

Appendices

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Appendix A: Plan Maps

This appendix provides full-page layouts for smaller maps provided or referenced within the body of the plan. It also provides page references for full page maps that are located within the main body of the plan.

Full Page Maps in Appendix

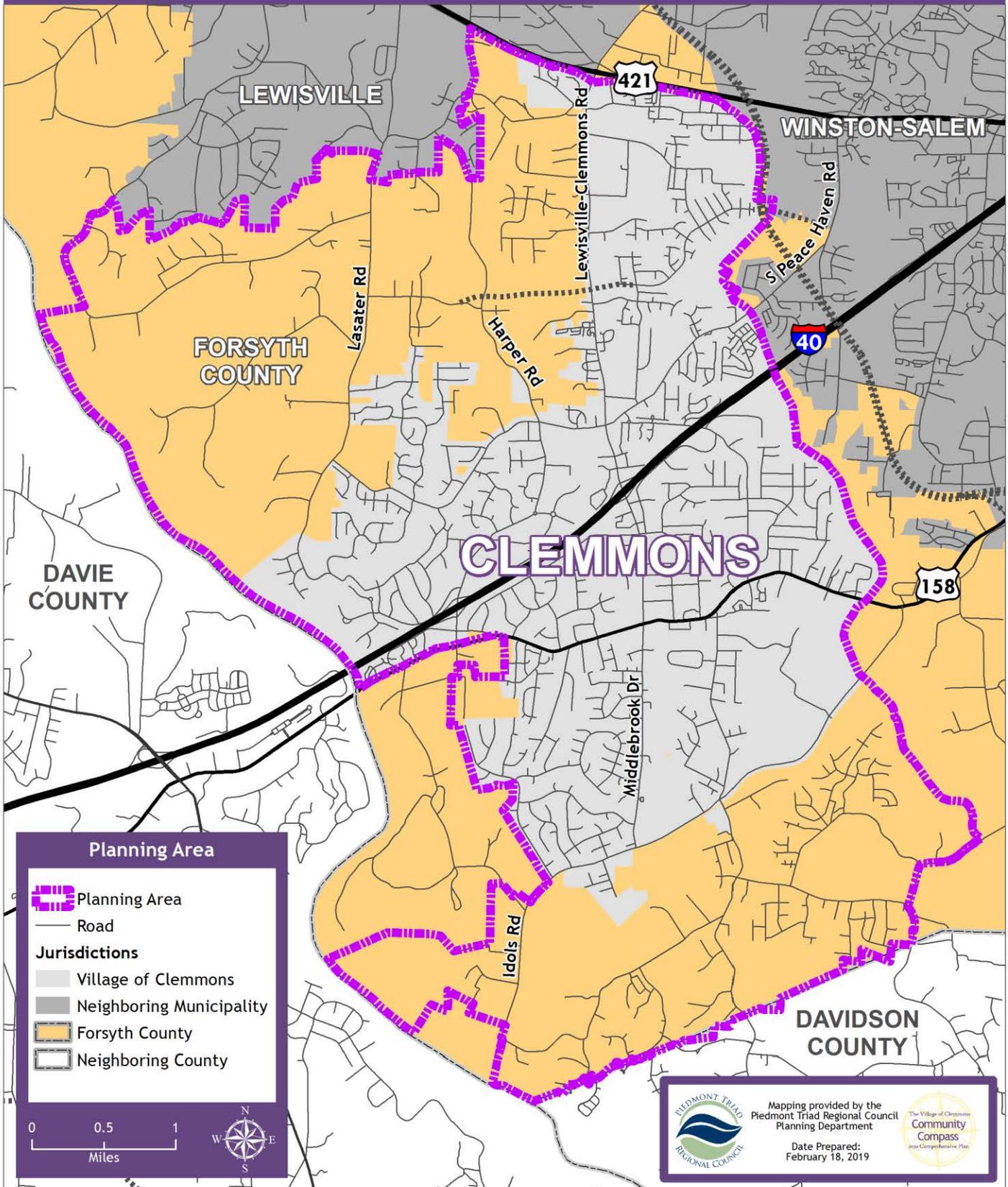
- Planning Area
- Growth Management Areas
- Existing Land Use
- Water Supply Watershed
- Environmental Features
- Public Facilities
- Future Land Use & Strategic Planning Areas
- Zoning

Full Page Maps within Plan

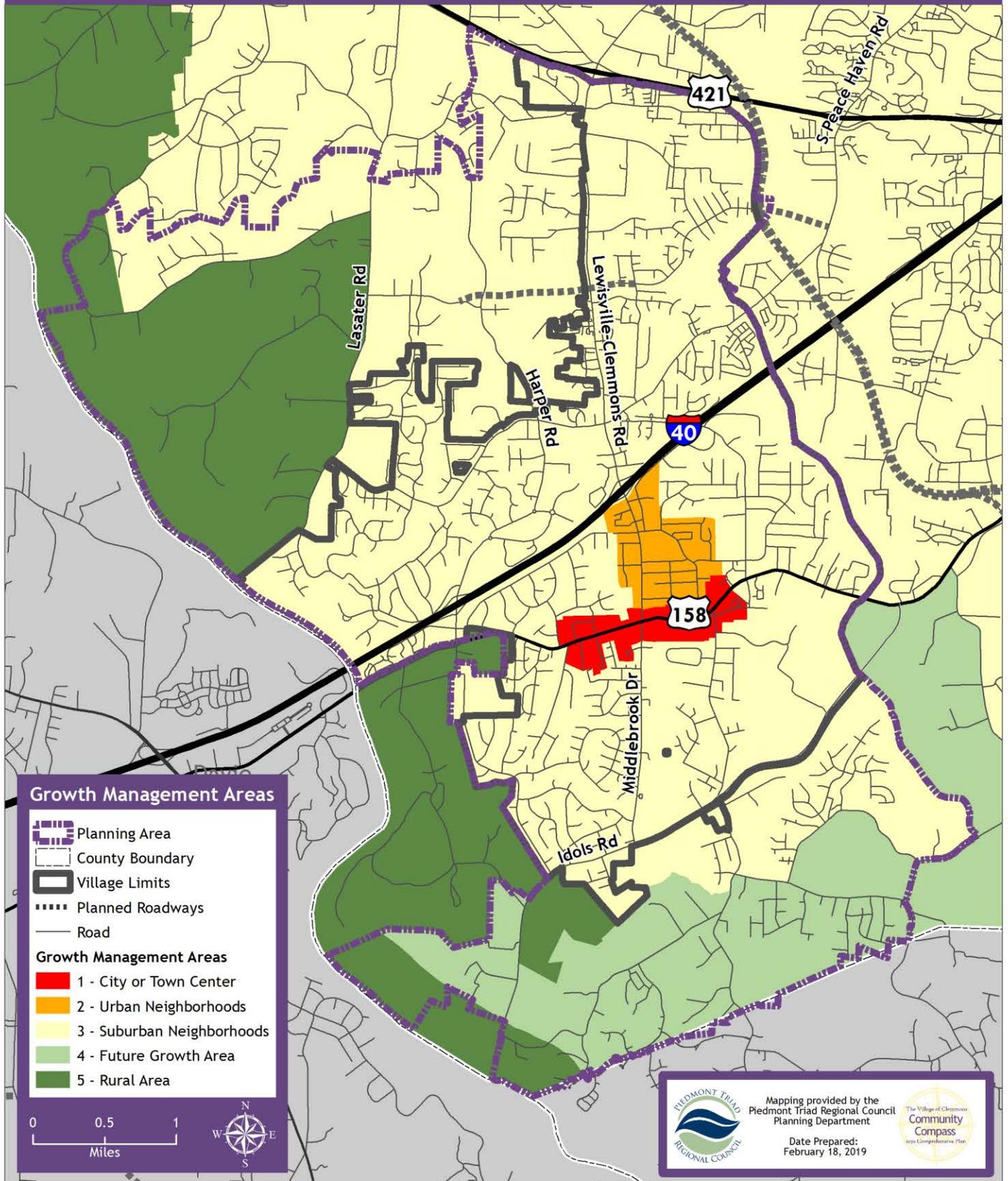
- Lewisville-Clemmons Road North Future Land Use – Page 47
- Lewisville-Clemmons Road North Future Land Use – Page 48
- US-158 Corridor Future Land Use – Page 51
- Village Point Future Land Use – Page 54
- Idols Road Corridor Future Land Use – Page 57



Planning Area



Growth Management Areas



Growth Management Areas

- Planning Area
- County Boundary
- Village Limits
- Planned Roadways
- Road

Growth Management Areas

- 1 - City or Town Center
- 2 - Urban Neighborhoods
- 3 - Suburban Neighborhoods
- 4 - Future Growth Area
- 5 - Rural Area



