

Southeast Suburban Area Plan
Winston-Salem & Forsyth County

Citizens' Advisory
Committee Handbook

November 2008

SESAP CITIZENS' ADVISORY COMMITTEE HANDBOOK

CONTENTS

The Area Planning Program

The Area Planning Process

The Role of the Citizens' Advisory Committee

Guidelines for Effective Meetings

Southeast Suburban Area Plan Citizens' Advisory Committee

Southeast Suburban Area Plan Staff

City-County Planning Board Members

Lists of Elected Officials

City of Winston-Salem Mayor and Council

Forsyth County Commissioners

General Planning Information

Legacy Recommendations

Planning Concepts

Other Planning Concepts

The Zoning Process

Introduction to the Southeast Suburban Planning Area

Existing Conditions

THE AREA PLANNING PROGRAM

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 Citizen's Advisory Committee is created by the Planning Board to work with staff as they interpret *Legacy* for each individual community (see next section on the Plan Process).

In 2004, the City-County Planning Board (CCPB) adopted boundaries, names, and priority rankings for six urban Area Plans, a Downtown Plan, and twelve suburban/small town Area Plans. Urban Area Plan boundaries are determined, in part, by the Growth Management Plan in *Legacy*. Seven Plans cover the **Urban Neighborhoods** and **Downtown** as defined in the *Legacy* plan. **Urban Neighborhoods** are older neighborhoods and commercial, industrial, and institutional development built mostly before 1940 that surround the Center City of Winston-Salem. The **Urban Neighborhoods** area has been divided into study areas based on geography and common features.

Suburban Areas Plan boundaries are also determined in part by the Growth Management Plan in *Legacy*. Thirteen plans cover the **Suburban Neighborhoods** and **Future Growth Area**. These areas have been divided into study areas based on geography and common features. **Suburban Neighborhoods** include a large portion of the county and most of the small towns where suburban development has occurred in recent decades. It is also the area with the most undeveloped land where much of the future residential, commercial and industrial development should occur. **Future Growth Areas** do not usually have sewer or other facilities and services to support urban development. However, because of their potential to be served efficiently by sewer and other facilities and services in the future and/or their proximity to towns, major roads and other public investments, the Growth Management Plan calls for them to eventually be developed.

In the past few years, planning staff has developed an Area Plan format that provides for consistent terminology, information, mapping, and land use colors for all Area Plans. Consistency between Plans is important to city 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 recommendations for all Area Plans adopted under *Legacy*. The report includes the status of each action/project listed in the implementation schedule for each Plan. Area Plan recommendations are funded in a variety of ways including bonds, bond referendums, transportation funds, general government funds, the Motor Vehicle tax, Capital Improvements, and Community Development Block Grants. Inclusion of a project in the Area Plan implementation table does not mean the recommended project has funding. Area Plan projects are prioritized along with other projects and programs by the elected officials.

THE AREA PLANNING PROCESS

The Southeast Suburban Area Planning process includes the participation of citizens, the Citizens' Advisory Committee, City-County Planning staff, an Interdepartmental Committee, the City-County Planning Board, and the Forsyth County Board of Commissioners and the Winston-Salem City Council.

Citizen participation is a critical part of the Area Planning 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 from various City and County departments is also formed to give input into the process and review the final recommendations.

The first step of the planning process is the assessment of current conditions and the consolidation of existing plans. This handbook was created for the CAC to provide information that the CAC may need to make recommendations for the Planning Area.

While existing conditions information is being compiled, staff conducts a Visioning Process in the community. Visioning is a process that helps a community define their preferred future and identify how that preferred future might be realized. The CAC then puts together goals, objectives, obstacles and opportunities for reaching the Vision developed by the community.

These discussions, along with the policies spelled out in *Legacy*, serve as the basis for the next step in the process, the formulation of recommendations by both the Citizens' Advisory Committee and the Planning staff. Staff and the Committee will 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 will review the recommendations for consistency with the public interest and with *Legacy*. The Planning Board will hold a public hearing to consider the Plan and make amendments, as appropriate, before recommending adoption of the Plan. CAC members are strongly encouraged to attend and speak at the Planning Board's public hearing.

The document will then be forwarded to the City Council and/or County Commissioners for consideration, amendment, and adoption after a public hearing. CAC members are also encouraged to attend this meeting and speak in support of the Plan.

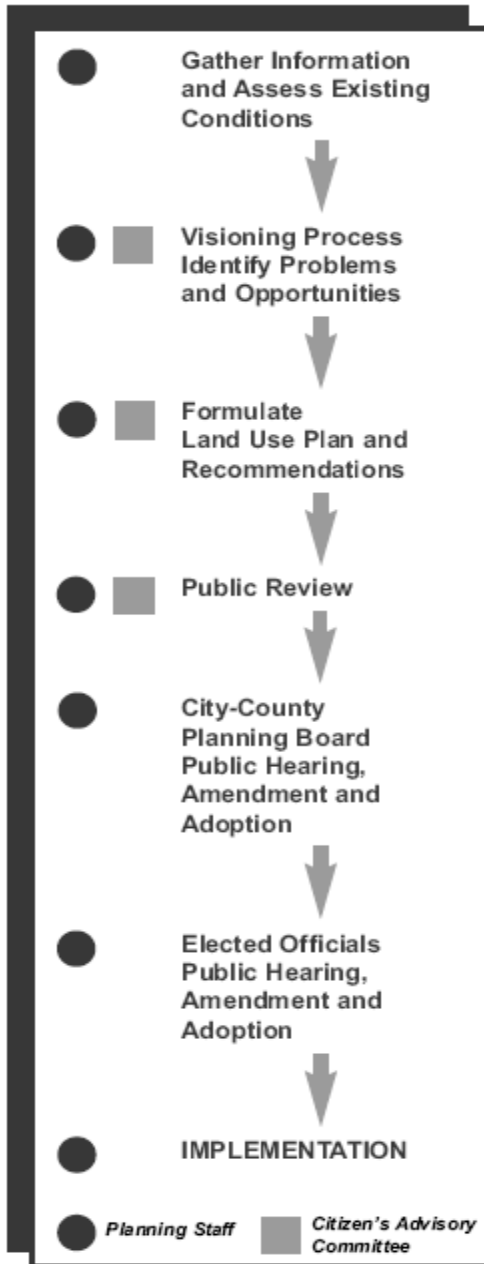


Figure 1. Area Plan Process

The adopted Plan will be used on an ongoing basis by the Planning Board, County Commissioners, and the 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.

THE ROLE OF THE CITIZENS' ADVISORY COMMITTEE

The success of the Southeast Suburban Area Plan (SESAP) process is critically dependent on the central role of the Citizens' Advisory Committee (CAC) of which you are a member. You have been selected as a CAC member because of your knowledge of the community, your keen interest in its future, and your willingness and ability to contribute to a vision for your community for the twenty-first century.

The CAC will act as a sounding board for the community, providing a central forum for the presentation of concerns and perspectives of citizens and other interested groups. Part of the role of the CAC is to help ensure that a wide range of views within the community are represented in the planning process. As a member of the CAC, you are encouraged to talk to your neighbors, friends, business associates and acquaintances so they can participate in the planning process by sharing their views and ideas about the future of the area. You are also responsible for making periodic progress reports to the groups or organizations you represent.

As an individual member, you will be expected to attend and actively participate in scheduled CAC meetings and any community meetings. You are expected to be prepared to give meaningful input and make decisions at meetings by reviewing materials sent to you before the meetings. You are also encouraged to attend or participate in related meetings and review relevant materials in the press and on the internet.

Once the Plan recommendations are drafted and ready for general public review, it is the responsibility of the CAC to promote widespread citizen involvement by supporting public meetings during the course of the project. This could include inviting members of your organizations to the community meeting where the draft plan is presented, welcoming meeting participants, and serving as resources during presentations.

GUIDELINES FOR EFFECTIVE MEETINGS

Planning staff is responsible for:

- Developing meeting processes and procedures
- Notifying citizens of meetings
- Providing information for decision making and research as requested
- Preparing an agenda for each meeting
- Facilitating meetings, including keeping discussions focused and ending on time
- Encouraging participation by all Advisory Committee members
- Keeping accurate records/decisions of all proceedings
- Summarizing decisions made

Citizens are responsible for:

- Being present and on time for all meetings
- Coming prepared to meetings by having reviewed materials ahead of time
- Encouraging a relaxed meeting atmosphere
- Being open and honest
- Focusing on the task at hand
- Keeping discussions concise and non-repetitious
- Being tolerant of different viewpoints
- Being respectful of others
- Working to reach consensus on discussion items
- Making decisions and recommendations
- Accepting assignments
- Sharing plan information with organizations you are a part of
- Being an active participant in public hearings and presentations concerning the plan and its adoption by the Planning Board and elected officials

SOUTHEAST SUBURBAN AREA PLAN CITIZENS’ ADVISORY COMMITTEE

Name	Organization	Tel #
C. D. McFarland	Resident	785-3250
Terry & Ellen Motsinger	Residents	785-4218
Becky Tilley	Resident	784-7595
Mark Rickert	Resident	782-5889
Robert R. Wilson	Resident	788-4575
Mark Pegram	Resident	771-0051
Keith Ebert	Resident	785-2604 993-0468
Sam Henderson	Resident	771-0743
Eleanor Cowen	Resident	650-9864
Damon Sanders-Pratt	Forsyth County	703-2008
Clarence R. Lambe, Jr.	CCPB	996-1661
Tony Teague	Resident	784-0057
Beth Alphin	Resident	784-9717 217-3513
Robert Norris	Resident	784-9280
Ronnie Charles	Resident	788-9743 771-1094
Pastor Wally	Friedland Moravian Church	788-2652
Steve Allred	Resident	784-8419 784-4967
Nancy Gould	WSRAR & HBAWS	768-5560
Cheryl Brady	Resident	788-9162

