

# Wake Forest | Downtown



N.C. Department of Transportation

## Vision

Support the growth and success of downtown with regional transit connections and targeted transit-oriented development (TOD) investment that preserves Wake Forest's historic small-town character.



View north toward Elm Avenue and Brooks Street

Today



## TOD Vision Plan

**Legend**  
 Concept plans illustrate potential development scenarios for S-Line mobility hubs and future development.

- Retail/commercial or office building
- High-density office/commercial mixed-use building
- Low-density multi-family residential building
- Residential-based mixed-use building
- Townhomes
- Single-family residential
- Existing building
- Trail/greenway
- Parks/open space

**BIG IDEA:** Expand the footprint of downtown with medium scale (1-4 story) development along Roosevelt Avenue to the North and higher density development.

**BIG IDEA:** Reimagine Roosevelt Ave and Wait Ave by converting the intersections at White and Front streets into mini-roundabouts to better process vehicular traffic.

Recommended rail crossing for consideration as part of future capital investments. The pedestrian bridge allows for access along both sides of the potential station area and keeping the connection to downtown

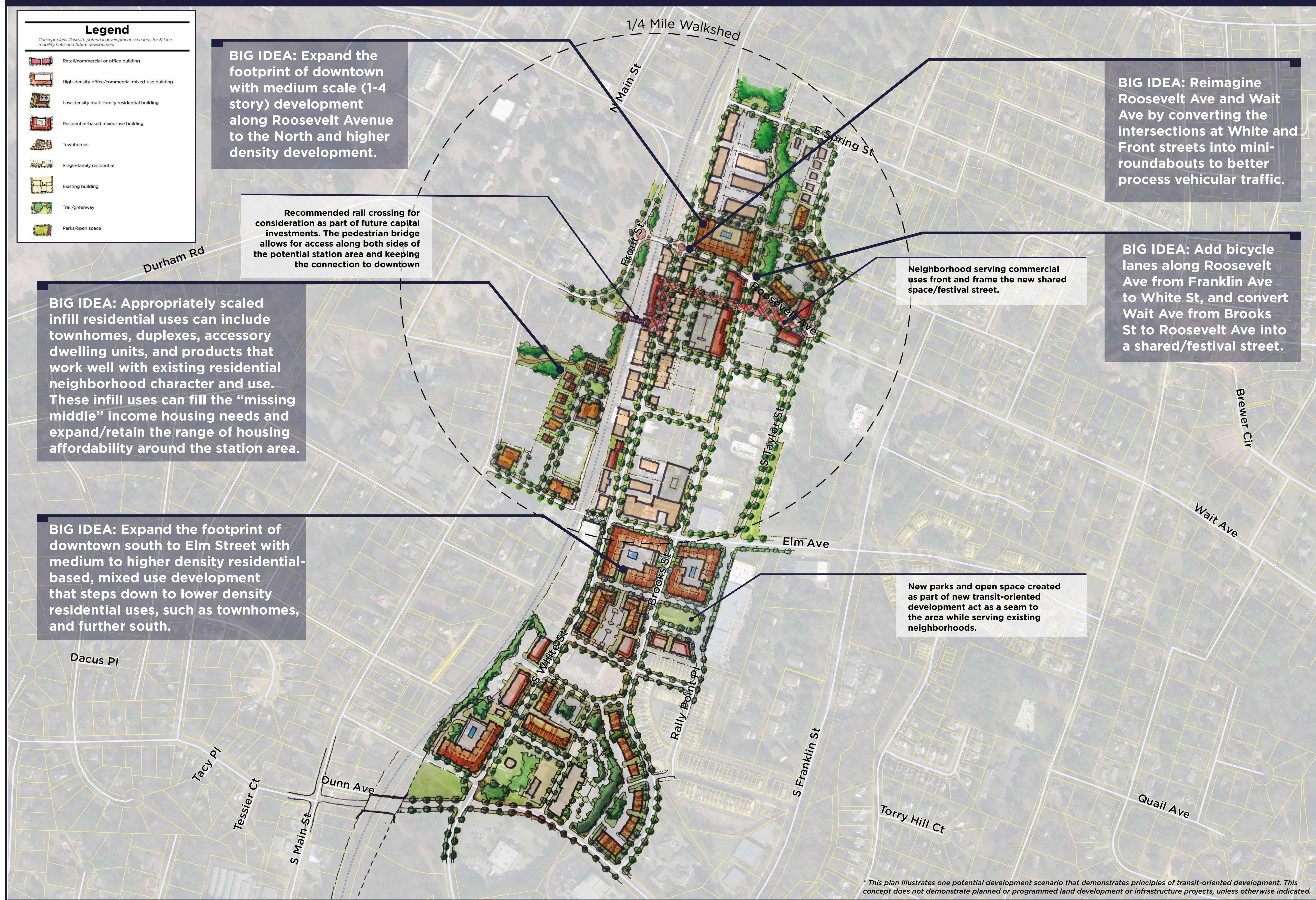
Neighborhood serving commercial uses front and frame the new shared space/festival street.

