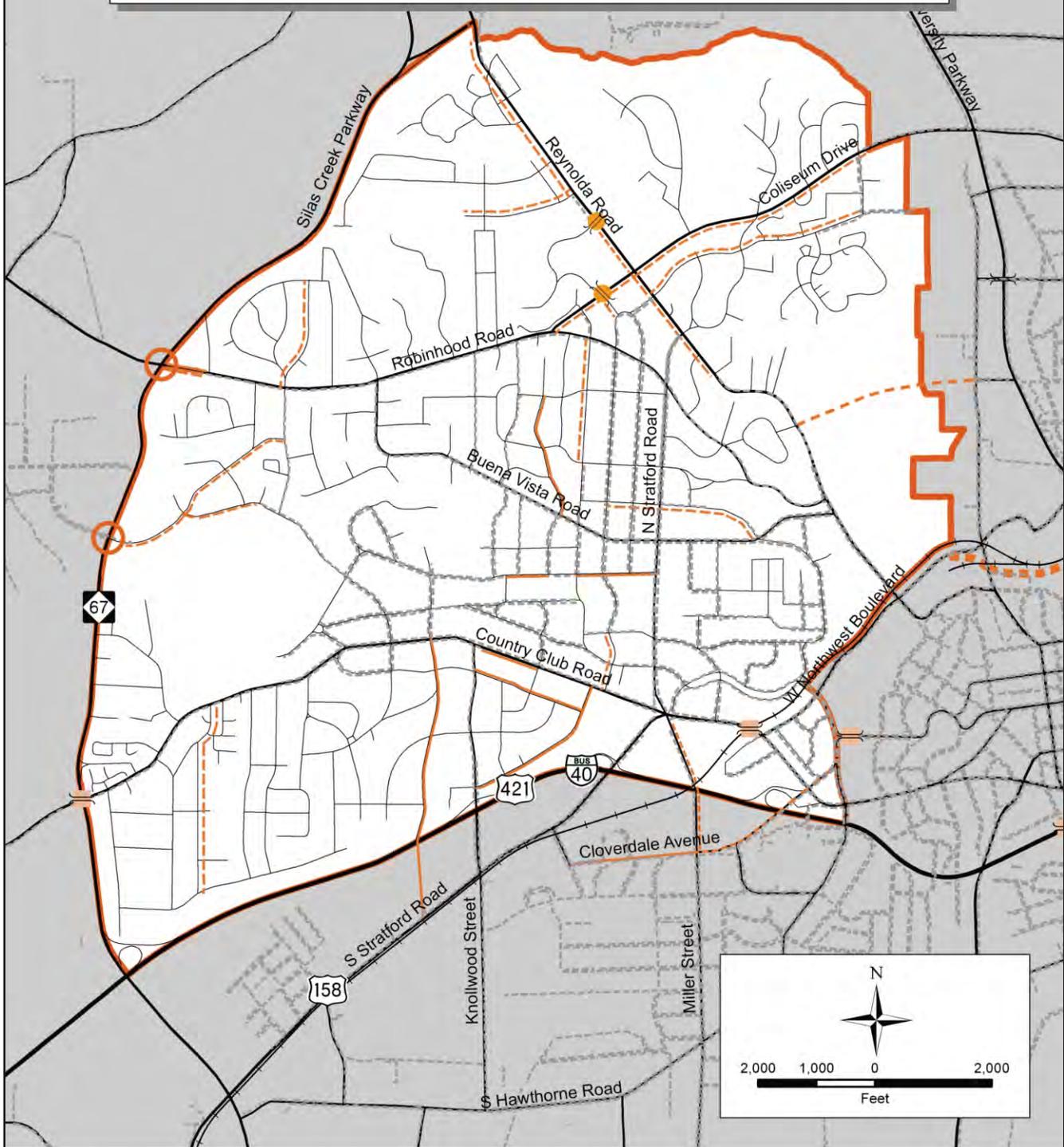
Also, prior to the development of the large property on the northwest quadrant of Silas Creek Parkway and Robinhood Road, the interchange will need to be modified to manage increased traffic volume. Safety and congestion at the interchange ramps will also need to be addressed. Bicycles and pedestrians should be accommodated along both Silas Creek Parkway (NC 67) and Robinhood Road. Additionally, connections from this area should be made to existing and proposed greenways.

South Stratford Road

S. Stratford Road is designated as a Major Thoroughfare in the *Comprehensive Transportation Plan* and as a Major Thoroughfare Needs Improvement from Business I-40/US 421 to Country Club Road. The future cross section for the road calls for a four-lane, median-divided facility. As part of future improvements to the corridor and the Five Points intersection with W. First Street, Country Club Road, Miller Street

Map 7.
Proposed Transportation Improvements

Existing Features	Proposed Features
Freeway/Expressway	Proposed Major Thoroughfares
Major Thoroughfares	Proposed Minor Thoroughfares
Minor Thoroughfares	Proposed, Funded Sidewalks
Sidewalks	Proposed, Nonfunded Sidewalks
Railroad	Interchange/Intersection Improvements
Bridge Improvements	Proposed Pedestrian Crossing



and N. and S. Stratford Roads, accommodation for transit, bicycles and pedestrians will need to be addressed.

Coliseum Drive

Coliseum Drive is designated as a Major Thoroughfare in the *Comprehensive Transportation Plan*. As part of the CTP update, there is a recommendation to utilize a **road diet** to reduce the number of vehicle travel lanes and to provide bicycle and pedestrian accommodation from Robinhood Road to Pilgrim Court. This could be done with the option, for example, to provide four-lane access during occasions that generate high traffic volumes at the Coliseum and Fairgrounds facility.

Miller Street

Miller Street is designated as a Minor Thoroughfare in the **Comprehensive Transportation Plan**. As part of the Cloverdale Avenue Pedestrian Study and the CTP update, there is a recommendation to implement a road diet from Cloverdale Avenue to the Five Points intersection with W. First Street, Country Club Road and N. and S. Stratford Roads.

Reynolda Road Connector

Reynolda Road Connector is designated as a Proposed Minor Thoroughfare in the *Comprehensive Transportation Plan*. The proposed cross section would be a two-lane, median-divided facility with a multiuse path to accommodate bicycles and pedestrians. This facility would be constructed only with development of The Children's Home property and should be done in consultation with the adjacent neighborhoods in the North Central Planning Area.



View toward proposed Reynolda Road connector location through The Children's Home property

Collector Streets

As developments are submitted 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 designation of existing roads as new collector streets are:

- Mayfield Road from Country Club Road to Anita Drive
- Anita Drive from Mayfield Road to Kinnamon Road

Traffic Calming

A traffic calming and safety study is currently underway for the following location and should be continued:

- Sherwood Forest Road and Nottingham Road

Residents and neighborhood associations should identify other locations needing study. Based on evaluations, physical measures may be implemented to slow down traffic and improve safety.

Intersection Safety Studies

Intersection safety studies are currently underway for the following locations and should be continued:

Locations with Final Evaluations

- Robinhood Road and N. Stratford Road
- Shoreland Road and Yorkshire Road

Locations with Interim Evaluations

- W. First Street with N. and S. Hawthorne Roads
- 1000 block of E. Kent Road
- 2600 block of Country Club Road
- Arbor Road and Buena Vista Road (two studies)
- Arbor Road and Kent Road
- N. and S. Bitting Roads and Country Club Road
- Buckingham Road and Knollwood Street
- Buena Vista Road and Oaklawn Avenue
- Buena Vista Road and Reynolda Road
- Country Club Road and Keating Drive
- N. Hawthorne Road and W. Northwest Boulevard
- W. Northwest Boulevard and Reynolda Road
- N. Pine Valley Road and Yorkshire Road
- Reynolda Road and Robinhood Road
- Robinhood Road and Silas Creek Parkway north bound exit ramp
- Robinhood Road and Wellington Road
- S. Stratford Road and Stratford Place Drive (Stratford Commons Shopping Center)

New Locations

- Forest Drive and N. Stratford Road

Other Recommendations

- Incorporate attractive and pedestrian-oriented features into all 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 (see **Map 8** on **page 46**). The following are recommendations for transit:

Winston-Salem Transit Authority Service (WSTA)

- Streamlining of services on Route 16 along Reynolda Road.
- Streamlining of services on Route 21 along Robinhood Road through the neighborhoods.
- Bus Shelters are recommended at the following locations:
 - Route 16 - Inbound or Outbound along Reynolda Road at The Children's Home Property.
 - Route 12 - Inbound along Country Club Road east of N. Avalon Drive near First Christian Church.
 - Route 12 and PART Surry County Express Route - Outbound along Miller Street at Miller Street Market Shopping Center.
- Maintain Park and Ride lot at St. Jude Church located at 2873 Robinhood Road.
- Coordinate sidewalk construction with transit stops and shelter locations.
- Coordinate local transit planning with a Wake Forest University Bicycle, Pedestrian and Transit Connections Study.

Winston-Salem Streetcar

The streetcar preliminary feasibility study shows a possible alignment on an east-west corridor that would travel between downtown and Wake Forest Baptist Health Center adjacent to the Planning Area. An alternatives analysis will be conducted to determine appropriate technologies and routes if a system is proposed for Winston-Salem. As future planning for a streetcar system progresses, transit stops should be evaluated for pedestrian access,

bicycle parking and accommodation, and coordination with other transit stops and shelter locations.

Piedmont Authority for Regional Transportation (PART)

Recommendations from the PART Regional Development Transit Plan for Regional Service include:

- Future express service along Business I-40/US 421 to Lewisville and Hanes Mall/Downtown and additional express service along identified Transit Corridors, including S. Stratford Road in the Planning Area.

Rail

The Norfolk-Southern Railway, known as the "L" line, runs from downtown Winston-Salem parallel to W. Northwest Boulevard and S. Stratford Road/US 158 to the Yadkin River. Within the Planning Area, the W. First Street bridge over the railroad is scheduled for planning and environmental study prior to replacement (TIP# B-5007). All bridges, tunnels, and at-grade crossings need to be maintained or expanded for pedestrian and bicycle use.

PEDESTRIAN

Construction of sidewalks in the Planning Area is achieved through public funding and through private funding of new developments designed to meet recently 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 are shown on **Map 7** on **page 42**. Presently funded sidewalks in the Planning Area recommended in the adopted Pedestrian Facilities Plan are:

- S. Bitting Road from Greenwich Road to Knollwood Street
- Country Club Road from N. and S. Avalon Roads to Knollwood Street
- Forest Drive from N. Stratford Road to Dartmouth Road
- Greenwich Road from Country Club Road to Knollwood Street
- S. Westview Drive from S. Stratford Road to Country Club Road
- Westover Avenue from Buena Vista Road to Spring Garden Road

Other sidewalks were recommended through the Northwest Area planning process. The primary criteria used in deciding sidewalk construction priorities are the connection of neighborhoods with shopping areas, schools and parks. The following sidewalks meet the selection criteria and should be built as funds become available:

- Roslyn Road from Greenbrier Road to Robinhood Road
- Miller Street from Cloverdale Avenue to W. First Street, Country Club Road and N. and S. Stratford Roads
- Reynolda Road from Van Hoy Avenue to Silas Creek Parkway
- Coliseum Drive multiuse path from Robinhood Road to Pilgrim Court
- Arbor Road from Country Club Road to Georgia Avenue
- Arbor Road from Reynolda Road to Pilgrim Court
- Oaklawn Avenue from Coliseum Drive to Arbor Road
- Virginia Road from Buena Vista Road to Arbor Road
- Yorkshire Road from Silas Creek Parkway to Wellington Road
- N. Pine Valley Road from Yorkshire Road to end of sidewalk on N. Pine Valley Road
- Wellington Road from Robinhood Road to Kenleigh Circle
- Marguerite Drive from Reynolda Road to Southeastern Center for Contemporary Art entrance
- Mayfield Road from Country Club Road to Anita Drive
- Anita Drive from Mayfield Road to Kinnamon Road
- Robinhood Road from end of sidewalk across the Silas Creek Parkway bridge

Pedestrian Safety Study

Pedestrian Safety Recommendations

- Conduct a study for the Wake Forest University area to identify pedestrian, bicycle and transit needs, opportunities and constraints and develop a plan to provide safe and viable connections for pedestrians, bicyclists and transit users to link Wake Forest University with the adjacent community.
- Implement the recommendations of the Cloverdale Avenue Pedestrian Study within the Planning Area.

