

4 - Future Land Use Plan

OVERVIEW OF FUTURE LAND USE PLAN

The Clemmons Future Land Use Plan serves as a guide for development in Clemmons. It includes a single, planning-area map and five strategic planning area maps, as well as corresponding text to describe the intent, land use, and future design of areas. It does not carry the force of law like a zoning map, but instead gives decision-makers guidance when evaluating land use related policy and regulatory efforts.

Part 1: Future Land Use Map and Classifications

The first part of this chapter, Future Land Use Map and Classifications, defines the type of development that should occur in specific geographies throughout the Planning Area. The map shown on the next page is reinforced by land use classifications that describe the types of development and land use objectives the community should work to achieve.

Part 2: Strategic Planning Areas

The second part of this section, Strategic Planning Areas, addresses several geographic areas of the community that require additional land use planning emphasis beyond the Future Land Use Map. This section provides more detailed recommendations for the following strategic planning areas:

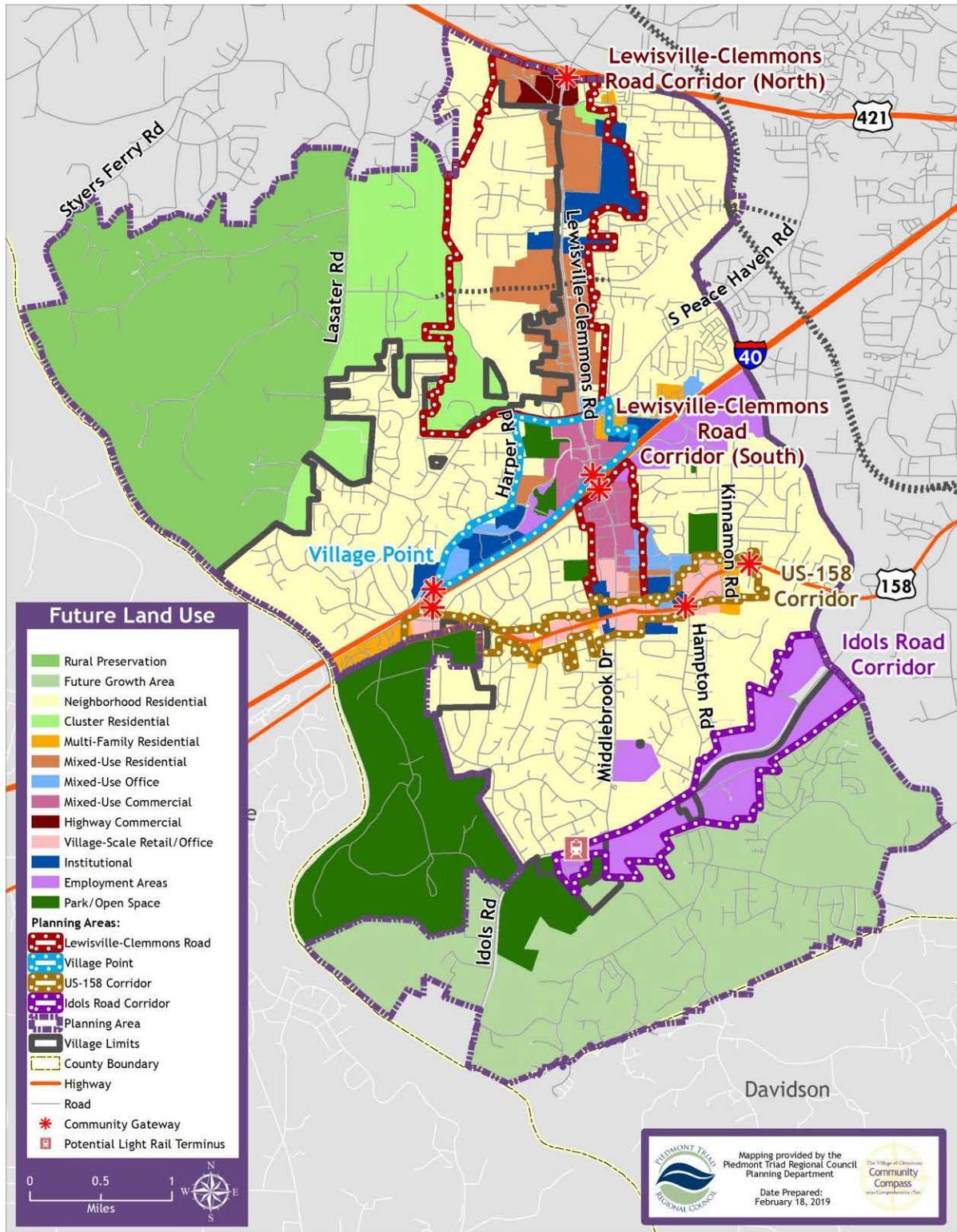
- Lewisville-Clemmons Road Corridor
- US-158 Corridor
- Village Point
- Idols Road Area

