NORTHWEST WINSTON-SALEM

AREA PLAN

Update
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. *Legacy 2030*, the current comprehensive plan, was adopted in 2012. Comprehensive plans take a broad, communitywide perspective for guiding growth and development. *Legacy 2030* includes chapters on local trends; growth management; land use; transportation; economic development; environmental quality and sustainability; healthy, complete, and equitable communities; community character; Downtown and the Center City; neighborhoods and towns; rural character; area plans; and key public investments.

The City-County Planning Board (CCPB) prepares a series of urban and suburban area plans for the city and county in an effort to translate *Legacy 2030* into site-specific recommendations. An area plan generally contains information about the plan area’s existing conditions and recommendations for guiding future growth and development. Citizen participation is an important part of the area planning process and multiple opportunities for public participation exist within the area planning process.

In 2004, the CCPB adopted boundaries, names, and priority rankings for seven urban area plans, a Downtown Plan, and thirteen suburban/small town area plans. *Legacy’s Growth Management Plan* divides Winston-Salem and Forsyth County into five growth management areas: City Center, Urban Neighborhoods, Suburban Neighborhoods, Future Growth Area, and Rural Area. The Center City refers to the Downtown core of Winston-Salem and other towns in Forsyth County. Urban Neighborhoods are older neighborhoods and commercial, industrial, and institutional development built mostly before 1940 that surround the Center City of Winston-Salem. Suburban Neighborhoods include a large portion of the county and most of the small towns where suburban development has occurred in recent decades. It is also the area with the most undeveloped land where much of the future residential, commercial, and industrial development should occur. Future Growth Areas do not usually have sewer or other facilities and services to support urban development. However, because of their potential to be served efficiently by sewer and other facilities and services in the future and/or their proximity to towns, major roads and other public investments, the Growth Management Plan calls for them to eventually be developed. Rural Areas are not expected to ever receive public sewer and are recommended to remain low density in nature.

As of 2012, all plan areas within Forsyth County have a corresponding area plan that was developed after the 2001 adoption of the original *Legacy* plan to guide future development decisions. Area plan updates, such as this one, replace these older, existing area plans. Updated area plans provide a current picture of area conditions and an up-to-date set of future development recommendations.

Area plans follow a basic, standardized format that provide consistent terminology, information, mapping, and land use colors for all area plans. Consistency between plans is important to City staff, the CCPB, and elected officials as they use the plans to make zoning, funding, and other decisions based on area plan recommendations.

To facilitate implementation of area plan recommendations, a biennial Area Plan Status Report is prepared that includes the current status of recommendations of all adopted area plans. The report includes the status of each action/project listed in the implementation table for each plan. Area plan recommendations are funded in a variety of ways, including bonds, bond referendums, transportation funds, general government funds, the Motor Vehicle Tax, capital improvements, and Community Development Block Grants. Inclusion of a project in the area plan implementation table does not mean the recommended project has funding. Area plan projects are prioritized along with other projects and programs by the elected officials.

### How Do Area Plans Relate To Rezoning?

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

Historically, elected and appointed officials follow the area plan land use recommendations in most cases. However, decision makers must also take into account current site conditions, community needs and changing circumstances, as well as other information that was not apparent during the initial area planning process. Officials give serious consideration to the recommendations of the area plans but also must take into account all current and available information to make the most informed decisions on future rezoning proposals.
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BOUNDARIES OF THE STUDY AREA

The Northwest Winston-Salem Planning Area encompasses 3,881 acres. The plan area is generally bounded on the north by Reynolda Village and Old Town Country Club; on the east by the Arbor Acres retirement community and the Crossnore School and Children’s Home (formerly the Children’s Home); on the south by Business 40 and West Northwest Boulevard; and on the west by Silas Creek Parkway (see Map 1 on page v). All of the land area in the planning area is in the City of Winston-Salem, with approximately 62 percent of the total area in the West Ward, 33 percent in the Northwest Ward, approximately 5 percent in the North Ward, and less than 1 percent in the Southwest Ward.

RELATIONSHIP TO LEGACY 2030

Legacy 2030, Forsyth County’s comprehensive plan serves as the framework on which all area plans are built, both geographically and as a policy guide. The original Northwest Winston-Salem Area Plan was adopted in 2012. The Northwest Winston-Salem Area Plan Update is intended to translate Legacy 2030 policies into more detailed recommendations for the Northwest Winston-Salem Plan Area, taking into account changes in the area since the adoption of the original area plan.

Legacy 2030’s Growth Management Plan defines a series of specialized areas, each having specific characteristics. In the Growth Management Plan (Map 2 on page 2), all of the Northwest Winston-Salem Plan Area is designated as Urban Neighborhoods, Growth Management Area (GMA) 2.

AREA PLAN PROCESS

Citizen participation is a critical part of the area plan process. Multiple opportunities for public participation exist in the area planning process. The steps in the development of an area plan are shown in Figure 1. The first step of the planning process is the assessment of current conditions and the consolidation of existing plans. A summary of this information is created and given to citizens at the plan kickoff workshop.

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

Ideas and issues identified at the process kickoff workshop, along with the policies spelled out in Legacy 2030, serve as the basis for the next step in the process: the formulation
Map 2. Growth Management Plan

Growth Management Area
- City or Town Center (GMA 1)
- Urban Neighborhoods (GMA 2)
- Suburban Neighborhoods (GMA 3)

Growth Corridor
- Commercial/Office/Multifamily with Urban Form
- Urban/Suburban Single-Family Residential
- Commercial/Office/Multifamily with Suburban Form
- Proposed Corridor (to be designated)
Introduction

of recommendations by Planning staff. These recommendations primarily focus on proposed land use recommendations, and site specific design recommendations for corridors and activity centers. Staff works with the citizens on these recommendations to reach a consensus. Staff and citizens refine the plan recommendations at the meetings that follow the kickoff workshop. The final recommendations are then presented to the entire community for review at the concluding open house. If no consensus is reached, both sets of recommendations will be presented to the City-County Planning Board.

The Planning Board reviews the recommendations for consistency with the broad public interest and with Legacy 2030. The Planning Board holds a public hearing to consider the plan and make amendments, as appropriate, before recommending adoption of the plan. The document is then forwarded to the Winston-Salem City Council for consideration, amendment, and adoption after a public hearing.

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

Figure 1. Area Planning Process
View from Hinshaw Street
The Northwest Winston-Salem Plan Area is rich in history and character. This area has been home to many of the city’s higher-income residents since the early 20th century. During the prosperity and increased mobility of the 1910s and 1920s, there was a residential exodus from downtown to larger estates in newly created and well-designed suburbs in the planning area such as West Highlands, Buena Vista, and Westview. The Reynolds, Gray, and Hanes estates were also built at this time along Reynolda Road and remain mostly intact today as museums and facilities of nearby Wake Forest University.

Subdivision development continued to the west and north of Buena Vista from the 1940s to 1970s. Construction of multifamily developments like College Village, since converted to condominiums, began after World War II to ease the housing shortage in Winston-Salem. Much of the recent residential development has taken place near Robinhood and Country Club Roads in the form of detached single-family homes in clustered developments that have smaller lots but share common open areas. Infill development on lots in existing neighborhoods is also common in the area. Two country clubs, Forsyth and Old Town, are also located in the planning area.

While the vast majority of the area is used for residential or recreational purposes, the bucolic 212-acre Crossnore School and Children’s Home campus on Reynolda Road has transitioned from an orphanage to a mental health facility for children, homes for abused or neglected children, and a home for pregnant teenagers. The Crossnore School and Children’s Home campus includes 46 structures built between 1920 and 1989, and a working farm.

The primary location of commercial activities in the planning area is in the Five Points area, located at the intersection of North and South Stratford Road, Country Club Road, West First Street, and Miller Street. Uses include retail services, restaurants, banks, and office uses.

Segments of the planning area are experiencing the same challenges faced by suburban areas elsewhere in the city and county, including vacant commercial and office buildings, pressure to develop open space, increased automobile congestion, and conflicts between land uses.

Based on 2010-2014 American Community Survey data, 10,069 people live in the Northwest Winston-Salem Planning Area, a decrease of 5 percent (0.2 percent annually) from the 2000 Census. The area’s population accounts for approximately 3 percent of Forsyth County’s total population. The racial make-up of the planning area is 89 percent white, 7 percent African-American and 2 percent Hispanic (see Table 1 below and Table 2 on page 6).

<table>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
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<tbody>
<tr>
<td>Northwest Area Plan</td>
<td>10,069</td>
<td>10,325</td>
<td>-0.2%</td>
<td>3%</td>
<td>2.7</td>
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<tr>
<td>Winston-Salem</td>
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<td>185,776</td>
<td>1.9%</td>
<td>65%</td>
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<td>Forsyth County</td>
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Table 1. Population Statistics
### Table 2. Diversity and Age Statistics

#### Diversity Statistics

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<tr>
<th>Area</th>
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<th>White</th>
<th>Asian</th>
<th>Other</th>
<th>Hispanic</th>
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<tr>
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<td>7</td>
<td>89</td>
<td>1</td>
<td>1</td>
<td>2</td>
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<td>2000 Northwest Area Plan</td>
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<td>90</td>
<td>1</td>
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<td>200-2014 Change</td>
<td>0</td>
<td>-1</td>
<td>0</td>
<td>+1</td>
<td>0</td>
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<tr>
<td>2014 Winston-Salem</td>
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<td>2</td>
<td>2</td>
<td>15</td>
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<tr>
<td>2000 Winston-Salem</td>
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<td>54</td>
<td>1</td>
<td>0</td>
<td>8</td>
</tr>
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<td>200-2014 Change</td>
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<td>-7</td>
<td>+1</td>
<td>+2</td>
<td>+7</td>
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</table>

#### Age Statistics

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<th>Area</th>
<th>Less than 5 years</th>
<th>5-17 years</th>
<th>18-39 years</th>
<th>40-64 years</th>
<th>65 years and older</th>
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<tr>
<td>2014 Northwest Area Plan</td>
<td>4</td>
<td>16</td>
<td>19</td>
<td>35</td>
<td>26</td>
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<tr>
<td>200-2014 Change</td>
<td>-1</td>
<td>+1</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>2014 Winston-Salem</td>
<td>7</td>
<td>17</td>
<td>33</td>
<td>30</td>
<td>13</td>
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<tr>
<td>2000 Winston-Salem</td>
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<td>-2</td>
<td>+2</td>
<td>0</td>
</tr>
</tbody>
</table>

Sources: ESRI Community Analyst, 2000 U.S. Census and U.S. Census Bureau 2010 -2014 American Community Survey (5-year estimates)

*Note: “Hispanic” is not a race; it is an ethnic group. Numbers are provided for comparison purposes.
**EXISTING LAND USE**

The existing land uses in the Northwest Winston-Salem Planning Area include residential, office, commercial, parks and open space, utilities, and institutional uses (see Table 3 and Map 3 on page 9). The majority of the developed area is single-family residential in character with limited amounts of multifamily residential, commercial and office development. The planning area has no industrial uses and only about 122 acres of undeveloped land.

**RESIDENTIAL**

The predominant land use in the planning area is residential, which accounts for about 54 percent of the total land area. Single-family residential is the most common of the residential types, accounting for roughly 50 percent of area land. Multifamily (less than 1 percent of land area) and low-density attached residential development (also less than 1 percent of land area) also exist in the planning area.

**COMMERCIAL AND OFFICE**

Approximately 90 acres, about 2 percent of the planning area, is developed with commercial and office uses. Most of this area, 52 acres, is commercial land use. The primary concentrations of commercial land uses are located in the Five Points area near Business 40, Reynolda Village, and along Reynolda Road at Robinhood Road. Office uses account for 38 acres and are concentrated around the Five Points area.

**INSTITUTIONAL**

Institutional uses are located throughout the planning area. The 658 acres of institutional use accounts for approximately 17 percent of the land in the planning area. This includes both public institutional uses such as schools, fire stations, and community centers, and private uses such as churches and cemeteries. The largest institutional property owner is Wake Forest University, which owns the Graylyn Conference Center and portions of the Hanes estate. The Crossnore School and Children’s Home is also a sizeable institutional property owner.

**PARKS, RECREATION, COMMERCIAL RECREATION AND OPEN SPACE**

There are seven public parks in the planning area, totaling 84 acres and accounting for approximately 2.2 percent of the land area. The largest park in the planning area is Shaffner Park, along Silas Creek Parkway. There are also commercial recreation uses, which account for about 9 percent of the planning area (334.5 acres), including Forsyth Country Club, in the western part of the planning area. Recreation facilities are discussed in more detail in the Community Facilities section.

**UTILITIES AND RIGHTS-OF-WAY**

Combined together, utilities, road and railroad rights-of-way account for approximately 13 percent of the land area (496.7 acres).

**UNDEVELOPED**

Undeveloped land accounts for about 123 acres (3.2 percent of the land area). Undeveloped land is distributed throughout the planning area in the form of vacant single-family lots.

---

### Table 3. Existing Land Use Summary

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Acres</th>
<th>%</th>
<th>Land Use</th>
<th>Acres</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family Residential</td>
<td>1,958.9</td>
<td>50.5</td>
<td>Parks, Recreation &amp; Open Space</td>
<td>84.0</td>
<td>2.2</td>
</tr>
<tr>
<td>Large-Lot Residential</td>
<td>62.7</td>
<td>1.6</td>
<td>Commercial Recreational</td>
<td>334.5</td>
<td>8.6</td>
</tr>
<tr>
<td>Low-Density Attached Residential</td>
<td>35.6</td>
<td>0.9</td>
<td>Rail &amp; Road Rights-of-Way</td>
<td>496.7</td>
<td>12.8</td>
</tr>
<tr>
<td>Multifamily</td>
<td>35.8</td>
<td>0.9</td>
<td>Utilities</td>
<td>1.9</td>
<td>&gt;0.1</td>
</tr>
<tr>
<td>Total Residential</td>
<td>2,093.0</td>
<td>53.9</td>
<td>Total Developed</td>
<td>3,758.1</td>
<td>96.8</td>
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<tr>
<td>Commercial</td>
<td>52.3</td>
<td>1.3</td>
<td>Undeveloped Land</td>
<td>123.1</td>
<td>3.2</td>
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<tr>
<td>Office</td>
<td>37.7</td>
<td>1.0</td>
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<td></td>
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<tr>
<td>Institutional</td>
<td>658.0</td>
<td>17.0</td>
<td>Total Area</td>
<td>3,881.2</td>
<td>100.0</td>
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Source: Survey by City-County Planning Staff, July 2016
There have been few rezoning petitions since the mid-2000s in the Northwest Winston-Salem Planning Area. The Country Club Estates neighborhood had a Neighborhood Conservation Overlay District approved in 2006 to require new infill or expansions to be more in keeping with existing development patterns there. Since the adoption of the original Northwest Winston-Salem Area Plan in 2012, there have been four rezoning petitions approved for the plan area for multifamily, office, and business zoning.