Mapping provided by the
Piedmont Triad Regional Council
Planning Department

Date Prepared:
February 18, 2019

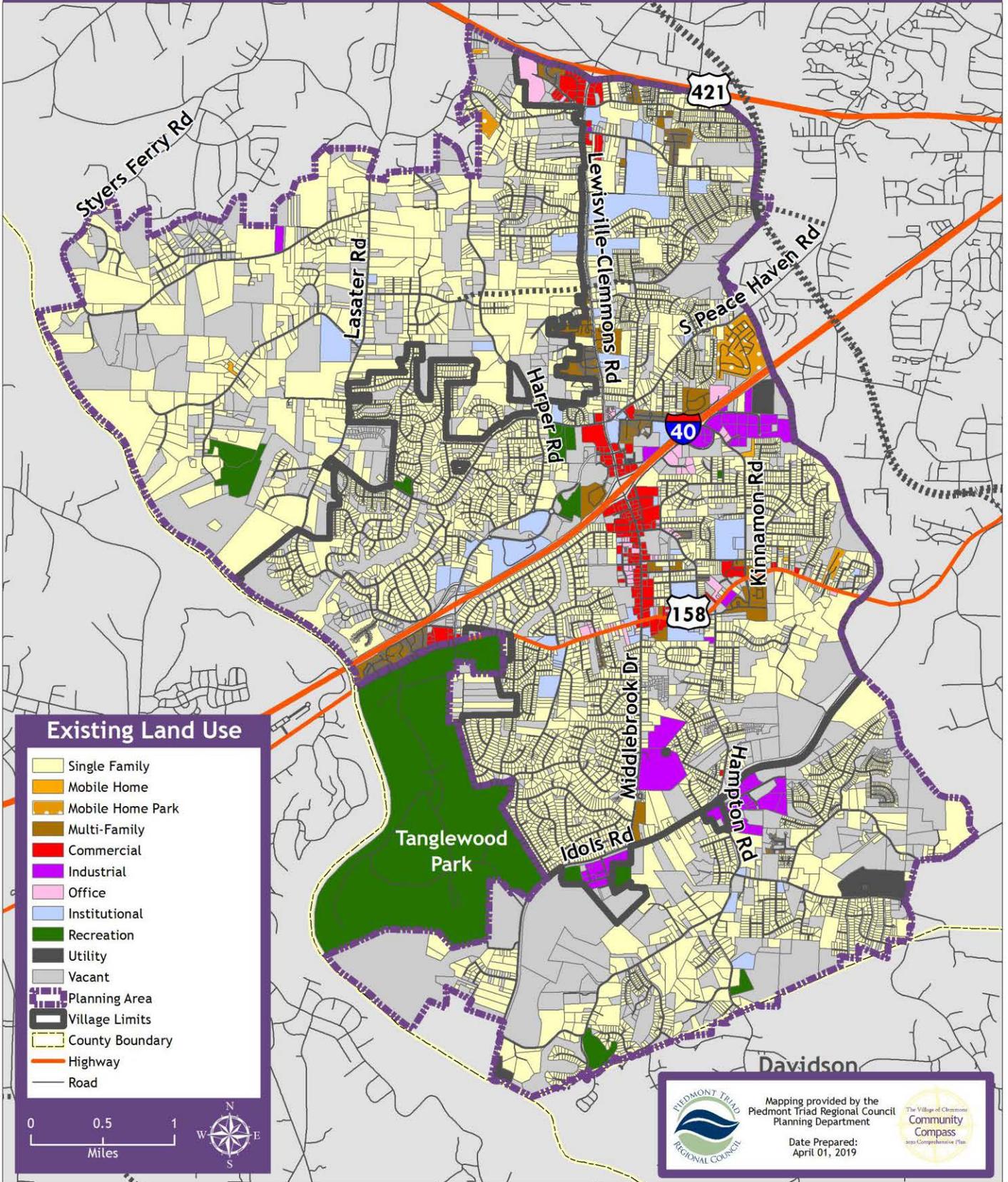


The Village of Clemmons
Community
Compass

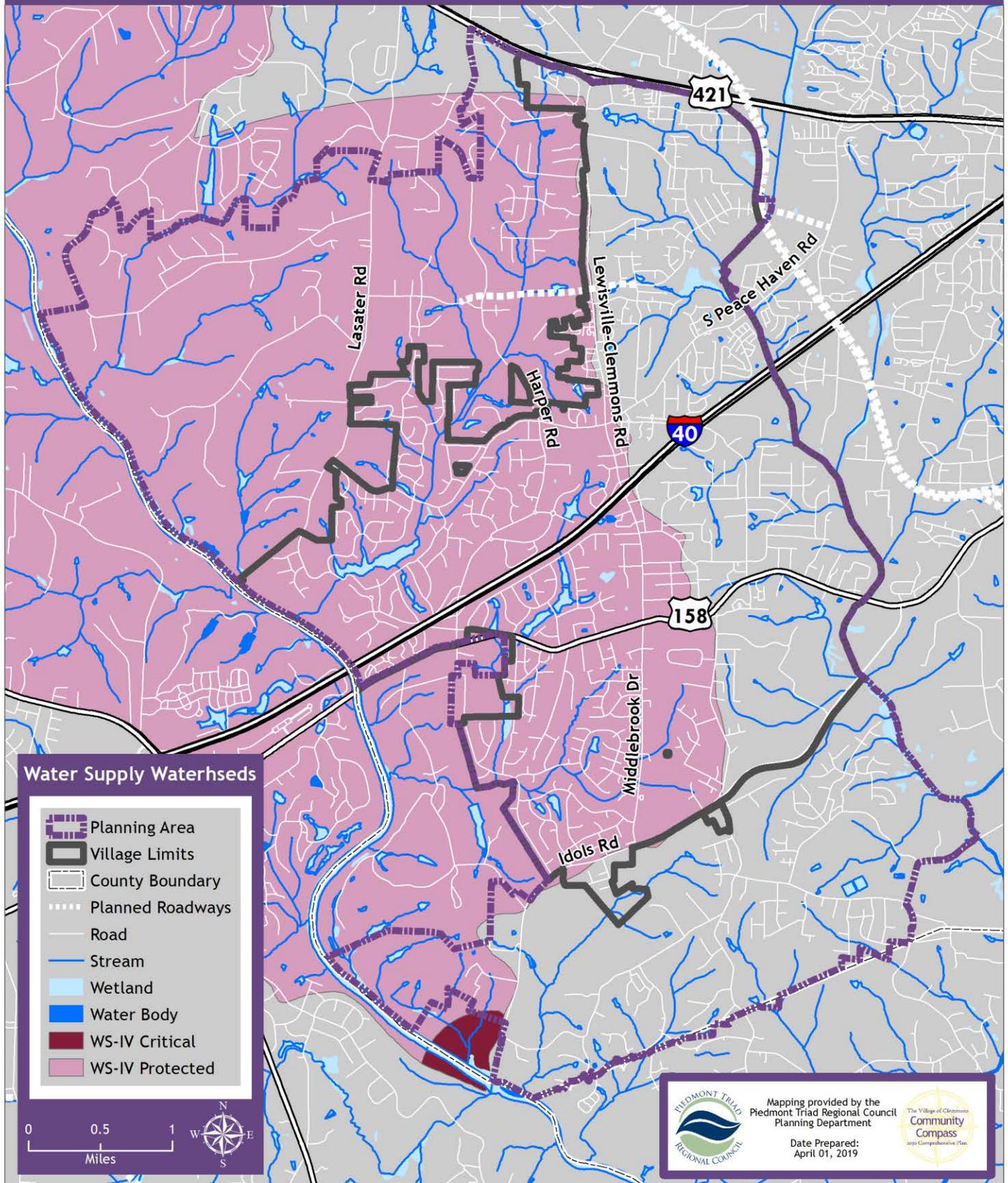
2019 Comprehensive Plan



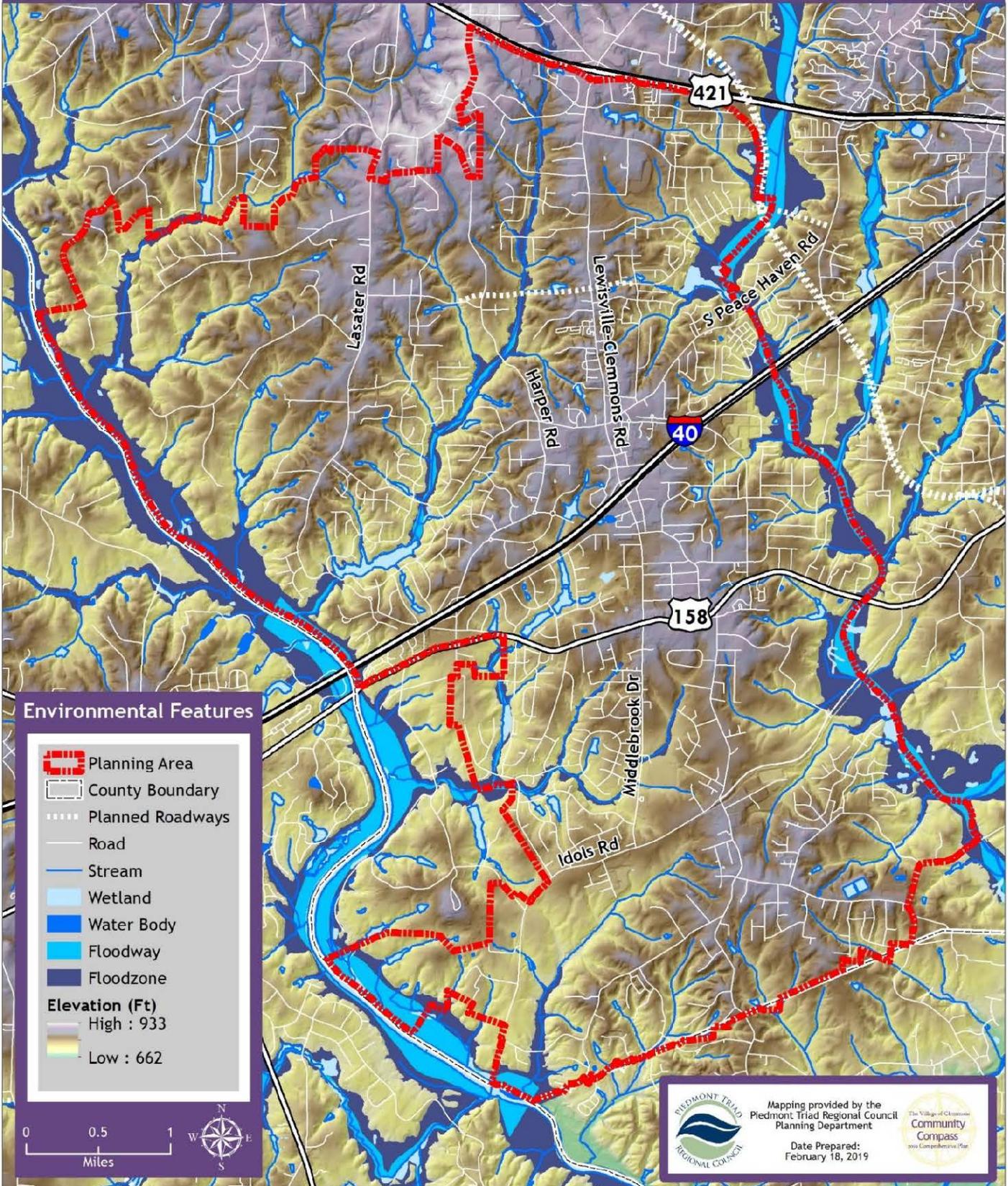
Existing Land Use



Water Supply Watersheds



Environmental Features



Environmental Features

- Planning Area
- County Boundary
- Planned Roadways
- Road
- Stream
- Wetland
- Water Body
- Floodway
- Floodzone

Elevation (Ft)
 High : 933
 Low : 662

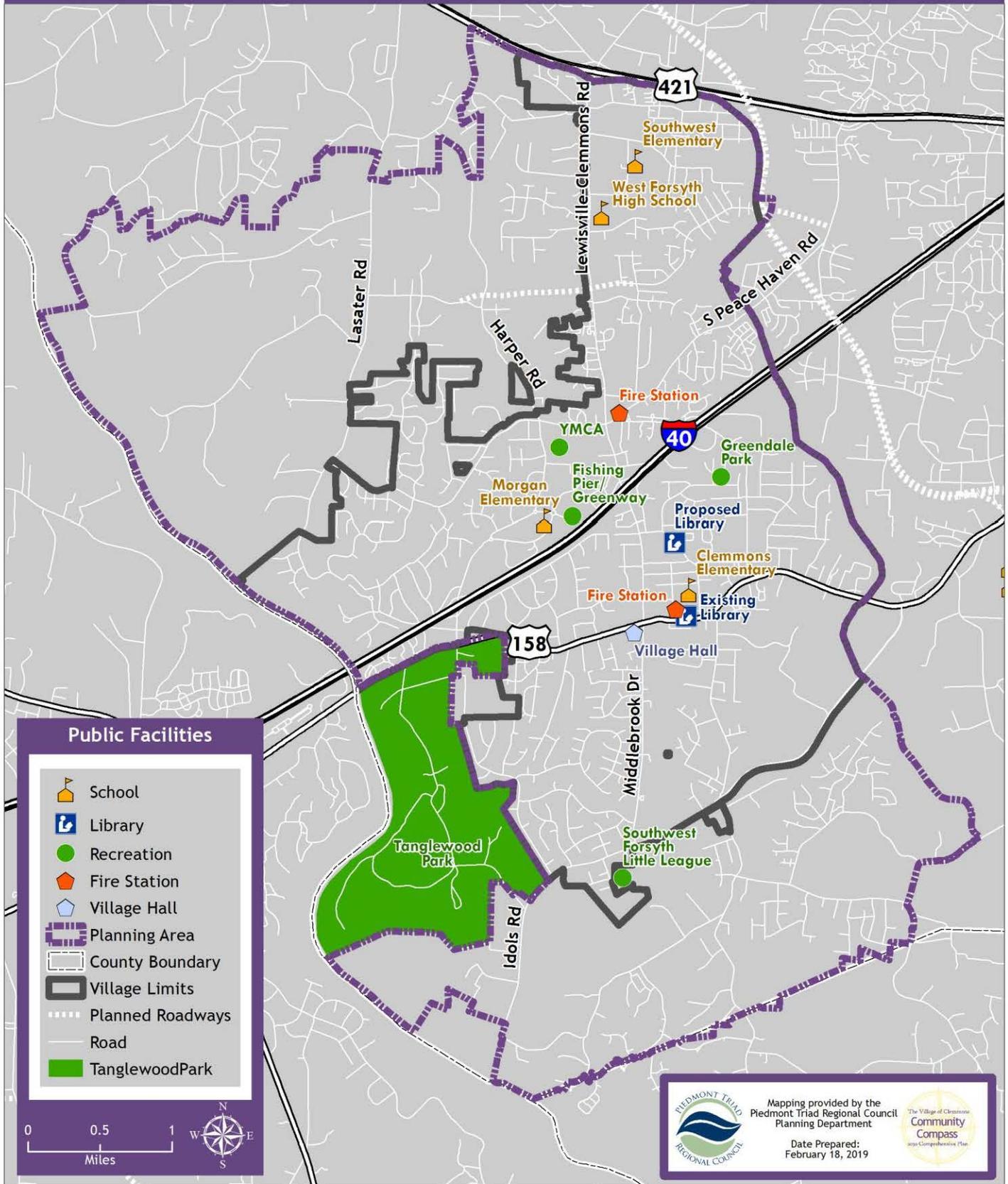
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Miles