SOUTHEAST SUBURBAN AREA PLAN STAFF

Marylin Moniquette-John - Project Planner	747-7059	marylimj@cityofws.org
Kirk Ericson - Project Planner	747-7045	kirke@cityofws.org
Judy Hunt - Principal Planner	747-7050	judyh@cityofws.org
Glenn Simmons - Principal Planner	747-7065	glenns@cityofws.org
Michelle McCullough - Project Planner	747-7063	michellem@cityofws.org
Aaron King - Principal Planner	747-7068	aaronk@cityofws.org
Kevin Edwards - Transportation Planner	747-6881	kevine@cityofws.org

City-County Planning Board Members

CCPB MEMBERS

HOME ADDRESS/PHONE

CAROL EICKMEYER
City Nomination
Term: 5/03 – 2/11

500 Magnolia Street
Winston-Salem, NC 27103
336-722-7406

BRENDA J. SMITH
County Nomination
Term: 3/04 – 2/08

353 Jonestown Road #198
Winston-Salem, NC 27104
336-575-5555

CLARENCE R. LAMBE, JR.
County Nomination
Term: 5/03 – 2/07

125 Allen Street
Kernersville, NC 27284
336-996-1661

PAUL W. MULLICAN
County Nomination
Term: 11/03 – 2/09

5193 Country Club Road
Winston-Salem, NC 27104
336-768-1431

JERRY L. CLARK, Vice-Chair
City Nomination
Term: 6/1 – 2/09
336-716-9089

NC Baptist Hospital, Inc.
Medical Center Blvd.
Winston-Salem, NC 27157

ARTHUR T. KING
City Nomination
Term: 2/06 – 2/10

P.O. Box 11462
Winston-Salem, NC 27116
336-414-9319

ARNOLD G. KING, Chair
County Nomination
Term: 2/00 – 2/08

P.O. Box 525
Kernersville, NC 27285
336-993-2202

LYNNE MITCHELL
City Nomination
Term: 2/06 – 2/10
336-703-3110

Forsyth County Dept. of Public Health
799 North Highland Ave.
Winston-Salem, NC 27101

L. WESLEY CURTIS; JR.; AIA
City Nomination
Term: 6/05 – 2/09
Winston-Salem, NC 27120-0275
336-725-1371

Walter Robbs Callahan & Pierce Architects PA
305 West Fourth Street
P.O. Box 20275

CITY OF WINSTON-SALEM MAYOR AND COUNCIL

MAYOR ALLEN JOINES
allenj@cityofws.org

Suite 105 City Hall
101 North Main Street
P.O. Box 2511
Winston-Salem, NC, 27102
Business Phone: 336-727-2058

CITY COUNCIL MEMBERS AND WARDS

HOME ADDRESS/PHONE

VIVIAN H. BURKE
Mayor Pro Tempore
Northeast Ward
vivanb@cityofws.org

3410 Cumberland Road
Winston-Salem, NC 27105
336-661-6460

JOYCELYN V. JOHNSON*
East Ward
joycelyj@cityofws.org

2426 Edison Court
Winston-Salem, NC 27101
336-724-2971

NELSON L. MALLOY, JR.
North Ward
nelsonm@cityofws.org

626 W. 14th Street
Winston-Salem, NC 27105
336-722-4906

WANDA MERSCHEL
Northwest Ward
wandam@cityofws.org

851W. 4th Street
Winston-Salem, NC 27101
336-722-6092

ROBERT C. CLARK
West Ward
robertc@cityofws.org

2815 Country Club Road
Winston-Salem, NC 27104
336-765-1777

MOLLY LEIGHT
South Ward
mollyl@cityofws.org

313 South Main Street
Winston-Salem, NC 27101
336-725-4325

EVELYN A. TERRY*
Southeast Ward
evelynt@cityofws.org

1224 Reynolds Forest Drive
Winston-Salem, NC 27107
336-788-5008

DAN BESSE
Southwest Ward
danbesse@danbesse.org

1136 Miller Street
Winston-Salem, NC 27103
336-722-1674

*Portion of Ward in Southeast Suburban Planning Area

FORSYTH COUNTY COMMISSIONERS

COUNTY COMMISSIONERS

HOME ADDRESS/PHONE

GLORIA D. WHISENHUNT, Chair

456 N. Hawthorne Road
Winston-Salem, NC 27104
336-748-3229

DEBRA CONRAD, Vice Chair

4004 Pemberton Court
Winston-Salem, NC 27106
336-760-9653

BEAUFORT O. BAILEY

2619 Glenhaven Lane
Winston-Salem, NC 27106
336-922-6946

TED KAPLAN

336-703-2006

RICHARD V. LINVILLE

6321 Vance Road
Kernersville, NC 27284
336-727-2531

WALTER MARSHALL

3246 Kittering Lane
Winston-Salem, NC 27105
336-723-0852

BILL WHITEHEART

3794 Williams Road
Lewisville, NC 27023
336-703-2001

GENERAL PLANNING INFORMATION

***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 Southeast Suburban Area Plan are needed to provide more specific guidance for future growth, appropriate land uses, and infrastructure at a community and neighborhood level.

PLANNING CONCEPTS IDENTIFIED IN LEGACY

Growth Management Plan

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

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

Municipal Services Area

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

Urban Neighborhoods (GMA 2)

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

Suburban Neighborhoods (GMA 3)

The Suburban Neighborhoods Area includes a substantial portion of the county where a large amount of development has taken place in recent decades. It is also the area with the most undeveloped land where much of the future residential, commercial, and industrial development should occur. Suburban Neighborhoods are appropriate for urban or suburban development and many of the proposed Metro Activity Centers are located within this area.

Future Growth Areas (GMA 4)

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

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.

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 principles similar to those recommended for MACs, such as mixing uses, connecting the street network, and providing a pedestrian-friendly environment.

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

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

***OTHER PLANNING CONCEPTS**

Smart Growth

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

Mixed-Use Development

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

Traditional Neighborhood Developments

Traditional Neighborhood Developments (TNDs) incorporate a range of residential densities and housing types (residential is the primary land use in a TND), a limited and comprehensively planned mixture of commercial, office, institutional, and civic uses, and a network of connected streets and sidewalks. TNDs are an alternative to standard subdivisions, shopping centers, office parks, and institutional uses that are rigidly separated from one another through the zoning process. The TND approach blends various uses into a pedestrian-friendly, compact urban form. The City-County Planning Board’s *Traditional Neighborhood Development Guidelines* address specific recommendations that should be incorporated into TNDs.

Greyfields

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

THE ZONING PROCESS

One of the main components of an Area Plan is the land use recommendation map for the Planning Area. The proposed land use recommendations in the Plan do not automatically change the permitted use of a property. Property owners wanting to change their land use must do so through the rezoning process. Rezoning property in Winston-Salem and Forsyth County involves submitting a petition to the City-County Planning Board to change a zoning district from one designation to another. There is a monthly deadline by which all petitions must be filed. Petitioners may request a General Use, Special Use-Limited, or Special Use District rezoning (see *Overview of Zoning Options* in box below).

Overview of Zoning Options

General Use Rezoning- A General Use petition requests that a parcel be changed from one zoning district (such as RS-9, or Residential Single-Family with 9,000 s.f. minimum lot size requirement) to another district (such as HB, or Highway Business), without specifying the particular use or manner in which the property will be utilized. Those who file General Use petitions are not allowed to speak to any specific use for the property at the public hearing because boards must consider every land use permitted in the proposed zoning district.

Special Use Limited Rezoning- A Special Use- Limited (L) petition is more restrictive than a General Use rezoning, but less restrictive than a Special Use rezoning. An L rezoning allows the petitioner to volunteer conditions that address concerns of Planning Staff or surrounding property owners. Examples of volunteered conditions include limiting the use(s) of the property, retention of an existing structure, or increased bufferyard/landscaping requirements. Unlike Special Use rezonings, no site plan is required with an L rezoning request. (In the County jurisdiction this option is called Special Use District – No Site Plan)

Special Use Rezoning- A Special Use District petition requests that a parcel be changed from one zoning district (such as RS-9) to another district (such as HB-S, or Highway Business, Special Use) which will be limited to a specific use(s) identified and graphically illustrated on a site plan that accompanies the application. Specific conditions are generally attached to the Special Use site plans.

In addition to the three different zoning options listed above, there are two basic types of zoning districts; residential and nonresidential. Residential districts may be further broken into four types: single-family districts, which are defined by minimum lot size (RS-9 equates to minimum 9,000 square foot lots); multifamily districts, which are defined by density (RM-8 equates to attached housing with a maximum overall density of 8 (eight) units per acre); the Yadkin River Conservation District, which has a minimum 3 (three) acre lot size for single-family housing; and, a Manufactured Housing Development district which permits manufactured housing parks with a maximum overall density of 5 (five) units per acre.

Nonresidential districts may be broken into five categories: office, commercial, industrial, institutional/public, and mixed use. The office, commercial, industrial, and institutional districts differ by the intensity of the permitted land uses as well as setbacks, dimensional requirements, and bufferyard requirements. The MU-S-Mixed Use District is designed for comprehensively planned developments with three or more distinct land uses. Architectural and site design elements must be included to demonstrate compatibility between external and internal land uses.