**BIG IDEA:** Add bicycle lanes along Roosevelt Ave from Franklin Ave to White St, and convert Wait Ave from Brooks St to Roosevelt Ave into a shared/festival street.

**BIG IDEA:** Appropriately scaled infill residential uses can include townhomes, duplexes, accessory dwelling units, and products that work well with existing residential neighborhood character and use. These infill uses can fill the "missing middle" income housing needs and expand/retain the range of housing affordability around the station area.

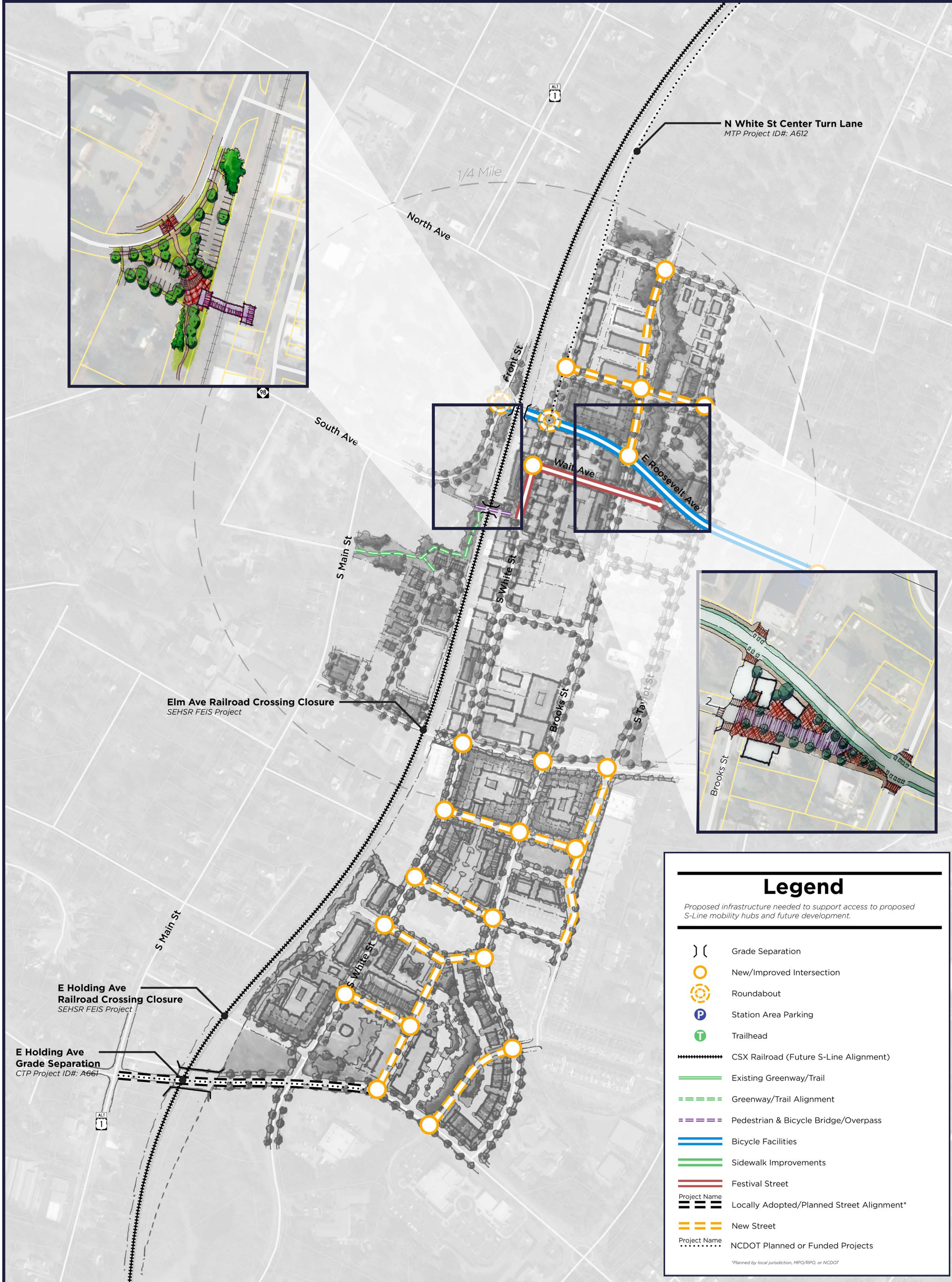
**BIG IDEA:** Expand the footprint of downtown south to Elm Street with medium to higher density residential-based, mixed use development that steps down to lower density residential uses, such as townhomes, and further south.