Existing transportation features include roads, bus routes, bicycle routes, sidewalks, and greenways. The location and function of transportation features have a significant impact on land use decisions (see Map 4 on page 13).

ROADS

Overall Street Pattern

The Northwest Winston-Salem Planning Area is comprised of a network of streets and roadways that provide access to a variety of goods, services, and residential opportunities. Business 40 is a freeway providing east-west access along the southern boundary of the planning area. Silas Creek Parkway/NC 67 is an expressway along the western boundary of the planning area.

Major east-west thoroughfares include Country Club Road, West Northwest Boulevard, and Robinhood Road/Coliseum Drive. Reynolda Road is a north-south major thoroughfare in the planning area. Minor thoroughfares include Buena Vista Road, Miller Street, Cloverdale Avenue, North Hawthorne and North Stratford Roads, and portions of Robinhood Road. These roads connect neighborhoods and services to major thoroughfares. Numerous collector streets feed vehicles into these thoroughfares to circulate traffic throughout and beyond the plan area.

Map 4 on page 13 shows existing streets, thoroughfares, and highways.

Road Types

Every street and highway is classified to identify its function as part of the overall road network. Roads are classified as part of the Comprehensive Transportation Plan (CTP). Transportation and land use planning are linked by using these road classifications in zoning district purpose statements and in use conditions in the Winston-Salem/Forsyth County Unified Development Ordinances (UDO.) For example, the Neighborhood Office (NO) zoning district purpose statement states, “the district is intended to be located on the periphery of established residential areas, along major and minor thoroughfares.”

Road classifications:

- **Interstate Highways** are controlled-access facilities with four or more lanes carrying traffic between cities and states.
- **Freeways/Expressways** are usually controlled-access facilities with four or more lanes that provide fast and efficient movement of large volumes of traffic.
- **Boulevards** move traffic with some control of access and range from four to six lanes with a median-divider.
- **Other Major Thoroughfares** move traffic both within cities and between cities, and may also provide access to abutting properties. They range in size from two lanes to six lanes.
- **Minor Thoroughfares** converge traffic from collector and local streets to move it to major thoroughfares or highways.
- **Collector** streets carry traffic from local streets to thoroughfares in addition to providing access to adjoining property.
- **Local** streets are used predominantly to provide access to abutting property.

Appendix B starting on page 52 lists the CTP classifications and features of roads in the planning area.
Transportation Plans/Processes

Winston-Salem and Forsyth County have several long-range transportation plans/processes, including the Comprehensive Transportation Plan (CTP), the Metropolitan Transportation Plan (MTP), and the Metropolitan Transportation Improvement Program (MTIP).

The Comprehensive Transportation Plan (CTP) is required by the State of North Carolina. The CTP is a long-range plan for all modes of transportation and is not fiscally constrained. It is the broadest and longest range transportation plan. The Highway Map in the CTP serves as the street and highway master plan for the urban area by identifying both existing roads and the general location of future planned roads. The CTP includes classification of roads by type and function. The current CTP was adopted in May 2012.

The Metropolitan Transportation Plan (MTP), formerly called the Long Range Transportation Plan (LRTP), also includes all modes of transportation. All projects in the MTP should also be in the CTP, but since the MTP is a fiscally constrained plan, it only includes projects for which funding is identified. The MTP is required under federal provisions and must include an assessment of air quality impacts. The current MTP, the 2040 Metropolitan Transportation Plan, was adopted by the Winston-Salem Urban Area Metropolitan Planning Organization in 2015.

The Metropolitan Transportation Improvement Program (MTIP) is the official transportation investment schedule for State and federally funded surface transportation projects planned within the metropolitan area. The Winston-Salem Metropolitan Area includes most of Forsyth County and portions of Stokes, Davie, and Davidson Counties. The MTIP must be a subset of the MTP—meaning all projects in the MTIP must also be in the MTP. The MTIP is a transportation funding plan, and programs State and federal funding for a seven-year period for all modes of transportation. The current MTIP is for 2016-2025.

PUBLIC TRANSPORTATION

Local Bus Routes

The Winston-Salem Transit Authority (WSTA) currently provides bus services within the Northwest Winston-Salem Planning Area. WSTA revised the route network and schedule effective in January 2017. Table 4 below describes routes in the planning area in more detail.

Regional Transit

PART, the Piedmont Authority for Regional Transportation, was authorized in 1997 by the North Carolina General Assembly as a Regional Transportation Authority. Based on regional cooperation, PART coordinates regional bus service, vanpools/carpools, and other transportation-related services in the plan area. The only PART route that passes through the planning area is the Surry County Express.

RAIL

Within the planning area, the Norfolk-Southern Railway runs parallel to West Northwest Boulevard with two elevated railroad bridges located over Reynolda Road and West Northwest Boulevard, and an at-grade crossing on Miller Street under the Business 40 bridge. Due to a damaged trestle to the east of the planning area, there is currently limited rail traffic on this line.

<table>
<thead>
<tr>
<th>Route Number</th>
<th>Route Name</th>
<th>Major Stops in Northwest Winston-Salem Area Plan</th>
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<tbody>
<tr>
<td>88</td>
<td>Arts Council Theater-Wake Forest University-Pine Ridge Plaza-Reynolda Manor-Northpoint Shopping Center-Industries for the Blind</td>
<td>Reynolda House</td>
</tr>
<tr>
<td>95</td>
<td>Winston-Salem Rehab Center-Thruway-Stratford Executive Park-Harper Hill Commons-Vinegar Hill Apartments</td>
<td>First Street and Northwest Boulevard</td>
</tr>
<tr>
<td>99</td>
<td>Sturmer Park-Wake Forest-Hanes Mall-Forsyth Tech Main Campus</td>
<td>Reynolda Road and Wake Forest Road</td>
</tr>
<tr>
<td>109</td>
<td>Old Town Shopping Center-Reynolda Manor Shopping Center-Speas Elementary School-Mount Tabor High School-Sherwood Plaza Shopping Center-Reynolds High School</td>
<td>Robinhood Road and Reynolda Road</td>
</tr>
</tbody>
</table>
**BICYCLE FACILITIES**

The *Winston-Salem Urban Area Comprehensive Bicycle Master Plan* was adopted by the Winston-Salem City Council and the Winston-Salem Metropolitan Planning Organization’s Transportation Advisory Committee in 2005. This detailed study evaluates current cycling facilities in Forsyth County including the use of a Bicycle Level of Service (BLOS) model, and makes recommendations to create a comprehensive bicycle network for the area. The recommended network includes off-road trails, designated bike lanes, wide shoulders for roads, and bicycle route signage.

**Bicycle Routes**

The plan area has two signed bike routes described in Table 5 below and shown on Map 4 on page 13.

**PEDESTRIAN FACILITIES**

With the adoption of the multimodal transportation plans, enhancing and improving the pedestrian infrastructure throughout the City of Winston-Salem 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 location of new sidewalks. Area plans may make additional recommendations for sidewalks beyond what the *Pedestrian Plan* currently recommends. As each area plan is adopted, these additional recommendations become part of the *Pedestrian Plan*. All proposed sidewalks in the *Pedestrian Plan* are evaluated on an annual basis and ranked for future construction. Topography and the presence of curb and gutter along streets are considered, among other factors, when evaluating projects.

Major sidewalk locations in the planning area include portions of or all of the following thoroughfares: Buena Vista Road, Cloverdale Avenue, Country Club Road, West First Street, North and South Hawthorne Roads, Knollwood Street, Miller Street, West Northwest Boulevard, Robinhood Road, Reynolds Road and North Stratford Road.

Many of the streets in the Northwest Winston-Salem Planning Area have sidewalks on at least one side. The City of Winston-Salem and Forsyth County have adopted street design standards for new developments that include requirements for sidewalks. Sidewalks are recommended for all thoroughfares and collector streets within growth management areas other than GMA 5, except for freeways and expressways. Therefore, the emphasis in this plan area is maintaining and filling in gaps in the existing sidewalk network.

<table>
<thead>
<tr>
<th>Table 5. Bicycle Routes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Route Name</strong></td>
</tr>
<tr>
<td>-------------------------</td>
</tr>
<tr>
<td>Yadkin County Connector</td>
</tr>
<tr>
<td>West Winston Loop</td>
</tr>
</tbody>
</table>
COMMUNITY FACILITIES

The Northwest Winston-Salem Planning Area has a number of facilities that serve the community, including parks, schools, churches, and other institutional uses (see Map 9 on page 40).

SCHOOLS

The Winston-Salem/Forsyth County Board of Education uses a “controlled choice” plan to assign students to schools. The plan gives parents and students a choice between their residential school and several others within the same zone. There are three public schools in the planning area. Of these, two are elementary schools (Whitaker Elementary and the Children’s Center, which primarily serves children with orthopedic and/or chronic health impairments as well as typically-developing children) and one is a high school (R.J. Reynolds High School). The Kingswood School at the Children’s Home is a public alternative school serving students in grades 6-12 and functions as a collaboration between Winston-Salem/Forsyth County Schools and the Crossnore School and Children’s Home. There are also two private schools within the planning area (Summit School and St. Leo’s Catholic School).

RECREATION FACILITIES

Parks

The 2015 Parks and Open Space Plan was adopted in 2007. This plan discusses existing parks, community park needs, existing open space and open space needs, park proposals, and recommended facilities. Seven public parks are currently located in the Northwest Winston-Salem Planning Area. Parks are classified based on their size, facilities, and function (see Table 6 below and Map 9 on page 40).

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

Greenways

Greenways are linear open space corridors that can be managed for conservation, recreation, and/or transportation purposes. Many greenways have paved trails and accompanying land that provide pedestrian and bicycle access to neighborhoods and community facilities in addition to waterways of Forsyth County.

Currently, there is one existing greenway within the planning area: Silas Creek Greenway. The Silas Creek Greenway is 0.8 mile in length and runs from Shaffner Park to Robinhood Road.

<table>
<thead>
<tr>
<th>Park Type/Name</th>
<th>Acreage</th>
<th>Major Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meadowbrook</td>
<td>0.6</td>
<td>Benches and picnic table</td>
</tr>
<tr>
<td>Runnymede</td>
<td>4.3</td>
<td>Linear park with pedestrian bridges</td>
</tr>
<tr>
<td>Stratford Road</td>
<td>4.3</td>
<td>Benches</td>
</tr>
<tr>
<td>Hathaway</td>
<td>17.9</td>
<td>Picnic shelter, baseball diamond, soccer fields, basketball courts</td>
</tr>
<tr>
<td>Shaffner (partially outside planning area)</td>
<td>56.0</td>
<td>Soccer fields, tennis courts, greenway</td>
</tr>
<tr>
<td>Whitaker</td>
<td>10.8</td>
<td>Soccer fields</td>
</tr>
<tr>
<td>Reynolda Road</td>
<td>2.6</td>
<td>Open space</td>
</tr>
</tbody>
</table>

Table 6. Plan Area Recreation Facilities

Existing Conditions
URBAN FOOD ACCESS
Food access in the planning area is adequate. The area is home to two grocery stores; however, there are several additional grocery stores immediately to the south of the planning area along Stratford Road and two just to the north along Reynolda Road. There is also one farmer’s market in the planning area, at Reynolda Village, and one food pantry, at First Christian Church. Existing food access sites within the planning area are shown on Map 9 on page 40.

LIBRARY FACILITIES
There are no library facilities in the Northwest Winston-Salem Planning Area. Area residents are currently served by the Reynolda Manor Branch Library, which is located approximately one mile north of the planning area, and the newly redeveloped Central Library, in Downtown Winston-Salem.

FIRE STATIONS
There is one fire station in the Northwest Winston-Salem Planning Area. Station Seven is a two-bay station located at the corner of Country Club and Arbor Roads. The station has been in service since 1951 and is being renovated using bonds approved by voters in 2014. A new garage is being constructed to accommodate larger apparatus and to allow fire personnel to enter and exit off of Country Club Road instead of Arbor Road.

A House in Buena Vista

Housing
According to the US Census American Community Survey and ESRI Community Analyst, there are 5,043 housing units in the Northwest Winston-Salem Planning Area. Approximately 67 percent of the housing units in the planning area are owner-occupied, significantly higher than the 48 percent of the housing units citywide that are owner-occupied (see Table 7 below). Rates of ownership vary by neighborhood within the planning area.

Table 7. Housing Statistics

<table>
<thead>
<tr>
<th>Housing Type (2014)</th>
<th>Area</th>
<th>Total Housing Units</th>
<th>Owner-Occupied (Percent)</th>
<th>Renter-Occupied (Percent)</th>
<th>Vacant Units (Percent)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Northwest Area Plan</td>
<td>5,043</td>
<td>67</td>
<td>23</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>Winston-Salem</td>
<td>105,647</td>
<td>48</td>
<td>43</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td>Forsyth County</td>
<td>160,648</td>
<td>55</td>
<td>36</td>
<td>9</td>
</tr>
</tbody>
</table>

Source: ESRI Community Analyst; U.S. Census Bureau, 2010-2014 American Community Survey (5-year estimates)
DESIGN AND APPEARANCE

Urban design can bring order, clarity and pleasing harmony to the network of public spaces, streets, parks, and sidewalks in a community. The majority of the Northwest Winston-Salem Planning Area was developed prior to 1940 and the dominance of the automobile. The original development pattern created a special character and sense of community. However, in some parts of the planning area, the nature and scale of businesses and institutions have changed over time, creating urban design issues and land use challenges in the planning area. These challenges include: assuring compatibility between land uses, maintaining and creating mixed-use neighborhoods, assuring that roads move traffic but remain pedestrian friendly, allowing businesses and institutions to grow without harming surrounding neighborhoods, and preserving historic character while adapting to current needs.