Mapping provided by the
 Piedmont Triad Regional Council
 Planning Department

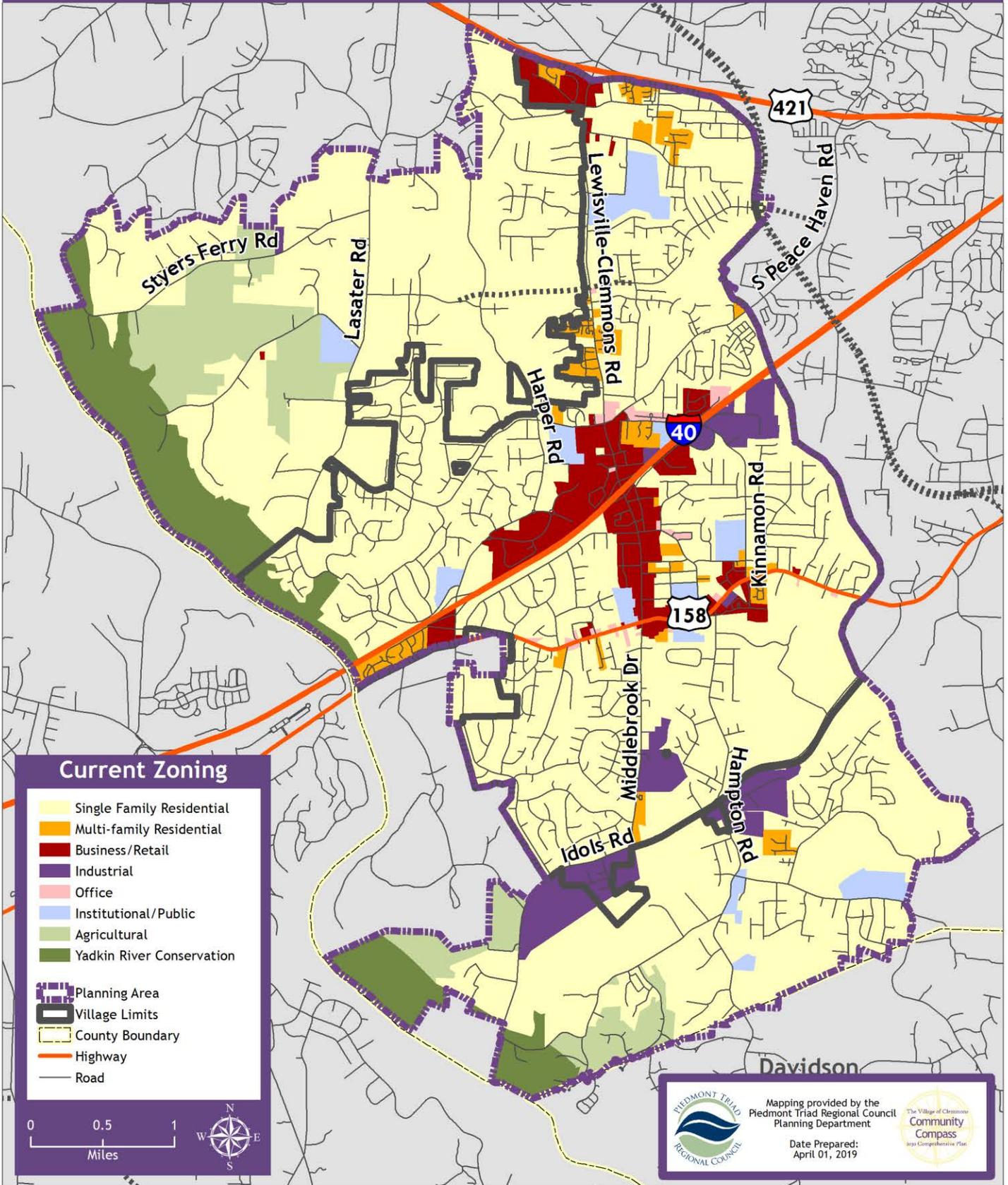
Date Prepared:
 February 18, 2019

The Village of Clemmons
 Community
 Compass
 2019 Comprehensive Plan

Public Facilities



Current Zoning



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Appendix B: Plan Glossary



PLAN GLOSSARY

Action Items

Specific initiatives that can be pursued and undertaken that will promote achievement of goals and objectives. Action items in this plan describe tasks, identify parties responsible for implementing the tasks, and identify the objectives that would be promoted by completion of the tasks.

Activity Centers

A community focal point providing for the combination of general retail, service commercial, professional office, higher density housing (townhouses, apartments, and condominiums), and appropriate public/quasi-public uses.

Beltway

A divided highway designed to interstate standard diverting traffic around a major metropolitan center.

Bikeway

A corridor designated and/or reserved for bicyclists.

Bonus Density

A regulatory provision that gives developers the ability to build at higher densities than allowed under base zoning for choosing to develop under a cluster residential subdivision option.

Compact Development

A development philosophy that emphasizes development of vacant and underused lots before expanding the boundaries of an urban area, and encourages higher residential densities and non-residential development intensity as a means of conserving open space and rural character.

Community Center

A compact center of predominantly civic character but with a core of mixed-use commercial and residential uses that will be developed in Clemmons. This center will serve as the iconic “heart” of the community. The development will have a recognizable center, discrete physical boundaries, and a pedestrian scale and orientation. Community programming and events are important components of the Center.

Comprehensive Plan

A compendium of goals and objectives regarding long term development, in the form of maps and accompanying text, that articulates the community’s vision.

Corridor Plan

A plan focused on managing development along a transportation corridor.

Economic Development

Efforts that seek to improve the economic well-being of a community, including job creation and tax base growth.

Goal

A general direction-setter. It is an ideal future end related to the public health, safety, or general welfare. A goal is a general expression of community values and, therefore, may not be quantifiable or time-dependent. Defining goals is often the initial step of a comprehensive plan, with more specific objectives defined later. Comprehensive plans differentiate between broad, unquantifiable goals and specific objectives. The direction of change is communicated with a goal, but not the size of the change or a timeframe.

Greenway

Areas of protected open space, typically with a multi-use trail for recreation, transportation, and conservation purposes and link ecological, cultural, and recreational amenities.

Intergovernmental Cooperation

An arrangement between two or more governments for accomplishing common goals or providing a mutual service.

Jurisdiction

A unit of local government such as a county or village. Also used to refer to the legal authority to enact and administer zoning regulations.

Mixed-Use

A type of development that combines residential, commercial, and/or office uses into one development or building. For example, a mixed-use building could have several floors. On the bottom floor, the space could be dedicated to retail or offices. The remaining two or three floors could be for apartments or condominiums.

Objective

A specific end, condition, or state that is an intermediate step toward reaching a goal. It should be achievable. An objective may pertain to one particular aspect of a goal or it may be one of several successive steps toward goal achievement. Consequently, there may be more than one objective for each goal.



Open Space

Any parcel or area of water or land that is essentially unimproved and devoted to an open space use for the purpose of (1) the preservation of natural resources; (2) outdoor recreation; or (3) public health and safety.

Payment-In-Lieu

Payment given to the Village by a land developer in place of a site improvement or dedication of land for a specific public use.

Rain Gardens

Shallow (2"-18") depressions on a development site, typically planted with colorful native plants, strategically located to collect, infiltrate and filter rain that falls on hard surfaces like roofs, driveways, alleys, or streets to minimize negative impacts of excessive runoff from these surfaces on rivers and streams.

Strategic Planning Areas

Geographic areas of the community that require local, site-specific land use planning attention and emphasis, beyond that which is contained in the community-wide land use plan, because of localized or unique conditions.

Sustainability

The concept of "sustainability" involves the ability of a community and society to meet the needs of the present population while ensuring that future generations have the same or better opportunities. The concept envisions growth and development occurring in a manner that conserves natural resources and minimizes degradation of the natural environment.

Unified Development Ordinance

A combined document that includes all of Clemmon's development regulations (zoning districts, subdivision, watershed, etc.), which allows property owners and other users to easily find information.

Walkable / Pedestrian-Friendly

A walkable environment should have some of these characteristics: well-maintained and continuous wide sidewalks, well-lighted streets, high street connectivity, a safety buffer between pedestrians and motorized vehicles (such as trees, shrubs, streetside parked cars, green space between pedestrians and cars), minimal building setbacks, and land use patterns characterized as mixed-use.

Zoning Districts

Discrete, geographic areas in the Village of Clemmons within which certain uses of land and buildings are permitted, certain other uses of land and buildings are prohibited, and within which certain development and design standards are applied by the Village. Zoning districts that exist in the Village of Clemmons as of adoption of this Comprehensive Plan are located in Appendix

Appendix C: Zoning District Descriptions



ZONING DISTRICT DESCRIPTIONS

Table 1: Clemmons' Zoning Districts¹

ZONING DISTRICT	DESCRIPTION
RESIDENTIAL ZONING DISTRICTS	
YR – Yadkin River Conservation Minimum zoning lot = 130,680 square feet	Intended primarily to protect the community's main water supply, preserve the historic features of the area, and preserve the natural beauty of a continuous conservation corridor along the Yadkin River. This zoning district is the most restrictive, with low density residential as the primary use allowed.
AG – Agricultural Minimum zoning lot = 40,000 square feet	Intended primarily to accommodate uses of an agricultural nature and to accommodate scattered non-farm residences on large tracts of land, but not intended for residential subdivisions and small lots.
RS-40 – Residential Single Family Minimum zoning lot = 40,000 square feet	Intended to accommodate single family detached dwellings on large lots in areas without access to public water and sewer services. The district is established to promote single family detached residences where environmental features, public service capacities, or soil characteristics necessitate limited development.
RS-30 – Residential Single Family Minimum zoning lot = 30,000 square feet	Intended to accommodate single family detached dwellings on approximately three-quarter (0.75) acre lots in areas without access to public water and sewer services.
RS-20 – Residential Single Family Minimum zoning lot = 20,000 square feet	Intended to accommodate single family detached dwellings in suburban areas to promote orderly development in areas where public water is available.
RS-15 – Residential Single Family Minimum zoning lot = 15,000 square feet	Intended to accommodate low to moderate density single family detached dwellings in suburban and urban areas where public facilities, including public water and sewer, public roads, parks, and other governmental support services are available.
RS-12 – Residential Single Family Minimum zoning lot = 12,000 square feet	Intended to accommodate moderate density single family detached dwellings in suburban and urban areas where public facilities, including public water and sewer, public roads, parks, and other governmental support services are available.
RS-9 – Residential Single Family Minimum zoning lot = 9,000 square feet	Intended to accommodate relatively high density single family detached dwellings in suburban and urban areas where public facilities, including public water and sewer, public roads, parks, and other governmental support services are available.
RS-7 – Residential Single Family Minimum zoning lot = 7,000 square feet	Intended to accommodate high density single family detached dwellings in urban areas where public facilities, including public water and sewer, public roads, parks, and other governmental support services are available.