Rezoning petitions are first submitted to City/County staff. After an evaluation, based on the review of existing plans, staff makes a recommendation to the Planning Board. The Planning Board holds a public hearing and then makes a recommendation to the elected bodies, who have the final say in the rezoning process.

Southeast Suburban Area Plan Winston-Salem and Forsyth County

Existing Conditions

INTRODUCTION TO THE SOUTHEAST SUBURBAN PLANNING AREA

***BOUNDARIES OF THE STUDY AREA**

The Southeast Suburban Area Planning Area, as shown on **Map 1**, encompasses approximately 10,832 acres. The Planning Area is bounded on the north by Business I-40, on the east by the Town of Kernersville and the boundary of the Union Cross Plan Area, on the south by Thomasville Road and the county line, and on the west by I-40 and the boundary of the Southeast Area Plan. The Planning Area has land in two City Council Wards, the East and Southeast Wards

***RELATIONSHIP TO LEGACY**

The *Legacy Development Guide*, Forsyth County's comprehensive plan, serves as the framework on which all Area Plans are built, both geographically and as a policy guideline. The Growth Management Plan defines a series of specialized areas, each having specific characteristics (See section on Legacy Recommendations). Most of the Planning Area is designated as Growth Management Area (GMA) 3, Suburban Neighborhoods in the *Legacy's* Growth Management Plan. A small area in the northwest portion of the Planning Area is designated as GMA 2 – Urban Neighborhoods. Another small area in the southeast part of the Planning Area is designated as GMA 4 – Future Growth Area in *Legacy* (**Map 2**).

EXISTING CONDITIONS

***GENERAL CHARACTER**

The earliest settlement within the Planning Area was called Friedland, dating back to the 1770s. Friedland was one of the Moravians' Country Congregations and was located on the South Fork/Muddy Creek. Country Congregations were rural settlements with a church and a schoolhouse surrounded by farmsteads established to supplement the urban settlement at Salem. Although substantially impacted by the growth of Winston-Salem, particularly over the last decade, the least developed part of the Planning Area is the southern half, including portions of the original Friedland settlement.

Development in the Planning Area has been predominantly residential in character with very small amounts of nonresidential uses. Residential development in the area has significantly increased over the last twenty years by the addition of many new residential subdivisions mainly in the northern part of the area. There has been no corresponding development of businesses in the Planning Area with the exception of some limited industrial development. Many residents of the area go to Kernersville, for employment, shopping and services.

***DEMOGRAPHICS**

Approximately 11,000 people lived in the Southeast Suburban Planning Area in 2000. It is estimated that 13,000 people, or 4% of the total population of Forsyth County, lived in the Planning Area in 2006. This is an increase of 18% in the time period, approximately the same rate of growth of Winston-Salem, but faster than the 10% growth rate of Forsyth County over this time period. (see **Table 1**).

The racial make-up of the Planning Area is 75% white, 18% African-American and 9% Hispanics, based on 2000 Census data.

Table 1 Southeast Suburban Planning Area Demographic Trends/Comparisons				
Population			2000	% of Total
	Southeast Suburban Area		11,000	4
	Forsyth County		303,000	
Race			2000	% of Total
	Southeast Suburban Area	White	8,413	75
		Black or African American	1,994	18
		Other	829	8
		Hispanic	1,059	9
	Forsyth County	White	209,552	69
		Black or African American	78,388	26
		Hispanic	19,577	6
		Other	14,153	5
Age			2000	% of Total
	Southeast Suburban Area	>5 years	574	7
		5 - 17 years	1,335	16
		18 - 64 years	5,435	65
		65 years and older	1,069	15
	Forsyth County	>5 years	20,494	7
		5 - 17 years	52,728	17
		18 - 64 years	194,296	64
		65 years and older	38,279	13
Family			2000	% of Total
	Southeast Suburban Area	Average Household Size	2.5	
	Forsyth County	Average Household Size	2.4	
Economic			2000	% of Total
	Southeast Suburban Area	Mean Household Income	44,895	
		Per capita Income	20,671	
		Families Below Poverty Level	221	6
		Individuals Below Poverty Level	1,006	9
	Forsyth County	Mean Household Income	46,262	
		Per capita Income	23,283	
		Families Below Poverty Level	6,546	9
		Individuals Below Poverty Level	32,699	11

Source: U.S Census Bureau

***LAND USE**

Existing land uses in the Planning Area include residential, office, commercial, institutional, parks and open space, industrial, utilities, and agricultural uses. The area is predominantly single-family residential in character with very limited amounts of multi-family residential, commercial, and office. Many new single-family developments have been completed in recent years without a corresponding increase in non-residential development. There is a significant amount of vacant land throughout the Planning Area and park/open space land which includes Salem Lake in the northern part of the Planning Area (**Map 3**).

Table 2 Southeast Suburban Planning Area - Existing Land Use Summary					
Land Use	Acres	% of Total	Land Use	Acres	% of Total
Residential			Parks & Open Space	1,083.7	10
Single-Family/Duplex	5,226	47	Utilities & Right of Way		
Multifamily	108	1	Utilities	17.8	.2
Total Residential	5,334	48	Road & Rail ROW	1,231.5	11.4
Office	1.02	.009	Total Utilities & ROW	1,249.3	11.6
Commercial	109.7	1.2	Agriculture	381.3	3.5
Industrial	263	2.4	Total Developed Land	8,644.9	80
Institutional	222.7	2	Vacant Land	2,187.6	20
			Total Area	10,832.5	

Source: Survey by City-County Planning Staff (September 2008)

RESIDENTIAL

The predominant land use in the Planning Area is residential which accounts for almost half of the total land area. Single-family residential development, including large-lot residential and manufactured housing, accounts for 48% of the land area, while multifamily developments comprise only 1%.

OFFICE

Office uses which are located on Kernersville Road account for only .009% of the land area.

COMMERCIAL

Approximately 109.7 acres, about 1.2% of the land area, are developed with commercial/commercial recreational uses. The primary concentration of commercial land use is at the intersection of Kernersville Road and Sedge Garden Road. There are no major or significant retail shopping centers in the Planning Area. The nearest shopping center is 2-3 miles away located in Kernersville.

INSTITUTIONAL

Both public institutional uses such as schools, fire stations, community centers, and private uses such as churches are dispersed throughout the Planning Area. The approximately 222.7 acres of institutional use account for about 2 % of the land area. The main institutional uses are churches and cemeteries.

PARKS AND OPEN SPACE

Parks and open space account for 1,083.7 acres of the Planning Area, about 10% of the total land area. Recreation facilities are discussed in more detail in the Community Facilities section.

INDUSTRIAL

Industrial uses comprise approximately 2.4% or 263 acres of the Planning Area. Most industrial uses are located on Cole Road, Thomasville Road and Ridgewood Road.

UTILITIES AND RIGHTS-OF-WAY

Together, utilities and road/rail rights-of-way account for approximately 1,249 acres or 11.5% of the acreage in the Planning Area. Most of this acreage is rights-of-way.

AGRICULTURAL

Agriculture accounts for 381 acres or 3.5% of the Planning Area. Almost all of the agricultural land is located south of I-40.

VACANT

Vacant land accounts for 2188 acres or 20.2% of the land area. There is a fairly significant amount of vacant land distributed throughout the Planning Area

***ZONING**

Since the adoption of *Legacy* in 2001, there have been 17 rezoning petitions within the Southeast Suburban Planning Area. Within the same time period, there have been development approvals of 37 subdivisions involving 899 acres of the Planning Area. Together, rezoning and subdivision requests have been approved for 1917 acres of land within the Planning Area. These rezonings and subdivisions, almost all of which are for residential development, are located throughout the area with a greater concentration in the northern half of the Planning Area.

***TRANSPORTATION FEATURES**

Existing transportation features include roads, rail, bus routes, bicycle routes, sidewalks, and greenways. The location and function of transportation features has a significant impact on land use decisions (**Maps 4 and 5**).

ROADS

Overall Street Pattern

A major interstate highway (I-40) and major freeways (Business I-40, US 311) provide east-west access across the Planning Area. There are no major north-south highways or freeways in the area. Interconnections between existing residential developments in the area are very limited.

