



**DOCKET #:** W2379

**PROPOSED ZONING:**  
Final Development Plan

**EXISTING ZONING:**  
PB-S ( Multiple Uses)

**PETITIONER**  
Goler-Depot Street  
Renaissance Corporation

**SCALE:** 1" represents 200'

**STAFF:** Roberts

**GMA:** 1

**ACRE(S):** 0.69

**MAP(S):** 630858



## FINAL DEVELOPMENT PLAN STAFF REPORT

**DOCKET #** W-2379

**STAFF:** Gary Roberts

Petitioner(s): Goler-Depot Street Renaissance Corporation

Ownership: Same

### **REQUEST**

From: PB-S Pedestrian Business District (Residential Building, Multifamily; Congregate Care Facility; Residential Building, Urban; Neighborhood Organization; and Offices, Miscellaneous-TWO PHASE)

To: Final Development Plan for Residential Building, Urban

Acreage: 0.69 acre

### **LOCATION**

Street: Northeast and northwest corners of 7th Street and Chestnut Street.

Jurisdiction: City of Winston-Salem.

Ward: East.

### **SITE PLAN**

Proposed Use: Residential Building, Urban.

Square Footage: 4,644 square feet.

Building Height: Two stories.

Density: 11.51 dwelling units per acre.

Parking: Required: 8 spaces; proposed: 11 spaces.

Bufferyard Requirements: Minimum 15 foot type III adjacent to LI.

Vehicular Use Landscaping Standards Requirements: UDO standards apply.

### **PROPERTY SITE/IMMEDIATE AREA**

Existing Structures on Site: Craver Apartment Building.

Adjacent Uses:

North - Lloyd's Presbyterian Church zoned LI.

Northeast- Multifamily residential zoned LI.

East - Parking lot zoned LI.

South - Parking lot zoned LI.

West - Tarheel Textile Sales zoned LI.

## **PHYSICAL FEATURES/ENVIRONMENTAL REVIEW**

Impact on Existing Features: Removal of granite curbstones and associated impact to sidewalk traffic to accommodate a double drive entrance onto Chestnut Street.

Topography: Site slopes down slightly to the south along 7th Street.

Vegetation/habitat: Minimal.

## **TRANSPORTATION**

Direct Access to Site: Chestnut Street; Seventh Street.

Street Classification: Chestnut Street - collector; Seventh Street - minor thoroughfare.

Average Daily Traffic Count/Estimated Capacity at Level of Service D (Vehicles per Day):

Seventh Street between Main and Patterson = 760 (1995 count)/16,100.

Patterson Street between MLK and 7th = 2,500/16,100

Trip Generation/Existing Zoning: 4 units x 5.86 (Condo/Town home Trip Rate) = 23 trips per day

Trip Generation/Proposed Zoning: 4 units x 5.86 (Condo/Town home Trip Rate) = 23 trips per day

Total Trips: 46

Sidewalks: Both sides of 7th and Chestnut Streets and Patterson Avenue.

Transit: Routes # 9 and 10 along Patterson Avenue.

Bike: Route #10 along Patterson Avenue.

## **HISTORIC PRESERVATION**

The Craver Apartment Building, located at 706-712 Chestnut Street, is part of a collection of five structures remaining from the historically significant Depot Street neighborhood. All of the structures are individually listed on the National Register of Historic Places and all are located in close proximity to one another. Of these five structures, only the Craver Apartment Building is a part of the rezoning petition. However, the redevelopment proposed with this case has strong potential for impacting the individual and collective character of all five structures.

Built in 1941 or 1942, the Craver Apartment Building is significant architecturally and historically to the African-American resources of northeastern Winston-Salem from 1900 to 1947. Almost identical to the W.C. Brown Apartment Building, the structures are rare surviving examples of the once common "Y stair" brick apartment buildings constructed in the City's African-American neighborhoods in the late 1930's and early 1940's. This construction type is not found in other North Carolina cities and is believed to have been developed by a local construction company.