¹ Source: Village of Clemmons Unified Development Ordinance, adopted May 27, 2008 and amended August 2008

ZONING DISTRICT	DESCRIPTION
<p>RSQ – Residential Single Family Quadraplex Minimum zoning lot = Depends upon type of housing</p>	<p>Intended to accommodate a mixture of single family detached dwellings, duplexes, triplexes, and quadraplexes in urban neighborhoods and in areas with adequate infrastructure to support more intense development where public facilities, including public water and sewer, public roads, parks, and other governmental support services are available.</p>
<p>RM-5 – Residential Multifamily Minimum zoning lot = Depends upon type of housing</p>	<p>Intended to accommodate low density pedestrian-oriented sites and communities containing duplexes, twin homes, multifamily and townhouse residential buildings with three or four units, and similar residential uses at a maximum overall density of five (5) units per acre where public facilities, including public water and sewer, public roads, parks, and other governmental support services are available.</p>
<p>RM-8 – Residential Multifamily Minimum zoning lot = 8,000 square feet</p>	<p>Intended to accommodate duplexes, twin homes, townhouses, multifamily, and other low intensity multifamily uses at a maximum overall density of eight (8) units per acre where public facilities, including public water and sewer, public roads, parks, and other governmental support services are available.</p>
<p>RM-12 – Residential Multifamily Minimum zoning lot = 7,000 square feet</p>	<p>Intended to accommodate multifamily uses at a maximum overall density of twelve (12) units per acre where public facilities, including public water and sewer, public roads, parks, and other governmental support services are available.</p>
<p>RM-18 – Residential Multifamily Minimum zoning lot = 5,000 square feet</p>	<p>Intended to accommodate multifamily uses at a maximum overall density of eighteen (18) units per acre where public facilities, including public water and sewer, public roads, parks, and other governmental support services are available and the site has direct access to a minor or major thoroughfare.</p>
<p>RM-U – Residential Multifamily Minimum zoning lot = 5,000 square feet</p>	<p>Intended to accommodate multifamily uses at a maximum at unrestricted densities where public facilities, including public water and sewer, public roads, parks, and other governmental support services are available and the site has direct access to a minor or major thoroughfare.</p>
<p>MH – Manufactured Housing Development Minimum zoning lot = 10,000 square feet</p>	<p>Intended to accommodate manufactured housing developments with a maximum overall density of five (5) units per acre where public facilities, including public water and sewer, public roads, parks, and other governmental support services are available.</p>
COMMERCIAL ZONING DISTRICTS	
<p>NO – Neighborhood Office Minimum zoning lot = 6,000 square feet</p>	<p>Intended to accommodate very low intensity office uses within converted single family detached units that are located on the periphery of established residential areas, along major and minor thoroughfares. This district provides convenient locations for offices which require limited parking and which generate little traffic, and serves as a transitional land use between residential uses and commercial districts.</p>
<p>LO – Limited Office Minimum zoning lot = 10,000 square feet</p>	<p>Intended to accommodate moderately intense medical, professional, administrative, and governmental office uses on small to mid-sized sites in a suburban setting. The district is typically located near the intersection of a collector street or thoroughfare in areas which are otherwise developed with residences and serves as a transition between residential uses and commercial districts.</p>

ZONING DISTRICT	DESCRIPTION
<p>CPO – Corporate Park Office Minimum zoning lot = n/a</p>	<p>Intended to accommodate office and research and development uses in a planned, campus-like setting compatible with adjacent residential uses. Auxiliary assembly and warehousing activities maybe permitted as part of a total project and may contain limited commercial uses within employment centers. The district is intended for large sites with direct access to thoroughfares which provide locations for major development.</p>
<p>GO – General Office Minimum zoning lot = 10,000 square feet</p>	<p>Intended to accommodate high intensity office uses and supporting services. The district is established to provide locations for employment with access to thoroughfares.</p>
<p>NB – Neighborhood Business Minimum zoning lot = 6,000 square feet</p>	<p>Intended to accommodate very low intensity office, retail, and personal service uses close to or within residential areas. The district is established to provide convenient locations for businesses which serve everyday household needs of nearby residents without disrupting the character of the neighborhood and is not intended to attract customers from outside the neighborhood or which primarily cater to motorists.</p>
<p>PB – Pedestrian Business Minimum zoning lot = n/a</p>	<p>Intended to accommodate office, retail, service, institutional and high density residential uses which customarily serve community and convenience business needs of smaller communities and urban nodes. The district is intended to encourage the development of attractive business concentrations in the central core of Clemmons and should include pedestrian-oriented design through elements such as buildings pulled up to the street, on-street parking, street trees, covered arcades, awnings, storefront display windows, public/private outdoor spaces, wide sidewalks, and building entrances facing the street.</p>
<p>LB – Limited Business Minimum zoning lot = 10,000 square feet</p>	<p>Intended to accommodate moderately intense neighborhood shopping and service centers close to residential areas, providing locations for businesses which serve nearby neighborhoods. The district is typically located near the intersection of a collector street or thoroughfare in areas which are otherwise developed with residences and may serve as a transition between residential districts and other commercial districts.</p>
<p>NSB – Neighborhood Shopping Center Business Minimum zoning lot = n/a</p>	<p>Intended to provide for development of integrated, self-contained shopping and service centers designed to meet the daily retail and service needs of residents in the surrounding area. The district is designed to be compatible with adjacent residential areas by limiting uses and access drives, and by providing substantial setbacks and landscape buffers. The establishment of a neighborhood shopping center district does not establish justification for future commercial zoning in the area.</p>
<p>HB – Highway Business Minimum zoning lot = 20,000 square feet</p>	<p>Intended to accommodate retail service and distributive uses and should provide locations for establishments which require high visibility and good road access, or which cater primarily to traveling motorists. However, the district is not intended to encourage or accommodate strip commercial development and should have substantial front setbacks.</p>

ZONING DISTRICT	DESCRIPTION
<p>GB – General Business Minimum zoning lot = 10,000 square feet</p>	<p>Intended to accommodate a wide range of retail, service, and office uses located along thoroughfares in areas which have developed with minimal front setbacks, including destination retail and service uses characterized by either a larger single business use or the consolidation of numerous uses in a building or planned development with consolidated access. However, the district is not intended to encourage or accommodate strip commercial development.</p>
<p>CB – Central Business Minimum zoning lot = n/a</p>	<p>Intended to encourage high intensity, compact urban development and accommodate a wide range of uses, including office, retail, service, and institutional developments in a pedestrian-oriented setting, as well as high density residential development. The uses may be mixed on the same tract or within the same structure.</p>
<p>MRB – Major Retail and Business Minimum zoning lot = n/a</p>	<p>Intended to ensure that major retail projects are adequately analyzed through site plan review and supplemental criteria in order to determine their compatibility with the surrounding community. This district is characterized by large sized destination shopping in a single structure, or as part of a large shopping center.</p>
INDUSTRIAL ZONING DISTRICTS	
<p>LI – Limited Industrial Minimum zoning lot = 10,000 square feet</p>	<p>Intended to accommodate limited manufacturing, wholesaling, warehousing, research and development, and related commercial and service activities which have little or no adverse effect upon adjoining properties.</p>
<p>CPI – Corporate Park Industrial Minimum zoning lot = n/a</p>	<p>Intended to accommodate a wide range of assembling, fabricating, and light manufacturing activities, and such ancillary industrial activities as warehousing and distribution. Commercial uses are permitted as accessory to industrial development. This district is established to provide locations for industrial development which has little or no impact on adjoining properties.</p>
<p>GI – General Industrial Minimum zoning lot = 43,560 square feet</p>	<p>Intended to accommodate a wide range of assembling, fabricating, and light manufacturing activities. This district is established for the purpose of designating appropriate locations and establishing development regulations for uses which may have significant environmental impacts or which require special measures to ensure compatibility with adjoining properties.</p>
<p>CI – Central Industrial Minimum zoning lot = n/a</p>	<p>Intended to accommodate a wide range of assembling, fabricating, and light manufacturing activities. This district is intended to encourage and permit continuation of a significant non-office employment base in the central area of Clemmons.</p>

ZONING DISTRICT	DESCRIPTION
INSTITUTIONAL AND MIXED-USE ZONING DISTRICTS	
IP – Institutional and Public Minimum zoning lot = 10,000 square feet	Intended to accommodate public and institutional uses which have a limited land use impact or traffic generation potential upon surrounding uses. The district is intended to accommodate smaller, less intensive public and institutional uses which have concentrated service areas and are located in or near residential areas, or larger, less intensive recreational or institutional facilities in rural areas.
C – Campus Minimum zoning lot = 20,000 square feet	Intended to accommodate medium to large-sized public, semi-public, and institutional uses which have a major land use impact or traffic generation potential upon surrounding uses. The district is intended to accommodate larger, more intensive public and institutional uses which have extensive service areas and are centrally located.
MX-S – Mixed-Use Special Minimum zoning lot = 5,000 square feet	Intended to accommodate and integrate a balanced mixture of residential, commercial, and in some cases, light industrial uses within the district and the surrounding area. Building mass, rhythm, scale, and transition, as well as cohesive and connected pedestrian and vehicular networks are intended to be key elements of the overall design. The district offers flexibility in design and layout requirements to achieve a greater choice of living and working environments and should be compatible with natural terrain and surrounding uses, protect natural and/or historic resources, and provide useful open spaces.
OVERLAY AND SPECIAL PURPOSE ZONING DISTRICTS	
NCO – Neighborhood Conservation Overlay	Intended to preserve and enhance the appearance and special character of certain older neighborhoods by encouraging reuse of existing buildings and new infill development which respects the context of the existing built and natural characteristics.
TO – Thoroughfare Overlay	Intended to encourage development and redevelopment which preserves the visual quality and functional operation of major roadways; to enhance the visual image of the community; to promote traffic safety; and to preserve property values.
H – Historic HO – Historic Overlay	Intended to safeguard the heritage of the community by preserving those areas that embody important elements of the community's culture, history, architectural history, or archaeology; and to promote the use and conservation of such areas for the education, pleasure, and enrichment of the residents of Forsyth County and the State.

Appendix D: Community Input

This section compiles results from the 1) Community Survey and 2) series of 4 public input meetings held between 2017 and 2018. Planning board and village council meeting results can be found in public meeting archives and are summarized in Chapter 1 of the Clemmons Community Compass.

COMMUNITY SURVEY RESULTS

Survey Overview

The community survey for the plan update consisted of 51 questions including demographics, land use and growth preferences Village-wide and for specific areas (e.g. Idols Road, US 158 and Lewisville-Clemmons Road North), transportation, parks, quality of life and communications. There were 42 multiple choice questions and 9 open-ended response questions. Over half of the multiple choice questions captured additional “other” responses.

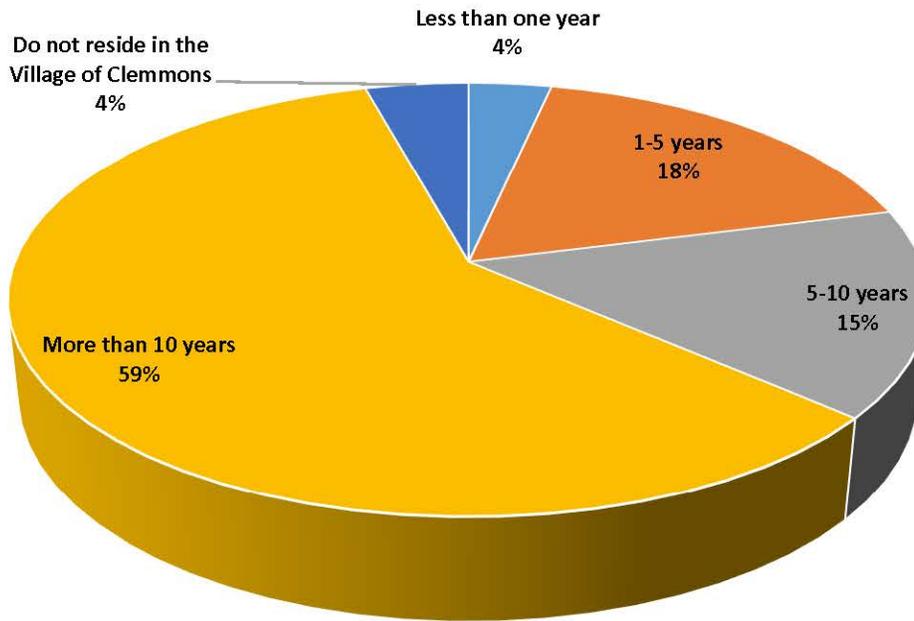
The following pages will show each question results, with the number of responses to each question. One question was removed (Question 6) from the results due to a rating scale that did not include what number was for best and worst. To insure there was no bias in the results, they were discarded.

Distribution & Response Rate

Survey responses were collected between July and September 2017. The survey was distributed via social media, e-mail, the Clemmons Courier, Village Hall and through Talk of the Town (a coupon mailer). There were 585 individuals who responded to the survey, with a 52% completion rate. Some “open-ended” survey questions will total more than the total responses to each question, due to the respondent offering more than one idea.