Pedestrian Crossing Improvement Recommendations

- Cloverdale Avenue Pedestrian Study recommendations along Cloverdale Avenue, Miller Street, W. First Street and N. and S. Hawthorne Roads.

- Reynolda Road at the entrances to Reynolda House and Graylyn Conference Center.
- Coliseum Drive at Arbor Road and the entrance to Graylyn Conference Center.
- Five Points intersection with W. First Street, Country Club Road, Miller Street, and N. and S. Stratford Roads.
- Yorkshire Road tunnel at Silas Creek Parkway for pedestrian and bicycle use.

Other Recommendations

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

BICYCLE

The following recommendations from the *Winston-Salem Area Comprehensive Bicycle Master Plan* are applicable to the Planning Area:

Roads with a priority for on-street bike lanes or shared lane markings are (see **Map 8** on **page 46**):

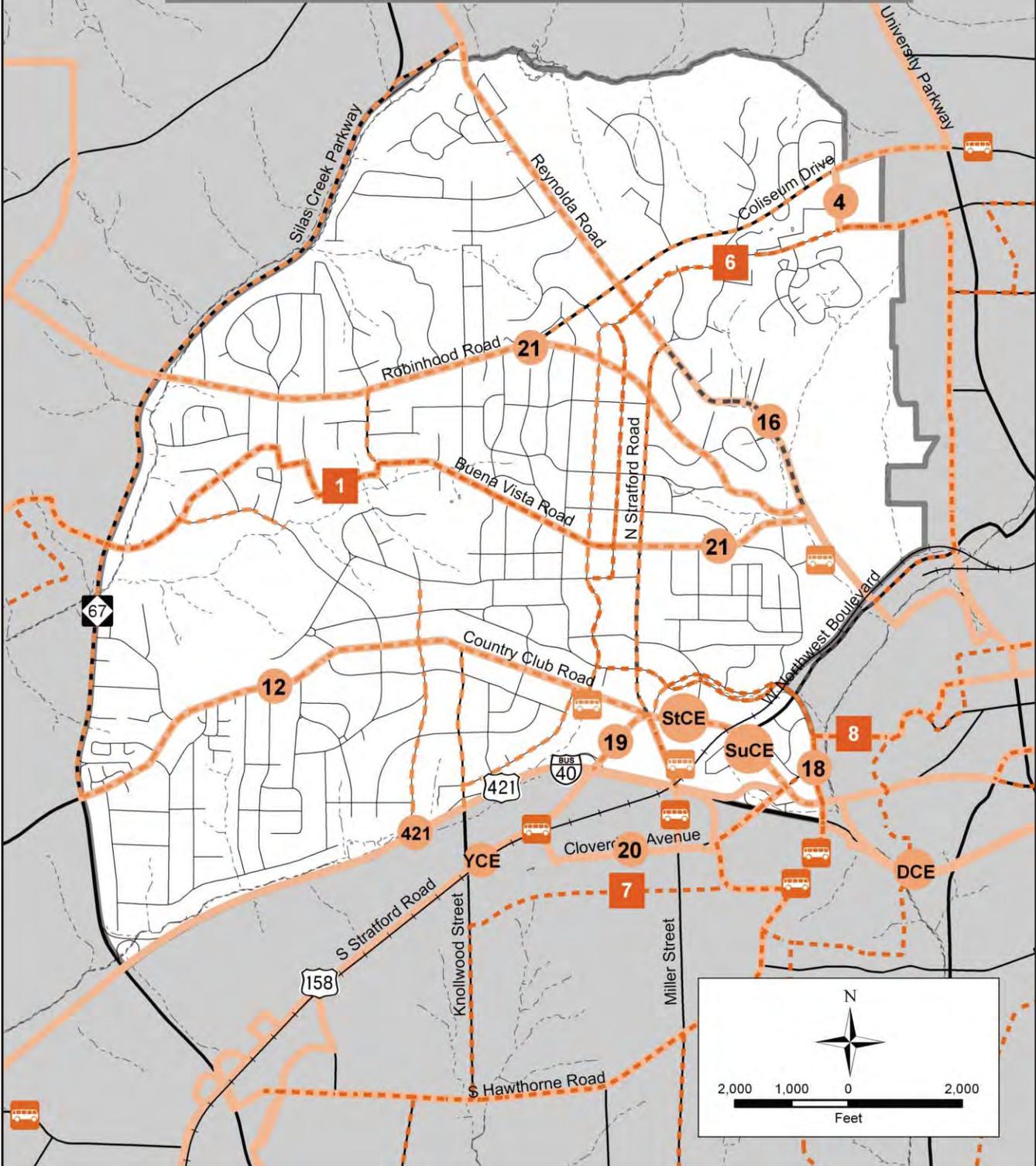
- Country Club Road, Silas Creek Parkway to N. and S. Stratford Roads – bike lane
- Miller Street, N. and S. Stratford Roads to Cloverdale Avenue – road diet
- N. Hawthorne Road, Runnymede Road to Glade Street – bike lane
- N. Hawthorne Road, Glade Street to Lockland Avenue – bike lane
- N. Stratford Road, Country Club Road to Reynolda Road – bike lane
- W. Northwest Boulevard, Reynolda Road to N. Broad Street – bike lane

Roads with future recommendations for on-street bike lanes or shared lane markings in the Planning Area are:

- Arbor Road, Pilgrim Court to Country Club Road – on-road bikeway connector or bike lane
- Buena Vista Road, Fairmont Road to Robinhood Road – on-road bikeway connector
- Buena Vista Road, Fairmont Road to Reynolda Road – bike lane
- Cloverdale Avenue, N. Hawthorne Road to Medical Center Boulevard – edgelines
- Coliseum Drive, Pilgrim Court to Robinhood Road – multiuse path or road diet

Map 8.
Proposed Public Transportation and Bicycle Features

- | | | | |
|---|-------------------------------|---|----------------------------|
|  | Bus Routes |  | Bicycle Route Number |
|  | City and County Bicycle Route |  | Bus or Part Route Number |
|  | Proposed Bicycle Lane |  | Bus Bench / Shelter |
|  | Existing Bicycle Lane |  | Proposed Bus Bench/Shelter |
|  | Streams |  | Railroad |



- Fairmont Road, Glen Echo Trail to Buena Vista Road – on-road bikeway connector
- Forest Drive, Oaklawn Avenue to Arbor Road – on-road bikeway connector
- Glen Echo Trail, Woodlawn Drive to Fairmont Road – on-road bikeway connector
- Greenwich Road, Country Club Road to Knollwood Street – on-road bikeway connector
- Knollwood Street, Country Club Road to Greenwich Road – bike lane
- N. Stratford Road, Reynolda Road to Country Club Road – bike lane
- Oaklawn Avenue, Arbor Road to Forest Drive – on-road bikeway connector
- Reynolda Road, Silas Creek Parkway to N. Stratford Road – shared lane marking (sharrow)
- Robinhood Road, Coliseum Drive to Reynolda Road – bike lane
- Robinhood Road, Silas Creek Parkway to Coliseum Drive – multiuse path
- Runnymede Road, N. Stratford to N. Hawthorne – on-road bikeway connector
- Silas Creek Parkway, Wake Forest Road to Country Club Road – multiuse path
- Wake Forest Road, Silas Creek Parkway to Reynolda Road – multiuse path
- Warwick Road, Arbor Road to N. Stratford Road – on-road bikeway connector
- Wellington Road, Yorkshire to Woodlawn Drive – on-road bikeway connector
- W. First Street, N. Stratford Road to W. Northwest Boulevard – bike lane
- W. First Street, W. Northwest Boulevard to N. Hawthorne Road – sharrow
- Woodlawn Drive, Wellington Road to Glen Echo Trail – on-road bikeway connector
- Yorkshire Road, Silas Creek Parkway to Wellington Road – shoulder

Additional Recommendation not in the Comprehensive Bicycle Master Plan:

- N. and S. Westview Drives, Forest Drive to S. Stratford Road—bike lane or shared lane marking (sharrow)

Other Recommendations

- Construct greenway trails as proposed for the Northwest Planning Area.
- Assure that bicycles are accommodated in all road and bridge construction and modification projects.

Safe Routes to School Program

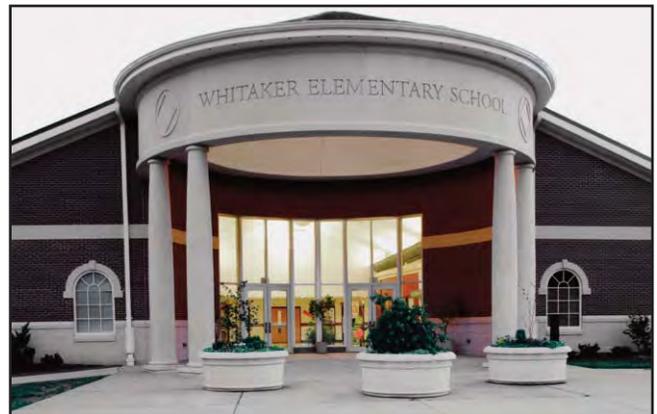
The Safe Routes to Schools Program (SRTS) is a federally-funded program designed to encourage safe walking and bicycling for elementary and middle school students. Also, a mobile bicycle safety training program funded through the SRTS will be traveling to schools within the Planning Area to instruct students in bicycle equipment and riding safety.

Schools in the Planning Area that would benefit from the SRTS evaluation and programs are:

- Whitaker Elementary School
- Children’s Center Elementary School
- Children’s Home Kingswood School
- Summit School

Schools directly adjacent to the Northwest Area Plan boundary that may need coordination with this plan are:

- Sherwood Forest Elementary School
- Brunson Elementary School
- Wiley Middle School
- Paisley Middle School



Whitaker Elementary School
 Photograph courtesy of Ersoy,
 Brake and Appleyard Architects PA

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 9 on page 49**) 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. A recommendation for schools in the Planning Area is:

- Consider improved arrangements for the use of school property and facilities for community events and recreation activities.

RECREATION FACILITIES

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

- Maintain, improve and expand existing public park facilities to meet the changing recreation 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.

GREENWAYS

The potential exists in the long term for the construction of approximately four-and-one-half miles of greenway trails and connectors in the Planning Area focused primarily along creeks. Greenways proposed in the *2015 Greenway Plan for Winston-Salem and Forsyth County* include

Silas Creek, Buena Vista Branch and Peters Creek. Furthermore, the Wake Forest greenway connector is proposed within the Planning Area. The City-County Planning Board, in conjunction with the Winston-Salem Department of Transportation and the Winston-Salem Engineering Department, are in the process of updating the *Greenway Plan*. As part of this update, specific proposed greenways are being evaluated for prioritization for construction.