Forsyth County Lands in Planning Area

The Village supports development in the planning area within the County's planning and zoning jurisdiction that is consistent with the following objectives:

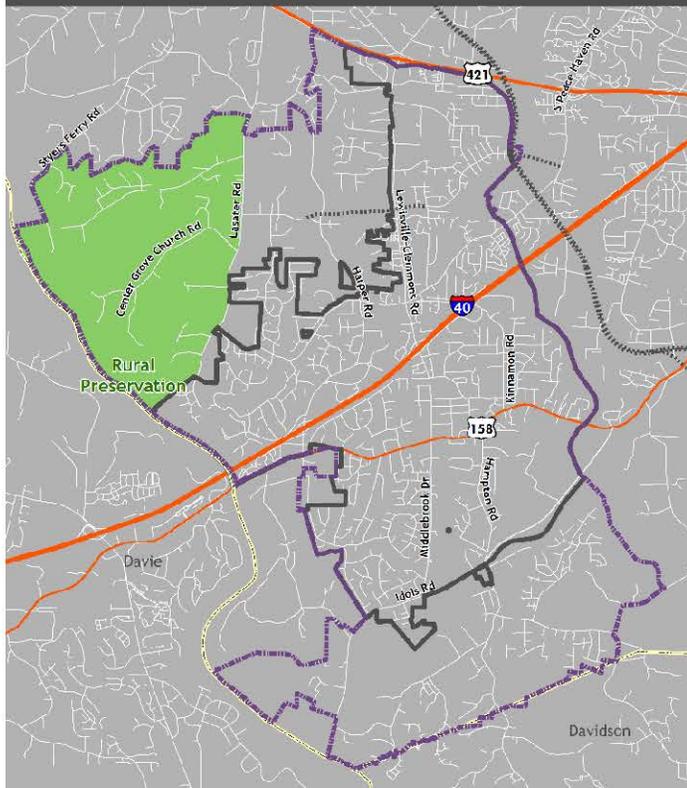
- New development meets the densities, development, and design standards set out by the Village through voluntary annexation into the Village
- Rezoning to higher density uses is done in accordance with the Future Land Use Map and Strategic Planning Area Maps





Note: Village Point Planning Area (Novant Health) has an existing adopted master plan with design guidelines, street elements, cross sections and other recommendations.

Future Land Use RURAL PRESERVATION



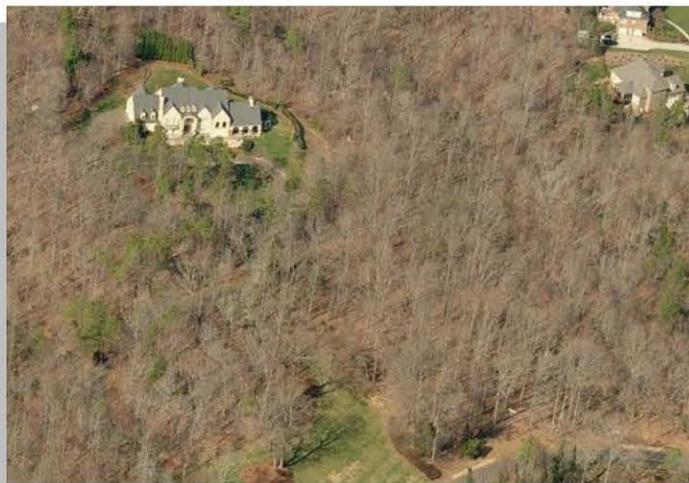
Rural Preservation

Area: 16.8% of planning area

Description: Rural preservation areas should maintain rural community character through lower intensity development that does not require expansion of public water and sewer. Appropriate development includes very-low density residential (1 dwelling unit per 2 acres or lower) and agricultural and rural uses, including small rural crossroads markets and churches. Curb and gutter and sidewalk improvements are not regarded as rural in character and should not be provided in these areas. Instead, greenways, paved paths, and trails should link communities. Low-impact designs such as rain gardens and bioswales should be used to manage stormwater runoff.

Objective # 12: Prohibit Private Sewage Package Plants in Rural Areas

Encourage Forsyth County to prohibit the use of private sewage package plants in this area.



Rural Preservation Areas, such as those shown here near Lasater Road, should continue to maintain low-density rural land uses and character over time.

