Southeast Suburban Area Plan
Winston-Salem/Forsyth County, North Carolina
Under special State enabling legislation, the City-County Planning Board of Forsyth County and Winston-Salem is responsible for preparing and maintaining a comprehensive plan for Forsyth County. The *Legacy Development Guide*, the current comprehensive plan, was adopted in 2001. Comprehensive plans take a broad, communitywide perspective for guiding growth and development. *Legacy* includes chapters on growth management, transportation alternatives, regional planning and development, economic vitality, environmental quality, open space, parks and recreation, city, and town centers, building better neighborhoods, community character, community life, and active citizenship.

The Planning Board prepares a series of Urban and Suburban Area Plans for the city and county in an effort to translate *Legacy* into more precise terms, which can be followed on a community level. An Area Plan generally contains information about the Planning Area's existing conditions and recommendations for guiding future growth and development. Citizen participation is an important part of the Area Plan process, and a Citizen's Advisory Committee is created by the Planning Board to work with staff as they interpret *Legacy* for each individual community.

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

An Area Plan does not change the current zoning of an area. The Plan contains guidelines to help the Planning Board, governing bodies, community leaders, and neighborhoods of Forsyth County make decisions on zoning, public investment, and private initiatives. Upon adoption, each Area Plan becomes a part of the comprehensive plan, *Legacy*. While the Area Plan process seeks the extensive involvement on the part of residents, property owners, and investors, the City-County Planning Board (CCPB) has the responsibility to see that each Area Plan is consistent with the broad public interest and with the elements of the comprehensive plan.

To assure implementation of the recommendation of Area Plans, an Annual Status Report will be completed for each Area Plan adopted under *Legacy*. The report includes the status of each action/project listed in the implementation schedule.
The Southeast Suburban Area Plan

Adopted by the City-County Planning Board on September 10, 2009
Adopted by the Winston-Salem City-Council on November 2, 2009
Adopted by the Forsyth County Board of Commissioners on November 23, 2009

Publication Date: July 2010
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BOUNDARIES OF THE STUDY AREA

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

RELATIONSHIP TO LEGACY

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

AREA PLAN PROCESS

Citizen participation is a critical part of the Area Plan process. A Citizens' Advisory Committee (CAC) is set up for each plan to work with staff throughout the planning process. The CAC includes a variety of people concerned about the Planning Area including residents, merchants, business people, property owners, and representatives of institutions and organizations. An Interdepartmental Committee from various City and County departments is also formed to give input into the process and review the final recommendations.

The first step of the planning process is the assessment of current conditions and the summary of the recommendations of existing plans. A handbook is

Figure 1. Area Plan Process
created for the CAC containing information the CAC may need to make recommendations for the study area (see Figure 1).

While existing conditions information is being compiled, staff conducts a Visioning Process in the community. Staff facilitates this process to assist themselves and the CAC in determining what the citizens of an area want their community to be like at a specific point in the future. Once the Vision is defined, goals, objectives, obstacles and opportunities toward reaching the Vision can be discussed. These discussions, along with the policies spelled out in Legacy, serve as the basis for the next step in the process, the formulation of recommendations by both the Citizens' Advisory Committee and the Planning staff. Staff and the Committee attempt to reach consensus in their recommendations. However, if no consensus is reached, both sets of recommendations will be presented to the City-County Planning Board. An implementation plan is formulated to outline tasks and timing needed for each recommendation.

The Planning Board reviews the recommendations for consistency with the broad public interest and with Legacy. The Planning Board holds a public hearing to consider the Plan and make amendments, as appropriate, before recommending the Plan for adoption. The document is then forwarded to the City Council and County Commissioners for consideration, possible amendment, and adoption after a public hearing. The adopted Plan is used on an ongoing basis by the Planning Board, City Council, and County Commissioners to guide land use, infrastructure, and public investment decisions.
The earliest settlement within the Planning Area was called Friedland, dating back to the 1770s. Friedland was one of the Moravians’ Country Congregations and was located on the South Fork/Muddy Creek. Country Congregations were rural settlements with a church and a schoolhouse surrounded by farmsteads established to supplement the urban settlement at Salem. Although substantially impacted by the growth of Winston-Salem, particularly over the last decade, the least developed part of the Planning Area is the southern half, including portions of the original Friedland settlement.

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

DEMOGRAPHICS

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

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

EXISTING LAND USE

Existing land uses in the Planning Area include residential, office, commercial, institutional, parks and open space, industrial, utilities, and agricultural uses. The area is predominantly single-family residential in character with very limited amounts of multifamily residential, commercial, and office. Many new single-family developments have been completed in recent years without a corresponding increase in non-residential development. There is a significant amount of vacant land throughout the Planning Area and park/open space land which includes Salem Lake in the northern part of the Planning Area (Map 3).
Table 1. Southeast Suburban Planning Area Demographic Trends/Comparisons

<table>
<thead>
<tr>
<th>Population</th>
<th>2000</th>
<th>% of Total</th>
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<tbody>
<tr>
<td>Southeast Suburban Area</td>
<td>11,000</td>
<td>4</td>
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<tr>
<td>Forsyth County</td>
<td>303,000</td>
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</table>

<table>
<thead>
<tr>
<th>Race</th>
<th>2000</th>
<th>% of Total</th>
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<tbody>
<tr>
<td>Southeast Suburban Area</td>
<td></td>
<td></td>
</tr>
<tr>
<td>White</td>
<td>8,413</td>
<td>75</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>1,994</td>
<td>18</td>
</tr>
<tr>
<td>Other</td>
<td>829</td>
<td>8</td>
</tr>
<tr>
<td>Hispanic*</td>
<td>1,059</td>
<td>9</td>
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<tr>
<td>Forsyth County</td>
<td></td>
<td></td>
</tr>
<tr>
<td>White</td>
<td>209,552</td>
<td>69</td>
</tr>
<tr>
<td>Black or African-American</td>
<td>78,388</td>
<td>26</td>
</tr>
<tr>
<td>Other</td>
<td>14,153</td>
<td>6</td>
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<tr>
<td>Hispanic*</td>
<td>19,577</td>
<td>5</td>
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<table>
<thead>
<tr>
<th>Family</th>
<th>2000</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southeast Suburban Area</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Average Household Size</td>
<td>2.5</td>
<td></td>
</tr>
<tr>
<td>Forsyth County</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Average Household Size</td>
<td>2.4</td>
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</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Economic</th>
<th>2000</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southeast Suburban Area</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Median Household Income</td>
<td>44,895</td>
<td></td>
</tr>
<tr>
<td>Per Capita Income</td>
<td>20,671</td>
<td></td>
</tr>
<tr>
<td>Families Below Poverty Level</td>
<td>221</td>
<td>6</td>
</tr>
<tr>
<td>Individuals Below Poverty Level</td>
<td>1,006</td>
<td>9</td>
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<tr>
<td>Forsyth County</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Median Household Income</td>
<td>46,262</td>
<td></td>
</tr>
<tr>
<td>Per Capita Income</td>
<td>23,283</td>
<td></td>
</tr>
<tr>
<td>Families Below Poverty Level</td>
<td>6,546</td>
<td>9</td>
</tr>
<tr>
<td>Individuals Below Poverty Level</td>
<td>32,699</td>
<td>11</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Age</th>
<th>2000</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southeast Suburban Area</td>
<td></td>
<td></td>
</tr>
<tr>
<td>less than 5 years</td>
<td>574</td>
<td>7</td>
</tr>
<tr>
<td>5 - 17 years</td>
<td>1,335</td>
<td>16</td>
</tr>
<tr>
<td>18 - 64 years</td>
<td>5,435</td>
<td>65</td>
</tr>
<tr>
<td>65 years and older</td>
<td>1,069</td>
<td>15</td>
</tr>
<tr>
<td>Forsyth County</td>
<td></td>
<td></td>
</tr>
<tr>
<td>less than 5 years</td>
<td>20,494</td>
<td>7</td>
</tr>
<tr>
<td>5 - 17 years</td>
<td>52,728</td>
<td>17</td>
</tr>
<tr>
<td>18 - 64 years</td>
<td>194,296</td>
<td>64</td>
</tr>
<tr>
<td>65 years and older</td>
<td>38,279</td>
<td>13</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau
*Note – “Hispanic” is not a race; it is an ethnic group. Numbers are provided for comparison purpose.
Table 2. Southeast Suburban Planning Area – Existing Land Use

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Acres</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>5,226.0</td>
<td>47.0</td>
</tr>
<tr>
<td>Single-Family/Duplex</td>
<td>5,334.0</td>
<td>48.0</td>
</tr>
<tr>
<td>Multifamily</td>
<td>108.0</td>
<td>1.0</td>
</tr>
<tr>
<td>Total Residential</td>
<td>1.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Office</td>
<td>109.7</td>
<td>1.2</td>
</tr>
<tr>
<td>Commercial</td>
<td>263.0</td>
<td>2.4</td>
</tr>
<tr>
<td>Industrial</td>
<td>222.7</td>
<td>2.0</td>
</tr>
<tr>
<td>Institutional</td>
<td>1,083.7</td>
<td>10.0</td>
</tr>
<tr>
<td>Parks &amp; Open Space</td>
<td>17.8</td>
<td>0.2</td>
</tr>
<tr>
<td>Utilities &amp; Right of Way</td>
<td>1,231.5</td>
<td>11.4</td>
</tr>
<tr>
<td>Total Utilities &amp; ROW</td>
<td>1,249.3</td>
<td>11.6</td>
</tr>
<tr>
<td>Agriculture</td>
<td>381.3</td>
<td>3.5</td>
</tr>
<tr>
<td>Total Developed Land</td>
<td>8,644.9</td>
<td>80.0</td>
</tr>
<tr>
<td>Vacant Land</td>
<td>2,187.6</td>
<td>20.0</td>
</tr>
<tr>
<td>Total Area</td>
<td>10,832.5</td>
<td>100</td>
</tr>
</tbody>
</table>

Source: Survey by City-County Planning staff, September 2008

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

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

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

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

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

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

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

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

OFFICE
Office uses which are located on Kernersville Road account for only 0.009% of the land area.

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

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

ROADS

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

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

- **Interstate Highways** are controlled access facilities with 4 or more lanes carrying traffic between cities and states.
- **Freeways/Expressways** are usually controlled access facilities with 4 or more lanes that provide fast and efficient movement of large volumes of traffic.
- **Thoroughfares** function as the primary traffic arteries or “arterials” of a community.
- **Major Thoroughfares** move traffic both within cities and between cities, yet may also provide access to abutting properties. They range in size from 2 lanes to 6 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.

Kernersville Road – widening proposed
### Table 3. Southeast Suburban Planning Area Road Classifications and Features

<table>
<thead>
<tr>
<th>Interstate Highway</th>
<th>Description</th>
<th>2007 ADT (Average Daily Traffic)</th>
<th>2025 Estimated Volume</th>
<th>Current Road Capacity</th>
<th>Road Width</th>
<th>Future Cross-Section</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate 40</td>
<td>4-6 lanes with median</td>
<td>58,000 - 81,000</td>
<td>75,300 - 95,200</td>
<td>63,600 - 95,900</td>
<td>48 - 72</td>
<td>6-lane divided with grass median</td>
</tr>
<tr>
<td>Freeways</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Business 40</td>
<td>4-6 lanes with median</td>
<td>48,100 - 82,500</td>
<td>63,600 - 95,900</td>
<td>48 - 72</td>
<td>Adequate</td>
<td></td>
</tr>
<tr>
<td>US 311</td>
<td>4 lanes with median</td>
<td>21,000 - 24,000</td>
<td>31,800 - 59,900</td>
<td>48</td>
<td>Adequate</td>
<td></td>
</tr>
<tr>
<td>Expressways</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reidsville Rd.</td>
<td>4 lanes</td>
<td>15,000</td>
<td>19,800</td>
<td>32,200</td>
<td>48</td>
<td>Adequate plus sidewalk</td>
</tr>
<tr>
<td>Thomasville Rd.</td>
<td>2-4 lanes</td>
<td>8,200 - 17,000</td>
<td>10,900 - 18,600</td>
<td>16,100 - 26,900</td>
<td>24 - 44</td>
<td>4-lane divided with raised median, curb &amp; gutter, widened outside curb lanes with sidewalks</td>
</tr>
<tr>
<td>Boulevards</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gumtree Rd</td>
<td>2-lanes</td>
<td>5,200</td>
<td>9,700</td>
<td>11,100</td>
<td>22</td>
<td>3-lanes, curb &amp; gutter, wide outside lanes with sidewalks</td>
</tr>
<tr>
<td>Union Cross Rd.</td>
<td>2-lanes</td>
<td>12,000 - 15,000</td>
<td>13,200 - 13,300</td>
<td>11,100</td>
<td>23 - 24</td>
<td>3-lanes, curb &amp; gutter, wide outside lanes with sidewalks</td>
</tr>
</tbody>
</table>

(...continued on page 13)

### CURRENT PROPOSED STREET AND HIGHWAY IMPROVEMENTS

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

The Thoroughfare Plan has long served as the street and highway master plan for the urban area by identifying both existing roads and the general location of future planned roads. The Thoroughfare Plan is
### Table 3. Road Classifications and Features (continued from page 12)

<table>
<thead>
<tr>
<th>Major Thoroughfare</th>
<th>Description</th>
<th>2007 ADT (Average Daily Traffic)</th>
<th>2025 Estimated Volume</th>
<th>Current Road Capacity</th>
<th>Road Width</th>
<th>Future Cross-Section</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Point Rd.</td>
<td>2 lanes</td>
<td>1,200 - 5,400</td>
<td>7,300 - 9,800</td>
<td>11,100 - 16,100</td>
<td>20 - 22</td>
<td>3 lanes, curb &amp; gutter, wide outside lanes with sidewalks</td>
</tr>
<tr>
<td>Kernersville Rd.</td>
<td>2 lanes</td>
<td>10,000 - 14,000</td>
<td>10,700 - 15,100</td>
<td>16,100</td>
<td>24</td>
<td>3 lanes, curb &amp; gutter, wide outside lanes with sidewalks</td>
</tr>
<tr>
<td>Linville Rd.</td>
<td>2 lanes</td>
<td>6,500</td>
<td>7,000 - 9,000</td>
<td>16,100</td>
<td>19 - 22</td>
<td>3 lanes, curb &amp; gutter, wide outside lanes with sidewalks</td>
</tr>
<tr>
<td>Old Salem Rd.</td>
<td>2 lanes</td>
<td>2,900</td>
<td>5,700</td>
<td>11,100</td>
<td>18</td>
<td>3 lanes, curb &amp; gutter, wide outside lanes with sidewalks</td>
</tr>
<tr>
<td>Ridgewood Rd.</td>
<td>2 lanes</td>
<td>1,900 - 6,200</td>
<td>5,100 - 7,300</td>
<td>11,100 - 16,700</td>
<td>18 - 36</td>
<td>3 lanes, curb &amp; gutter, wide outside lanes with sidewalks</td>
</tr>
<tr>
<td>Sedge Garden Rd. (Hastings Hill Rd. N to Kernersville Rd.)</td>
<td>2 lanes</td>
<td>4,100 - 8,800</td>
<td>3,200 - 5,500</td>
<td>16,100</td>
<td>18</td>
<td>3 lanes, curb &amp; gutter, wide outside lanes with sidewalks</td>
</tr>
<tr>
<td>Union Cross Rd. (NC 109 to Wallburg Rd.)</td>
<td>2 lanes</td>
<td>1,900 - 1,800</td>
<td>5,400 - 10,500</td>
<td>11,100</td>
<td>22 - 24</td>
<td>3 lanes, curb &amp; gutter, wide outside lanes with sidewalks (NC 109 to Ridgewood Rd.)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4 lanes divided, raised median, curb &amp; gutter, widened outside curb lanes, sidewalks (Ridgewood Rd. to Wallburg Rd.)</td>
</tr>
</tbody>
</table>
not fiscally constrained, as it shows all desired road projects – both funded and unfunded road projects. While the Thoroughfare Plan deals with streets and highways, the Long Range Transportation Plan (LRTP) includes all modes of transportation. The LRTP is fiscally constrained, as it only includes projects for which funding is anticipated. The LRTP is required under federal provisions and must include an assessment of air quality impacts.

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

**Table 3. Road Classifications and Features (continued from page 13)**

<table>
<thead>
<tr>
<th>Minor Thoroughfares</th>
<th>Description</th>
<th>2007 ADT (Average Daily Traffic)</th>
<th>2025 Estimated Volume</th>
<th>Current Road Capacity</th>
<th>Road Width</th>
<th>Future Cross-Section</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cole Rd.</td>
<td>2 lane</td>
<td>—</td>
<td>4,000 - 4,800</td>
<td>11,100</td>
<td>18 - 40</td>
<td>3 lanes, curb &amp; gutter, wide outside lanes, sidewalks</td>
</tr>
<tr>
<td>Glenn Hi Rd.</td>
<td>2 lane</td>
<td>4,600</td>
<td>5,900</td>
<td>11,100</td>
<td>18</td>
<td>3 lanes, curb &amp; gutter, wide outside lanes, sidewalks</td>
</tr>
<tr>
<td>Hastings Hill Rd.</td>
<td>2 lane</td>
<td>4,100 - 5,700</td>
<td>3,400 - 4,000</td>
<td>16,100</td>
<td>18 - 19</td>
<td>3 lanes, curb &amp; gutter, wide outside lanes, sidewalks</td>
</tr>
<tr>
<td>Oak Grove Church Rd.</td>
<td>2 lane</td>
<td>3,100 - 3,200</td>
<td>5,100</td>
<td>16,100</td>
<td>19</td>
<td>3 lanes, curb &amp; gutter, wide outside lanes, sidewalks</td>
</tr>
<tr>
<td>Sedge Garden Rd. (Kemersville Rd. to Hastings Hill Rd. S)</td>
<td>2 lane</td>
<td>1,600</td>
<td>2,900</td>
<td>16,100</td>
<td>19</td>
<td>3 lanes, curb &amp; gutter, wide outside lanes, sidewalks</td>
</tr>
<tr>
<td>Willard Rd.</td>
<td>2 lane</td>
<td>1,100 - 1,200</td>
<td>1,500 - 4,200</td>
<td>11,100</td>
<td>18 - 19</td>
<td>2 widened inside lanes, curb &amp; gutter, parking on one side, sidewalks</td>
</tr>
</tbody>
</table>

**List of Existing Collector Streets**

| Baden Road | Beeson Park Lane | Charles Street | Fanning Road | Glen Way Drive | Green Oaks Drive | Jubilee Trail | Lowery Street | Martindale Road | Merriweather Road | Motsinger Drive | New Greensboro Road | Oak Garden Drive | Oakridge Place Drive | Old Winston Road | Pecan Lane | Pecan Ridge Circle | Piedmont Memorial Drive | Plaza Hollow Drive | Presley Drive | Ridgewood Place Drive | Robbins Road | Sawmill Road | Solomon Drive | Southland Avenue | Spring Hill Circle | Stewart Road | Sun Valley Lane | Wayside Drive | Weavil Road | Woodbridge Drive |

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14
The Thoroughfare Plan will become the street and highway component of the CTP.

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

Table 8 and Map 8 in the Transportation Recommendations section show future street and highway projects in the MTIP and the Thoroughfare Plan.