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:

Wake Forest Connector

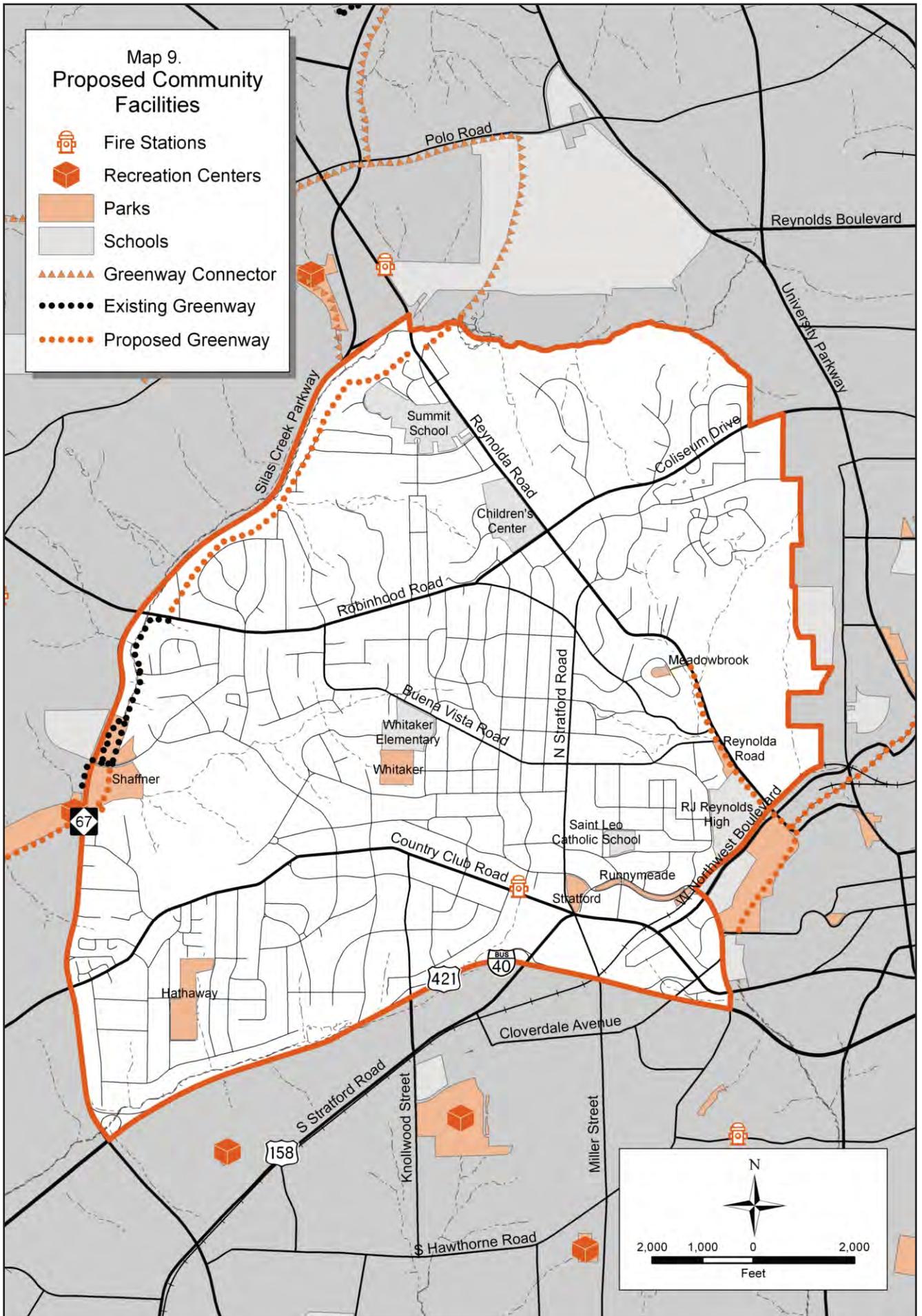
This connector will provide a series of bicycle and pedestrian amenities to connect Wake Forest University and the surrounding areas, including the Reynolda Road and Silas Creek Parkway corridors within the Planning Area. These amenities may be in the form of bike lanes, sidewalks, and/or greenways. It is recommended that a feasibility study be completed to assess possible connections to the Wake Forest University campus from the surrounding areas within and outside of the Planning Area boundary.

Silas Creek Greenway

The northern phase of this trail extends the existing Silas Creek Greenway at Shaffner Park north to Reynolda Road along the Planning Area's western boundary. The northern phase of the Silas Creek Greenway is a priority for future construction within the *Greenway Plan Update*. However, preliminary studies have shown significant obstacles to the construction of this phase of the greenway. Therefore, future construction is on hold until conditions change or an alternative is found. A multiuse path along Silas Creek Parkway may be a potential alternative to a traditional greenway as a means of providing a pedestrian connection between the existing Silas Creek Trail and Reynolda Road. Further study is required to determine if a multiuse path would be a viable alternative.

Map 9.
Proposed Community
Facilities

-  Fire Stations
-  Recreation Centers
-  Parks
-  Schools
-  Greenway Connector
-  Existing Greenway
-  Proposed Greenway





Silas Creek Greenway

Buena Vista Branch Greenway

This greenway extends from the Silas Creek Trail at Shaffner Park to Whitaker Elementary School. The greenway is a priority for future construction within the *Greenway Plan Update*. However, preliminary studies have shown significant obstacles to the construction of the greenway. Therefore, it is recommended that this greenway be removed from the Plan. In lieu of the greenway, it is recommended that sidewalks be constructed along Yorkshire and N. Pine Valley Roads to provide a pedestrian connection between the Silas Creek Trail and Whitaker Elementary School.

Peters Creek Greenway

This greenway extends from Salem Creek at Silas Creek Parkway to Hanes Park and Reynolda Road. The northern portion of the greenway lies within the Planning Area boundary. The greenway is a priority for future construction within the *Greenway Plan Update*. However, preliminary studies of the section between Silas Creek Parkway and Hanes Park have shown significant obstacles to the construction of the greenway. The northern portion of the greenway between Hanes Park and The Children’s Home has not been evaluated for feasibility. However, consideration should be given, in the long term, to the construction of this phase of the greenway. Currently, sidewalks and bike lanes exist along W. Northwest Boulevard and Reynolda Road.

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.

GENERAL RECOMMENDATIONS

- Enhance the vegetative plantings in the median of Silas Creek Parkway and Wake Forest Road from Business I-40/US 421 to Reynolda Road. Such plantings may need to be part of a comprehensive program for the Parkway.
- Protect and preserve the vegetative tree canopy along Reynolda Road between Coliseum Drive and Wake Forest Road.
- Encourage residents and neighborhood associations to participate in the different programs offered by Keep Winston-Salem Beautiful: Adopt-A-Flower Bed, Adopt-A-Stream or Adopt-A-Street.
- Encourage collaborative work between the Department of Transportation and Vegetation Management on new sidewalk projects to ensure that sidewalk construction and appropriate street plantings are considered together.
- Promote the use of art that reflects local cultures in public spaces such as parks, recreation centers and other public areas where residents gather.
- Implement recommendations of the Cloverdale Avenue Corridor Pedestrian Project.

URBAN BOULEVARDS

Urban Boulevards are special corridors along selected major arterial roads that connect the Center City with Metro Activity Centers. For more detail on Urban Boulevards, see section on *Legacy Recommendations* and *Other Planning Concepts* on pages 23 and 24. Two Urban Boulevards are located within the Northwest Area Plan boundaries: Reynolda Road and Country Club Road.

Reynolda Road

Reynolda Road is designated as an Urban Boulevard between its Activity Center at Fairlawn Court in the West Suburban Area and Downtown Winston-Salem. The street views between Wake Forest Road and W. Northwest Boulevard are the significant factor that helps create a momentary pastoral break within an otherwise urban setting. Development along this stretch consists of either historic institutions or

single-family homes with very limited commercial or office uses. Recommendations include:

- Protect and preserve the heavily vegetative tree canopy between Wake Forest Road and Coliseum Drive and at other locations, where feasible.
- Preserve a pastoral viewshed along the frontage of The Children’s Home property.
- Locate electric utility lines underground, where feasible.
- Establish identifiable crosswalks and pedestrian signals with greenways and other pedestrian crossings.
- Add striped crosswalks and pedestrian signals at major intersections to increase pedestrian safety and connectivity in the area.

Country Club Road

Country Club Road is designated as an Urban Boulevard from its origin at Five Points, the intersection of N. and S. Stratford Roads and W. First Street, to the Planning Area’s western boundary at Silas Creek Parkway. This boulevard travels through the southern portion of the Planning Area, that along with Shallowford Road, connects the urban core of Winston-Salem with the Town of Lewisville. Most development along this portion of the corridor is single-family homes developed under general use zoning that did not have site-specific design standards. Some newer developments have been constructed under Special-Use zoning requirements that add development conditions specifying design features such as building materials and site layout.

Recommendations include:

- Install sidewalks on both sides of Country Club Road throughout the Planning Area.
- Add striped crosswalks and pedestrian signals at major intersections to increase pedestrian safety and connectivity in the area.
- Review comprehensively the design and location of bus routes, stops, shelters, bike racks, street furniture and landscaping to better serve users of the Urban Boulevard.

HISTORIC PRESERVATION RECOMMENDATIONS

Legacy promotes historic preservation due to its contribution to the aesthetic, social, historical, cultural, and environmental quality of neighborhoods as well as to the economic development of the community.

Significant historic resources have been identified in the Northwest Planning Area as indicated in initial surveys (see **Map 10** on **page 53** and **Appendix A** on **page 63**). The following recommendations will ensure

that the potential of these resources is fully explored and that the community takes steps to preserve its historic assets.

GENERAL RECOMMENDATIONS

- Retain historic buildings, including residential homes, agricultural buildings, and institutional structures, when possible.
- Recognize buildings, events, or areas of historical, cultural, or architectural significance 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, site, or neighborhood to the National Register of Historic Places.
 - How to use the historic preservation rehabilitation tax credit program.
 - Issue-related topics, such as how to maintain an older or historic building.
- Encourage property owners to research and recognize the history and significance of their properties and the area in which they live.
- 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 historically significant area, such as Silver Hill Cemetery and Wiley Middle School.
- Potential Studies:
 - The following neighborhoods are listed on the National Register Study List and warrant neighborhood communication regarding National Register Nomination: The Children’s Home, Arbor Acres, Buena Vista, College Village, C.T. Leinbach property, Ferrell Place, Meadowbrook Hills, Reynolda Park, Stratford Place, West Highlands, and Westview.

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 commercial or mixed use are shown on the Proposed Land Use map (see **Map 6** on **pages 30-31**).

GENERAL RECOMMENDATIONS

- Support balanced, compatible economic development by the private and public sector.
- Focus commercial or mixed-used development in identified areas where transportation and utilities exist.
- Encourage environmentally-sensitive development of business areas.
- Encourage and support the redevelopment/rehabilitation of existing older/underutilized commercial areas.

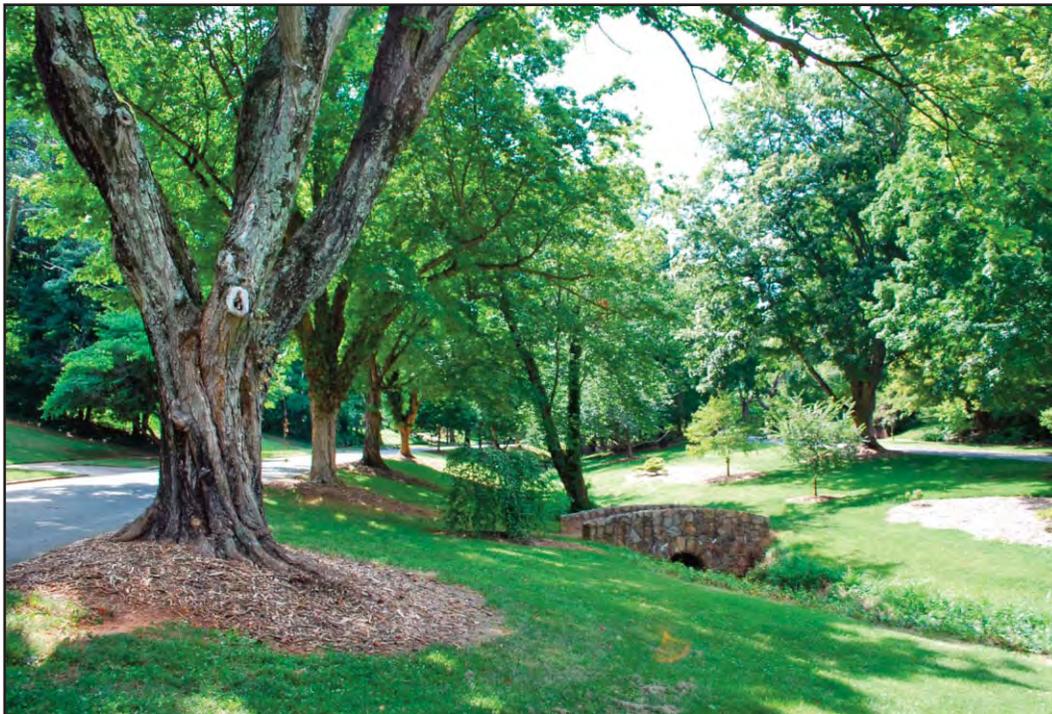
ENVIRONMENTAL RECOMMENDATIONS

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 (see **Map 11** on **page 54**).

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 and stormwater runoff.

GENERAL RECOMMENDATIONS

- Utilize and enforce the tree preservation ordinance that seeks to help maintain the Planning Area's existing natural character and tree cover.
- Preserve stream buffers and look for opportunities for reducing impervious surfaces to improve water quality.
- Establish a cooperative program between the area residents and the City to clean and maintain Silas Creek, as well as other creeks in the area.
- Encourage the use of Low-Impact Development (LID) practices to manage stormwater as close as possible to its source. Sustainable stormwater practices include bioretention facilities, rain gardens, vegetated rooftops, rain barrels and permeable pavements.
- Encourage the design of sustainable buildings (green buildings) to reduce the building impacts on the environment through better siting, design, operation and maintenance.
- Encourage carpooling, electric vehicles and use of mass transit to improve air quality.



