

DRAFT



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 property owners to develop their land before they choose to do so. Area Plans are simply recommendations developed using a public process to help guide future planning decisions.

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

Northwest Area Plan



Adopted by City-County Planning Board on *(month/day/year)*
Adopted by Winston-Salem City Council on *(month/day/year)*
Publication Date: *(month/year)*

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Introduction

***BOUNDARIES OF THE STUDY AREA**

The *Northwest Planning Area*, as shown on **Map 1** on **page 8**, encompasses approximately 4000 acres (6.1 square miles). The Planning Area is bounded on the north by the Shoppes at 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 Hawthorne Avenue, on the south by Business 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 Growth Management Area (GMA 2) (Urban Neighborhoods) in the Growth Management Plan of *Legacy* (see **Map 2** on **page 9**).

***AREA PLAN PROCESS**

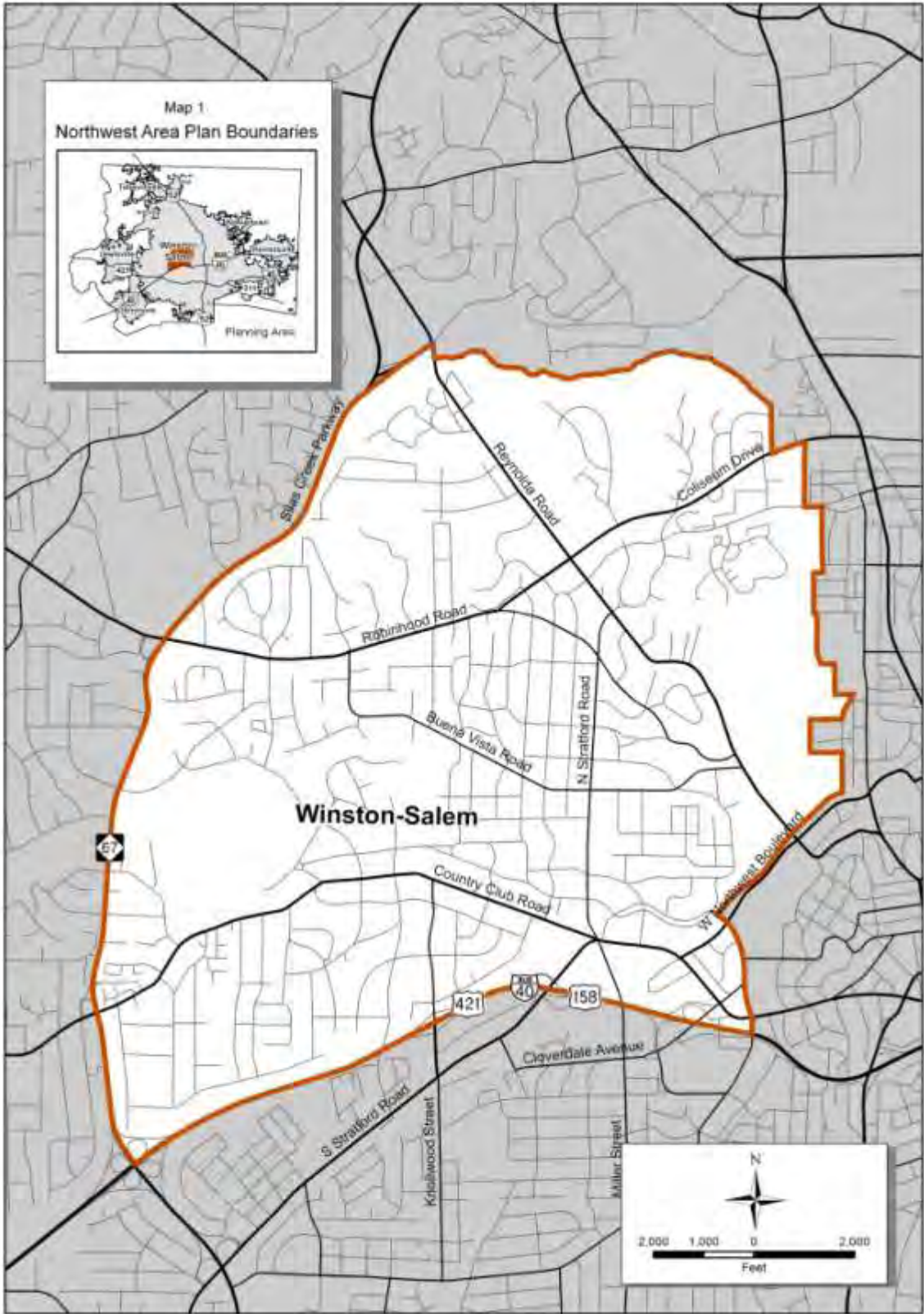
Citizen participation is a critical part of the Area Plan process. A Citizens' Advisory Committee (CAC) is set up for each plan to work with staff throughout the planning process. The CAC includes a variety of people concerned about the Planning Area including residents, business people, property owners, 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 10**. 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 them make recommendations for the Planning Area.

While existing conditions information is being compiled, staff conducts a Visioning Process in the community. Staff facilitates this process to assist themselves and the CAC in determining what the citizens of an area want their community to be like at a specific point in the future. Once the Vision is defined, goals, objectives, obstacles, and opportunities toward reaching the Vision are discussed with the CAC.

These discussions, along with the policies spelled out in *Legacy*, served as the basis for the next step in the process: the formulation of recommendations by both the Citizens' Advisory Committee and the Planning staff. Staff and the Committee attempt to reach consensus in their recommendations. 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 for consideration, amendment, and adoption after a public hearing.



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



Figure 1. Area Plan Process

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 and Reynolda House and Gardens. In the mid-1920s, the new head of Reynolds Tobacco Company, Bowman Gray built their 87-acre Graylyn Estate. In the 1930s, James G. Hanes, President of Hanes Hosiery, built his 32-acre estate from land owned by his sister-in-law's parents where 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 the Shoppes at 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 post World-War II to ease the housing shortage in Winston-Salem. College Village apartments have 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 cluster 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 Stratford Road, Country Club Road, 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 below**). 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 are white. 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 44% for Forsyth County. 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 and individuals living below the poverty level is less than county average (2% and 4% as compared to 8% and 11%, respectively).

Table 1: Northwest Area Plan Demographic Trends/Comparisons

Population Statistics					
Area	Population				
	2010	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

U.S. Census Bureau; City-County Planning Dept.

Diversity Statistics					
Area	Diversity (percent)				
	African-American	White	Asian	Other	Hispanic
Northwest Area Plan	8	91	1	1	2
Winston-Salem	38	56	1	5	9
Forsyth County	26	69	1	4	5

Source: 2000 U.S. Census

Note: Hispanic is considered part of another race so percentages will total to greater than 100 percent.

Age Statistics					
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

Source: 2000 U.S. Census

Household and Income Statistics					
Area	Average Household Size	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

*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 14** shows the existing land use pattern in the Planning Area in 2010. **Table 2 below** shows existing land use by acreage and percentage of total area.

Table 2. Northwest Area Plan Existing Land Use Summary

Land Use	Acres	%	Land Use	Acres	%
Residential Total	2,135	57	Parks / Open Space/ Commercial Recreation	411	11
Large-Lot (> 10 ac.)	61	2	Total Developed Land	3,318	88
Single-Family	2,000	53			
Multifamily	74	2	Utilities & Right-of-Ways	362	10
Office	31	1	Vacant Land	91	2
Commercial	84	2			
Institutional	657	17	Total Area	3,771	100

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

RESIDENTIAL

The predominant land use in the Planning Area is residential accounting for approximately 57% of the total land area. Single-family residential development accounts for 53% of the land area, while multifamily comprises only 2% of the land area.

OFFICE

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

COMMERCIAL

Approximately 85 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 40/US 421, Coliseum Park Plaza, the Shoppes at Reynolda Village and along Reynolda Road at Robinhood Road.

INSTITUTIONAL

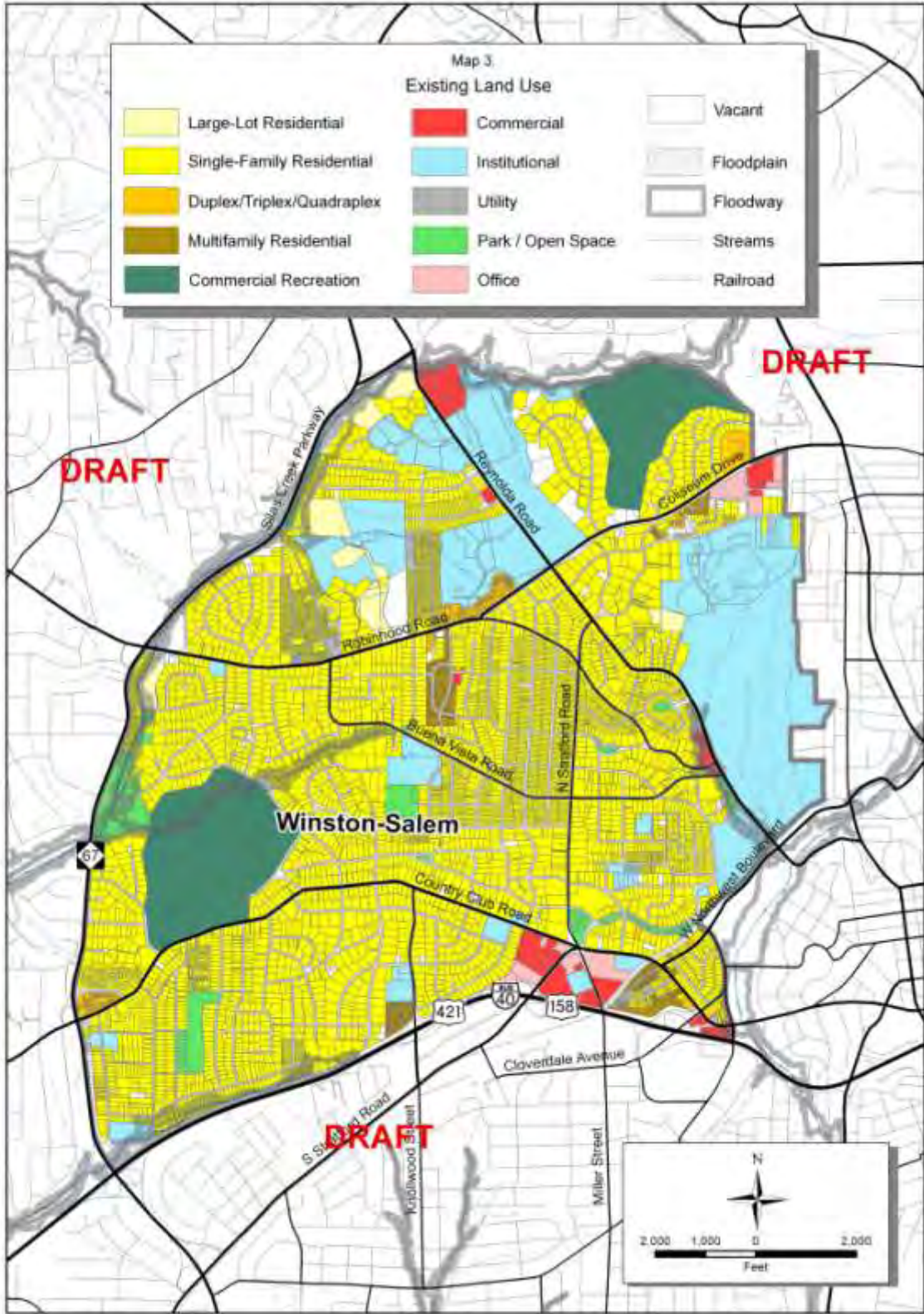
Both public institutional uses such as schools, fire stations, community centers and private institutional uses such as churches are dispersed throughout the Planning Area. The approximately 650 acres of institutional use account for about 17% of the land area. The largest institutional property owner is Wake Forest University, which owns the Shoppes at Reynolda Village, Graylyn Convention Center and portions of the Hanes estate.