PUBLIC TRANSPORTATION

Local Bus Routes
The Winston-Salem Transit Authority’s bus routes originating from the downtown terminal currently provide limited bus service to the periphery of the Southeast Suburban Planning Area.

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

Light Rail
A proposed regional passenger rail line connecting Forsyth and Guilford Counties is currently being developed by the Piedmont Authority for Regional Transportation (PART). Potential rail station locations include downtown Greensboro, PTI Airport, Kernersville, Winston-Salem State University, downtown Winston-Salem, Thruway Shopping Center/Baptist Hospital, Hanes Mall/Forsyth Medical Center, and Clemmons. The proposed light rail system has the potential to provide new transportation opportunities.
BICYCLE FACILITIES
The Winston-Salem Urban Area Comprehensive Bicycle Master Plan was adopted by the Winston-Salem City Council on August 15, 2005, and by the Transportation Advisory Committee on September 15, 2005. This detailed study evaluates current cycling facilities in Forsyth County including the use of a Bicycle Level of Service (BLOS) model, and makes recommendations to create a comprehensive bicycle network for the area. The recommended network includes off-road trails, designated bike lanes, wide shoulders for roads, and bicycle route signage.

Bicycle Routes
The Planning Area has two signed bike routes described in Table 5 and shown on Map 5.

PEDESTRIAN FACILITIES
With the adoption of the multimodal transportation plans, enhancing and improving the pedestrian infrastructure throughout the county has become a transportation priority.

Sidewalks
The Winston-Salem Urban Area Sidewalk and Pedestrian Facilities Plan adopted by the City Council in 2007 takes a comprehensive look at pedestrian needs including sidewalk policies, sidewalk standards, existing sidewalks needing repair, and recommendations for locations of new sidewalks.

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

Area Plans may make additional recommendations for sidewalks beyond what the Pedestrian Plan currently recommends. As each Area Plan is adopted, the additional recommendations become part of the Pedestrian Plan. All proposed sidewalks in the Pedestrian Plan are evaluated on an annual basis and ranked for future construction. Topography and the presence of curb and gutter along streets are considered when evaluating projects.

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

The City of Winston-Salem and Forsyth County have adopted street design standards for new developments that include requirements for sidewalks.

Greenways
Greenway trails can provide pedestrian and bicycle access to community facilities and neighborhoods. Greenways are discussed in more detail in the Community Facilities section. There is one greenway trail located in the Planning Area, the Salem Lake Trail. This trail is proposed to be extended eastward within the Planning Area as a section of the proposed Piedmont Regional Greenway Trail from Winston-Salem to Greensboro. A northern arm of the existing trail is proposed northeast to Lowery Creek.

RAIL
The Norfolk-Southern K line (Winston-Salem to Greensboro) from the proposed US 311 Connector to Business 40 is located in the Southeast Suburban Planning Area.

Table 4. Southeast Suburban Area Plan Bicycle Routes

<table>
<thead>
<tr>
<th>Route Number</th>
<th>General Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>From Sprague Street, right at Willard Road, left at Union Cross Road to Ridgewood Road, back along Union Cross Road, right at Thomasville Road (NC 109), left at Teague Road</td>
</tr>
<tr>
<td>Mountains to Sea Alternate Route</td>
<td>From High Point Road, left at Union Cross Road, right at Thomasville Road (NC 109), left at Teague Road</td>
</tr>
</tbody>
</table>
AIRPORTS
Air traffic in Winston-Salem and Forsyth County departs or originates at the Smith Reynolds Airport. This airport, operated by the Airport Commission of Forsyth County, serves the local citizens as a general aviation airport with limited commuter flights. The airport has good access to US 52 and is located approximately three miles northeast of downtown Winston-Salem and approximately 5 miles from the center of the Southeast Suburban Planning Area.

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

COMMUNITY FACILITIES
The Southeast Suburban Planning Area has a number of facilities that serve the community including parks, schools, churches, and other institutional uses (see Map 7).

SCHOOLS
The Winston-Salem Forsyth County Board of Education uses a “controlled choice” plan to assign students to schools. The plan gives parents and students a choice between their residential school and several others within the same zone. The State of North Carolina also funds charter schools, which are privately run and publicly funded to provide students with additional educational options, at no cost to the student. There is one elementary school in the Planning Area, the Sedge Garden Elementary School. Hall-Woodward Elementary School and Glenn High School are located just outside the boundaries of the Planning Area.

RECREATION FACILITIES
Parks
The 2015 Parks and Open Space Plan for Winston-Salem and Forsyth County was adopted in 2007. This plan discusses existing parks, community park needs, existing open space and open space needs, park proposals, and recommended facilities. Two public parks are currently located in the Southeast Suburban Planning Area. Parks are classified based on their size, facilities, and function. Table 5 lists recreation facilities in the Southeast Suburban Planning Area by type including acreage and major facilities.

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

Greenways
Greenways are linear open space corridors that can be managed for conservation, recreation, and/or transportation purposes. Many greenways have paved trails and accompanying land that provide pedestrian and bicycle access to neighborhoods and community facilities in addition to the waterways of Forsyth County. In 2002, the 2015 Greenway Plan for Winston-Salem and Forsyth County was adopted. The Plan covers greenway trail design, priorities for greenway construction, operational policies and procedures, funding issues, and citizen involvement. Greenway easements along

<table>
<thead>
<tr>
<th>Park Type</th>
<th>Acreage</th>
<th>Major facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighborhood Parks:</td>
<td></td>
<td>Provide intense recreational activities accessible to neighborhoods.</td>
</tr>
<tr>
<td>Sedge Garden Park</td>
<td>21</td>
<td>Tennis courts, softball field, fitness course, playground, picnic shelter and picnic tables, recreation center</td>
</tr>
<tr>
<td>Regional Parks:</td>
<td></td>
<td>Large areas for natural resource-based outdoor recreation or very large parks offering a wide array of recreational opportunities or very specialized recreational activities.</td>
</tr>
<tr>
<td>Salem Lake Park</td>
<td>1455</td>
<td>Fishing and boating, playground, picnic shelter, picnic tables, 6.5 mile trail for pedestrians, horses and bicyclists.</td>
</tr>
</tbody>
</table>
creeks and other linear features have been requested through the zoning and subdivision process in Forsyth County for over 20 years.

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

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

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

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

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

OTHER COMMUNITY FACILITIES
Cemeteries
The main cemeteries located in the Planning Area are:

- Oaklawn Memorial Garden Cemetery on High Point Road
- The Friedland Cemetery on Friedland Church Road
- Saints Delight Cemetery on Saints Delight Church Road
- Sedge Garden United Methodist Church Cemetery on Sedge Garden Road
- Piedmont Memorial Cemetery on Piedmont Memorial Drive

The Sedge Garden Recreation Center
GENERAL INFORMATION
According to the 2000 Census, there are approximately 4,832 housing units in the Southeast Suburban Planning Area. About 5% are vacant, somewhat lower than the citywide vacancy rate of 8%. Of the 4,569 occupied housing units (households), approximately 66% were homeowner-occupied, significantly more than the 56% of households citywide who own their own homes.

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

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

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

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

Table 6. Southeast Suburban Planning Area Housing Statistics

<table>
<thead>
<tr>
<th>Housing Tenure</th>
<th>2000</th>
<th>% of Total (FC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning Area</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Housing</td>
<td>4,832</td>
<td>3.7</td>
</tr>
<tr>
<td>Units</td>
<td>3,169</td>
<td>66</td>
</tr>
<tr>
<td>Owner Occupied</td>
<td>1,400</td>
<td>29</td>
</tr>
<tr>
<td>Renter Occupied</td>
<td>263</td>
<td>5</td>
</tr>
<tr>
<td>Units in Structure</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Planning Area</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1-Unit</td>
<td>3,950</td>
<td>79.8</td>
</tr>
<tr>
<td>2-Units</td>
<td>21</td>
<td>0.4</td>
</tr>
<tr>
<td>3 or more Units</td>
<td>980</td>
<td>19.8</td>
</tr>
<tr>
<td>Forsyth County (Suburban/Rural Areas)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1-Unit</td>
<td>100,785</td>
<td>75</td>
</tr>
<tr>
<td>2-Units</td>
<td>2,240</td>
<td>2</td>
</tr>
<tr>
<td>3 or more Units</td>
<td>30,063</td>
<td>23</td>
</tr>
<tr>
<td>Median Year Structure Built</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Planning Area</td>
<td>Median Year Built</td>
<td>1968</td>
</tr>
<tr>
<td>Median Home Value</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Planning Area</td>
<td>Median Value</td>
<td>105,544</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau
Assistance from Habitat for Humanity

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

Design and Appearance

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

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

Appearance Initiatives

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

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

I-40, Business 40/US 421, and US 311 are also designated as Thoroughfare Overlay Districts (TO Districts). The main purpose of the TO District is to encourage development and redevelopment that preserves the visual quality and functional operation of the roadway. All development within the TO District are subject to specific site development standards in addition to the standards of the underlying zoning district. These additional standards relate mainly to screening outside storage, shielding of on-site utilities, screening of loading and garage bays, establishing minimum setbacks from the right-of-way, and creating landscaped streetyards.

Historic Resources

A number of designations exist for the preservation of historic resources. District designations include the National Register of Historic Places, Historic Districts (H), and Historic Overlay Districts (HO). The National Register is a federal program of the National Park Service, Department of the Interior. In North Carolina, the National Register is administered by the State Historic Preservation Office, NC Division of Archives and History. The National...
The Historic Cool Springs School

Register does not impose regulations on property owners unless federal or state funding is involved or federal and/or state income tax benefits are utilized. The Historic (H) and Historic Overlay (HO) Districts are local zoning districts that require specific guidelines be met when altering, constructing, moving, or demolishing properties.

Individual property designations are also available for qualifying sites. The National Register program can be used for individual structures or sites and the same provisions apply as with National Register historic districts. Local Historic Landmark designation is available for highly significant structures and sites within Forsyth County, and provides local property tax benefits. As with locally zoned historic districts, once a property is designated as a Local Historic Landmark, design review criteria and processes are required.

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

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

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

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

The majority of the Broadbay families chose to settle together on land allocated to them on the South Fork. The initial settlement encompassed the upper tier of Friedland, divided into 200-acre parallel lots with each lot having water resources. There was a central site selected for the meeting-house. In 1773, another group of families from Broadbay Maine arrived and they settled in what is called the lower tier of Friedland. These lots were south of the boundary lines of the original lots, were not consistent in size, and were laid out on demand and according to how much land the purchaser desired.
The upper and lower tiers both have been substantially impacted by the growth of Winston-Salem over the last decade. Industrial parks and housing developments have overtaken large portions of both the upper and lower tiers.

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

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

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

The information which follows and in Appendix A and Map 11 includes neighborhoods and properties identified as historically significant and/or potentially eligible for listing on the National Register of Historic Places (NRHP) and/or local designation based on the staff review and survey. Appendix A includes a listing of all properties in the Planning Area surveyed in Frontier to Factory, Winston-Salem’s African-American Neighborhoods 1870-1950, or that have been identified in the architecture survey update that began in 2006.

HISTORIC DISTRICTS

Friedland Lower Tier

Rural Historic District

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

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

HISTORIC PROPERTIES AND OTHER CULTURAL RESOURCES

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

Historic Structures

There are several historic structures including houses, schools and churches located throughout the Planning Area. There are also two historic cemeteries that served the citizens of Winston-Salem and Forsyth County and are an important part of the social and cultural history of the city and county. Details on these are included in Appendix A.
Maynard Field
Operating from 1919 until the mid-1930s, Maynard Field was the first commercial airfield in North Carolina. The airfield was named for Lt. Belvin W. Maynard, a North Carolina native and pioneer aviator. In October 1919, the Winston-Salem Board of Trade leased thirty-five acres of land off Kernersville Road for the field. On December 5, 1919, the field was dedicated, and Lt. Maynard was the first flyer to land on its runway. It was completely modern in contrast to other airfields of its day. In May of 2008, a Local Historic Marker was placed on Kernersville Road near the only remaining building, the garage, which was associated with Maynard Field. Today, the location of the field is covered in residential housing.

ECONOMIC DEVELOPMENT

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

EXISTING ECONOMIC DEVELOPMENT PROGRAMS

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

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

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

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

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

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

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

A number of environmental issues are of concern in the Planning Area including watersheds, floodplains, water quality, wetlands, and Natural Heritage sites (Map 6).

WATERSHEDS

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

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

Salem Lake Watershed Regulations

The northern part of the Planning Area is in the Salem Lake Watershed (Map 6). Land within the watershed located north of Kernersville Road and Old Winston Road and west of Sedge Garden Road is in the Reservoir Protection Area (RPA), which defines all land within approximately one-half (1/2) mile of the normal pool elevation of the water supply reservoir of Salem Lake. Development requirements are stricter in the RPA than in the balance of the watershed to offer greater absorption and water purification opportunities for stormwater runoff before entering Salem Lake. Therefore, within the Salem Lake RPA, there must be either:

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

b. Nonresidential Development Requirement

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

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

- Availability of sanitary sewer systems:
  The minimum size for residential lots with septic tanks is 40,000 square feet.
- Zoning: The zoning district for the area in which the lot is located.
- Specific Requirements: The detailed Salem Lake Watershed requirements for the Planning Area are:

   a. Residential Development Requirements
      i. A minimum lot size of 20,000 square feet per dwelling unit; or
      ii. An average density of two dwelling units per 40,000 square feet; or
      iii. A maximum built-upon area of 24% of the site.

   b. Nonresidential Development Requirement

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

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

Special Intense Development Allocation (SIDA)

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

FLOODPLAINS

Floodplains are broad, flat, flood-prone lands adjacent to creeks and streams. They are inherently hazardous and costly locations for structures, therefore, development should be limited. Federal, State, and local agencies have established various requirements to manage activities in flood-prone areas. There are approximately 3,385 acres of floodplain in the Southeast Suburban Planning Area. Portions of South Fork Muddy Creek, Fiddlers Creek, Kerners Mill Creek and Fishers Branch Creek have identified mapped flood-prone areas.
ANNEXATION AGREEMENTS

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

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

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

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Adoption Year</th>
<th>Amendments (Year)</th>
</tr>
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</table>
EXISTING PLANS
IN THE STUDY AREA

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

Salem Lake Watershed Area Plan
This Plan, a Watershed Management Plan, was adopted by the Winston-Salem Board of Aldermen in 1986. It roughly covered the section of the Planning Area north of NC 150/Kernersville Road. It made recommendations on land use, erosion and stormwater control, sewer, transportation, recreation and emergency management. It proposed the creation of the Salem Lake Watershed Overlay District where specific regulations applied. These were superseded by State watershed regulations.

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

Future Interstate 74/Kernersville Road Interchange Study
This Study, completed in 2008, encompassed 170 acres along Kernersville Road. The Study examined land use and transportation issues around the proposed Kernersville Road Interchange with the Northern Beltway to determine impacts of different land use scenarios on the transportation system.

The Study’s land use and transportation alternative recommendations have been used by City-County Planning staff as a guide for potential land use and zoning decisions in the area. The entire Interchange Study Area is located in the Southeast Suburban Planning Area. The Study’s alternative land use scenarios were considered in land use recommendations made in the Southeast Suburban Area Plan for the proposed interchange area. Appendix I is a summary of some of the Study’s main recommendations.
Legacy Recommendations

The Legacy Development Guide is a long-range policy guide for decisions concerning the overall growth and development of the community. The recommendations for development patterns contained in Legacy are general in nature, rather than focused on decisions for land use at specific sites. Legacy is adopted as an official public document but is not a development ordinance. Because the comprehensive plan is broad in nature, detailed plans such as the Southeast Suburban Area Plan are needed to provide more specific guidance for future growth, appropriate land uses, and infrastructure at a community and neighborhood level.

Planning Concepts Identified in Legacy

Growth Management Plan

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

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

Municipal Services Area

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

Urban Neighborhoods (GMA 2)

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

Suburban Neighborhoods (GMA 3)

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

Future Growth Areas (GMA 4)

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

Urban Boulevards are special corridors along selected major arterial roads that connect the Center City with selected Metro Activity Centers. The purposes of Urban Boulevards are to: 1) create attractive urban gateways leading into downtown Winston-Salem; 2) provide locations for the concentration of jobs, retail, and higher density housing; 3) promote high-quality transit service and pedestrian access by increasing densities at specific locations along these corridors; and 4) incorporate design features that support pedestrian activity and provide a sense of place.

Metro Activity Centers

Legacy recommends the development of compact, mixed-use regional centers for retail, office, civic, and residential activity. These areas, called Metro Activity Centers (MACs), are focal points for a diverse mix of community activities that include living, working, shopping, education, recreation, civic, cultural, and spiritual activities. These Activity Centers, with their more intense concentrations of employment, are intended to be the hub of daily activity for those who live in surrounding neighborhoods. A goal for each MAC is to have residential density high enough to support transit service. For this reason, all of the MACs are planned for areas that are within a quarter-mile of the intersection of major roads.

The ideal MAC has a densely developed Core Area surrounded by a less densely developed “support” area. The Core Area is the focus for commercial, institutional, office, and high-density residential uses, while the surrounding Support Area would be made up of high- and medium-density residential uses that would support the activities of the Core Area. The Support Area also acts as a buffer between the more intense uses of the Core Area and the lower density residential uses beyond the boundaries of the MAC.

Not just a center for commerce, a MAC is also a busy neighborhood center that is designed for a safe and comfortable pedestrian experience. A unique sense of place should be created by the attention given to the appropriate scale and placement of buildings, the creation of green and public spaces, and attractive architectural detailing.

Neighborhood and Community Activity Centers

Legacy calls for the identification of Neighborhood Activity Centers (NACs) and Community Activity Centers (CACs) during the Area Plan process. NACs and CACs should be designed using similar principles as those recommended for MACs, such as mixing uses, connecting the street network, and providing a pedestrian-friendly environment.

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

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

Other Planning Concepts

SMART GROWTH

Smart Growth is a comprehensive approach to improve how communities grow and develop. Elements of Smart Growth include: a range of housing opportunities, walkable neighborhoods, a mixture of land uses, compact building design, the preservation of open space and rural areas, transportation choices including transit, and sound environmental practices. Smart growth is an alternative to the more typical “sprawl” model many communities have today.
MIXED-USE DEVELOPMENT
Mixed-use development typically includes a vertical and horizontal mixing of compatible commercial, office, residential, institutional, and recreational uses. Mixed-use development can reduce the number of automobile trips and trip length, facilitate pedestrian activity and transit use, and promote revitalization of aging Activity Centers. For a mixed-use development to function effectively, attention must be given to the design and layout of the project. To ensure different uses are cohesively integrated, mixed-use developments allow people to walk, bike, or drive to a destination. Street connectivity in mixed-use developments is essential for reducing the travel distance between destinations and encouraging pedestrian trips. A successful mixed-use development provides options not available in single-use developments.

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

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

**_process**

Visioning is the process by which a community defines its future. The visioning process brings together people representing various points of view to create a shared image of what the community values and how it wants to look and function in the future. The resulting vision statement defines expectations and directions for the future, sets the framework for the detailed recommendations of the plan and provides a way to measure progress as the plan is implemented.