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.
- **Thoroughfares** function as the primary traffic arteries or “arterials” of a community.
- **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 3 - Southeast Suburban Road Classifications and Features

Interstate Highways	Description	2005 Average Daily Traffic (ADT)	2025 Estimated Volume	Current Road Capacity	Road Width	Future Cross Section
Interstate 40	4-6 lanes with median	58,000 -81,000	75,300 - 95,200	63,600 - 95,900	48 - 72	6 lanes divided, grass median
Freeways	Description	ADT	2025 Estimated Volume	Current Road Capacity	Road Width	Future Cross Section
Business I-40 (US 421)	4-6 lanes with median	---	48,100 - 82,500	63,600 - 95,900	48 - 72	Adequate
US 311	4 lanes with median	21,000 -24,000	31,800 - 59,900	63,600	48	Adequate
Expressways	Description	ADT	2025 Estimated Volume	Current Road Capacity	Road Width	Future Cross Section
Reidsville Rd.	4 lanes	15,000	19,800	32,200	48	Adequate plus sidewalk
Thomasville Rd.	2-4 lanes	8,200 - 17,000	10,900 - 18,600	16,100 - 26,900	24 - 44	4 lanes divided, raised median, curb & gutter, widened outside curb lanes, sidewalks
Boulevards	Description	ADT	2025 Estimated Volume	Current Road Capacity	Road Width	Future Cross Section
Gumtree Rd	2 lanes	5,200	9,700	11,100	22	3 lanes, curb & gutter, wide outside lanes, sidewalks
Union Cross Rd. (Wallburg Rd. to Whicker Rd.)	2 lanes	12,000 -15,000	13,200 - 13,300	11,100	23 - 24	3 lanes, curb & gutter, wide outside lanes, sidewalks
Major Thoroughfares	Description	ADT	2025 Estimated Volume	Current Road Capacity	Road Width	Future Cross Section
High Point Rd.	2 lanes	1,200 - 5,400	7,300 - 9,800	11,100 - 16,100	20 - 22	3 lanes, curb & gutter, wide outside lanes with sidewalks
Kernersville Rd.	2 lane	10,000 -14,000	10,700 - 15,100	16,100	24	3 lanes, curb & gutter, wide outside lanes with sidewalks
Linville Rd.	2 lane	6,500	7,000 - 9,000	16,100	19 - 22	3 lanes, curb & gutter, wide outside lanes with sidewalks
Old Salem Rd.	2 lane	2,900	5,700	11,100	18	3 lanes, curb & gutter, wide outside lanes , sidewalks
Ridgewood Rd.	2 lane	1,900 - 6,200	5,100 - 7,300	11,100 - 16,700	18 - 36	3 lanes, curb & gutter, wide outside lanes, sidewalks
Sedge Garden Rd. (Hastings Hill Rd. N to Kernersville Rd.)	2 lane	4,100 - 8 ,800	3,200 - 5,300	16,100	18	3 lanes, curb & gutter, wide outside lanes , sidewalks
Union Cross Rd. (NC 109 to Wallburg Rd.)	2 lane	1,900 - 1,800	5,400 - 10,500	11,100	22 - 24	3 lanes, curb & gutter, wide outside lanes, sidewalks (NC 109 to Ridgewood Rd.) 4 lanes divided, raised median, curb & gutter, widened outside curb lanes, sidewalks (Ridgewood Rd. to Wallburg Rd.)

Minor Thoroughfares	Description	ADT	2025 Estimated Volume	Current Road Capacity	Road Width	Future Cross Section
Cole Rd.	2 lane	---	4,000 - 4,800	11,100	18 - 40	3 lanes, curb & gutter, wide outside lanes, sidewalks
Glenn Hi Rd.	2 lane	4,600	5,900	11,100	18	3 lanes, curb & gutter, wide outside lanes, sidewalks
Hastings Hill Rd.	2 lane	4,100 -5,700	3,400 - 4,000	16,100	18 - 19	3 lanes, curb & gutter, wide outside lanes, sidewalks
Oak Grove Church Rd.	2 lane	3,100 -3,200	5,100	16,100	19	3 lanes, curb & gutter, wide outside lanes, sidewalks
Sedge Garden Rd. (Kernersville Rd. to Hastings Hill Rd. S)	2 lane	1,600	2,900	16,100	19	3 lanes, curb & gutter, wide outside lanes, sidewalks
Willard Rd.	2 lane	1,100 -1,200	1,500 - 4,200	11,100	18 - 19	2 widened inside lanes, curb & gutter, parking on one side, sidewalks
Collector Streets						
Baden Road		New Greensboro Road				Sawmill Road
Beeson Park Lane		Oak Garden Drive				Solomon Drive
Charles Street		Oakridge Place Drive				Southland Avenue
Fanning Road		Old Winston Road				Spring Hill Circle
Glen Way Drive		Pecan Lane				Stewart Road
Green Oaks Drive		Pecan Ridge Circle				Sun Valley Lane
Jubilee Trail		Piedmont Memorial Drive				Wayside Drive
Lowery Street		Plaza Hollow Drive				Weavil Road
Martindale Road		Presley Drive				Woodbridge Drive
Merriweather Road		Ridgewood Place Drive				
Motsinger Drive		Robbins Road				

CURRENT PROPOSED STREET AND HIGHWAY IMPROVEMENTS

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

The Thoroughfare Plan has long served as the street and highway master plan for the urban area by identifying both existing roads and the general location of future planned roads. The Thoroughfare Plan is not fiscally constrained, as it shows all desired road projects--both funded and unfunded road projects. While the Thoroughfare Plan deals with streets and highways, the Long Range Transportation Plan (LRTP) includes all modes of transportation. The LRTP is fiscally constrained, as it only includes projects for which funding is anticipated. The LRTP is required under federal provisions and must include an assessment of air quality impacts.

An additional State transportation planning requirement is the Comprehensive Transportation Plan (CTP). The CTP is a long-range plan for all modes of transportation and is not fiscally constrained. The Thoroughfare Plan will become the street and highway component of the CTP.

The Metropolitan Transportation Improvement Program (MTIP) is the official transportation investment schedule for State and federally funded surface transportation projects planned within the metropolitan area. The Winston-Salem Metropolitan Area includes most of Forsyth County and portions of Stokes, Davie, and Davidson counties. The MTIP programs project funding for a seven-year period for all modes of transportation.

Table 4 - Southeast Suburban Future Street and Highway Projects			
Location	Description	Current Status	Completion
Road Widening and Improvements			
R-0952B - Business I-40/US 421 (Linville Road to W of SR 1850)	Pavement & Bridge Rehabilitation	Unfunded MTIP Project	---
I-4717 - I-40 (vicinity of US 311 Interchange)	Resurface Road	Design-Let	2009
FS-0609A - I-40 (US 311 to Business I-40)	Widen to 6 lanes	Scheduled for Feasibility Study	---
Kernersville Road (High Point Road to Whicker Road)	Widen to 3 lanes	LRTP Intersection Improvement Project	---
U-4909 - Union Cross Road (Wallburg Road - Sedge Garden Road)	Widen to Multi-lanes	R-O-W in progress	2012
New Roads			
Merriweather-Sawmill Connector	Collector Street	Collector Street Plan proposal	---
U-2579A - Northern Beltway, Eastern Section (Future I-74)	Freeway	R-O-W beginning 2012	---
Presley Drive Extension	Collector Street	Collector Street Plan proposal	---
Sedge Garden-Hastings Hill Connector	Collector Street	Collector Street Plan proposal	---
Southern Beltway	Freeway	Thoroughfare Plan proposal	---
US 311 Connector	Expressway	LRTP Project 2026-2035	2035
Bridge Improvements			
B-4747 - Swaim Road Bridge No. 83	Replace Bridge	R-O-W beginning 2011	2012
Road Realignments			
R-2568C - NC 109 (S of Business I-85 to I-40/US 311)	Wallburg Bypass, widen to Multi-lanes	Unfunded MTIP Project	---
Safety Studies and Improvements			
U-2827B - US 421 (I-40 Bypass to W of US 158)	Pavement Rehabilitation & Safety Improvements	Planning/Design in progress	---

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

Business I-40/US 421 Pavement and Bridge Rehabilitation

The North Carolina Department of Transportation (NCDOT) is beginning a project to include removing and replacing highway pavement, replacing bridges and improving ramps on to and off of Business I-40/US 421. Given the limited right-of-way width, it is possible that new right-of-way may be acquired; however, this will be kept to a minimum in order to reduce residential, business, historic, and other environmental impacts. The proposed improvements to Business I-40/US 421 are necessary to ensure that it can function safely and effectively for the next 50 years.

NC 109 Wallburg Bypass

Improvements to NC Highway 109 (Thomasville Road) in Forsyth and Davidson counties are currently under study by the NCDOT. Five alternatives have been selected for detailed study. One alternative corridor would improve existing NC 109 with a bypass west of the town of Wallburg. The other four alternatives are mainly new alignments.

Winston-Salem Northern Beltway, Eastern Section

The Northern Beltway is a proposed multi-lane freeway that begins at US 158 southwest of Winston-Salem and ends at US 311 southeast of the city. Environmental studies for the project are complete, and design is underway.

The proposed Eastern Section Extension of the Northern Beltway located in the Planning Area consists of a 4.4-mile controlled-access freeway (high speed, no driveways and no traffic signals) with four lanes and a 70-foot grass median in the center. This section of the project begins at Business I-40/US 421 and terminates in an interchange with US 311.

Union Cross Road Widening (U-4909)

This project proposes to widen an existing section of Union Cross Road from Wallburg Road to Sedge Garden Road. It will be widened to a four-lane, divided, curb and gutter roadway with a 30-foot, raised median and five-foot sidewalks on both sides south of I-40. North of I-40, it will be widened to a six-lane, curb and gutter roadway with a 30-foot raised median with five-foot sidewalks on either side. The purpose of the project is to improve safety, route connectivity and traffic flow through the project study area.

Thoroughfare Plan Projects

US 311 Connector

The proposed project is the construction of a new four-lane limited-access urban boulevard with a landscaped median from Business I-40/US 421/NC 150) to Interstate 40. It includes improvements to both Interstate interchanges and provision for walking/bicycling. The Connector will provide an important north-south link in the southeastern part of the city.

Winston-Salem Southern Beltway

A “Southern Beltway” connecting the eastern and western segments of the Northern Beltway in Forsyth County and northern Davidson County is in the initial planning stages. The WSDOT estimates construction to start after 2030.