PARKS AND OPEN SPACE

Parks, open space and commercial recreation facilities account for 410 acres of the Planning Area, about 11% 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 RIGHT-OF-WAYS

Together, utilities and road/rail right-of-ways account for approximately 10% or 360 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 lots. There are also a significant number of undeveloped lots in the Northwest Planning Area that are owned by adjoining property owners, presumably for privacy purposes, that are not considered vacant land.

*ZONING

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

Table 3. Northwest Area Plan Recent Development

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 (percent)	Number of Units	Number of Developments	
<i>Northwest Area Plan</i>	58	3	40	3	5.0
<i>Winston-Salem</i>	18,504	6,755	7,572	81	8.0
<i>Forsyth County</i>	24,989	9,222	9,060	98	7.3

Source: City-County Planning Department

2001-2009 Development Plans (approved by the City-County Planning Board)					
Area	Commercial				
	Total Square Footage	Office Square Footage (percent)	Retail Square Footage (percent)	Institutional Square Footage (percent)	Industrial Square Footage (percent)
<i>Northwest Area Plan</i>	134,300	0	0	100	0
<i>Winston-Salem</i>	9,534,600	10	37	30	23
<i>Forsyth County</i>	9,704,900	10	42	30	19

Source: City-County Planning Department

(Note: The development summaries above are only for developments that received City-County Planning Board rezoning or site plan approvals. There is no guarantee that all approved units or buildings were constructed. These totals do not include construction that only required building permit approvals.)

*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 17**).

ROADS

Overall Street Pattern

Business 40 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, 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 residential areas to downtown. Minor thoroughfares such as Robinhood Road, Buena Vista Road, N. Hawthorne Road and N. Stratford Road connect neighborhoods and services to the major thoroughfares. Street connections between existing residential developments are common throughout the Planning Area.

Road Types

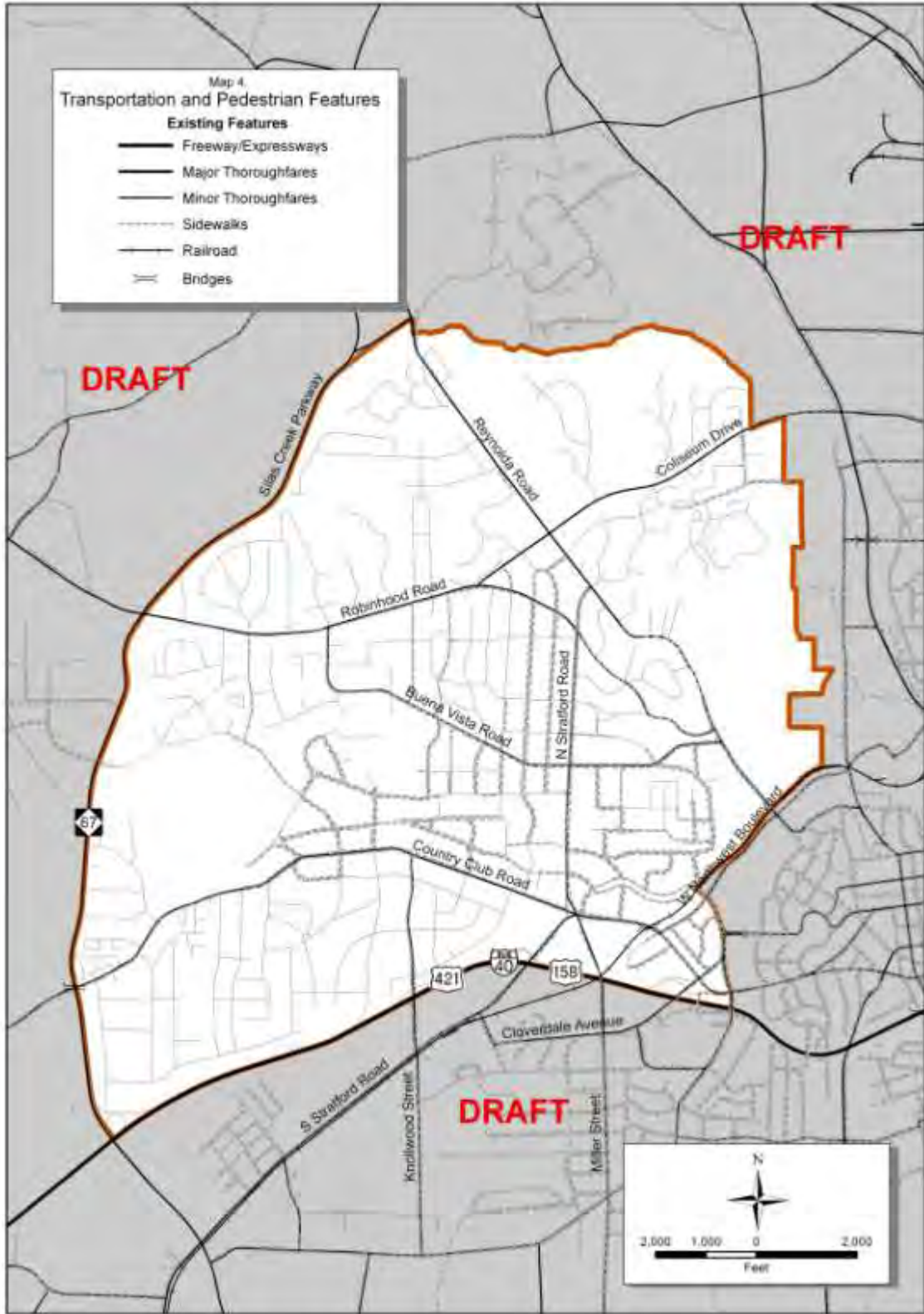
Every street and highway is classified to identify its function as part of an overall network.

- **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 below shows detail classifications, features and locations in the Northwest Planning Area.

Table 4. Northwest Area Plan Road Classifications and Features

Freeways/Expressways	Description	2009 Average Daily Traffic (ADT)	2035 Estimated Volume	Current Road Capacity	Road Width (feet)	Future Cross Section
Business 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
Boulevards/ Major Thoroughfares	Description	2009 Average Daily Traffic (ADT)	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 40)	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
S. Stratford Road (Five Points to Business 40)	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 Average Daily Traffic (ADT)	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 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
List of Existing Collector Streets						
Arbor Road Forest Drive Greenwich Road N. Hawthorne Road Marguerite Drive		Pilgrim Court Pine Valley Road Twenty-Fifth Street Virginia Road			Wellington Road Westview Drive Yorkshire Road	

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 below shows future street and highway projects in the MTIP and the CTP.

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

Comprehensive Transportation Plan Projects

Reynolda Road Connector

The proposed Reynolda Road Connector would be a two-lane curb and gutter road with bicycle accommodation, sidewalk and parking on both sides from University Parkway west to Reynolda Road through The Children's Home site (see **Table 5**). The CTP shows this road as a potential western extension of 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.

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 22** and **Table 6 below** describe the routes in more detail.

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 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

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 below** and shown on **Map 5** on the **page 22**.

Table 7. Northwest Area Plan Bicycle Routes

Route Number	General Route
#1	From # 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 N. Hawthorne Road, continue on S. Hawthorne Road

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.

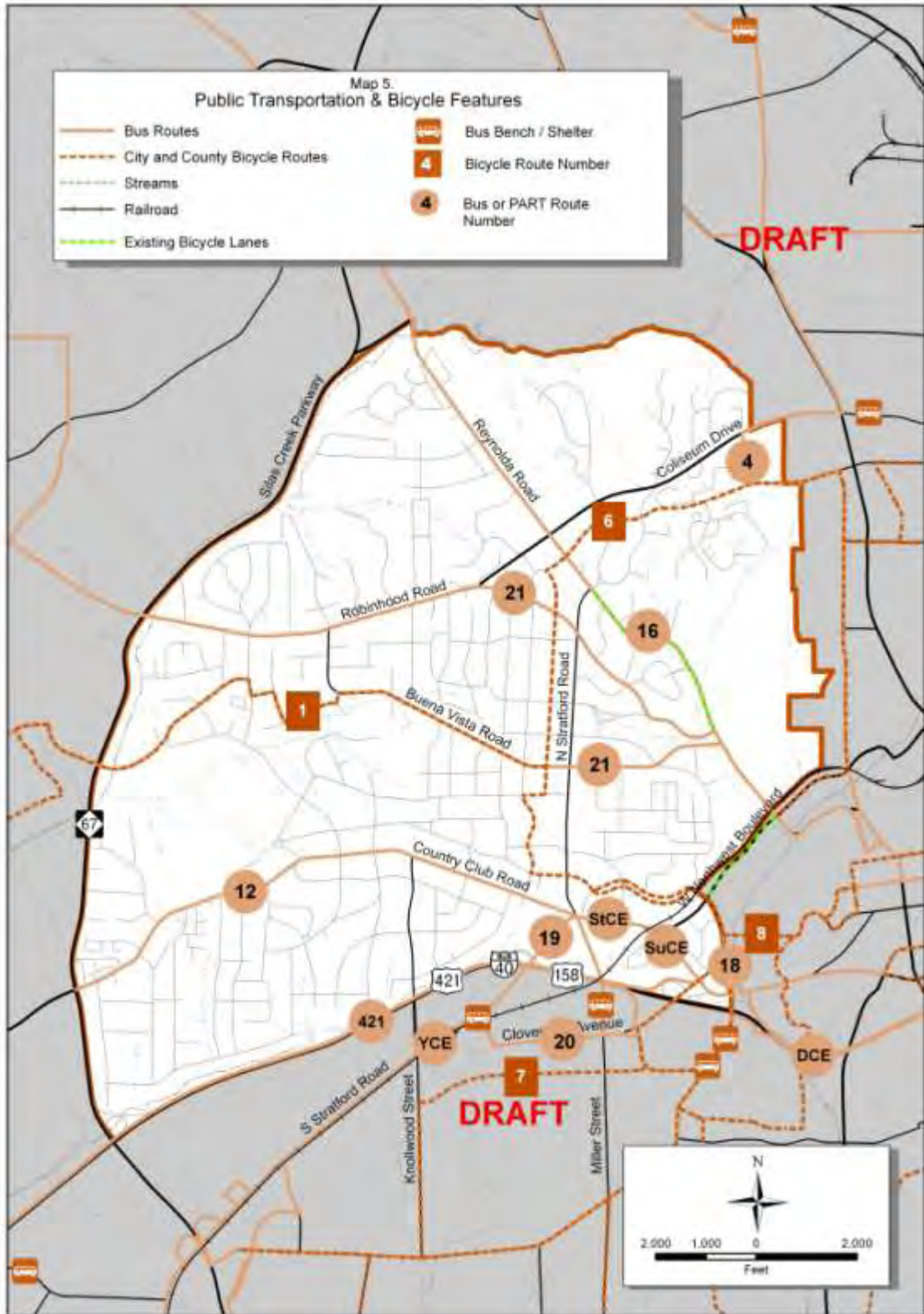
Because funding is limited, sidewalk-ranking criteria were developed as part of the *Pedestrian Plan* to help determine which recommended sidewalks are most needed. Criteria includes street type, school locations, location of “pedestrian generators” such as stores and parks, connectivity to the overall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

Major sidewalk locations in the planning area include portions of the following thoroughfares: Buena Vista Road, Cloverdale Avenue, Country Club Road, First Street, N. Hawthorne Road, Knollwood Street, Miller Street, 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 40 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 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 Northwest Boulevard with two elevated railroad bridges located over Reynolda Road and Northwest Boulevard, a pedestrian tunnel for R.J. Reynolds High School to access athletic facilities on Northwest Boulevard, and an at-grade crossing on Miller Street under the Business 40 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 59**).