Staff conducted a visioning exercise with residents from the Southeast Suburban Planning Area in January 2009 to generate ideas on how to accommodate the area’s growth in the future. Participants shared their ideas about what their community should look like in the future and how to make it a better place in which to live, work, do business and play. Following the community workshop, the Southeast Suburban Planning Area Citizens’ Advisory Committee synthesized the ideas from the community meeting into an overall vision statement for the Planning Area along with the Plan’s goals and objectives. The results of the visioning exercise are described below.

_In the year 2025, we envision...._

**Land Use**

**Vision**

The Southeast Suburban Planning Area is a desirable place in which to live, work, play and do business. The expectations about the location, type and design of new development and the preservation, rehabilitation or redevelopment of existing older development articulated in the _Southeast Suburban Area Plan_ have been realized. The Plan has successfully guided developers, citizens, and local elected officials in accommodating growth and appropriate development in the community.

The area has a mix of land uses which support the needs of residents by providing some housing choices, more convenient shopping and services, public spaces and additional job opportunities. New residential developments, including small-scale multifamily residential development, supplement and complement existing residential development. Small, compact commercial areas at specific locations along major roads provide convenient goods and services for the surrounding residential areas. Reinvestment has reinvigorated what were once declining, underutilized commercial areas. New industries in the area and in nearby areas provide jobs for area residents. The preservation of farmland and open space has helped retain some of the rural character and agricultural heritage of the historic Friedland area.

**Goals and Objectives**

- Coordinate development with investments in infrastructure.
- Identify appropriate land uses in the vicinity of the proposed Kernersville Road/Beltway (future Interstate 74) Interchange.
- Concentrate commercial developments at locations along major roads identified in the land use plan. Discourage strip commercial development.
- Promote compact, mixed-use development along major roads and corridors.
- Provide opportunities for small-scale multifamily residential development.
- Encourage appropriate infill development and redevelopment in areas where there is existing infrastructure.
- Identify vacant and abandoned commercial and industrial sites and buildings and encourage their reuse and redevelopment.
- Identify potential locations and establish design guidelines for business/industrial development.
- Locate community services and facilities at easily accessible locations to serve the needs of residents.
- Develop strategies for preserving farmland and open space.
- Maintain large-lot, single-family residential development in the more agricultural/rural parts of the Planning Area.
TRANSPORTATION

VISION
In the Southeast Suburban Planning Area, the transportation system accommodates pedestrians, bicycles, transit and other modes of transportation as well as motor vehicles. This integrated system provides local residents with practical transportation options, which help reduce auto-dependency and encourage walking and biking throughout the community. Improvements to the street system are coordinated with land use changes to minimize traffic congestion. A connected street system reduces traffic congestion and facilitates emergency services. Streets are well designed and attractively landscaped. Street design and traffic calming measures reduce vehicle speeds in neighborhoods. The road and the transit system provide excellent accessibility within the Planning Area and to the wider region.

Goals and Objectives
• Coordinate land use and transportation policies.
• Provide easy access within the area, including to Salem Lake Park, and to other parts of Winston-Salem, Forsyth County and the region.
• Provide people and businesses with varied transportation options.
• Integrate the pedestrian and the bicycle into the transportation system linking neighborhoods, work places and services.
• Consider transit options for the existing rail and major roads corridors in the area.
• Enhance the local street network by increasing street connectivity between neighborhoods.
• Improve the design and landscaping of roads.
• Maintain roads and other transportation infrastructure.

HISTORIC PRESERVATION
VISION
The Planning Area is recognized by the community for the area’s rich history and significant heritage. Preservation and sensitive rehabilitation of the historic resources in the area provides a strong sense of place and history. Designation of historic properties and/or districts to the National Register

NEIGHBORHOODS/HOUSING
VISION
Safe and stable neighborhoods in the Southeast Suburban Planning Area promote a strong sense of community among residents. The area is recognized for pedestrian-friendly neighborhoods with parks, shopping and other services conveniently located within easy reach of residents. A range of housing types and densities that appeals to diverse ages, incomes and lifestyles is available. Residents are active in their neighborhoods coming together to participate in projects that improve the quality of life in their community.

Goals and Objectives
• Stabilize and strengthen existing neighborhoods.
• Ensure that new developments blend in with or complement the character of surrounding neighborhoods.
• Ensure that neighborhoods have easy access to shopping, services, parks and other facilities.
• Make neighborhoods more pedestrian-friendly.
• Improve safety in neighborhoods.
• Provide a diversity of living options by offering a range of choices in housing styles and densities.
• Provide more housing for the elderly.
• Encourage citizen involvement in neighborhood issues and projects.
• Encourage developers, large land holders, and surrounding neighborhood residents to work together when new development is contemplated.

DESIGN/APPEARANCE
VISION
The livability and appeal of the area to residents, visitors and investors is enhanced by the pervasiveness of high-quality development and attractive well-designed signs and buildings; the popularity of sustainable designed buildings with distinctive landscaping and the widespread prevalence of trees and green spaces and well-maintained streets, buildings and neighborhoods.

Goals and Objectives
• Preserve some of the rural character of the Planning Area.
• Support tree preservation measures that help maintain the area’s existing tree cover and natural character.
• Improve the appearance of roads, businesses and public places with attractive landscaping.
• Maintain buildings, streets, and green spaces.
• Encourage and support the rehabilitation and/or redevelopment of older/abandoned commercial and industrial sites and buildings.
• Underground utilities.
of Historic Places or as Local Historic Landmarks could recognize the most significant of the historic resources.

**Goals and Objectives**
- Actively pursue the identification and preservation of the area’s historic resources.
- Determine the potential of the area’s historic resources for National Register and Local Historic Landmark eligibility.
- Consider the development of a Forsyth County Historic Marker Program to recognize significant historic sites within the Planning Area.
- Sensitively rehabilitate historic structures.
- Incorporate historic structures into the design of new developments, where possible, rather than resorting to relocation or demolition.
- Preserve agricultural land, farmsteads and woodlots.
- Pursue public outreach efforts that advise the community and property owners about the benefits of and opportunities for the preservation of the area’s historic properties.
- Identify organizations, funding resources and incentive programs that could contribute to preserving the area’s historic resources.

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### Community Facilities

**Vision**
New and improved community facilities offer a diverse range of users opportunities for education, relaxation, physical fitness and safety. New greenway trails enhance the community’s greenway system by connecting neighborhoods and providing easy access to parks, green spaces, shopping, schools and community facilities.

**Goals and Objectives**
- Provide active and passive parks and recreation facilities that meet the needs of residents.
- Establish multiuse community facilities that meet the needs of residents.
- Encourage the setting aside of community green spaces.
- Provide for well-placed public facilities including schools.
- Establish a system of greenway trails that connect parks, neighborhoods, services and businesses.

---

Friedland God’s Acre – A historic cemetery
**ENVIRONMENT**

**VISION**
The natural resources of the Southeast Suburban Planning Area, including the Salem Lake Natural Area are protected. The Planning Area’s clean water and air are major assets for the economic development, the health of citizens and the scenic beauty of our community. The quality of water in the area’s creeks receives a high rating. New buildings and developments are designed and built in an environmentally sensitive manner.

**Goals and Objectives**
- Protect the Salem Lake Natural Area, a Natural Heritage Site of regional significance.
- Protect creeks from sources of pollution.
- Protect floodplains from inappropriate development.
- Reduce all types of pollution including air and noise pollution.

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**COMMERCIAL/ECONOMIC DEVELOPMENT**

**VISION**
New industries provide a variety of employment opportunities in and in close proximity to the area. Energy efficient industry is the norm. Older commercial and industrial areas are rehabilitated and redeveloped. Development is coordinated with public investments in transportation and public utilities.

**Goals and Objectives**
- Attract new industries to the Planning Area and to suitably located neighboring areas.
- Concentrate economic development in areas where utilities and transportation currently exist or are planned.
- Rehabilitate and reuse older industrial and commercial areas.
- Redevelop and maximize the use of underutilized commercial and industrial areas.
General policies from *Legacy* provide the framework for recommendations in all Area Plans. Specific recommendations for the *Southeast Suburban Area Plan* were developed through the Visioning exercise and the work of the Citizens' Advisory Committee, the Interdepartmental Committee, and Planning staff.

**LAND USE RECOMMENDATIONS**

Land use recommendations serve as a guide for future development and zoning decisions in the Planning Area. As directed by *Legacy*, land use recommendations designate locations and formulate policies for compatible residential development, commercial and office uses, Mixed-Use Opportunity Areas, industrial uses, and Activity Centers.

**GENERAL RECOMMENDATIONS**

Planning policies used to develop land use recommendations for the Southeast Suburban Planning Area include:

- The highest density and mix of development should be concentrated at existing and proposed Activity Centers.
- Goods and services should be available near where people live and work.
- The mix, type, density and design of development should facilitate walking, bicycling and the use of transit facilities.
- Residential areas should be protected from inappropriate residential, commercial, industrial and institutional encroachment.
- Clustering of residential development is recommended for large undeveloped parcels identified for residential use to protect natural features, natural vegetation, historic resources, farmland and provide open space.
- Industrial uses are best located in areas identified for business/industrial parks.
- Commercial development should be concentrated in designated areas and not be allowed to take the form of strip development along the major roads in the Planning Area.
- Institutions are valued land uses and should be allowed to grow and expand to meet their needs in a manner compatible with their surrounding neighborhoods.

- More emphasis should be placed on site design which creates variety-rich neighborhoods.
- Encouraging the revitalization of older/underutilized commercial/industrial sites/buildings.

**SPECIAL LAND USE CONDITIONS**

The Proposed Land Use map (see *Map 7*) shows recommended land uses for all vacant property in the Planning Area and changes in land use for some developed sites. In some circumstances, there are special conditions or prohibitions of certain uses. These situations are referenced on the map with a (*) and a small case letter and are described in detail on page 45.

**RESIDENTIAL**

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

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. The sites are shown on the Proposed Land Use map (see *Map 7*).

**Low-Density Residential**

Low-density residential development has a density of 0 to 5 dwelling units per acre and consists mostly of single-family, detached units. Low-density residential development is recommended for:

- Existing individual lots and small tracts of land in existing single-family neighborhoods.
- Larger parcels of vacant or existing large-lot residential land in the area, mainly north of US 311, located outside of the proposed Kernersville Road/Northern Beltway Community Activity Center (CAC) (**page 44**). Most of this land is located within the city of Winston-Salem, is zoned...
Intermediate-Density Residential
Intermediate-density multifamily residential development has a density of 8 to 12 dwelling units per acre. Generally, intermediate-density residential land use is recommended for larger sites that are most appropriately developed with multifamily or townhouses structures. Intermediate-density residential is recommended for:

- Sites located in the proposed Kernersville Road/Northern Beltway Community Activity Center at the southeast quadrant of the proposed Interchange off Kernersville Road.

Large-Lot Residential/Agriculture
Large-lot residential development combined with farmsteads is recommended for:

- Large undeveloped parcels of land south of the US 311 and north of Willard Road. Some of these parcels of land are currently in agricultural use and some are located in the historic Friedland area. There are two existing Voluntary Agricultural Districts in the area. The area is suitable for large-lot, low-density residential development and farmland/open space preservation. Where the preservation of farmland/open space is a priority, a range of tools can be considered for the preservation of farmland/open space in Forsyth County. For more details on PRDs and tools for farmland/open space preservation see Legacy Recommendations, page 20 and Appendix B.

Moderate-Density Residential
Moderate-density residential development has a density of 5 to 8 dwelling units per acre. Generally, moderate-density residential land use is recommended for sites greater than two acres that are most appropriately developed with multifamily, townhouses or clustered single-family structures. Moderate-density residential development is recommended for:

- Sites located in the proposed Kernersville Road/Northern Beltway Community Activity Center in the northwest quadrant of the proposed Interchange off Linville Road
- Sites located in the proposed Kernersville Road/Northern Beltway Community Activity Center in the northeast quadrant of the proposed Interchange off Sedge Garden Road.
- Sites located in the proposed Kernersville Road/Northern Beltway Community Activity Center in the southwest quadrant of the proposed Interchange off Kernersville Road.
- Sites located in the proposed Willard Road/Thomasville Road Neighborhood Activity Center.
- Sites currently zoned RM8. The largest acreage of land zoned RM8-S is an undeveloped portion of the Vernon Farms Development off Kernersville Road.

Intermediate-Density Residential
Intermediate-density multifamily residential development has a density of 8 to 12 dwelling units per acre. Generally, intermediate-density residential land use is recommended for larger sites that are most appropriately developed with multifamily or townhouses structures. Intermediate-density residential is recommended for:

- Sites located in the proposed Kernersville Road/Northern Beltway Community Activity Center at the southeast quadrant of the proposed Interchange off Kernersville Road.

High-Density Residential
High-density multifamily residential development has a density of over 12 dwelling units per acre. Generally, high-density residential land use is recommended for large sites that are most appropriately developed with multifamily structures or at Metro Activity Centers (MACs). There are no MACs proposed in the Planning Area. There are a few small sites with existing high-density residential developments. The only undeveloped site recommended to include some high-density multifamily development combined with other uses is a site located off Cole Road and Utah Drive, currently zoned for mixed-use (MU-S). See Special Land Use Condition Site *J.

Manufactured Housing Park
Manufacturing Housing Parks are low-density developments consisting of manufactured housing that have a density of up to 5 units per acre. Single manufactured homes on individual lots are considered as single-family development. New manufactured housing developments must have at least 10 lots and a common access point. There is one existing Manufactured Housing Park in the Planning Area. No new ones are proposed.

Office and Commercial
There are very little existing commercial and office uses in the Planning Area. This Plan recommends the development of new commercial and office uses and the redevelopment of existing underdeveloped commercial/office sites at designated Activity Centers. All new and redeveloped commercial and office uses should be designed and developed to be compatible with nearby uses.
OFFICE
Small-scale office uses typically have few negative impacts on adjacent land uses and can provide services to area residents, making them an appropriate transitional use between residential uses and more intense uses. Larger-scale offices are appropriate in Mixed-Use Opportunity Areas.

Office uses recommended for the Southeast Suburban Planning Area are generally small-scale in character located mainly at the proposed Community Activity Center and Neighborhood Activity Centers.

OFFICE/HIGH-DENSITY RESIDENTIAL
Office/high-density multifamily residential use is recommended for an approximately 32-acre site located off Cole Road and Utah Drive that is currently zoned for mixed use (MU-S).

OFFICE/LOW-INTENSITY COMMERCIAL
Office and low-intensity commercial uses provide services to area residents often with minimal negative impacts on adjacent residential uses (see Appendix G). This land use category includes all office uses as well as commercial uses listed in Table 7. This Plan recommends office/low-intensity commercial in the following area(s):
• An area at the northwest corner of the Kernersville Road/Northern Beltway (Future I-74) Interchange east of Linville Road in the proposed Kernersville Road/Northern Beltway CAC (see Page 44).
• An area at the southwest corner of the Kernersville Road/Northern Beltway (Future I-74) Interchange west of Motsinger Drive in the proposed Kernersville Road/Northern Beltway CAC.
• East of Thomasville Road at its intersection with Willard Road in the proposed Willard Road/Thomasville Road NAC (see Page 43).
• Thomasville Road east of the proposed Willard Road/Thomasville Road NAC, west of Devoe Road.
• An area at the southwest corner of the intersection of Sedge Garden Road and Union Cross Road in the proposed Union Cross Road/Sedge Garden Road NAC (see Page 43).

COMMERCIAL
This Plan calls for the creation of some new commercial opportunities and the improvement of existing commercial areas that blend with existing development and do not infringe on nearby neighborhoods. Commercial areas should be compact with limited access on to major thoroughfares and should not promote strip development.

In addition to existing commercial areas, new infill and redeveloped commercial areas are recommended at the following locations (see Map 7):
• An area at the northeast corner of the Kernersville Road/Northern Beltway (Future I-74) Interchange west of Sedge Garden Road in the proposed Kernersville Road/Northern Beltway CAC (see Page 44).

Table 7. Defined Low-Intensity Commercial Uses (Uses defined in the UDO)

<table>
<thead>
<tr>
<th>Uses Include:</th>
<th>Uses Do Not Include:</th>
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<tbody>
<tr>
<td>Adult Day Care</td>
<td>Auto-related Uses</td>
</tr>
<tr>
<td>Furniture/Home Furnishings</td>
<td>Convenience Stores</td>
</tr>
<tr>
<td>Residential Building, Urban</td>
<td>Clubs/bars</td>
</tr>
<tr>
<td>Arts/Crafts Studio</td>
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<tr>
<td>General Merchandise Store</td>
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<tr>
<td>Restaurant without Drive-through</td>
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<tr>
<td>Bed and Breakfast</td>
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<td>Hardware Store</td>
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<tr>
<td>Child Care Drop-in</td>
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<tr>
<td>Museum, Art Gallery</td>
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<tr>
<td>Retail Store, Specialty</td>
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</tr>
<tr>
<td>Child Day Care Center</td>
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<tr>
<td>Nonstore Retailer</td>
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<tr>
<td>Services, Business A</td>
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</tr>
<tr>
<td>Combined Use</td>
<td></td>
</tr>
<tr>
<td>Post Office</td>
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<tr>
<td>Services, Personal</td>
<td></td>
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<tr>
<td>Food/Drug store without Drive-through</td>
<td></td>
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<tr>
<td>Residential Building, Multifamily</td>
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<tr>
<td>Veterinary Services</td>
<td></td>
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<tr>
<td>Funeral Home</td>
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<tr>
<td>Residential Building, Townhouse</td>
<td></td>
</tr>
</tbody>
</table>
INDUSTRIAL

This Plan recommends the consolidation of industrial uses at existing locations as well as the development of new industrial sites. New and redeveloped industrial uses should be designed in a manner which makes them compatible with nearby residential uses.

SPECIFIC RECOMMENDATIONS

- Develop vacant land and redevelop underdeveloped parcels and vacant buildings in the main existing industrial areas located off Cole Road, Thomasville Road and Ridgewood Road.
- Consider the development of new industrial/business parks in the area located off of Cole Road, north of US 311, adjacent to existing industrial uses.
- Utilize design guidelines to ensure high-quality development of industrial/business parks (see Appendix D).

MIXED-USE LAND USE CATEGORIES

MIXED-USE OPPORTUNITY AREAS

Mixed-use development may contain varied residential types and densities, commercial and office uses, and the incorporation of institutional facilities. Mixing uses can provide for a higher level of supporting services central to residents and businesses, as well as provide for an economical and convenient sharing of parking and other resources. For more detail on Mixed-Use Development, see section on Legacy and Other Planning Concepts, page 31. Sites for Mixed-Use Opportunity Areas are shown on the Proposed Land Use map (see Map 7).

The Kernersville Road/Sedge Garden Road Mixed-Use Area

This site is located in the northeast quadrant of the Kernersville Road/Beltway Interchange. Existing uses on the site are single-family residential use north of Old Winston Road and west of Sedge Garden Road and commercial use off Kernersville Road. Redevelopment of this site for mixed use that can include a motel, multifamily residential, retail and office uses is recommended. This area should be redeveloped so that the location, design and scale of the buildings facilitate pedestrian activity. Sidewalks should also be constructed along both sides of Kernersville Road and on Sedge Garden Road.
Road north of Kernersville Road to Sedge Garden Elementary School.

