

Lewisville

Winston-Salem

**Blanket Bottom Strategic Planning Area**

**Lewisville-Clemmons Road (North) Strategic Planning Area**

**Lewisville-Clemmons Road (South) Strategic Planning Area**

**Village Point/Novant Strategic Planning Area**

**Highway 158 Strategic Planning Area**

**Idols Road Corridor Strategic Planning Area**

**STRATEGIC PLANNING AREAS**

- Municipal Limits
- Clemmons Planning Area
- Planned Roadways
- Future Land Use**
- Park/Open Space
- Rural Preservation
- Cluster Residential
- Long-Range Growth Area
- Neighborhood Residential
- Multi-Family Residential
- Mixed-Use Residential
- Potential Terminus of Light Rail
- Activity Center
- Community Gateway
- Village-Scale Retail/Office
- Mixed-Use Commercial
- Large-Scale Retail
- Highway Commercial
- Mixed-Use Office
- Institutional
- Employment Areas



Date Prepared:  
December, 2009



DAVIE COUNTY

## Lewisville-Clemmons Road Corridor

The Lewisville-Clemmons Road Strategic Planning Area extends from I-40 to the north to the US-158 Corridor to the south and includes the parcels on either side of the road corridor. The nature of this corridor changes as it crosses I-40. The southern portion of the corridor is developed and prime for redevelopment. The northern portion of the corridor is undergoing transition as new development has been approved there. Maps, following this section, illustrate the existing conditions and future land uses for these corridors.

### Lewisville-Clemmons Road Corridor North

#### Existing Conditions

Properties along the northern portion of the corridor are zoned primarily single family residential (RS-40, RS-30, RS-15, RS9-S) with some areas zoned for commercial (HB-S, HB, LB-S, LO-S), multi-family residential (RM8-S, RM8, RM12-S), institutional (IP), and light industrial (LI). The River Ridge Shopping Center, churches, West Forsyth High School, multi-family residential developments, and retail centers are located along the northern corridor. Portions of this corridor are served by public water and sanitary sewer.

Newer commercial development occurs primarily in one-story buildings setback from the street with expansive parking lots in the front buffered by landscaping. Single-family residential development that occurs along the northern section of the roadway will likely redevelop to non-residential uses in the future. Pedestrian access along the corridor is limited by a lack of sidewalks.

#### Planned Improvements

The Village Transportation Plan (VTP) includes key recommendations for improvements along the northern Lewisville-Clemmons Road corridor:

- Road widening to 4-lanes, landscaped median, and consolidated driveways
- Construction of sidewalks
- Widening of Holder Road to accommodate a left turn onto Lewisville-Clemmons Road
- Establishment of access street north of I-40 on the west side of the corridor to improve access to existing businesses

#### Future Land Use Intent

- Focus commercial and higher-intensity development within activity centers located at Village Point, Springfield Farms Road, and at the intersection of US-421.
- Residential land uses should be integrated with adjacent development to provide easy access to activity centers and should be buffered through site design, trees and landscaping to reduce visual and noise impacts from the corridor.
- Future land uses within the corridor should respect existing developed areas that are likely to remain stable over time, such as churches and other institutional uses, through transitional design features and site planning.



### Future Land Use Objectives

*Objective #32: Amend UDO to Include New Mixed-Use Residential District*

Amend the Unified Development Ordinance (UDO) to include a new mixed-use residential district. (See also objective #14.)

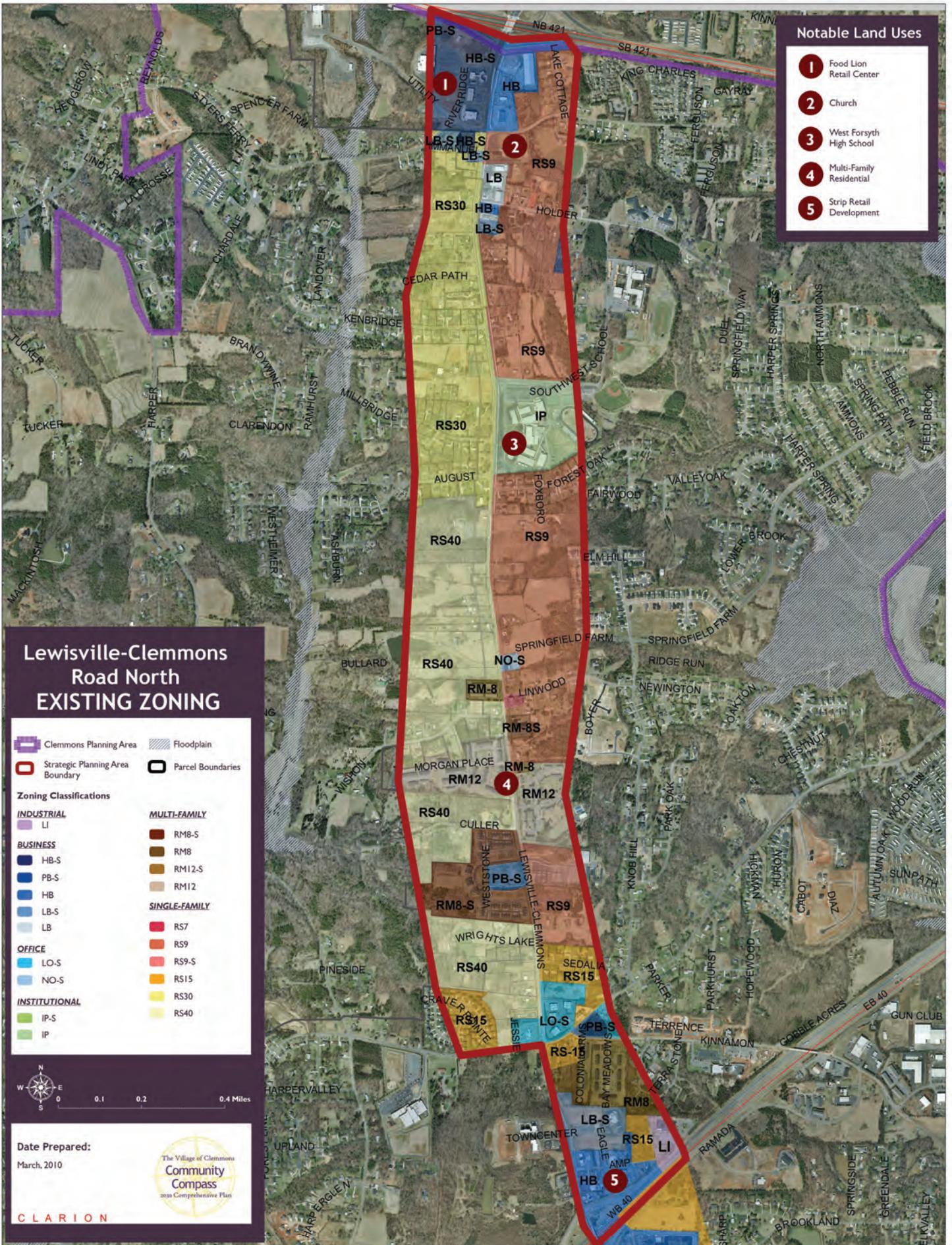
*Objective #33: Develop Design Standards for Corridor*

Develop mixed-use commercial and mixed-use residential design standards to guide development in the corridor. (See also objectives #15 and #18.)

*Objective #34: Amend the UDO to Encourage Master Planned Developments*

Amend the Unified Development Ordinance (UDO) to require that certain thresholds be met before zoning changes are approved, such as a minimum parcel size for development to a higher intensity use and use of a master plan process to avoid incremental, small-parcel development/redevelopment.





**Notable Land Uses**

- 1 Food Lion Retail Center
- 2 Church
- 3 West Forsyth High School
- 4 Multi-Family Residential
- 5 Strip Retail Development

**Lewisville-Clemmons Road North EXISTING ZONING**

  Clemmons Planning Area     Floodplain  
  Strategic Planning Area Boundary     Parcel Boundaries