Runnymede Park

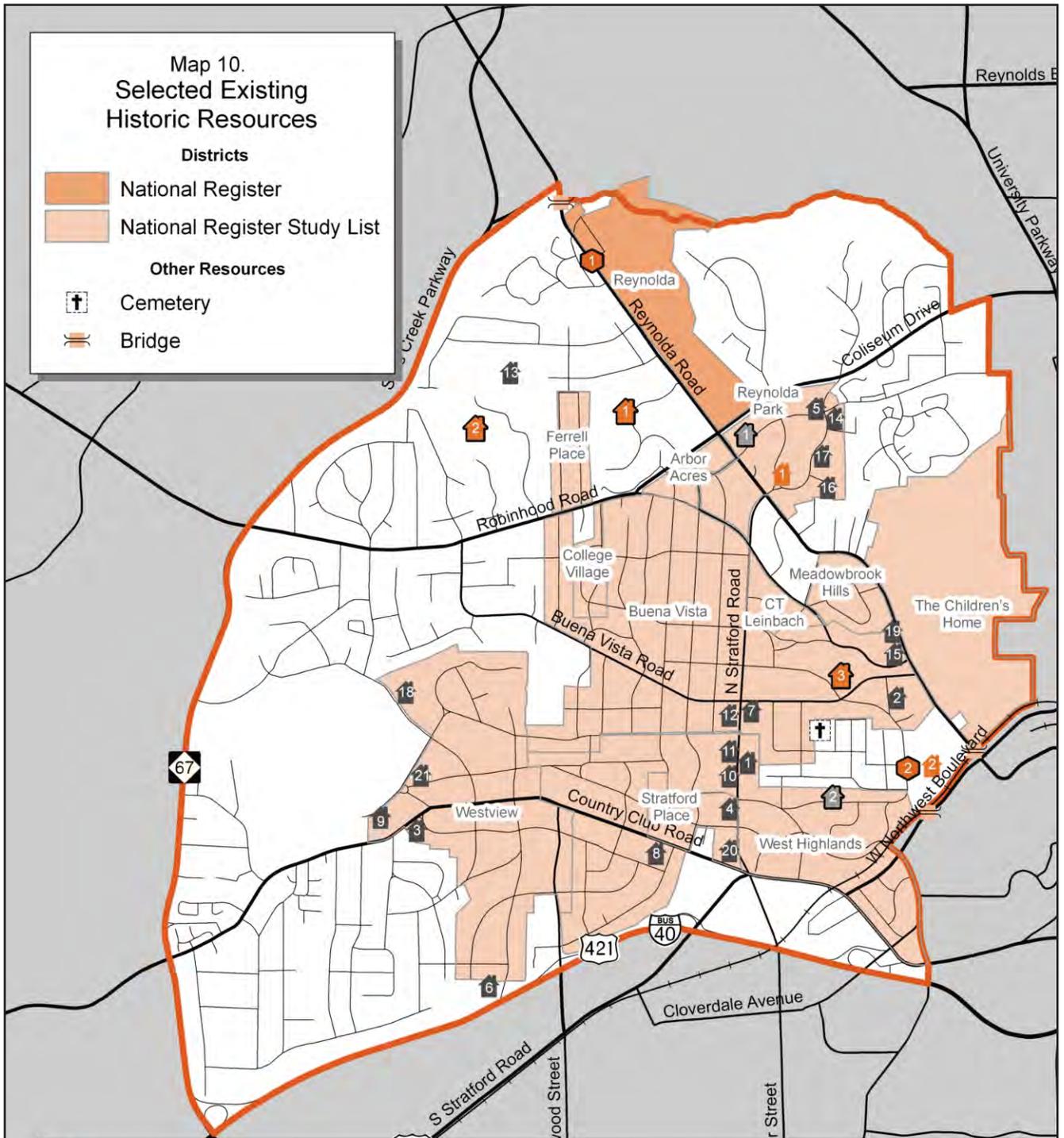
Map 10.
Selected Existing
Historic Resources

Districts

-  National Register
-  National Register Study List

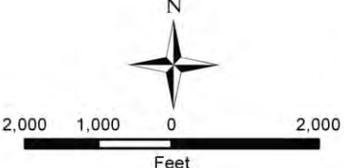
Other Resources

-  Cemetery
-  Bridge



<p> Local Historic Marker</p> <ol style="list-style-type: none"> 1. Reynolda Historic District 2. R.J. Reynolds High School and Memorial Auditorium <p style="text-align: center;">Properties</p> <p> Local Historic Landmarks (LHL)</p> <ol style="list-style-type: none"> 1. Galloway-Motsinger House 2. William Milton Scott House <p> LHL and National Register of Historic Places</p> <ol style="list-style-type: none"> 1. Graylyn 2. Middleton House 3. Joseph Franklin Bland House <p> National Register Properties</p> <ol style="list-style-type: none"> 1. James B. & Diana M. Dyer House 2. R.J. Reynolds High School and Memorial Auditorium 	<p> National Register Study List Properties</p> <ol style="list-style-type: none"> 1. A Frank Stevens House 2. Alexander S. Hanes House 3. B.F. Huntley House 4. B.S. Womble House 5. Dr. Charles M. & Betty M. Howell House 6. Dr. H.F. & Ellen C. Forsyth House 7. Ferrell-Myers House 8. First Christian Church 9. Follin House 10. George S. Norfleet House 11. H. Montague House 12. House 13. James G. Hanes House 14. John Dillard House 15. May's Esso Service Center 	<ol style="list-style-type: none"> 16. Norman Stockton House 17. Owen Moon Jr. House 18. R. Clyde & Lena Pratt House 19. Texaco Service Station 20. Thurmond Chatham House 21. Wilson Gray House
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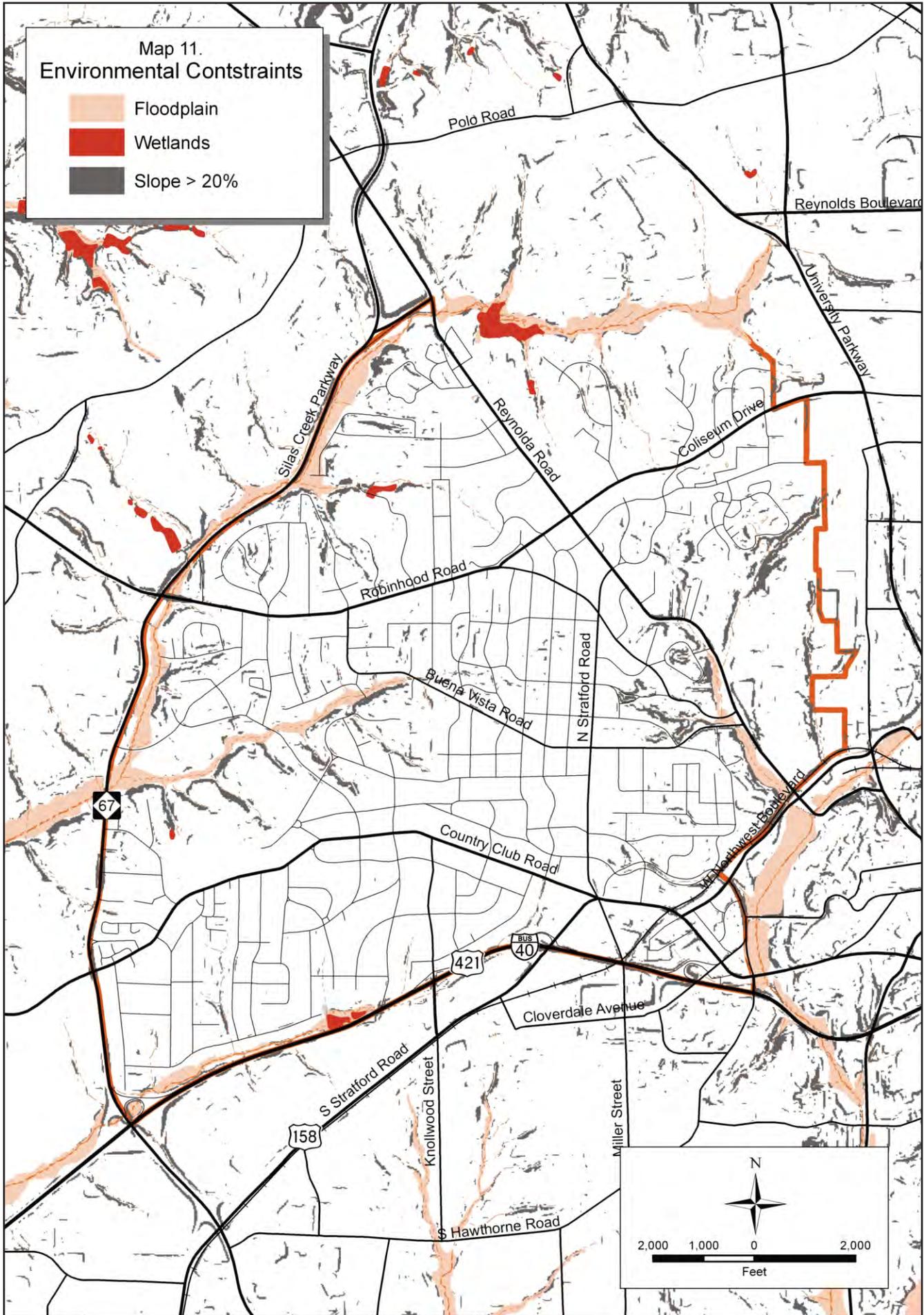
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Feet

Map 11.
Environmental Constraints

- Floodplain
- Wetlands
- Slope > 20%



Implementation Schedule

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

ACTION/PROJECT

RESPONSIBLE AGENCY†

TIMING*

Land Use Recommendations

General

Follow proposed Land Use Plan, land use policies, and Special Land Use Condition Areas (page 29).

- Protect residential areas from inappropriate residential, commercial, institutional and industrial encroachment (page 29).
- Facilitate walking, bicycling, use of public transportation and rail with new development and redevelopment in the Planning Area (page 29) .
- Allow institutions to grow and expand to meet their needs in a manner compatible with their surrounding neighborhoods (page 29).
- Encourage mixed-use developments with residential, office, institutional, retail and employment uses that meet the daily needs of residents and offer a high quality of life (page 29).
- Encourage clustered development at different densities for larger vacant parcels along thoroughfares to preserve natural vegetation, avoid steep terrain and protect natural features (page 29).
- Provide goods and services near where people live and work. Services should be provided in areas already zoned for commercial development (page 29).
- Promote greater flexibility in land use while having more control over site design to create mixed-use, variety-rich neighborhoods (page 29).

CCPB, WSCC

Ongoing

*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*
Transportation Recommendations		
General		
Revise the <i>Comprehensive Transportation Plan</i> to recommend modifying the existing interchange of Robinhood Road with Silas Creek Parkway (page 40).	WSDOT	Immediate
Add the following streets to the <i>Winston-Salem Urban Area Collector Street Plan</i> : <ul style="list-style-type: none"> • Mayfield Road from Country Club Road to Anita Drive (page 43). • Anita Drive from Mayfield Road to Kinnamon Road (page 43). 	WSDOT, CCPB	Immediate
Roads and Bridge Improvements		
Replace Country Club Road Bridge over Silas Creek Parkway (page 40).	NCDOT, WSDOT	Long Range
Replace W. First St. bridge over Norfolk-Southern Rail Line (page 40).	WSDOT	Long Range
Install Intelligent Transportation System (ITS) devices at intersection of Silas Creek Parkway and Yorkshire Road (page 40).	WSDOT	Immediate
Realign the Business I-40/US 421 ramps and Cloverdale Connector to provide safer intersections (page 41).	WSDOT	Immediate/Short Range
New Roads		
Construct the Reynolda Road Connector and necessary local streets in The Children’s Home property (page 40).	WSDOT	Unknown; Development-Driven
Traffic Calming and Safety Improvements		
Implement Miller Street road diet from four lanes to three on Miller Street (page 43).	WSDOT	Short Range
Study Coliseum Drive road diet from Pilgrim Court to Robinhood Road (page 43).	WSDOT	Short Range
Complete traffic calming and safety study for Sherwood Forest Road and Nottingham Road and implement results (page 43).	WSDOT	Immediate/Short Range

ACTION/PROJECT	RESPONSIBLE AGENCY†	TIMING*
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(Transportation Recommendations, continued...)