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

There is one private school in the Planning Area which is Summit School.

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 below** lists recreation facilities in the Northwest Planning Area by type along with acreage and major facilities.

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 of Forsyth County. 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, located in Shaffner Park, runs along Silas Creek for 0.8 miles from Yorkshire Road to Robinhood Road.

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, Greenway
Whitaker	10.16	Soccer Fields
Open Space: Natural landscapes that remain relatively undisturbed.		
Greenbriar	1.39	

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 – 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 Reynolda Road and Coliseum Drive on the former Graylyn Estate. Reynolda House and Gardens is a museum and tourist destination located to the 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 who own their own homes (see **Table 9 below**). 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.

Table 9. Northwest Area Plan Housing & Income Statistics

Housing Type Statistics					
Area	Total Housing Units	Housing Type (percent)			
		Single-Family Detached	Single-Family Attached	Manufactured Housing	Multifamily
Northwest Area Plan	4651	79	4	0.2	18
Winston-Salem	82,640	61	5	2	32
Forsyth County	133,093	67	3	5	25

Source: 2000 U.S. Census

Housing Tenure and Cost Statistics					
Area	Median Year(s) Structures Built	Tenure (percent)		Housing Costs (dollars)	
		Owner-Occupied	Renter-Occupied	Average Home Value	Average Rent
Northwest Area Plan	1954, 1957	71	23	263,392	742
Winston-Salem	1957, 1975, 1982	52	41	102,200	519
Forsyth County	1957, 1975, 1976, 1977, 1982, 1989	61	32	114,000	524

Source: 2000 U.S. Census

***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 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 cluster developments with private streets that have smaller lots but share common open areas. Some of these cluster 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 73**. 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 63**).

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

—education, 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 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-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. At this time, more study is necessary to determine which of Forsyth County’s modern neighborhoods are the best examples and would be eligible for the National Register of Historic Places. The 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.

A number of designations exist for the preservation of historic resources. District designations include the National Register of Historic Places, Historic District (H), and Historic Overlay District (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 does not impose regulations on property owners unless federal or state funding is involved or federal income tax benefits are applicable. The Historic and Historic Overlay Districts are local zoning districts and do require specific guidelines 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.

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 and they include: 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 and they include: A. Frank Stevens House; Alexander S. Hanes House; B. F. Huntley House; B. S. Womble House; Dr. Charles M. & Betty M. Howell House; Dr. H. F. & 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 & 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 63**) 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 is 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, a 0.66 mile portion of the Hanes Park Branch of Peters Creek paralleling the west side of Reynolda Road

and extending 0.66 miles between Northwest Boulevard and Meadowbrook Boulevard is in a mapped flood-prone area.



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 and county over the past fifty years has been auto-dependent, low-density residential development with large-scale commercial projects at the urban fringe (urban sprawl). With a limited supply of raw land available for development, a new development model must be created that will allow us to grow, maintain our economic vitality and achieve a high quality of life. The Growth Management Plan is proposed to manage growth, create a more compact and balanced urban development pattern and preserve open space and rural character.

The Growth Management Plan divides the county into three major 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 an 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 rail passenger 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 providing needed services within walking distance of residential areas. A number of commercial uses that serve the daily shopping/service needs of nearby residents and are considered appropriate for NACs include: video rentals, dry cleaners, bakeries, specialty food shops, cafes, sit-down restaurants, service stations, medical offices, insurance offices, churches, synagogues, and day care centers. In the Suburban Neighborhoods and Future Growth Areas, small-scale groceries and/or drug stores may also be appropriate land uses.

CACs are scaled and designed to provide daily and weekly shopping/service needs and services, as well as recreation, offices, institutional facilities and a social gathering place. CACs are pedestrian-friendly developments that accommodate the automobile and they are about one-quarter mile in diameter. Their center or Core Area is most appropriate for the more intense uses suggested for these mixed-use developments. Along with the uses suggested for NACs, a number of additional uses are considered appropriate for the Core Area of CACs including: large supermarkets, large drugstores, hotels, restaurants, movie theaters, entertainment spots, medium-sized offices, schools, large day care centers and large churches.

***OTHER PLANNING CONCEPTS**

SMART GROWTH

Smart Growth is a comprehensive approach to improve 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 allows people to walk, bike, or drive to a destination. Street connectivity in mixed-use developments is essential for reducing the travel distance between destinations and encouraging pedestrian trips. A successful mixed-use development provides options not available in single-use developments.

TRANSIT-ORIENTED DEVELOPMENT

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



TODs can also be instrumental in stimulating economic development opportunities by revitalizing existing Town Centers and neighborhoods and by creating focused Activity Centers. TODs can be an attractive location for companies that seek an alternative to the suburban office park or those that would like to locate near a transit station enabling employees across a metropolitan area have efficient access to and from their workplace.

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

FORSYTH COUNTY FARMLAND PRESERVATION PROGRAM

The Forsyth County Farmland Preservation program is a voluntary program in which Forsyth County purchases the rights to develop land from farmland owners. The development rights are held in trust assuring that areas with good soils and active farms remain in agricultural use. The Forsyth County Commissioners created the program in 1984 and the first development rights were purchased in 1987. To date, the program has protected over 1600 acres of farmland. Unfortunately, funding has not been available in recent years to expand the program.

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 North Carolina School of the Arts and an east-west route from Baptist Hospital to East Winston/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.

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 development blend in character and design with the historic nature of the area. Large-scale residential developments, including multifamily and 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 non-profit agencies, businesses, institutions and churches in the area are active partners in maintaining a quality community. Aging public water, storm water 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 the historic resources provide a strong sense of place and history. Neighborhoods are locally and nationally recognized for their contribution to our community's history.

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 Planning Area 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 cluster 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 40-41**) shows recommended land uses for all vacant property in the Planning Area and changes in land use for some developed sites. In some circumstances, there are special conditions or prohibitions of certain uses. These situations are referenced on the map with a (*) and a small case letter and are described in detail on **page 44**. A Future Land Use map for the entire Northwest Planning Area is shown as **Appendix C**, on **pages 78-79**.

***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 below describes each site, 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 40-41**).

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:

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

This 2.31-acre site is vacant, under one ownership and zoned Residential Single-Family, 12,000 square-foot minimum lots (RS-12). It either is suitable for traditional single-family detached lots or for cluster detached single-family homes. If a cluster development occurs, vehicular access should not be allowed directly to Robinhood Road (see **page 44 - (*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 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 44 - (*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 Home and Gardens. The sites are wooded, vacant and under two ownerships. If developed, the single-family home sites are to be subdivided under existing RS-20 zoning regulations with multiple lots 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, single-family home sites are to be subdivided under existing RS-20 zoning regulations with multiple lots 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 cluster detached single-family housing under RS-9 zoning and infill provisions (see **page 45 - (*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 the 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 – 350 feet that is reduced to 150 – 250 feet after allowing for the Silas Creek floodplain (see **page 44 – (*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 be 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, single-family cluster development with the primary access from Burkeshore Road.

Site G. North Side of Northwest Boulevard between W. First Street and 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 Residential Single Family Quadraplex (RSQ) or Residential-Multifamily, maximum 18 dwelling units per acre (RM-18) . These zoning districts would allow 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

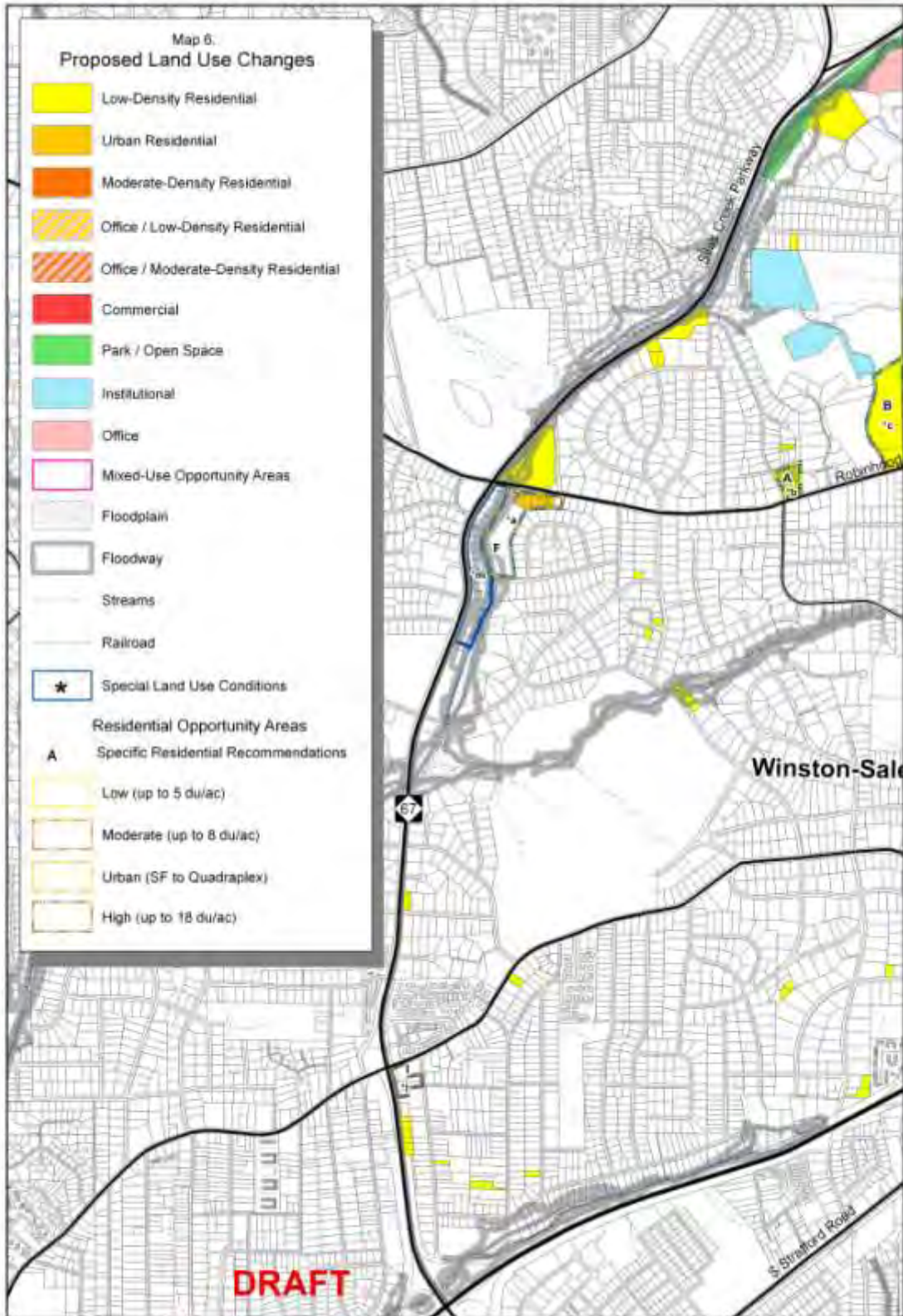
This 4.41-acre site's location is ideal transitional use for moderate-density Residential Multifamily development up to eight dwelling units per acre (RM-8), as a transitional use between office and retail development to the north and east, moderate-density development to the south and single-family development to the west. However, creating a unified development may prove difficult given that the tract is in three different ownerships (see **page 45 – (*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 48 – (*l.)** for Special Land Use Conditions).