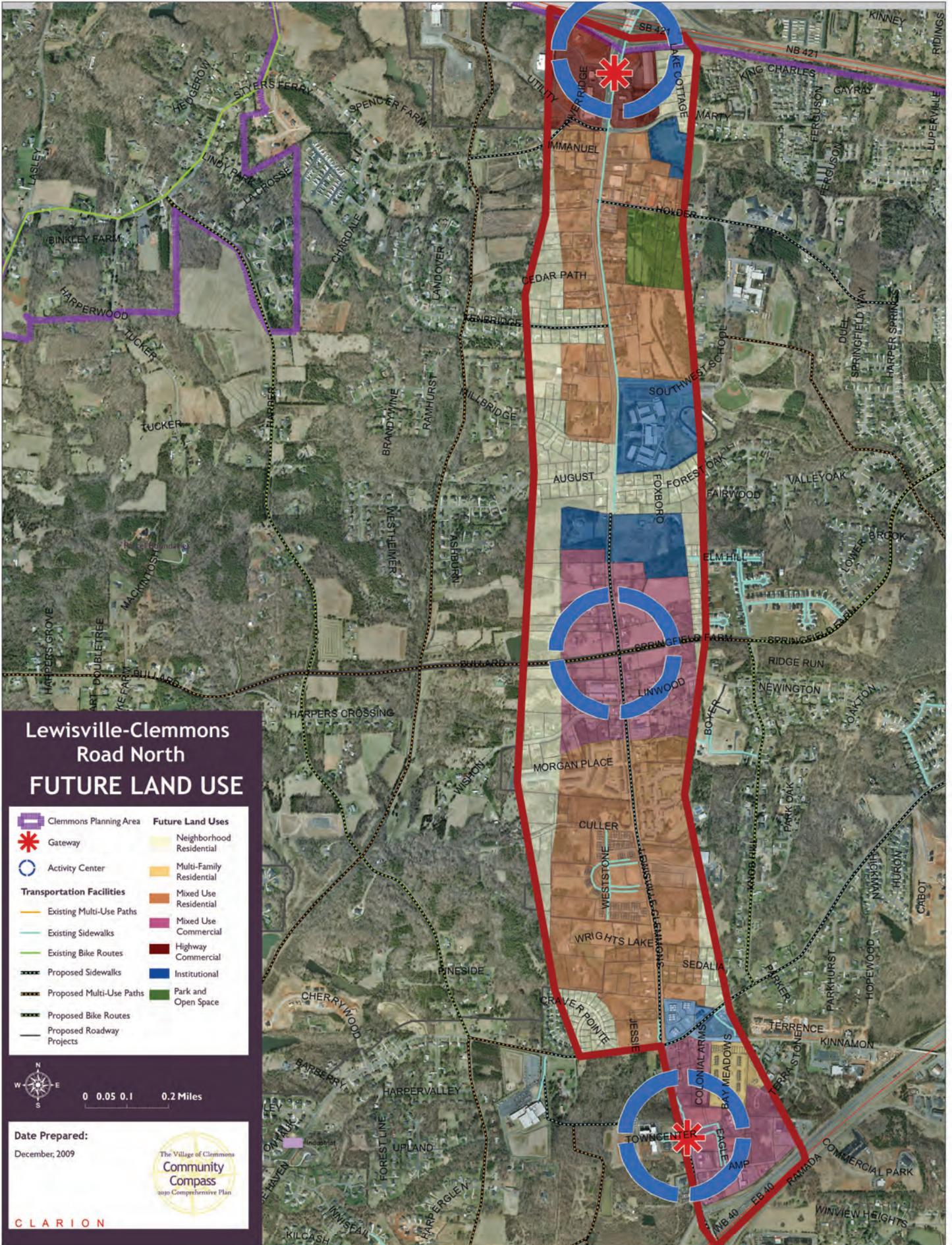
**Zoning Classifications**

<b>INDUSTRIAL</b>	<b>MULTI-FAMILY</b>
LI	RM8-S
<b>BUSINESS</b>	RM8
HB-S	RM12-S
PB-S	RM12
HB	<b>SINGLE-FAMILY</b>
LB-S	RS7
LB	RS9
<b>OFFICE</b>	RS9-S
LO-S	RS15
NO-S	RS30
<b>INSTITUTIONAL</b>	RS40
IP-S	
IP	



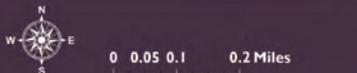
Date Prepared:  
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**CLARION**



# Lewisville-Clemmons Road North FUTURE LAND USE

- |                                  |                          |
|----------------------------------|--------------------------|
| Clemmons Planning Area           | Neighborhood Residential |
| Gateway                          | Multi-Family Residential |
| Activity Center                  | Mixed Use Residential    |
| <b>Transportation Facilities</b> | Mixed Use Commercial     |
| Existing Multi-Use Paths         | Highway Commercial       |
| Existing Sidewalks               | Institutional            |
| Existing Bike Routes             | Park and Open Space      |
| Proposed Sidewalks               |                          |
| Proposed Multi-Use Paths         |                          |
| Proposed Bike Routes             |                          |
| Proposed Roadway Projects        |                          |



Date Prepared:  
December, 2009

CLARION



## Lewisville-Clemmons Road Corridor South

### Existing Conditions

Properties along the Lewisville-Clemmons South Corridor are zoned primarily commercial (HB-S, HB, LO-S) with some single-family residential (RS-15, RS9-S), and multi-family residential (RM12-S). This corridor is heavily developed. Older commercial centers, such as Dollar General Retail, K-Mart, New Town Retail Center, and other strip shopping centers line the corridor. Residential uses are located at the back of the corridor along the edges of strip centers. Commercial development occurs primarily in one-story buildings setback from the street with expansive parking lots in the front, large signs, and lack of landscaping. A lack of sidewalks and connectivity between adjacent uses limits pedestrian and bicycle access. The corridor is prime for redevelopment.

### Planned Improvements

The Village Transportation Plan (VTP) includes key recommendations for improvements along the southern section of Lewisville-Clemmons Road:

- Road widening to 4-lanes, landscaped median, and consolidated driveways
- Construction of sidewalks
- Improved access to Market Center and commercial development at Stadium Drive

An interconnectivity study is being developed to identify the best and most cost effective solution for maintaining accessibility along the corridor once the new 4-lane/median improvements are made. The recommendations of this study should be incorporated into the plan for implementation.

### Future Land Use Intent

- Key goals for improving the corridor include:
  - Increasing the safety of traveling through the corridor via strategically located entry/exit points
  - Easing congestion and drive times through the corridor via parallel road systems
  - Strengthening the aesthetics of the area by moving buildings to the front of properties, locating parking to the side or rear of lots, enhancing landscaping requirements, improving signage regulations, and implementing new architectural design standards.
- The Village should take a part in redevelopment of the corridor by making strategic public improvements, facilitating redevelopment, and amending design requirements to improve the visual appeal of the corridor as redevelopment occurs. Property owners and business representatives should advise the Village on development of future detailed plans for the corridor through an established advisory committee to ensure that redevelopment strategies are targeted, efficient, and successful.



- Properties should be redeveloped to regain vibrancy in the corridor. The corridor should provide a transition from large-scale retail uses, to mixed-use commercial areas, to village-scale retail/office uses. These transitions take advantage of interstate access and change the intensity of development to flow into the lower-intensity, historic areas of the community.
- Redevelopment and infill development should occur in the corridor to promote a more visually appealing and pedestrian-friendly environment. This includes moving businesses closer to the road, planting landscaping and trees along the front of properties, consolidating driveways for adjacent uses, and creating better internal connectivity and mobility.
- Master planned development is encouraged and small, individual lot developments are discouraged.
- The Old Glory property, located southwest of the corridor, should be considered for development in the future. This area could be developed to offer multi-family residential, office uses, park space, and other uses that provide transitions between existing residential and commercial areas that are adjacent to these properties. Connectivity through this property to adjacent neighborhoods should be a consideration for rezoning the property to a more intense use.

### *Future Land Use Objectives*

#### *Objective #35: Develop an Overlay Redevelopment District*

Develop an overlay redevelopment district applicable to properties along the southern section of Lewisville-Clemmons Road. The overlay district should include design requirements triggered by redevelopment projects of a certain threshold, such as improving the property by more than 50 percent of the current value. Key standards will address:

- Access management
- Connectivity
- Landscaping and tree preservation
- Streetscape treatments
- Placement of parking
- Orientation of buildings

Costs to the Village and private developers relative to establishing the overlay district will be offset by increases in tax revenue and business income as a result of the improvements.

#### *Objective #36: Work with Developer Committee to Encourage Redevelopment*

Encourage redevelopment of properties along the Lewisville-Clemmons Road corridor by working with a developer committee to identify appropriate incentives for redevelopment, such as providing a fast-track redevelopment process, bonus densities, providing potential tax breaks, or other incentives identified by the committee and Village.