## ANALYSIS

The current request is the second phase of a TWO-PHASE petition which was approved in April of 2000. Phase One rezoned Tract One and Tract Two from LI to PB-S. The subject request involves the final development plan for the 0.69 acre Tract One which is located on the northwest corner of 7th Street and Chestnut Street.

The historic, four unit, Craver Apartment Building is currently located on the site and is shown to remain with the addition of two new urban dwelling duplexes. The plan shows the units with a seven foot wide front porch and similar front setbacks to complement the existing structure.

The developer had originally attempted to include a third duplex with parking in the rear adjacent to a platted, unopened 16 foot alley. However due to buffer requirements, the current request shows an 11-space off street parking lot adjacent to the Craver building instead of a third duplex.

Staff sees this alternative as an unfortunate scenario for three reasons: 1) *Legacy*, the new plan for Downtown and the *Liberty/Patterson Redevelopment Plan* all place strong emphasis on increased housing in the downtown area; 2) an abundance of parking lots already exist downtown and the required parking could easily be met by a combination of on-street parking along Chestnut Street (which is a dead end) and the rear alley, in fulfillment of its original purpose; and 3) the parking lot and its associated two-way driveway entrance would result in an unnecessary physical and visual interruption to the otherwise walkable streetscape and degrade the quality of the historic Craver building.

While the site plan meets UDO requirements, one of the conditions of Phase One places a limit on additional driveways, (See condition a.1. below). However, because this final development plan request consolidates the driveways and relocates them as previously shown in the phase I request (the phase one site plan did not show any driveway connection for Tract One). Tract One is adjacent to an unopened 16 foot wide alley along the western border of the site which would seem like the logical point of access for urban dwellings. Given the change in site plan concept, staff would recommend the unusual step of deleting the first sentence of the previously approved condition a.1.

This petition highlights the need for a more urban oriented code to better accommodate infill housing. The applicant and staff have met numerous times in an attempt to logically include a third new residential structure. The applicant is in the process of contacting the adjacent property owners regarding the use of an off-site buffer easement. In consideration of permitting and approval time, staff therefore recommends that the current petition be approved with the condition that, should a site plan amendment requesting the replacement of said parking lot with an additional urban dwelling be submitted, it could be approved at the staff level.

## **STAFF RECOMMENDATION**

Final Development Plan: Staff recommends **APPROVAL**, certifies that **the site plan meets all code requirements**, and recommends the following conditions:

- **PRIOR TO THE ISSUANCE OF ANY PERMITS**
  - a. This petition is a TWO PHASE petition that requires Final Development Plans to be approved by the City-County Planning Board prior to the issuance of any permits. The City-County Planning Board reserves the right to add any reasonable conditions to said Final Development Plans in accordance with UDO Section 6-2.2(D)(2)(b). The following are general conditions for those areas:
    - 1. The only driveways allowed onto the public streets are those shown on the site plan. Each tract may have interconnected drives and parking lots.
    - 2. The rehabilitation and/or adaptive reuse of the Craver Apartment Building shall follow the *Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*. A professional architect shall verify in writing to the Inspections Division that the proposed renovations to the building meet those requirements prior to the issuance of building permits.
  - b. Developer shall comply with the requirements of Chapter B Section 2-5.60 of the Unified Development Ordinances.
- **PRIOR TO THE ISSUANCE OF OCCUPANCY PERMITS**
  - a. Developer shall close all existing driveways not shown on the site plan and repair any damaged curbs and sidewalks.
- **OTHER REQUIREMENTS**
  - a. Site Plan amendment to add one additional urban dwelling in the general location of the currently proposed parking lot may be approved by planning staff.
  - b. Signage shall be limited to one (1) five (5) foot free-standing monument sign with a maximum copy area of twenty (20) square feet.

## **PUBLIC HEARING**

FOR: None

AGAINST: None

## **WORK SESSION**

MOTION: Terry Powell moved approval of the final development plan.

SECOND: Jimmy Norwood

VOTE:

FOR: Avant, Clark, Doyle, King, Norwood, Powell, Schroeder, Snelgrove

AGAINST: None

EXCUSED: Bost

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A. Paul Norby, AICP  
Director of Planning