There have been a number of initiatives to improve the appearance and pedestrian orientation of neighborhoods and commercial areas in Winston-Salem and Forsyth County. 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.

Business 40 is designated as a Thoroughfare Overlay (TO) District, the main purpose of which is to encourage development and redevelopment that preserves the visual quality and functional operations of the roadway. All development within the TO District is 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.

LEGACY 2030 GROWTH CORRIDORS

Growth corridors are recommended in Legacy 2030 as tools for improved utilization of development sites and infrastructure along major transportation corridors. Legacy 2030’s growth corridor policies are particularly important when revitalizing older, automobile-oriented strip commercial sites experiencing decline. The redevelopment of these corridors should include increased residential densities where appropriate, mixed-use development, improved design and appearance, and more transportation options. Legacy 2030 recommendations include:

- Develop corridor master plans for improvements taking into account the unique character of each corridor. The basis for such master plans will be found in the design standards for the growth corridor identified in this plan.
- Define the boundaries of growth corridors through area plan updates.
- Identify potential locations for redevelopment along growth corridors for transit-oriented, high density, mixed-use nodes.
- Ensure compatibility between commercial and residential land uses and appropriate transitions between higher-density development and single-family residential areas.
- Provide development standards for site planning and design.
- Explore the use of zoning overlay districts to ensure good site planning principles and sensitive design, and to promote continuity in the design of corridors.

Legacy 2030 identifies seven growth corridors in the planning area: Silas Creek Parkway, Robinhood Road, Coliseum Drive, Country Club Road, Reynolda Road, South Stratford Road, and West First Street (see Map 2 on page 2).
Historic Resources

The Northwest Winston-Salem Planning Area is fortunate to possess a large number of historic resources that range in time from the early to mid-nineteenth century to 1960s-era properties. A tremendous amount of research on the various neighborhoods was completed for the Forsyth County Architectural Survey Update, especially in Phase III, which focused on structures and neighborhoods from the 1920s-1960s. These historic properties vary in type and form. There are individual buildings of note as well as entire neighborhoods. Architectural characteristics range from highly styled Colonial and Tudor Revival estates to Minimal Traditional and Ranch homes with occasional Modernist styles. Additional resources include bridges, graveyards and potential archaeological resources. Comprising a significant portion of the built environment, these resources help to tell the story of a burgeoning city and county and serve as a tangible reminder of Winston-Salem and Forsyth County’s outstanding history. Historic resources in this area have been affected by the development and growth of the surrounding areas.

Forsyth County’s first comprehensive architectural survey was completed in 1980 and an update to that survey was finalized in 2009. As might be expected, during the intervening years, a number of historic resources were demolished or removed from their original sites. This was found to be the case throughout all of Forsyth County, including in the Northwest Planning Area. The updated architectural survey documents properties that are currently designated Local Historic Landmarks and those listed on the National Register of Historic Places. The survey also includes properties that have been determined eligible for the National Register and those identified as North Carolina Study List properties. Some properties were simply identified for written and photographic documentary purposes.

Historic Resources Commission staff has reviewed the major historic resources studies/surveys to identify historic resources located within the planning area. Map 10 on page 46 shows the location of recognized historic resources in the planning area. Appendix A on page 51 includes a list of the recognized historic resources and lists their current designations.
ECONOMIC DEVELOPMENT

Economic development covers a wide variety of issues in the planning area including health of existing retail, commerce and industry, strategies for attracting new businesses to the community, small business development, the provision of jobs for citizens, the revitalization of older business areas and the availability of sites for new businesses.

The City’s Community Development Department and Office of Business Inclusion and Advancement monitor and promote economic development opportunities throughout the city. Programs providing concentrated assistance to targeted areas and groups include:

- **RUCA (Revitalizing Urban Commercial Areas):** Provides funding for the rehabilitation and improvement of commercial districts in specific distressed urban areas of the City. No funded RUCA areas are located in the Northwest Winston-Salem Planning Area – however, five Tier III RUCAs, which could be designated to receive funding in the future, are located in the planning area. These include:
  - Hawthorne Road/First Street
  - Thruway/Cloverdale
  - Reynolda/Robinhood
  - Reynolda Village
  - College Village

- **Small Business Training Program:** The City of Winston-Salem offers an eight week training program to provide participants with basic skills necessary to become owners/operators of small businesses. Participants learn how to write a business plan and about a wide range of issues, including legal, insurance and management/marketing. The class is free and open to local entrepreneurs, minority and women business owners.

- **NRSA Building Rehabilitation Program:** Provides financial assistance to commercial and industrial property owners for building rehabilitation and site improvements. The Neighborhood Revitalization Strategy Area (NRSA) covers part of the area east of Reynolda Road and South of Coliseum Drive as well as the area south of West Northwest Boulevard and West First Street.

- **Small Business Loan Program:** Provides financial assistance to businesses unable to secure financing from conventional sources. The business must be located in the Winston-Salem Neighborhood Revitalization Strategy Area.

- **Housing Rehabilitation:** Provides financial and technical assistance to qualified owner occupants and investor owners to repair substandard properties.

Depending on the program selected, funds can be used for buying properties, for site or facility improvements, rehabilitation of older buildings, purchasing equipment, or starting a new business.

THE ENVIRONMENT

A number of environmental issues are of concern in the plan area, including floodplains and topography (see Map 5 on page 20).

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. All 3.7 miles of Silas Creek in the planning area, which forms much of its northern and western boundaries, has a large flood-prone area. A 1.2-mile portion of the Buena Vista branch of Silas Creek has an accompanying floodplain. Also, a 0.66-mile portion of the Hanes Park Branch of Peters Creek is in a mapped flood-prone area.

TOPOGRAPHY

Most of the land in the plan area consists of slopes that are developable (slopes of 20 percent or less). The majority of the land with slopes greater than 20 percent is located along the identified creeks and their tributaries.

CONTAMINATED SITES

Some sites in the planning area may have environmental contamination due to the presence of a hazardous substance, pollutant, or other contaminant. Contamination is often found on or near sites that were previously used for industrial, dry cleaning, fuel sales, or other commercial uses. Often, contamination issues only surface as properties are more closely examined as they are being developed or redeveloped. For more specific and up-to-date information on contaminated sites, contact the North Carolina Department of Environment and Natural Resources (NCDENR).
Existing Studies In The Plan Area

The following studies have been completed for the plan area:

NORTHWEST WINSTON-SALEM AREA PLAN (2012)
The Northwest Winston-Salem Area Plan, which this document updates, made land use and public investment recommendations within the same geographic boundaries as this plan. Major recommendations include the redevelopment of the Coliseum Park Plaza office development into a mixed-use concept with moderate-density residential and commercial components. The plan also makes contingency recommendations for converting the Crossnore (formerly Children’s Home) campus to a mixed-used development should the organization move or close its operations.

WAKE FOREST UNIVERSITY AREA BICYCLE, PEDESTRIAN, AND TRANSIT STUDY (2014)
The City-County Planning Department and the Winston-Salem Department of Transportation, in cooperation with Wake Forest University, conducted a study to improve active transportation options and usage within the neighborhoods surrounding Wake Forest University. The Wake Forest University Bicycle, Pedestrian and Transit Study includes both infrastructure and policy recommendations for an area within an approximate two-mile radius around the university campus. Major recommendations within the planning area include the construction of a sidepath along Reynolda Road between Silas Creek Parkway and the Graylyn Estate, and the extension of the Silas Creek Greenway from Robinhood Road to Reynolda Road.

CLOVERDALE AVENUE PEDESTRIAN DESIGN STUDY (2010)
The Cloverdale Avenue Pedestrian Design Study calls for a series of improvements along Cloverdale Avenue, which runs east-west across the Ardmore neighborhood and connects Wake Forest Baptist Medical Center with commercial retail, grocery stores, a large park, and schools on both ends. The first phase of the project from Oakwood Street to Miller Street has been completed. The final phase, which includes the easternmost portion of Cloverdale Avenue and Hawthorne Road, is nearing the design phase and is planned for construction by 2020.
General policies from Legacy 2030 provide the framework for recommendations in all area plans. Specific recommendations for the Northwest Winston-Salem Area Plan Update were developed through comments heard from citizens at public meetings in conjunction with the work of the City-County Planning staff.

**LAND USE RECOMMENDATIONS**

Land use recommendations serve as a guide for future development and zoning decisions in the planning area. As directed by Legacy 2030, land use recommendations designate the locations and formulate policies for compatible residential development, commercial and office uses, industrial uses and activity centers. All future recommendations are shown on the Proposed Land Use Map (Map 7 on page 33). Additionally, the Proposed Land Use Changes Map (Map 6 on page 31) identifies properties where the proposed land use indicated on Map 7 is different than the existing land use shown on the Existing Land Use Map (Map 3 on page 9). Opportunity areas, which have significant development or redevelopment potential, are also shown on the Proposed Land Use and Proposed Land Use Changes Maps and described in greater detail in the land use recommendations below. Proposed land use changes may or may not require a change in zoning. Determinations of the need for rezoning would be evaluated when site-specific development proposals are submitted for review.

**GENERAL RECOMMENDATIONS**

Planning policies used to develop land use recommendations for the area plans are:

- The highest intensity, mixed-use development should be located in proposed activity centers.
- Commercial development should be concentrated in designated areas and not allowed to take the form of strip development along the major roads in the planning area.
- Goods and services should be available near where people live and work.
- The mix, type, and design of development should facilitate walking and bicycling where feasible.
- The revitalization of older/underutilized commercial and industrial sites and buildings is to be encouraged.
- Neighborhoods should be protected from inappropriate residential, commercial, industrial and institutional encroachment.
- Site design should incorporate pedestrian-oriented design elements such as street trees, buildings located close to the street, building façade articulation and variety, and transparent windows and doors.
- Consideration should be given to protecting significant natural features, natural vegetation, historic resources and open space by clustering development on-site.

**RESIDENTIAL**

Legacy 2030 recommends a variety of housing types throughout the county. Residential recommendations are made for housing densities, and in some cases, types of housing. Factors such as amount of land available, surrounding land uses, proximity to major roads and services and access to utilities are all considered in determining recommendations for residential uses and densities.

The following are general descriptions for categories of residential land uses and specific recommendations for locations within the planning area suitable for these categories of use. Sites are shown on the Proposed Land Use Changes Map and the overall Proposed Land Use Map (see Maps 6 and 7 on pages 31 and 33, respectively).

**SINGLE-FAMILY RESIDENTIAL**

Single-family residential development consists mostly of single-family, detached units; however, scattered throughout neighborhoods are duplex, triplex, quadruplex, and a few multifamily developments built before zoning was established for the city and county. This plan makes no assumption on the legality of these uses. If uses are legally non-conforming, they should be allowed to remain. If they are illegal uses, this plan does not recommend rezoning these properties to legalize their nonconforming status.

Single family residential development is recommended for:

- Existing individual lots and small tracts of land in existing single-family neighborhoods.
- Larger parcels of undeveloped residential land in many parts of the planning area, including parcels on the north side of Robinhood Road in the vicinity of the Southeast Center for Contemporary Art and parcels north of Coliseum Drive in the vicinity of Bartram Road.

**LOW-DENSITY ATTACHED RESIDENTIAL**

Low-density attached residential development has a density of up to eight dwelling units per acre. Generally, low-density attached residential land use is recommended for sites greater than two acres that are most appropriately developed with duplex, triplex, quadruplex, multifamily, and townhouse uses. Design recommendations for multifamily developments can be found in the Context Sensitive Multifamily Design Techniques document, available
online or in the Planning and Development Services office. Low-density residential attached residential uses are recommended for:

- The southern portion of the Coliseum Drive Mixed Use Opportunity Area, which fronts on West Twenty-Fifth Street.

Additionally, the following sites are identified Low-Density Attached Residential Opportunity Areas:

### Site 1. Country Club Road and Silas Creek Parkway
This 2.8-acre site, located at the southeast corner of the Silas Creek Parkway and Country Club Road interchange, is currently developed with five single-family homes and is zoned RS-12, allowing single-family residential development with a minimum lot size of 12,000 square feet. Given the site’s location across the street from a low-density attached residential development at the intersection of a major thoroughfare and an expressway, this site would be suitable for more intense residential development. This plan recommends:

- Redevelop the site with small footprint townhouse development or clustered single-family structures at a density up to eight dwelling units per acre.
- The site should be redeveloped comprehensively rather than piecemeal.
- The development should be accessed by Keating Drive rather than Country Club Road.
- Vehicular access to Silas Creek Parkway should be prohibited given traffic volumes.

### Site 2. Wake Forest and Reynolda Roads
This 6.9-acre site is currently used for single-family residential, is in single ownership, and is zoned LO (Limited Office). The LO District is intended to accommodate moderately intense medical, professional, administrative, and government office uses on small to mid-sized sites, in a suburban setting. Although the site is located along a major thoroughfare, topography and the adjacent Silas Creek floodplain make access difficult. Given these issues and the site’s location adjacent to a single-family neighborhood, low-density attached residential development may be a better fit if this property is redeveloped. Such a development type could be attractive to area residents who desire to age in place or downsize from larger residences and continue to live in this area. This plan recommends:

- Redevelop with compatible duplex, quadruplex, and/or a small footprint townhouse development or clustered single-family structures at a density up to eight dwelling units per acre, in the center of the parcel.
- Provide adequate buffers and screening where new development abuts single-family residential areas.
- Protect Silas Creek and its associated floodplain along the northern portion of this tract and any wetlands associated with it.
- New residential development should be accessed by Audubon Drive.

### Site 3. Arbor Road
This 4.1-acre site is located along Arbor Road at Pilgrim Court adjacent to a number of different land uses. Office and retail development are located to the north and east, low-density attached residential development to the south, and single-family residential to the west, making low-density attached residential a suitable transitional land use. However, creating a unified development may prove difficult given that the tract is in four different ownerships and is zoned both RS-9, allowing single-family residential development with a minimum lot size of 9,000 square feet, and LO-S (Limited Office-Special Use). This plan recommends:

- Redevelop the site with small footprint townhouse development or clustered single-family structures at a density of up to eight dwelling units per acre.
- Vehicular access should be from Pilgrim Court or Bumgardner Street rather than from Arbor Road or Coliseum Drive.
- An additional buffer should be provided adjacent to the Arbor Place single-family residential development to the west.