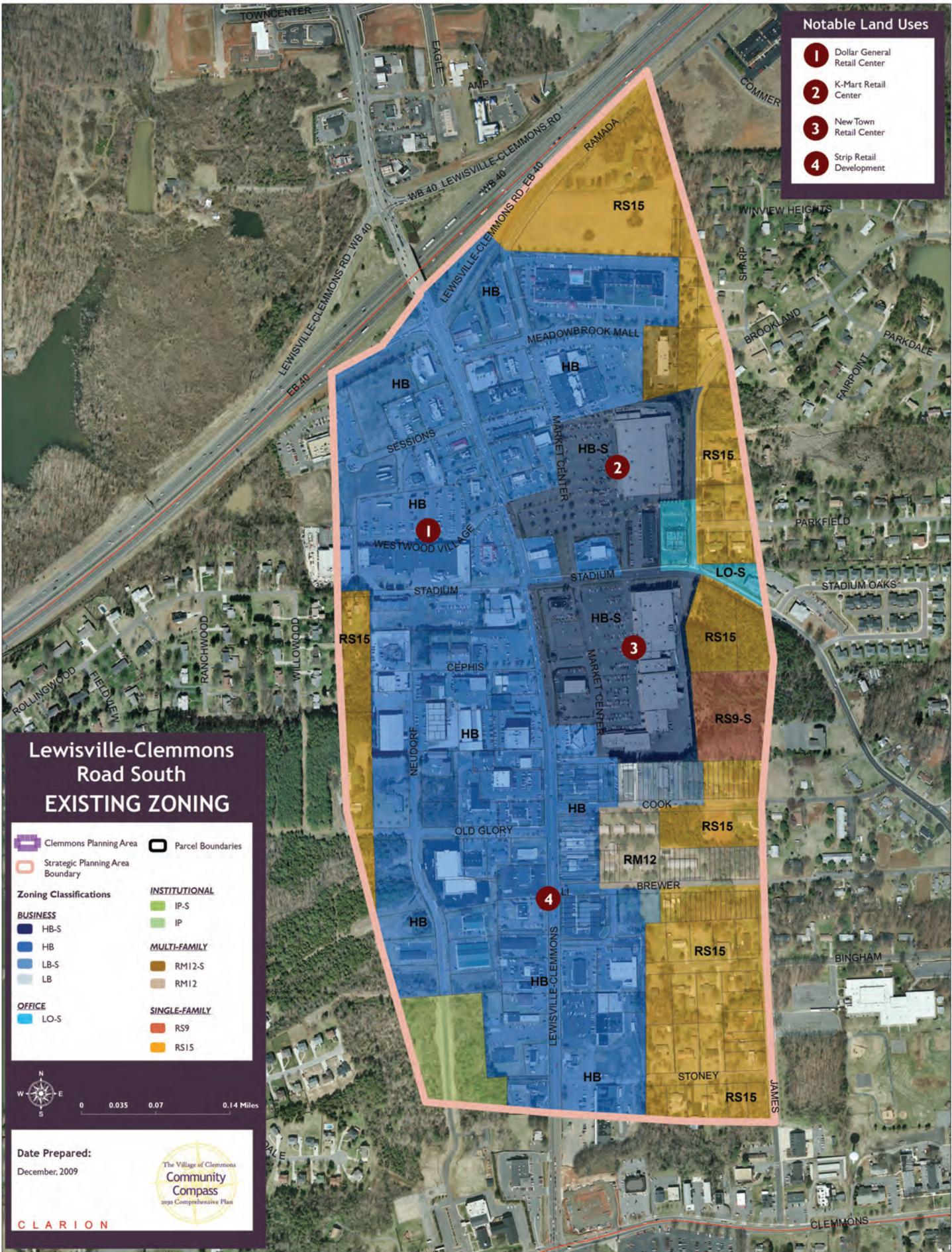
*Objective #37: Invest in Public Improvements*

Invest in public improvements, both state and local, along the Lewisville-Clemmons Road corridor, including tree plantings, development of sidewalks, state-installed medians with trees and landscaping, and other improvements.

*Objective #38: Consider Establishing a Business Improvement / TIF District*

Consider development of a business improvement district or use of tax-increment financing to fund improvements in the south corridor.





**Notable Land Uses**

- 1 Dollar General Retail Center
- 2 K-Mart Retail Center
- 3 New Town Retail Center
- 4 Strip Retail Development

**Lewisville-Clemmons Road South EXISTING ZONING**

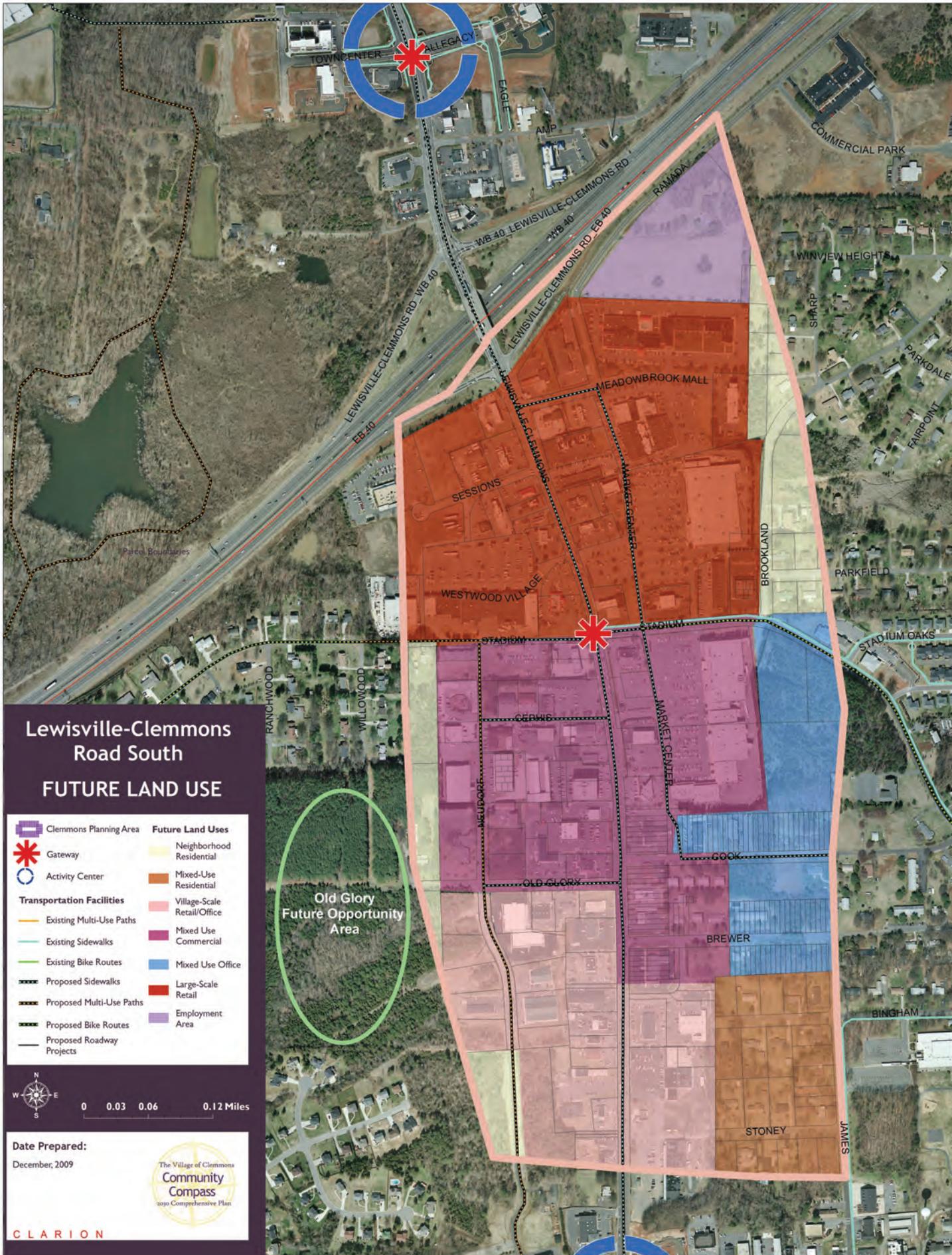
Clemmons Planning Area	Parcel Boundaries
Strategic Planning Area Boundary	
<b>Zoning Classifications</b>	
<b>BUSINESS</b>	<b>INSTITUTIONAL</b>
HB-S	IP-S
HB	IP
LB-S	<b>MULTI-FAMILY</b>
LB	RM12-S
<b>OFFICE</b>	RM12
LO-S	<b>SINGLE-FAMILY</b>
	RS9
	RS15



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The Village of Clemmons  
**Community Compass**  
2010 Comprehensive Plan

**CLARION**

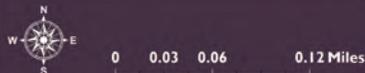


# Lewisville-Clemmons Road South

## FUTURE LAND USE

- |                                  |                           |  |                             |
|----------------------------------|---------------------------|--|-----------------------------|
|                                  | Clemmons Planning Area    |  | Future Land Uses            |
|                                  | Gateway                   |  | Neighborhood Residential    |
|                                  | Activity Center           |  | Mixed-Use Residential       |
| <b>Transportation Facilities</b> |                           |  | Village-Scale Retail/Office |
|                                  | Existing Multi-Use Paths  |  | Mixed Use Commercial        |
|                                  | Existing Sidewalks        |  | Mixed Use Office            |
|                                  | Existing Bike Routes      |  | Large-Scale Retail          |
|                                  | Proposed Sidewalks        |  | Employment Area             |
|                                  | Proposed Multi-Use Paths  |  |                             |
|                                  | Proposed Bike Routes      |  |                             |
|                                  | Proposed Roadway Projects |  |                             |

Old Glory  
Future Opportunity  
Area



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CLARION

## US-158 Corridor

### Existing Conditions

The US-158 Strategic Planning Area extends from I-40 to the west to Bruce Street to the east and includes the parcels on either side of the road corridor. This corridor has historically been the focus for civic activities and includes several gateways into the community. Development is smaller-scale than found in the Lewisville-Clemmons corridor.