Transit

<p>Bus Shelters are recommended at the following locations:</p> <ul style="list-style-type: none"> • Route 16 - Inbound or Outbound along Reynolda Road at The Children’s Home Property (page 44). • Route 12 - Inbound along Country Club Road east of N. Avalon Drive near First Christian Church (page 44). • Route 12 and PART Surry County Express Route - Outbound along Miller Street at Miller Street Market (page 44). 	WSDOT	Short Range
<p>Conduct Streetcar System Alternatives Analysis that includes route between Downtown Winston and Wake Forest Baptist Health (page 44).</p>	WSDOT	Immediate

Pedestrian

<p>Conduct Wake Forest University Pedestrian/ Bicycle/ Transit Connections Study to surrounding area (page 45).</p>	WSDOT	Immediate
<p>Implement the recommendations of the Winston-Salem Urban Area Sidewalk and Pedestrian Plan (pages 54).</p>	WSDOT	Ongoing
<p>Construct funded sidewalks (page 44):</p> <ul style="list-style-type: none"> • S. Bitting Road from Greenwich Road to Knollwood Street • Country Club Road from N. and S. Avalon Roads to Knollwood Street • Forest Drive from N. Stratford Road to Dartmouth Road • Greenwich Road from Country Club Road to Knollwood Street • S. Westview Drive from S. Stratford Road to Country Club Road • Westover Avenue from Buena Vista Road to Spring Garden Road 	WSDOT	Short Range
<p>Review identified sidewalk projects under the City’s sidewalk priority funding system (page 45):</p> <ul style="list-style-type: none"> • Roslyn Road from Greenbrier Road to Robinhood Road 	WSDOT	Assessed Annually

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

(Transportation Recommendations, continued...)

- Miller Street from Cloverdale Avenue to W. First Street, Country Club Road and N. and S. Stratford Roads
- Reynolda Road from Van Hoy Avenue to Silas Creek Parkway
- Coliseum Drive multiuse path from Robinhood Road to Pilgrim Court
- Arbor Road from Country Club Road to Georgia Avenue
- Arbor Road from Reynolda Road to Pilgrim Court
- Oaklawn Avenue from Coliseum Drive to Arbor Road
- Virginia Road from Buena Vista Road to Arbor Road
- Yorkshire Road from Silas Creek Parkway to Wellington Road
- N.Pine Valley Road from Yorkshire Road to end of sidewalk on N. Pine Valley Road
- Wellington Road from Robinhood Road to Kenleigh Circle
- Marguerite Drive from Reynolda Road to Southeastern Center for Contemporary Art (SECCA) entrance
- Mayfield Road from Country Club Road to Anita Drive
- Anita Drive from Mayfield Road to Kinnamon Road
- Robinhood Road from end of sidewalk across the Silas Creek Parkway bridge

Implement recommendations of the Cloverdale Avenue Corridor Pedestrian Study (page 45).	WSDOT	Immediate/ Short Range
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Install new pedestrian crossings (page 45):	WSDOT	Immediate/ Short Range
<ul style="list-style-type: none"> • Cloverdale Avenue Pedestrian Study recommendations along Cloverdale Avenue, Miller Street, W. First Street and N. and S. Hawthorne Roads • Reynolda Road at the entrances to Reynolda House and Graylyn Conference Center • Coliseum Drive at Arbor Road and the entrance to Graylyn Conference Center 		

(Transportation Recommendations, continued...)

Implement existing pedestrian crossings: <ul style="list-style-type: none"> • Five Points intersection with W. First Street, Country Club Road, Miller Street and N. and S. Stratford Roads • Yorkshire Road tunnel at Silas Creek Parkway for pedestrian and bicycle use 	WSDOT	Immediate/ Short Range
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Bicycle

Expand the bicycle network and add bike lanes to the following streets (page 45): <ul style="list-style-type: none"> • Country Club Road, Silas Creek Parkway to N. and S. Stratford Roads • Miller Street, N. and S. Stratford Roads to Cloverdale Avenue, road diet • N. Hawthorne Road, Runnymede Road to Glade Street, on-road bikeway connector • N. and S. Hawthorne Roads, Glade Street to Lockland Avenue • N. Stratford Road, Country Club Road to Reynolda Road • W. Northwest Boulevard, Reynolda Road to N. Broad Street 	WSDOT	Short Range
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Review identified bike lane projects under the City's sidewalk priority funding system (pages 45 and 47): <ul style="list-style-type: none"> • Arbor Road, Pilgrim Court to Country Club Road, on-road bikeway connector or bike lane • Buena Vista Road, Fairmont Road to Robinhood Road, on-road bikeway connector • Buena Vista Road, Fairmont Road to Reynolda Road • Cloverdale Avenue, N. Hawthorne Road to Medical Center Boulevard, edgelines • Coliseum Drive, Pilgrim Court to Robinhood Road, multiuse path or road diet • Fairmont Road, Glen Echo Trail to Buena Vista Road, on-road bikeway connector • Forest Drive, Oaklawn Avenue to Arbor Road, on-road bikeway connector • Glen Echo Trail, Woodlawn Drive to Fairmont Road, on-road bikeway connector • Greenwich Road, Country Club Road to Knollwood Street, on-road bikeway connector • Knollwood Street, Country Club Road to Greenwich Road • N. Stratford Road, Reynolda Road to Country Club Road 	WSDOT	Assessed Annually
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(Transportation Recommendations, continued...)

- Oaklawn Avenue, Arbor Road to Forest Drive, on-road bikeway connector
- Reynolda Road, Silas Creek Parkway to N. Stratford Road, shared lane marking (sharrow)
- Robinhood Road, Coliseum Drive to Reynolda Road
- Robinhood Road, Silas Creek Parkway to Coliseum Drive, multiuse path
- Runnymede Road, N. Stratford Road to N. Hawthorne Road, on-road bikeway connector
- Silas Creek Parkway, Wake Forest Road to Country Club Road, multiuse path
- Wake Forest Road, Silas Creek Parkway to Reynolda Road, multiuse path
- Warwick Road, Arbor Road to N. Stratford Road, on-road bikeway connector
- Wellington Road, Yorkshire to Woodlawn Drive, on-road bikeway connector
- W. First Street, N. Stratford Road to W. Northwest Boulevard
- W. First Street, W. Northwest Boulevard to N. Hawthorne Road, sharrow
- Woodlawn Drive, Wellington Road to Glen Echo Trail, on-road bikeway connector
- Yorkshire Road, Silas Creek Parkway to Wellington Road, shoulder

Add the following segment to the <i>Comprehensive Bicycle Master Plan</i> (page 47):	WSDOT	Immediate/ Assessed Annually
• N. and S. Westview Drive, Forest Drive to S. Stratford Road, bike lane or shared lane marking (sharrow)		

Accommodate bicycle improvements in road projects (page 47).	WSDOT	Ongoing
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Community Facilities Recommendations**Greenways**

Examine feasibility of northward extension of Silas Creek Parkway Greenway as part of Wake Forest University Pedestrian/Bicycle/Transit Connector Study (pages 48).	WSENG, WSDOT	Immediate
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ACTION/PROJECT	RESPONSIBLE AGENCY†	TIMING*
<i>(Community Facilities Recommendations, continued...)</i>		
Examine feasibility to construct segment of Peters Creek Parkway Greenway from Hanes Park northward to The Children’s Home (page 50).	WSENG, WSDOT	Short-Range
Remove construction of Buena Vista Branch of the Silas Creek Greenway from the Winston-Salem/Forsyth County Greenway Plan (page 50).	CCPB	Immediate
Design and Appearance Recommendations		
Implement recommendations of the Cloverdale Avenue Corridor Pedestrian Project (page 50).	WSDOT	Immediate/ Short Range
Historic Preservation Recommendations		
General Recommendations		
Retain existing historic resources (page 51).	Property Owners, CCPB, HRC, WSCBD	Ongoing
Encourage residents to apply for recognition of historic places or events with signage or markers like Silver Hill Cemetery (page 51).	NA, HRC, Property Owners	Ongoing
Initiate public outreach on the benefits of preserving historic resources (page 51).	HRC, CCPB	Ongoing
Assist property owners seeking historic properties’ income tax benefits (page 51).	HRC, CCPB	Ongoing
Encourage property owners to seek National Register and Local Historic Landmark designation for eligible properties (page 51).	NA, HRC	Ongoing
Potential Studies (page 51)		
Encourage residents to initiate National Register Nomination studies for the following neighborhoods and properties: The Children’s Home, Arbor Acres, Buena Vista, College Village, C.T. Leinbach property, Ferrell Place, Meadowbrook Hills, Reynolda Park, Stratford Place, West Highlands and Westview.	NA, Property Owners, HRC	Ongoing

*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*
Economic Development Recommendations		
Encourage and support the redevelopment/rehabilitation of existing older/underutilized commercial areas (page 52).	CCPB, WSCC	Ongoing
Encourage environmentally-sensitive development of business areas (page 52).	CCPB, WSCC	Ongoing
Environmental Recommendations		
Enforce the tree preservation ordinance to maintain the existing natural character and tree cover (page 52).	CCPB, WSCC	Ongoing
Preserve stream buffers along creeks to improve water quality (page 52).	CCPB, WSCC	Ongoing
Work cooperatively to maintain creeks in the Planning Area (page 52).	Property Owners	Ongoing
Encourage the use of Low-Impact Development techniques to manage stormwater (page 52).	CCPB, Property Owners	Ongoing
Encourage the design of sustainable buildings (page 52).	CCPB	Ongoing

†Abbreviations Used in the Implementation Schedule:

- CCPB:** City-County Planning Board
- HRC:** Forsyth County Historic Resources Commission
- NA:** Neighborhood Association
- NC DOT:** North Carolina Department of Transportation
- WSCC:** Winston-Salem City Council
- WSCBD:** Winston-Salem Community and Business Development Department
- WSDOT:** Winston-Salem Department of Transportation
- WSENG:** Winston-Salem Engineering Department
- WSRP:** Winston-Salem Recreation and Parks Department
- WSTA:** Winston-Salem Transit Authority

Appendix A. Historic Resources

Northwest Area Plan: Identified Historic Resources (including demolished properties)

Historic Properties ^[★]	General Location	Neighborhood or District [†]	Date	Survey Site Number
Graylyn [NR and LHL]	2547 Graylyn Court		1927-32, 1980-84	FY00006
Reynolda (R. J. Reynolds House) [NR]	Reynolda Road	Reynolda Historic District	1917	FY00025
Reynolda Gardens [NR]	Reynolda Road	Reynolda Historic District	ca. 1920	FY00026
Reynolda Presbyterian Church	2200 Reynolda Road		1914-15	FY00031
Reynolda Village [NR]	Reynolda Road	Reynolda Historic District	1912-16	FY00032
House [SL]	118 N. Hawthorne Road	West Highlands Neighborhood	1920	FY01025
House [SL]	1545 W. Northwest Boulevard	West Highlands Neighborhood	1914	FY01026
House [SL]	1624 Lynwood Avenue	West Highlands Neighborhood	1927	FY01028
L. A. Vaughn House	1708 W. First Street		1914	FY01029
House	1630-1632 W. First Street		1915	FY01030
Richard J. Reynolds High School [NR]	301 N. Hawthorne Road		1922-23	FY01031
Richard J. Reynolds Memorial Auditorium [NR]	301 N. Hawthorne Road		1924	FY01032
House [SL]	280 Halcyon Avenue	West Highlands Neighborhood	1928	FY01035
Saint Leo the Great Catholic Church	335 Springdale Avenue		1928-29, 1991	FY01036
Alexander S. Hanes House [SL]	525 N. Hawthorne Road	Buena Vista Neighborhood	1921	FY01037

(...continued on page 64)

Northwest Area Plan: Identified Historic Resources
(including demolished properties)