New parks and open space created as part of new transit-oriented development act as a seam to the area while serving existing neighborhoods.

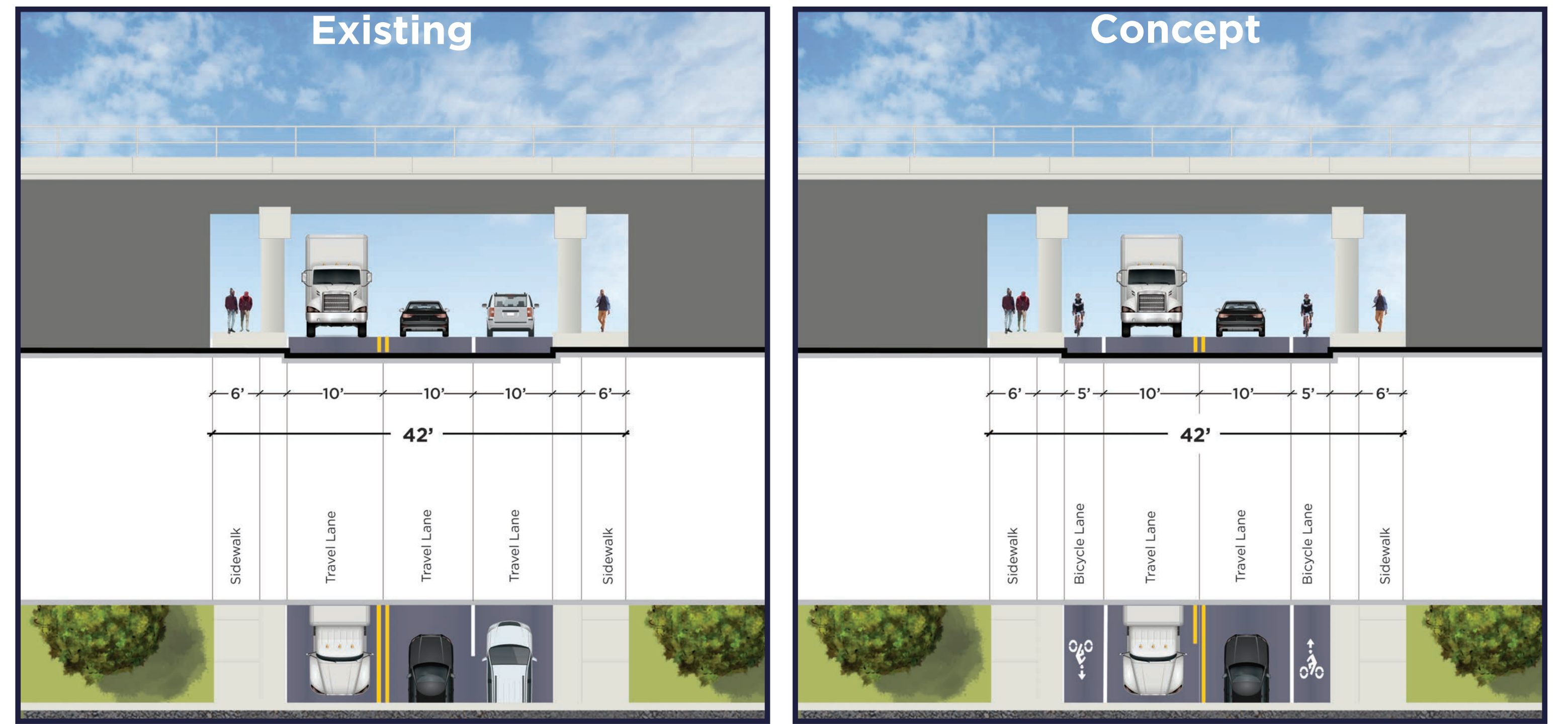


\*This plan illustrates one potential development scenario that demonstrates principles of transit-oriented development. This concept does not demonstrate planned or programmed land development or infrastructure projects, unless otherwise indicated.