PUBLIC TRANSPORTATION

Local Bus Routes

There are two Winston-Salem Transit Authority routes originating from the downtown terminal that currently provide limited bus service to part of the Southeast Suburban Planning Area. **Table 4** and **Map 5** describe the routes in more detail.

Table 5 - Southeast Suburban Local Bus Routes		
Route Number	Direction	General Route
26	Inbound	From Charles Street, left at Thomasville Road (NC 109), right at Waughtown Street, continue to Transit Center
29 Night	Inbound	From Charles Street & Thomasville Road, left at Thomasville Road (NC 109), right at Waughtown Street, continue to Transit Center

Regional Transit

PART, The Piedmont Authority for Regional Transportation, was authorized in 1997 by the North Carolina General Assembly as a Regional Transportation Authority. Based on regional cooperation, PART coordinates regional bus service, vanpools carpools, and other transportation-related services. Two PART bus routes, from Greensboro and High Point to Winston-Salem, pass through the Planning Area.

Light Rail

A proposed regional passenger rail line connecting Forsyth and Guilford Counties is currently being developed by the Piedmont Authority for Regional Transportation (PART). Potential rail station locations include downtown Greensboro, PTI Airport/Kernersville, Winston-Salem State University, downtown Winston-Salem, Thruway Shopping Center/Baptist Hospital, Hanes Mall/Forsyth Medical Center, and Clemmons. The proposed light rail system has the potential to provide new transportation opportunities.

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 two signed bike routes described in **Table 5** and shown on **Map 5**.

Route Number	Direction	General Route
10	---	From Sprague Street, right at Willard Road, left at Union Cross road to Ridgewood Road, back along Union Cross Road, right at Thomasville Road (NC 109), left at Teague Road
Mountains to Sea Alternate Route	---	From High Point Road, left at Union Cross Road, right at Thomasville Road (NC 109), left at Teague 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 was developed as part of the *Pedestrian Plan* to help determine which recommended sidewalks are most needed. Criteria includes street type, school locations, location of “pedestrian generators” such as stores and parks, connectivity to the overall pedestrian system, and location of bus stops.

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 only existing sidewalks in the area are in the Thornaby Park and Vernon Farms developments. The *Pedestrian Plan* does not currently recommend additional sidewalks in the Planning Area.

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.

There is one greenway trail located in the Planning Area, the 6.5 mile Salem Lake Trail. This Trail is proposed to be extended eastward within the Planning Area as a section of the proposed Piedmont Regional Greenway Trail from Winston-Salem to Greensboro. A northern arm of the existing Trail is proposed northeast along the lake shore to Lowery Creek.

RAIL

The following rail line is located in the Southeast Suburban Planning Area:

- The Norfolk-Southern K line (Winston-Salem to Greensboro) from the proposed US 311 Connector to Business I-40.

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 5 miles from the center of the Southeast Suburban Planning Area.

The Piedmont Triad International Airport (PTIA) is located approximately 20 miles east of downtown Winston-Salem in Guilford County. PTIA provides the region with direct and connecting commercial air passenger and airfreight service to national and international destinations. The Mid-Atlantic FEDEX hub will open at PTIA in 2009.

***COMMUNITY FACILITIES**

The Southeast Suburban Planning Area has a number of facilities that serve the community including parks, schools, churches, and other institutional uses (**Map 6**).

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 is one elementary school in the Planning Area, the Sedge Garden Elementary School. Hall-Woodward Elementary School and Glenn High School are located just outside the boundaries of the Planning Area (see **Map 6**).

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. Two public parks are currently located in the Southeast Suburban Planning Area. Parks are classified based on their size, facilities, and function. **Table 6** lists recreation facilities in the Southeast Suburban Planning Area by type with acreage and major facilities.

Table 7 Southeast Suburban Recreation Facilities		
Park Type	Acreage	Major Facilities
Neighborhood Parks: Provide intense recreational activities accessible to neighborhoods.		
Sedge Garden Park	21.03	Tennis courts, softball field, fitness course, playground, picnic shelter and picnic tables, recreation center
Regional Parks: Large areas for natural resource-based outdoor recreation or very large parks offering a wide array of recreational opportunities or very specialized recreational activities.		
Salem Lake Park	1455.37	Fishing and boating, playground, picnic shelter, picnic tables, 6.5 mile trail for pedestrians, horses and bicyclists.

Based on the service area analysis completed for the *2015 Parks and Open Space Plan*, the Southeast Suburban Planning Area is not adequately served with community parks and recreational facilities. The primary purpose of Salem Lake Park is protecting the community's natural resources and environmental quality. The *2015 Parks and Open Space Plan* recommended the improvement of facilities at Salem Lake Park and completion of a detailed master plan for this park. It also recommended the location of a new Community Park in the Planning Area.

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 the 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 20 years.

The only greenway trail located in the Planning Area is the 6.5 mile Salem Lake Trail, located in Salem Lake Park skirting the shoreline of Salem Lake. The unpaved trail is used by walkers, runners, cyclists and horseback riders.

One of the major initiatives of the *2015 Greenway Plan for Winston-Salem and Forsyth County*, is the proposal to construct the Piedmont Greenway Trail which is intended to link the existing Salem Lake Trail to Triad Park and to the existing Lake Brandt Greenway Trail in Greensboro. The Piedmont Land Conservancy is spearheading regional efforts to construct the Piedmont Greenway Trail. Also proposed is the Salem Lake North Greenway Trail, an extension of the existing Salem Lake Trail northeast along the lake shore to Lowery Creek.

LIBRARY FACILITIES

There are no library facilities in the Southeast Suburban Planning Area and no existing plans for future library facilities in the Planning Area.

FIRE STATIONS

There are no Fire Stations located within the Planning Area. The Planning Area is, however, served by Station 17 to the north and Station 11, Parkview Fire Station, to the west. Station 19 is temporarily located at Beeson’s Voluntary Fire Station at the intersection of Sedge Garden Road and Union Cross Road, just outside the eastern boundary of the Planning Area.

UTILITIES

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

OTHER COMMUNITY FACILITIES

Cemeteries

The main cemeteries located in the Planning Area are:
 Oaklawn Memorial Garden Cemetery - High Point Road
 The Friedland Cemetery - Friedland Church Road
 Saints Delight Cemetery - Saints Delight Church Road
 Sedge Garden United Methodist Church Cemetery - Sedge Garden Road
 Piedmont Memorial Cemetery - Piedmont Memorial Drive

***HOUSING**

GENERAL INFORMATION

According to the *2000 Census*, there are approximately 4,832 housing units in the Southeast Suburban Planning Area. About 5% are vacant, somewhat lower than the citywide vacancy rate of 8%. Of the 4569 occupied housing units (“households”), approximately 66% was homeowner-occupied, significantly more than the 56% of households citywide who own their own homes.

Based on 2000 Housing values data, the mean ownership value of housing structures in the Planning Area is somewhat higher than the citywide value.

The median year of construction for a single-family detached structure in the Planning Area is 1968, compared to an average year of construction of 1962 citywide.

Table 9: Housing Statistics for the Southeast Suburban Planning Area				
Housing Tenure			2000	% of Total (FC)
	Southeast Suburban Area	Total Housing Units	4,832	3.7
		Owner-Occupied	3,169	66
		Renter-Occupied	1,400	29
		Vacant	263	5
Units in Structure			2000	% of Total
	Southeast Suburban Area	1-Unit	3,950	79.8
		2-Units	21	0.4
		3 or more Units	980	19.8
	Forsyth County (Suburban/Rural Areas)	1-Unit	100,785	75
		2-Units	2,240	2
		3 or more Units	30,063	23

Median Year Built			2000	% of Total
	Southeast Suburban Area	Median Year Built	1968	NA
Median Home Value			2000	% of Total
	Southeast Suburban Area	Median Value	105,544	NA

HOUSING IMPROVEMENT EFFORTS

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

As of 2004, the City of Winston-Salem has targeted its community development funds to the Neighborhood Revitalization Strategy Area (NRSA), an area designated based on the rate of poverty. The western part of the Southeast Suburban Planning Area is located in the NRSA.

Assistance from Habitat for Humanity

The City of Winston-Salem has worked to expand opportunities for affordable housing and promotion of home ownership in a variety of ways. In addition to assisting with the rehabilitation of multifamily units, the City has provided funding to Habitat for Humanity to assist them to build single-family houses for low-income persons. The City also provided funding assistance to scattered site new home construction by Habitat for Humanity at various sites. There is one Habitat for Humanity project in the Southeast Suburban Planning Area, Ridgewood, located in the western part of the Planning Area off High Point Rd to the rear of the Oaklawn Memorial Garden Cemetery.

***DESIGN AND APPEARANCE**

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

The majority of the Southeast Suburban Planning Area was developed after 1940 during a period of dominance of the automobile. The automobile, combined with the construction of the U.S. Interstate System, were two major factors that led to suburban residential and then commercial development. People were no longer dependent upon mass transit to move about easily through the city. With the relatively inexpensive cost of gasoline for commuting, it became easier for developers to purchase farmland tracts located further out from the center city and subdivide into larger, more private lots and construct homes. Demand for such housing rose dramatically thereby resulting in more homogenous products that could be constructed more rapidly. As a result, newer zoning codes began to inadvertently promote suburban development requiring larger minimum lot sizes, greater setbacks from streets, and wider streets for public safety purposes. Additionally, commerce centers developed along highways, road corridors, or major intersections in the form of shopping centers. Unfortunately, many of these suburban residential and commercial developments lack the special character and sense of community found in more urban neighborhoods. The future design challenge in suburban areas is to integrate housing and commercial/office/institutional development and encourage aesthetically pleasing, walkable communities. A number of newer developments in Forsyth County are already moving in this direction. This is, however, not as yet evident in the Southeast Suburban Planning Area. Quality commercial, office and service developments are almost non-existent.