Historic Properties^[*]	General Location	Neighborhood or District[†]	Date	Survey Site Number
J. Porter Stedman House [SL]	2020 Buena Vista Road	Buena Vista Neighborhood	1922	FY01039
Ferrell-Myers House [SL]	2034 Buena Vista Road	Buena Vista Neighborhood	1920	FY01040
Robert D. Shore House [SL]	2025 Buena Vista Road	Buena Vista Neighborhood	1927	FY01041
Spach-Alspaugh House [SL]	373 N. Stratford Road	West Highlands Neighborhood	1930	FY01042
J. C. Dodson House [SL]	363 N. Stratford Road	West Highlands Neighborhood	1928	FY01043
A. Frank Stevens House [SL]	345 N. Stratford Road	West Highlands Neighborhood	1928	FY01044
H. Montague House [SL]	350 N. Stratford Road	West Highlands Neighborhood	1929	FY01045
Baxter S. Moore House [SL]	340 N. Stratford Road	West Highlands Neighborhood	1927	FY01046
George S. Norfleet House [SL]	330 N. Stratford Road	West Highlands Neighborhood	1925	FY01047
Luther Ferrell House [SL]	2115 Georgia Avenue	West Highlands Neighborhood	1928	FY01048
B. S. Womble House [SL]	200 N. Stratford Road	Buena Vista Neighborhood	1927	FY01049
P. H. Hanes House [SL]	2000 Georgia Avenue	West Highlands Neighborhood	1931	FY01050
Thurmond Chatham House [SL]	112 N. Stratford Road		1925	FY01051
H. M. Radcliff House [SL]	2300 Georgia Avenue	West Highlands Neighborhood	1927	FY01052
William A. Goodson House [SL]	365 Arbor Road	West Highlands Neighborhood	1940	FY01054
Clifton E. Pleasants House [SL]	366 Arbor Road	West Highlands Neighborhood	1940	FY01055

(...continued on page 65)

Northwest Area Plan: Identified Historic Resources
(including demolished properties)

Historic Properties^[*]	General Location	Neighborhood or District[†]	Date	Survey Site Number
Joseph Franklin Bland House [NR and LHL]	1809 Virginia Road	Buena Vista Neighborhood	ca. 1930	FY01056
House [SL]	702 N. Stratford Road	Buena Vista Neighborhood	1930	FY01057
J. C. Goodman House	2020 Robinhood Road		1900-1910	FY01058
Pool-Holleman House [D]	2538 Robinhood Road	Buena Vista Neighborhood	1882	FY01059
James G. Hanes House [SL]	750 Marguerite Drive		1932, 1976, 1990	FY01060
House [SL]	401 Sheffield Drive	Westview Neighborhood	1929	FY01061
F. J. DeTamble House [SL]	2810 Club Park Road	Westview Neighborhood	1938	FY01062
Wilson Gray House [SL]	2828 Club Park Road	Westview Neighborhood	1924	FY01063
Follin House [SL]	2930 Club Park Road	Westview Neighborhood	1926	FY01064
Forsyth Country Club	3101 Country Club Road		ca. 1920s, 1962, 1996	FY01065
Whitaker House [SL]	1048 Arbor Road	Reynolda Park Neighborhood	ca. 1925	FY01067
Edward W. O'Hanlon House [SL]	1056 W. Kent Road	Reynolda Park Neighborhood	1926-1929	FY01068
Kent House [SL]	1016 Kent Road	Reynolda Park Neighborhood	1923	FY01070
Randolph House [SL]	100 S. Westview Drive	Westview Neighborhood	1947	FY01071
B. F. Huntley House [SL]	2900 Country Club Road		1924	FY01072
J. C. Shutt House	3500 Country Club Road		ca. 1855, 1900, 1991	FY01073

(...continued on page 66)

Northwest Area Plan: Identified Historic Resources
(including demolished properties)

Historic Properties[★]	General Location	Neighborhood or District[†]	Date	Survey Site Number
Wachovia Arbor Moravian Church [D]	Biltmore Street		1893	FY01305
Katherine S. Reynolds Johnston Building	Thornfield Road		1926	FY01306
Owen Moon Jr. House [SL]	1077 E. Kent Road	Reynolda Park Neighborhood	1926	FY01392
John Dillard House [SL]	1093 E. Kent Road	Reynolda Park Neighborhood	1937	FY01394
Norman Stockton House [SL]	1065 E. Kent Road	Reynolda Park Neighborhood	1929	FY01415
Gulf Station [SL]	1100 Reynolda Road	Buena Vista Neighborhood	1941	FY01517
Merry Acres ("The Ship") [D]	2852 Merry Acres Lane		1940	FY02149
Silver Hill Cemetery	400 block Holiday Street		1800s	FY02470
Thomas O. Moore House [SL]	349 Arbor Road	West Highlands Neighborhood	1939	FY02505
William Milton Scott House [LHL]	1941 Georgia Avenue		1925	FY02539
J. T. Barnes House [SL]	849 Arbor Road	Buena Vista Neighborhood	1926, 1931	FY02540
James B. & Diana M. Dyer House [NR]	1015 Kent Road	Reynolda Park Neighborhood	1931	FY02543
Middleton House [LHL, NR]	2770 Chatham Farm Road		ca. 1829, 1930	FY02658
Charles & Corinne Norfleet House	100 Sherwood Forest Road [West Side]		1926	FY03322
House [SL]	428 N. Stratford Road	Buena Vista Neighborhood	1927	FY03333
House [SL]	2000 Buena Vista Road	Buena Vista Neighborhood	1927	FY03334

(...continued on page 67)

Northwest Area Plan: Identified Historic Resources
(including demolished properties)

Historic Properties^[*]	General Location	Neighborhood or District[†]	Date	Survey Site Number
St. Leo Catholic School	333 Springdale Avenue		1953, 1975, 2002	FY03335
Hillcrest Apartments [SL]	1717 W. First Avenue	West Highlands Neighborhood	1929, 1995	FY03336
Galloway-Motsinger House [LHL, SL]	1040 Arbor Road	Reynolda Park Neighborhood	1926, 1930	FY03339
House	1531 Overbrook Avenue		1927	FY03340
May's Esso Service Center [SL]	1200 Reynolda Road	Buena Vista Neighborhood	1964	FY03343
Texaco Service Station [SL]	1206 Reynolda Road	Buena Vista Neighborhood	1962	FY03348
House [SL]	831 Arbor Road	Buena Vista Neighborhood	1930	FY03353
William Cicero Tise House	3430 County Club Road		1917, 1950	FY03355
Greek Orthodox Church of the Annunciation	435 Keating Drive		1970, 1980s	FY03367
James A. Gray Memorial Building [SL]	1001 Reynolda Road	The Children's Home	1928	FY03376
Superintendent's House [SL]	1001 Reynolda Road	The Children's Home	1920	FY03377
Woosley Chapel/Alspaugh Educational Building [SL]	1001 Reynolda Road	The Children's Home	1956, 1965	FY03378
William R. Edwards Building [SL]	1001 Reynolda Road	The Children's Home	1949, 1957	FY03379
Norfleet Cottage [SL]	1001 Reynolda Road	The Children's Home	1936	FY03380
Richard G. Stockton Cottage [SL]	1001 Reynolda Road	The Children's Home	1960	FY03381
Upper Barn [SL]	1001 Reynolda Road	The Children's Home	1940	FY03382

(...continued on page 68)

Northwest Area Plan: Identified Historic Resources
(including demolished properties)

Historic Properties^[*]	General Location	Neighborhood or District[†]	Date	Survey Site Number
Goat Barn [SL]	1001 Reynolda Road	The Children's Home	ca. 1940s	FY03383
Horse Barn [SL]	1001 Reynolda Road	The Children's Home	ca. 1940s	FY03384
Lower Barn [SL]	1001 Reynolda Road	The Children's Home	ca. 1940s	FY03385
Farm Office [SL]	1001 Reynolda Road	The Children's Home	ca. 1920s	FY03386
Shop/Equipment Shed [SL]	1001 Reynolda Road	The Children's Home	1938	FY03387
Staff House [SL]	1001 Reynolda Road	The Children's Home	1935	FY03388
Faye C. & Frank Williams Memorial Building [SL]	1001 Reynolda Road	The Children's Home	1989	FY03389
Lucy Stultz Cottage [SL]	1001 Reynolda Road	The Children's Home	1955	FY03390
Flora Styers Building [SL]	1001 Reynolda Road	The Children's Home	1964	FY03391
Brown Memorial Building [SL]	1001 Reynolda Road	The Children's Home	1936	FY03392
James A. Gray Building [SL]	1001 Reynolda Road	The Children's Home	1937	FY03393
Stockton Building [SL]	1001 Reynolda Road	The Children's Home	1941	FY03394
Reynolds Cottage [SL]	1001 Reynolda Road	The Children's Home	1926	FY03395
Staff House [SL]	1001 Reynolda Road	The Children's Home	1948	FY03396
Smith-Cornelius Building [SL]	1001 Reynolda Road	The Children's Home	1965	FY03397
Smither Cottage [SL]	1001 Reynolda Road	The Children's Home	1963	FY03398

(...continued on page 69)

Northwest Area Plan: Identified Historic Resources
(including demolished properties)

Historic Properties^[*]	General Location	Neighborhood or District[†]	Date	Survey Site Number
Duke Cottage [SL]	1001 Reynolda Road	The Children's Home	1931	FY03399
Wrenn Cottage [SL]	1001 Reynolda Road	The Children's Home	1951	FY03400
Pavilion [SL]	1001 Reynolda Road	The Children's Home	1955	FY03401
Tise Cottage [SL]	1001 Reynolda Road	The Children's Home	1955	FY03402
Hanes Cottage [SL]	1001 Reynolda Road	The Children's Home	1957	FY03403
Worsham-Kerr Building [SL]	1001 Reynolda Road	The Children's Home	1955	FY03404
Memorial Gymnasium [SL]	1001 Reynolda Road	The Children's Home	1951	FY03405
Milking Parlor [SL]	1001 Reynolda Road	The Children's Home	1947	FY03406
Staff House [SL]	1001 Reynolda Road	The Children's Home	1958	FY03520
Staff House [SL]	1001 Reynolda Road	The Children's Home	1978	FY03521
Staff House [SL]	1001 Reynolda Road	The Children's Home	1929	FY03522
Staff House [SL]	1001 Reynolda Road	The Children's Home	1960	FY03523
Staff House [SL]	1001 Reynolda Road	The Children's Home	1959	FY03524
Betha R. Gault Staff House [SL]	1001 Reynolda Road	The Children's Home	1966	FY03525
Staff House [SL]	1001 Reynolda Road	The Children's Home	1948	FY03526
Staff House [SL]	1001 Reynolda Road	The Children's Home	1954	FY03527

(...continued on page 70)

Northwest Area Plan: Identified Historic Resources
(including demolished properties)

Historic Properties^[*]	General Location	Neighborhood or District[†]	Date	Survey Site Number
Coyner-Monroe House	236 Plymouth Avenue		1928	FY03556
R. Clyde and Lena Pratt House [SL]	367 N. Pine Valley Road		1929	FY03557
WXII Television Studios	700 Coliseum Drive		1966	FY03581
First Center Building	1920 and 2000 W. First Street		1970, 1978	FY03582
First Christian Church [SL]	2320 Country Club Road		1958, 1961	FY03594
Dr. Charles M. and Betty M. Howell House [SL]	1100 E. Kent Road	Reynolda Park Neighborhood	1959	FY03605
J. Kenneth Burge House	720 N. Pine Valley Road	Sherwood Forest Neighborhood	1959	FY03606
Floyd S. and Bertha J. Burge House [SL]	1801 Georgia Avenue	West Highlands Neighborhood	1953	FY03607
Reby Nissen Randolph House [SL]	2648 Club Park Road	Westview Neighborhood	1949, 1973, 2004	FY03608
Dr. Fred K. and Edna W. Garvey House	440 Fairfax Drive		1952	FY03609
Dr. R. Winston and Patricia M. Roberts House	271 Canterbury Trail		1952	FY03610
Dr. H. F. and Ellen C. Forsyth House [SL]	434 S. Westview Drive		1954-55	FY04110
Knollwood Baptist Church [SL]	330 Knollwood Street	Westview Neighborhood	1960, 1969, 1957, 1991	FY04112
State Employees' Credit Union	134 S. Stratford Road		1977	FY04115
Dr. S. Douglas and Ruth Hanes Craig House [SL]	1935 W. First Street	West Highlands Neighborhood	1927	FY04117
W. Phil and Marcia L. Robin House	490 N. Avalon Road			FY04195

(...continued on page 71)

Northwest Area Plan: Identified Historic Resources
(including demolished properties)