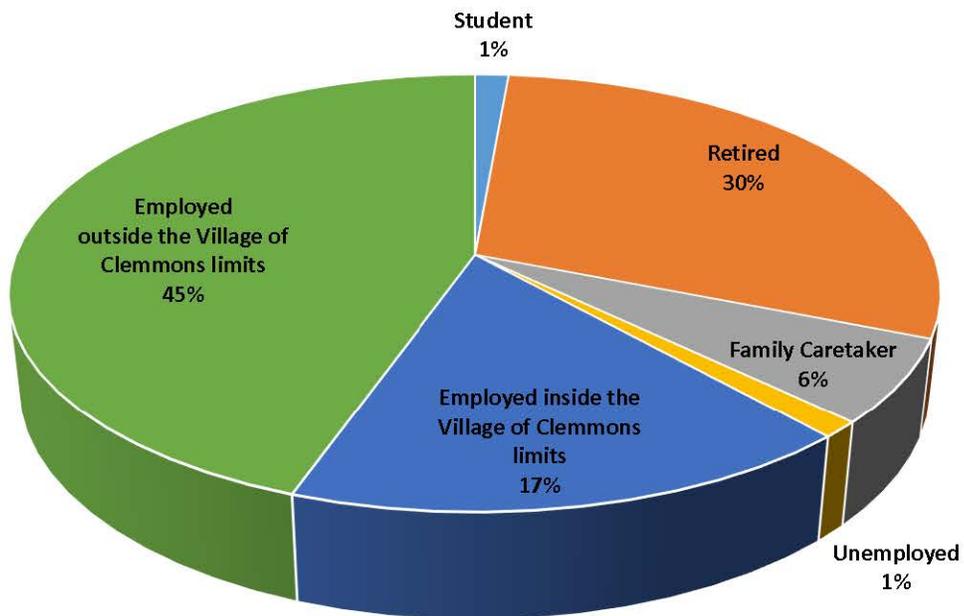


Q1 How long have you lived in the Village of Clemmons?



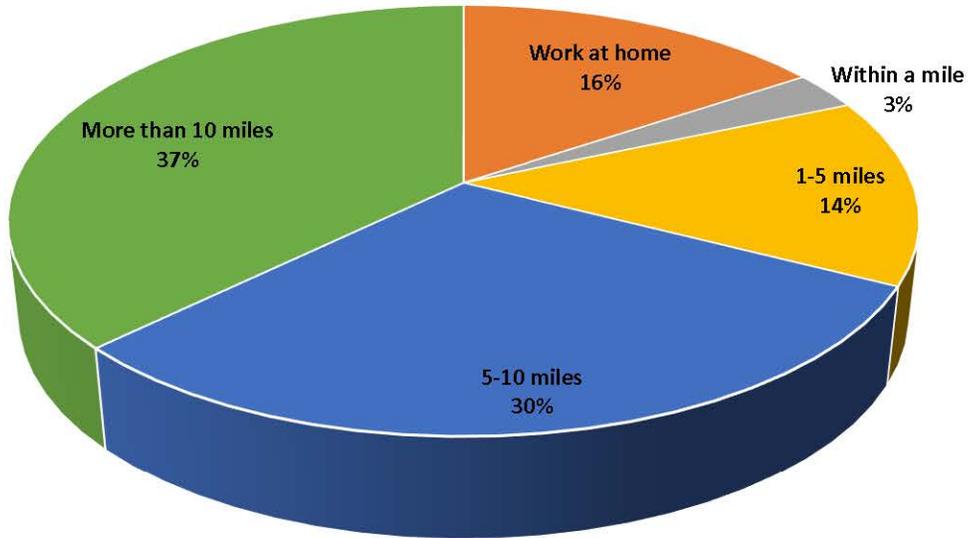
N=585

Q2 What is your current work status?



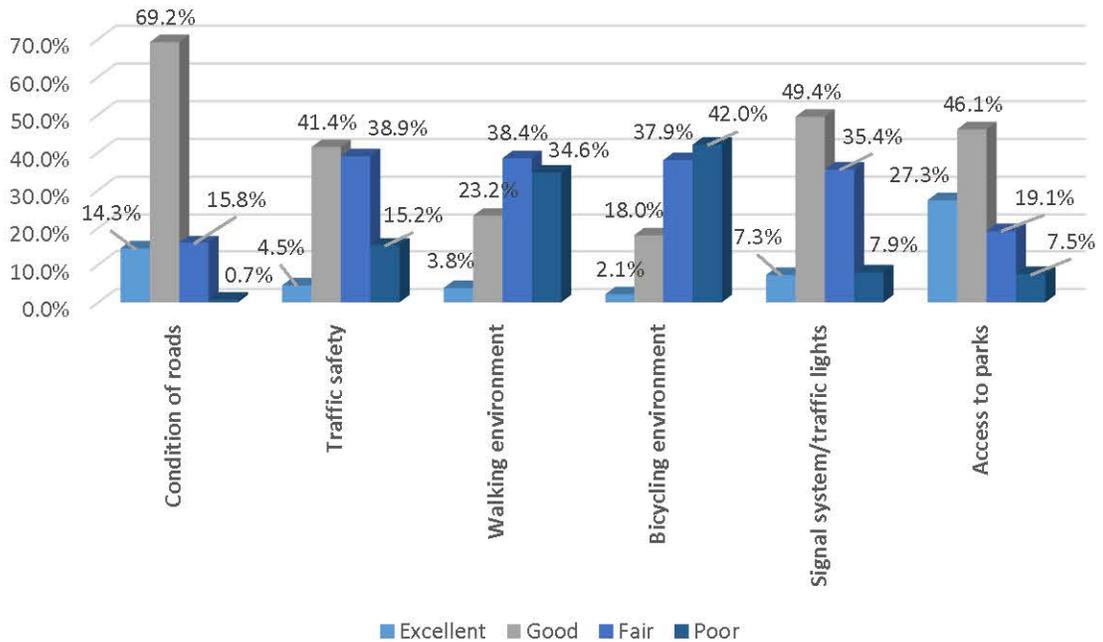
N=583

Q3 If currently employed, how far is your commute to work?



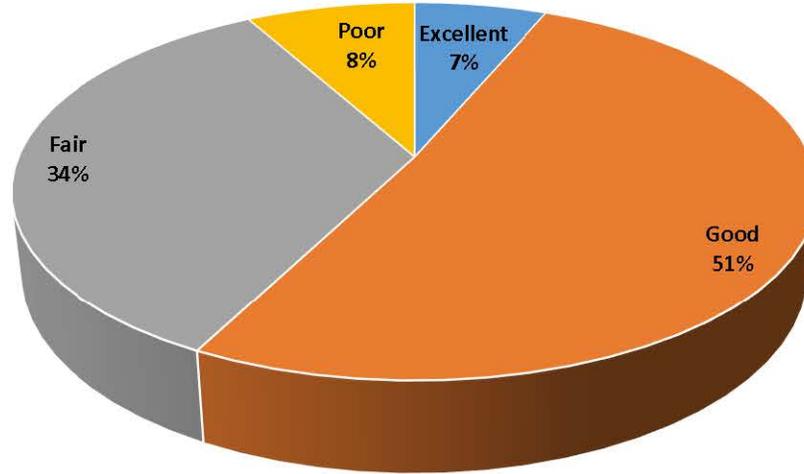
N=384

Q4 How would you rate the following in the Village of Clemmons?



N=583

Q5 Overall, how would you rate your travel experiences in the Clemmons area?

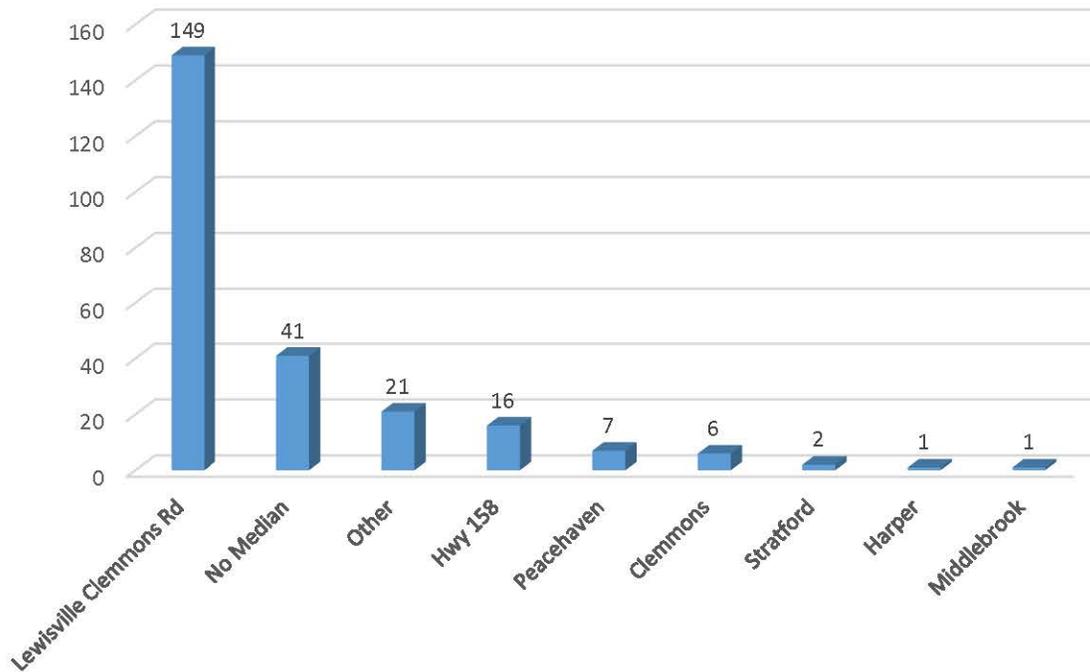


N=582

Q6 Please rate the following list of improvements that should be made by the Village

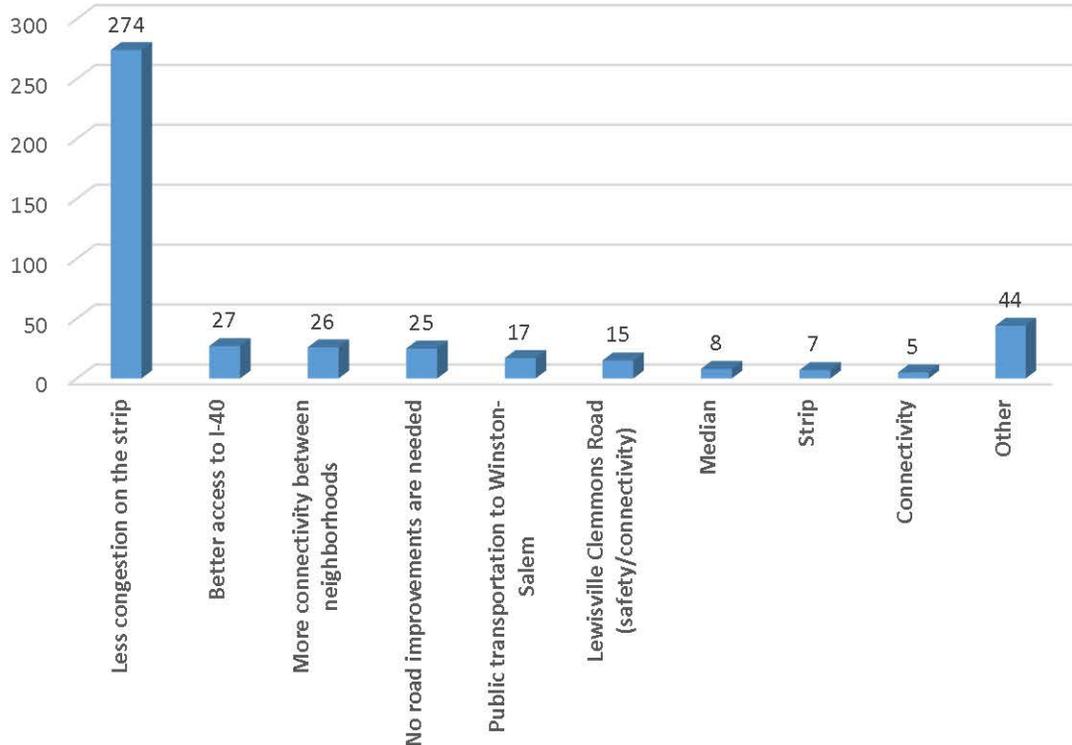
Results to Q6 have been discarded due to an omission on the rating scale for this questions.