NEIGHBORHOOD ACTIVITY CENTERS (NACS)
Neighborhood Activity Centers (NACs) are compact, pedestrian-oriented, neighborhood business areas, that provide needed services within walking distance of residential areas. NACs may serve as neighborhood gathering places. The area at the periphery of a NAC may be suitable for moderate-density housing which transitions to the density of the surrounding neighborhood. For more detail on NACs see Legacy Recommendations, page 30. The Plan identifies two potential Neighborhood Activity Centers (NACs): the Willard Road/Thomasville Road NAC and the Sedge Garden/Union Cross Road NAC.

Willard Road/Thomasville Road NAC
The Willard Road/Thomasville Road NAC (Map 7, Figure 2) contains approximately 52 acres and is located at the intersection of Thomasville and Willard Roads. This NAC currently contains low-density residential development and a small amount of underutilized commercially-zoned land. If redeveloped, this NAC could serve the southwestern portion of the Planning Area, including new residential units which have been built in the area.

New development in this NAC should take the form of a comprehensive redevelopment of the existing land uses. The central area of this Activity Center should include approximately 90,000 square feet of neighborhood-serving commercial or office uses. Buildings should be placed close to Willard Road and Thomasville Road, and the development should include on-street parking, and pedestrian-oriented design features. Additionally, 150-200 moderate-density residential units (townhomes) could be located along the eastern and western sides of the Activity Center to serve as transitional land uses. These townhomes should be connected by sidewalks to the nonresidential portion of the NAC. Also, the carrying capacity of the floodplain of the South Fork of Muddy Creek should be preserved along the western edge of the NAC and a greenway easement reserved for a future greenway trail to connect to proposed residential development.

Union Cross Road / Sedge Garden Road NAC
The Union Cross Road/Sedge Garden Road NAC (Map 7, Figure 3) contains approximately 28 acres and is located at the intersection of Sedge Garden and Union Cross Roads. This NAC currently contains a mixture of existing commercial establishments (including a daycare center, a used car dealer, two gas stations with convenience stores, and a drug store), vacant commercially-zoned land, and low-density single-family residential development. This area provides limited commercial services to the northeastern portion of the Planning Area.

While most of the existing commercially-zoned property in this NAC is within the Town of Kernersville’s zoning jurisdiction, the southwestern part of this Activity Center is in Winston-Salem’s zoning jurisdiction (and is currently zoned primarily for single-family development) and could be comprehensively redeveloped with a mixture of limited office and commercial uses. Redevelopment of this site should include approximately 65,000 square feet of nonresidential development, with buildings placed close to Sedge Garden and Union Cross Roads and parking located to the rear of buildings. Sidewalks should connect this site with other sites in the NAC. Additionally, a fifty-foot buffer should be established along the southern and western boundaries of the NAC to provide substantial buffering to the stable residential neighborhoods.
COMMUNITY ACTIVITY CENTERS (CACs)

Community Activity Centers (CACs) are larger business areas that provide shopping and services meeting the day-to-day needs of nearby residences, and ideally contain a grocery store and a pharmacy. The area at the periphery of a CAC may be suitable for moderate-density housing such as duplexes, town homes and low-rise apartments that transition to the density of the surrounding neighborhood. For more detail on CACs, see section on Legacy Recommendations, page 30. The Plan identifies one potential Community Activity Center (CAC), the Kornersville Road/Northern Beltway Interchange CAC.

The Kornersville Road/Northern Beltway Interchange CAC

The Kornersville Road/Northern Beltway Interchange CAC (Map 8, Figure 4, Appendix 1) contains approximately 170 acres and is located at the intersection of Kornersville Road and the proposed Northern Beltway/Future Interstate 74. The proposed CAC is focused around existing older commercial development that serves existing residential development in the Planning Area and is in need of redevelopment. It currently contains low-density residential development, underutilized commercially-zoned land and institutional uses including an elementary school and church. Approximately 38 percent of the land is not developed. The preliminary design of the interchange at Kornersville Road and the Beltway/Future Interstate 74 indicates that the road network in the area will be impacted and some of the existing commercially-zoned land will be lost.

It is recommended that this area, located around the proposed interchange, be comprehensively redeveloped as a CAC to serve the concentration of existing and newer residential units in the Planning Area. The objective is to achieve a mix of retail, office and residential land uses at the scale typical of a small center. Future development needs to be smaller in scale and size than big-box retail; be located with direct entrances next to the street along sidewalks with parking to the rear or along the street; and permit building heights to be highest along the beltway before transitioning to typical lower building heights along the periphery. The CAC should be pedestrian friendly with sidewalks connecting residential and nonresidential uses. Recommendations are also made for road improvements to Kornersville Road and Sedge Garden Road within and in the vicinity of the CAC (see Transportation Recommendations page 51).
**SPECIAL LAND USE CONDITIONS**

The Proposed Land Use Recommendations map (see Map 7) shows sites with special conditions or prohibitions of certain uses referenced on the map with a blue * (star) and a small case letter as follows:

**a. West side of Ridgewood Road between Union Cross Road and Cole Road**
An abandoned commercial site is located on the west side of Ridgewood Road between Union Cross Road and Cole Road. A small, dilapidated commercial building currently exists on the site, which is zoned RS9. A single-family residence also exists on the same zoning lot. This site is not recommended for future use as a commercial site. The site is primarily surrounded by residential zoning, although large-lot LI zoning does exist to the west of the site. However, due to the small size of this site and the presence of a well-maintained single-family structure, it is unlikely it could be used as a productive industrial site.

**b. South side of High Point Road at the intersection of High Point Road and Durant Drive**
A motor vehicle repair use is located on the south side of High Point Road at the intersection of High Point Road and Durant Drive. This site, which is approximately two acres in size, is zoned HB and includes a small commercial garage building. The site is surrounded by single-family zoning and the current use of the property, which includes a significant amount of unscreened outdoor storage of nonfunctioning vehicles, may be detrimental to the rural residential character of the surrounding area. Expansion of this land use would not be appropriate at this location, and single-family residential development would be the ideal use for this site if the current use ceased to exist.

**c. North side of High Point Road between Magnolia Place Lane and Glenn Hi Road**
A currently unoccupied commercial building is located on the north side of High Point Road between Magnolia Place Lane and Glenn Hi...
Biking on the Salem Lake Greenway
Road. A small commercial building exists on the site, which also contains a single-family residence, and is zoned RS9. The site is completely surrounded by residential zoning. The site is not recommended for future expansion or rezoning to an intense commercial zoning district. However, the small portion of the overall site containing the existing commercial structure is an appropriate candidate for an NB or NO rezoning which retains the existing structure.

*d. South side of High Point Road between Durant Drive and Swaim Road

The Shady Oaks Kennel is located on the south side of High Point Road between Durant Drive and Swaim Road. This site is zoned RS20 and is approximately 40 acres in size. While this site is large, the actual kennel land use only occupies a small portion of the site, and is well screened from neighboring parcels and High Point Road. While the site is surrounded by single-family residential zoning, the current use of the property is an appropriate use for the area and does not negatively impact its neighbors. A commercial rezoning of this property would not be appropriate due to the rural residential character of the area.

*e. North side of Kernersville Road between Maynard Drive and Linville Road

La Roqueta Hispanic Tienda is located on the north side of Kernersville Road between Maynard Drive and Linville Road. This site is zoned RS9, is approximately 1.5 acres in size, and also contains a single-family residential structure. While the site is surrounded by single-family zoning, the commercial building is oriented towards a heavily traveled major thoroughfare. Additionally, this property is adjacent to the proposed intersection of the Northern Beltway and Kernersville Road. The current use of the property is an appropriate land use which does not appear to negatively impact its neighbors. Rezoning to a limited commercial or office zoning district such as LB, NB, LO, or NO could be considered for the site.

*f. North side of Kernersville Road between Townsend Drive and Linville Road

An abandoned commercial building is located on the north side of Kernersville Road between Townsend Drive and Linville Road. A 400 square foot dilapidated commercial structure currently exists on the site, which is zoned RS9. The site is surrounded by single-family residential zoning, and commercial rezoning of this property would not be appropriate at this location. Single-family residential would be the ideal land use for this parcel.

*g. West side of Pope Lane south of Sedge Garden Road

A home-office conversion is located on the west side of Pope Lane south of Sedge Garden Road. This land use is zoned NO-S and has preserved the 1940s vintage single-family structure on the site. While the site is surrounded by single-family zoning, the current use and zoning of this property are appropriate for this location. However, an expansion of the existing zoning to adjacent parcels may compromise the residential character of Pope Lane and may not be appropriate.

*h. West side of Union Cross Road between Sedge Garden Road and Shepherd Grove Road

A recently built, large child daycare is located on the west side of Union Cross Road between Sedge Garden Road and Shepherd Grove Road. This site is zoned RM8-S and includes a 10,000 square foot building with a residential character. While this site is adjacent to the proposed Union Cross/Sedge Garden Neighborhood Activity Center (NAC), commercial redevelopment of this property would not be appropriate if the current use was ever discontinued. Commercial uses are only recommended within the boundaries of the NAC. The existing daycare building/site would be suitable for office use if it is ever redeveloped.

*i. West side of Union Cross Road between Shepherd Grove Road and Solomon Drive

The area between Shepherd Grove Road and Solomon Drive along the west side of Union Cross Road is proposed as a home office conversion area. Existing homes in this area are suitable for conversion to office uses. Alternatively, new residentially-scaled office development is also appropriate in this area. New office development or home office conversions in this area should follow the development standards in Appendix C: Standards for Conversion of Existing Homes to Office Uses or New Residentially-Scaled Office Buildings.
West side of Utah Drive

The area located west of Utah Drive, south of Cole Road and I-40, east and north of US 311 is proposed as a mixed-use development area. This site, which is approximately 32 acres in size, should be developed with a mixture of single-family, multifamily, office, and institutional uses. Commercial or industrial uses are not appropriate for this site due to the residential character of the surrounding area. Intermediate- and high-density residential development should be located adjacent to US 311, with single-family and moderate-density residential development serving as a transition to the existing single-family residential area east of Utah Drive. Any office uses on this site should be accessed from and oriented to Cole Road to protect this existing residential character. Redevelopment of this site should include a gridded, pedestrian-oriented street system, and any office or institutional buildings should be residentially scaled and should be no more than two stories. Any parking accompanying these uses should be located to the side and rear of the structure, and should be appropriately screened from surrounding residential development.

Transportation Recommendations

Legacy calls for a balanced, sustainable network of all transportation modes that provide choices for travel needs. Street networks should be developed in a manner that is consistent with the land use plan and promote connectivity in communities. A more compact pattern of growth as outlined in the land use recommendations will allow public transportation to compete with the automobile. Developing walkable neighborhoods and creating a network of bikeways, sidewalks, and greenways will provide for needed transportation choices for all segments of the population (see Map 10).

Road and Bridge Improvements

The Proposed Transportation Improvements map (Map 9) shows the location of the proposed projects listed below on Table 8, Transportation Improvement Projects. For a discussion on the long-range planning process for roads and bridges, please see Transportation Features in the Existing Conditions section of this document.

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

I-40 Resurfacing

Work is planned to resurface Interstate 40 from the vicinity of the NC 109 interchange to the vicinity of the US 311 interchange. The project is expected to be let in 2009.

Business 40 Pavement and Bridge Rehabilitation

The North Carolina Department of Transportation (NCDOT) has improvements planned for Business 40 from Linville Road in Forsyth County to west of Sandy Ridge Road in Guilford County. The project would include removing and replacing highway pavement and replacing bridges on Business 40. On the 2009 MTIP, right-of-way acquisition and construction are both unfunded.

NC 109 Wallburg Bypass

Improvements to NC Highway 109 in Forsyth and Davidson counties are currently under study by the NCDOT. Five alternatives have been selected for detailed study. One alternative corridor would improve existing NC 109, with a bypass west of the town of Wallburg. The other four alternatives are mainly new alignments. Selection of the preferred alternative is currently scheduled for the fall of 2010, with a final Environmental Impact Statement in the fall of 2011. Right-of-way acquisition and construction are both currently unfunded.

Winston-Salem Northern Beltway, Eastern Section

The Winston-Salem Northern Beltway is a proposed multilane freeway that begins at US 158 southwest of Winston-Salem and ends at US 311 southeast of the City. The total length of the project is 34.2 miles. Environmental studies for the project are complete, and design is underway.

The proposed Eastern Section Extension of the Winston-Salem Northern Beltway consists of a 4.4-mile controlled-access freeway (high speed, no driveways and no traffic signals). Generally, it will have four lanes (two in each direction) with a
### Table 8. Southeast Suburban Planning Area Transportation Improvement Projects

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Road Widening and Improvements</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-40 (NC 109 interchange to US 311 interchange)</td>
<td>Resurface road</td>
<td>Design-Let</td>
</tr>
<tr>
<td>Union Cross Road (Wallburg Road - Sedge Garden Road)</td>
<td>Widen to multilanes</td>
<td>ROW in progress</td>
</tr>
<tr>
<td>Business 40 (Linville Road to West of Sandy Ridge Road)</td>
<td>Pavement &amp; bridge rehabilitation</td>
<td>Unfunded MTIP project</td>
</tr>
<tr>
<td>I-40 (US 311 to Business 40)</td>
<td>Widen to 6 lanes</td>
<td>Scheduled for feasibility study</td>
</tr>
<tr>
<td>Kernersville Road (High Point Road to Whicker Road)</td>
<td>Widen to 3 lanes</td>
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<tr>
<td><strong>New Roads</strong></td>
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<td></td>
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<tr>
<td>Northern Beltway, Eastern Section (Future I-74)</td>
<td>Freeway</td>
<td>ROW beginning 2012</td>
</tr>
<tr>
<td>US 311 Connector</td>
<td>Expressway</td>
<td>LRTP Project 2026-2035</td>
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<tr>
<td>Southern Beltway</td>
<td>Freeway</td>
<td>Thoroughfare Plan proposal</td>
</tr>
<tr>
<td>Merriweather-Sawmill Connector</td>
<td>Collector Street</td>
<td>Collector Street Plan proposal</td>
</tr>
<tr>
<td>Motsinger Drive-Oakridge Place Drive Connector</td>
<td>Collector Street</td>
<td>Collector Street Plan proposal</td>
</tr>
<tr>
<td>Presley Drive Extension</td>
<td>Collector Street</td>
<td>Collector Street Plan proposal</td>
</tr>
<tr>
<td>Sedge Garden-Hastings Hill Connector</td>
<td>Collector Street</td>
<td>Collector Street Plan proposal</td>
</tr>
<tr>
<td><strong>Bridge Improvements</strong></td>
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<td></td>
</tr>
<tr>
<td>Swaim Road Bridge No. 83</td>
<td>Replace bridge</td>
<td>ROW beginning 2011</td>
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<tr>
<td><strong>Road Realignments</strong></td>
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<tr>
<td>NC 109 (south of Business 85 to I-40/US 311)</td>
<td>Wallburg bypass, widen to multilanes</td>
<td>Unfunded MTIP project</td>
</tr>
<tr>
<td><strong>Safety Studies and Improvements</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>US 421 (I-40 Bypass to west of US 158)</td>
<td>Pavement rehabilitation &amp; safety improvements</td>
<td>Planning/design in progress</td>
</tr>
</tbody>
</table>

Source: *2009 Winston-Salem Urban Area Comprehensive Transportation Plan*, 2035 Winston-Salem Urban Area Long-Range Transportation Plan
70-foot grass median in the center. However, in many areas, there will be additional lanes to provide safe movement of cars on and off exit and entrance ramps. This section of the project begins at US 421/Business 40 and terminates in an interchange with US 311. The project also includes reconstruction of the ramps at the existing interchange between US 311 and Ridgewood Road.

Currently, right-of-way acquisition for the I-40/Business 40 section is scheduled for 2010, with construction beginning in 2015; right-of-way for the US 311/I-40 section is scheduled to begin in 2012, and construction is currently unfunded. However, pending litigation has caused NCDOT to temporarily halt right-of-way acquisition on the beltway. As a result, schedules may have to be adjusted.

**Union Cross Road Widening**

This project proposes to widen an existing section of Union Cross Road to a multilane facility from Wallburg Rd to Sedge Garden Rd. The interchanges with US 311 and with I-40 will be modified or reconstructed. The purpose of the project is to improve safety, route connectivity, and traffic flow through the project study area because of continuing growth in the area. Right-of-way acquisition is currently underway for this project, and construction is scheduled to begin in 2010 and to be completed in 2012.

**Thoroughfare Plan Projects**

**US 311 Connector**

Construction of a new four (4) lane limited-access urban boulevard with a landscaped median from Business 40 (US 421/NC 150) to Interstate 40 in Winston-Salem is proposed. The project also includes improvements to both Interstate interchanges and a walking/bicycle trail built parallel to and away from the road. The US 311 Connector will provide an important north-south link in the southeastern part of the city, connecting with both Interstate Highways, the US 311 freeway, and Reidsville Road (US 158). The WSDOT estimates construction to start after 2025.

**Winston-Salem Southern Beltway**

A “Southern Beltway” connecting the eastern and western Beltway segments in Forsyth County and northern Davidson County is in the initial planning stages. Its general proposed routing appears on some Winston-Salem Department of Transportation (WSDOT) long-range planning maps. Preferred alternative alignments have not been determined. The WSDOT estimates construction to start after 2035. If completed as planned, the Southern Beltway would serve as a connector for the communities of Midway, Wallburg, and Arcadia and would intersect future Interstate 285 (US 52).

**Collector Streets**

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

- Extension of Merriweather Road to connect Thomasville Road to Sawmill Road
- Completion of Presley Drive between Union Cross Road and Ridgewood Court
- Birgeheath Road connecting Sedge Garden Road to Hasting Hill Road
- Connection of Motsinger Drive to Oakridge Place Drive and Maynard Drive

**Other Recommendations**

- Incorporate attractive and pedestrian-oriented features into any road improvement projects.
- Minimize the use of dead ends and culs-de-sac in new subdivisions and redeveloped areas.
- Connect local streets, where feasible, when developing or redeveloping sites.
- Identify locations for traffic calming study as needed.

**TRANSIT**

While transit in Forsyth County is currently limited to traditional bus routes, special-needs bus service, and PART regional commuter routes, other modes of transit such as light rail and a street car system are also under discussion for future travel needs in parts of Forsyth County. Following are recommendations for transit:

**Winston-Salem Transit Authority**

**Bus Service**

- Extension of service along Kernersville Road possibly as far as Sedge Garden Road.
- Extension of service along Willard Road (or alternately, Thomasville Road/NC 109) to the proposed Willard/Thomasville Road Activity Center.
- Bus shelters at Activity Centers.
Commuter Rail
Plans for a Triad commuter rail service linking Winston-Salem and Greensboro include use of the “K-Line” between Greensboro and Winston-Salem. The “K-Line” passes through the northern section of the Planning Area.

PART
• Placement of a park and ride facility on the Amtrak Connector at Ridgewood Road, or alternately Union Cross Road, if feasible. The Amtrak Connector is a PART bus service currently connecting Winston Salem to the Amtrak Station in High Point along US 311.