National Register Districts^[★]	General Location	Notes	Date	Survey Site Number
Reynolda Historic District [NR]			11/28/1980 Listed	
The Children's Home [SL]	1001 Reynolda Road		10/16/2008 Study Listed	FY01038
Arbor Acres [SL]	Coliseum Drive, Roslyn Road, Arbor Road, Oaklawn Avenue		10/8/2009 Study Listed	FY04179
Buena Vista [SL]	Roughly bounded by Forest Drive, Carolina Circle, Buena Vista Road, Reynolda Road, Robinhood Road		10/8/2009 Study Listed	FY04155
College Village [SL]	N. Avalon Road and Greenbrier Road		10/8/2009 Study Listed	FY04146
C.T. Leinbach Property [SL]	Robinhood Road, N. Stratford Road, Greenbrier Road, Sussex Lane		10/8/2009 Study Listed	FY04177
Ferrell Place [SL]	Kerns Avenue and Vernon Avenue		10/8/2009 Study Listed	FY04176
Meadowbrook Hills [SL]	Meadowbrook Drive		10/8/2009 Study Listed	FY04164
Reynolda Park [SL]	Arbor Road, E. and W. Kent Road, Reynolda Road, Oaklawn Avenue		10/8/2009 Study Listed	FY04150
Stratford Place [SL]	N. Stratford Road, Arbor Road, Roslyn Road, Warwick Road, Warwick Green Road, Country Club Road		10/8/2009 Study Listed	FY04169

(...continued on page 72)

Northwest Area Plan: Identified Historic Resources
 (including demolished properties)

National Register Districts ^[★]	General Location	Notes	Date	Survey Site Number
West Highlands [SL]	Bounded by W. First Street, N. Hawthorne Road, Georgia Avenue, Forest Drive, Knollwood Street, Greenwich Road		10/8/2009 Study Listed	FY04156
Westview [SL]	Roughly bounded by Club Park, N. and S. Pine Valley Roads, Buckingham Road, N. and S. Westview Drives		10/8/2009 Study Listed	FY04130

(...continued on page 73)

Northwest Area Plan: Identified Historic Resources
(including demolished properties)

Historic Neighborhoods^[*]	General Location	Notes	Date	Survey Site Number
Country Club Estates	Plymouth and Lynn Avenues, Greenwich Road, Windsor Road, Fairfax Drive, Canterbury Trail	Only a portion of this neighborhood is in this area		FY04123
Englewood	Englewood Drive, Buena Vista Road, Kenleigh Circle, Calument Street			FY04139
Reynolda Woods	Bartram Road, Galsworthy Drive			FY04145
Sheraton Park	Tudor Road, Montclair Road, Regency Drive			FY04160
Sherwood Forest	Roughly bounded by Nottingham Road, Will Scarlet Road, N. Peace Haven Road, N. Pine Valley Road, Silas Creek Parkway	Only a portion of this neighborhood is in this area		FY04140
Stratford	Robinhood Road, N. Stratford Road, Reynolda Road, Avon Road, Sussex Lane			FY04178
The Grosvenor	South side of Coliseum Drive			FY04161

[*]Abbreviations: NR – National Register, SL – North Carolina National Register Study List, LHL – Local Historic Landmark, D – Demolished

† These neighborhoods have been identified through the architectural survey and survey update process. The districts are listed as National Register of Historic Places historic districts.

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. Design Guidelines for Multifamily Developments

MULTIFAMILY DEVELOPMENT DESIGN

Multifamily developments are and will continue to be an important component of the community's housing stock. Additionally, well-designed multifamily housing can add to the character of a neighborhood, increase pedestrian activity, reduce automobile trips, and support transit.

To create multifamily developments that are better integrated into the community and that support and encourage walking, the following design features should be incorporated into new multifamily developments, where feasible:

- A connected street network
- The use of public streets
- Buildings oriented to the street with entrances on the street
- Building façade articulation
- Architecture that is compatible with the surrounding context
- Reduced building height and mass where multifamily buildings are adjacent to single-family development
- The use of small parking courts instead of large surface parking lots
- Parking lots placed to the side or rear of buildings so they do not dominate the streetscape
- The use of street and parking area trees and other landscaping
- Parking lots that are well lit and visible from windows and doorways to help increase their safety and discourage crime
- The use of on-street parallel or angled parking
- Limited use of head-in parking
- A sidewalk and/or pedestrian and bicycle trail network
- Open space that is accessible, safe, and functional
- Private outdoor space (e.g., courtyards, decks, or balconies)
- Garages located to the rear of the building, along an alley or recessed from the front

Appendix C. Northwest Area Plan Future Land Use Map



A portion of The Children's Home property
Photograph courtesy of Heather Fearnbach, 2009

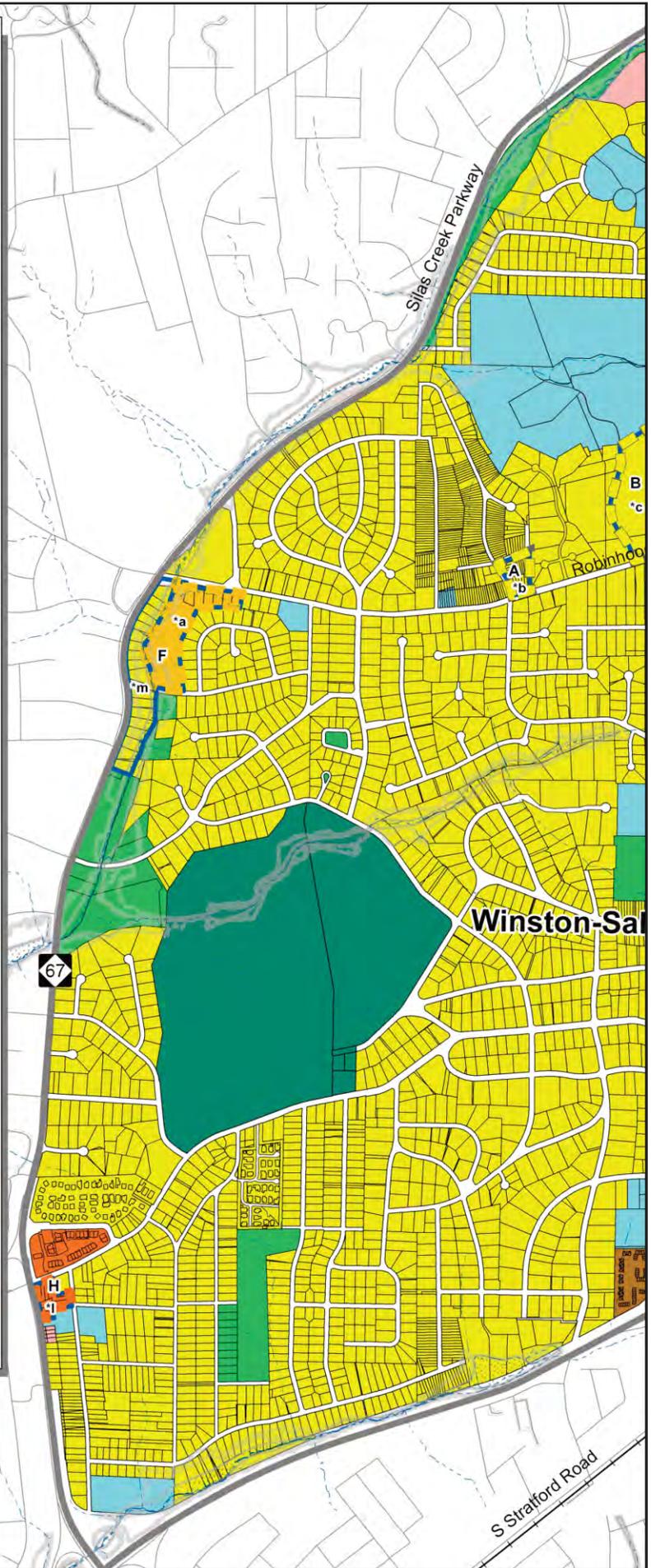
Map 12.
Future Land Use

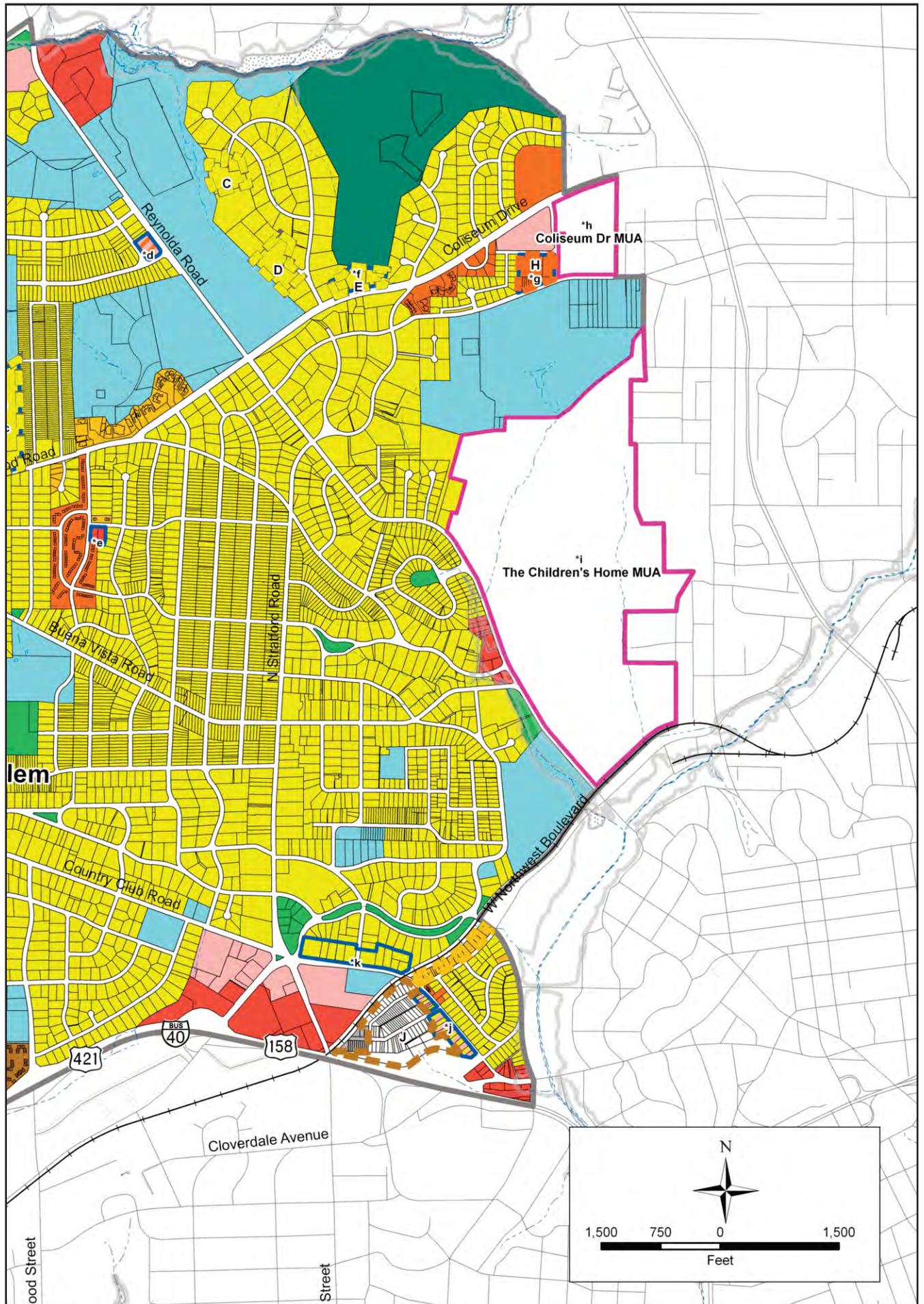
- Low-Density Residential
- Urban Residential
- Moderate-Density Residential
- High-Density Residential
- Commercial Recreation
- Office / Low-Density Residential
- Office / Moderate-Density Residential
- Commercial
- Park / Open Space
- Institutional
- Office
- Utility
- Mixed-Use Opportunity Areas
- Floodplain
- Floodway
- Streams
- Railroad

Residential Opportunity Areas

A Specific Residential Recommendations

- Low (up to 5 du/ac)
- Urban (SF to Quadrplex)
- Moderate (up to 8 du/ac)
- High (up to 18 du/ac)
- * Special Land Use Conditions
- Mixed-Use Opportunity Areas







Office conversion located on W. First Street

Appendix D. Standards for Conversion of Existing Homes to Office Uses or New Residentially-Scaled Office Buildings

BUILDING INTEGRITY

- The exterior appearance of existing single-family homes should be kept as intact as possible, if an existing building is being converted to office use, to continue the residential character of the street.
- New residentially-scaled office buildings shall be no larger than 4000 square feet in size.
- Keep porches on existing infill buildings 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 existing or new structures.
- Locate mechanical equipment to the side or the rear of existing or new structures.
- Locate trash containers and metal outbuildings in the rear yard of existing or new structures, screen from adjacent properties.