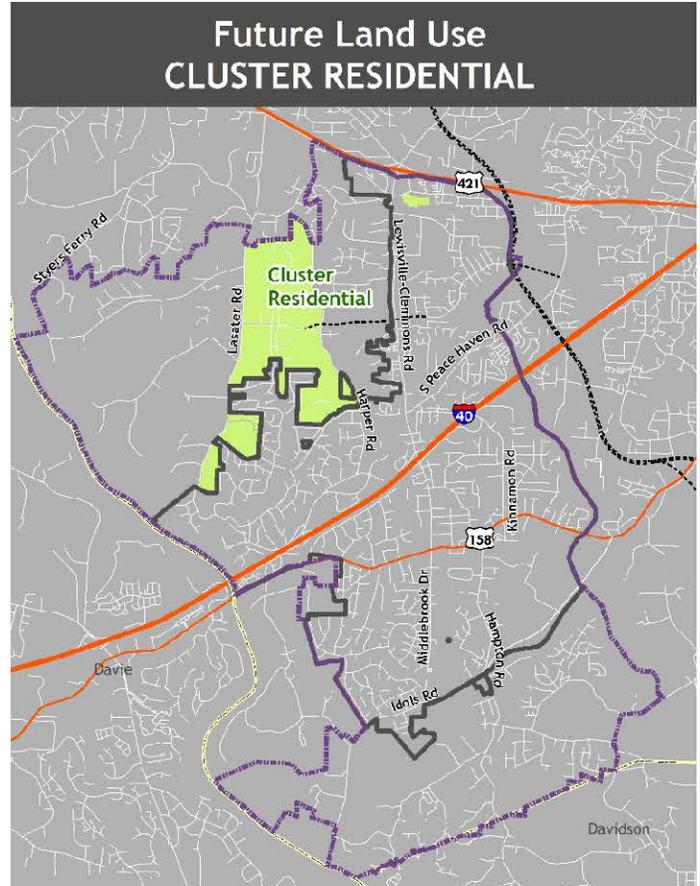
Cluster Residential

Area: 6.3% of planning area

Description: Cluster residential areas serve as a transitional area between rural preservation and neighborhood residential uses. Appropriate development includes single-family detached residential units designed in a suburban-style cluster pattern at a minimum of 2 units per acre. Cluster subdivisions provide an opportunity for developers to maintain the maximum lot yield of a traditional development while also protecting significant natural, cultural, and historical areas of the site. Cluster subdivisions employ smaller minimum lot size requirements in exchange for commonly protected open space that serves the entire development.

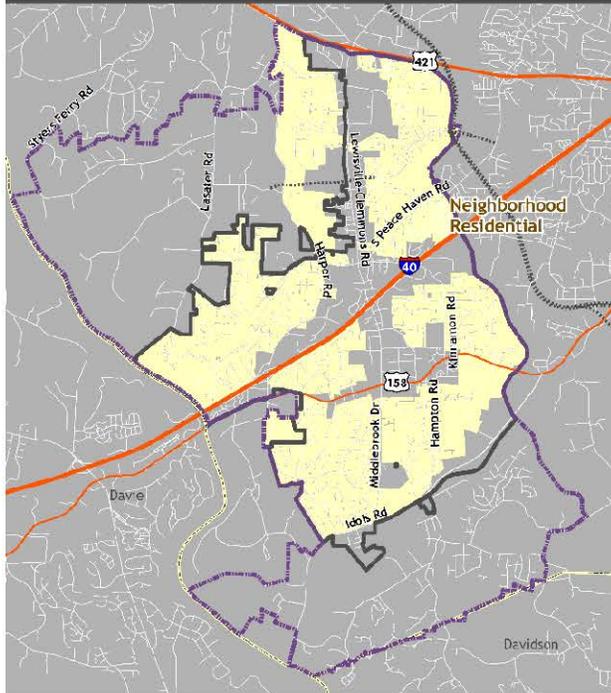


Cluster subdivisions provide open space amenities in trade for higher density, cluster residential patterns. Large yards are traded for expansive open space amenities. (Credit: Knowles Design)



Neighborhood Residential

Future Land Use NEIGHBORHOOD RESIDENTIAL



Area: 35.1% of planning area

Description: Neighborhood residential areas include existing and future single-family detached and attached housing that range in density by neighborhood. Neighborhood densities should be determined on a case by case basis generally allowing for higher densities that include single-family attached housing near major corridors and activity centers and lower densities that include only single-family detached housing near cluster residential and rural preservation areas.

Master planning of neighborhoods is encouraged and should include neighborhood parks and open spaces as part of the development program. Schools, churches, and other civic and institutional facilities are appropriate secondary uses and should incorporate design features to mitigate impacts on neighborhoods. Existing neighborhoods may include existing condominium or apartment housing. New master planned neighborhoods may also include condominium or apartment housing if located adjacent to major corridors or activity centers.