APPEARANCE INITIATIVES

The City has developed a number of initiatives to improve the appearance and pedestrian-orientation of neighborhoods and commercial areas in Winston-Salem. City efforts are usually, but not always, undertaken in the right-of-way and can include: landscaping and tree planting; sidewalks and other pedestrian improvements; benches; trash receptacles and other street furniture; public art; decorative street lighting; and public spaces. Other design standards have been adopted as part of the community's *Unified Development Ordinances*.

View Corridors are designated areas along thoroughfares in which off-premises signs are prohibited. The purpose of view corridors is to preserve views of significant natural or constructed areas such as the downtown skyline of Winston-Salem or the rural countryside of Forsyth County. Both sides of I-40 and US-311 in the Planning Area are designated as view corridors.

I-40, Business I-40/US421, and US-311 are also designated as Thoroughfare Overlay Districts (TO Districts). The main purpose of the TO District is to encourage development and redevelopment which preserves the visual quality and functional operation of the roadway. All development within the TO District are subject to specific site development standards in addition to the standards of the underlying zoning district. These additional standards relate mainly to screening outside storage, shielding of on-site utilities, screening of loading and garage bays, establishing minimum setbacks from the right-of-way, and creating landscaped streetyards.

***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 does not impose regulations on property owners unless federal or state funding is involved or federal and/or state income tax benefits are utilized. The Historic (H) and Historic Overlay (HO) Districts are local zoning districts that require specific guidelines 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 the same provisions apply as with National Register historic districts. Local Historic Landmark designation is available for highly significant structures and sites within Forsyth County, and provides local property tax benefits. As with locally zoned historic districts, once a property is designated as a Local Historic Landmark, design review criteria and processes are required.

Three major historical studies/surveys have been completed in Forsyth County: *From Frontier to Factory: An Architectural History of Forsyth County*, a survey completed by Gwynne S. Taylor in 1981; *Winston-Salem's African-American Neighborhoods 1870-1950*, by Langdon E. Oppermann in 1993; and, *Spanning the Past, a Survey of Selected Historic Bridges in Winston-Salem*. Forsyth County Historic Resources Commission (HRC) staff is updating the countywide architectural survey, which is providing additional information about historically significant properties in Forsyth County. HRC staff has reviewed all major studies/surveys and completed a windshield survey of the Planning Area.

The review and survey indicate that there exists a strong concentration of properties in the southern region of the Planning Area that are predominantly rural in character and demonstrate the unique and special history of the area.

Much of the information that is known about the southern portion of the Planning Area is from the scholarly work, "There Is None Like It" completed in August 2003, and the Study List Application for the Friedland Lower Tier properties approved in July 2004, both completed by Michael O. and Martha B. Hartley.

Friedland was settled by a group of Moravians from Broad Bay, Maine. Bishop John Ettwein had been involved in the settlement of Wachovia and shared with the people from Maine the opportunity for land, a better life, and a spiritual home in North Carolina. The Broadbay people made the hard journey from Maine to North Carolina in 1770.

The majority of the Broadbay families chose to settle together on land allocated to them on the South Fork. The initial settlement encompassed the upper tier of Friedland, divided into 200-acre parallel lots with each lot having water resources. There was a central site selected for the meeting-house. In 1773 another group of families from Broadbay Maine arrived and they settled in what is called the lower tier of Friedland. These lots were south of the boundary lines of the original lots, were not consistent in size, and were laid out on demand and according to how much land the purchaser desired.

The upper and lower tiers both have been substantially impacted by the growth of Winston-Salem over the last decade. Industrial parks and housing developments have overtaken large portions of both the upper and lower tiers.

While the Southeast Suburban area is fortunate to have a legacy from early in the county's history, there are also many early-to-mid-twentieth century resources. In the early-twentieth century, due to better education, improved markets, and transportation, farmers began to be more innovative and successful in agriculture. Standardization of residential architecture and building materials in the rural areas began in the late-nineteenth century and continued into the early twentieth century. Styles such as bungalows began to appear in the 1920s and 1930s, and were made popular through magazines and plan books that were easily accessible and affordable. Kernersville Road contains many examples of this 19th and 20th century architecture including such styles as Colonial Revival, Queen Anne, Craftsman, and other vernacular houses. Additional resources in the area include graveyards and potential archaeological resources.

The standard of age for a historic structure or area is generally 50 years or older. Neighborhoods dating from the 1940s include such architectural styles as Minimal Traditional, Ranch, Split Level, and Contemporary. More study is necessary to determine which of Forsyth County's and the Southeast Suburban Planning Area's modern neighborhoods are the best examples of these styles and would be eligible for the National Register of Historic Places.

It is important not to limit the discussion of the Southeast Suburban Planning Area's historic resources to architecture. The history of the area begins long before the Moravians came to Forsyth County in the 18th century. Various Native American tribes inhabited the area along with other early settlers as evidenced in the number of archeological sites that have been identified in the Planning Area.

The information which follows and in **Appendix A** and **Map 8** includes neighborhoods and properties identified as historically significant and/or potentially eligible for listing on the National Register of Historic Places (NRHP) and/or local designation based on the staff review and survey. **Appendix A** includes a listing of all properties in the Planning Area surveyed in *Frontier to Factory, Winston-Salem's African-American Neighborhoods 1870-1950*, or that have been identified in the architecture survey update that began in 2006.

HISTORIC DISTRICTS

Friedland Lower Tier Rural Historic District

Located in the southern portion of the Planning Area, the lower tier of the Friedland, one of the three Moravian Country Congregations, was listed on the North Carolina National Register Study List in 2004.

Much of the upper tier of lots was substantially impacted by new industrial and residential development. However, the lower tier still contains large portions of land with a number of contiguous tracts producing a readily visible historic agricultural landscape, including field lines and lot lines, hence the listing of the area on the North Carolina Study List as a historic district.

HISTORIC PROPERTIES AND OTHER CULTURAL RESOURCES

The Southeast Suburban Planning Area includes several historically significant areas and properties. Some may be eligible for listing on the National Register of Historic Places, either individually or along with other properties, while others may not be eligible for the National Register but are still significant to the cultural or historic development of Winston-Salem/Forsyth County. These properties may be worthy of designation as a Local Historic Landmark or at least recognition through documentation or placement of a historic plaque or marker. Additional research and greater understanding will help determine the appropriate level of recognition. Some of the properties of particular significance are discussed below and detailed in **Appendix A**.

Historic Structures

There are several historic structures including houses, schools and churches located throughout the Planning Area. There are also two historic cemeteries that served the citizens of Winston-Salem and Forsyth County and are an important part of the social and cultural history of the city and county. Details on these are included in **Appendix A**.

Maynard Field

Operating from 1919 until the mid-1930s, Maynard Field was the first commercial airfield in North Carolina. The airfield was named for Lt. Belvin W. Maynard, a North Carolina native and pioneer aviator. In October 1919, the Winston-Salem Board of Trade leased thirty-five acres of land off Kernersville Road for the field. On December 5, 1919 the field was dedicated, and Lt. Maynard was the first flyer to land on its runway. Completely modern in contrast to other airfields of its day, Maynard Field featured intersecting runways, hangar space, gasoline, a telephone, a mechanic, and two parking areas for automobiles. In May of 2008, a Local Historic Marker was placed on Kernersville Road near the only remaining building, the garage, which was associated with Maynard Field. Today, the location of the field is covered in residential housing.

***ECONOMIC DEVELOPMENT**

Economic development covers a wide variety of issues in the Planning Area including the health of existing retail, commerce and industry, strategies for attracting new businesses to the community, small business development, the provision of jobs for citizens, the revitalization of older business areas and the availability of sites for new businesses. Some of these issues, particularly attracting new large-scale businesses for job creation and assembling land for these larger uses, are handled in part by entities such as the Chamber of Commerce and Winston-Salem Business, Inc. In addition to these efforts, the City of Winston-Salem offers a variety of programs to help businesses develop, grow, and/or revitalize.

EXISTING ECONOMIC DEVELOPMENT PROGRAMS

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

A limited number of programs are available citywide. However, most are designed to induce business to locate and create jobs in distressed areas of the city. As of 2003, the City of Winston-Salem has targeted most of its business loan programs to the Neighborhood Revitalization Strategy Area (NRSA). The western part of the Southeast Suburban Planning Area is located in the NRSA.

The following is a summary of the existing City economic development programs available in parts of the Southeast Suburban Planning Area:

Economic Development Revolving Loan Program

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

Business Training Program

The City of Winston-Salem offers a ten-week training program to provide participants with the basic skills necessary to become owners/operators of small businesses. Participants learn how to write a business plan and about a wide range of issues, including legal, insurance and management/marketing. The program is offered free of charge to minority and women business owners, low-income persons or employers of low-income persons.

Infrastructure Improvements

The City may use voter approved bonds and other resources to complete targeted landscaping, gateway construction, and streetscape improvements.

Building Improvement Rehabilitation Program

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

***THE ENVIRONMENT**

A number of environmental issues are of concern in the Planning Area including watersheds, floodplains, water quality, wetlands, and Natural Heritage sites (**Map 7**).