High-Density Residential Redevelopment Opportunity Area

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 40

This 17.4 acre area is bordered by lots fronting on W. First Street to the north, Cloverdale Avenue to the east, Business 40 to the south and the Norfolk-Southern —L line to the west. It contains thirty-four different properties ranging from single-family detached 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 (see **page 48 – (*j.)** for Special Land Use Conditions).

Design Guidelines for Multifamily Developments are found in **Appendix B. on page 77.**

***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.

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 43, page 45 – (*h.)** for Special Land Use Conditions and **Figure 3. on page 46** for Concept Plan.)
- S. Stratford Road and Miller Street between Business 40 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 48 – (*j.)** for Special Land Use Conditions and **Appendix D. Standards for Conversion of Existing Homes to Office Uses or New Residentially-Scaled Office Buildings on page 83).**

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

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 or “grandfathered” commercial use located at the northwest corner of Reynolda Road and Marguerite Drive (see **page 45 – (*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 on 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 43, page 45 – (*h.)** for Special Land Use Conditions and **Figure 3.** on **page 46** for Concept Plan).
- The Shoppes at Reynolda Village on Reynolda Road, or
- 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 44, page 45 – (*i.)** for Special Land Use Conditions and **Figure 4.** on **page 47** 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 83** gives **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 14**) 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 59**).

***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 31**. Sites for Mixed-Use Opportunity Areas are shown on the Proposed Land Use Changes map (see **Map 6** on **pages 40-41**).

Coliseum Drive Mixed-Use Opportunity Area

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 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 like

restaurants, small grocery store, neighborhood business services and residential uses (see **page 45** - **(*h.)** for Special Land Use Conditions and **Figure 3.** on **page 46** for Concept Plan).

The Children's Home Mixed-Use Opportunity Area

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 45** - **(*i.)** for Special Land Use Conditions and **Figure 4.** on **page 47** for Development Considerations).

***SPECIAL LAND USE CONDITIONS**

The Proposed Land Use Changes map (see **Map 6** on **pages 40-41**) 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 an asterisk (*) and a small 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 zoning that would allow for up to five dwelling units per acre of land with each unit being located within structures of between one and 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 less dense cluster 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 cluster 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 lots or cluster, detached dwellings up to five dwelling units 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 LB-zoned property, located at the southeast corner of N. Avalon Road and Springdale Road and developed with a split-level business services building, is one of the few neighborhood commercial areas from post 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 cluster single-family detached dwellings housing under RS-9 zoning and infill provisions. If developed with cluster 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 46** 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 of the bordering public streets.

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

Approximately 100-acres, or one-half of The Children's Home campus, are not developed at present. There are a range of options for development of the site that could include campus, office, institutional and/or residential uses. Uses not allowed in the Campus (C) District (see **Appendix F**, on **page 87** 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

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 47**).

- Construct the Reynolda Road connector from Fourteenth Street to Reynolda Road opposite Meadowbrook Drive.



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

- 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 northwest of the drainageway.
- Limit development northwest of the above drainageway to single-family detached dwellings to blend with the adjoining residential developments.

- Re-use 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 to small-scale office or home conversions to a Neighborhood Office (NO) district (see **Appendix D. on page 81 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 of office use 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 81 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 location is suitable for moderate-density residential development given the RM-8 and LO office zoning at the other corners of the Silas Creek Parkway/Country Club Road 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 given 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 40 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 81 for Standards for Conversion of Existing Home to Office Uses or New Residentially-Scaled Office Buildings** regarding building integrity, parking, access, signage, landscaping and lighting.

TRANSPORTATION RECOMMENDATIONS

Legacy calls for a balanced, sustainable network of all transportation modes that provide choices for travel needs. Street networks should develop in a manner that is consistent with the land use plan and promote connectivity in communities. A more compact pattern of growth as outlined in the land use recommendations will allow public transportation to compete with the automobile.

Developing walkable neighborhoods and creating a network of bikeways, sidewalks, and greenways will provide for needed transportation choices for all segments of the population (see **Map 7** on **page 50**).

ROAD AND BRIDGE IMPROVEMENTS

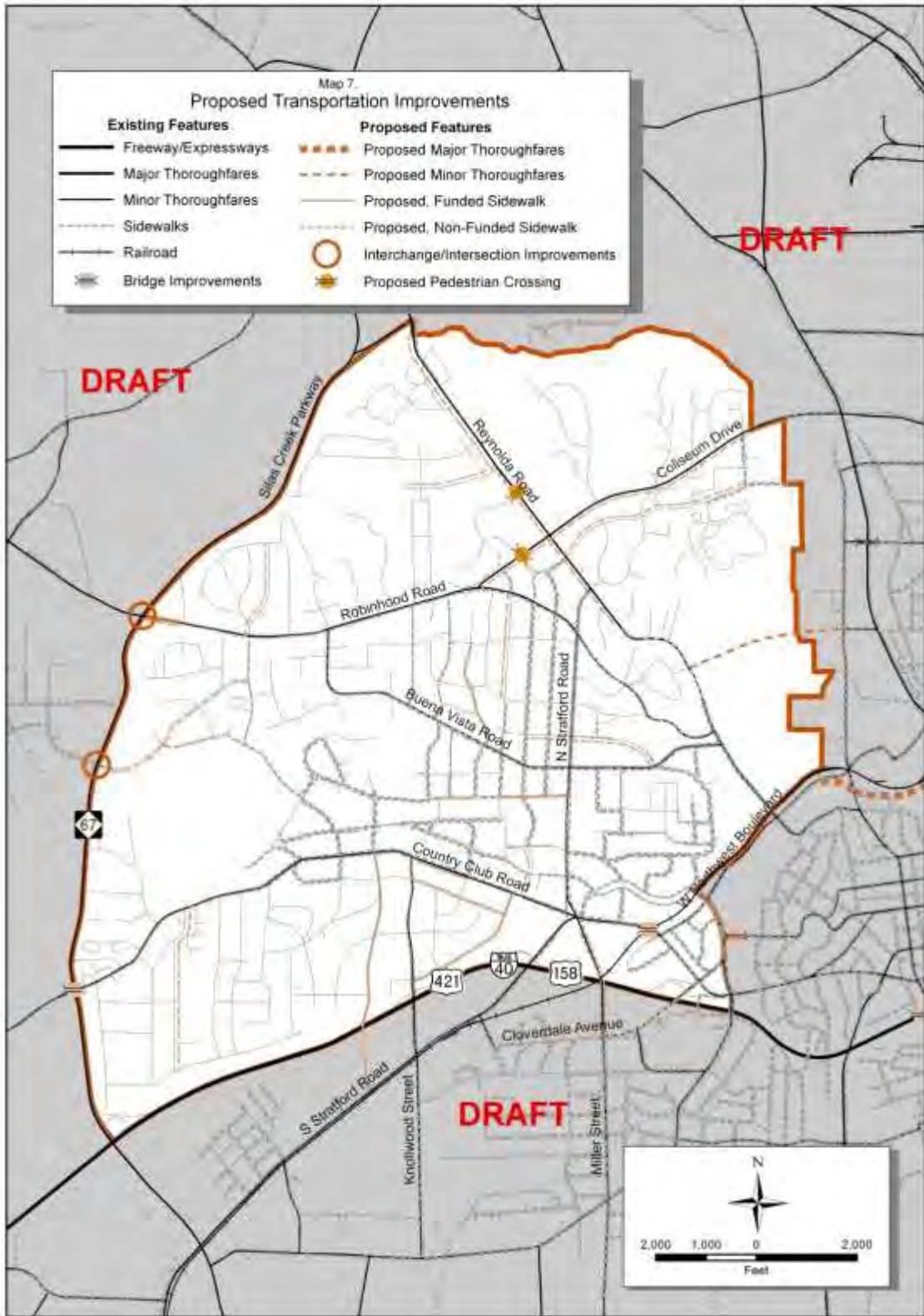
The Proposed Transportation Improvements map (see **Map 7** on **page 50**) shows the location of the proposed projects listed in **Table 10** below, Transportation Improvement Projects. For a discussion on the long-range planning process for roads and bridges, please see Transportation Features in the Existing Conditions section of this document.

Table 10. Northwest Area Plan Transportation Improvement Projects

Location	Description	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 – 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 Comprehensive Transportation Plan
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 North Central Area Plan
Road Realignments		
Business 40 Ramps at Cloverdale Avenue	Realign the Business 40 ramps and Cloverdale Connector to provide a safer intersection	Recommendation to the Comprehensive Transportation Plan Follow Cloverdale Avenue Corridor Pedestrian Plan

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 40/US 421

Business 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 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

South Stratford Road is designated as a Major Thoroughfare in the *Comprehensive Transportation Plan* and as a Major Thoroughfare needs improvement from Business 40 to Country Club Road. The future cross section for the road calls for a four-lane median divided facility. As a part of future improvements to the corridor and the five point intersection with First Street, Country Club Road, Miller Street and N. Stratford Road, 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 a part of the CTP update there is a recommendation to utilize a “road diet” to reduce the number of vehicle travel lanes and 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 a part of the Cloverdale Avenue Pedestrian Study and the CTP update there is a recommendation to implement a “road diet” to reduce the number of vehicle travel lanes and provide bicycle and pedestrian accommodation 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 sidepath 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.