Subdivisions should be designed to provide vehicular, bicycle, and pedestrian access and connectivity throughout. Developments should connect to adjacent neighborhoods and commercial/employment areas. The protection of mature tree canopy is encouraged on private residential lots.



Neighborhood residential developments should promote walkability through sidewalks and greenways, such as this neighborhood shown here. (Credit Tanner Marlo)

Objective #13: Identify Infill Opportunities for Parks

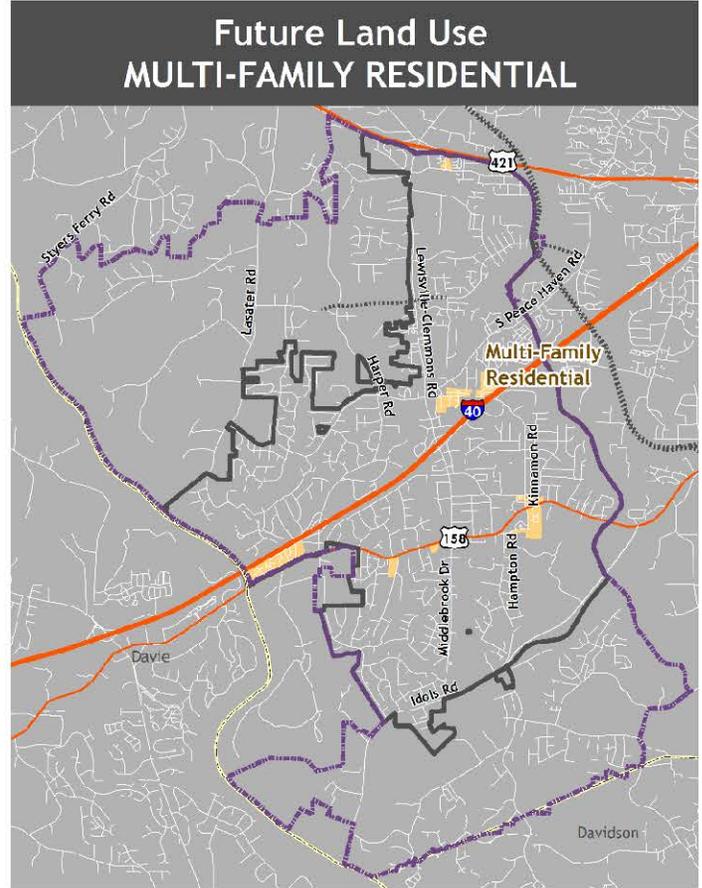
Identify opportunities to develop small neighborhood parks on infill lots in existing neighborhoods.

Multi-Family Residential

Area: 1.0% of planning area

Description: Multi-family residential uses provide higher density housing options, such as apartment and condominium complexes, near services and employment areas. Townhouses, condominiums, apartments, and other attached multi-family housing, such as senior housing are appropriate uses in this area. Multi-family residential areas may include existing single-family residential that can be redeveloped to a higher-intensity use, such as duplexes or townhouses, in the future.

Schools, churches, and other civic and institutional facilities are appropriate secondary uses. Also appropriate are neighborhood serving, small-scale, low-intensity offices and retail uses, such as coffee shops, dry cleaning facilities, and attorney offices. Secondary uses should incorporate design features to mitigate impacts on multi-family residential developments.



As existing multi-family areas are redeveloped over time, the quality and design of these places should be improved, like this example of an apartment complex that fronts street, connects to adjacent areas by sidewalks, and provides on-street.