### INTERMEDIATE-DENSITY RESIDENTIAL
Intermediate-density residential development has a density of eight to 18 dwelling units per acre. Generally, intermediate-density residential land use is recommended for sites greater than two acres that are most appropriately developed with multifamily or townhouse structures. The following site is identified as an Intermediate-Density Residential Opportunity Area:

### Site 4. West First Street
This 13.2-acre site includes a mixture of single-family residences, duplexes, and several mid-size apartment buildings. The area is bounded by a Norfolk Southern rail line on the north, West First Street on the east, the Edge Flats development on the south, and a Duke Energy substation on the west. The entirety of the area is zoned RM-18, allowing multifamily residential development of up to 18 dwelling units per acre. The area is next to one of the larger multifamily redevelopments in the city, the Edge Flats, which was built in 2015. Given the age and condition of some of
the structures in the area and the site’s location near Wake Forest Baptist Medical Center, property owners may find redevelopment attractive. This plan recommends:

- Redevelop the site with a mixture of compatible urban scale townhomes and condominium or apartment developments of up to 18 dwelling units per acre.
- Developers should assemble a substantial number of contiguous lots before considering redevelopment.
- Concentrate denser development behind the single-family residences that line West First Street.
- Preserve the West First Street streetscape by keeping its historic single-family residences, walls, and trees in place.
- Provide adequate buffers between single-family residences and new development, including parking lots/structures.
- Refer to the Context Sensitive Multifamily Design Techniques document, available online or in the Planning and Development Services office when reviewing zoning requests and site plans for multifamily development with in the planning area.

OFFICE AND COMMERCIAL

This plan recommends the consolidation of office and commercial uses at existing commercial/office locations, in designated activity centers, and in Special Land Use Condition Areas. All new and redeveloped commercial and office uses should be designed and developed to be compatible with nearby residential uses.

OFFICE

Office uses typically have few negative impacts on adjacent land uses and can provide services to area residents, making them an appropriate transitional use between residential uses and more intense uses. Office development is recommended for:

- The Coliseum Drive Mixed Use Opportunity Area (see page 25).
- The South Stratford Road/Miller Street Mixed Use Opportunity Area (see page 24).

COMMERCIAL

This plan calls for the creation of new commercial opportunities and the improvement of existing commercial areas to blend with existing development and not negatively impact nearby neighborhoods. Commercial areas should be compact with limited access to major thoroughfares and should not promote strip development. The reuse of vacant buildings and the redevelopment of existing undeveloped and underutilized sites is recommended, where possible. New commercial development and improvements of existing commercial areas are recommended for the following areas:

- The Coliseum Drive Mixed Use Opportunity Area (see page 25).
- The South Stratford Road/Miller Street Mixed Use Opportunity Area (see page 24).
- The Country Club Road/South Stratford Road Mixed Use Opportunity Area (see page 24).
- The Miller Street Mixed Use Opportunity Area (see page 25).
- Special Land Use Condition Areas (*a and *b) where existing commercial uses may be retained with specific conditions.

INSTITUTIONAL

Institutional uses in the planning area are an important aspect of its character, vitality, and future. Institutional uses include schools, churches, government offices and services, community organizations, and nonprofit agencies. Existing institutions should be permitted to grow and expand in a manner that is compatible with surrounding neighborhoods. Because of the unique nature of institutions (many of which are allowed by right in residential zoning), it is not possible to indicate on the Proposed Land Use Map all properties for which institutional use would be appropriate.

Many institutional uses found in the planning area are surrounded by single-family residential uses. As these facilities grow, the potential to tear down single-family structures can be detrimental to the urban fabric of the neighborhood, particularly in older historic areas. New construction or additions to institutional uses can have a negative effect on adjacent single-family homes because institutional uses typically have a larger building footprint and massing. This plan recommends the following:

- Retain older single-family structures adjacent to institutional uses.
- When converting parcels to parking lots for institutional uses in residential districts, maintain neighborhood character by buffering lots with street yards.
- Encourage institutions owning single-family homes adjacent to their properties to maintain these structures in good condition.
**Parks/Open Space**

The Community Facilities Map (Map 9 on page 40) shows proposed parks and open space areas. Open space may consist of land protected by conservation easements or City-, State- or railroad-owned land. See Community Facilities Recommendations on page 39, for detailed park recommendations.

**Mixed-Use Land Use**

**Mixed-Use Development**

Mixed-use development typically includes a mixture of compatible commercial, office, varied residential types and densities, institutional, and recreational uses. This plan recommends four areas for mixed-use: Country Club Road/ South Stratford Road, South Stratford Road/Miller Street, Miller Street, and Coliseum Drive, which are described below and shown on the Proposed Land Use Map (see Map 7 on page 33). However, the concept of mixing uses is not limited to these areas only. Other locations may be appropriate and will need to be evaluated individually based on how they are integrated with and compliment the surrounding neighborhoods.

**Site 5. Country Club Road/South Stratford Road Mixed Use Opportunity Area**

This 20-acre site is located at the intersection of Country Club and South Stratford Roads, north of the Business 40 interchange. It includes several multistory and smaller scale office buildings as well as a gas station. The site located near many commercial uses, including several grocery stores. This plan recommends:

- Intensify development of the site with a mixture of uses that includes residential, commercial, and office in a well-designed development that connects streets, transit, and pedestrian facilities.
- Commercial uses should be limited to multistory mixed-use buildings that front South Stratford Road. No commercial uses should front Country Club Road.
- Residential uses can be added to the site through the construction of new residential buildings or through vertical mixed-use development, which mixes residential uses with commercial or office uses in the same building, usually with commercial or office on the ground floor and residential on upper floors.
- Residential development should include urban scale condominium or apartment developments of more than 18 dwelling units per acre.
- Build a parking structure toward the center of the site that can be accessed from both Country Club and South Stratford Roads to support intense redevelopment here.
- Create an internal street network that connects Country Club and South Stratford Roads and includes a focal point that can be used as a social gathering space and incorporates seating, fountains, public art, and other features.
- Existing large-variety trees on the site’s western boundary should remain to serve as a buffer for the single family neighborhood to the west.
- Plant large-variety trees along all street frontages and surrounding all parking lots.

**Site 6. South Stratford Road/Miller Street Mixed Use Opportunity Area**

This 16-acre site is located along South Stratford Road and Miller Street, just north of Business 40. It includes a multistory office building, a small scale office building, two single-story retail shopping centers, and a grocery store. The site is surrounded by multistory office buildings and shopping centers with very few residential units within walking distance. This plan recommends:

- Intensify development of the site with a mixture of uses that include residential, commercial, and office in a well-designed development that connects streets, transit, and pedestrian facilities.
- Residential uses can be added to the site through the construction of new residential buildings or through vertical mixed use development, which mixes residential uses with commercial or office uses in the same building, usually with commercial or office on the ground floor and residential on upper floors.
- Residential development should include urban scale condominium or apartment developments of more than 18 dwelling units per acre.
- Scale the proposed development to locate the more intense uses and taller structures closer to South Stratford and Miller Street. Parking lots and parking structures should be located toward the center of the site.
- Create an internal street network that connects South Stratford Road and Miller Street and includes a focal point that can be used as a social gathering space and in corporates seating, fountains, public art, and other features.
- Plant large-variety trees along all street frontages and surrounding all parking lots.
Plan Recommendations

Site 7. Miller Street Mixed Use Opportunity Area
This 3.5-acre site is located along Miller Street, south of the Five Points intersection. It includes a shopping center with a grocery store and other commercial uses. This plan recommends:
• Intensify development of the site by adding a multistory mixed-use building that fronts Miller Street and includes first-floor commercial uses and residential units on the upper stories. A parking structure should be built to the rear of the site.
• Residential development should include urban scale condominium or apartments at a density greater than 18 dwelling units per acre.

Site 8. Coliseum Drive Mixed Use Opportunity Area
This 25.5-acre site is located on the south side of Coliseum Drive on the eastern edge of the planning area. It contains several vacant as well as occupied office buildings, a partially vacant retail and office center, and several single-family residential homes. This location may be suitable for redevelopment to a mix of retail, office and residential uses that take on a more urban form. This plan recommends:
• Redevelop the site with a mixture of uses that includes residential, commercial, and office in a well-designed development that connects streets, transit, and pedestrian facilities. Figure 3 on page 26 shows a potential site plan for the Coliseum Drive Mixed Use Opportunity Area. Figure 2 below and Figure 4 on page 27 show potential design concepts for buildings in the area.
• Include neighborhood-serving commercial uses such as a grocery store, pharmacy, and restaurants.
• Residential uses can be added to the site through the construction of new residential buildings or through vertical mixed use, which mixes residential uses with commercial or office uses in the same building, usually with commercial or office on the ground floor and residential on upper floors.
• Redevelop the former Inmar building on Coliseum Drive with retail uses on the first floor and residential and/or office uses on the upper floors.
• Scale the proposed development to locate the more intense uses and taller structures closer to Coliseum Drive. Parking lots and parking structures should be located to the center of the site.
• Create a focal point that can be used as a social gathering space and incorporates seating, fountains, public art, and other features.
• New residential development along Coliseum Drive should include a mixture of compatible urban scale town homes and condominium or apartment developments of more than 18 dwelling units per acre.
• The primary access to the proposed development should be off Pilgrim Court.
• Nonresidential uses should not be expanded along West Twenty-Fifth Street.
• Redevelop the single-family residences along West Twenty-Fifth Street with a small footprint townhouse development or clustered single-family structures at a density up to eight dwelling units per acre.
• New development along West Twenty-Fifth Street should reflect the current streetscape pattern by establishing set backs for structures to match those of the houses to the east.
• Preserve or plant new large-variety trees along all street frontages and surrounding all parking lots.

Figure 3. Coliseum Drive Mixed Use Opportunity Area Site Plan
Figure 4. Coliseum Drive Mixed Use Opportunity Area Grocery Store Concept
Plan Recommendations

SPECIAL LAND USE CONDITIONS

The Proposed Land Use Map (see Map 7 on page 33) shows recommended land uses for all undeveloped property in the planning area and changes in land use for some developed sites. In six circumstances, there are special conditions or prohibitions of certain uses. These situations are referenced on the map with a blue ★ (star) and a lower case letter as follows:

★ a. Nonconforming Uses
A restaurant at the northwest corner of Reynolda Road and Marguerite Drive, currently zoned for single-family residential use, is legally nonconforming. The existing commercial use can continue to operate under this status; however if this legal nonconforming status lapses, the property should be reused for small-scale office or moderate-density residential townhomes or apartments under RM-8 zoning requirements.
The plan also recommends the following for this site:
• Do not expand the present legal nonconforming use, as it has met its expansion capacity.
• Do not redevelop this property to a more intense use than the present restaurant use.
• If redeveloped, existing vegetation should be retained, wherever feasible, for shade and buffering, particularly along Reynolda Road.

★ b. College Village Small-Scale Commercial Site
A multitenant commercial building located at the southeast corner of North Avalon and Spring Garden Roads is zoned LB (Limited Business) and is one of the few local neighborhood commercial areas from the 1940s that is still functioning well. The plan recommends the following for this site:
• Do not expand current nonresidential zoning to adjoining properties.
• Redevelop the existing site under current zoning or a less intensive zoning classification.

★ c. Silas Creek Parkway Houses
The properties on east side of Silas Creek Parkway between Shaffner Park and Robinhood Road are currently zoned for single-family residential use but may be under pressure to incrementally convert to neighborhood office uses. Since most of the homes are well maintained and the introduction of office uses would cause traffic conflicts and/or could negatively affect the surrounding homes, these areas should remain single-family residential use. However, if at a future time any of these properties are designated for office use, they should meet the guidelines of Appendix C, Guidelines for Converting Existing Homes to Office or Commercial Uses regarding building integrity, parking, access, signage, landscaping and lighting.

★ d. West First Street Houses
The properties on north side of West First Street between North Stratford Road and the Norfolk Southern rail line are currently zoned for single-family residential use but may be under pressure to incrementally convert to more intense uses. Since most of the homes are well maintained and the introduction of other uses could negatively affect surrounding homes, this area should remain single-family residential use. However, if a significant number of properties can be assembled, redevelopment for low density attached residential development may be considered. Under such a scenario, this plan recommends:
• Redevelop with compatible duplex, quadruplex, and/or a small footprint townhouse development or clustered single-family structures at a density up to eight dwelling units per acre.
• Provide adequate buffers and screening where new development abuts single-family residential areas.

★ e. Crossnore School and Children’s Home Property
The Crossnore School and Children’s Home (formerly known as the Children’s Home) occupies a unique place in Winston-Salem as a century-old institution that offers residential treatment, foster care, and adoption services on a 212-acre rural campus close to the city center. Nearby residents may think of this area as a beautiful natural space that will exist in perpetuity; however, it is possible that the Crossnore School and Children’s Home may decide one day to sell part or all of its very valuable property.

While it is hoped that the Crossnore School and Children’s Home continues to grow and operate on this site, approximately 100 acres of the campus grounds is undeveloped. The size of this site makes it difficult to project future land uses, since it could be developed comprehensively or only in part. The site could also be developed in phases over time. A new owner could reuse the internal campus area as a mix of institutional, office and residential uses, or pursue a wholesale redevelopment exclusively using newly constructed buildings.
Plan Recommendations

There is a wide range of options for development of the site with its current C (Campus) zoning. These include campus, office, institutional and/or residential uses. Uses not allowed in the C zoning district, including commercial uses, would require a change to a different zoning district and an accompanying rezoning public hearing process (see Appendix D on page 55 for a list of currently allowed uses).

Ideally, this rare centrally located open space will remain a pastoral setting. However, if this site is offered for sale in the future, the City should investigate using a portion of it for recreation facilities and/or open space. In the event the Crossnore School and Children’s Home expands or the property is redeveloped for other uses, this plan recommends the following:

• Reuse the existing Crossnore School and Children’s Home campus and buildings to create a focal point and community gathering place. Add new buildings along the existing internal street network.
• Cluster new development as a means of preserving the natural beauty of the area, conserving the site’s trees.
• Limit development northwest of the branch of Peters Creek that runs through the property to single-family detached dwellings that blend with adjacent residential developments. Allow only one vehicular access point to Reynolda Road in this area.
• Construct the Reynolda Road connector to connect the Boston Thurmond neighborhood to Reynolda Road opposite Meadowbrook Drive (see page 35).