Collector Streets

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

Locations with Final Evaluations:

- Robinhood Road and Stratford Road
- Shoreland Road and Yorkshire Road

Locations with Interim Evaluations:

- First Street and Hawthorne Road
- 1000 Block of East Kent Road
- 2600 Block of Country Club Road
- Arbor Road and Buena Vista Road (two studies)
- Arbor Road and Kent Road
- Bitting Road 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
- Hawthorne Road and Northwest Boulevard
- Northwest Boulevard and Reynolda Road
- Pine Valley Road and Yorkshire Road
- Reynolda Road and Robinhood Road
- Robinhood Road and Silas Creek Parkway NB 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 cul-de-sacs 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 street car system are also under discussion for future travel needs in parts of Forsyth County (see **Map 8** on **page 55**). The following are recommendations for transit:

Winston-Salem Transit Authority Bus 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 Avalon Drive near First Christian Church.
 - Route 12 & PART Surry Co. Express Route - Outbound along Miller Street at Miller Street Market.
- Maintain Park and Ride lot at the 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 studies show 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 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 Northwest Boulevard and S. Stratford Road/US 158 to the Yadkin River. Within the Planning Area, the First Street bridge over the railroad is scheduled for planning and environmental study prior to replacement (TIP# B-5007). All bridges, tunnels, and the at-grade crossing 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 the 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 50**. Presently funded sidewalks in the Planning Area recommended in the adopted Pedestrian Facilities Plan are:

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

Other sidewalks were identified and recommended in 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 First Street, Country Club Road and Stratford Road
- Reynolda Road from Van Hoy Avenue to Silas Creek Parkway
- Coliseum Drive sidepath 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
- Pine Valley Road from Yorkshire Road to end of sidewalk on 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 Studies

Pedestrian Safety Recommendations

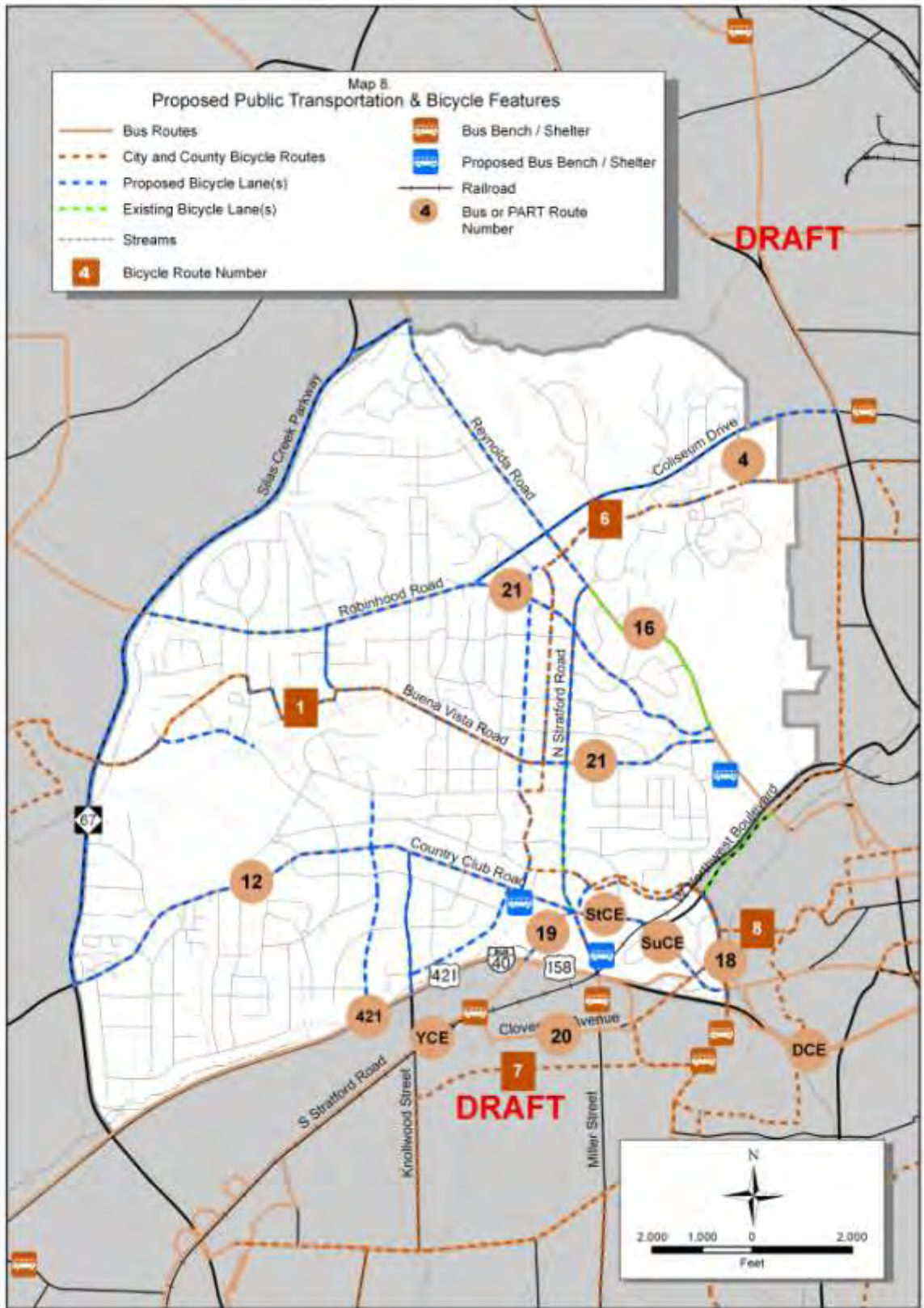
- Conduct a study for the Wake Forest University area to identify pedestrian, bicycle and transit needs, opportunities and constraints and develop a plan to provide safe and viable connections for pedestrians, bicyclists and transit users to link Wake Forest University with the adjacent community.
- 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, First Street and Hawthorne Road.
- 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 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 and 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 55**):

- Country Club Road, Silas Creek Parkway to Stratford Road--bike lane
- Miller Street, Stratford Road to Cloverdale Avenue--road diet
- N. Hawthorne Road, Runnymeade 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
- Northwest Boulevard, Reynolda Road to Broad Street—bike lane

Roads with future recommendations 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, sidepath 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, 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, sidepath
- Runnymeade Road, N. Stratford to N. Hawthorne, on-road bikeway connector
- Silas Creek Parkway, Wake Forest Road to Country Club Road, sidepath
- S. Stratford Road, Reynolda Road to Country Club Road, bike lane
- Wake Forest Road, Silas Creek Parkway to Reynolda Road, sidepath
- 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 Northwest Boulevard, bike lane
- W. First Street, 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

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

Other Recommendations

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

Safe Routes to School Program (SRTS)

The Safe Routes to Schools Program 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 Plan boundary that may need coordination with this plan are:

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

***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 59**) 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.

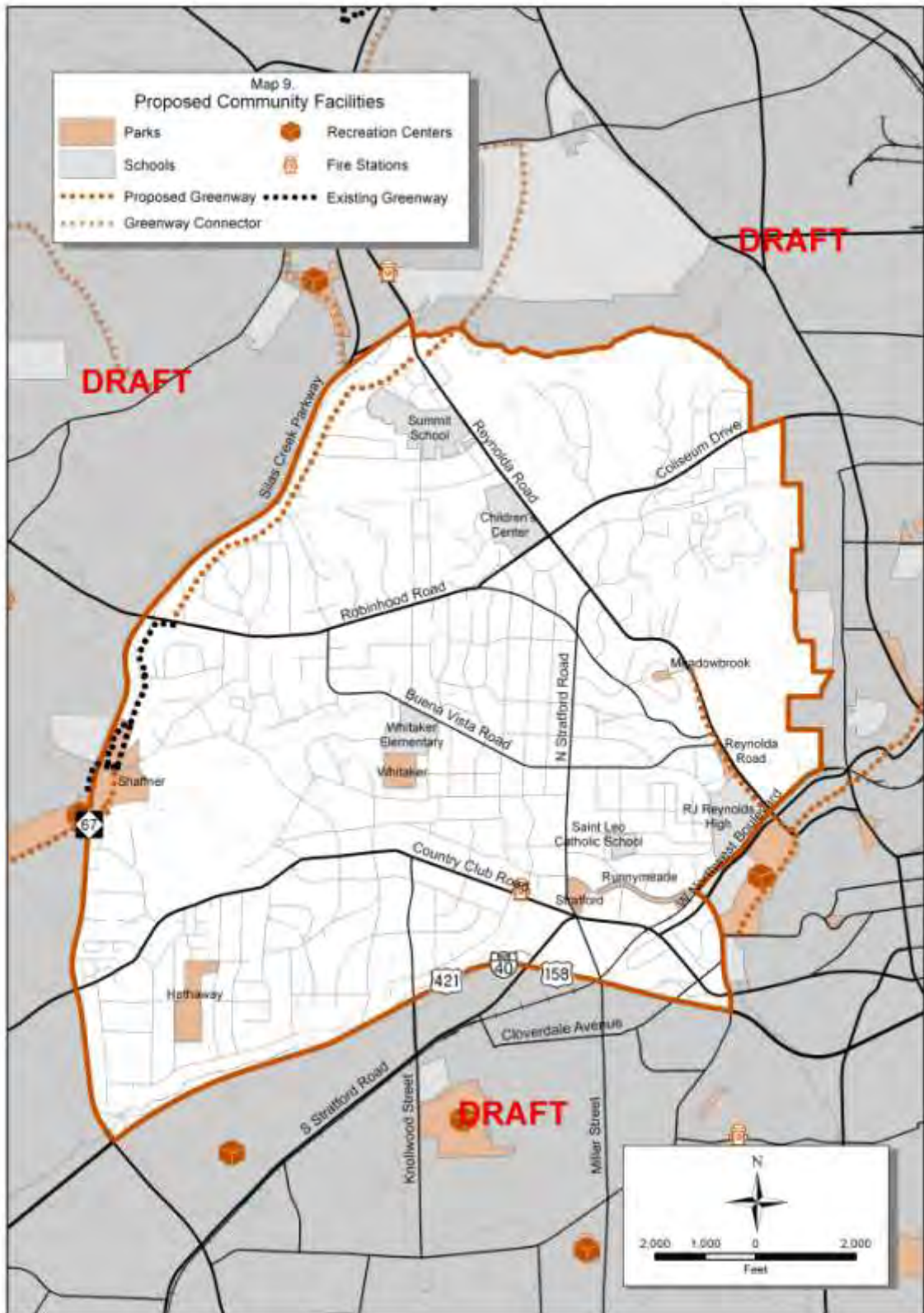
GREENWAYS

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.

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 sidepath 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 sidepath would be a viable alternative.
- **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 North Pine Valley Roads to provide a pedestrian connection between the Silas Creek Trail and Whitaker Elementary School.
- **Peters Creek Greenway.** The 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 Northwest Boulevard and Reynolda Road.

***DESIGN AND APPEARANCE RECOMMENDATIONS**

The creation of attractive gateways, business districts and corridors using 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 40 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 31 and 33**. 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 Plan* boundaries and Downtown Winston-Salem. It is the significant factor that helps to create a momentary bucolic 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 —Fie Points" at Stratford Road to the Planning Area's western boundary at Silas Creek Parkway. This boulevard travels through the southern portion of the Planning Area connecting 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.