Q7 If adding medians to existing roadways is important to you, please list the roadways you feel this is important to do:



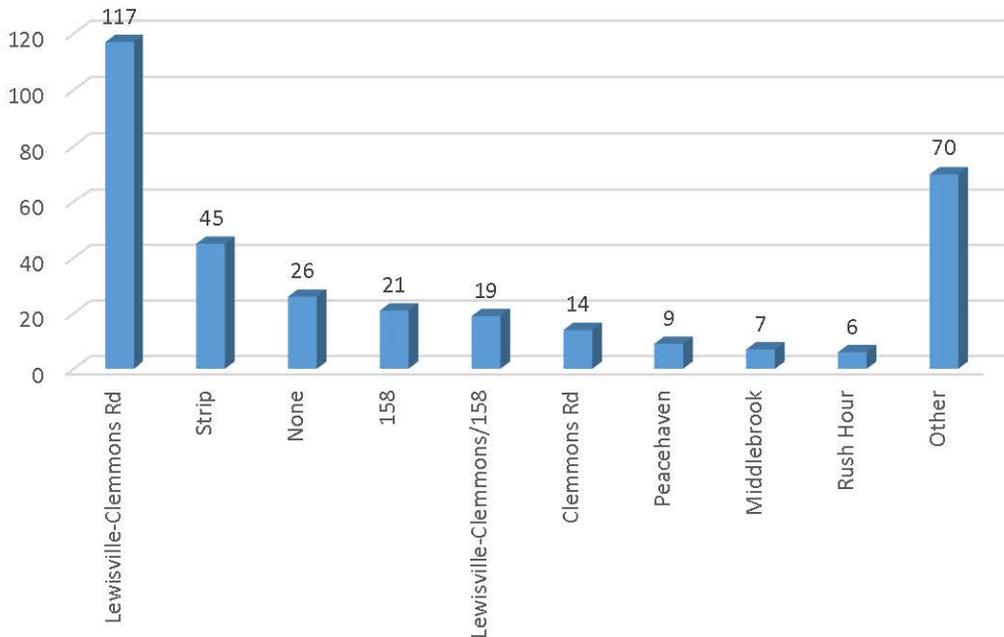
N=220

Q8 Which road improvement is MOST needed in Clemmons?



N=451

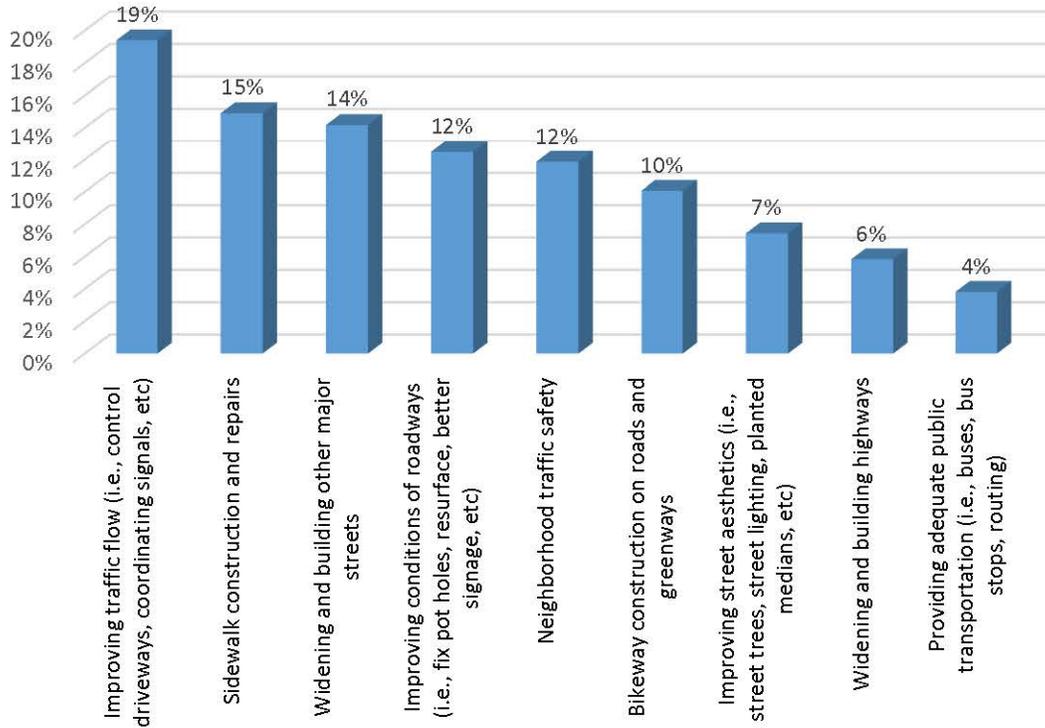
Q9 Name any specific areas of the Village of Clemmons that you avoid traveling due to concerns about traffic congestion



N=334

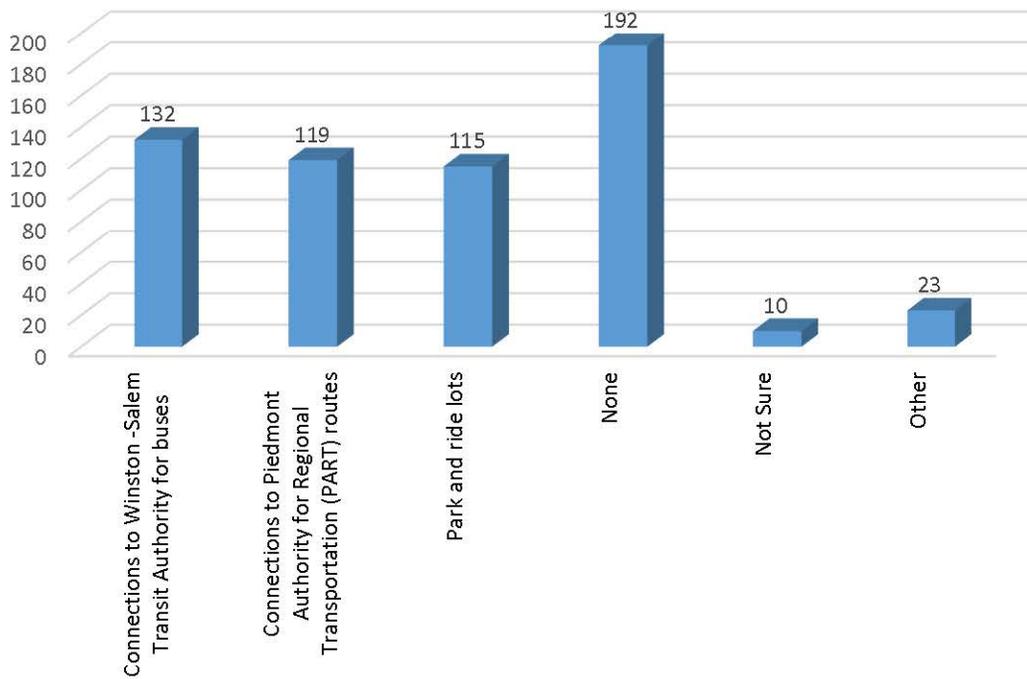


Q10 If you had an infinite amount of money to spend on transportation, designate what percentage you would allocate to the following improvements.



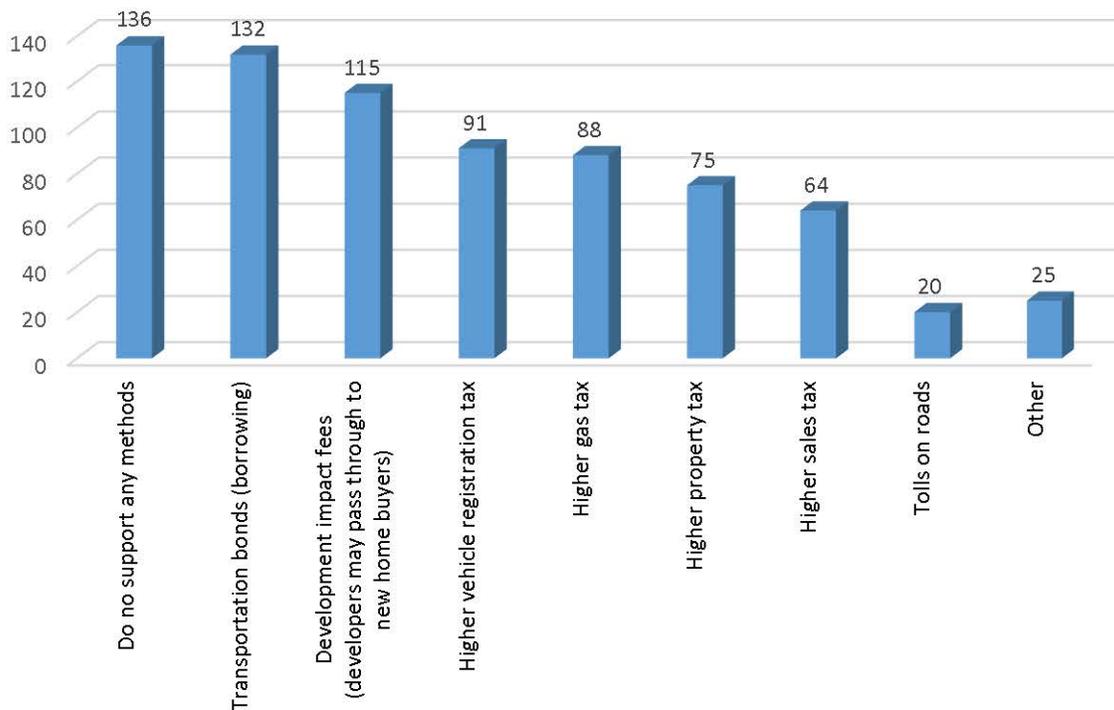
N=412

Q11 What transit services are needed in the Village of Clemmons area today and in the future?

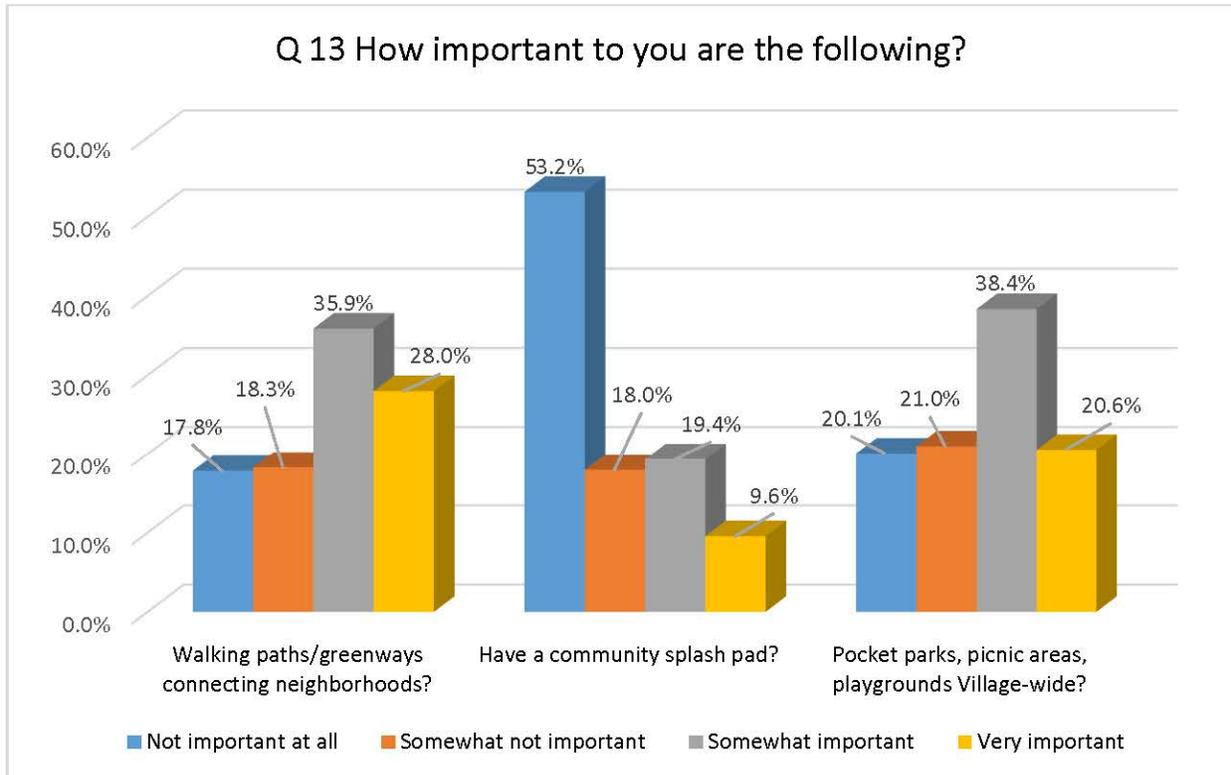


N=409

Q12 Transportation funding sources: If additional funding sources for transportation improvements are needed, would you support any of the following methods?