Properties along this corridor are zoned a mix of uses: single-family residential (RS-40, RS-15, RS-9), institutional and office (LB, LO-S, NO-S, IP), commercial (NSB-S, HB, GB, PBS), multi-family residential (RM12), and industrial (GI, GIS).

This corridor includes a mix of established uses: the Tanglewood Commons shopping center and other retail centers, a nursing home, places of worship, single and multi-family residential, warehouses, an elementary school, a public library, a fire station, and a post office.

Development occurs primarily in one-story buildings with smaller parking lots fronting the buildings. Pedestrian access along the corridor is limited by unconnected segments of sidewalks.

### Planned Improvements

The Village Transportation Plan (VTP) includes key recommendations for improvements in the US-158 corridor:

- Various sections widened to 2 lanes with median and turn pockets (central portion of corridor) and 4 lanes with median (near I-40 interchange and eastern section past Hampton Road)
- Construction of sidewalks
- Striped bike lanes
- Identification of gateway treatment at Hampton Road

### Future Land Use Intent

- Redevelopment will occur along the corridor. New development should revitalize the area and make it a pedestrian-friendly civic, office, and small-scale retail corridor.
- Design recommendations included in the Village Transportation Plan should guide redevelopment to provide additional pedestrian and bicycle amenities and designated road improvements.
- The gateway at I-40, Harper Road, and Lasater Road is prime for commercial development. The area west of Harper Road and north of Lasater is currently zoned as a highway business district which, if developed to its maximum potential, could change the character of the area and negatively impact adjacent residential neighborhoods. This area should be protected from intensive development.
- A gateway to the Village, located at the intersection of US-158 and Elm is in need of improvement. Ideas for improvements include creating a roundabout at this intersection, creating a dog park, using the adjacent,

historic Cooke House as a museum or visitor’s center, and signage / public art to visually identify gateways.

- Traditional architectural designs and materials are encouraged in this corridor.

*Future Land Use Objectives*

*Objective #39: Develop a US-158 Overlay Zoning District*

Develop an overlay zoning district to protect the character of the corridor and ensure that the scale and design of new development is appropriate with the historic village character of the area. This zoning district should promote civic and office uses and allow for appropriately scaled and designed retail. Highway retail and drive-through service uses are not appropriate for this area. Expansion of road buffers should be considered to protect neighborhood character. Use the design guidelines for US-158 developed as part of the Clemmons Area Development Guide, as a starting point for overlay district standards.<sup>2</sup> Access management provisions should be included in the new standards.

*Objective #40: Consider Historic District Designation for Portions of Corridor*

Consider historic district designation for appropriate portions of the US-158 corridor to further protect the character of the area.

*Objective #41: Develop Plan for Streetscape Restoration*

Develop a plan for streetscape restoration (i.e., planting of trees, construction of sidewalks, pedestrian-scale lighting). This is a high priority.

*Objective #42: Provide Incentives for Greening of Parking Lots*

Provide incentives for landowners to retrofit existing parking lots to screen parking from the roadway with trees and landscaping, such as reduced parking requirements.

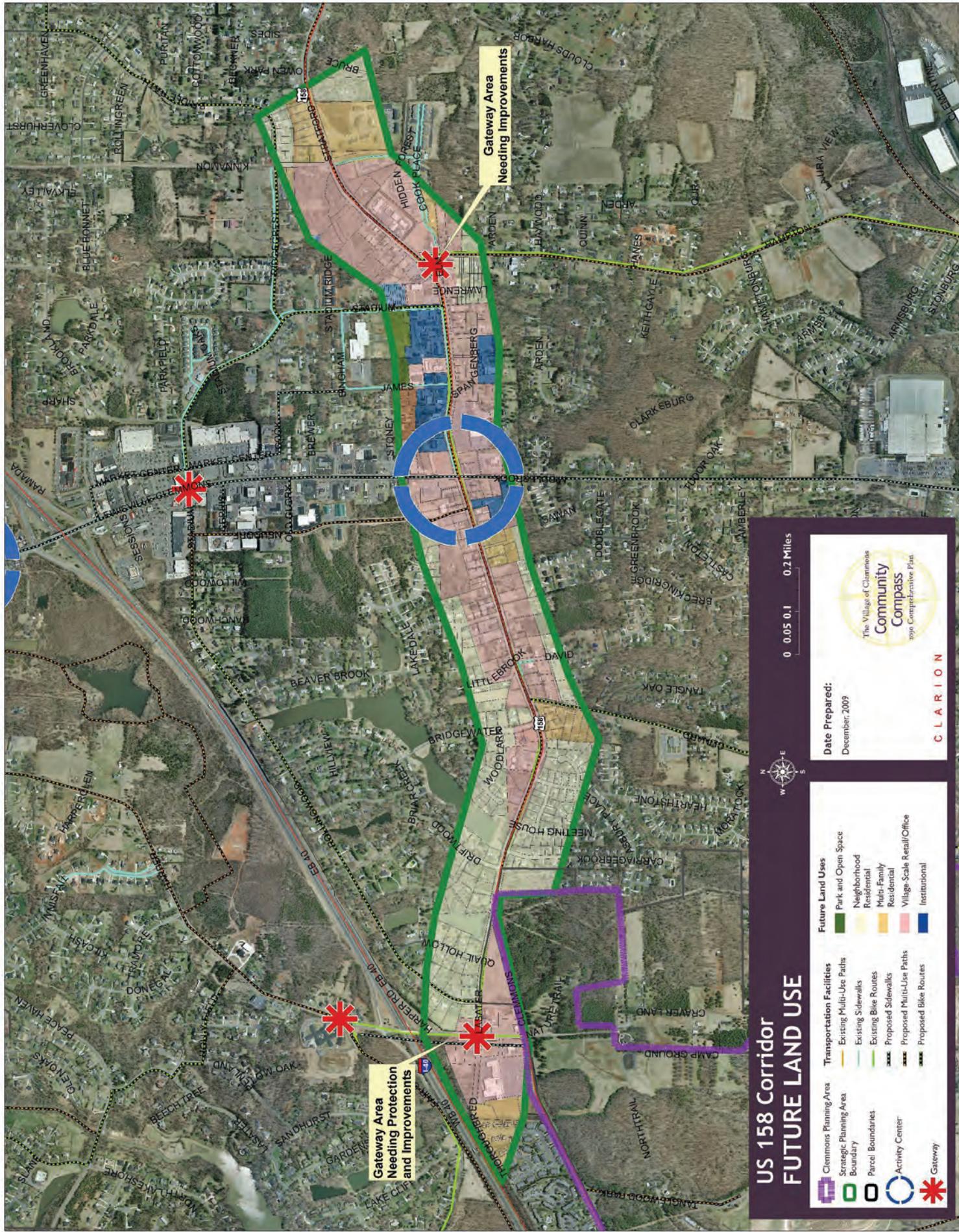
*Objective #43: Revise Legacy Plan GMA Designations in Corridor*

Work with Forsyth County to focus the GMA I classification to the area around the Lewisville-Clemmons Road activity center. Former GMA I should be converted to GMA 2. (See also objectives #4, #9, and #54.)

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<sup>2</sup> Corridor streetscape standards for Highway 158 were developed before the Village extended its boundary to Tanglewood. Some of the character areas in the streetscape standards need to be updated to reflect current conditions, such as development in the west campus area; however, these character areas are still relevant. The streetscape guidelines should be used as a starting point for developing overlay district standards.





Gateway Area  
Needing Protection  
and Improvements

Gateway Area  
Needing Improvements

## US 158 Corridor FUTURE LAND USE

- |  |                         |  |                             |
|--|-------------------------|--|-----------------------------|
|  | Clemmons Planning Area  |  | Park and Open Space         |
|  | Strategic Planning Area |  | Neighborhood Residential    |
|  | Boundary                |  | Multi-Family Residential    |
|  | Parcel Boundaries       |  | Village-Scale Retail/Office |
|  | Activity Center         |  | Institutional               |
|  | Gateway                 |  | Existing Sidewalks          |
|  |                         |  | Existing Bike Routes        |
|  |                         |  | Proposed Sidewalks          |
|  |                         |  | Proposed Multi-Use Paths    |
|  |                         |  | Proposed Bike Routes        |

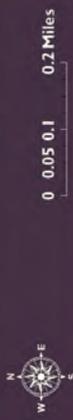
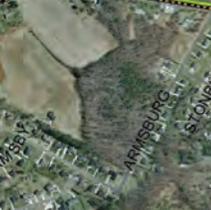
**Future Land Uses**

- Park and Open Space
- Neighborhood Residential
- Multi-Family Residential
- Village-Scale Retail/Office
- Institutional

**Transportation Facilities**

- Existing Multi-Use Paths
- Existing Sidewalks
- Existing Bike Routes
- Proposed Sidewalks
- Proposed Multi-Use Paths
- Proposed Bike Routes

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## Village Point/Novant Area

### Existing Conditions

The Village Point/Novant Strategic Planning Area is bound by Peace Haven Road to the north, I-40 to the south, Lewisville-Clemmons Road to the east, and Harper Road to the west.