PEDESTRIAN
Construction of sidewalks in the Planning Area is likely to be achieved through public funding and through private funding of new developments designed to meet recently adopted street design standards. Greenway recommendations are covered in the Community Facilities section.

Sidewalk recommendations are shown on Map 9. The adopted Pedestrian Plan did not make recommendations for sidewalks in the Planning Area. The following sidewalks were identified in the Southeast Suburban planning process:
• Along Kernersville Road including within the Kernersville Road/Beltway Interchange Community Activity Center.
• Along sections of Sedge Garden Road within the Kernersville Road/Beltway Interchange CAC and the Union Cross Road/Sedge Garden Road Neighborhood Activity Center.
• Along Union Cross Road within the Union Cross Road/Sedge Garden Road Neighborhood Activity Center.
• Along Willard Road including within the Willard Road/Thomasville Road Neighborhood Activity Center.
• Along Glenn Hi Road.

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

BICYCLE
The following recommendations from the Winston-Salem Area Comprehensive Bicycle Master Plan are applicable to the Planning Area:
• Glenn Hi Road – shoulder improvements.
• Gumtree Road – shoulder improvements.
• Hastings Hill Road – shoulder improvements.
• High Point Road – shoulder improvements.
• Kernersville Road – sidepath and shoulder improvements.
• Linville Road – shoulder improvements.
• Oak Grove Church Road – shoulder improvements.
• Old Salem Road – shoulder improvements.
• Sedge Garden Road – shoulder improvements.
• Thomasville Road – shoulder improvements.
• Union Cross Road – on-road bikeway connector, sidepath, and shoulder improvements.
• Willard Road – on-road bikeway connector.
• Piedmont Regional Greenway, east of Salem Lake.
• Middle Fork of Salem Creek – Proposed Priority Trail.
• Improving bike route signage along Willard Road on existing Bike Route 10.
• Improving the critical road intersection of Sedge Garden Road and Union Cross Road to enhance its suitability for biking.

Other Recommendations
• Construct greenway trails as proposed for the Southeast Suburban Planning Area.
• Assure that bicycles are accommodated in all road and bridge construction and modification projects.
• Assure that bike racks are accommodated at Activity Centers and public facilities.

The Salem Lake Greenway Trail – proposed to be extended to the north arm of Salem Lake
COMMUNITY FACILITIES
RECOMMENDATIONS

The availability of public and private community facilities such as schools, parks, recreational facilities, greenways and day care providers should keep pace with existing and proposed development in the Planning Area and be easily accessible to all segments of the area’s population. Legacy promotes the sharing of institutional facilities as a way to meet the various needs of the community.

The Community Facilities Recommendations Map (see Map 11) shows existing and proposed community facilities.

SCHOOLS
Legacy calls for quality schools that are assets to the neighborhoods in which they are located. School planning should be coordinated with parks and other public facilities. Recommendations for schools in the Planning Area are:
• Construct Middle and Elementary schools on sites acquired for that purpose located off Maynard Drive south of the proposed Kernersville Road/Beltway CAC.
• Expand Sedge Garden Elementary School, as needed.
• Consider arrangements with the City of Winston-Salem to share the use of recreation facilities at the proposed schools.

RECREATION FACILITIES
Recommendations for proposed parks, recreation facilities, greenways and open space take into consideration the number, size and location of existing facilities; existing inadequate recreational facilities; the anticipated location of future growth; and the expectations of the community as identified during this planning process. Following are recommendations for various categories of recreation and open space.
• Assess usage of the area’s existing recreation facilities and the community’s preferences for facilities and programs at existing and proposed parks.
• Establish at least one new community park to provide for future recreation needs. Community park sites should be easily accessible from a main road. Potential locations for park sites include:
  • A site on the west side of Willard Road, north of Union Cross Road.
  • A site located on the north side of Glen Hi Road west of the proposed Northern Beltway/I-40 Interchange.
• Design new community parks to serve also as neighborhood parks for the surrounding neighborhoods and consider the establishment of additional neighborhood parks, where feasible.
• Consider the expansion of Salem Lake Park by the addition of suitable land as it becomes available off New Greensboro Road and Linville Road.
• Complete a feasibility study and master plan for expanding and improving existing facilities at Salem Lake Park.
• Consider the integration of recreation facilities/open space into the design of large-scale residential and mixed-use developments to provide neighborhood parks/activity areas, focal points and green spaces.
• Consider the establishment of linear parks in conjunction with the construction of proposed greenway trails.
• Consider construction of multipurpose courts and fields at new parks to meet existing and future needs.

GREENWAYS
The potential exists in the long term for the construction of approximately five miles of greenway trails and connectors in the Planning Area focused primarily along creeks. Greenways proposed in the 2015 Greenway Plan for Winston-Salem and Forsyth County include:
• The Piedmont Greenway Trail
• The Salem Lake North Greenway Trail

Since trail construction is expected to continue well beyond the lifespan of the plan, priority projects are identified. Priority projects take into consideration the location of existing greenway easements and the need for links between neighborhoods and Activity Centers, shopping, parks, recreation facilities, and schools. To secure greenway corridors and facilitate future trail construction, it is important to secure 40-foot greenway easements along all identified greenway routes when opportunities arise. Sidewalks and pedestrian trails should connect existing and proposed developments, parks, shopping, and schools to existing/proposed greenway trails, where feasible, and ultimately to the larger greenway system. Priorities include:
The Piedmont Greenway Trail. This regional greenway trail will link the Salem Lake Trail to existing trails in Greensboro. A study that determined the feasibility of the trail was completed. There are ongoing regional efforts to fund and construct segments of this trail. Detailed assessments have been done for the segment between Linville Road and East Forsyth High School, located in the Planning Area. Some funding is available for this segment of the project.

Salem Lake Trail Access/Parking. Access from Linville Road to the eastern end of the Salem Lake Trail and parking facilities at this access point are inadequate. These issues should be addressed in any master plan proposal for Salem Lake Park. Access to the trail from Linville Road needs to be improved or alternative access provided. Parking facilities off Linville Road for users of the Salem Lake Trail and the proposed Piedmont Trail need to be expanded and upgraded or relocated.

The Salem Lake North Greenway Trail. A small section of this trail is in the Planning Area. The trail is proposed as an extension of the Salem Lake Trail northeast along Lowery Creek. A feasibility study needs to be completed for the proposed trail.

Other Potential Trails
Consideration can be given, in the long term, to the construction of greenway trails along Fiddlers Creek and the South Fork Muddy Creek as more development occurs in the southern part of the Planning Area. Greenway easements should therefore be secured along these creeks as developments are approved in the area.

GENERAL COMMUNITY FACILITIES 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.
• Use safe design guidelines and environmentally sensitive principles when designing community facilities.
• Assess the need for additional fire services in the Planning Area based on future growth and development.
• Take action to 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, nonprofit and private organizations, where appropriate, to implement park and recreation proposals.
• Involve residents in master planning for parks, greenways and other community facilities.

HOUSING AND COMMUNITY DEVELOPMENT RECOMMENDATIONS
Legacy recommends that neighborhoods offer a variety of quality housing types for different income levels, family size, and family types that reduce the segregation of neighborhoods by race, age, and income. Affordable housing should be promoted throughout the city and county by providing incentives, utilizing cost-effective site design, and permitting accessory dwellings and congregate care facilities.

GENERAL RECOMMENDATIONS
• Apply traditional neighborhood design principles to proposed new neighborhood developments, where feasible.
• Encourage developers to include a range of housing styles, sizes, and densities to provide accommodation for a diversity of groups particularly when developing larger parcels of land along transportation corridors.
• Explore the potential to plan and design aging-in-place opportunities in new developments in the Planning Area.
• Integrate new developments with existing neighborhoods through careful planning, site design and architecture.
• Encourage developers, large land holders and surrounding neighborhood residents to work together when new development is contemplated in a neighborhood.
• Plan, locate and design shopping areas, community facilities, parks and open space to make them easily accessible to neighborhood residents.
• Consider sidewalks and/or traffic calming measures, where feasible, to make neighborhoods more safe and pedestrian friendly.
• Encourage the use of Crime Prevention Through Environmental Design (CPTED) techniques for new developments to facilitate safe and secure neighborhoods.
• Improve connectivity of neighborhood streets to improve accessibility within and between neighborhoods.
• Consider the establishment of neighborhood associations, where they do not exist, to facilitate citizen involvement in neighborhood issues and projects.
• Undertake projects to improve and/or revitalize neighborhoods and maintain neighborhood character where necessary.

**Design and Appearance Recommendations**

The creation of attractive gateways, business districts, and corridors through the use of regulation or physical improvements is recommended by Legacy. Design and appearance improvements create a positive visual image and encourage private reinvestment in an area.

**Specific Recommendations**

- Ensure that UDO standards applicable to the I-40, Business 40/US 421 and US 311 Thoroughfare Overlay Districts are observed.
- Ensure that attractive landscaping is integrated into the design of new roads or the improvement of existing roads in the Planning Area, including Kernersville Road.
- Encourage a high quality of design for developments in the Planning Area. Design guidelines and standards for different categories of development are found in Appendices C, D, E, F, G, and H.
- Facilitate redevelopment/rehabilitation of the existing older commercial development located in the proposed Community Activity Center on Kernersville Road.

**Historic Preservation Recommendations**

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

Significant historic resources have been identified in the Southeast Suburban Planning Area as indicated in initial surveys (see Map 12; Appendix A). 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 (see Appendix B. Agricultural and Historic Preservation Tools for Forsyth County).

**General Recommendations**

- Retain historic buildings including residential homes, agricultural buildings, and institutional structures when possible.
- Recognize buildings, events or areas of historic, cultural, or architectural significance with signage, plaques or markers.
- Initiate public outreach programs involving property owners and community organizations on the importance and economic benefits of preserving historic resources. Examples of potential workshops include:
  - How and why to nominate a structure or site to the National Register of Historic Places.
  - How to use the historic preservation rehabilitation tax credit program.
  - Issues-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.
- Coordinate with organizations such as the Piedmont Land Conservancy to preserve not only the architectural elements, but also significant farm and open land.

**Proposed Studies**

- Identify additional historic resources in the Planning Area as part of the update of the countywide architectural inventory currently being completed by Historic Resources staff and a historic preservation consultant.
- Encourage/assist property owners and organizations to undertake or commission studies for individual unique rural properties to learn more about them and determine whether they are eligible for historic designations.
- Encourage property owners to seek National Register and Local Historic Landmark designation for eligible properties.

**Economic Development Recommendations**

Economic development can be defined as the creation and/or retention of jobs and increases in the tax base that improve or enhance the economic welfare of a community and its citizens. Legacy’s goal for economic development is to attract environmentally-sensitive new businesses and
expand existing large and small businesses to provide a broad range of employment opportunities and a high quality of life for people living and working in Forsyth County. Economic development efforts should be compatible with existing development and should include improvements to existing facilities as well as new businesses.

The Planning Area is likely to see an increase in economic activity during the life of this Plan. The Northern Beltway Eastern Section, when constructed, will improve access to the Planning Area and will impact economic development in the Planning Area and neighboring areas.

In the short term, economic activity is likely to focus on the redevelopment, rehabilitation and reuse of underutilized and older commercial development and infilling of existing industrial parks in the Planning Area and neighboring areas. In the longer term, the focus of economic development activities will likely be on new industrial development in the areas identified for industrial use in the Proposed Land Use Plan and in neighboring industrial parks (see Map 7).

**SPECIFIC RECOMMENDATIONS**

- Support balanced, compatible economic development by the private and public sectors.
- Encourage businesses and industries to locate or expand in the Planning Area and suitably located neighboring areas.
- Focus commercial and industrial development in planned commercial/industrial areas where transportation and utilities exist or are planned.
- Encourage environmentally-sensitive development of business areas.
- Rezone land for business/industrial park development in a manner consistent with the Proposed Land Use Plan.
- Encourage and support the redevelopment/rehabilitation of existing older/underutilized commercial and industrial areas.
- Explore possible funding sources, including the City of Winston-Salem’s economic development programs, to implement economic development and redevelopment initiatives.
- Direct public improvements and funding to designated Activity Centers and industrial/business park areas identified in the draft Plan.
- Promote and encourage agribusiness on the farmlands located in the southern part of the Planning Area.

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**ENVIRONMENTAL RECOMMENDATIONS**

The preservation and enhancement of our environmental resources result in a high quality of life for Forsyth County residents. Legacy calls for the protection of watersheds, wetlands, natural areas, and streams throughout the county.

In their vision for the community, residents expressed a desire to protect the Salem Lake watershed, protect the Planning Area’s creeks from pollution and their floodplains from inappropriate development and maintain the scenic beauty of the Planning Area.

**SPECIFIC RECOMMENDATIONS**

- Ensure that the Salem Lake Watershed Regulations are enforced.
- Manage development pressures to preserve environmentally-sensitive areas, forested areas, wildlife habitats, agricultural lands and scenic areas.
- Encourage the donation of easements to preserve and protect high-quality natural and scenic areas and farmlands.
- Encourage Planned Residential Developments to protect these resources.
- 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.

Historic building on New Greensboro Road
Implementation Schedule

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

<table>
<thead>
<tr>
<th>ACTION/PROJECT</th>
<th>RESPONSIBLE AGENCY†</th>
<th>TIMING*</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Land Use Recommendations</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Follow proposed Land Use Plan, land use policies, and Special Land Use Condition Areas (pages 37-51).</td>
<td>CCBB, WSCC, FCBOC</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Encourage revitalization of older/underutilized commercial/industrial sites (pages 40-41).</td>
<td>CCBB, WSCC, FCBOC</td>
<td>Ongoing</td>
</tr>
<tr>
<td><strong>Transportation Recommendations</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Roads and Bridge Improvements</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Resurface I-40 (NC 109 Interchange to US 311 Interchange) (page 51).</td>
<td>WSDOT, NCDOT</td>
<td>Immediate</td>
</tr>
<tr>
<td>Replace Swaim Rd Bridge (page 52).</td>
<td>WSDOT, NCDOT</td>
<td>Short Range</td>
</tr>
<tr>
<td>Widen Union Cross Rd (Wallburg Rd - Sedge Garden Rd) to multilanes (page 53).</td>
<td>WSDOT, NCDOT</td>
<td>Short Range</td>
</tr>
<tr>
<td>Widen NC 109 (south of Business 85 to I-40/US 311) (page 51).</td>
<td>WSDOT, NCDOT</td>
<td>Medium Range</td>
</tr>
<tr>
<td>Widen Kernersville Rd. (High Point Rd to Whicker Road) to three lanes (page 52).</td>
<td>WSDOT, NCDOT</td>
<td>Long Range</td>
</tr>
<tr>
<td>Pavement and bridge rehabilitation Business 40/US 421 (Linville Rd to Sandy Ridge Rd (page 52).</td>
<td>WSDOT, NCDOT</td>
<td>Medium Range</td>
</tr>
<tr>
<td>Feasibility study I-40 (US 311 to Business 40) – Widen to 6 lanes (page 52).</td>
<td>WSDOT, NCDOT</td>
<td>Short Range</td>
</tr>
</tbody>
</table>

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

A building in the Willard/Thomasville Neighborhood Activity Center
<table>
<thead>
<tr>
<th>ACTION/PROJECT</th>
<th>RESPONSIBLE AGENCY†</th>
<th>TIMING*</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>New Roads</strong></td>
<td></td>
<td></td>
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<tr>
<td>Northern Beltway, Eastern Section (page 51).</td>
<td>WSDOT, NCDOT</td>
<td>Medium Range</td>
</tr>
<tr>
<td>Southern Beltway (page 53).</td>
<td>WSDOT, CCPB</td>
<td>Long Range</td>
</tr>
<tr>
<td>Facilitate implementation of the</td>
<td>WSDOT, CCPB</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Winston-Salem Urban Area Collector Street Plan</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(page 53).</td>
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</tr>
<tr>
<td><strong>Transit</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Extension of WSTA service along Kernersville Rd as</td>
<td>WSTA</td>
<td>Short Range</td>
</tr>
<tr>
<td>far as Sedge Garden Rd. (page 53).</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Extension of WSTA service along Willard Rd (or</td>
<td>WSTA</td>
<td>Short Range</td>
</tr>
<tr>
<td>alternately, Thomasville Rd/NC 109) (page 53).</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Pedestrian</strong></td>
<td></td>
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<tr>
<td>Review identified sidewalk projects under the City’s</td>
<td>WSDOT</td>
<td>As part of routine review process for Pedestrian Plan</td>
</tr>
<tr>
<td>sidewalk priority funding system (page 54).</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Along Kernersville Rd.</td>
<td>WSDOT</td>
<td></td>
</tr>
<tr>
<td>• Along sections of Sedge Garden Rd within Activity Centers.</td>
<td>WSDOT</td>
<td></td>
</tr>
<tr>
<td>• Along Union Cross Rd.</td>
<td>WSDOT</td>
<td></td>
</tr>
<tr>
<td>• Along Willard Rd.</td>
<td>WSDOT</td>
<td></td>
</tr>
<tr>
<td>• Along Glenn Hi Rd.</td>
<td>WSDOT</td>
<td></td>
</tr>
<tr>
<td><strong>Bicycle</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accommodate bicycle improvements in road projects</td>
<td>WSDOT</td>
<td>Ongoing</td>
</tr>
<tr>
<td>(page 54).</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• On-road bikeway connector along Union Cross Rd.</td>
<td>WSDOT</td>
<td></td>
</tr>
<tr>
<td>from Thomasville Rd to Ridgewood Rd.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Shoulders along Glenn Hi Rd.</td>
<td>WSDOT</td>
<td></td>
</tr>
<tr>
<td>• Shoulders along Linville Rd.</td>
<td>WSDOT</td>
<td></td>
</tr>
</tbody>
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*Timing: Immediate: 1-2 years  Short Range: 3-5 years  Medium Range: 6-10 years  Long Range: 10 years or more
### Community Facilities Recommendations

#### Schools

<table>
<thead>
<tr>
<th>ACTION/PROJECT</th>
<th>RESPONSIBLE AGENCY</th>
<th>TIMING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implement plans for an elementary school in the Planning Area (page 55).</td>
<td>WSFCS</td>
<td>Short Range</td>
</tr>
<tr>
<td>Implement plans for a middle school in the Planning Area (page 55).</td>
<td>WSFCS</td>
<td>Medium Range</td>
</tr>
</tbody>
</table>

#### Recreation Facilities

<table>
<thead>
<tr>
<th>ACTION/PROJECT</th>
<th>RESPONSIBLE AGENCY</th>
<th>TIMING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Complete a master plan for expanding and improving existing facilities at Salem Lake (page 55).</td>
<td>WSRP</td>
<td>Immediate</td>
</tr>
<tr>
<td>Establish new Community Park in Planning Area (page 55).</td>
<td>WSRP</td>
<td>Medium Range</td>
</tr>
</tbody>
</table>

#### Greenways

<table>
<thead>
<tr>
<th>ACTION/PROJECT</th>
<th>RESPONSIBLE AGENCY</th>
<th>TIMING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construct a section of the Piedmont Greenway from Salem Lake Trail to I-40 (page 56).</td>
<td>WSENG</td>
<td>Short Range</td>
</tr>
<tr>
<td>Complete a feasibility study for the Salem Lake North Greenway Trail (page 56).</td>
<td>WSDOT</td>
<td>Medium Range</td>
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</tbody>
</table>

*Bicycle, continued...