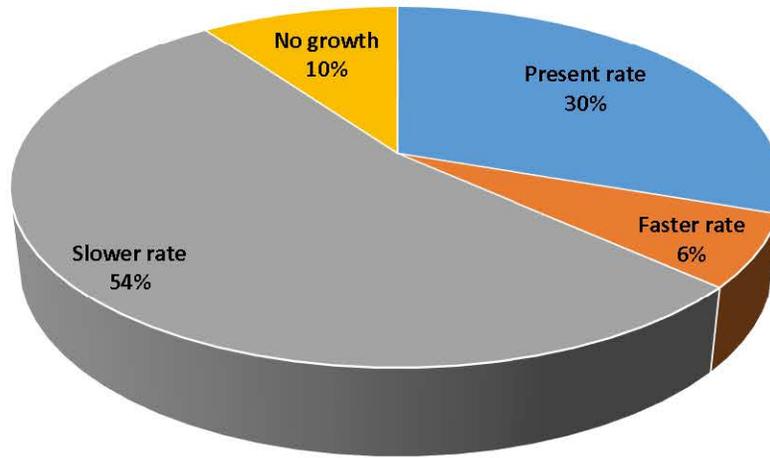
N=426



N=447

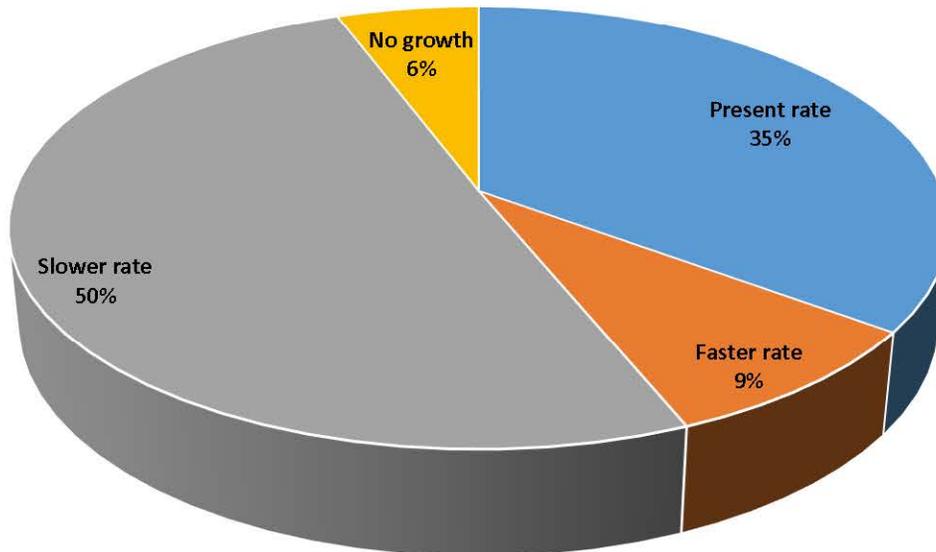
Other Responses: Not needed (21), Don't know what's a splash pad (9), Pocket Parks (3), Parks (2), (1): all above, bike trails, large park, safe neighborhood, theater, sidewalks, smaller parks, walking path

Q14 At what rate should the Village's commercial growth increase over the next 10 years?



N=436

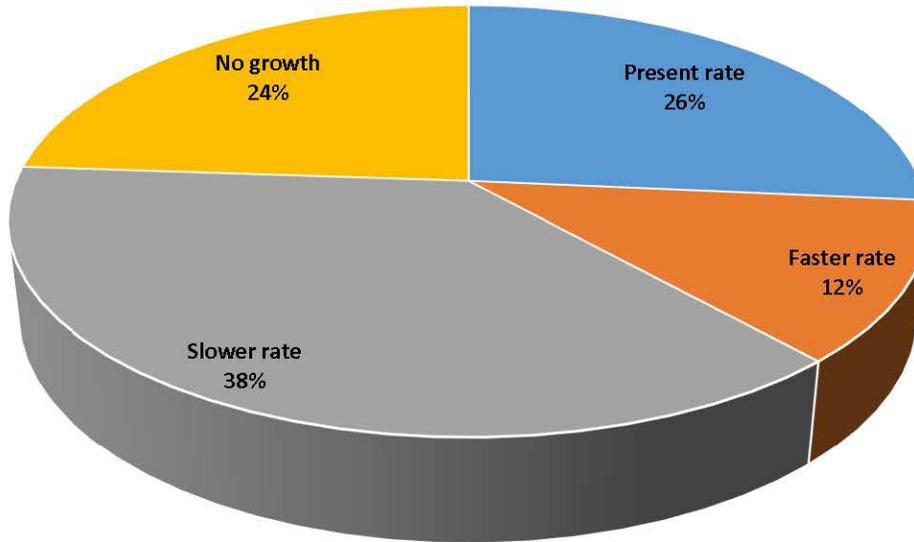
Q15 At what rate should the Village's residential growth increase over the next 10 years?



N=436

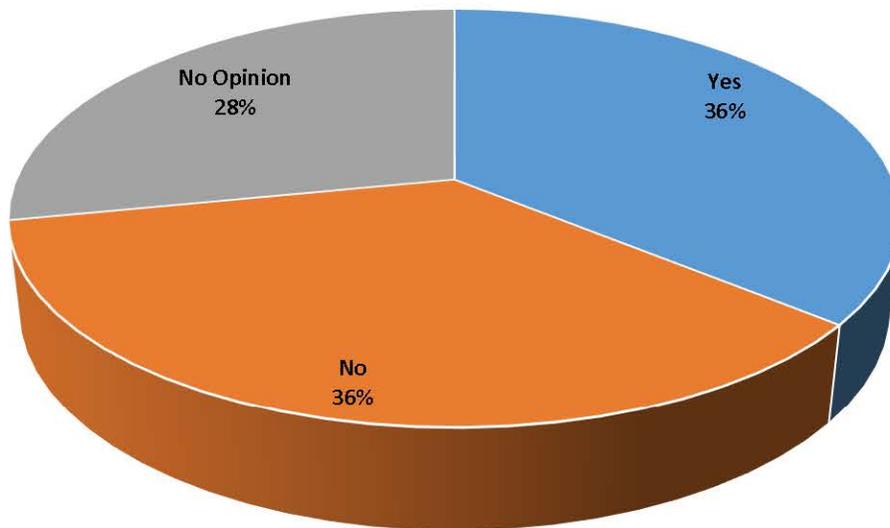


Q16 At what rate should the Village's industrial growth increase over the next 10 years?



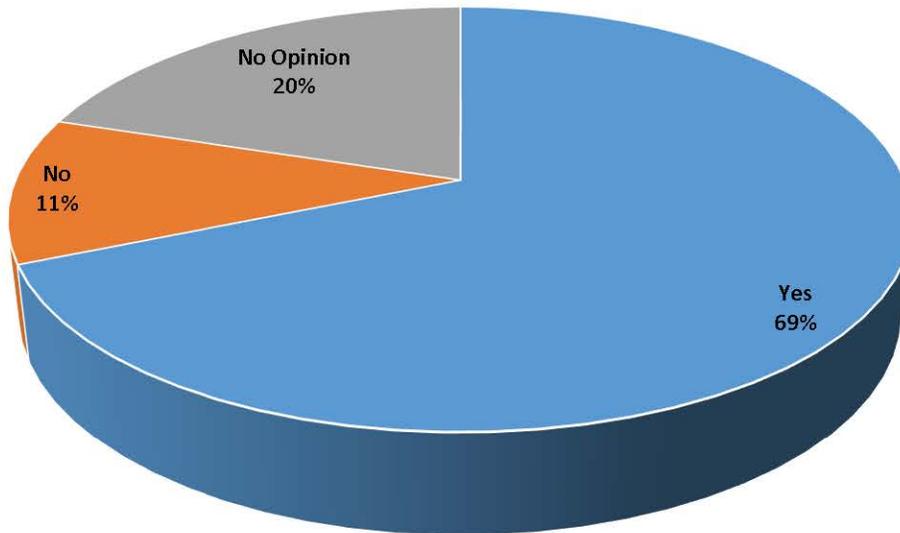
N=435

Q17 Clemmons should encourage large subdivision style development with cul-de-sacs and dead-end streets. Do you agree?



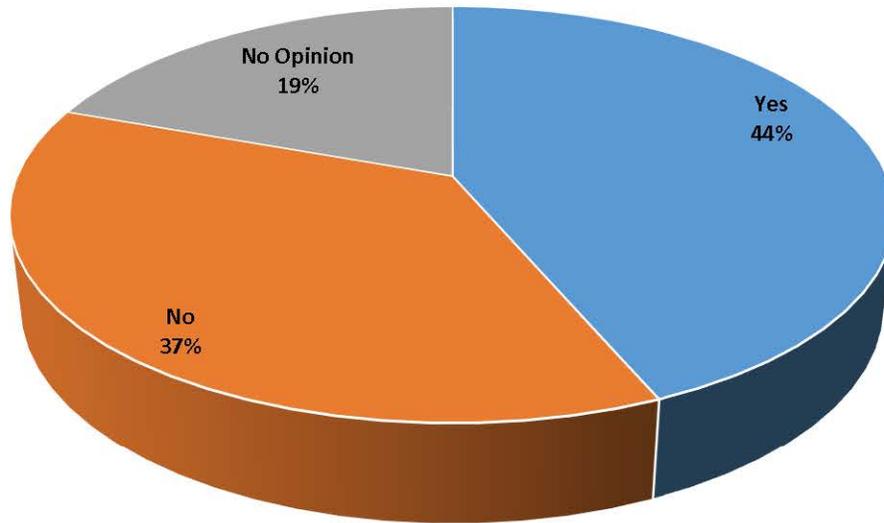
N=434

Q18 New residential development should meet traditional neighborhood design including a standard grid network, and provide for connectivity with existing roadways. Do you agree?



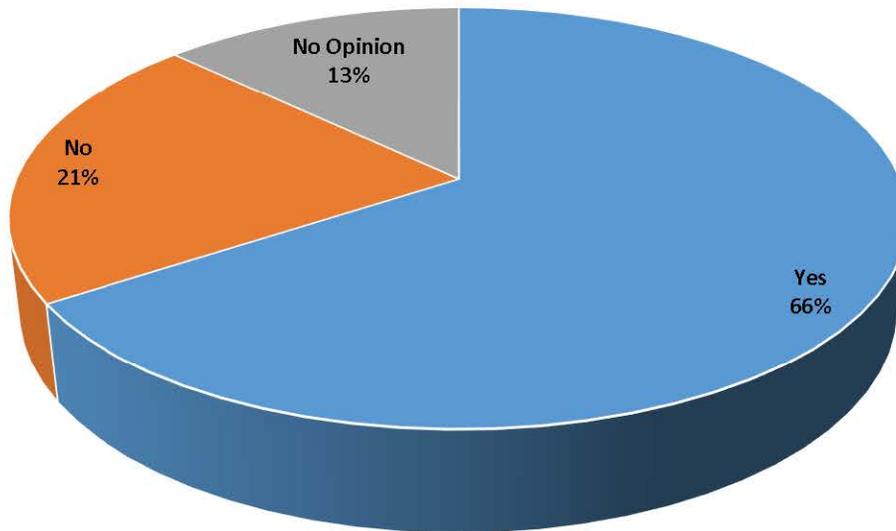
N=432

Q19 Clemmons should allow for additional housing demand by encouraging mixed-use type development where appropriate. (Residential in the same building as commercial with residential usually located on upper floors.) Do you agree?