• Retain a natural viewshed of 30 feet in width along the frontage of Reynolda Road and 75 feet wide on either side of the branch of Peters Creek that traverses the northern half of the property.
• Work with the City to construct a public greenway along the creek from Reynolda Road to West Twenty-Fifth Street.

Reynolda Road Commercial Development

On the west side of Reynolda Road at the intersection with Robinhood Road are a number of small scale commercial establishments, including restaurants and retail stores. Due to the high amount of vehicular traffic and the overall popularity of the area, redevelopment to a more intense commercial or mixed-use development might be desirable here. However, because much of the site is located adjacent to the Hanes Park Branch of Peters Creek floodway and is within the floodway of the 100-year floodplain, regulations make redevelopment extremely expensive or even prohibited in some cases. As a result, redevelopment of this area is not recommended.
Map 7. Proposed Land Use

- Single-Family Residential
- Low-Density Attached Residential (0-8 DU/Ac)
- Intermediate-Density Residential (8.1-18 DU/Ac)
- High-Density Residential (over 18 DU/Ac)
- Office
- Commercial
- Mixed-Use Development
- Institutional
- Park
- Open Space
- Commercial Recreation
- Utilities

Special Land Use Conditions
- Special Land Use Condition Area
- Mixed-Use Opportunity Area
- Low-Density Attached Residential Opportunity Area
- Intermediate-Density Residential Opportunity Area
- Mixed-Use Development

Growth Corridors
- Urban/Suburban Form - Single Family Residential
- Urban Form - Commercial/Office/Multifamily

Utilities
- Commercial
- Office
- Intermediate-Density Residential
- High-Density Residential (over 18 DU/Ac)
- Open Space
- Mixed-Use Development

Special Land Use Conditions
- Special Land Use Condition Area
- Mixed-Use Opportunity Area
- Low-Density Attached Residential Opportunity Area
- Intermediate-Density Residential Opportunity Area
- Mixed-Use Development

Growth Corridors
- Urban/Suburban Form - Single Family Residential
- Urban Form - Commercial/Office/Multifamily

Streams
- Lakes, Ponds, Rivers
- Floodway
- Floodplain
**TRANSPORTATION**

**RECOMMENDATIONS**

Legacy 2030 calls for a balanced, sustainable network of all transportation modes that provide choices for travel needs. Street networks should develop in a manner that is consistent with the land use plan and promotes connectivity in communities. A more compact pattern of growth as outlined in the land use recommendations supports public transportation as a practical alternative to the automobile. Developing walkable neighborhoods and creating a network of bikeways, sidewalks, and greenways will provide for needed transportation choices for all segments of the population.

**CURRENT PROPOSED STREET AND HIGHWAY IMPROVEMENTS**

The Winston-Salem Urban Area (which includes most of Forsyth County) has several long range transportation plans/processes: the Metropolitan Transportation Improvement Program (MTIP); the Metropolitan Transportation Plan (MTP); and the Comprehensive Transportation Plan (CTP). General information on these plans/processes is provided in Transportation Features section in the Existing Conditions section of this document; details are available online. Table 8 on page 36 and the Proposed Transportation Features Map (Map 8 on page 38) show the transportation projects from these plans in the Northwest Winston-Salem Planning Area.

**Metropolitan Transportation Improvement Program (MTIP) Projects**

**West First Street (B-5007)**

The West First Street Bridge over the Norfolk-Southern Railroad is a City of Winston-Salem Municipal Bridge Project. Right-of-way is expected to be purchased in 2017 with construction completed in 2018.

**Country Club Road (B-5148)**

NCDOT will replace the Country Club Road Bridge over NC 67/Silas Creek Parkway. Right-of-way is expected to be purchased in 2019 with construction completed in 2020.

**Robinhood Road (B-5775)**

NCDOT will replace the Robinhood Road Bridge over NC 67/Silas Creek Parkway. Right-of-way is expected to be purchased in 2021 with construction completed in 2022.

**Comprehensive Transportation Plan (CTP) Projects**

**Silas Creek Parkway (WSMP-0026-H)**

The CTP proposes improvements along Silas Creek Parkway between Business 40 and Wake Forest Road. The plan proposes widening the right-of-way in designated areas, and the addition of bicycle and pedestrian facilities.

**South Stratford Road (WSMP-0236-H)**

The CTP proposes to improve South Stratford Road between Business 40 and Country Club Road. The plan proposes widening the right-of-way to add bicycle and pedestrian facilities. Similar improvements to North Stratford Road are also being recommended.

**Reynolda Road Connector (WSMP-0213-H)**

The Reynolda Road Connector is intended to provide access through the Crossnore School and Children’s Home property, should it ever be redeveloped. The Reynolda Road Connector has been included in official City transportation plans since the 1940s, though the City does not intend to construct the roadway; however, if the Crossnore School and Children’s Home site is redeveloped, the developer would be responsible for constructing the road. The proposed road would be a two-lane curb and gutter road with bicycle accommodation, sidewalk, and on-street parking on both sides of the road.
**Plan Recommendations**

### Table 8. Transportation Improvement Projects

<table>
<thead>
<tr>
<th>Project #</th>
<th>Location</th>
<th>Description</th>
<th>Current Status</th>
<th>Completion</th>
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</thead>
<tbody>
<tr>
<td>WSMP-0026-H</td>
<td>Silas Creek Parkway</td>
<td>Silas Creek Parkway Road improvements, which include the addition of bicycle and pedestrian facilities from Business 40 to Wake Forest Road</td>
<td>CTP Proposal</td>
<td>Unfunded</td>
</tr>
<tr>
<td>WSMP-0236-H</td>
<td>South Stratford Road</td>
<td>Road improvements, which include the addition of bicycle and pedestrian facilities from Five Points to Business 40</td>
<td>CTP Proposal</td>
<td>Unfunded</td>
</tr>
</tbody>
</table>

### New Roads

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<th>Location</th>
<th>Description</th>
<th>Current Status</th>
<th>Completion</th>
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</thead>
<tbody>
<tr>
<td>WSMP-0213-H</td>
<td>Reynolda Road Connector</td>
<td>Thoroughfare through Crossnore School and Children’s Home property</td>
<td>CTP Proposal</td>
<td>Dependent upon redevelopment of Crossnore property</td>
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### Bridge Improvements

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<th>Location</th>
<th>Description</th>
<th>Current Status</th>
<th>Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>B-5007</td>
<td>West First Street</td>
<td>Replace bridge over Norfolk-Southern Railroad</td>
<td>Right-of-way 2017</td>
<td>2018</td>
</tr>
<tr>
<td>B-5148</td>
<td>Country Club Road</td>
<td>Replace bridge over NC 67/Silas Creek Parkway</td>
<td>Right-of-way 2019</td>
<td>2020</td>
</tr>
<tr>
<td>B-5775</td>
<td>Robinhood Road</td>
<td>Replace bridge over NC 67/Silas Creek Parkway</td>
<td>Right-of-way 2021</td>
<td>2022</td>
</tr>
</tbody>
</table>

*Sources: the 2016-2025 Metropolitan Transportation Improvement Program (MTIP), the 2040 Metropolitan Transportation Plan (MTP), and the Comprehensive Transportation Plan (CTP)*

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**COLLECTOR STREETS**

As properties come in for rezoning or subdivision review, the *Winston-Salem Urban Area Collector Street Plan* will be consulted for recommended street connections. The Collector Street Plan includes the general location of new collector streets and recognizes existing streets that function as collector streets. No collector streets or extensions are currently proposed in the planning area.

**OTHER STREET RECOMMENDATIONS**

Other street recommendations include:

- Encourage residents and neighborhood associations to identify local streets where traffic speeds create unsafe situations and to seek evaluation of potential projects under the City’s Traffic Calming Policy. Based on evaluation, physical changes and other measures may be implemented to slow down traffic and improve safety.
- Minimize the use of dead ends and cul-de-sacs in new subdivisions and redeveloped areas.
- Connect local streets, where feasible, when developing or redeveloping sites.

**PEDESTRIAN**

Construction of sidewalks in the planning area is likely to be achieved through public funding and through private developments designed to meet street design standards. Sidewalks are recommended in the *Sidewalk and Pedestrian Facilities Plan* for all thoroughfares and collector streets except for freeways and expressways. All proposed sidewalks in the *Sidewalk and Pedestrian Facilities 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 City of Winston-Salem has adopted street design standards for new developments that include requirements for sidewalks. General sidewalk recommendations for the planning area include:

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

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The Winston-Salem Department of Transportation has installed crosswalks at the intersections of Robinhood and Reynolda Roads, and Buena Vista and Reynolda Roads. There are also four proposed sidewalk projects within the planning area:

- Westview Drive from Country Club Road to the Business 40 bridge
- Forest Drive from North Stratford Road to Dartmouth Road
- Miller Street from Cloverdale Avenue to West First Street
- Reynolda Road from Van Hoy Lane to Coliseum Drive

**GREENWAYS**

Greenways serve a dual purpose within a community. Beyond being a residential amenity, greenways play an integral role in establishing an active transportation network along with sidewalks and bikeways. One greenway currently exists in the planning area and two greenways have been proposed here. Additionally, sidepaths have been proposed along Silas Creek Parkway and Reynolda Road. Two greenway connectors providing connections between main trails and neighborhoods have also been proposed for the area. Information and recommendations pertaining to greenway projects can be found in the Community Facilities Recommendations (on page 41) and on the Community Facilities Map (Map 9 on page 38).

**BICYCLE**

**Bicycle Lanes and Shared Lane Markings**

The City of Winston-Salem has begun installing bicycle lanes and shared lane markings on city streets to provide a network of bicycle facilities that connect residential areas with key destinations, such as schools, parks, libraries, and commercial areas. Bicycle lanes provide a separate lane (typically five or six feet wide) on the road for cyclists, while shared lane markings are placed in the travel lane and indicate to drivers that they should expect to share the lane with cyclists. The City of Winston-Salem Department of Transportation has nine proposed bicycle infrastructure projects within the planning area:

- North Stratford Road from Country Club Road to Reynolda Road
- Hawthorne Road from Silas Creek Parkway to Northwest Boulevard
- Coliseum Drive from Robinhood Road to North Patterson Avenue
- Miller Street from Five Points to Oak Grove Road
- West First Street from Stratford Road to Hawthorne Road
- Knollwood Street from Country Club Road to Hawthorne Road
- Robinhood Road from Polo Road to Reynolda Road
- Northwest Boulevard from Reynolda Road to Liberty Street
- Country Club Road from Stratford Road to Meadowlark Drive

Key projects that were proposed by the *Wake Forest University Area Bicycle, Pedestrian and Transit Study* include:

- Construct a sidepath along Reynolda Road from Coliseum Drive to Graylyn Court.
- Add a bicycle/pedestrian crossing of Reynolda Road north of Graylyn Court, including a crosswalk, signage, median refuge island, and a pedestrian-activated flash beacon.
- Construct a short greenway diagonally between Graylyn Court and the Reynolda Historic District roadway entrance.
COMMUNITY FACILITIES

RECOMMENDATIONS

Both public and private community facilities, such as schools, parks, medical offices and day care providers should be easily accessible to all segments of the population. Legacy 2030 promotes the sharing of institutional facilities as a way to meet the various needs of the community. An important recommendation from Legacy 2030 is the creation of a central public space in all communities to serve as an urban reference point and the focus of civic and community life. The Existing and Proposed Community Facilities Map (Map 9) is located on page 40.

GENERAL RECOMMENDATIONS

• Encourage schools, churches and recreational facilities to share facilities and work cooperatively to provide services and host community events.
• Provide a high level of maintenance at schools, parks and other facilities on an ongoing basis.
• Consider safety and environmental sensitivity when designing community facilities.
• Assess the need for additional police and fire services in the planning area based on future growth and development.
• Acquire land or obtain easements for parks, recreation facilities, open space and other community facilities.
• Actively pursue local, state, federal and private funding for land acquisition and development of these facilities.
• Seek cooperation with the school board, non-profit and private organizations, where appropriate, to implement park and recreation proposals.
• Involve residents in master planning for parks, greenways, and other community facilities.

SCHOOLS

Legacy 2030 calls for quality schools that are assets to the neighborhoods where they are located. School planning should be coordinated with parks and other public facilities. Recommendations for schools in the planning area are:
• Replace, upgrade or expand existing schools to meet the needs of the planning area as its population grows.
• Promote alternative uses for school property that is no longer needed for school facilities.
• Consider improved arrangements for using school property and facilities for community events and recreational activities.
• Provide a high level of maintenance at schools on an ongoing basis.

• Build new schools as needed that are integrated with surrounding neighborhoods through pedestrian and bicycle connections.

RECREATION FACILITIES

Recommendations for proposed parks, recreation facilities, greenways and open space take into consideration the number, size and location of existing facilities; the need for updating existing recreational facilities; the anticipated location of future growth; and the expectations of the community as identified during this planning process. The following are recommendations for various categories of recreation and open space:
• Assess usage of the area’s existing parks, recreation facilities and the community’s preferences for facilities and programs. Modify facilities and programs as needed.
• Integrate recreation facilities/open space into design of large-scale residential developments to provide neighborhood parks, activity areas, focal points, and green spaces.
• Consider multipurpose courts and fields to meet existing and future needs.
• If the Crossnore School and Children’s Home site is offered for sale in the future, the City should investigate using a portion of it for public recreation facilities and/or open space.

URBAN FOOD ACCESS

Despite the presence of existing urban food access facilities in the planning area, there are still opportunities for improving food access for local residents. Undeveloped parcels may provide opportunities for community gardening, and certain commercial sites may be ideally located to be redeveloped as grocery stores or other food retail locations. An urban food access site is recommended at the following location within the planning area (see Map 9 on page 40):
• A grocery store is recommended in the Coliseum Drive Mixed Use Opportunity Area (see page 25).
TREES AND OPEN SPACE

The planning area not only contains older neighborhoods and commercial areas, but also has some large acreage tracts which are either undeveloped or used for agriculture purposes. Many trees are found in these open spaces and throughout the whole of the Northwest Winston-Salem Planning Area. These trees add aesthetic and financial value and have a positive environmental impact. Permanent open space is proposed for sites that have significant environmental constraints, streams, floodplains, and/or steep slopes, making them unsuitable for development. These sites are owned by the City, County, and the State of North Carolina.