*Timing: Immediate: 1-2 years  Short Range: 3-5 years  Medium Range: 6-10 years  Long Range: 10 years or more
### Housing and Community Development

#### General

<table>
<thead>
<tr>
<th>ACTION/PROJECT</th>
<th>RESPONSIBLE AGENCY†</th>
<th>TIMING*</th>
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<tbody>
<tr>
<td>Improve connectivity of neighborhood streets to improve accessibility within and between neighborhoods in the Planning Area (page 59).</td>
<td>CCPB, WSDOT</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>

#### Historic Preservation Recommendations

<table>
<thead>
<tr>
<th>ACTION/PROJECT</th>
<th>RESPONSIBLE AGENCY†</th>
<th>TIMING*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identify additional historic resources in the Planning Area as part of the update of the countywide architectural inventory (page 59).</td>
<td>CCPB, HRC</td>
<td>Short Term</td>
</tr>
</tbody>
</table>

#### Economic Development Recommendations

<table>
<thead>
<tr>
<th>ACTION/PROJECT</th>
<th>RESPONSIBLE AGENCY†</th>
<th>TIMING*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct public improvements and funding to designated Activity Centers and industrial/business parks (page 60).</td>
<td>WSCC</td>
<td>Medium Range</td>
</tr>
</tbody>
</table>

#### Environmental Recommendations

<table>
<thead>
<tr>
<th>ACTION/PROJECT</th>
<th>RESPONSIBLE AGENCY†</th>
<th>TIMING*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Encourage the donations of easements to preserve scenic areas and farmlands (page 60).</td>
<td>CCPB, PLC</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>

†Abbreviations Used in the Implementation Schedule:

- **CCPB**: City-County Planning Board
- **FCBOC**: Forsyth County Board of Commissioners
- **FCPR**: Forsyth County Parks and Recreation Department
- **HRC**: Winston-Salem/Forsyth County Historic Resources Commission
- **NCDOT**: North Carolina Department of Transportation
- **PLC**: Piedmont Land Conservancy
- **RUCA**: Revitalizing Urban Commercial Areas Program
- **WSCC**: Winston-Salem City Council
- **WSDOT**: Winston-Salem Department of Transportation
- **WSFCS**: Winston-Salem/Forsyth County Schools
- **WSRP**: Winston-Salem Recreation and Parks Department
- **WSTA**: Winston-Salem Transit Authority

*Timing: Immediate: 1-2 years  Short Range: 3-5 years  Medium Range: 6-10 years  Long Range: 10 years or more*
### Appendix A. Potential Historic Properties

<table>
<thead>
<tr>
<th>Name</th>
<th>General Location</th>
<th>Date</th>
<th>Survey Site Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>John &amp; Catherine Bodenhamer House</td>
<td>4072 High Point Road</td>
<td>1790, 1820, 1950s</td>
<td>FY00039</td>
</tr>
<tr>
<td>Reid-Hines House</td>
<td>4655 Joe Shawn Road</td>
<td>1833</td>
<td>FY00298</td>
</tr>
<tr>
<td>George Sink House</td>
<td>3701 Thomasville Road</td>
<td>1897</td>
<td>FY00304</td>
</tr>
<tr>
<td>Nathaniel Charles House</td>
<td>2360 Union Cross Road</td>
<td>ca. 1840-1860</td>
<td>FY00305</td>
</tr>
<tr>
<td>Stewart-Hine House [D]</td>
<td>3025 Ridgewood Road</td>
<td></td>
<td>FY00306</td>
</tr>
<tr>
<td>Isaac Robbins House [D]</td>
<td>375 Robbins Road</td>
<td>ca. 1840-1860</td>
<td>FY00307</td>
</tr>
<tr>
<td>Friedland Moravian Church House</td>
<td>2750 Friedland Church Road</td>
<td>1951</td>
<td>FY00308</td>
</tr>
<tr>
<td>House</td>
<td>3850 High Point Road</td>
<td>ca. 1880-1900</td>
<td>FY00309</td>
</tr>
<tr>
<td>House [D]</td>
<td>4105 Glenn Hi Road</td>
<td></td>
<td>FY00310</td>
</tr>
<tr>
<td>George Williard House [D]</td>
<td>4000 High Point Road</td>
<td></td>
<td>FY00311</td>
</tr>
<tr>
<td>Holder House [D]</td>
<td>750 Sedge Garden Road</td>
<td>ca. 1840-1860</td>
<td>FY00312</td>
</tr>
<tr>
<td>Sedge Garden School [D]</td>
<td>475 Sedge Garden Road</td>
<td></td>
<td>FY00313</td>
</tr>
<tr>
<td>Saint’s Delight Primitive Baptist Church</td>
<td>4655 Saints Delight Church Road</td>
<td>1952</td>
<td>FY00314</td>
</tr>
<tr>
<td>Fred Crews House [D]</td>
<td>358 Lucinda Lane</td>
<td></td>
<td>FY00316</td>
</tr>
<tr>
<td>Sapp House [D]</td>
<td>190 Ben Smith Road</td>
<td></td>
<td>FY00317</td>
</tr>
<tr>
<td>House [D]</td>
<td>Kernersville Road</td>
<td></td>
<td>FY00319</td>
</tr>
<tr>
<td>Atkins House [D]</td>
<td>Kernersville Road</td>
<td></td>
<td>FY00320</td>
</tr>
<tr>
<td>Glenn E. Swaim House (Rec. Study List)</td>
<td>3877 Kernersville Road</td>
<td>1948</td>
<td>FY00321</td>
</tr>
<tr>
<td>Wilson-Stockton House [D]</td>
<td>4015 Kernersville Road</td>
<td>c. 1800-1820</td>
<td>FY00322</td>
</tr>
<tr>
<td>Allie and Bunyon Linville House</td>
<td>3683 Kernersville Road</td>
<td>1900-1903</td>
<td>FY00323</td>
</tr>
<tr>
<td>C. Rowan Smith House</td>
<td>205 Cool Springs Road</td>
<td>1903</td>
<td>FY00329</td>
</tr>
<tr>
<td>Cool Springs School</td>
<td>415 Cool Springs Road</td>
<td>ca. 1880-1900</td>
<td>FY00330</td>
</tr>
<tr>
<td>L.V. Smith House [D]</td>
<td>1551 Pecan Lane</td>
<td></td>
<td>FY00340</td>
</tr>
<tr>
<td>Joe Beeson House [D]</td>
<td>1021 Sedge Garden Road</td>
<td></td>
<td>FY00341</td>
</tr>
<tr>
<td>Joyce Farm</td>
<td>781 Sedge Garden Road</td>
<td>1914</td>
<td>FY03291</td>
</tr>
<tr>
<td>Will Stockton House (Rec. Study List)</td>
<td>4057 Kernersville Road</td>
<td>1898, 1905</td>
<td>FY03293</td>
</tr>
<tr>
<td>Will Stockton Store (Rec. Study List)</td>
<td>4059 Kernersville Road</td>
<td>1928</td>
<td>FY03294</td>
</tr>
<tr>
<td>Motsinger House</td>
<td>290 Motsinger Drive</td>
<td>1909</td>
<td>FY03295</td>
</tr>
<tr>
<td>House</td>
<td>201 Cool Springs Road</td>
<td>1927</td>
<td>FY03296</td>
</tr>
<tr>
<td>House</td>
<td>2217 Union Cross Road</td>
<td>1890, 1913</td>
<td>FY03305</td>
</tr>
<tr>
<td>Well House (DOE-ER)</td>
<td>1462 Union Cross Road</td>
<td>1850</td>
<td>FY03410</td>
</tr>
</tbody>
</table>

Abbreviations:
D – Demolished; DOE-ER – Determination of Eligibility - Environmental Review
Note: This list may not be comprehensive. All attempts have been made to include any property visible from the right-of-way which requires more study.
HISTORIC PROPERTIES – ADDITIONAL DETAILS

Structures

**John and Catherine Bodenhamer House**
4072 High Point Road
Date: 1790, 1820, 1950s
The structure is a one-and-a-half-story, log and frame building with a series of one-story rear and side additions. The core of the house is a circa 1790, single-pen, hewn log dwelling with a side-gable roof. This structure was moved two-and-a-half miles west of its original location on June 4, 1978, in order to save it from demolition during the construction of US 311.

**Reid-Hines House**
4655 Joe Shawn Road
Date: 1833
The Reid family originally owned the house; however, Joe Hines lived most of his 84 years in the home. The house was extensively remodeled in 1968. The house has a gabled entry porch with turned bracketed posts; original weatherboards that have been covered with vinyl siding; new six-over-six replacement windows; original brick end chimney with stone base; one-story gabled rear addition with enclosed porch; and, a new metal roof. There are several outbuildings including a hog house, shed, smokehouse, tobacco barns, garage, and equipment shed. The old Broadbay School was also moved to this property.

**George Sink House**
3701 Thomasville Road
Date: 1897
This house was originally the main dwelling on a large dairy farm. The structure is a two-story, Triple-A-roofed, vernacular style house that was sheathed in vinyl siding in 1979. There is a hip-roofed porch with a central pedimented gable supported by tapered posts on brick piers, original two-over-two windows, brick foundation, and a series of rear additions.

**Nathaniel Charles House**
2360 Union Cross Road
Date: ca. 1840-1860
This is a two-story, side-gable metal roof, brick house with six-over-six windows. There are brick end chimneys and a one-story brick rear gabled ell. The house is heavily overgrown with vegetation.

**Steward-Hine House**
3025 Ridgewood Road
Date: 1850, 1900, 1920
The Steward-Hine House was demolished approximately twenty years ago; however, several outbuildings are extant but have been moved from their original locations and clustered on the south side of the property. The buildings include a dairy, washhouse, wellhouse, garage/granary, shed, and smokehouse.

**Isaac Robbins House**
375 Robbins Road
Date: ca. 1840-1860
This two-story, side-gable-roofed, hall and parlor plan, single pile vernacular house has been sheathed in vinyl siding and has had a twentieth-century gabled entrance porch with turn posts added. It has a brick end chimney and the rafter ends are exposed. There is a one-story rear gabled ell with engaged porch on the west elevation along with a shed and gable additions on east elevation.

**Friedland Moravian Church**
2750 Friedland Church Road
Date: 1951
German settlers relocated from Broadbay, Maine in 1771. The settlement was named Friedland in 1771 after being organized as a Moravian Church society. The first sanctuary was consecrated on February 18, 1775, and Tycho Nissen served as the first pastor. The congregation constructed a second church in 1847. The current sanctuary was occupied on December 21, 1952, and the second church was demolished in 1958. The building is a two-story, brick veneer, Moravian Revival-style church.

**House**
3850 High Point Road
Date: ca. 1880-1900
This two-story, balloon frame, weatherboard 19th/20th century traditional/vernacular house stands in ruinous condition. Most of the roof is gone; however, there are still visible wood shingles and decorative sawnwork vents in the gable ends.
**Holder House**  
750 Sedge Garden Road  
Date: ca. 1840-1860  
This one-story, one-room, single pile log vernacular house stands in ruinous condition. The east elevation has collapsed and the chimney is gone.

**Saint's Delight Primitive Baptist Church**  
4655 Saints Delight Church Road  
Date: 1952  
From the cornerstone, the original congregation was founded in 1871. This is a brick, one-story, front-gable church with opaque stained-glass windows, large round gable vent and auxiliary side entrances. There is a flat-roofed metal hood that has been added to the double-leaf entry.

**Glenn E. Swaim House**  
3877 Kernersville Road  
Date: 1948  
This house is strikingly similar to George Washington’s home, Mount Vernon. It is a two-story, hip-roofed, Colonial Revival house constructed of scored concrete to look like stone. The house features a full-width portico supported by square paneled posts, replacement six-over-six windows, double-leaf pedimented entrance, bracketed cornice, three pedimented dormers, central copper-roofed cupolas with eagle weathervane, and two interior brick chimneys. There are also two frame outbuildings on an adjacent lot, which may be historically associated with this property. During the Forsyth County Architectural Survey Update, this property was identified as a possible addition to the North Carolina National Register Study List.

**Wilson-Stockton House**  
4015 Kernersville Road  
Date: ca. 1800-1820  
The original owner, Thomas J. Wilson, rented out this house and plantation when he contracted with the Salem Aufseher Collegium to run Salem Tavern in September 1843. Mr. Wilson died the next month and his wife and son, Thomas J. Wilson Jr., a lawyer, continued to operate the tavern until November 1844. Although they were not Moravians, the Salem Aufseher Collegium leased the family a lot in what would become downtown Winston, and the Wilsons constructed a new house. They sold the Kernersville Road property to William F. Stockton on July 27, 1848. The house was a two-story, 19th/20th century traditional/vernacular style with a two-story Colonial Revival portico, supported by square posts. There were replacement six-over-six windows, double-shouldered brick end chimneys, the east chimney had glazed headers laid in a lozenge pattern, the west chimney was Flemish bond with some glazed headers, a stone foundation and a rear shed addition. The interior was completely remodeled. The house was demolished in 2009.

**Allie and Bunyon Linville House**  
3683 Kernersville Road  
Date: 1900-1903  
This house was built as a wedding present for Allie Nissen by her father when she married Bunyon Linville. It is a two-story Queen Anne-styled home with decorative shingles in the pediment of the projecting central bay, pedimented dormers, and gable ends. There is a wraparound porch supported by slender Tuscan columns spanned by a wood railing, with square posts that flank the entry. There are brick interior chimneys with corbelled stacks, and hip-roofed wings project from the northeast and northwest corners of the main block. There is a one-story rear ell with an open porch on the east elevation and a shed addition on the west elevation. The east side porch has been enclosed.

**C. Rowen Smith House**  
204 Cool Springs Road  
Date: 1903  
C. Rowen Smith built this house and operated the Cool Springs Dairy, which closed around 1941. This is a two-story, Triple-A-roofed vernacular house which has been sheathed in vinyl siding; however, the gables still contain decorative wood shingles. There is a reconstructed shed-roofed front porch, with brackets and the original turned posts. There are replacement windows and front door. There is a two-story rear ell with modern gabled dormers, a shed addition on the north elevation and an enclosed porch on the south elevation.

**Cool Springs School**  
415 Cool Springs Road  
Date: ca 1880-1900  
This is an early one-room school. It is a one-story vernacular structure with weatherboard siding and a side-gable roof. It has its original six-over-six windows, two-panel doors, stone piers, and brick end chimneys on the west elevation. The door opening on the north elevation has been enclosed. A modern shed-roofed, sheltered entry porch was added to the east elevation.
Joyce Farm
781 Sedge Garden Road
Date: 1914
The Joyce family operated a large dairy farm, bottling milk and delivering it to homes in Winston-Salem during the early-to-mid-twentieth century. The dairy barn burned around 1945 and Mr. Joyce constructed a new livestock barn. The house is a weatherboard, two-story Triple-A-roofed I-house with a wraparound porch supported by tapered posts on brick piers spanned by a wood railing. The entrance is flanked by sidelights and the house still contains its original two-over-two windows, decorative shingles and diamond vents in the gables, and brick interior chimneys with corbelled stacks. A two-story ell with a sunporch addition was constructed on the southeast elevation, a porch on the northwest elevation is enclosed and has been sheathed in vinyl siding, and a small one-story addition extends from the ell’s northeast corner.

Will Stockton House
4057 Kernersville Road
Date: 1898, 1905
Local legend states that Will Stockton, who was born in Salem and married into the Hedgecock family, built this house in 1898 and expanded it in 1905. Stockton constructed a general store and gas station east of the house in 1928 and used to wait on his front porch for customers, at which time he would somersault across the yard to serve them. The house is a one-and-one-half-story, side-gable bungalow with a large shed-roofed dormer on the front roof slope and a wraparound porch supported by truncated square posts on brick piers. Original features such as leaded-glass-over-one windows on the front façade, nine-over-one windows on all other elevations, wood shingles in the gables and dormer, triangular eave brackets, brick interior chimneys, pressed-cobblestone concrete block foundation, all still exist. There is a small one-story gabled wing that extends from the west elevation and a gabled rear wing with German-sided shed addition. During the Forsyth County Architectural Survey Update, this property was identified as a possible addition to the North Carolina Study List.

Will Stockton Store
4059 Kernersville Road
Date: 1928
The general store was constructed by Will Stockton, whose house is located to the west of the store. It is a one-story, brick commercial building with a hipped-roof that extends to shelter a double-leaf paneled door and a one-over-one window on the front façade. Vinyl siding has been added in the clipped front gable and eaves. During the Forsyth County Architectural Survey Update, this property was identified as a possible addition to the North Carolina Study List.

Motsinger House
290 Motsinger Drive
Date: 1909
This house is a two-story, Triple-A-roofed I-house that has been sheathed in vinyl siding. There is a hip-roofed front porch supported by square wood posts on brick piers and the original two-over-two windows and two interior brick chimneys with corbelled stacks. There is a one-story rear ell with enclosed porch on the west elevation and sunporch on the east elevation. Outbuildings include a frame smokehouse, tenant house, tobacco packhouse, barn, and equipment shed.

House
201 Cool Springs Road
Date: 1927
This is a one-and-one-half-story bungalow with an engaged porch supported by paired square posts on brick piers that extends to a porte cochere on the south elevation. The house has a large gabled dormer with three six-over-one windows on the front roof slope and a shed dormer with two six-over-one windows on the rear roof slope. The main body of the house has eight-over-one Craftsman style windows and wood shingled gables with triangular eave brackets and exposed rafter ends. There is a one-story rear gabled ell, enclosed hip-roofed rear porch with brick interior chimneys with corbelled stacks.
House
2217 Union Cross Road
Date: 1890, 1913
This is a one-and-one-half-story, side-gable-roofed bungalow with a wraparound porch supported by truncated Tuscan columns on brick piers spanned by a wood railing. The eastern elevation of the porch has chamfered, bracketed posts, a gabled porte cochere that extends from the west elevation, and the southwest corner has been enclosed. There is a long shed dormer on the front roof slope with seven windows. The house has various window types including two-over-two and Craftsman eight-over-one windows. There are wood shingled gables and dormer, triangular eave brackets, and a pressed-cobblestone concrete block foundation, along with brick end and interior chimneys with corbelled stacks. The property has a number of 1920s outbuildings including two barns, a chicken house, garage, and shed. During the Forsyth County Architectural Survey Update, this property was identified as a possible addition to the North Carolina National Register Study List.

Well House
1462 Union Cross Road
Date: 1850
This well house was possibly part of the nineteenth-century H. C. Hedgecock Farm complex. It has an eight-by-eight foot, single pen, half-dovetailed log section at the west end with a front-gable and metal roof extending over the well. There are weather-boarded gables, pegged door frame, and stone piers.

Cemeteries
The two historic cemeteries in the Planning Area are:

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

Saint’s Delight Primitive Baptist Church
Saints Delight Church Road
Date: ca. 1880
This cemetery appears to be related to the original congregation from 1871. The cemetery is home to modest granite and marble markers.

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

Glenn E. Swaim House
Appendix B. Agricultural and Historic Preservation Tools — Forsyth County

The following is a summary of the zoning districts and other tools for preserving agricultural and historical assets in Forsyth County.