This area consists largely of undeveloped tracts of land that are zoned for non-residential development (PB-S, IP, IP-S, LO-S, LB-S), including the newly approved Novant Phase I project, the YMCA, and other institutional uses just south of Peace Haven, two office developments along Lewisville-Clemmons Road, and commercial development at Town Center Drive. The area also includes residentially zoned land (RS-20, RS-15) that has not been subdivided. A church and cemetery are located along Harper Road in the southwestern part of the planning area. Portions of the planning area are located in a North Carolina WS-IV water supply watershed protection area, limiting development to 70 percent impervious surfaces within 10 percent of the watershed under the higher-density development option.

### Planned Improvements

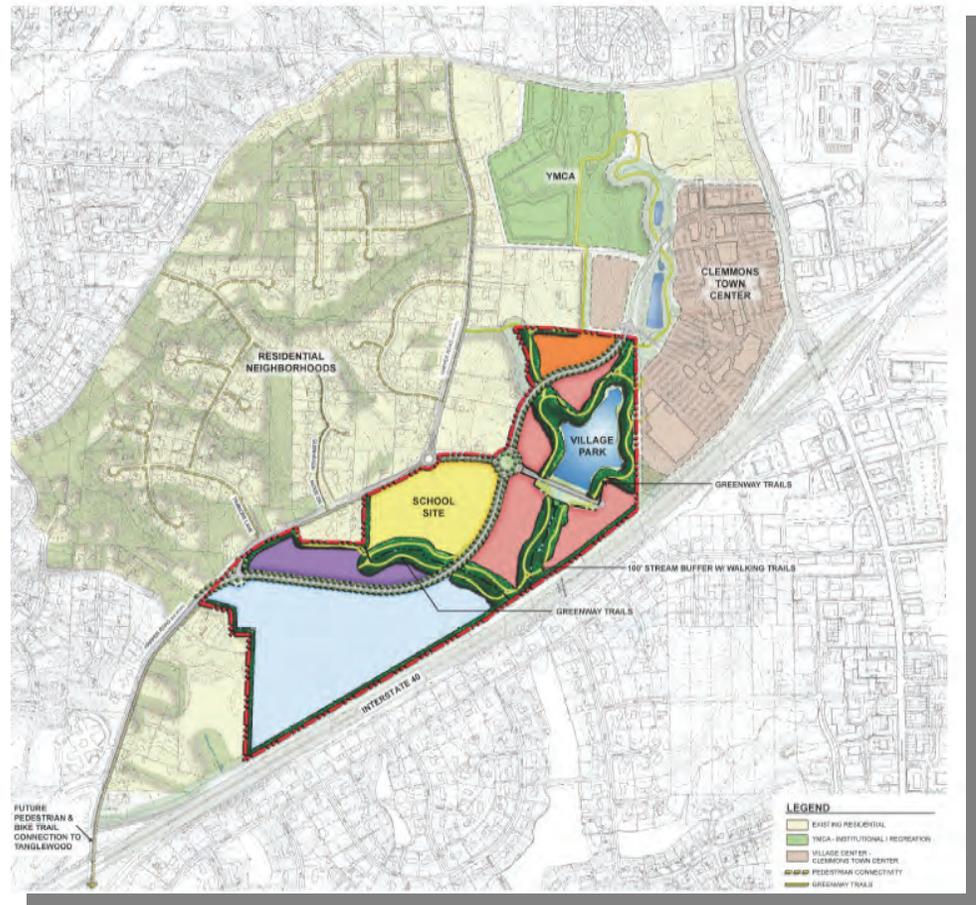
The Village Point Small Area Plan was developed for this area in 2003. This plan includes a market analysis, small area plan and policy/zoning recommendations. Phase I of the two-phase Novant hospital mixed-use project received rezoning approval in 2009. The master plan sets out to (1) continue development of the Clemmons Town Center along the eastern edge of the planning area, (2) provide land for development of a new elementary school in the central portion of the planning area, (3) develop a hospital complex with medical offices along the southern boundary by I-40, and provide a mix of office, hotel, retail, and residential uses throughout the remainder of the site. The plan calls for new internal connector roads, greenways, and sidewalks.

Future land uses within the planning area focus development around a commercial activity center at Lewisville-Clemmons Road and Town Center Drive. Mixed-use office and institutional uses will be focused to the southwest and along I-40. Mixed-use residential uses will provide additional housing opportunities along the western boundary of the planning area and transition to adjacent residential uses. Connections to Reynolds Lake, the YMCA, and developed areas will be created through multi-use trails, sidewalks, and bicycle facilities.

This new development diverges from the original intent of the Village Point Small Area Plan of having a civic and commercial focus and instead organizes development around the hospital use. The design guidelines prepared for the Village Point Small Area Plan are still relevant and can provide guidance for new development in this area and other parts of the community.



The Novant project will provide new opportunities for employment and residential uses close to a Village activity center – the Clemmons Town Center.



The Village Transportation Plan (VTP) includes key recommendations for improvements in the Village Point/Novant area:

- Installation of a roundabout at Peace Haven Road/Harper Road intersection
- Installing coordinated traffic signals for the I-40 ramps and Fair Oaks Road
- Considering access points for new developments on the east side of Harper Road (i.e., Novant)
- Bicycle and pedestrian improvements including a multi-use path from Peace Haven Road south to Fair Oaks Road connecting to the Yadkin River Trail and construction of sidewalks south of Fair Oaks Road to US-158/Clemmons Road

Future Land Use Intent

- A new Village Center should be located in an activity center located at Village Point/Novant and Lewisville-Clemmons Road. This activity center should be the focus for future mixed-use development in Clemmons. The Village should work with developers to identify opportunities for creation of a civic-oriented “Village Center.”

- Mixed-use residential land uses should occur to the northwest and north central portions of the site to provide new housing opportunities proximate to employment and services and to create a transition from the higher intensity activity center to the existing neighborhood residential to the west.
- Mixed-use office development in the southwest corner should be developed with limited access to Harper Road. As this area serves as a gateway to the community, single-family development is preferred over multi-family development in this area. However, well designed multi-family uses could be appropriate if designed to create an attractive gateway experience.
- Future development on areas not yet slated for development should integrate site plans and design elements with existing and planned development to ensure accessibility, connectivity, and visual consistency, and to mitigate impacts on adjacent uses.
- Adopted Village Point design guidelines should be used to guide new development.

### Future Land Use Objectives

#### *Objective #44: Adopt a Planned Development Zoning District*

Adopt a Planned Development zoning district that requires a master plan for future development within the Village Point/Novant strategic planning area and other relevant planning areas (i.e., Mixed-Use Residential and Mixed-Use Commercial). Development within this new zoning district will allow the Village to engage with future developers to negotiate the specifics of public improvements, design, mix of uses, and other parameters.

#### *Objective #45: Use Village Point Design Guidelines*

Continue to use the Village Point design guidelines as a tool for guiding design of new developments.

#### *Objective #46: Develop Formal Plans to Create a New Village Center*

Working through a Village Council appointed Village Center Task Force, begin developing formal plans to create a civic-oriented Village Center in this planning area. Evaluate public-private partnership opportunities and ways to leverage new private sector development to achieve a new Village Center.



# Village Pointe/Novant EXISTING ZONING

-  Clemmons Planning Area
-  Parcel Boundaries
-  Strategic Planning Area Boundary
-  Floodplain

## Zoning Classifications

- |  |  |
|--|--|
| <b>INSTITUTIONAL</b>   | <b>OFFICE</b>  |
|  IP   |  LO-S |
|  IP-S | <b>SINGLE-FAMILY</b>   |
| <b>BUSINESS</b>  |  RS15 |
|  LB-S |  RS20 |
|  HB   |  |
|  PB   |  |