Recommendations in the planning area include:

• Protect the planning area’s tree canopy, especially along Reynolda Road between Coliseum Drive and Wake Forest Road.
• Preserve a pastoral viewshed along the frontage of the Crossnore School and Children’s Home property on Reynolda Road.
• Retain existing large trees on private property whenever possible.
• Identify additional areas for planting street trees on public right-of-way.
• Explore opportunities to plant street trees in the area at a future Community Roots Day event.

GREENWAYS

The Greenway Plan Update shows two future greenways within the plan boundaries: Peters Creek Greenway is designated as a Tier 5 project; Silas Creek Greenway South does not have a priority ranking. Construction on each greenway is not expected to begin for at least 15 to 20 years.

The Silas Creek Greenway North was originally proposed in the 2002 Greenway Plan; however, a preliminary analysis determined that construction would not be feasible. In place of a traditional greenway, a sidepath along Silas Creek Parkway is recommended in the Greenway Plan Update as well as the Wake Forest University Area Bicycle, Pedestrian, and Transit Study (completed in 2014). The Wake Forest University Area Bicycle, Pedestrian, and Transit Study also recommends a sidepath or greenway along Reynolda Road.

Other greenway recommendations for the planning area are:
• Complete a feasibility study for Silas Creek Greenway South.
• Work with developers and property owners to obtain necessary greenway easements. Easements should be a minimum of forty (40) feet in width.
• If the Crossnore School and Children’s Home should redevelop, a greenway connecting Reynolda Road to Twenty-Fifth Street should be constructed as part of the new development.
• Collaborate with the North Carolina Department of Transportation to provide proper clearance on Silas Creek Parkway under the Robinhood Road Bridge when the bridge is replaced to allow for the construction of the proposed sidepath along Silas Creek Parkway.
• Collaborate with the North Carolina Department of Transportation on the development of a sidepath along the Silas Creek Parkway to connect the Silas Creek Trail to Wake Forest University.
• Work with property owners, the Winston-Salem Engineering Department and the Winston-Salem Department of Transportation to establish greenway connectors between main greenway trails or sidepaths and adjacent neighborhoods and destinations.

HOUSING AND COMMUNITY DEVELOPMENT RECOMMENDATIONS

Legacy 2030 recommends that neighborhoods offer a variety of quality housing types for different income levels, family sizes and types that reduce the segregation of neighborhoods by race, age, and income. Affordable housing should be promoted throughout Forsyth County by providing incentives, using cost-effective site design, and permitting accessory dwellings and congregate-care facilities.

GENERAL RECOMMENDATIONS

• Maintain and improve the quality of housing stock in the area by promoting home ownership, supporting rehabilitation of existing homes, and through code enforcement.
• Develop a variety of housing types for different income levels, family sizes, and personal preferences.
• Promote the Neighborhood Improvement Plan service to educate residents and newcomers about the City’s regulations related to zoning, sanitation ordinances, and minimum housing code, and encourage neighborhood associations to participate.
• Incorporate traditional neighborhood design principles in proposed new neighborhood developments, where feasible. This could include a mixture of housing types, well-designed neighborhood-serving commercial areas, and incorporating walkability and connectivity in neighborhoods.
• Encourage the design of neighborhoods to allow residents to age in place.
Plan Recommendations

- Integrate new developments with existing neighborhoods through careful planning, site design and compatible architecture.
- Install sidewalks and/or traffic calming measures, where feasible, to make neighborhoods more pedestrian friendly and safe.
- Encourage the establishment of neighborhood associations where they do not exist to facilitate citizen involvement in neighborhood issues.
- Plan, locate and design shopping areas, community facilities, parks and open space to make them easily accessible to neighborhood residents.
- Improve connectivity of neighborhood streets to improve accessibility within and between neighborhoods.

Affordable Housing

- Encourage for-profit developers and nonprofit developers to build affordable housing for different income levels in the planning area.
- Ensure that new affordable housing units are compatible with the existing character of older neighborhoods.
- Use existing programs or develop new ones to assist community development and nonprofit housing organizations in providing affordable housing opportunities.

Rehabilitation and Redevelopment Efforts

- Market the City’s programs for rehabilitation of owner-occupied or investor-owned housing units in the planning area as well as first-time homebuyers programs.
- Market/promote the tax credit rehab programs available to National Register properties for building rehabilitation.
- Concentrate code enforcement and promotion of conservation/rehabilitation programs in areas in danger of becoming blighted.
- Ensure that redeveloped housing is compatible with the existing character of the neighborhoods.
- Encourage investor-owners and renters to participate in neighborhood organization membership and activities.
- Work with investor-owners to improve maintenance and management of rental properties, where needed.

Design and Appearance Recommendations

The creation of attractive gateways, business districts, and corridors through the use of regulations or physical improvements is recommended by Legacy 2030. Design and appearance improvements create a positive visual image and encourage private investment in an area. The appearance and design of buildings and roadways within the planning area contribute greatly to the image residents and outsiders have of the community. Many of the recommendations of this plan have design components that emphasize quality and attractive design.

General Recommendations

- Encourage rehabilitation/redevelopment of older and underutilized commercial sites in the planning area with building façade improvements, street yards and buffer yard plantings, and parking area improvements.
- Encourage a mix of restaurants, outdoor cafes, small stores, and services at a pedestrian scale that meet the needs of all residents of the area.
- Encourage residents and neighborhood associations to participate in the different programs offered by Keep Winston-Salem Beautiful to improve the appearance of the planning area: Adopt-A-Flower-Bed; Adopt-A-Stream; Adopt-A-Park; or Adopt-A-Street.
- Encourage high-quality design for new development throughout the planning area.
- Ensure that attractive landscaping is integrated into the design of new roads or the improvement of existing roads.
- Ensure that housing, sanitation, and weeded lot ordinances are strictly enforced in the planning area to eliminate blighted and burned down structures and maintain vacant lots.
- Develop a planting program that includes street trees throughout the planning area and street yards in commercial districts. Identify areas in need of screening and areas needing buffers adjacent to residential areas.
- Enhance the vegetative plantings in the median of Silas Creek Parkway and Wake Forest Road from Business 40 to Reynolda Road.
- Protect and preserve the tree canopy along Reynolda Road between Coliseum Drive and Wake Forest Road.
- Investigate using public art to beautify the railroad over passes at Reynolda Road and North Hawthorne Road.
- Refer to the Context Sensitive Multifamily Design Techniques document, available online or in the Planning and Development Services office, when reviewing zoning requests and site plans for multifamily development with in the planning area.
- Refer to the design Guidelines for Converting Existing Homes to Office or Commercial Uses, as detailed in Appendix C on page 53, when reviewing zoning requests and site plans within the planning area.
- Promote the use of art that reflects local cultures in public spaces such as parks, recreation centers, and other public spaces.
Plan Recommendations

areas where residents gather.
• Explore the use of zoning overlay districts to ensure good site planning, sensitive design, and to promote continuity in the design of growth corridors.
• Develop minimal and simple guidelines in growth corridors to preserve design flexibility and creativity in making a pedestrian-oriented environment.
• Consider pedestrian improvements to the Five Points intersection.

LEGACY GROWTH CORRIDORS
While this plan’s land use recommendations help define the types of uses in an area (residential, commercial, industrial, etc.), growth corridor recommendations help to define the forms those uses should take:
• Urban form growth corridors should be developed at higher densities with buildings close to the street and parking to the side and rear of buildings to encourage pedestrian-friendly spaces.
• Suburban form growth corridors generally include parking located in the front of buildings and generous landscaping.
• Urban/suburban residential growth corridors should include a mixture of single-family, duplex, triplex, quadraplex, and townhouse units at varying densities.

By their nature of passing through multiple settings, each of the Northwest Winston-Salem Planning Area’s growth corridors – Silas Creek Parkway, Robinhood Road, Coliseum Drive, Country Club Road, Reynolda Road, South Stratford Road, and West First Street (see Maps 6 and 7 on pages 31 and 33) – have multiple distinct location-based recommendations.

Urban Form
• Building setback – maximum 10 feet building setback.
• Architectural characteristics – buildings should include windows on the ground level when appropriate. Blank walls should not exceed 50 percent of the ground floor of street-facing façades.
• Building entrance – buildings should have a minimum of one entrance on each street-facing façade. All main entrances on the street side of the property should be covered or sheltered.
• Off-Street parking – all parking should be located to the side or rear of the building.
• Signs – freestanding signs should have a maximum height of six feet and a maximum area of 36 square feet.

Suburban Form
• Height – buildings should generally be no more than four stories in height on larger sites; one to two stories on smaller sites.
• Building Setback – buildings may be located a reasonable distance behind required streetyards.
• Building Style – when abutting low-density residential uses, commercial or office buildings 4,000 square feet or less should follow the Guidelines for Converting Existing Homes to Office or Commercial Uses (Appendix C on page 53).
• Canopies – canopies for gas stations or similar uses should not be located immediately adjacent to South Stratford Road.
• Multifamily – develop multifamily sites in a manner that preserves the integrity of any directly adjacent low density residential development.
• Driveways – minimize driveway cuts and connect adjacent parcels wherever possible.

Urban/Suburban Single-Family Residential Form
• Building setback – building setbacks comparable to neighboring structures.
• Building height – generally no more than four stories in height (*except for the Coliseum Drive Growth Corridor, which can accommodate six stories) on larger sites; one to two stories on smaller sites.
• Off-Street parking – parking should be screened.
• Driveways – minimize driveway cuts and connect adjacent parcels wherever possible.

GENERAL RECOMMENDATIONS
• Explore the use of zoning overlay districts to ensure good site planning, sensitive design, and to promote continuity in the design of corridors.
• Develop minimal and simple standards to preserve design flexibility and creativity in making an urban, pedestrian-oriented environment.
• Develop corridor master plans for improvements taking into account the unique character of each corridor. The basis for such master plans will be the design standards for the growth corridor identified in this plan.
• Improve all identified growth corridors by adding pedestrian and bicycle facilities, making landscape improvements, and reducing lanes where feasible.

Robinhood Road Growth Corridor Guidelines
• Develop uses with an urban/suburban single-family residential form (see guidelines on page 43) between Silas Creek Parkway and Coliseum Drive.
Plan Recommendations

Coliseum Drive Growth Corridor Guidelines
- Develop uses with an urban/suburban single-family residential form (see guidelines on page 43) between Robinhood Road and the eastern boundary of the planning area, except the Coliseum Drive Mixed Use Opportunity Area.
- Develop new commercial, office, and multifamily uses with an urban form (see guidelines on page 43) for the Coliseum Drive Mixed Use Opportunity Area along the south side of Coliseum Drive.

Country Club Road Growth Corridor Guidelines
- Develop uses with an urban/suburban single-family residential form (see guidelines on page 43) on both sides of Country Club Road between Silas Creek Parkway and Arbor Road and on the north side of the road between Arbor Road and North Stratford Road.
- Develop the south side of Country Club Road between Arbor Road and South Stratford Road with new commercial, office, and multifamily uses with an urban form (see guidelines on page 43).

West First Street Growth Corridor Guidelines
- Develop the north side of West First Street between North Stratford Road and the Norfolk Southern Railroad with an urban/suburban single-family residential form (see guidelines on page 43).
- Develop the south side of West First Street between North Stratford Road and the Norfolk Southern Railroad with new commercial, office, and multifamily uses with an urban form (see guidelines on page 43).
- Develop uses with an urban/suburban single-family residential form on both sides of West First Street between the Norfolk Southern Railroad and Cloverdale Avenue.
- Develop new commercial, office, and multifamily uses with an urban form (see guidelines on page 43) on West First Street between Cloverdale Avenue and Hawthorne Road.

Silas Creek Parkway Growth Corridor Guidelines
- Develop uses with an urban/suburban single-family residential form (see guidelines on page 43) between Business 40 and Reynolda Road.

Reynolda Road Growth Corridor Guidelines
- Develop uses with an urban/suburban single-family residential form (see guidelines on page 43) on both sides of the road between the Norfolk Southern Railroad and Wake Forest Road, except for the west side of the road between Buena Vista Road and 1228 Reynolda Road.

- Develop the west side of the road between Buena Vista Road and 1228 Reynolda Road with new commercial, office, and multifamily uses with an urban form (see guidelines below).

Historic Preservation Recommendations

Legacy 2030 promotes historic preservation because of its contribution to the aesthetic, social, historical, cultural and environmental quality of neighborhoods as well as its contribution to a community’s economic development. Several significant historic resources have been identified in the planning area (see Map 10 on page 46 and Appendix A on page 51). The following are recommendations to ensure that the potential of these resources are fully explored and that the community takes steps to preserve its historic assets:
- Retain historic buildings including houses, commercial storefronts, agricultural buildings, and institutional structures, when possible.
- Recognize buildings, events, and areas of historical, cultural, and architectural significance with signs, plaques, or markers.
- Initiate public outreach programs involving property owners and community organizations on the importance and economic benefits of preserving historic resources. Examples of potential workshops include:
  - How and why to nominate a structure or site to the National Register of Historic Places.
  - Issue-related topics such as how to maintain an older or historic building.
- Encourage property owners to research and recognize the history and significance of their properties and the area in which they live.
- Specific historic preservation recommendations for the planning area are:
  - Encourage property owners to seek National Register and Local Historic Landmark designation for eligible properties or districts, including the Crossnore School and Children’s Home, Arbor Acres, Buena Vista, College Village, the C.T. Leinbach property, Ferrell Place, Meadowbrook Hills, Reynolda Park, Stratford Place, West Highlands, and Westview.
  - Encourage property owners to apply for historic markers for significant sites, including Silver Hill Cemetery, near Reynolds High School.
  - Coordinate with organizations such as the Piedmont Land Conservancy to preserve not only the architectural elements, but also significant open land.
ECONOMIC DEVELOPMENT RECOMMENDATIONS

Economic development can be defined as the creation and/or retention of jobs and increases in the tax base that improve or enhance the economic welfare of a community and its citizens. Legacy 2030’s goal for economic development is to attract environmentally-sensitive new businesses and expand both large and small businesses to provide a broad range of employment opportunities and a high quality of life for people living and working in Forsyth County. Economic development efforts should be compatible with existing development and should include improvements to existing facilities as well as new businesses. Areas recommended for future commercial use are shown on the Proposed Land Use Map (see Map 7 on page 33).