Village-Scale Office and Retail

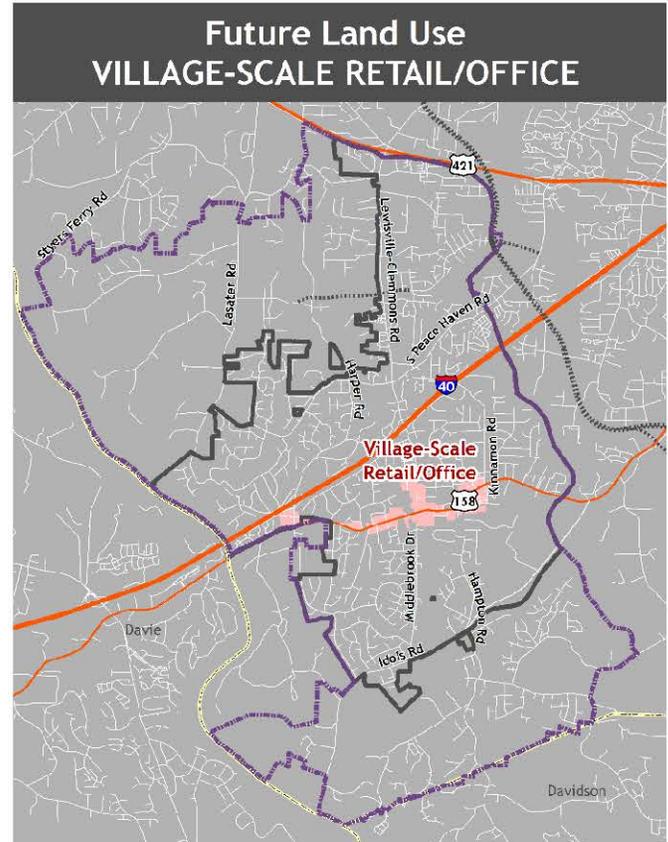
Area: 1.2% of planning area

Description: The Village-scale office and retail category is intended to maintain the historic scale of development along the US-158 corridor. Village-scale office and civic uses are appropriate in this corridor. Secondary uses include smaller commercial uses, such as corner markets, small restaurants, personal service shops, gift shops, and similar small retail uses.

Streetscape design standards developed for the US-158 corridor provide guidance for streetscape design, site orientation, and building frontages. Buildings within this corridor should not exceed two-stories and buildings should front the road with parking to the side or rear. Pedestrian access should be provided along the corridor and enhanced landscape and tree protection should maintain this as a “green corridor.”

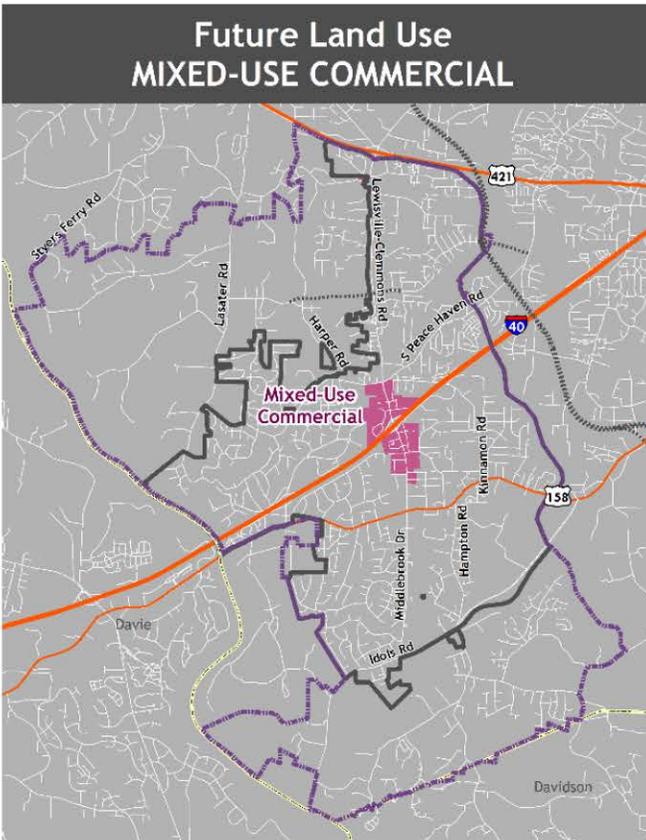
Objective #14: Develop Overlay Zoning District for US-158 Corridor

Using the US-158 Streetscape Guidelines as a starting point, adopt a new zoning overlay district for the US-158 Corridor. The overlay district should address building orientation, location of parking, landscaping and tree protection, building height, building materials, signage, and pedestrian and bicycle amenities.



Village-Scale Retail/Office should reflect the historic scale of development that was established in Clemmons in its early years – such as the Village House, shown here.

Mixed-Use Commercial



Area: 1.4% of planning area

Description: Mixed-use commercial land uses should provide a mix of urban scale retail, commercial, office, residential, and institutional land uses with a focus on commercial and retail uses. Properties within the County’s jurisdiction should conform to municipal standards if developing mixed-use commercial in nearby areas.

The intent of the commercial classification is to promote development or redevelopment of existing commercial corridors to make them accessible by car, bike, and foot, to make them more visually appealing from the road, and to make corridors safer and less stressful to navigate.

Developments should be master-planned and designed in a manner that provides a vertical (multi-story) or horizontal (multiple-uses on a site) mix of uses.

Developments should be designed with consistent design themes, including architectural features and signage. Internal circulation for vehicles and pedestrians should be provided between uses. It is recommended that Mixed-Use Commercial developments be approved as Planned Developments and that the development approval include provisions for the amount of each type of use that the development should contain.