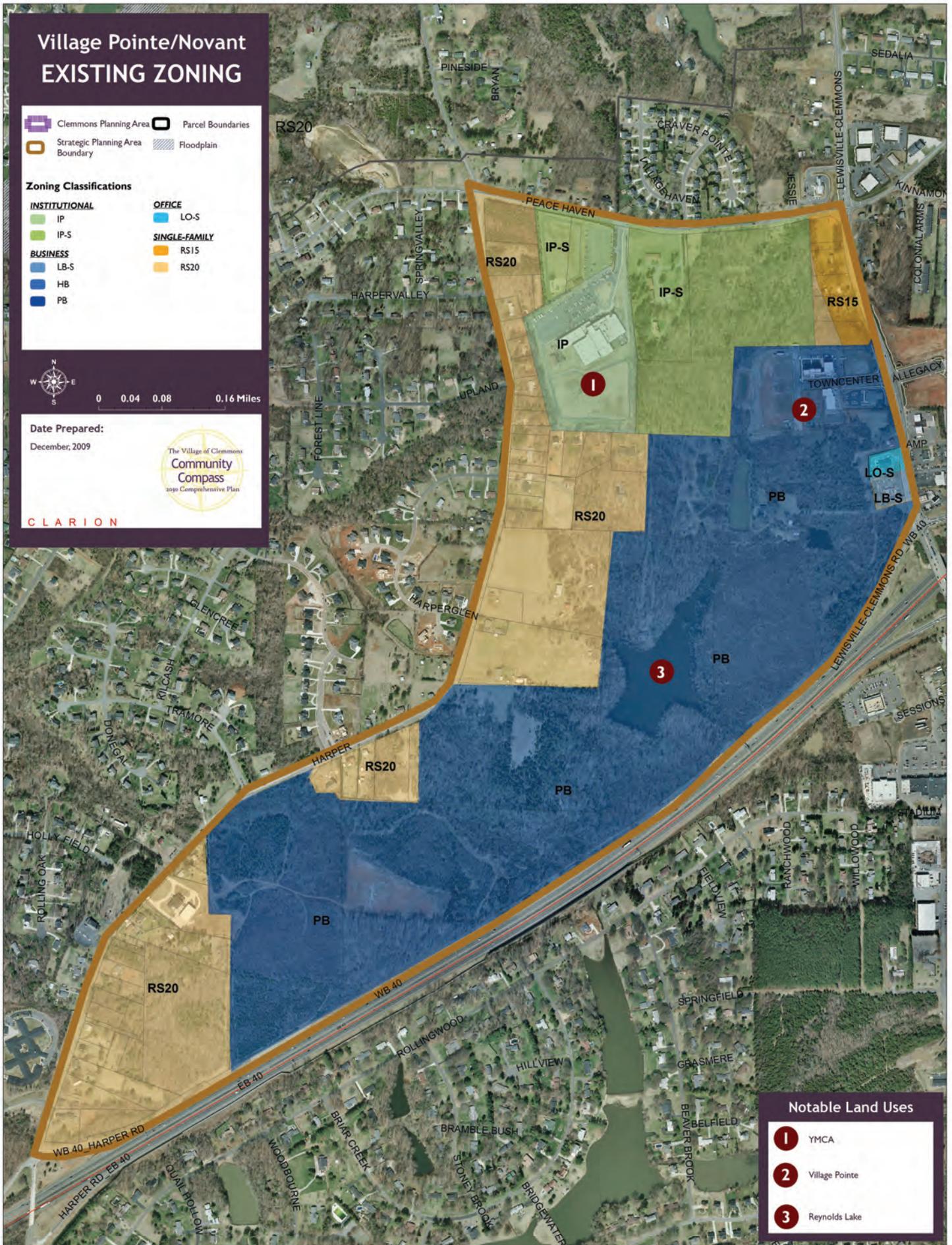


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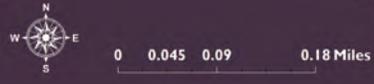


## Notable Land Uses

-  YMCA
-  Village Pointe
-  Reynolds Lake

# Village Point/Novant FUTURE LAND USE

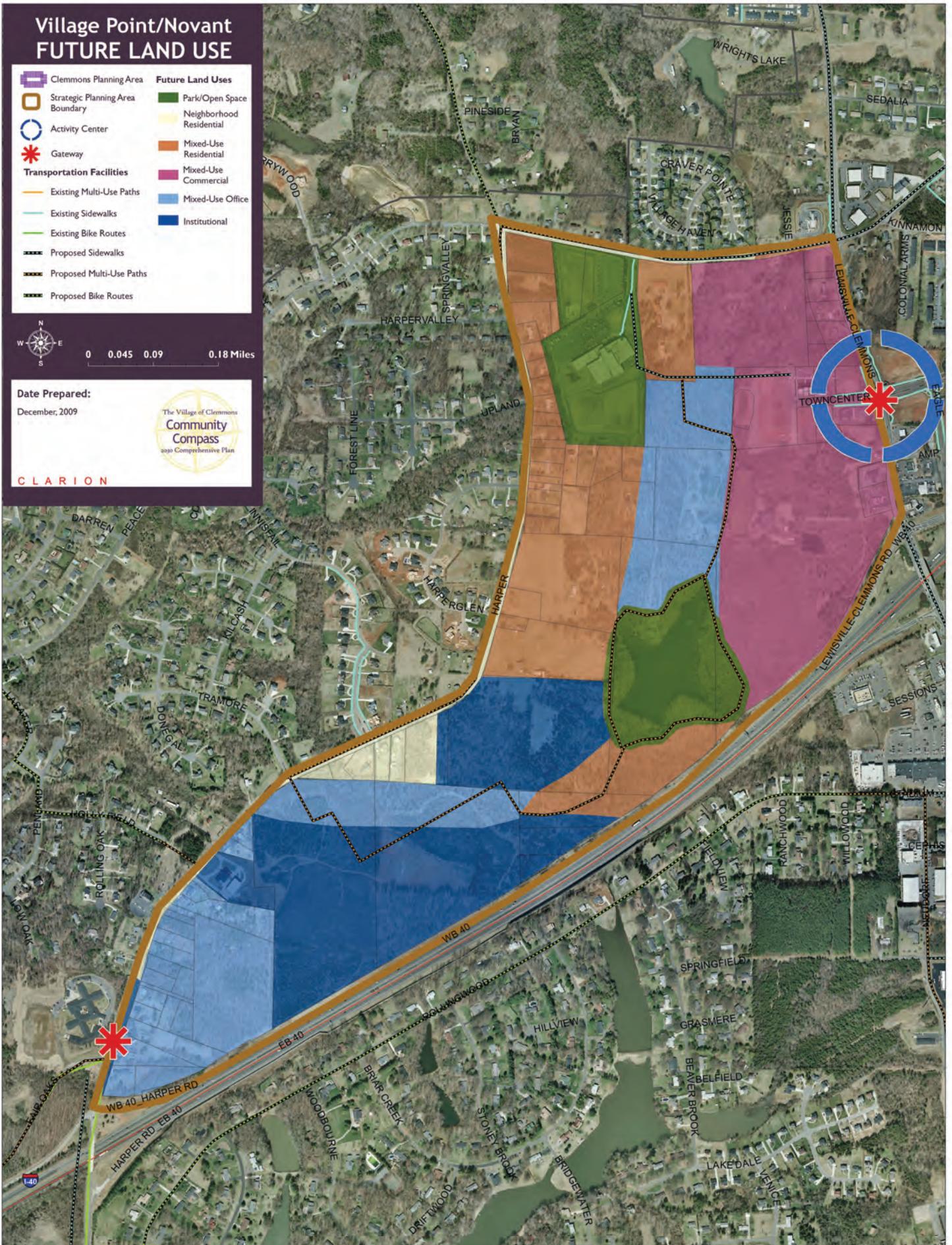
- |   |                                  |   |                          |
|---|----------------------------------|---|--------------------------|
|  | Clemmons Planning Area           |  | <b>Future Land Uses</b>  |
|  | Strategic Planning Area Boundary |  | Park/Open Space          |
|  | Activity Center                  |  | Neighborhood Residential |
|  | Gateway                          |  | Mixed-Use Residential    |
|  | Transportation Facilities        |  | Mixed-Use Commercial     |
|  | Existing Multi-Use Paths         |  | Mixed-Use Office         |
|  | Existing Sidewalks               |  | Institutional            |
|  | Existing Bike Routes             |   |                          |
|  | Proposed Sidewalks               |   |                          |
|  | Proposed Multi-Use Paths         |   |                          |
|  | Proposed Bike Routes             |   |                          |



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**CLARION**



## Blanket Bottom Area

### Existing Conditions

The Blanket Bottom Strategic Planning Area is located to the west of Lewisville-Clemmons Road corridor including lands between Styers Ferry to the north and Peace Haven to the south. It encompasses the floodplain area that runs north-south along Blanket Bottom Creek and adjacent areas.

Properties are currently zoned primarily for single-family residential use (RS-40, RS-30, RS-20, RS-15) and a few parcels are zoned for multi-family residential use (RM-12 and RM-8S). Existing subdivisions are located in the north and south of this area. A large proportion of this land has not yet been subdivided. Extension of sewer service in this area is required for future development to occur.

### Planned Improvements

The Village Transportation Plan (VTP) includes a key improvement that will provide better access to the Blanket Bottom area:

- A new connector road will provide an east-west connection linking Springfield Farm Road east across Lewisville-Clemmons Road to Bullard Road at Lasater. This will provide better access into the Blanket Bottom area and a new east-west connection north of I-40. This road has been on the Winston-Salem Urban Area Metropolitan Planning Organization's Thoroughfare Plan for years and a feasibility study was conducted to determine the preferred alignment. The western segments of the road will be constructed by developers over time to connect to Lewisville-Clemmons Road.
- A multi-use path along Blanket Bottom Creek, sidewalks, and road improvements for bicycle accessibility in existing subdivisions are planned for this area.