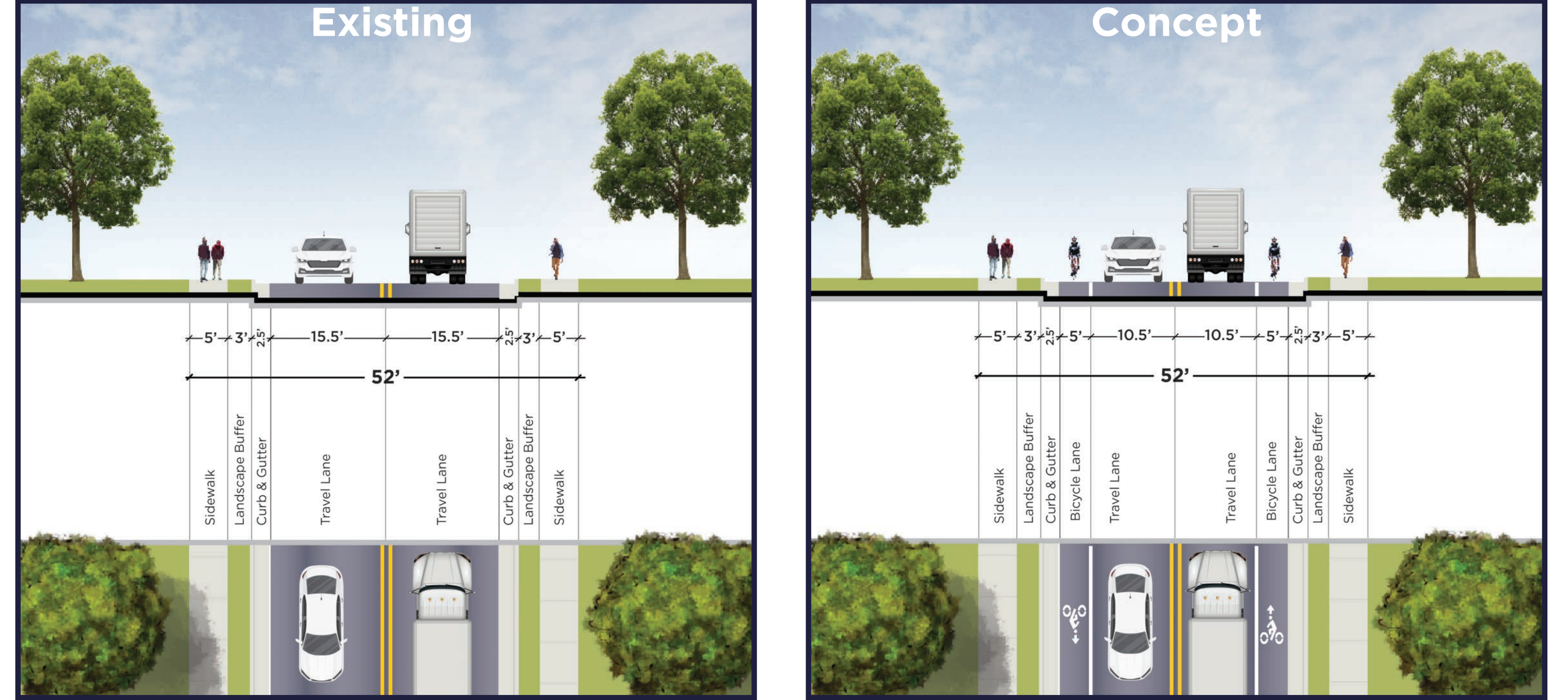
## Infrastructure Plan



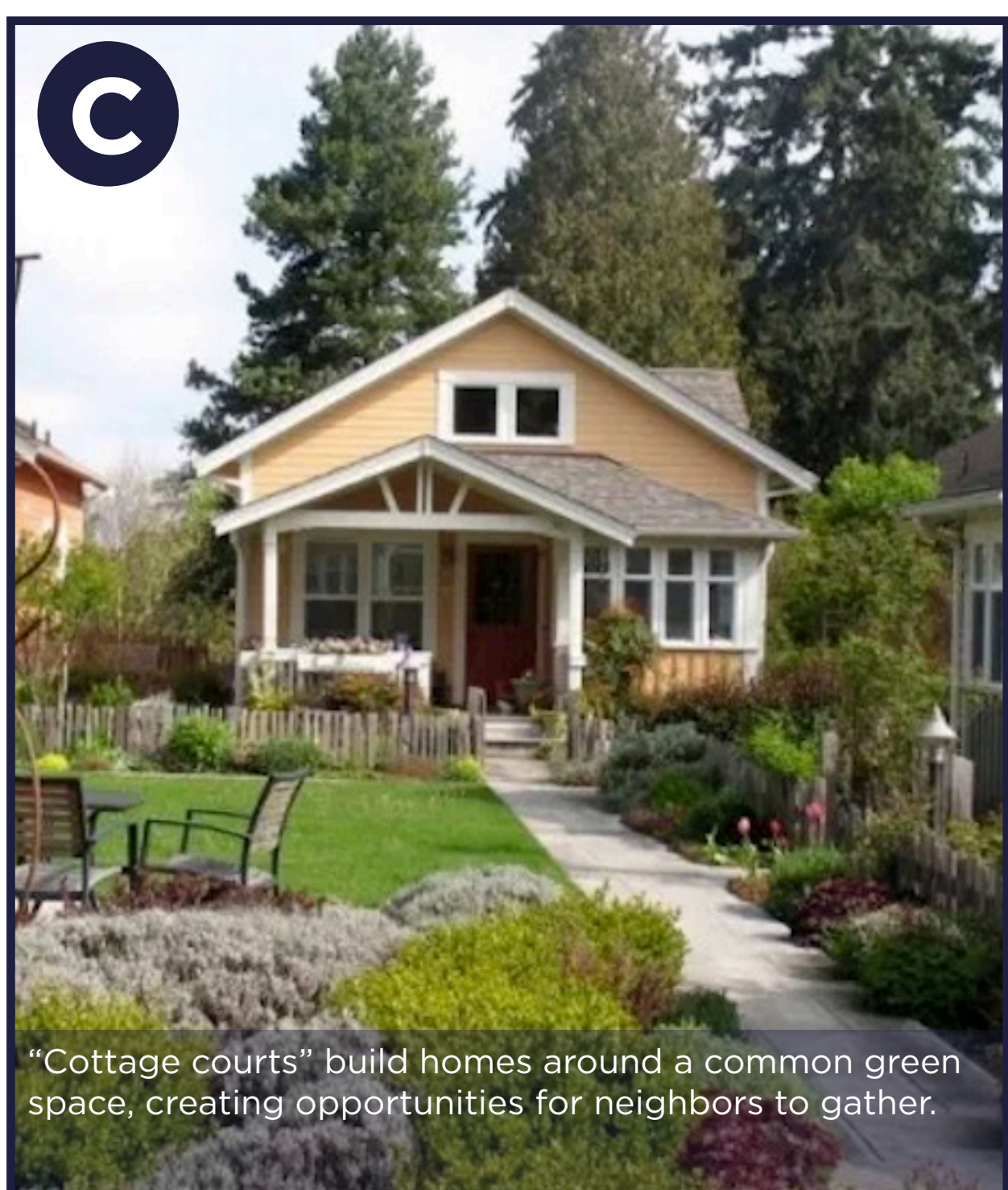