General economic development recommendations for the planning area are:
• Support balanced, compatible economic development by the private and public sector.
• Encourage technologically-advanced, high-quality, environmentally-sustainable businesses and industries to locate or expand in the planning area.
• Rezone land for business/industrial development in a manner consistent with the recommended Proposed Land Use Plan.
• Encourage and support the redevelopment/rehabilitation of existing older/underutilized commercial and industrial sites.
• Identify funding sources to implement economic development initiatives including energy-efficient, high-technology businesses/industries.
• Direct public improvements and funding to potential economic development opportunity areas identified in the plan.
• Market and hold workshops to promote City business training and building rehabilitation loan programs for the purchase or rehabilitation of structures to local/potential merchants particularly in the designated activity centers.
• Explore and encourage economic development opportunities associated with local foods and urban agriculture.

ENVIRONMENTAL RECOMMENDATIONS

The preservation and enhancement of our environmental resources results in a high quality of life for Forsyth County residents. Legacy 2030 calls for the protection of watersheds, wetlands, natural areas and streams throughout the county. Clean water, air, and the scenic beauty of the planning area should be maintained. Of particular concern is the loss of the tree canopy in the area and the need to protect the county’s many creeks from pollution and its floodplains from inappropriate development.

GENERAL RECOMMENDATIONS

• Manage development pressures to preserve environmentally sensitive areas, forested areas, wildlife habitats, and scenic areas.
• Encourage the donation of easements to preserve and protect high-quality natural and scenic areas.
• Encourage land owners to use Best Management Practices for stormwater protection.
• Encourage sustainable development of land and buildings.
• Improve or preserve the water quality of the creeks by protecting the natural stream corridors.
• Support organizations and programs that educate residents on environmental issues.
• Carefully evaluate potential sites for development and redevelopment that may have been affected by environmental contamination in the planning area. This would be particularly appropriate for residential, institutional, and public gathering uses on sites near current and former heavy industrial or commercial operations with documented environmental hazards.
Map 10.
Recognized Historic Resources

National Register Listed Properties
1. Joseph Franklin Bland House
2. James B. and Diana M. Dyer House
3. Graylyn
4. Middleton House
5. R. J. Reynolds High School
6. Reynolds Memorial Auditorium

Local Historic Landmarks
1. Joseph Franklin Bland House
2. Graylyn
3. Middleton House
4. Thurmond and Lucy Hanes Chatham House
5. Mamie Gray Galloway House
6. Robert M. Hanes House
7. William Milton Scott House

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

### Implementation Schedule

<table>
<thead>
<tr>
<th>ACTION/PROJECT</th>
<th>RESPONSIBLE AGENCY</th>
<th>TIMING*</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LAND USE RECOMMENDATIONS</strong> (pages 21-34)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Follow the Proposed Land Use Plan, land use policies, and Special Land Use Condition Area recommendations. Ensure that future land use changes do not negatively affect new and existing neighborhoods.</td>
<td>CCPB, WSCC</td>
<td>Ongoing</td>
</tr>
<tr>
<td><strong>TRANSPORTATION RECOMMENDATIONS</strong> (pages 35-36)</td>
<td></td>
<td></td>
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<tr>
<td><strong>Road and Bridge Improvements</strong> (pages 35-36)</td>
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</tbody>
</table>
| Complete road improvements, which include the addition of bicycle and pedestrian facilities along the following road segments:  
- Silas Creek Parkway from Business 40 to Wake Forest Road  
- South Stratford Road from Five Points to Business 40 | NCDOT, WSDOT | Ongoing |
| Replace West First Street bridge over Norfolk-Southern Railroad | NCDOT | Immediate |
| Replace Country Club Road bridge over NC 67/Silas Creek Parkway | NCDOT | Short Range |
| Replace Robinhood Road bridge over NC 67/Silas Creek Parkway | NCDOT | Medium Range |
| **New Roads** (pages 35-36) | | |
| Build proposed new roads in the Transportation Plan:  
- Reynolda Road Connector | WSDOT | When Property is Redeveloped |
| **Pedestrian Improvements** (pages 36-37) | | |
| Build sidewalks on the following streets as recommended in the Pedestrian Facilities Plan:  
- Westview Drive  
- Forest Drive  
- Miller Street  
- Reynolda Road | WSDOT | Immediate |
| Review identified sidewalk projects under the City's sidewalk priority funding system. | WSDOT | Immediate |
| Construct sidewalks within residential areas and along designated thoroughfares and collector streets. | Private Developers in conjunction with WSDOT | Ongoing |
| **Bicycle Improvements** (page 37) | | |
| Add bike lanes on the following streets as recommended in the Winston-Salem Urban Area Bicycle Plan:  
- North Stratford Road  
- Hawthorne Road  
- Coliseum Drive  
- Miller Street  
- West First Street  
- Knollwood Street  
- Robinhood Road  
- Northwest Boulevard  
- Country Club Road | WSDOT | Immediate |
| Complete key projects proposed by the Wake Forest University Area Bicycle, Pedestrian, and Transit Study. | WSDOT, WFU | Ongoing |
| Improve bicycle signage along all existing routes. | WSDOT | Ongoing |

*Timing: Immediate: 1 to 2 years, Short Range: 3 to 5 years, Medium Range: 6 to 10 years, Long Range: 10 years or more, Ongoing: No established completion date*
<table>
<thead>
<tr>
<th>ACTION/PROJECT</th>
<th>RESPONSIBLE AGENCY</th>
<th>TIMING*</th>
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<tr>
<td><strong>COMMUNITY FACILITIES RECOMMENDATIONS</strong></td>
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<tr>
<td>Recreation Facilities (page 39)</td>
<td></td>
<td></td>
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<tr>
<td>If the Crossnore School and Children’s Home site</td>
<td>WSCC, WSRP</td>
<td>When Property is Redeveloped</td>
</tr>
<tr>
<td>is offered for sale in the future, the City should</td>
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<tr>
<td>investigate using a portion of it for recreation</td>
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<tr>
<td>facilities and/or open space.</td>
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<tr>
<td><strong>Urban Food Access (page 39)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A grocery store is recommended in the Coliseum</td>
<td>Private Developers</td>
<td>When Property is Redeveloped</td>
</tr>
<tr>
<td>Drive Mixed Use Opportunity Area.</td>
<td></td>
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</tr>
<tr>
<td><strong>Trees and Open Space (page 41)</strong></td>
<td></td>
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</tr>
<tr>
<td>Preserve a pastoral viewshed along the frontage of</td>
<td>WSCC, WSDOT, Property</td>
<td>Ongoing</td>
</tr>
<tr>
<td>the Crossnore School and Children’s Home property</td>
<td>Owners</td>
<td></td>
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<tr>
<td>on Reynolda Road.</td>
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<td></td>
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<tr>
<td>Protect the planning area's tree canopy, especially</td>
<td>WSDOT, Property Owners</td>
<td>Ongoing</td>
</tr>
<tr>
<td>along Reynolda Road between Coliseum Drive and</td>
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<td>Wake Forest Road.</td>
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<tr>
<td>Explore opportunities to plant street trees in the</td>
<td>CAC</td>
<td>Ongoing</td>
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<tr>
<td>area at a future Community Roots Day event.</td>
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<tr>
<td><strong>Greenways (page 41)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Complete a feasibility study for Silas Creek</td>
<td>WSENG</td>
<td>Long Range</td>
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<tr>
<td>Greenway South.</td>
<td></td>
<td></td>
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<tr>
<td>Work with area residents and the development</td>
<td>WSENG</td>
<td>Long Range</td>
</tr>
<tr>
<td>community to obtain necessary easements for the</td>
<td></td>
<td></td>
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<tr>
<td>construction of Silas Creek Greenway South.</td>
<td></td>
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<tr>
<td>Collaborate with NCDOT on the development of a</td>
<td>NCDOT, WFU</td>
<td>Medium Range</td>
</tr>
<tr>
<td>sidepath along Silas Creek Parkway to connect the</td>
<td></td>
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<tr>
<td>Silas Creek Trail to Wake Forest University.</td>
<td></td>
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<tr>
<td>Collaborate with the North Carolina Department of</td>
<td>NCDOT, WSENG</td>
<td>Medium Range</td>
</tr>
<tr>
<td>Transportation to provide proper clearance on</td>
<td></td>
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<tr>
<td>Silas Creek Parkway under the Robinhood Road</td>
<td></td>
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<tr>
<td>Bridge when the bridge is replaced to allow for</td>
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<tr>
<td>the construction of the proposed sidepath along</td>
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<tr>
<td>Silas Creek Parkway.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>If the Crossnore School and Children’s Home</td>
<td>WSCC, WSENG, Property</td>
<td>When Property is Redeveloped</td>
</tr>
<tr>
<td>should redevelop, a greenway connecting Reynolda</td>
<td>Owners</td>
<td></td>
</tr>
<tr>
<td>Road to Twenty-Fifth Street should be constructed</td>
<td></td>
<td></td>
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<tr>
<td>as part of the new development.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Establish greenway connectors between main green-</td>
<td>Property Owners, WSENG,</td>
<td>Ongoing</td>
</tr>
<tr>
<td>way trails or sidepaths and adjacent</td>
<td>WSDOT</td>
<td></td>
</tr>
<tr>
<td>neighborhoods and destinations.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>HOUSING and COMMUNITY DEVELOPMENT RECOMMENDATIONS</strong> (pages 41-42)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maintain and improve the quality of housing stock</td>
<td>CD, Neighborhood Associations, Property Owners</td>
<td>Ongoing/Immediate</td>
</tr>
<tr>
<td>in the planning area.</td>
<td></td>
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</tr>
<tr>
<td>Market the City’s programs for rehabilitation and</td>
<td>CD</td>
<td>Ongoing/Immediate</td>
</tr>
<tr>
<td>homeownership.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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### Implementation Schedule

<table>
<thead>
<tr>
<th>ACTION/PROJECT</th>
<th>RESPONSIBLE AGENCY</th>
<th>TIMING*</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DESIGN and APPEARANCE RECOMMENDATIONS</strong> (pages 42-44)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Encourage site and building improvements to older and underutilized commercial sites.</td>
<td>CCPB, WSCC, BIA</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Ensure that attractive landscaping is integrated into the design of new roads or the improvement of existing roads.</td>
<td>WSDOT, CCPB, WSCC</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Promote the use of art that reflects local cultures in public spaces such as parks, recreation centers, and other public spaces where residents gather.</td>
<td>PAC</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Enhance the vegetative plantings in the median of Silas Creek Parkway and Wake Forest Road from Business 40 to Reynolda Road.</td>
<td>NCDOT, WSDOT</td>
<td>Short Range</td>
</tr>
<tr>
<td>Investigate using public art to beautify the railroad overpasses at Reynolda Road and North Hawthorne Road.</td>
<td>PAC</td>
<td>Immediate</td>
</tr>
<tr>
<td>Consider pedestrian improvements to the Five Points intersection.</td>
<td>WSDOT</td>
<td>Immediate</td>
</tr>
<tr>
<td><strong>Growth Corridors</strong> (page 43)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improve all identified growth corridors by adding pedestrian and bicycle facilities, making landscape improvements, and reducing lanes where feasible.</td>
<td>WSDOT</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Explore the use of zoning overlay districts to ensure good site planning, sensitive design, and to promote continuity in the design of growth corridors.</td>
<td>CCPB, WSCC</td>
<td>Long Range</td>
</tr>
<tr>
<td>Develop growth corridor master plans for improvements taking into account the unique character of each corridor, or for different segments of the same growth corridor.</td>
<td>CCPB, WSCC</td>
<td>Long Range</td>
</tr>
<tr>
<td><strong>HISTORIC PRESERVATION RECOMMENDATIONS</strong> (pages 44-45)</td>
<td></td>
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</tr>
<tr>
<td>Retain existing historic resources.</td>
<td>CCPB, WSCC, Property Owners</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Recognize buildings, events or areas of historical, cultural or architectural significance with signage, plaques or markers.</td>
<td>WSCC, HRC</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Initiate public outreach on the benefits of preserving historic resources.</td>
<td>WSCC, HRC</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Encourage property owners to seek National Register and Local Historic Landmark designation for eligible properties or districts, including the Crossnore School and Children's Home, Arbor Acres, Buena Vista, College Village, the C.T. Leinbach property, Ferrell Place, Meadowbrook Hills, Reynolda Park, Stratford Place, West Highlands, and Westview.</td>
<td>WSCC, HRC</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Encourage property owners to apply for historic markers for significant sites, including Silver Hill Cemetery, near Reynolds High School</td>
<td>HRC</td>
<td>Immediate</td>
</tr>
<tr>
<td>Coordinate with organizations such as the Piedmont Land Conservancy to preserve not only the architectural elements, but also significant open land.</td>
<td>HRC, PLC</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>

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## Implementation Schedule

### Economic Development Recommendations (page 45)

<table>
<thead>
<tr>
<th>ACTION/PROJECT</th>
<th>RESPONSIBLE AGENCY</th>
<th>TIMING*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Support balanced, compatible economic development by the private and public sector in the planning area.</td>
<td>BIA, CCPB, WSCC</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Encourage and support the redevelopment/rehabilitation of older/underutilized commercial sites.</td>
<td>BIA, CCPB, WSCC</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>

### Environmental Recommendations (page 45)

<table>
<thead>
<tr>
<th>ACTION/PROJECT</th>
<th>RESPONSIBLE AGENCY</th>
<th>TIMING*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manage development pressures to preserve environmentally-sensitive areas, forested areas, wildlife habitats, agricultural lands and scenic areas.</td>
<td>CCPB, WSCC, WSRP</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Encourage the donation of easements to preserve and protect high-quality natural and scenic areas.</td>
<td>PLC, CCPB, WSCC</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Carefully evaluate potential sites for development and redevelopment that may have been affected by environmental contamination in the planning area.</td>
<td>NCDENR, Nonprofit and For-profit Developers</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>

*Timing: Immediate: 1 to 2 years, Short Range: 3 to 5 years, Medium Range: 6 to 10 years, Long Range: 10 years or more, Ongoing: No established completion date