### Future Land Use Intent

- The intent of this area is to provide additional opportunities for attached and detached single-family residential development, ranging in density, and to promote a transition between the higher-density mixed-uses that are planned along the Lewisville-Clemmons Corridor to the east and the cluster residential and rural preservation areas to the west.
- As planned for in the Village Transportation Plan, new subdivisions in this area should connect to existing and planned multi-use paths, sidewalks, bike paths, and road to ensure better connectivity throughout this area.
- Parks, open spaces, and recreational areas should be provided within new neighborhoods. Access to these facilities should be provided to existing residential areas.



### *Future Land Use Objectives*

#### *Objective #47: Amend the UDO*

Amend the Unified Development Ordinance (UDO) to require:

- Development of neighborhood parks and common open spaces as part of new developments, including dedication of land for the multi-use path along Blanket Bottom Creek
- Use of low-impact stormwater management solutions that reduces need for stormwater infrastructure and avoids development within the floodplain
- Wide buffers along the new east-west connector road to buffer development from roadway and protect views from the road
- Require sidewalk construction and installation of street-trees, as part of new development projects

#### *Objective #48: Require Provision of Parks and Open Spaces*

Potential sites for construction of parks and open space in this growing area should be identified, along with creating provisions for payment-in-lieu of land dedication as part of new development proposals of a significant size (such as ten lots or more) with funds to be collected and devoted to land acquisition and park facility construction. (See also objectives #1, #11, #87, and #97.)

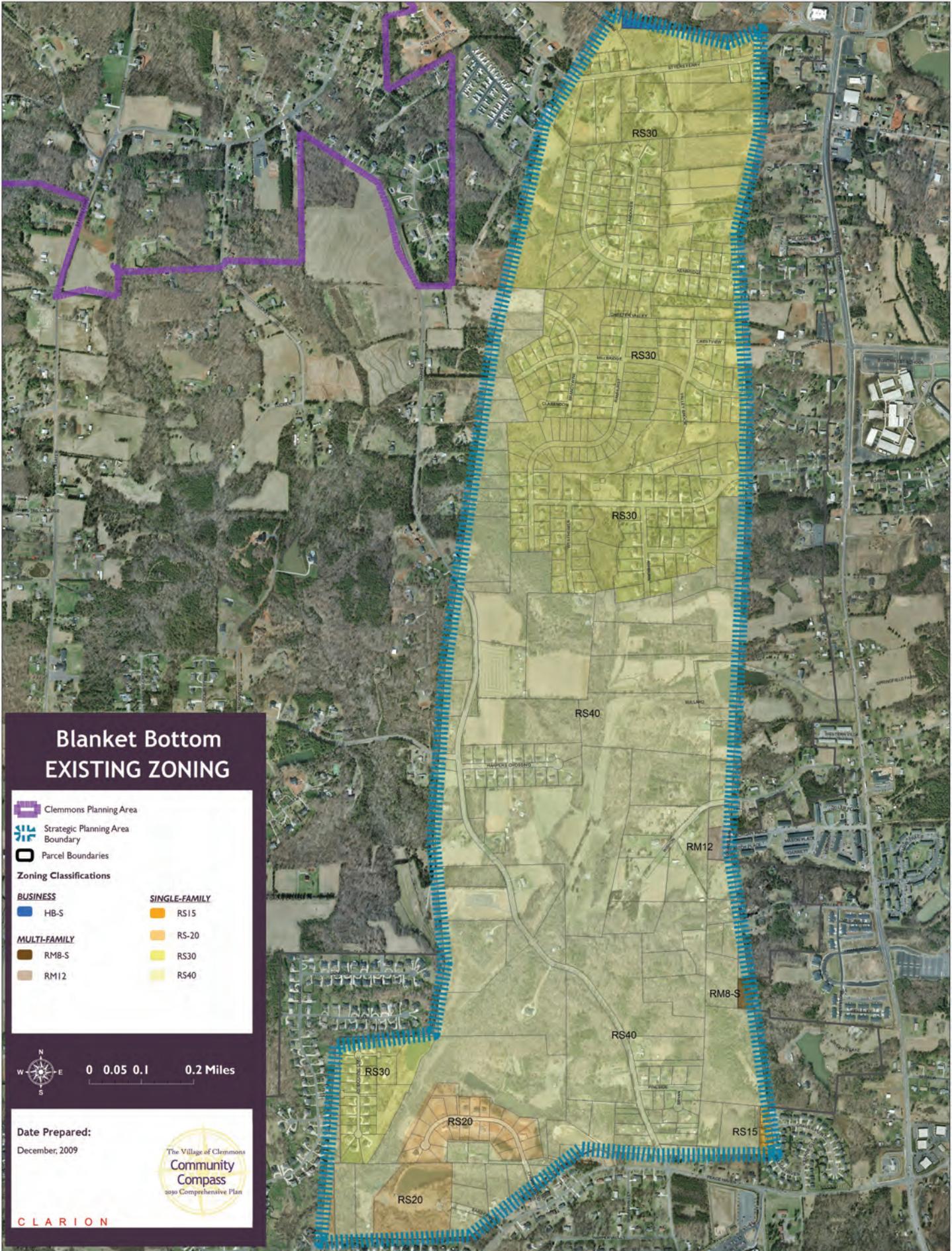
#### *Objective #49: Research Funding Options for Blanket Bottom Multi-Use Path*

Village staff should research funding opportunities to pay for multi-use path along Blanket Bottom Creek, including:

- North Carolina Parks and Recreation Trust Fund
- North Carolina Clean Water Management Trust
- American Greenways Program
- Federal Land and Water Conservation Fund

(See also objective #103.)





## Blanket Bottom EXISTING ZONING

-  Clemmons Planning Area
-  Strategic Planning Area Boundary
-  Parcel Boundaries

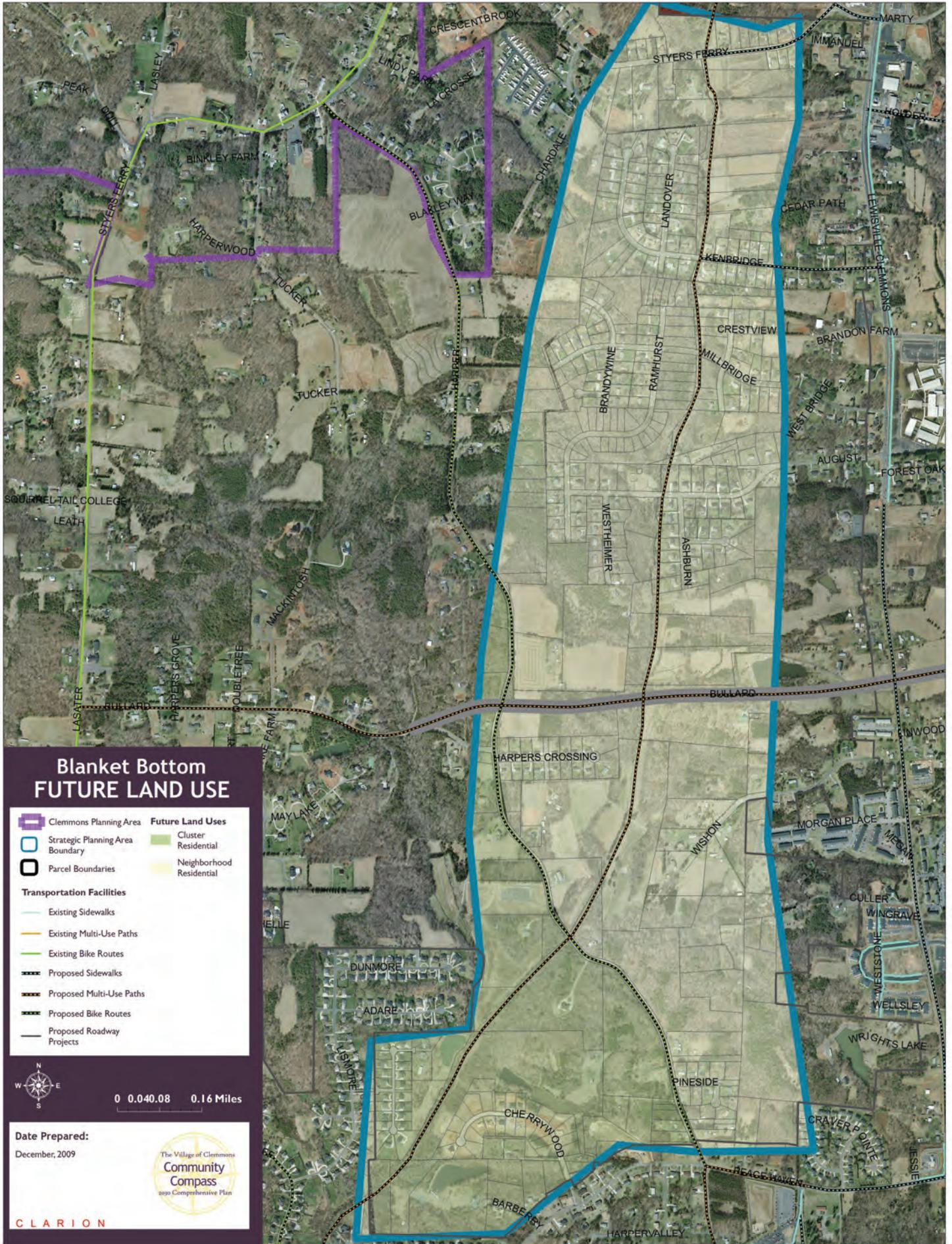
### Zoning Classifications

BUSINESS		SINGLE-FAMILY	
	HB-S		RS15
	RMB-S		RS-20
	RM12		RS30
			RS40



Date Prepared:  
December, 2009





# Blanket Bottom FUTURE LAND USE

- |  |                                  |  |                          |
|--|----------------------------------|--|--------------------------|
|  | Clemmons Planning Area           |  | Cluster Residential      |
|  | Strategic Planning Area Boundary |  | Neighborhood Residential |
|  | Parcel Boundaries                |  |                          |
- Transportation Facilities**
- Existing Sidewalks
  - Existing Multi-Use Paths
  - Existing Bike Routes
  - Proposed Sidewalks
  - Proposed Multi-Use Paths
  - Proposed Bike Routes
  - Proposed Roadway Projects



**Date Prepared:**  
December, 2009

**CLARION**

## Idols Road Area

### Existing Conditions

The Idols Road Strategic Planning Area includes two focus areas: one along the future Idols Road Extension in southern Clemmons east of Middlebrook Drive and one near a proposed future light rail station on Idols Road west of Middlebrook Road.