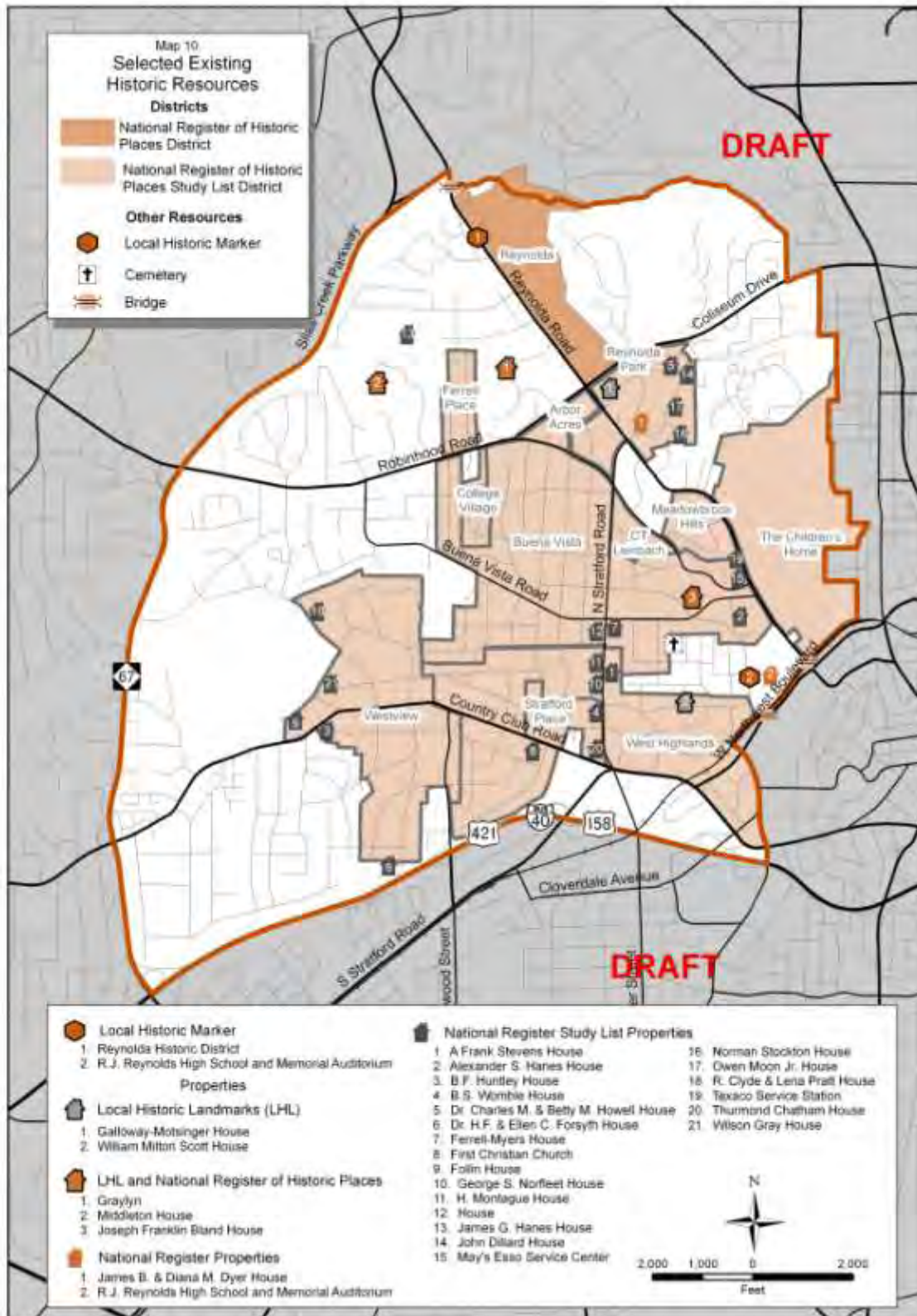
***HISTORIC PRESERVATION RECOMMENDATIONS**

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 62** and **Appendix A** on **page 71**). Following are recommendations to 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 historical significant areas, 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 40-41**).

GENERAL RECOMMENDATIONS

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

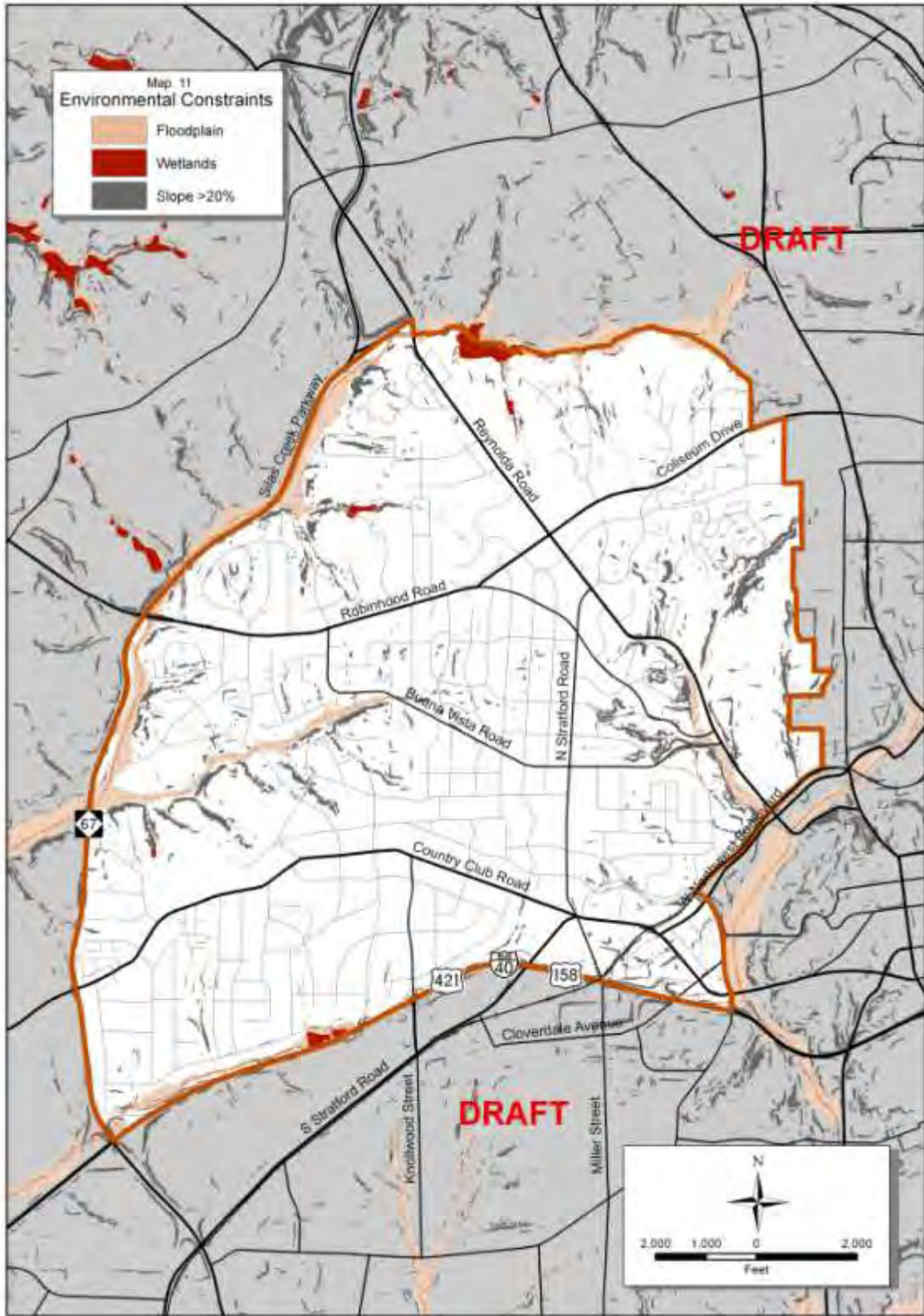
***ENVIRONMENTAL RECOMMENDATIONS**

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 64**).

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.



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 based on the availability of funding and consideration of priorities.

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

ACTION/PROJECT	RESPONSIBLE AGENCY	TIMING*
Land Use Recommendations		
General (page 37)		
Follow proposed Land Use Plan, land use policies, and Special Land Use Condition Areas.	CCPB, WSCC	Ongoing
Protect residential areas from inappropriate residential, commercial, institutional and industrial encroachment.	CCPB, WSCC	Ongoing
Facilitate walking, bicycling, use of public transportation and rail with new development and redevelopment in the Planning Area.	CCPB, WSCC	Ongoing
Allow institutions to grow and expand to meet their needs in a manner compatible with their surrounding neighborhoods.	CCPB, WSCC	Ongoing
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.	CCPB, WSCC	Ongoing
Encourage cluster development at different densities for larger vacant parcels along thoroughfares to preserve natural vegetation, avoid steep terrain and protect natural features.	CCPB, WSCC	Ongoing
Provide goods and services near where people live and work. Services should be provided in areas already zoned for commercial development.	CCPB, WSCC	Ongoing
Promote greater flexibility in land use while having more control over site design to create mixed-use, variety-rich neighborhoods.	CCPB, WSCC	Ongoing
Transportation Recommendations		
General		
Revise the <i>Comprehensive Transportation Plan</i> to recommend modifying the existing interchange of Robinhood Road with Silas Creek Parkway (page 49).	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 52). • Anita Drive from Mayfield Road to Kinnamon Road (page 52). 	WSDOT, CCPB	Immediate
Road and Bridge Improvements		
Replace Country Club Road Bridge over Silas Creek Parkway (page 49).	WSDOT, NCDOT	Long Range

Replace W. First St. over Norfolk-Southern Rail Line (page 49).	WSDOT	Long Range
Install Intelligent Transportation System (ITS) devices at intersection of Silas Creek Parkway and Yorkshire Road (page 49).	WSDOT	Immediate
Realign the Business 40 ramps and Cloverdale Connector to provide safer intersections (page 49).	WSDOT	Immediate/Short Range
New Roads		
Construct the Reynolda Road Connector and necessary local streets in The Children’s Home property (page 49).	WSDOT	Unknown; Development-Driven
Traffic Calming and Safety Improvements		
Implement Miller Street — Road Diet ” from four lanes to three on Miller Street (page 51).	WSDOT	Short Range
Study Coliseum Drive — Road Diet ” from Pilgrim Court to Robinhood Road (page 51).	WSDOT	Short Range
Complete traffic calming and safety study for Sherwood Forest Road and Nottingham Road and implement results (page 52).	WSDOT	Immediate/ Short Range
Transit		
Bus Shelters are recommended at the following locations: <ul style="list-style-type: none"> • Route 16 - Inbound or Outbound along Reynolda Road at The Children’s Home Property (page 53). • Route 12 - Inbound along Country Club Road east of Avalon Drive near First Christian Church (page 53). • Route 12 & PART Surry Co. Express Route - Outbound along Miller Street at Miller Street Market (page 53). 	WSDOT, WSTA	Short Range
Conduct Streetcar System Alternatives Analysis that includes route between Downtown Winston and Wake Forest Baptist Health (page 53).	WSDOT, CCPB	Immediate
Pedestrian		
Conduct Wake Forest University Pedestrian/ Bicycle/ Transit Connections Study to surrounding area (page 54).	WSDOT	Immediate
Implement the recommendations of the Winston-Salem Urban Area Sidewalk and Pedestrian Plan (pages 54).	WSDOT	Ongoing
Construct funded sidewalks (page 54): <ul style="list-style-type: none"> • Bitting Road from Greenwich Road to Knollwood Street • Country Club Road from Avalon Road to Knollwood Street • Forest Drive from N. Stratford Road to Dartmouth Road • Greenwich Road from Country Club Road to Knollwood Street • Westover Avenue from Buena Vista Road to Spring Garden Road • Westview Drive from S. Stratford Road to Country Club Road 	WSDOT WSDOT WSDOT WSDOT WSDOT WSDOT	Short Range Short Range Short Range Short Range Short Range Short Range
Review identified sidewalk projects under the City’s sidewalk priority funding system (page 54): <ul style="list-style-type: none"> • Roslyn Road from Greenbrier Road to Robinhood 	WSDOT	Assessed