Mixed-Use Commercial developments should blend retail, office, and residential uses using urban style design to promote walkability and access. (Credit: TheCityFix and citta)

Objective #15: Continue to Provide Incentives for Mixed-Use Commercial Development

Amend the Unified Development Ordinance to provide incentives for Pedestrian Business zoning districts (i.e., mixed-use commercial) to encourage mixed-use commercial development in appropriate locations, such as reduced fees, reduced parking requirements, and other incentives.

Highway Commercial

Area: 0.3% of planning area

Description: Highway commercial uses include existing retail, general commercial, hospitality, and commercial uses serving travelers. This future land use classification is intended to guide future development and redevelopment near the intersection of US-421 and Lewisville-Clemmons Road.

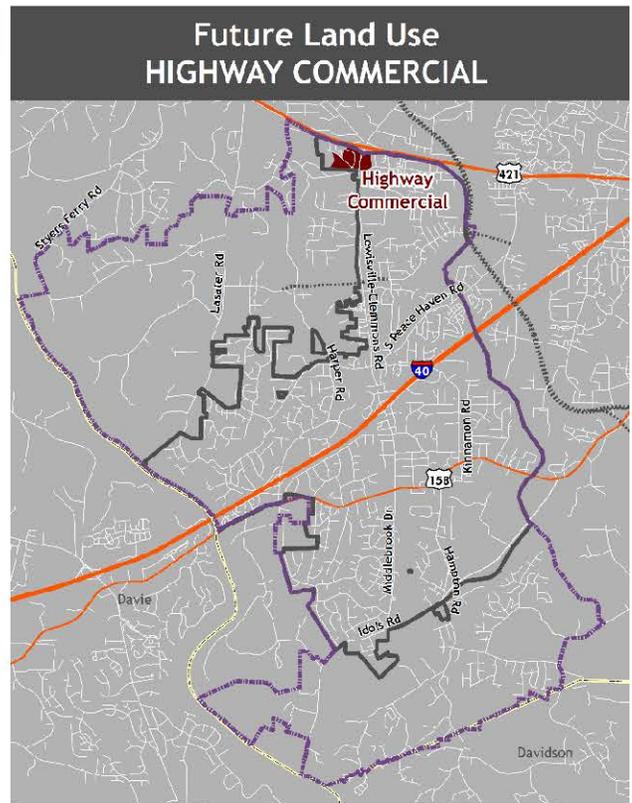
Development is generally more auto-oriented than other commercial classifications, but provides adequate pedestrian access between adjacent developments. Master planning of larger area is preferred to small lot development. Newly developed or redeveloped areas should enhance the community gateway located at this intersection.

Objective #16: Encourage Sidewalk Development on Lewisville-Clemmons Road

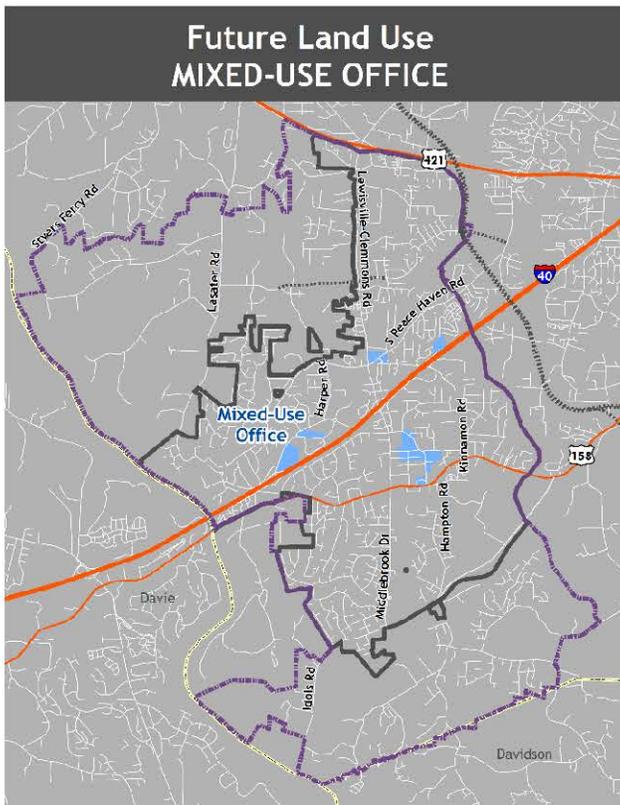
Encourage development of sidewalks on both sides of Lewisville-Clemmons Road to provide opportunities for pedestrian transportation between land uses, designed to reduce conflicts with driveways and curb cuts.

Objective #17: Amend the UDO to Encourage Master Planned Developments (partially complete)

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 than what exists and use of a master plan process to avoid incremental, small-parcel development/redevelopment.