### Abbreviations Used:

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Full Name</th>
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<tbody>
<tr>
<td>BIA</td>
<td>Winston-Salem Office of Business Inclusion and Advancement</td>
</tr>
<tr>
<td>CAC</td>
<td>Community Appearance Commission of Winston-Salem and Forsyth County</td>
</tr>
<tr>
<td>CD</td>
<td>Winston-Salem Community Development Department</td>
</tr>
<tr>
<td>CCPB</td>
<td>City-County Planning Board</td>
</tr>
<tr>
<td>HRC</td>
<td>Winston-Salem/Forsyth County Historic Resources Commission</td>
</tr>
<tr>
<td>NCDENR</td>
<td>North Carolina Department of Environment and Natural Resources</td>
</tr>
<tr>
<td>NCDOT</td>
<td>North Carolina Department of Transportation</td>
</tr>
<tr>
<td>PAC</td>
<td>City-County Public Art Commission</td>
</tr>
<tr>
<td>PLC</td>
<td>Piedmont Land Conservancy</td>
</tr>
<tr>
<td>WFU</td>
<td>Wake Forest University</td>
</tr>
<tr>
<td>WSCC</td>
<td>Winston-Salem City Council</td>
</tr>
<tr>
<td>WSRP</td>
<td>Winston-Salem Recreation and Parks Department</td>
</tr>
<tr>
<td>WSDOT</td>
<td>Winston-Salem Department of Transportation</td>
</tr>
<tr>
<td>WSENG</td>
<td>Winston-Salem Engineering Department</td>
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### Significant Historic Resources

<table>
<thead>
<tr>
<th>Name</th>
<th>General Location</th>
<th>Date</th>
<th>Survey Site Number</th>
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<tbody>
<tr>
<td><strong>Individually Listed Properties</strong></td>
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<td></td>
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</tr>
<tr>
<td>Joseph F. Bland House [NR, LHL]</td>
<td>1809 Virginia Road</td>
<td>c. 1930</td>
<td>FY03410</td>
</tr>
<tr>
<td>Thurmond and Lucy Hanes Chatham House [NR, LHL]</td>
<td>112 N. Stratford Road</td>
<td>1925</td>
<td>FY01051</td>
</tr>
<tr>
<td>James B. and Diana M. Dyer House [NR]</td>
<td>1015 Kent Road</td>
<td>1782</td>
<td>FY02543</td>
</tr>
<tr>
<td>Galloway-Motsinger House (Mamie Gray Galloway House) [LHL]</td>
<td>1040 Arbor Road</td>
<td>c. 1928-1930</td>
<td>FY03339</td>
</tr>
<tr>
<td>Graylyn [NR, LHL]</td>
<td>2547 Graylyn Court</td>
<td>c. 1932</td>
<td>FY00006</td>
</tr>
<tr>
<td>Robert M. Hanes House [NR, LHL]</td>
<td>140 N. Stratford Road</td>
<td>1926</td>
<td>FY04203</td>
</tr>
<tr>
<td>Middleton House [NR, LHL]</td>
<td>2770 Chatham Farm Road</td>
<td>c. 1829, 1930</td>
<td>FY02658</td>
</tr>
<tr>
<td>Reynolds High School [NR]</td>
<td>301 Hawthorne Road</td>
<td>1922-1923</td>
<td>FY01031</td>
</tr>
<tr>
<td>Reynolds Memorial Auditorium [NR]</td>
<td>301 Hawthorne Road</td>
<td>1923</td>
<td>FY01032</td>
</tr>
<tr>
<td>William Milton Scott House [LHL]</td>
<td>1941 Georgia Avenue</td>
<td>c. 1925</td>
<td>FY02539</td>
</tr>
</tbody>
</table>

### Abbreviations Used:

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>LHL</td>
<td>Local Historic Landmark</td>
</tr>
<tr>
<td>NR</td>
<td>National Register of Historic Places</td>
</tr>
</tbody>
</table>
# Appendix B. Comprehensive Transportation Plan  
Classifications and Features in the Planning Area

<table>
<thead>
<tr>
<th>Interstate Highway</th>
<th>Current Cross Section</th>
<th>2015 Average Daily Traffic</th>
<th>2035 Estimated Volume</th>
<th>Current Road Capacity</th>
<th>Road Width</th>
<th>Future Cross-Section</th>
</tr>
</thead>
<tbody>
<tr>
<td>Business 40 / US 421</td>
<td>4 lanes with median</td>
<td>61,000 – 65,000</td>
<td>80,300 – 89,100</td>
<td>62,300</td>
<td>72 - 108</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4 lanes; with divided median (4-A)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Expressways</th>
<th>Current Cross Section</th>
<th>2015 Average Daily Traffic</th>
<th>2035 Estimated Volume</th>
<th>Current Road Capacity</th>
<th>Road Width</th>
<th>Future Cross-Section</th>
</tr>
</thead>
<tbody>
<tr>
<td>Silas Creek Parkway (NC 67)</td>
<td>4 lanes with landscaped median</td>
<td>39,000 – 55,000</td>
<td>56,300 – 60,600</td>
<td>49,000</td>
<td>52 - 73</td>
<td>4 lanes; raised median with outside lanes and sidewalks (4-C)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Major Thoroughfares</th>
<th>Current Cross Section</th>
<th>2015 Average Daily Traffic</th>
<th>2035 Estimated Volume</th>
<th>Current Road Capacity</th>
<th>Road Width</th>
<th>Future Cross-Section</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coliseum Drive</td>
<td>4 lanes with landscaped median</td>
<td>7,100 – 11,000</td>
<td>9,800 – 15,400</td>
<td>27,500</td>
<td>48 - 60</td>
<td>4 lanes; raised median with outside lanes and sidewalks (4-C)</td>
</tr>
<tr>
<td>Country Club Road</td>
<td>3 - 4 lanes</td>
<td>8,600 - 11,000</td>
<td>15,800 – 27,500</td>
<td>27,500</td>
<td>36 - 52</td>
<td>3 lanes; curb &amp; gutter with wide outside lanes and sidewalks (3-B)</td>
</tr>
<tr>
<td>W. First Street</td>
<td>2 lanes</td>
<td>5,900 – 12,000</td>
<td>8,300 – 16,500</td>
<td>13,800</td>
<td>32 - 60</td>
<td>2 lanes; curb &amp; gutter, with bike lanes and sidewalks (2-E)</td>
</tr>
<tr>
<td>S. Hawthorne Road</td>
<td>4 lanes</td>
<td>6,700 – 13,000</td>
<td>16,500</td>
<td>27,500</td>
<td>54</td>
<td>3 lanes; curb &amp; gutter with outside lanes and sidewalk (3-B)</td>
</tr>
<tr>
<td>W. Northwest Boulevard</td>
<td>2 lanes</td>
<td>5,400</td>
<td>8,300</td>
<td>13,800</td>
<td>30</td>
<td>2 lanes; curb &amp; gutter with bike lanes and sidewalks (2-E)</td>
</tr>
<tr>
<td>Reynolda Road</td>
<td>2 - 4 lanes</td>
<td>7,700 – 16,000</td>
<td>8,600 – 21,300</td>
<td>13,800 – 27,500</td>
<td>36 - 46</td>
<td>2-4 lanes; curb &amp; gutter, wide outside lanes; raised median; with bike lanes and sidewalks (2-E, 3-B, 4-C)</td>
</tr>
<tr>
<td>Robinhood Road</td>
<td>3 lanes</td>
<td>12,000 – 15,000</td>
<td>19,400 – 22,700</td>
<td>15,800 – 18,200</td>
<td>44</td>
<td>3 lanes; curb &amp; gutter with wide outside lanes and sidewalks (3-B)</td>
</tr>
<tr>
<td>S. Stratford Road</td>
<td>5 lanes</td>
<td>20,000</td>
<td>27,000</td>
<td>31,700</td>
<td>67</td>
<td>4 lanes; raised median with outside lanes and sidewalks (4-C)</td>
</tr>
</tbody>
</table>
## Appendix B. Comprehensive Transportation Plan
### Classifications and Features in the Planning Area

<table>
<thead>
<tr>
<th>Minor Thoroughfares</th>
<th>Current Cross Section</th>
<th>2015 Average Daily Traffic</th>
<th>2035 Estimated Volume</th>
<th>Current Road Capacity</th>
<th>Road Width</th>
<th>Future Cross-Section</th>
</tr>
</thead>
<tbody>
<tr>
<td>Buena Vista Road</td>
<td>2 lanes</td>
<td>3,000 – 3,500</td>
<td>5,400 – 5,700</td>
<td>13,800 – 15,300</td>
<td>30 - 36</td>
<td>2 lanes; curb &amp; gutter; parking on each side (2-G)</td>
</tr>
<tr>
<td>N. Hawthorne Road</td>
<td>2 - 3 lanes</td>
<td>6,700 – 13,000</td>
<td>8,900 – 17,000</td>
<td>13,800 – 15,800</td>
<td>38 - 46</td>
<td>2-4 lanes; curb &amp; gutter, parking on one side; raised median with wide outside lanes and sidewalks (2-H, 4-C)</td>
</tr>
<tr>
<td>Knollwood Street</td>
<td>2 - 4 lanes</td>
<td>4,100 - 5,900</td>
<td>7,100 – 9,400</td>
<td>13,800 - 27,500</td>
<td>30 - 44</td>
<td>2 lanes; curb &amp; gutter; parking on each side (2-G)</td>
</tr>
<tr>
<td>Miller Street</td>
<td>4 lanes</td>
<td>13,000</td>
<td>16,400</td>
<td>27,500</td>
<td>48</td>
<td>4 lanes; raised median with wide outside lanes and sidewalks (4-C)</td>
</tr>
<tr>
<td>Robinhood Road</td>
<td>2 lanes</td>
<td>4,100 – 5,800</td>
<td>7,800 – 10,400</td>
<td>13,800 – 15,300</td>
<td>34</td>
<td>2 lanes; curb &amp; gutter, parking on outside (2-H)</td>
</tr>
<tr>
<td>N. Stratford Road</td>
<td>2 lanes</td>
<td>8,700 – 14,000</td>
<td>12,500 – 18,700</td>
<td>13,800</td>
<td>30 - 70</td>
<td>2 lanes; curb &amp; gutter, parking on each side (2-G)</td>
</tr>
</tbody>
</table>

### List of Existing Collector Streets
- Arbor Road
- Forest Drive
- Greenwich Road
- Marguerite Drive
- N. Westview Drive
- Pilgrim Court
- N. Pine Valley Road
- W. Twenty-Fifth Street
- Yorkshire Road
- Virginia Road
- Wellington Road
Appendix C. Guidelines for Converting Existing Homes to Office or Commercial Uses

Converting homes to office or commercial uses can provide a way to re-use existing residential structures along roads where increased traffic, road expansions, or other changes have made an area less suitable for single-family residential uses. Converting these existing structures allows a neighborhood to accommodate changing land use demands while still retaining the residential scale and character of the area. The following recommendations will help these conversion projects fit in with the existing neighborhood context:

Existing Buildings
- The current, street-facing building entrance should be retained as the primary entrance to the structure.
- The exterior appearance of existing single-family structures should be kept as intact as possible to preserve the residential character of the neighborhood.
- Porches on existing buildings should be kept open where possible. If enclosure is necessary, transparent materials, such as glass or screening, should be installed behind the original railings and/or columns.
- Incorporate accessible design features (such as wheelchair ramps) so that they have minimal visual impact on the existing structure.
- Exterior stairs may have a negative impact on the character of the neighborhood. Where exterior stairs are required, they should be located to the side or rear of structures and integrated into the overall building design.

New Buildings
- New residentially scaled office buildings in areas of home office conversions should be no larger than 4,000 square feet in size.

Parking
- Parking should be located to the side or rear of the building where possible, and screened from view of any nearby residential development.
- On corner lots, parking on the street side corner of the lot should be avoided.
- Parking lots should be designed to minimize their effects on the existing streetscape. Large expanses of paving should be divided into smaller areas through the use of parking lot landscaping.
- Retain existing vegetation, such as mature trees, and incorporate them into the parking lot design where possible.
- Minimize curb cuts and share driveways with adjoining sites where possible.
- Include cross-access with adjacent properties where possible.

Lighting
- An appropriate amount of indirect lighting is recommended. Lighting fixtures should not cast direct light on adjacent property.

Site Amenities
- Site furnishings such as bollards, seating, trash containers, tree grates, special features, fencing and pedestrian level are recommended to enhance the character of the development.

Outside Utility Areas
- All outside storage, waste disposal, and loading areas should be screened from view. All utility, heating, ventilation and air conditioning units should be located where they will have the least impact on the aesthetic character of the development.

Landscaping
- Landscaping should be used to buffer the site from existing residential development.
- Landscaped areas should be properly maintained.
Appendix D. Uses Allowed in the Campus (C) Zoning District

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

Uses Allowed with a Permit from the Zoning Officer
- Academic Biomedical Research Facility
- Academic Medical Center
- Child Care, Drop-In
- Church or Religious Institution, Community
- Church or Religious Institution, Neighborhood
- College or University
- Correctional Institution
- Family Group Home A
- Family Group Home B
- Family Group Home C
- Fraternity or Sorority
- Habilitation Facility A
- Habilitation Facility B
- Habilitation Facility C
- Hospice and Palliative Care
- Hospital or Health Center
- Life Care Community
- Medical and Surgical Offices
- Museum or Art Gallery
- Nursing Care Institution
- School, Private
- School, Public
- School, Vocational or Professional
- Storage Services, Retail

Uses Allowed with Review and Approval by the Planning Board
- Child Care Institution
- Child Day Care Center

Uses Allowed with Special Use Permit from the Zoning Board of Adjustment
- Landfill, Land Clearing/Inert Debris

Uses Allowed with Special Use Permit from the Elected Body
- Access Easement, Private Off-Site
Acknowledgements

City of Winston-Salem

Allen Joines  
Mayor

Vivian H. Burke  
Mayor Pro Tempore, Northeast Ward

* Denise D. Adams  
North Ward

* Dan Besse  
Southwest Ward

* Robert C. Clark  
West Ward

John Larson  
South Ward

Lee Garrity  
City Manager

* Jeff MacIntosh  
Northwest Ward

Derwin L. Montgomery  
East Ward

James Taylor, Jr.  
Southeast Ward

*City Council Representative for portions of the Planning Area

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* Melynda Dunigan

*Planning Board Member for the Planning Area

Tommy Hicks

Clarence R. Lambe, Jr.

Chris Leak

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Northwest Winston-Salem Area Plan Update

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