WATERSHEDS

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

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

Salem Lake Watershed Regulations

The northern part of the Planning Area is in the Salem Lake Watershed (**Map 7**). Land within the watershed located north of Kernersville Road and Old Winston Road and west of Sedge Garden Road is in the Reservoir Protection Area (RPA), which defines all land within approximately one-half (1/2) mile of the normal pool elevation of the water supply reservoir of Salem Lake.

Development requirements are stricter in the RPA than in the balance of the watershed to offer greater absorption and water purification opportunities for stormwater runoff before entering Salem Lake. Therefore, for new residential development within the Salem Lake RPA, there must be either:

- a. Residential Development Requirements
 - i. A minimum lot size of 40,000 square feet per residential dwelling unit;
or
 - ii. An average density of one dwelling unit per 40,000 square feet ; or
 - iii. A maximum built-upon area of 12% of the site, unless a Special Intense Development Allocation (SIDA) is obtained.
- b. Nonresidential Development Requirement

Nonresidential developments are limited to a maximum built-upon area of 12% of the site unless a Special Intense Development Allocation (SIDA) is obtained.

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

- A. *Availability of sanitary sewer systems*: The minimum size for residential lots with septic tanks is 40,000 square feet.
- B. *Zoning*: The zoning district for the area in which the lot is located.
- C. *Specific Requirements*: The detailed Salem Lake watershed requirements for the Planning Area are:
 - a. Residential Development Requirements
 - i. A minimum lot size of 20,000 square feet per residential dwelling unit;
or
 - ii. An average density of two dwelling units per 40,000 square feet; or
 - iii. A maximum built-upon area of 24% of the site.
 - b. Nonresidential Development Requirement

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

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

Special Intense Development Allocation (SIDA)

In order to foster economic development, the watershed regulations allow limited Special Intense Development Allocations (SIDAs) for non-single-family residential developments of up to 70% built-upon areas. These SIDAs must be approved by the Winston-Salem City Council or the Forsyth County Board of Commissioners for sites in the area within the Salem Lake Watershed. Of the 650 acres designated for Salem Lake Watershed SIDAs in 1995, 350 acres are currently available.

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 3,385 acres of floodplain in the Southeast Suburban

Planning Area. Portions of South Fork Muddy Creek, Fiddlers Creek, Kerners Mill Creek and Fishers Branch Creek have identified mapped flood-prone areas.

WETLANDS

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

NATURAL HERITAGE INVENTORY SITES

The State’s *Natural Heritage Inventory for Forsyth County* identified the occurrence of significant plant and animal communities, geologic features, historic resources and stream corridors in Forsyth County. A portion of one Natural Heritage site, the Salem Lake Natural Area, is located in the Planning Area.

The Salem Lake Natural Area consists of 450 acres, excluding Salem Lake itself. It is of regional significance and is located in the northern part of the Planning Area just south of Business I-40/US 421 within Salem Lake Park, a city-owned park managed by the Winston-Salem Recreation and Parks Department.

ANNEXATION AGREEMENTS

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

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

North Carolina General Statutes authorize municipalities to enter into agreements for up to 20 years. Once adopted, participating municipalities must both agree to change or terminate the agreement before it expires. A municipality may unilaterally terminate an agreement after a 5-year notification period. Each participating municipality must also notify the other(s) of all subsequent annexation proposals within the affected area.

Municipality	Adoption Year	Agreement Length	Amendments (Year)	Termination Year
Winston-Salem/Kernersville	1992		1999, 2003	

***EXISTING PLANS IN STUDY AREA**

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

Salem Lake Watershed Area Plan

This Plan, a Watershed Management Plan, was adopted by the Winston-Salem Board of Aldermen in 1986. It roughly covered the section of the Planning Area north of NC 150/Kernersville Road. It made recommendations on land use, erosion and stormwater control, sewer, transportation, recreation and emergency management. It proposed the creation of the

Salem Lake Watershed Overlay District where specific regulations applied. These were superseded by State watershed regulations.

US 311 Area Plan

This Plan was adopted by the Winston-Salem Board of Aldermen and the Forsyth County Commissioners in 1984. It roughly covered the US 311 Corridor. It called for development closer to Winston-Salem where services were available, and relatively little development in the middle and eastern sections of the Corridor. The Eastern section of the Corridor is located outside of the Southeast Suburban Planning Area.

Future Interstate 74/Kernersville Road Interchange Study

This Study, completed in 2008, encompasses 170 acres along Kernersville Road. The intersection of Oak Grove Church Road with Kernersville Road is the approximate center point of the Study area. The Study examined land use and transportation issues around the proposed Kernersville Road Interchange with the Northern Beltway to determine impacts of different land use scenarios on the transportation system.

The Study's land use and transportation alternative recommendations are being used by City-County Planning staff as a guide for potential land use and zoning decisions in the area. The entire Interchange Study Area is located in the Southeast Suburban Planning Area. The alternative scenarios of that Study will be presented to the Southeast Suburban Area Plan's participant's for their input.

Appendix A. Identified Historic Resources

Name	General Location	Date	Status
John & Catherine Bodenhamer House	4072 High Point Road	1790, 1820, 1950s	FY00039
Reid-Hines House	4655 Joe Shawn Road	1833	FY00298
George Sink House	3701 Thomasville Road	1897	FY00304
Nathaniel Charles House	2360 Union Cross Road	ca. 1840-1860	FY00305
Stewart-Hine House [D]	3025 Ridgewood Road		FY00306
Isaac Robbins House	375 Robbins Road	ca. 1840-1860	FY00307
Friedland Moravian Church	2750 Friedland Church Road	1951	FY00308
House	3850 High Point Road	ca. 1880-1900	FY00309
House [D]	4105 Glenn Hi Road		FY00310
George Williard House [D]	4000 High Point Road		FY00311
Holder House	750 Sedge Garden Road	ca. 1840-1860	FY00312
Sedge Garden School [D]	475 Sedge Garden Road		FY00313
Saint's Delight Primitive Baptist Church	4655 Saints Delight Church Road	1952	FY00314
Fred Crews House [D]	358 Lucinda Lane		FY00316
Sapp House [D]	190 Ben Smith Road		FY00317
House [D]	Kernersville Road		FY00319
Atkins House [D]	Kernersville Road		FY00320
Glenn E. Swaim House (Rec. Study List)	3877 Kernersville Road	1947	FY00321
Wilson-Stockton House	4015 Kernersville Road	c. 1800-1820	FY00322
Allie and Bunyon Linville House	3683 Kernersville Road	1900-1903	FY00323
C. Rowan Smith House	205 Cool Springs Road	1903	FY00329
Cool Springs School	415 Cool Springs Road	ca. 1880-1900	FY00330
L.V. Smith House [D]	1551 Pecan Lane		FY00340
Joe Beeson House [D]	1021 Sedge Garden Road		FY00341
Joyce Farm	781 Sedge Garden Road	1914	FY03291
Will Stockton House (Rec. Study List)	4057 Kernersville Road	1898, 1905	FY03293
Will Stockton Store (Rec. Study List)	4059 Kernersville Road	1928	FY03294
Motsinger House	290 Motsinger Drive	1909	FY03295
House	201 Cool Springs Road	1927	FY03296
House	2217 Union Cross Road	1890, 1913	FY03305
Well House (DOE-ER)	1462 Union Cross Road	1850	FY03410

Abbreviations:

D – Demolished; DOE-ER – Determination of Eligibility - Environmental Review

Note: This list may not be comprehensive. All attempts have been made to include any property visible from the right-of-way which requires more study.

Historic Properties – Additional Details

John and Catherine Bodenhamer House

4072 High Point Road

Date: 1790, 1820, 1950s

The structure is a one-and-a-half-story, log and frame building with a series of one-story rear and side additions. The core of the house is a circa 1790, single-pen, hewn log dwelling with a side gable roof. This structure was moved two-and-a-half miles west of its original location on June 4, 1978, in order to save it from demolition during the construction of US 311.

Reid-Hines House

4655 Joe Shawn Road

Date: 1833

The Reid family originally owned the house; however, Joe Hines lived most of his 84 years in the home. The house was extensively remodeled in 1968. The house has a gabled entry porch with turned bracketed posts; the original weatherboards have been covered with vinyl siding; new six-over-six replacement windows; original brick end chimney with stone base; one-story gabled rear addition with enclosed porch; and, a new metal roof. There are several outbuildings including a hog house, shed, smokehouse, tobacco barns, garage, and equipment shed. The old Broadbay School was also moved to this property.

George Sink House

3701 Thomasville Road

Date: 1897

This house was originally the main dwelling on a large dairy farm. The structure is a two-story, Triple-A roofed, vernacular style house that was sheathed in vinyl siding in 1979. There is a hip-roofed porch with a central pedimented gable supported by tapered posts on brick piers, original two-over-two windows, brick foundation, and a series of rear additions.

Nathaniel Charles House

2360 Union Cross Road

Date: ca. 1840-1860

This is a two-story, side-gable metal roof, brick house with six-over-six windows. There are brick end chimneys and a one-story brick rear gabled ell. The house is heavily overgrown.

Steward-Hine House

3025 Ridgewood Road

Date: 1850, 1900, 1920

The Steward-Hine House was demolished approximately twenty years ago; however, several outbuildings are extant but have been moved from their original locations and clustered on the south side of the property. The buildings include a dairy, washhouse, wellhouse, garage/granary, shed, and smokehouse.