**AG Zoning.** The Agricultural Zoning District (AG District) is primarily intended to accommodate agricultural uses as well as scattered nonfarm residences on large tracts of land. The district is not intended for small-lot residential subdivisions, and accordingly, requires a minimum 40,000 square foot lot size for the development of single-family homes. The district is intended for use in Growth Management Areas 4 (the Future Growth Area) and 5 (the Rural Area), and is established to preserve the rural character of these areas and encourage the continued use of land for agricultural, forest, and open space purposes. The district is also intended to discourage the establishment of scattered commercial and industrial land uses, prevent premature conversion of farmland into urban uses, and to limit premature public infrastructure and service demands. AG zoning would be an appropriate tool for limiting development intensity and conserving agricultural land in the Southeast Suburban Planning Area. Rezoning would be required by property owners.

**Voluntary Agricultural District.** The Voluntary Agricultural District program, adopted by the Forsyth County Commissioners in January 2008, is a tool that helps preserve farmland in an increasingly urbanized county. Landowners receive a set of benefits in exchange for restricting development on their land for a specific time period. Voluntary Agricultural Districts promote agricultural values as well as the agricultural community and its way of life. The Voluntary Agricultural District program also provides increased protection from nuisance suits, encourages the economic and financial health of agriculture, and provides protection from non-farm development and other negative impacts on properly managed farms. Unlike other agricultural and open space preservation tools that protect farmland, Voluntary Agricultural Districts protect farmers by making farming economically viable. When farmers are protected, the preservation of farmland is ensured. These farms must participate in the present-use-value taxation program. Further study is necessary to determine the eligibility of farms in the Southeast Suburban Planning Area for this program.

**Agricultural Tourism Use Classification.** The Agricultural Tourism use classification, adopted in 2008, provides a way for farm owners to gain greater economic use of their land. This use classification allows farm owners to establish several nonfarm uses which are directly related to the farming activity taking place on-site, such as a winery, small retail store, restaurant, or bed and breakfast. Provisions also exist that allow outdoor special events, such as weddings, to be held on-site on a limited basis. The Agricultural Tourism use is only available to farms enrolled in the Forsyth County Voluntary Agricultural District program. Further study is necessary to determine the eligibility of farms in the Southeast Suburban Planning Area for this use classification. A zoning permit for this use classification would be reviewed by the City-County Inspections Division.

**Forsyth County Farmland Preservation Program.** The Forsyth County Farmland Preservation program is a voluntary program in which Forsyth County purchases from farmers the rights to develop their land for nonfarm purposes, such as subdivisions and shopping centers. The development rights are held in trust assuring that areas with good soils and active farms will remain in agricultural use. The Forsyth County Board of Commissioners created the program in 1984 and the first development rights were purchased in 1987. To date, the program has protected over 1600 acres of farmland; however, it has not been funded in recent years.

**Piedmont Land Conservancy Conservation Easements.** The Piedmont Land Conservancy (PLC) protects land by working with landowners who choose to conserve their land. The PLC helps landowners determine which conservation option will best meet their objectives for the land and themselves. A conservation easement is a legal agreement through which the landowner gives specific property rights to the PLC. It provides immediate and permanent protection while keeping the land in private ownership. Each conservation easement is tailored to the specific property. A landowner can choose to donate the conservation easement, or sell the conservation easement at or below its appraised value. If a landowner no longer
Local Historic Landmark Designation. Local Historic Landmark designation applies to individual properties in Forsyth County. This designation recognizes the importance of a property to the heritage and character of the community and that its protection enriches the community’s residents.

Local landmark properties can be of several different types:
- Buildings, e.g., houses, churches, office buildings, schools, barns;
- Structures, e.g., roads, bridges, fences, silos, kilns, gazebos;
- Sites, e.g., cemeteries, building ruins, natural features, designed landscapes;
- Areas, e.g., one or more buildings on a large property, plus a surrounding area; or
- Objects, e.g., signs, monuments, sculptures, fountains, mileposts.

Once a property has been designated as a historic landmark, the ordinance designating the property provides controls on the appearance of the designated property and new construction on the property. In addition, the property owner may apply to the Forsyth County Tax Office for a 50% property tax deferral, which runs with the property in perpetuity (unless designation is revoked).

Separate Use Historic District. A Separate Use Historic District is an entirely separate zoning classification, with its own permitted uses, dimensional requirements, and other zoning regulations. This type of district is found rarely; in fact, Forsyth County has the only two such districts in North Carolina, Old Salem and Bethabara. Their classification is listed as "H" zoning in Winston-Salem’s/Forsyth County's Unified Development Ordinances (UDO).

National Register of Historic Places. The National Register of Historic Places is a list maintained by the National Park Service of buildings, structures, sites, objects, and districts that are significant in American history, architecture, archaeology, engineering, and culture, and that meet criteria for evaluation. National Register listing puts no obligation or restriction on private property owners using private resources to maintain or alter their properties. A private owner of a National Register property is obligated to follow federal preservation standards only if federal funding or licensing is used in work on the property, or if the owner seeks and receives a special benefit that comes from National Register designation, such as investment tax credits.

Local Historic Districts. Local Historic District designation is a zoning classification that applies to a group of contiguous properties. The area must have a concentration of properties that are historically, visually, or culturally related by plan or physical development. A district can include different types of historic properties, but collectively, they must form a unified body with its own identity. Together the properties must convey a physical sense of the historical environment. Examples of Historic Districts include residential areas, business districts, industrial complexes, rural villages, rural landscapes, and college campuses. Once an area has been designated as a Historic District, the zoning ordinance provides controls on the appearance of existing buildings/property and new construction within the district through the Certificate of Appropriateness process. In North Carolina, Historic Districts can be established in one of two ways:

Historic Overlay District. This type of district does not replace or change the underlying zoning classification. Rather, it superimposes the Historic District over the existing zoning. This is the most common type of district found in the state. In 1993, West End, located in Winston-Salem, became the community's first Historic Overlay (HO) District.
Glenn Hi Farm
Blue Ridge Fish Hatchery
Appendix C. Standards for Conversion of Existing Homes to Office Uses or New Residentially-Scaled Office Buildings

BUILDING INTEGRITY
- The exterior appearance of existing single-family homes should be kept as intact as possible, if an existing building is being converted to office use, to continue the residential character of the street.
- New residentially-scaled office buildings shall be no larger than 4000 square feet in size.
- Keep porches on existing infill buildings open. If enclosure is necessary, transparent materials, such as glass or screening, should be installed behind the original railing and/or columns.
- Design handicapped features so there is minimal visual impact on the existing structure.
- Locate exterior stairs to the side or the rear of existing or new structures.
- Locate mechanical equipment to the side or the rear of existing or new structures.
- Locate trash containers and metal outbuildings in the rear yard of existing or new structures; screen from adjacent properties.

PARKING
- New parking areas should be designed to have a minimal impact on the existing environment and have a neighborhood character.
- Locate new parking areas to the side or rear of buildings.
- Screen parking areas from public view.
- Retain existing vegetation, such as mature trees, and incorporate them into the parking lot design.
- Share driveways, whenever practical, to minimize curb cuts.
- Include cross-access easements to adjacent properties, where possible.

ACCESS
- Entrances and steps of existing buildings serve as an important first view of the property and shall be preserved as they were originally built.
- Maintain the main entrance to existing and new buildings at the street frontage.

SIGNAGE
- Signs have a strong impact in the quality and appearance of individual buildings and on the streetscape as a whole. Graphic simplicity and compatibility with the building architecture is important.
- If a sign is located on an existing residential building or a new residentially-scaled building, it should be a small identification panel at the entrance.
- Internally-illuminated signs are not recommended.

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

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

Habitat Housing

New Single-Family Housing

Older Single-Family Housing
Appendix D. Design Guidelines and Standards - Suburban Business Parks

Although efforts continue to revitalize Downtown Winston-Salem and other existing employment centers, many companies still prefer to locate at suburban sites in a campus-like environment. For certain companies, the locational advantages that initially shaped our downtowns are often no longer relevant (e.g., railroad access) or substitutes are readily available almost anywhere (e.g., nearby access to financial institutions). These sites, which are referred to here as Suburban Business Parks, can be attractive to companies by offering affordable land, the ability to build a facility conforming to a company’s specific needs, nearby access to an interstate or an airport, access to a regional supply of labor, and a campus setting preferred by some employees. Forsyth County needs to provide a sufficient supply of these sites to help attract new companies or to assist local businesses expanding their operations. Suburban Business Parks should be integral components when implementing comprehensive economic development strategies.

DESIGN GUIDELINES

Purpose. The purpose of these design guidelines is to help create high-quality suburban business parks in a campus-like setting consisting of attractive buildings, significant natural open space, and formal landscaped areas.

Application. These guidelines will be used by the City-County Planning Board and its staff as a means of organizing review of master plans for business parks. The guidelines identify important design elements that should be considered. Because the setting and target market for each business park will be unique, no single formula is ideal for creating an excellent design. Therefore, where design elements of a master plan vary from these guidelines, their appropriateness will be judged on how well they address the overall intent of the guidelines and not on strict adherence to particular elements.

Uses. Appropriate uses in these business parks include warehouses, light manufacturing and assembly, scientific and research laboratories, and corporate offices.

Recommended Overall Site Size. The recommended minimum site size for business parks is 100 acres. This threshold size will focus business park development at a few appropriate locations, allow for coordinated development and sufficient land for a campus-like setting, and provide enough space for the effective use of buffers and preservation of natural areas.

Site Buffers. Site buffers consisting of existing vegetation supplemented by additional plantings and berms should be located along the periphery of the site to provide a visual screen and functional separation from public streets and adjoining residential land. The width of these buffers may vary depending on the physical characteristics of a particular site but in any case should not be less than 50 feet in width.

Access. Access should be on roads of at least minor thoroughfare classification, and streets in the business park should be designed to both allow access from adjacent neighborhoods but not draw traffic through local residential streets. More than one major access point should be provided and connectivity of the internal street system is encouraged.

Common Open Space. A minimum of 20% common open space consisting of streams or lakes, floodplains, wetlands, slopes greater than 20%, and other open areas should be retained on the site. Common open space should be connected, where possible, to form a ribbon of green throughout the development. In areas where the site buffers are more than 50 feet, the area in excess of 50 feet may be counted as part of the common open space requirement if it is linked to other common open space areas. An existing site resources map should be prepared by the developer as part of the site planning process showing natural and constructed site features to be included as common open space.

Stream/Wetland Protection. Streams and wetland areas should be protected by requiring riparian buffers to the edge of the floodway fringe for FEMA regulated streams and 50-foot buffers from each side of streams and wetlands identified in the Forsyth County Soil Survey. Exact location and
extent of streams and wetlands should be verified during preparation of the site resources map required to identify common open space elements.

**Architectural Design.** Architecturally unified materials should be selected and emphasized for each structure and building site. Exposed standard concrete blocks and prefabricated metal are not recommended but may be acceptable for the sides and rear of buildings if they are screened from view of external property lines and internal roadways. Offices or showrooms should be located at the front of the building and façades facing the street should be articulated to distinguish the building. New developments should explore the use of Leadership in Energy and Environmental Design (LEED) standards to increase energy efficiency and reduce long-term building expenses.

**Placement of Structures.** All structures should be setback a minimum of 100 feet from the external property lines of the site. Employee parking may be located in this setback in the 50 feet closest to the building. Buildings on each building site should face interior streets and be set back a minimum of 60 feet. For large buildings, a larger setback in proportion to their footprint and height is encouraged to contribute to a campus-like setting. Buildings located on the corner of two streets shall be considered to have two front faces. Warehouse buildings should be designed and placed on their lots so that views of loading docks from the street are minimized or prevented.

**Storage/Process Areas.** Businesses should meet the storage requirements of the "Manufacturing B" use in the Unified Development Ordinances which allows operations including storage of materials, processing fabrication or assembly of products and loading and unloading of new materials only within enclosed buildings. Storage trailers or containers should be located in designated areas and screened from public streets or from the exterior of the business park. No outdoor processes should be employed in the operation of any business in the business park as stipulated by the requirements of the "Manufacturing B" use in the Unified Development Ordinances. Any waste and recycling receptacles should be located within an enclosed structure.

**Operation Impacts.** Operations at the business park should not produce dust, smoke, odors, fumes, air or water pollution, noise, gases, or vibrations as required by the requirements of the "Manufacturing B" use in the Unified Development Ordinances. The use of hazardous materials or volatile chemicals should be in compliance with all federal, State and local requirements.

**Internal Design**

**Landscaping.** Extensive landscaping should be used to:
- Create attractive medians at major entrance streets into the park;
- Highlight public access points to buildings;
- Buffer loading and utility areas;
- Break up large parking areas;
- Provide a transition between neighboring sites;
- Compliment building design and materials; and,
- Provide a transition between parking areas and the office portion of a structure.

**Fences.** Perimeter and chain-link fencing should be prohibited unless a special need can be demonstrated. In cases where the need is demonstrated, chain-link fencing should be as minimal as possible and its view from public streets or outside the business park should be screened by landscaping or buffering. Where it is necessary to use chain-link fencing, black, green, or earthtone vinyl-coated fencing is preferred.

**Pedestrian Circulation.** A system of greenway trails that are part of the open space component of the business park and sidewalks along at least one side of major streets in the business park are encouraged. At each building site, sidewalks should link visitor parking areas and front yard parking areas to the main building entrance. Sidewalks should also link building sites to greenway trails and any sidewalks along major streets in the business park development.

**Parking Areas.** Parking areas located to the side or rear of buildings are encouraged. Extensive paved areas should be avoided in favor of smaller multiple lots separated by landscaping and buildings. Parking lots adjacent to and visible from public streets should be screened from view through the use of natural topography and created earthen berms, low screen walls, and changes in elevation, landscaping, or combinations of these design techniques.

**Signs.** A signage plan showing proposed park identification signs and standards for building façade and free standing signs should be provided as part of the master plan for these developments. Park entrance signs should be a monument type.
**On-site Lighting.** All on-site lighting should be designed, located, shielded or deflected so as not to shine into neighboring property or impair the vision of pedestrians or the driver of any vehicle. For parking lots and other outdoor areas, full cutoff lighting that conforms to standards defined by the Illuminating Engineering Society of North America should be used. For buildings façades and other lighting surfaces, such as signs, landscaping and fountains, and light fixtures should be fully shielded and aimed accordingly as to not project onto neighboring property or skyward.

**Display Areas.** No outdoor display areas should be allowed. All display areas should be located within flex-space or office buildings.

**Service Areas.** Provision for handling all truck service should be located at the rear or sides of buildings. Loading docks should be located at least 300 feet from adjacent residential areas. Where there is an intervening public street, the setback is reduced to 150 feet. Loading docks located on the side of any building should not be nearer than 50 feet from the front face of the building. Loading docks should be recessed, screened or otherwise designed to be totally buffered from adjacent properties and public roads.

**Exterior Mechanical Devices.** Air conditioners, heating, cooling, ventilating equipment, pumps and heaters and all other mechanical devices including roof-mounted mechanical equipment should be screened from view from the public right-of-way. All utilities should be placed underground.

**Flex-space and Multi-tenant Uses.** Multiuse and "flex-space" buildings designed to accommodate a number of tenants or a single tenant with needs for office, research, assembly and storage space in the same structure are encouraged to attract "start-up" operations and entrepreneurs.

Existing Industrial Development
Institutional uses include schools, churches, community health clubs and organizations, non-profit agencies, and governments. Institutions have played vital roles in the development of Forsyth County. In some instances, historic neighborhoods were formed around institutions and their character and aesthetics were derived from that of the central institution. Because they are often integrated with existing neighborhoods, institutions seeking to expand their facilities should carefully examine how their plans may impact nearby residences.

Institutions are valued land uses and should be allowed to grow. However, a balance between existing neighborhoods and institutional uses, that now often serve a larger community, should be maintained. Institutional expansion in established neighborhoods may be more expensive and site options are likely to be more limited than in undeveloped areas. Creative solutions, including adaptive rehabilitation of existing structures, construction of subfloors or underground parking, establishment of satellite facilities or parking areas, and development of multiuse or shared facilities may be necessary to grow compatibly with surrounding neighborhoods.

Institutions are a unique land use, able to be compatible with surrounding residential uses and often serving to support and stabilize the neighborhoods in which they are located. The UDO provides special zoning districts, uses, and conditions to allow institutions to exist compatibly in and near neighborhoods.

**GENERAL RECOMMENDATIONS**

• Institutions are strongly encouraged to involve community residents, neighborhood associations, and City-County staff in the development of their master plans.

• Prior to seeking property rezoning, special use approvals, demolition permits, or major building permits, area institutions should work with neighborhood associations and/or residents about the proposed project. Institutions should first initiate communication about proposed projects with neighborhood associations. In the absence of an association or organization of neighbors, institutions should contact and work with immediate and peripheral property owners that may be impacted by proposed work.

• When condemnation of property is considered, an open public process should be initiated by the public entity, in conjunction with local government, prior to any decision to condemn land for acquisition or expansion. All public entities capable of condemnation should follow an open public review process, inclusive of local, State, and federal government; local schools and public learning institutions; and, collective development authorities.

• Application of the Limited Campus Use (LCU) provision of the UDO is strongly encouraged as an alternative to rezoning to the Campus (C) District when institutions desire to expand into nearby residential areas. **LCUs are residential and office uses associated with institutions that generate limited traffic and have minimum impacts on surrounding neighborhoods.** LCUs are permitted in residential zoning districts with conditions to assure that new uses are compatible with surrounding uses.

• Rezoning of residential property for higher density residential or nonresidential institutional development should be considered only when appropriate vacant or underutilized land is not available, when vacant or underutilized nonresidential buildings are not available, or when the area is not a part of an established neighborhood.

• Reuse of existing structures is strongly encouraged. Historic structures, particularly those designated as local historic landmarks, should be adaptively reused or relocated to an appropriate site in the neighborhood.

• Rehabilitation of existing structures, particularly when those structures are historic in nature, should focus on maintaining the historic character of the structure and its surroundings. This should include limited use of artificial or replacement components (such as artificial sidings, windows, etc.); avoidance of enclosing or removing original porches or vestibules; and, retention of significant architectural features such as dormers, columns, rails, window and door details, and chimneys.

• Conversion of public park land for exclusive use by private institutions is strongly discouraged.
Sedge Garden Elementary School
Before considering the addition of new parking areas and locations, institutions should work with the neighborhood and other adjacent institutions to determine the ability for timesharing parking areas.

The construction of compatible parking decks is preferable to multiple or large expanses of surface parking.

On-street parking in residential areas should be designed to better accommodate noninstitutional users. The establishment of permitted parking and time limits for parking should occur wherever institutional uses impact residential streets. Enforcement of parking restrictions should be a task of institutional security operations in addition to governmental enforcement measures.

Road or alley closures to accommodate institutional expansions should only be considered after a thorough public review process and only if the road closure will not isolate portions of a neighborhood, will not remove a traditionally significant access point into an area, or will not result in historic structures being removed from their street-oriented context.

SITE DESIGN RECOMMENDATIONS

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

Oversized structures or intense uses should be located away from residential areas or screened with vegetation.

Operational facilities and other "back door" uses should be designed and maintained to the same standard as public areas when the operational or back door uses are located in neighborhoods or are visible from roadways.