As the Highway Commercial area redevelops, buildings should be located closer to the front of parcels near the road and include vegetative buffering and sidewalks to facilitate pedestrian and vehicular access.



Mixed-Use Office

Area: 0.8% of planning area

Description: The mixed-use office land use designation should include a mix of office, institutional, and single-family detached housing. As appropriate to specific contexts, single-family attached and multi-family housing may also be appropriate uses. This designation is intended for existing and newly developing office employment areas.

Office developments occurring within a block of Highway 158 should be developed as smaller scale office uses, such as conversion of single-family homes to office uses. In more dense areas, office uses should be developed in a manner that provides a vertical (multi-story) or horizontal (multiple uses on a site) mix of uses within a development. Office developments should be designed with consistent design themes as part of the development program, including architectural features and signage. Internal circulation for vehicles and pedestrians should be provided between uses.



Mixed-Use Office developments should incorporate consistent design themes that use high quality materials and building articulation to create visual interest. (Credit: Grand Rapids Business Journal)

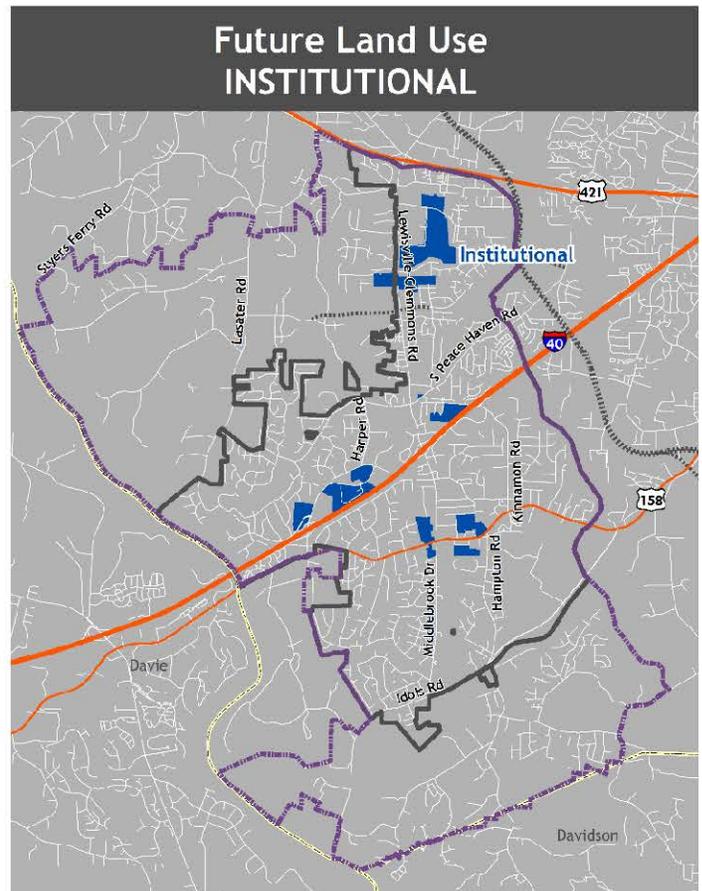
Institutional

Area: 2.2% of planning area

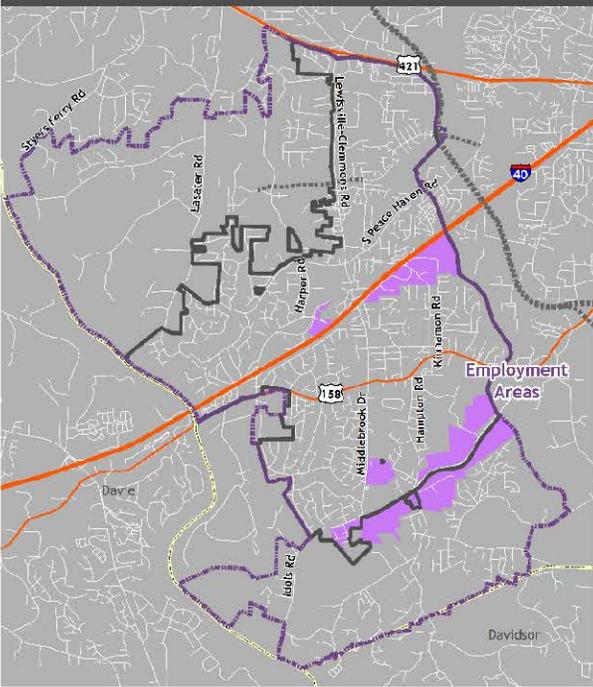
Description: The institutional future land use classification is intended for existing and future schools, civic uses, churches, medical facilities, hospitals, and other public uses. These high intensity uses should be designed to reduce impacts on adjacent neighborhoods. These developments should provide pedestrian and bicycle connections to employment/commercial and residential areas and be designed to create internal connectivity.