The planning area is primarily undeveloped with some industrial zoned properties (LI, GI) and low-density residential (RS-9, RS-15, RS-40). The planning area abuts residential areas and future development will need to address potential impacts on these neighborhoods. Floodplains exist on land in the eastern portion of the planning area.

### Planned Improvements

The Village Transportation Plan (VTP) includes critical improvements to the planning area that have an impact on development in the Idols Road corridor:

- The recommended Idols Road extension would provide connection to US-158 from Idols Road and points south, reducing the need to have trucks and industrial vehicles use in-town roads such as Middlebrook Road and US-158 at Lewisville-Clemmons Road to travel to regional destinations and connect to I-40.
- A future light rail line from Winston-Salem into Clemmons that terminates at a station on Idols Road in the southern part of the Village is identified on the future land use map. This line and station is part of a long-range regional transit planning effort and won't likely be constructed in the next 20 years or more.

### Future Land Use Intent

- The Idols Road Strategic Planning Area is intended for future employment development in the form of industrial and business parks. New employment development should not occur without adequate infrastructure in place, particularly the Idols Road extension.
- The existing Idols Road Corridor Design Guidelines should be applied to new and future employment development.
- Formal plans for future development of a light rail station are not firm at this time. The areas around the future station provide opportunities for higher-density, transit-oriented development such as mixed-use centers with residential, office, and retail uses that can benefit from a regional commuter rail stop. As the transit station site is developed, in the long-range future, careful consideration should be given to both land use planning and development around the station, as well as roadway access to the station from other parts of the Village.
- Future development in this area will require access to shopping and services. An activity center should be located in this area in the future, potentially around a future transit station.



- Discourage low-density development in the Idols Road Corridor that would inhibit future higher-intensity development of this area.

### Future Land Use Objectives

#### *Objective #50: Develop Formal Policy Requiring Infrastructure Before Employment Development*

Develop a formal policy that requires adequate infrastructure (i.e., roads, water, sewer) to be in place before new employment development can occur. (See also objective #26.)

#### *Objective #51: Encourage Very Low-Density Development in Short-Term and More Intense Development When Infrastructure is in Place*

Encourage Forsyth County to use land use controls in this area to promote lower density uses in the short-term, such as one dwelling unit per two acres. Encourage landowners to wait to develop their land until conditions are in place (i.e., sewer extension and planning for light rail station) for development of land at its highest and best use and potentially greater economic value.

#### *Objective #52: Advocate for Regional Beltway (I-40 Bypass)*

Continue to advocate regional transportation agencies for the Regional Beltway to provide traffic relief to this area.

#### *Objective #53: Consider Adopting Idols Road Design Guidelines as Overlay District*

Consider adopting the Idols Road Corridor Design Guidelines in the future as part of an overlay zoning district. (See also objective #28.)



# Idols Road EXISTING ZONING

**Clemmons Planning Area**  
**Strategic Planning Area**  
**Boundary**

**Zoning Classifications**  
**INDUSTRIAL**  
 GI  
 LI  
**SINGLE-FAMILY**  
 RS9  
 RS15  
 RS40

**Parcel Boundaries**  
**Floodplain**



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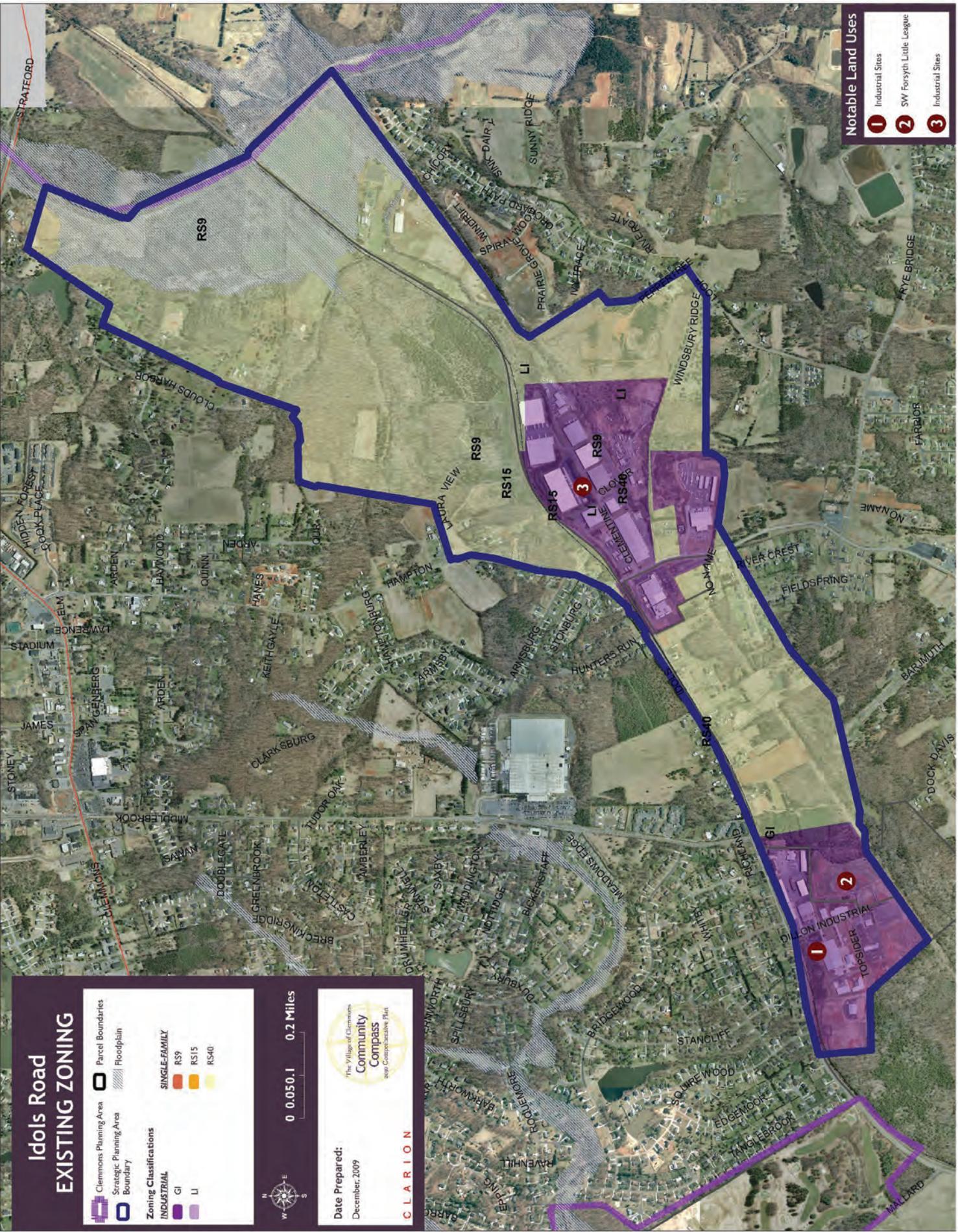


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December, 2009

CLARION

**Notable Land Uses**

- 1 Industrial Sites
- 2 SW Forsyth Little League
- 3 Industrial Sites



# Idols Road FUTURE LAND USE

	Clemmons Planning Area		Future Land Uses
	Strategic Planning Area Boundary		Potential Light Rail Station
	Parcel Boundaries		Parks / Open Space
	Transportation Facilities		Long-Range Growth Area Employment Area
	Existing Multi-Use Paths		
	Existing Sidewalks		
	Existing Bike Routes		
	Proposed Sidewalks		
	Proposed Multi-Use Paths		
	Proposed Bike Routes		
	Proposed Roadway Projects		



0.0.08.08 0.16 Miles

Date Prepared: December, 2009



**CLARION**