Road		Annually Assessed
• Miller Street from Cloverdale Avenue to First Street, Country Club Road and Stratford Road	WSDOT	Annually Assessed
• Reynolda Road from Van Hoy Avenue to Silas Creek Parkway	WSDOT	Annually Assessed
• Coliseum Drive Sidepath from Robinhood Road to Pilgrim Court	WSDOT	Annually Assessed
• Arbor Road from Country Club Road to Georgia Avenue	WSDOT	Annually Assessed
• Arbor Road from Reynolda Road to Pilgrim Court	WSDOT	Annually Assessed
• Oaklawn Avenue from Coliseum Drive to Arbor Road	WSDOT	Annually Assessed
• Virginia Road from Buena Vista Road to Arbor Road	WSDOT	Annually Assessed
• Yorkshire Road from Silas Creek Parkway to Wellington Road	WSDOT	Annually Assessed
• Pine Valley Road from Yorkshire Road to end of sidewalk on Pine Valley Road	WSDOT	Annually Assessed
• Wellington Road from Robinhood Road to Kenleigh Circle	WSDOT	Annually Assessed
• Marguerite Drive from Reynolda Road to Southeastern Center for Contemporary Art (SECCA) entrance	WSDOT	Annually Assessed
• Mayfield Road from Country Club Road to Anita Drive	WSDOT	Annually Assessed
• Anita Drive from Mayfield Road to Kinnamon Road	WSDOT	Annually Assessed
• Robinhood Road from end of sidewalk across the Silas Creek Parkway bridge	WSDOT	Annually Assessed
Implement recommendations of the Cloverdale Avenue Corridor Pedestrian Design Study (page 54).	WSDOT	Immediate/Short Range
Install new pedestrian crossings (page 54):		
• Cloverdale Avenue Pedestrian Study recommendations along Cloverdale Avenue, Miller Street, First Street and Hawthorne Road.	WSDOT	Immediate/Short Range
• Reynolda Road at the entrances to Reynolda House and Graylyn Conference Center.	WSDOT	Immediate/Short Range
• Coliseum Drive at Arbor Road and the entrance to Graylyn Conference Center.	WSDOT	Immediate/Short Range
Implement existing pedestrian crossings (page 54):		
• Five Points intersection with First Street, Country Club Road, Miller Street and N. and S. Stratford Roads.	WSDOT	Immediate/Short Range
• Yorkshire Road tunnel at Silas Creek Parkway for pedestrian and bicycle use.	WSDOT	Immediate/Short Range
Bicycle		
Expand the bicycle network and add bike lanes to the following streets (page 56):		
• Country Club Road, Silas Creek Parkway to Stratford Road	WSDOT	Short Range
• Miller Street, Stratford Road to Cloverdale Avenue, road diet	WSDOT	Short Range
• N. Hawthorne Road, Runnymede Road to Glade	WSDOT	Short Range

Street, on-road bikeway connector		
• N. Hawthorne Road, Glade Street to Lockland Avenue	WSDOT	Short Range
• N. Stratford Road, Country Club Road to Reynolda Road	WSDOT	Short Range
Review identified bike lane projects under the City's sidewalk priority funding system (pages 56):		
• Arbor Road, Pilgrim Court to Country Club Road, on-road bikeway connector or bike lane	WSDOT	Assessed Annually
• Buena Vista Road, Fairmont Road to Robinhood Road, on-road bikeway connector	WSDOT	Assessed Annually
• Buena Vista Road, Fairmont Road to Reynolda Road	WSDOT	Assessed Annually
• Cloverdale Avenue, N. Hawthorne Road to Medical Center Boulevard, edgelines	WSDOT	Assessed Annually
• Coliseum Drive, Pilgrim Court to Robinhood Road, sidepath or road diet	WSDOT	Assessed Annually
• Fairmont Road, Glen Echo Trail to Buena Vista Road, on-road bikeway connector	WSDOT	Assessed Annually
• Forest Drive, Oaklawn Avenue to Arbor Road, on-road bikeway connector	WSDOT	Assessed Annually
• Glen Echo Trail, Woodlawn Drive to Fairmont Road, on-road bikeway connector	WSDOT	Assessed Annually
• Greenwich Road, Country Club Road to Knollwood Street, on-road bikeway connector	WSDOT	Assessed Annually
• Knollwood Street, Country Club Road to Greenwich Road	WSDOT	Assessed Annually
• Oaklawn Avenue, Arbor Road to Forest Drive, on-road bikeway connector	WSDOT	Assessed Annually
• Reynolda Road, Silas Creek Parkway to N. Stratford Road, shared lane marking (sharrow)	WSDOT	Assessed Annually
• Robinhood Road, Coliseum Drive to Reynolda Road	WSDOT	Assessed Annually
• Robinhood Road, Silas Creek Parkway to Coliseum Drive, sidepath	WSDOT	Assessed Annually
• Runnymede Road, N. Stratford to N. Hawthorne, on-road bikeway connector	WSDOT	Assessed Annually
• Silas Creek Parkway, Wake Forest Road to Country Club Road, sidepath	WSDOT	Assessed Annually
• S. Stratford Road, Reynolda Road to Country Club Road	WSDOT	Assessed Annually
• Wake Forest Road, Silas Creek Parkway to Reynolda Road, sidepath	WSDOT	Assessed Annually
• Warwick Road, Arbor Road to N. Stratford Road, on-road bikeway connector	WSDOT	Assessed Annually
• Wellington Road, Yorkshire to Woodlawn Drive, on-road bikeway connector	WSDOT	Assessed Annually
• W. First Street, N. Stratford Road to Northwest Boulevard	WSDOT	Assessed Annually
• W. First Street, Northwest Boulevard to N. Hawthorne Road, sharrow	WSDOT	Assessed Annually
• Woodlawn Drive, Wellington Road to Glen Echo Trail, on-road bikeway connector	WSDOT	Assessed Annually

<ul style="list-style-type: none"> Yorkshire Road, Silas Creek Parkway to Wellington Road, shoulder 	WSDOT	Assessed Annually
Add the following segment to the Comprehensive Bicycle Master Plan (page 56):		
<ul style="list-style-type: none"> Westview Drive, Forest Drive to S. Stratford Road, bike lane or shared lane marking (sharrow) 	WSDOT	Immediate/ Assessed Annually
Accommodate bicycle improvements in road projects (page 56).	WSDOT	Ongoing
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 58).	WSDOT, WSENG	Immediate
Examine feasibility to construct segment of Peter’s Creek Parkway Greenway from Hanes Park northward to The Children’s Home (page 58).	WSDOT, WSENG	Short-Range
Remove construction of Buena Vista Branch of the Silas Creek Greenway from the Winston-Salem/Forsyth County Greenway Plan (page 58).	CCPB	Immediate
Design and Appearance Recommendations		
Implement recommendations of the Cloverdale Avenue Corridor Pedestrian Project (page 54).	WSDOT	Immediate/ Short Range
Historic Preservation Recommendations		
General		
Retain existing historic resources (page 61).	CCPB, HRC, WSCBD, Property Owners	Ongoing
Encourage residents to apply for recognition of historic places or events with signage or markers like Silver Hill Cemetery (page 61).	HRC, NAs , Property Owners	Ongoing
Initiate public outreach on the benefits of preserving historic resources (page 61).	CCPB, HRC	Ongoing
Assist property owners seeking historic properties’ income tax benefits (page 61).	CCPB, HRC	Ongoing
Encourage property owners to seek National Register and Local Historic Landmark designation for eligible properties (page 61).	NAs , HRC	Ongoing
Potential Studies (page 61)		
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.	Property Owners, NAs , HRC	Ongoing
Economic Development Recommendations		
Encourage and support the redevelopment/rehabilitation of existing older/underutilized commercial areas (page 63).	CCPB, WSCC	Ongoing
Encourage environmentally-sensitive development of business areas (page 63).	CCPB , WSCC	Ongoing
Environmental Recommendations		

Enforce the tree preservation ordinance to maintain the existing natural character and tree cover (page 63)	CCPB, WSCC	Ongoing
Preserve stream buffers along creeks to improve water quality (page 63).	CCPB, WSCC	Ongoing
Work cooperatively to maintain creeks in the Planning Area (page 63).	Property Owners	Ongoing
Encourage the use of Low-Impact Development techniques to manage stormwater (page 63).	CCPB, Property Owners	Ongoing
Encourage the design of sustainable buildings (page 63).	CCPB	Ongoing

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

Appendices

Appendix A. Historic Resources

Northwest Area Plan Identified Historic Resources (including demolished Properties)				
Name	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		FY00025
Reynolda Gardens (NR)	Reynolda Road	Reynolda Historic District		FY00026
Reynolda Presbyterian Church	2200 Reynolda Road		1914-15	FY00031
Reynolda Village (NR)	Reynolda Road	Reynolda Historic District		FY00032
House (SL)	118 N. Hawthorne Road	West Highlands Neighborhood	1920	FY01025
House (SL)	1545 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 Hawthorne Road		1922-23	FY01031
Richard J. Reynolds Memorial Auditorium (NR)	301 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
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	1928	FY01048

		Neighborhood		
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
Joseph Franklin Bland House (NR and LHL)	1809 Virginia Road	Buena Vista Neighborhood		FY01056
House (SL)	702 N. Stratford Road	Buena Vista Neighborhood	1930	FY01057
J. C. Goodman House	2020 Robinhood Road		1900-1910	FY01058
<i>Pool-Holleman House</i> [D]	2538 Robinhood Road	Buena Vista Neighborhood		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
<i>Wachovia Arbor Moravian Church</i> [D]	Biltmore Street			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
<i>Merry Acres ("The Ship")</i> [D]	2852 Merry Acres Lane			FY02149
Silver Hill Cemetery	400 block Holiday Street			FY02470
Thomas O. Moore House (SL)	349 Arbor Road	West Highlands	1939	FY02505

		Neighborhood		
William Milton Scott House (LHL)	1941 Georgia Avenue			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			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
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
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	1001 Reynolda Road	The Children's	1989	FY03389

Building (SL)		Home		
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
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
Coyner-Monroe House	236 Plymouth Avenue		1928	FY03556
R. Clyde & Lena Pratt House (SL)	367 NW 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. & Betty M. Howell House (SL)	1100 E. Kent Road	Reynolda Park Neighborhood	1959	FY03605
J. Kenneth Burge House	720 Pine Valley Road	Sherwood Forest Neighborhood	1959	FY03606
Floyd S. & 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. & Edna W. Garvey House	440 Fairfax Drive		1952	FY03609
Dr. R. Winston & Patricia M. Roberts House	271 Canterbury Trail		1952	FY03610
Dr. H. F. & 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 & Ruth Hanes Craig House (SL)	1935 W. First Street	West Highlands Neighborhood	1927	FY04117
W. Phil & Marcia L. Robin House	490 N. Avalon Road			FY04195
Districts:				
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, 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, Kent Road, Reynolda Road and Oaklawn Avenue		10/8/2009 Study Listed	FY04150
Stratford Place (SL)	Stratford Road, Arbor Road, Roslyn Road, Warwick Road, Warwick Green Road & Country Club Road		10/8/2009 Study Listed	FY04169
West Highlands (SL)	Bounded by W. First		10/8/2009	FY04156

	Street, Hawthorne Road, Georgia Avenue, Forest Drive, Knollwood Street & Greenwich Road		Study Listed	
Westview (SL)	Roughly bounded by Club Park, Pine Valley Road, Buckingham Road & Westview Drive		10/8/2009 Study Listed	FY04130
Neighborhoods:				
Country Club Estates	Plymouth & 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, Peace Haven Road, 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:

D – Demolished

SL – Study List

NR – National Register of Historic Places

LHL – Local Historic Landmark

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

Appendix B. Design Guidelines for Multifamily Developments

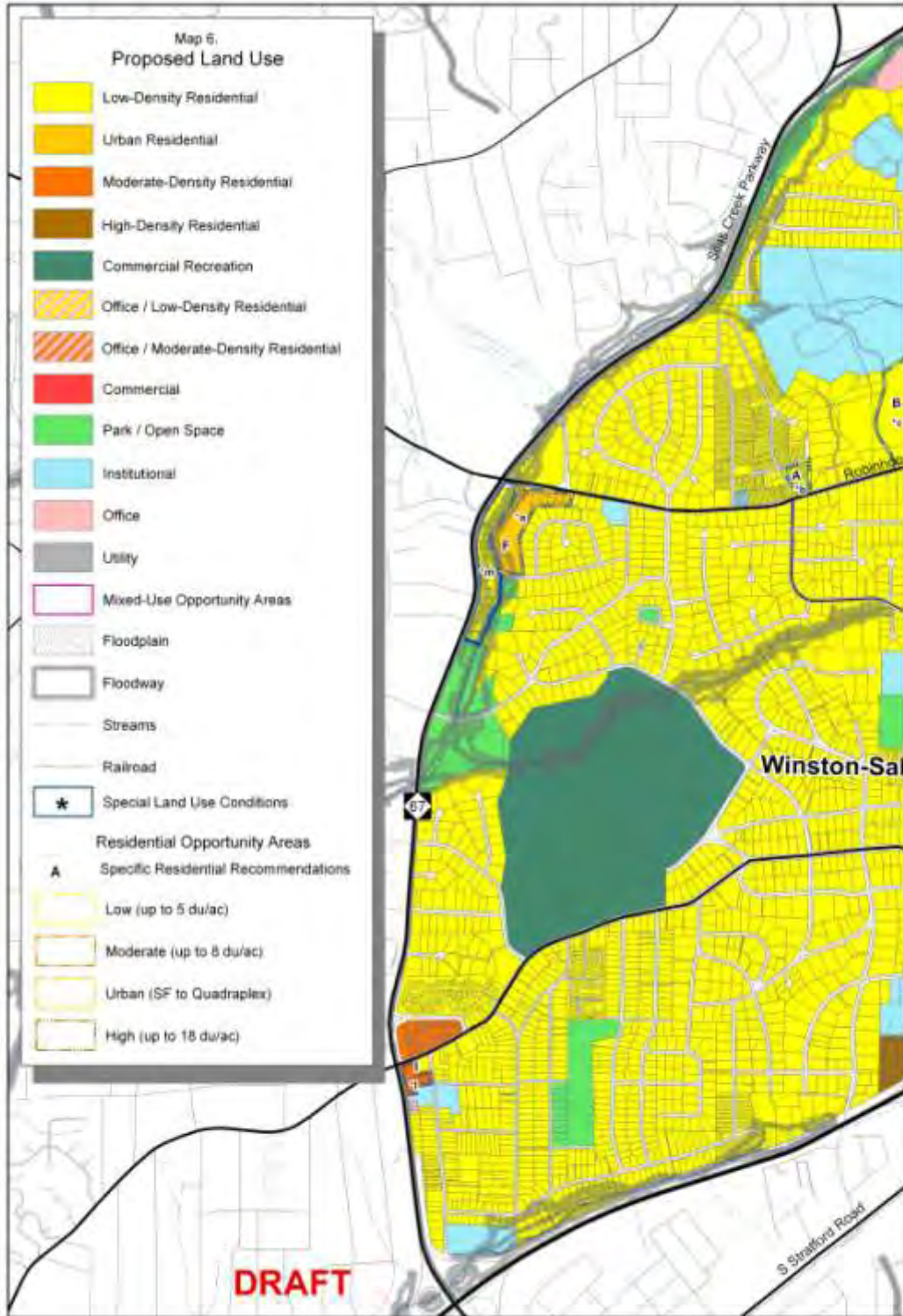
MULTIFAMILY DESIGN

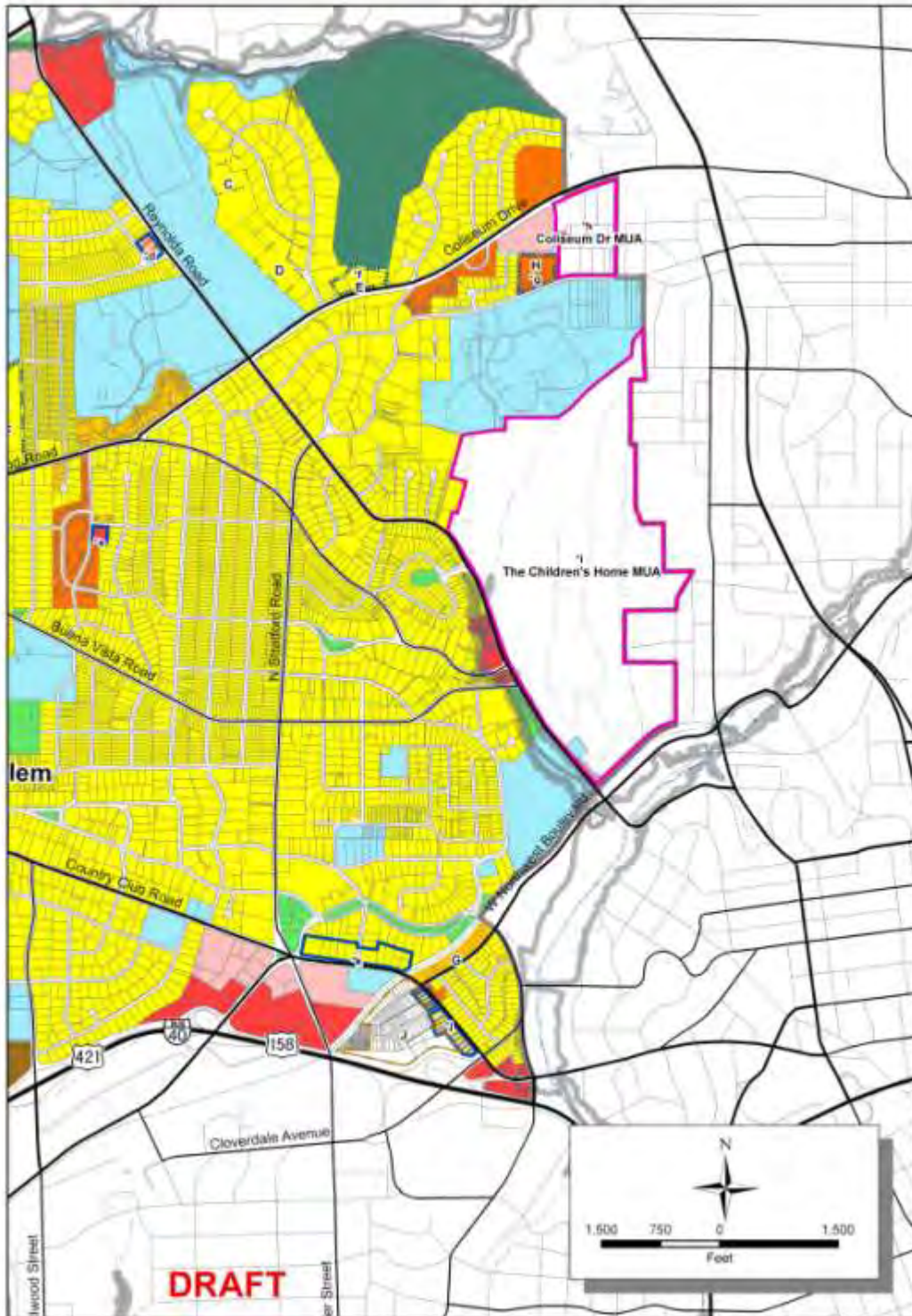
Multifamily developments are and will continue to be an important component of the community's housing stock. Additionally, well-designed, multifamily housing can add to the character of a neighborhood, increase pedestrian activity, reduce automobile trips, and support transit.

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 and with entrances on the street
- Building facade 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







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 the existing environment and have a neighborhood character.
- 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 sub-floors or underground parking, establishment of satellite facilities or parking areas, and development of multiuse or shared facilities may be necessary to grow compatibly with surrounding neighborhoods.

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

GENERAL RECOMMENDATIONS

- 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 that 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 or large expanses of surface parking.
- On-street parking in residential areas should be designed to better accommodate non-institutional residents. The establishment of permitted parking and time limits for parking should occur wherever institutional uses impact residential streets. Enforcement of parking restrictions should be a task of institutional security operations in addition to governmental enforcement measures.
- Road or alley closures to accommodate institutional expansions should only be considered after a thorough public review process and only if the road closure will not isolate portions of a neighborhood, will not remove a traditionally significant access point into an area, or will not result in historic structures being removed from their street-oriented context.

SITE DESIGN RECOMMENDATIONS

- Site design should repeat site patterns already established in the neighborhood; retain existing positive features (trees, stone/brick walls, substantial shrubbery), whenever possible; and retain existing mature 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.

- Over-sized 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

USES ALLOWED WITH A PERMIT FROM THE ZONING OFFICER (Z)

- 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 BY THE PLANNING BOARD (P)

- Child Care Institution
- Child Day Care Center

USES ALLOWED WITH SPECIAL USE PERMIT FROM ZONING BOARD OF ADJUSTMENT (A)

- Landfill, Land Clearing/Inert Debris

USES ALLOWED WITH SPECIAL USE PERMIT FROM ELECTED BODY (E)

- Access Easement, Private Off-Site

Acknowledgments

Citizens' Advisory Committee

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

Winston-Salem City Council

Adopted Month/Day/Year

Allen Joines Mayor	*Dan Besse Southwest Ward	Derwin L. Montgomery East Ward
Vivian H. Burke Mayor Pro Tempore, Northeast Ward	*Robert C. Clark West Ward	James Taylor, Jr. Southeast Ward
*Denise D. Adams North Ward	Molly Leight South Ward	Lee Garrity City Manager
	*Wanda Merschel Northwest Ward	

**Council members for the Northwest Planning Area*

City-County Planning Board

Adopted Month/Day/Year

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

**Planning Board Member for the Planning Area*

City-County Planning Staff

A. Paul Norby, FAICP
Director of Planning

Glenn Simmons, AICP
Principal Planner

**C. Lynn Ruscher, AICP,
GISP**

Principal Planner

Judith Hunt, AICP
Principal Planner

Robin Bass
Planner

Byron Brown
Project Planner

***Steve Smotherman, AICP**
Project Planner

Michelle McCullough
Project Planner

Donna Myers
Planning Graphics
Coordinator

Aaron King
Principal Planner

Amy Crum
Project Planner

**Project Leader*

Interdepartmental Committee

Wendy Miller, ASLA
Principal Planner

Department of Transportation

Scott Angell

Construction and Maintenance Engineer
City-County Utilities Department

Matthew Burczyk
Project Planner

Department of Transportation

Toneq' McCullough, P.E.

Capital Projects Engineer
City-County Utilities Department



For more information about the

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AREA PLAN**

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