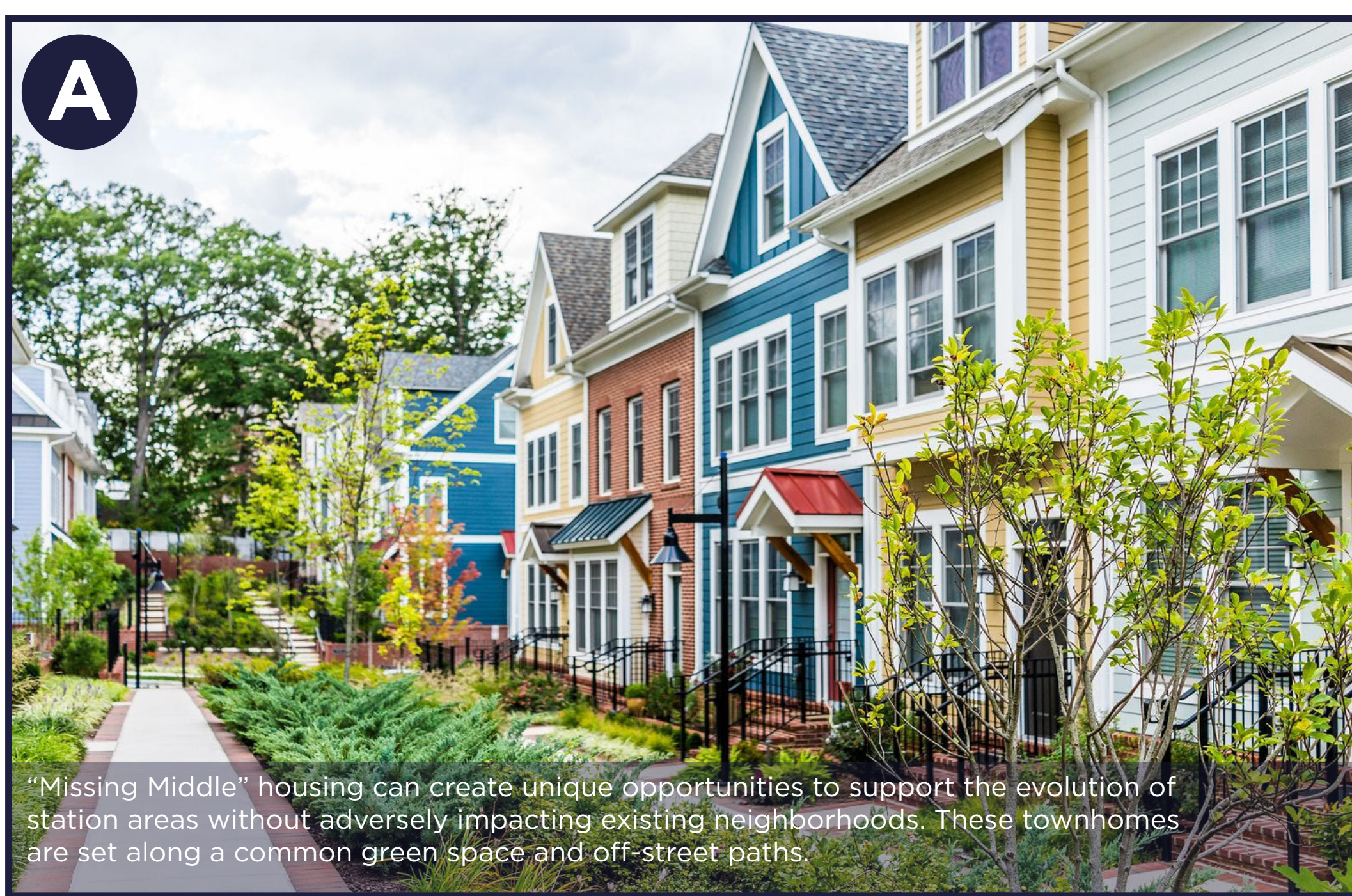
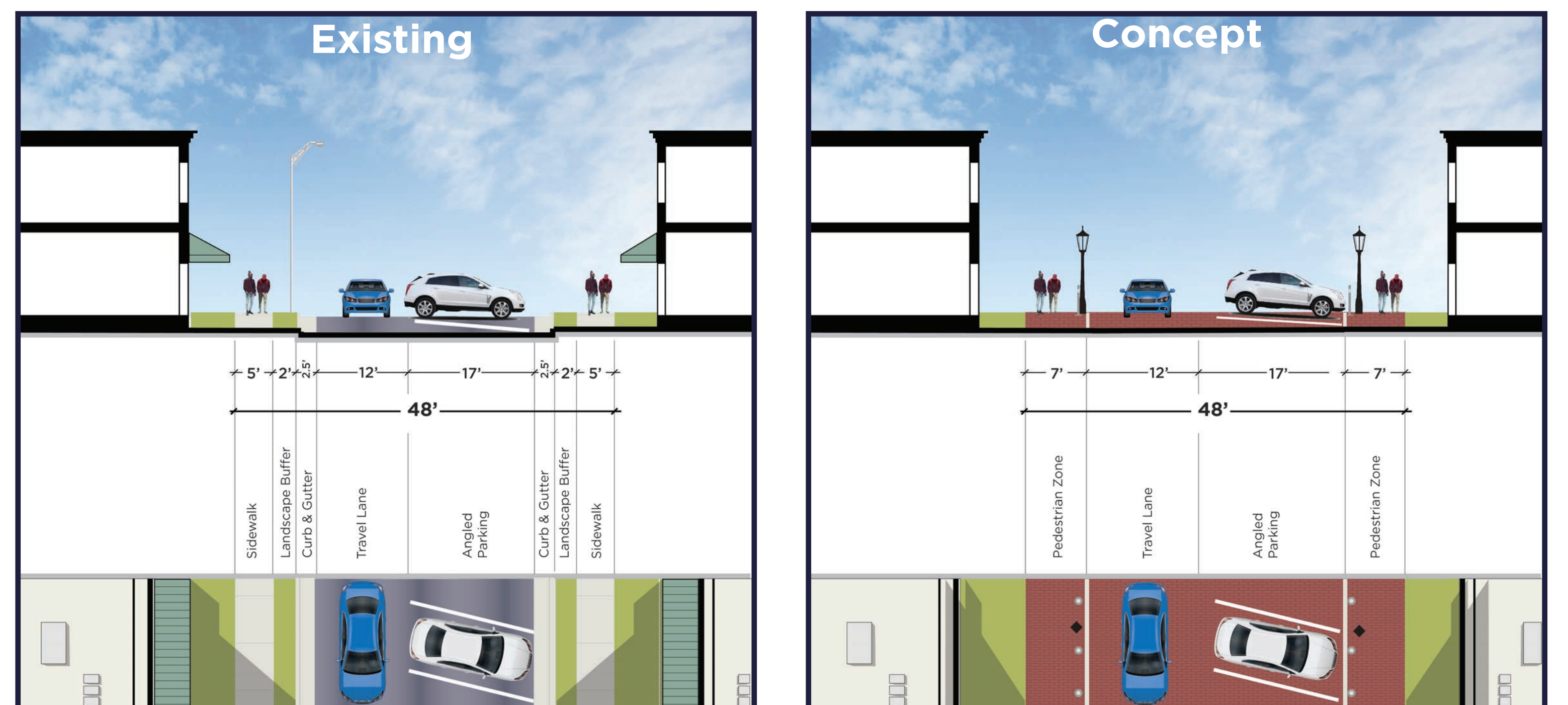
## ROOSEVELT AVENUE (at CSX / S-Line Underpass)



## ROOSEVELT AVENUE (at Wait Avenue)



## WAIT AVENUE (Festival Street)



## Missing Middle Housing Infill Concept