Institutional uses should be designed to fit the context of the area, such as the Clemmons Fire Department, shown here, that is located on James Street. Below is the Clemmons Moravian Church



**Future Land Use
EMPLOYMENT AREA**



Employment Area

Area: 4.9% of planning area

Description: Employment areas are intended to provide concentrated opportunities for high quality employment facilities designed to have minimal impacts on adjacent residential neighborhoods. Primary uses include corporate office headquarters, business parks, light manufacturing and assembly, research and development, warehousing and building trade showrooms, and offices. Secondary uses include retail services that serve the employment developments, such as small restaurants and convenience stores incorporated into business park developments. Employment areas should be organized using a “campus” style design that is visually consistent and integrated and provides internal circulation for vehicles and pedestrians between buildings. Higher intensity industrial uses, warehouses, and outdoor storage areas should be located away from major and minor thoroughfares to protect the views from road corridors. Developments should include roadway buffers and provide natural and structural buffers between adjacent lower-intensive uses. Less intense business park and light industrial developments are appropriate to occur along major and minor thoroughfares.

Objective #18: Adopt Formal Policy Requiring Adequate Infrastructure

For employment areas that are not fully developed (i.e., land in the Idols Road Extension Corridor), adopt a formal policy that requires that new development be served by adequate road, water/sewer and open space and recreation infrastructure before land can be rezoned to a higher intensity employment use.



Employment area developments should be designed as high-quality campuses, such as this example. (Credit: Glackin Thomas Panzak)

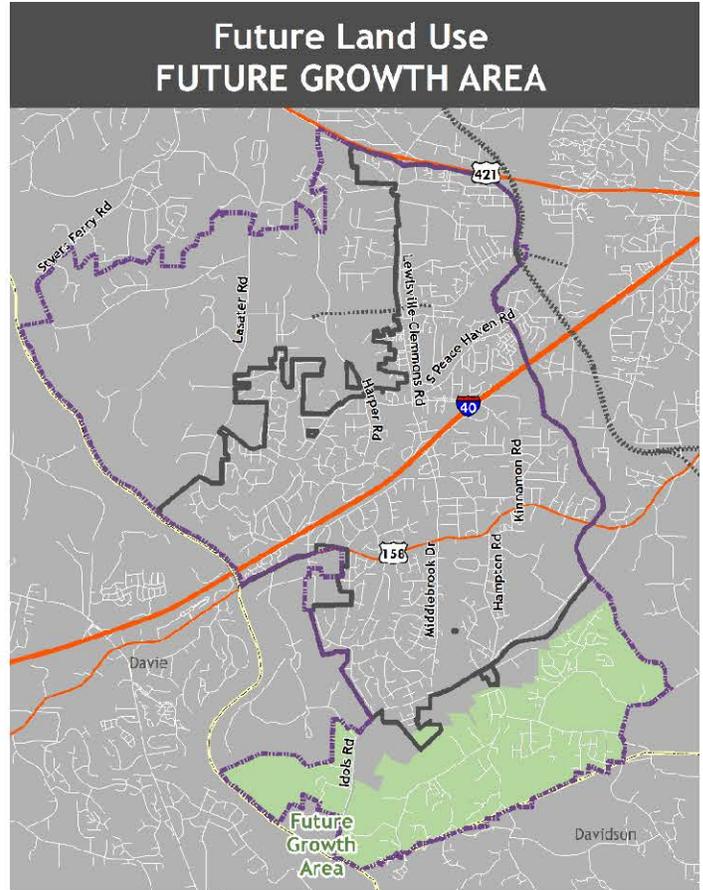
Future Growth Area

Area: 16.8% of planning area

Description: This future land use classification is intended for areas not yet served by public infrastructure, but planned for future long-range development at least seven years out or more. Appropriate short-range land uses include very-low intensity residential uses with a density of 1 unit per 2 acres or lower that do not require expansion of public facilities.



The Southern Future Growth Area is not expected to be served by adequate infrastructure (sewer and roads) to support higher levels of development. Intensive development should not occur in this area until infrastructure is in place.



Objective #19: In Future, Identify Mixed Use Center

When this area becomes prime for development and plans for infrastructure improvements are implemented, the Village should identify an appropriately located mixed use center to provide services, shopping, and dense housing options to residents of this southern area. Potential sites could include areas near a proposed transit station, the intersection of Frye Bridge and Hampton or the intersection of Dock Davis and Hampton roads.