Isaac Robbins House

375 Robbins Road

Date: ca. 1840-1860

This two-story, side-gable, hall and parlor, single pile vernacular house has been sheathed in vinyl siding and had a twentieth-century gabled entrance porch with turn posts added. It has a brick end chimney and the rafter ends are exposed. There is a one-story rear gabled ell with engaged porch on the west elevation along with a shed and gable additions on east elevation.

Friedland Moravian Church

2750 Friedland Church Road

Date: 1951

German settlers relocated from Broadbay, Maine in 1771. The settlement was named Friedland in 1771 after being organized as a Moravian Church society. The first sanctuary was consecrated on February 18, 1775 and Tycho Nissen served as the first pastor. The congregation constructed a second church in 1847. The current sanctuary was occupied on December 21, 1952 and the second church demolished in 1958. The building is a two-story, brick veneer, Moravian Revival style church.

House

3850 High Point Road

Date: ca. 1880-1900

This two-story, balloon frame, weatherboard 19th/20th century traditional/vernacular house stands in ruinous condition. Most of the roof is gone; however, there one still visible wood shingles and decorative sawnwork vents in the gable ends.

Holder House

750 Sedge Garden Road

Date: ca. 1840-1860

This one-story, one-room, single pile log vernacular house stands in ruinous condition. The east elevation has collapsed and the chimney is gone.

Saint's Delight Primitive Baptist Church

4655 Saints Delight Church Road

Date: 1952

From the cornerstone, the original congregation was founded in 1871. This is a brick, one-story, front-gable church with opaque stained-glass windows, large round gable vent and auxiliary side entrances. There is a flat-roofed metal hood that has been added to the double-leaf entry.

Glenn E. Swaim House

3877 Kernersville Road

Date: 1947

This house is strikingly similar to George Washington's home, Mount Vernon. This is a two-story, hip roofed, Colonial Revival house constructed of scored concrete to look like stone. It has a full-width portico supported by square paneled posts, replacement six-over-six windows, double-leaf pedimented entrance bracketed cornice, three pedimented dormers, central copper-roofed cupolas with eagle weathervane, and two interior brick chimneys. There are also two frame outbuildings on an adjacent lot which maybe historically associated with this property. During the Forsyth County Architectural Survey Update, this property was identified as a possible addition to the North Carolina Study List.

Wilson-Stockton House

4015 Kernersville Road

Date: ca. 1800-1820

The original owner, Thomas J. Wilson, rented his house and plantation when he contracted with the Salem Aufseher Collegium to run Salem Tavern in September 1843. Mr. Wilson died the next month and his wife and son, Thomas J. Wilson Jr., a lawyer, continued to operate the tavern until November 1844. Although they were not Moravians, the Salem Aufseher Collegium leased the family a lot in what would become downtown Winston, and the Wilsons constructed a new house. They sold the Kernersville Road property to William F. Stockton on July 27, 1848. The house is a two-story, 19th/20th century traditional/vernacular style with a two-story Colonial Revival portico, built in 1963, supported by square posts. There are replacement six-over-six windows, double-shouldered brick end chimneys, the east chimney has a glazed headers laid in a lozenge pattern, the west chimney is Flemish bond with some glazed headers, a stone foundation and a rear shed addition. The interior has been completely remodeled.

Allie and Bunyon Linville House

3683 Kernersville Road

Date: 1900-1903

This house was built as a wedding present for Allie Nissen by her father when she married Bunyon Linville. It is a two-story Queen Anne styled home with decorative shingles in the pediment of the projecting central bay, pedimented dormers, and gable ends. There is a wraparound porch supported by slender Tuscan columns spanned by a wood railing, square posts flank the entry. There are brick interior chimneys with corbelled stacks, hip-roofed wings project from northeast and northwest corners of the main block. There is a one-story rear ell with an open porch on the east elevation and a shed addition on the west elevation. The east side porch has been enclosed.

C. Rowen Smith House

204 Cool Springs Road

Date: 1903

C. Rowen Smith built this house and operated the Cool Springs Dairy, which closed around 1941. This is a two-story, Triple-A roofed vernacular house which has been sheathed in vinyl siding; however, the gables still contain decorative wood shingles. There is a reconstructed shed-roofed front porch, with brackets and the original turned posts. There are replacement windows and front door. There is a two-story rear ell with modern gabled dormers, a shed addition on the north elevation and an enclosed porch on the south elevation.

Cool Springs School

415 Cool Springs Road

Date: ca 1880-1900

This is an early one-room school. It is a one-story vernacular structure with weatherboard siding and a side-gable roof. It has its original six-over-six windows, two-panel doors, stone piers, and brick end chimneys on the west elevation. The door opening on the north elevation has been enclosed. A modern shed-roofed entry porch sheltered entrance was added to the east elevation.

Joyce Farm

781 Sedge Garden Road

Date: 1914

The Joyce family operated a large dairy farm, bottling milk and delivering it to homes in Winston-Salem during the early-to-mid-twentieth century. The dairy barn burned around 1945 and Mr. Joyce constructed a new livestock barn. The house is a weatherboard, two-story Triple-A roofed I-house with a wraparound porch supported by tapered posts on brick piers spanned by a wood railing. The entrance is flanked by sidelights and the house still contains its original two-over-two windows, decorative shingles and diamond vents in the gables, and brick interior chimneys with corbelled stacks. A two-story ell with sunporch addition was constructed on the southeast elevation, a porch on the northwest elevation is enclosed and has been sheathed in vinyl siding and a small one-story addition extends from the ell's northeast corner.

Will Stockton House

4057 Kernersville Road

Date: 1898, 1905

Local legend states that Will Stockton, who was born in Salem and married into the Hedgecock family, built this house in 1898 and expanded it in 1905. Stockton constructed a general store and gas station east of the house in 1928 and used to wait on his front porch for customers, at which time he would somersault across the yard to serve them. The house is a one-and-one-half-story side-gable bungalow with a large shed-roofed dormer on the front roof slope and a wraparound porch supported by truncated square posts on brick piers. Original features such as leaded-glass-over-one windows on front façade, nine-over-one windows on all other elevations, wood shingles in gables and dormer, triangular eave brackets, brick interior chimneys, pressed-cobblestone

concrete block foundation, all still exist. There is a small one-story gabled wing that extends from the west elevation and a gabled rear wing with German-sided shed addition. During the Forsyth County Architectural Survey Update, this property was identified as a possible addition to the North Carolina Study List.

Will Stockton Store

4059 Kernersville Road

Date: 1928

The general store was constructed by Will Stockton, whose house is to the west of the store. It is a one-story, brick commercial building with a hipped roof that extends to shelter a double-leaf paneled door and one-over-one window on the front façade. Vinyl siding has been added in the clipped front gable and eaves. During the Forsyth County Architectural Survey Update, this property was identified as a possible addition to the North Carolina Study List.

Motsinger House

290 Motsinger Drive

Date: 1909

This house is a two-story, Triple-A roofed I-house that has been sheathed in vinyl siding. There is a hip-roofed front porch supported by square wood posts on brick piers and the original two-over-two windows and two interior brick chimneys with corbelled stacks. There is a one-story rear ell with enclosed porch on the west elevation and sunporch on the east elevation. Outbuildings include a frame smokehouse, tenant house, tobacco packhouse, barn, and equipment shed.

House

201 Cool Springs Road

Date: 1927

This is a one-and-one-half-story bungalow with an engaged porch supported by paired square posts on brick piers that extends to a porte cochere on the south elevation. The house has a large gabled dormer with three six-over-one windows on the front roof slope and a shed dormer with two six-over-one windows on the rear roof slope. The main body of the house has eight-over-one Craftsman style windows and wood shingled gables with triangular eave brackets and exposed rafter ends. There is a one-story rear gabled ell, enclosed hip-roofed rear porch with brick interior chimneys with corbelled stacks.

House

2217 Union Cross Road

Date: 1890, 1913

This is a one-and-one-half-story, side-gable roofed bungalow with a wraparound porch supported by truncated Tuscan columns on brick piers spanned by a wood railing. The eastern elevation of the porch has chamfered, bracketed posts, a gabled porte cochere extends from the west elevation, and the southwest corner has been enclosed. There is a long shed dormer on the front roof slope with seven windows. The house has various window types including two-over-two and Craftsman eight-over-one windows. There are wood shingled gables and dormer, triangular eave brackets, and a pressed-cobblestone concrete block foundation, along with brick end and interior chimneys with corbelled stacks. The property has a number of 1920 outbuildings including two barns, chicken house, garage, and a shed. During the Forsyth County Architectural Survey Update, this property was identified as a possible addition to the North Carolina Study List.

Well House

1462 Union Cross Road

Date: 1850

This well house was possibly part of the nineteenth-century H. C. Hedgecock Farm complex. It has an eight-by-eight foot, single pen, half-dovetailed log section at the west end with a front-

gable and metal roof extending over the well. There are weatherboarded gables, pegged door frame, and stone piers.

Cemeteries

The two historic cemeteries in the Planning Area are:

Friedland God's Acre

Friedland Church Road

ca. 1771

This cemetery is located on the same lot as the current Friedland Moravian Church. The first burial dates to January 1771. The graveyard has been used by the congregation since that time and contains hundreds of graves.

Saint's Delight Primitive Baptist Church

Saints Delight Church Road

ca. 1880

This cemetery appears to be related to the original congregation from 1871. The cemetery is home to modest granite and marble markers.

Archaeology

A few archaeological sites have been identified within the boundaries of the Planning Area. It appears that these sites are likely prehistoric in time period and type. The North Carolina Office of State Archaeology maintains files on each of the sites identified within the area.