Service components (such as trash dumpsters, mechanical/technical equipment, and loading docks) should be screened from public view.

Heat pumps, air conditioners and other noise producing equipment should be chosen for quiet operation. To limit impact on surrounding residential uses, equipment should be located away from residential uses (such as on the top of structures) or surrounded by vegetation.

Parking areas should be located to the rear or to the sides of buildings and should be attractively screened with fences and plantings designed to be compatible with the surrounding neighborhood. Large expanses of paving should be divided into smaller components with interior planting areas and alternating materials (brick paver areas, staining, etc.).

Sidewalks should be maintained for safety and their widths and materials should blend with the neighborhood.

Public street furniture and lighting fixtures should be designed to blend with or enhance the surrounding streetscape. The use of period lighting is encouraged over contemporary street lighting when placed in historically designated areas.

Fences and walls should use traditional materials (such as brick, stone, cast iron, or wood); the height, scale, design and location of fences or walled areas should not adversely affect the character of the surrounding area (such as chain-link fencing, razor wire, or exposed concrete block). Fences or walls that create a fortress-like environment are strongly discouraged.

NEW CONSTRUCTION RECOMMENDATIONS

New construction adjacent to residential areas should be complimentary to the surrounding character of the neighborhood. The following concepts should be applied:

Lot Coverage and Spacing. New construction should conform to established spacing and lot coverage patterns of the neighborhood, whenever possible.

Setback. Setbacks for new construction should be consistent with existing buildings on the street. The setback should be within 20% of the average setback along the block.

Orientation. New construction should face the same direction as existing structures on the block.

Height. The height of new construction should be consistent with existing structures on the block. The height should be within 30% of the average height of structures in the block.

Scale. The scale of new construction should be compatible with existing and/or surrounding structures in the neighborhood.

Basic Shape and Form. New construction should be compatible in basic shape and form with existing and/or surrounding structures along the street.

Roof types. Roof form and pitch should be similar to that of existing structures on the block; roofing materials should be compatible with those of existing structures.
• **Exterior Architectural Components.** Architectural design components (cornices, lintels, foundations, window patterns) should provide a sense of unity and cohesion with the existing structures on the street.

• **Materials and Textures.** Exterior materials (such as wood, brick, stone, stucco) and textures should be compatible with surrounding structures. Modern materials may be used as alternatives to prevalent traditional materials, but oversized brick, exposed concrete blocks, or glass block/plate glass walls should be avoided if such materials are not prevalent on surrounding structures; exterior colors should blend with surrounding natural and built features.
Appendix F. Design Guidelines and Standards — Activity Centers

The following recommended design guidelines for Activity Centers draw from the adopted Legacy Development Guide. For more general information about Activity Centers, see page 30 under the Legacy Recommendations section.

Mix of Uses. A mix of uses is key to achieving a “village or town center” feel at Activity Centers. All Activity Centers should generally provide retail, office, residential, and institutional uses linked by a highly connected pattern of streets, sidewalks, and shared open spaces.

Residential Uses. A variety of housing types including single-family detached, townhomes, multifamily units, and accessory dwellings should be created to encourage diversity and a range of affordable housing. The residential density and type should reflect the level and intensity of the Activity Center.

Building Placement, Scale and Design. For Activity Centers, building heights should be greatest near the center of these developments and transition to lower heights outward toward the edge of the development. Buildings at the edge should be comparable in height and massing to the adjacent and nearby properties as well as the surrounding neighborhood.

The ground level of commercial buildings should contain public or semipublic uses such as retail or entertainment uses with direct entry from the street to provide pedestrian interest along sidewalks. Pedestrian interest can be enhanced with the use of windows, entrances, and architectural details. Pedestrian signage, awnings, and ornamentation are encouraged. At least 70% of the frontage walls of commercial buildings should be comprised of windows or doors. Storefront windows should be transparent. Mirrored glass, faux windows or display casements are strongly discouraged.

Suggested Building Heights.
Neighborhood Activity Center: 1 - 2 stories
Community Activity Center: 1 - 4 stories
Building Height to Street Width Ratios: 1:1 to 1:6

Pedestrians, Bicyclists, and Transit Users. Activity Centers should be designed for the pedestrian as well as the automobile. A network of sidewalks, pedestrian-oriented streets with designated street crossings, pathways and shared bicycle paths should provide direct pedestrian and bicycle routes and convenience.

Street Design. Streets, along with sidewalks and open spaces, should be designed as the main public spaces of Activity Centers. Activity Centers should have interconnected streets that disperse traffic and connect the Activity Center with surrounding development.

Streets within the development should have a design speed of 25 mph. Parallel on-street parking should be provided on most streets to reduce the need for parking lots and act as a buffer between automobiles and pedestrians. Planted medians are encouraged on multilane roads to provide additional tree canopy and reduce the visual height-to-width ratio of the overall streetscape.

Automobile Parking. Streets and sidewalks lined with buildings rather than parking lots are more inviting and feel safer to the pedestrian. Surface parking lots should not dominate street frontages or negatively impact surrounding developments. A minimum of 40% of required parking should be located to the rear or side of buildings. Parking to the side of buildings should not occupy more than 30% of the frontage of the building.

Parking lots along the street should be screened from the adjacent street and sidewalk by landscaping, walls, or fences. Large parking lots should be divided into several smaller parking areas using landscaping or other means. Parking lots should clearly define safe pedestrian passage to building entrances and the street.

Shared parking is strongly encouraged between adjacent or vertically mixed uses whose peak demand is offset from each other. An example is a church next to an office building.
**Open Space.** Urban open space should be located where it is visible and easily accessible from public areas and should have direct access from adjacent streets. The space should be visible to people passing by on nearby sidewalks and may be visible from adjacent streets but not wholly exposed to them. Urban open space should be partially enclosed using building walls, free-standing walls, landscaping, raised planters, or on-street parking to help buffer it and create a comfortable "outdoor room."

**Sensitive Site Development.** Sites within Activity Centers should be designed with the preservation of natural features in mind. Building sites within a development should avoid streams, floodplains, wetlands, and steep slopes. Wherever possible, street locations should account for difficult topographical conditions, paralleling contours to avoid excessive cuts and fills. Every attempt should be made to preserve large existing trees, 12 inches in caliper or more.

Business located in the proposed Kernersville Road/Northern Beltway Community Activity Center
Business located in the proposed Union Cross Road/Sedge Garden Road Neighborhood Activity Center
• **Building Placement.** New buildings shall front the main road to create a continuity of building façades along the corridor. The main entrances to all buildings shall be at the street frontage.

• **Building Scale and Proportion.** New structures shall take on the proportions, rhythm, scale, and visual integrity of existing structures. This does not imply a direct copy of existing structures. It does refer to the use of existing patterns in the built environment.

• **Building Materials.** Preferred materials are brick and wood. Building materials, such as artificial brick or stone, artificial siding, exposed and/or painted concrete blocks or cinder blocks, and plate glass walls, are not recommended.

• **Façades.** The façade shall enhance the pedestrian environment by use of features such as porches, columns, and cornices. Solid walls and blank exterior façades are discouraged.

• **Canopies and Awnings.** These features shall complement the streetscape and other structures in the immediate area. Awnings or other devices may be installed for solar protection and to emphasize the human scale of the ground level spaces.

• **Color.** Earth tone colors are encouraged, and bright colors shall only be used as accents to overall building.

• **Outside Storage.** Outside storage shall be permitted only if screened from view from the main road. The outside storage shall not occupy an area larger than one-half of the area covered by the principal use.

• **Loading/Unloading and Garage Bays.** All loading areas and entrances to motor vehicle repair bays shall be screened from public view from the main road.

• **Off-Street Parking.** Parking shall be located only in the side or rear yards with exceptions noted for each segment. On corner lots, parking on the street side corner of the lot shall be avoided. New parking lots shall be designed to minimize their effects on the existing streetscape. Areas of circulation and parking need to be clearly defined using appropriate markings and materials. Large expanses of paving shall be divided into smaller components with interior planting areas.

• **On-Site Utilities.** All public utilities and related facilities, heating, ventilation and air conditioning (HVAC) units, including onground and rooftop mechanical systems, and dumpsters, shall be so located and/or shielded so as to not be visible from the public right-of-way.

• **Site Amenities.** Include site furnishings such as bollards, seating, trash containers, tree grates, special features, fencing and any special lighting to enhance pedestrian areas.

• **Architectural Characteristics.** Buildings within this area shall encourage the following additional architectural characteristics:
  - Display windows on the street/first level
  - Lighting shall be provided in all display windows
  - The use of cornice canopies, balconies, and arcades to delineate between the ground/street level and upper levels
  - Larger buildings to be broken into smaller scale components at the ground/street level
MULTIFAMILY DESIGN
Multifamily developments are and will continue to be an important component of the community’s housing stock. Additionally, when well-designed, multifamily housing can add to the character of a neighborhood, increase pedestrian activity, reduce automobile trips, and support transit.

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

- A connected street network
- The use of public streets
- Buildings oriented to the street and with entrances on the street
- Building façade articulation
- Architecture that is compatible with the surrounding context
- Reduced building height and mass where multifamily buildings are adjacent to single-family development

- The use of small parking courts instead of large surface parking lots
- Parking lots placed to the side or rear of buildings so they do not dominate the streetscape
- The use of street and parking area trees and other landscaping
- Parking lots that are well lit and visible from windows and doorways to help increase their safety and discourage crime
- The use of on-street parallel or angled parking
- Limited use of head-in parking
- A sidewalk and/or pedestrian and bicycle trail network
- Open space that is accessible, safe, and functional
- Private outdoor space (e.g., courtyards, decks, or balconies)
- Garages located to the rear of the building, along an alley or recessed from the front

Existing multifamily development at Vernon Farms
Appendix I. Future Interstate 74/Kernersville Road Interchange Study Summary

The Winston-Salem Northern Beltway Project is a proposed multilane freeway around the northern portion of Winston-Salem. The total length is 34 miles. The project was developed and evaluated by the North Carolina Department of Transportation in the early 1990s to relieve congestion on the existing roadways. The eastern section of the Northern Beltway has been designated by the Federal Highway Administration as the future new Interstate 74.

The “Future Interstate 74/Kernersville Road Interchange Study” was completed in 2008 by Planning Staff with the assistance of a transportation consultant. The Study examined land use and transportation issues around the proposed Kernersville Road Interchange with the Northern Beltway to determine impacts of different land use scenarios on the transportation system. The Study’s alternative land use scenarios were taken into consideration in recommendations made in the Southeast Suburban Area Plan for the land around the proposed Interchange and in designating this area as a Community Activity Center to service the Planning Area. The main issues addressed and the recommendations made in the Study are summarized below.

Study Area Boundary
The Interchange Study Area boundary encompassed 170 acres along Kernersville Road, from east of Maynard Drive to Weavil Road, a distance of 4,300 linear feet (0.8 miles) and including 138 land parcels containing 30-35 businesses and 70-75 single-family dwellings.

Figure 5. Kernersville Road Interchange Study Boundaries
Source: “Future Interstate 74/Kernersville Road Interchange Study”
Study Process

The first step in the study process was convening a meeting of residents of the Study Area. This was followed by an informal design workshop held with traffic engineering and design consultants to sketch land use and street layout suggestions for approximately 50-60 acres surrounding the proposed interchange. Planning staff then evaluated different land use alternatives based on resident’s input, trying to balance traffic impacts with surrounding local road network constraints. After deliberation with the design and traffic engineering consultants, recommendations were presented to neighborhood participants. Staff and participants attempted to reach consensus in their recommendations. The proposals were presented to the Planning Board and the Community Development/Housing/General Government Committee of the City Council. The Interchange Study was then used on an ongoing basis by the Planning Board and City Council to guide land use, infrastructure, and public investment decisions until the Southeast Suburban Area Plan was completed.

Development Options

The Study recommended land uses for all vacant property in the study area and changes in land use for some developed sites. Land use proposals were made for two development options: the Limited Build-Out Scenario and the Full Build-Out Scenario.

Limited Build-out Scenario

In the Limited Build-Out Scenario the traffic consultant proposed a Traffic Generation Land Use Budget giving the approximate maximum square footage of new development surrounding the interchange, beyond which major street improvements would be needed to the Kernersville Road/Sedge Garden Road intersection. This budget indicated that approximately 87,500 square feet of retail use, an 80-room motel, 112 apartments and 150 townhomes could be developed around the interchange without a drop in the projected 2035 traffic level of service at signalized intersections.

Table 9 indicates land use categories that would accommodate this scenario.

Full Build-out Scenario

In the Full Build-Out scenario, 230,000 square feet of retail uses was proposed along with 140,000 square feet of office use, an 80-unit motel, 150 apartments and 282 apartment units. This development option would necessitate the major widening of the Kernersville Road/Sedge Garden Road intersection. Table 10 indicates land use categories that could accommodate this scenario.

Transportation Issues

The 2007 North Carolina Department of Transportation Design for the Interchange proposes Kernersville Road as a Single-Point Urban Interchange (SPUI). Approximately 17 businesses near the intersection of Kernersville Road with Old Winston Road and Oak Grove Church Road are indicated to be removed as part of the northern beltway project. Most of Oak Grove Church Road will be removed from Kernersville Road south to Oak Ridge Place Drive and again from Oak Tree Drive to Oak Glen Drive north of Glenn Hi Road. Properties remaining along the east side of Oak Grove Church Road will have access to Sedge Garden Road via Oak Garden Drive. Oak Grove Church Road will no longer cross over Interstate 40.

Remainder properties to the west of Oak Grove Church Road will gain access to Kernersville Road via a connector between Oakridge Place Drive and Motsinger Drive. Properties on Orvil Lane will

### Table 9. Proposed Limited Build-Out Land Use Amounts

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Acres</th>
<th>Percent</th>
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</thead>
<tbody>
<tr>
<td>Residential</td>
<td>92</td>
<td>54</td>
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<tr>
<td>Low-Density (0-5 DUs/AC)</td>
<td>36</td>
<td>21</td>
</tr>
<tr>
<td>Moderate Density (0-8 DUs/AC)</td>
<td>42</td>
<td>25</td>
</tr>
<tr>
<td>Intermediate Density (0-12 DUs/AC)</td>
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<tr>
<td>Mixed-Use</td>
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<tr>
<td>Office/Commercial</td>
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<td>7</td>
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<tr>
<td>Commercial</td>
<td>9</td>
<td>5</td>
</tr>
<tr>
<td>Institutional</td>
<td>13</td>
<td>8</td>
</tr>
<tr>
<td>Right-of-Way (including Beltway)</td>
<td>36</td>
<td>21</td>
</tr>
<tr>
<td><strong>Total Area</strong></td>
<td>170</td>
<td>100</td>
</tr>
</tbody>
</table>
reverse their access to Kernelsville Road from Oak Grove Church Road to Motsinger Drive.

Old Winston Road will be terminated before it intersects with Kernelsville Road. Properties along School View Road cut off from access to Sedge Garden Road will have a new connector road built to the west to Linville Road. Sedge Garden Road will continue to Hastings Hill Road to the north via construction of a bridge over the northern beltway.

KERNERSVILLE ROAD/SEDGE GARDEN ROAD IMPROVEMENTS

It was determined that the limited access frontage (300 to 350 feet) on Kernelsville Road and Sedge Garden Road for the proposed largest land assembly area (45 acres) around the interchange in the southeast quadrant presented several traffic-related issues for developers. A proposed median along Kernelsville Road in conjunction with the beltway would prevent left-hand turns. A limited 300-foot frontage on Sedge Garden Road would hinder left-turns onto that street due to stacking issues at the Kernelsville Road signalized intersection. The 115-degree angle of the Sedge Garden Road/Kernelsville Road intersection is less than desirable for efficient traffic movement.

Two options were presented as road improvement options for the Kernelsville Road intersection with Sedge Garden Road:
- the “Traditional Realignment” of Sedge Garden Road to a 90-degree intersection with Kernelsville Road, and
- a “Superstreet” option that, in essence, creates an elongated roundabout with U-turns.

It was recommended that these improvements be constructed by the developer depending on the level of development in the southeast quadrant of the interchange. However, these are not the only options available and when development occurs, a new alternative may be presented.

Table 10. Proposed Full Build-Out Land Use Amounts

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Acres</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>78</td>
<td>45</td>
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<tr>
<td>Low Density (0-5 DUs/AC)</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>Moderate Density (0-8 DUs/AC)</td>
<td>61</td>
<td>35</td>
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<tr>
<td>Intermediate Density (0-12 DUs/AC)</td>
<td>14</td>
<td>8</td>
</tr>
<tr>
<td>Mixed Use</td>
<td>9</td>
<td>5</td>
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<td>7</td>
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<td>100</td>
</tr>
</tbody>
</table>
TRADITIONAL REALIGNMENT OPTION
This option would be the typical realigning of Sedge Garden Road to a 90-degree intersection approximately 350 feet to the east. The realignment would include dual left turn lanes, one straight lane and one right turn lane south of Kernersville Road to the roundabout.

SUPERSTREET OPTION
A relatively new alternative to traditional intersection design is the “Superstreet,” which can be viewed as an elongated roundabout. In this configuration, all side street (i.e., cross street) traffic wishing to turn left or to go straight must turn right onto the divided highway, make a U-turn through the median a short distance away from the intersection and then either go straight or make a right turn at the desired intersection. Traffic on the main road can turn left directly. Traffic signals may be located at the U-turns depending on traffic volumes. Such an intersection design is feasible since Kernersville Road will be widened to four-lanes in the vicinity of its interchange with the Northern Beltway. Next to interchanges, the Superstreet design can provide the most efficient movement of through traffic. A sketch of the Superstreet design for Kernersville Road/Sedge Garden Road is shown below. Pedestrian movements across the major arterial street can be made diagonally across the median separating the two direct left-turn movements from the arterial.

Figure 7. Traditional Realignment Sketch for Kernersville Road/ Sedge Garden Road Intersection
Source: Davenport Engineering; “Future Interstate 74/Kernersville Road Interchange Study”

Figure 8. Superstreet Intersection Design
Source: “Future Interstate 74/Kernersville Road Interchange Study”
Conclusions

The Kernersville Road Interchange is the only proposed open interchange (i.e., an interchange that has access to local roads) between U.S. Highway 158 and its present planned terminus at U.S. Highway 311, a distance of 6 ½ miles. It was concluded that although it is difficult to predict whether the demand for commercial land uses at this interchange would be regional in nature, it was considered likely that some amount of neighborhood-serving retail or personal service uses would locate around the interchange given the residential growth in the vicinity. Two alternative land use scenarios that included a mix of retail, office and residential development were proposed for the land around the future interchange. A preferred alternative was not selected but it was recommended that future development around the interchange needed to:

- be smaller in scale and size than big-box retail;
- be located with direct entrances close up to the street along sidewalks with parking to the rear or along the street; and,
- allow the highest buildings along the beltway before transitioning to lower building heights along the periphery.

Future traffic modeling by the traffic consultant indicated that more than 140,000 to 150,000 square feet of retail development (or its equivalent in mixed retail, office and multifamily development) in the eastern half of the interchange would require a major redesign of the Sedge Garden Road intersection with Kernersville Road. Two potential alternatives were considered but recommendations were not made for a preferred design.
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AREA PLAN

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