PARKING

- New parking areas should be designed to have a minimal impact on neighborhood character and the existing environment.
- Locate new parking areas to the side or rear of buildings.
- 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.

- Include cross-access easements to adjacent properties, where possible.

ACCESS

- Entrances and steps of existing buildings serve as an important first view of the property and shall be preserved as they were originally built.
- Maintain the main entrance to existing and new buildings as 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.
- If a sign is located on an existing residential building or a new residential-scaled building, it should be a small identification panel at the entrance.
- Internally illuminated signs are not recommended.

LIGHTING

- Soft, indirect lighting is recommended. Lighting shall not cast direct light upon adjacent property.

LANDSCAPING

- Landscaping should be used to buffer office uses from existing residential development.
- Landscaped areas should be carefully maintained.
- Prune trees judiciously to maintain their health and to maintain the visual integrity of the streetscape.

Appendix E. Design Guidelines and Standards for Institutional Expansions

Institutional uses include schools, churches, community health clubs and organizations, nonprofit 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, which 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 sublevels 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 *Unified Development Ordinances (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 Department staff.

GENERAL RECOMMENDATIONS

- Institutions are strongly encouraged to involve community residents, neighborhood associations, and City/County staff in the development of their master plans.
- Prior to seeking property rezoning, special use approvals, demolition permits, or major building permits, area institutions should work with neighborhood associations and/or residents about the

proposed project. Institutions should first initiate communication about proposed projects with neighborhood associations. In the absence of an association or organization of neighbors, institutions should contact and work with immediate and peripheral property owners that may be impacted by proposed work.

- 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.
- Application of the Limited Campus Use (LCU) provision of the UDO is strongly encouraged as an alternative to rezoning to the Campus (C) District when institutions desire to expand into nearby residential areas. *LCUs are residential and office uses associated with institutions, generate limited traffic, and have minimum impacts on surrounding neighborhoods.* LCUs are permitted in residential zoning districts with conditions to assure that new uses are compatible with surrounding uses.
- Rezoning of residential property for higher density residential or nonresidential institutional development should be considered only when appropriate vacant or underutilized land is not available, when vacant or underutilized nonresidential buildings are not available, or when the area is not a part of an established neighborhood.
- Reuse of existing structures is strongly encouraged. Historic structures, particularly those designated as local historic landmarks, should be adaptively reused, or relocated to an appropriate site in the neighborhood.
- Rehabilitation of existing structures, particularly when those structures are historic in nature, should focus on maintaining the historic character of the structure and its surroundings. This should include limited use of artificial or replacement components (such as artificial sidings, windows, etc.); avoidance of enclosing or removing original porches or vestibules; and, retention of significant architectural features such as dormers, columns, rails, window and door details, and chimneys.

- Conversion of public 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 parking lots or large expanses of surface parking.
- On-street parking in residential areas should be designed to better accommodate noninstitutional 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 canopy of trees.
- 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.
- Service components (such as trash dumpsters, mechanical/technical equipment, and loading docks) should be screened from public view.
- Heat pumps, air conditioners, and other noise producing equipment should be chosen for quiet operation. To limit impact on surrounding residential uses, equipment should be located away from residential uses (such as on the top of structures) or surrounded by vegetation.
- Parking areas should be located to the rear or to the sides of buildings and should be attractively screened with fences and plantings designed to be compatible with the surrounding neighborhood.

Large expanses of paving should be divided into smaller components with interior planting areas and alternating materials (brick paver areas, staining, etc.).

- Sidewalks should be maintained for safety and their widths and materials should blend with the neighborhood.
- Public street furniture and lighting fixtures should be designed to blend with or enhance the surrounding streetscape. The use of period lighting is encouraged over contemporary street lighting when placed in historically designated areas.
- Fences and walls should use traditional materials (such as brick, stone, cast iron, or wood); the height, scale, design, and location of fences or walled areas should not adversely affect the character of the surrounding area (such as chain-link fencing, razor wire, or exposed concrete block). Fences or walls that create a fortress-like environment are strongly discouraged.

NEW CONSTRUCTION RECOMMENDATIONS

New construction adjacent to residential areas should 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 Component.** 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.

INSTITUTIONAL EXPANSION POLICIES

General 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 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 residential property for higher density residential or nonresidential institutional development should only be considered when appropriate vacant or underutilized land is not available, when vacant or underutilized nonresidential buildings are not available, or when the area is not a part of an established neighborhood.
- Before considering the addition of new parking areas and locations, institutions should work with the neighborhood, adjacent land uses, 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; 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.
- Vegetation and unique site features should be retained, whenever possible.

Appendix F. Uses Allowed in the Campus (C) Zoning District

The 200-acre size of The Children's Home Mixed-Use Opportunity Area makes it difficult to project future land uses since it could be developed according to its C (Campus) zoning district or as a mix of institutional, office and residential uses. See **pages 35 and 36 (*i)** for Special Land Use Conditions and **Figure 4** on **page 38** for Development Considerations.

The C district is intended to accommodate medium- to large-sized public, semi-public, and institutional uses which have a major land use impact or traffic generation potential upon surrounding uses. The Campus district only allows the uses listed below. Any other land use will require a rezoning petition and approval after public hearings by the City-County Planning Board and the Winston-Salem City Council.

Uses Allowed with a Permit from the Zoning Officer

- School, Public Academic Biomedical Research Facility
- Academic Medical Center
- Child Care, Drop-In
- Church or Religious Institution, Community
- Church or Religious Institution, Neighborhood
- College or University
- Correctional Institution

- Family Group Home A
- Family Group Home B
- Family Group Home C
- Fraternity or Sorority
- Habilitation Facility A
- Habilitation Facility B
- Habilitation Facility C
- Hospice and Palliative Care
- Hospital or Health Center
- Life Care Community
- Museum or Art Gallery
- Nursing Care Institution
- Police or Fire Station
- School, Private
- School, Vocational or Professional

Uses Allowed with Review and Approval by the Planning Board

- Child Care Institution
- Child Day Care Center

Uses Allowed with Special Use Permit from the Zoning Board of Adjustment

- Landfill, Land Clearing/Inert Debris

Uses Allowed with Special Use Permit from the Elected Body

- Access Easement, Private Off-Site

Acknowledgments

Citizens Advisory Committee

Diane Barber Resident	Lynn Gwyn Resident	Rob Hildebrand Resident	Paul McGill Resident, Winston-Salem Regional Association of Realtors	Anne Rigby Resident
George Bryan Resident, The Children's Home	Chuck Hicks Resident, Home Builders Association of Winston-Salem	Bill Hinman Resident	Tom Moore Resident	Carter Smith Resident
Jay Cavanaugh Resident	Barry Lyons City-County Planning Board	Jesse Keever Resident	Anne Morehead Resident	Stephanie Spencer Resident
Leah Crowley Resident		Susan King Resident	Nancy Phillips Resident	Brooke Suiter Resident
Ken Davis Resident		Tom Maybach Resident		C. C. Winslow Resident

City of Winston-Salem

Adopted March 5, 2012

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Vivian H. Burke Mayor Pro Tempore, Northeast Ward	*Dan Besse Southwest Ward	*Wanda Merschel Northwest Ward	Lee Garrity City Manager
	*Robert C. Clark West Ward	Derwin L. Montgomery East Ward	

**Council members for the Planning Area*

City-County Planning Board

Adopted January 12, 2012

Arnold G. King Chairman	Clarence R. Lambe Jr. Darryl Little	Paul W. Mullican
Wesley Curtis Jr., AIA Vice Chair	*Barry A. Lyons Lynne Mitchell	Brenda J. Smith Allen Younger

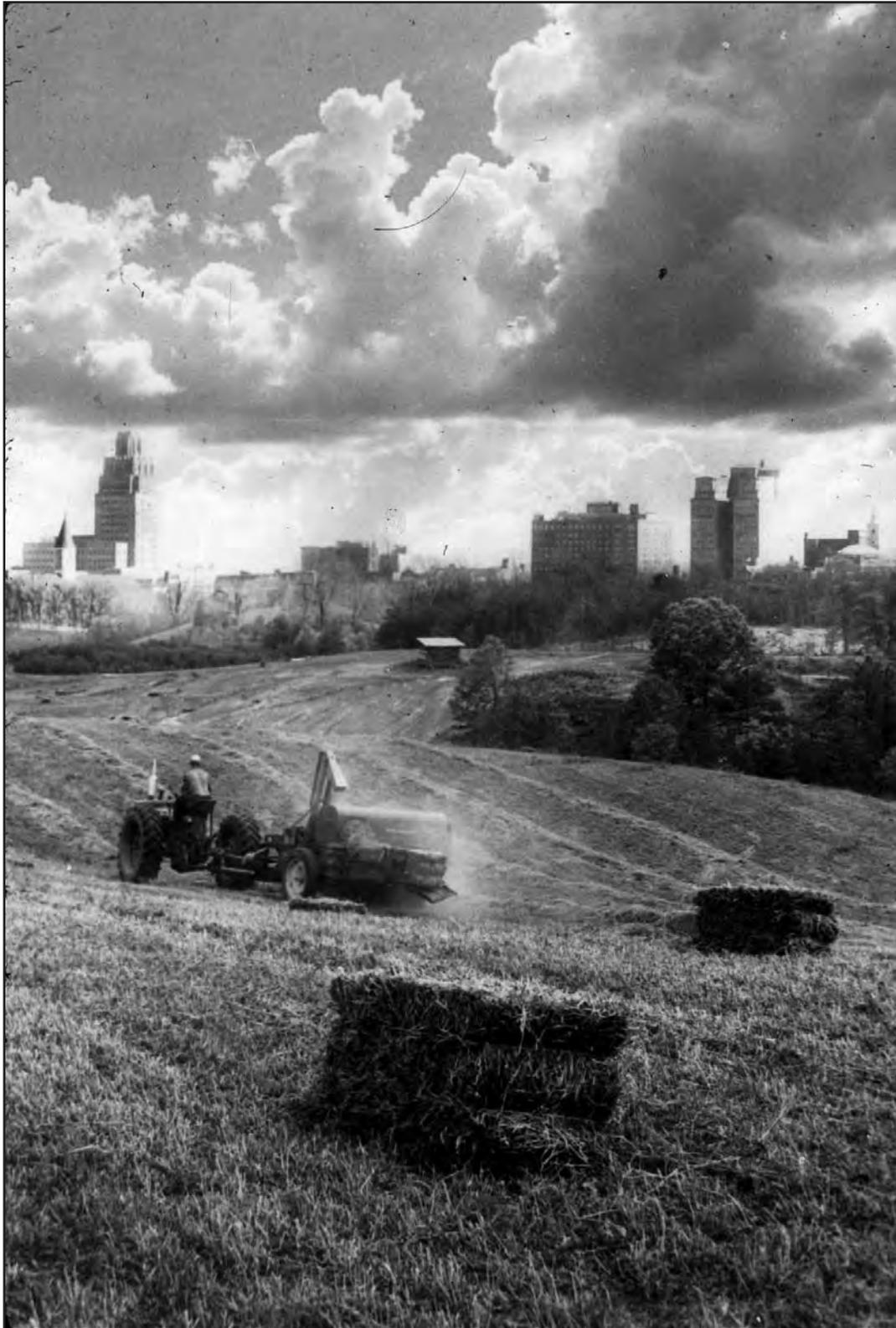
**Planning Board Member for the Planning Area*

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	Amy Crum Project Planner	

Interdepartmental Committee

Wendy Miller, ASLA Principal Planner Department of Transportation	Matthew Burczyk Project Planner Department of Transportation
Scott Angell Former Construction and Maintenance Engineer City/County Utilities Division	Toneq' McCullough, P.E. Former Capital Projects Engineer City/County Utilities Division



The Children's Home Property circa 1960
Photograph: N.C. State University Archives

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For more information about the

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