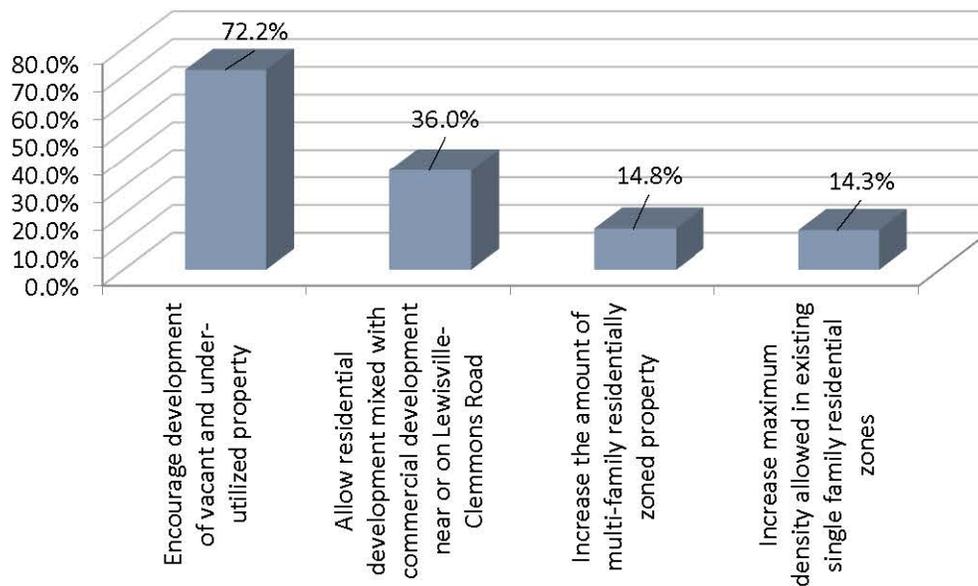
N=436

Q20 Village zoning standards should allow for housing that accommodates all segments of the population. (i.e. renters/roommates, first time home buyer, family with kids, empty nesters, elderly parents living with children, retirees) Do you agree?



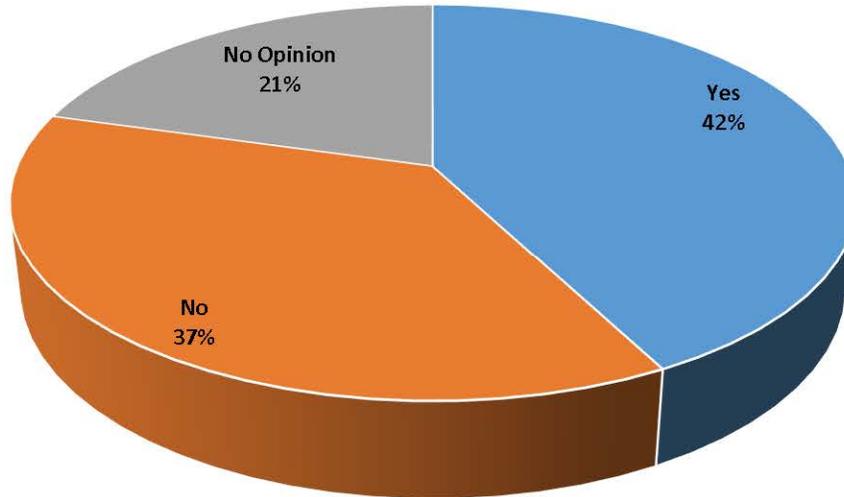
N=435

Q21 How would you prefer to accommodate future population growth over the next 20 years? (check all that apply)



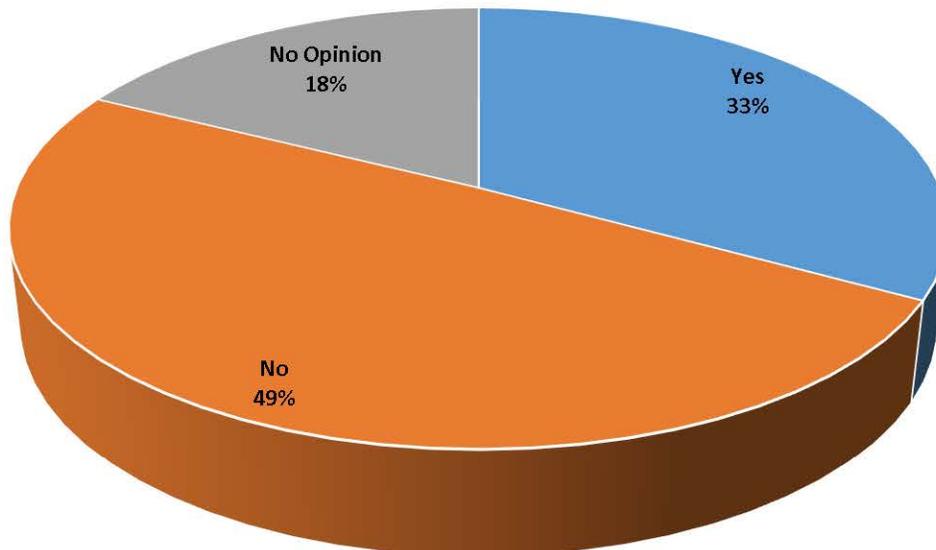
N=378

Q22 Should the Village of Clemmons recruit new corporate clients to the Village?



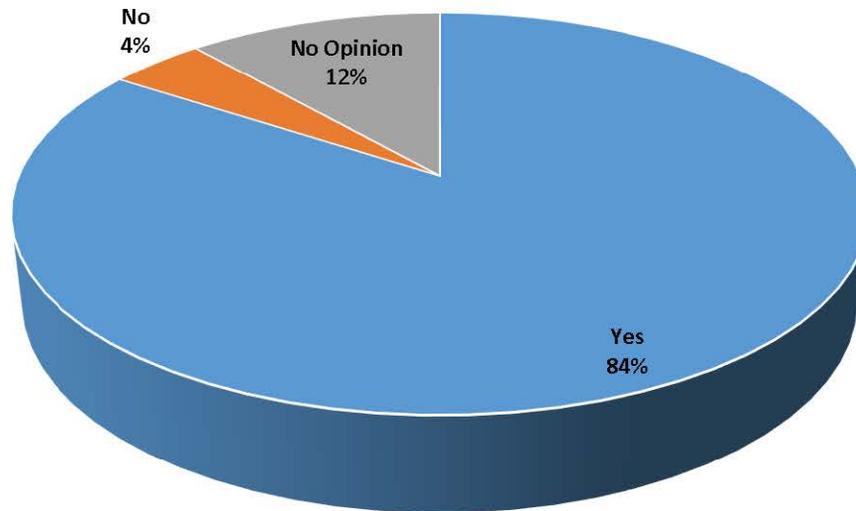
N=413

Q23 Do you feel the existing industrial development parks should continue to grow?



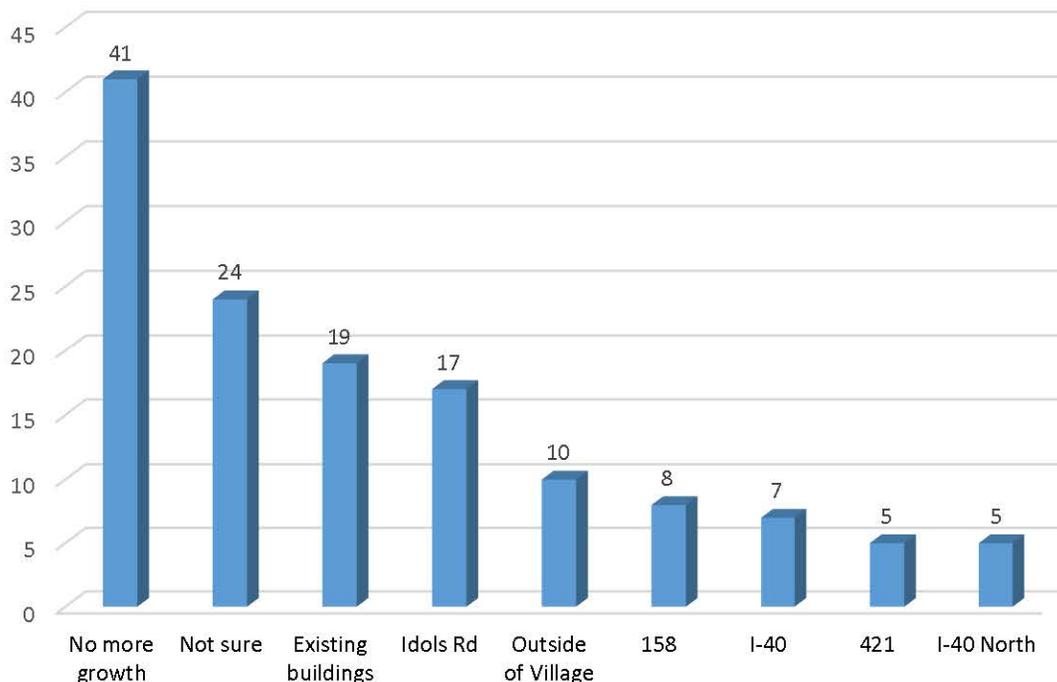
N=415

Q24 Land conservation and rural community crossroads should be important to the Village. Do you agree?

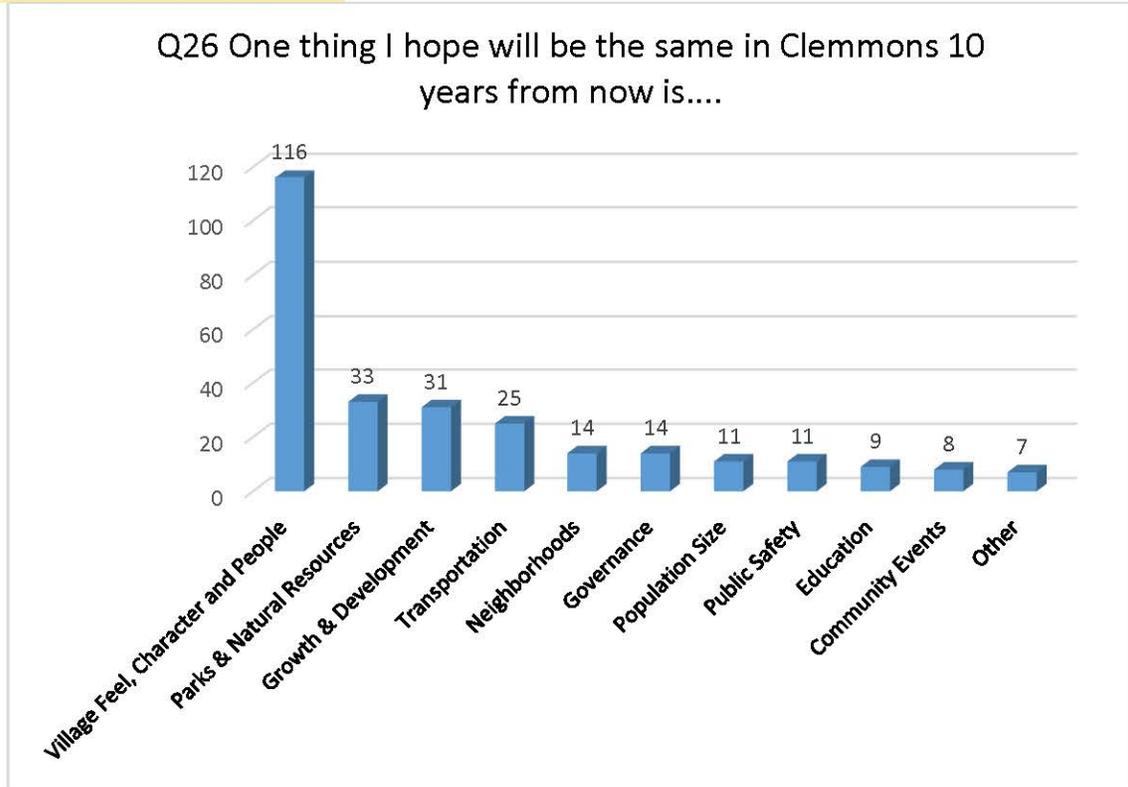


N=419

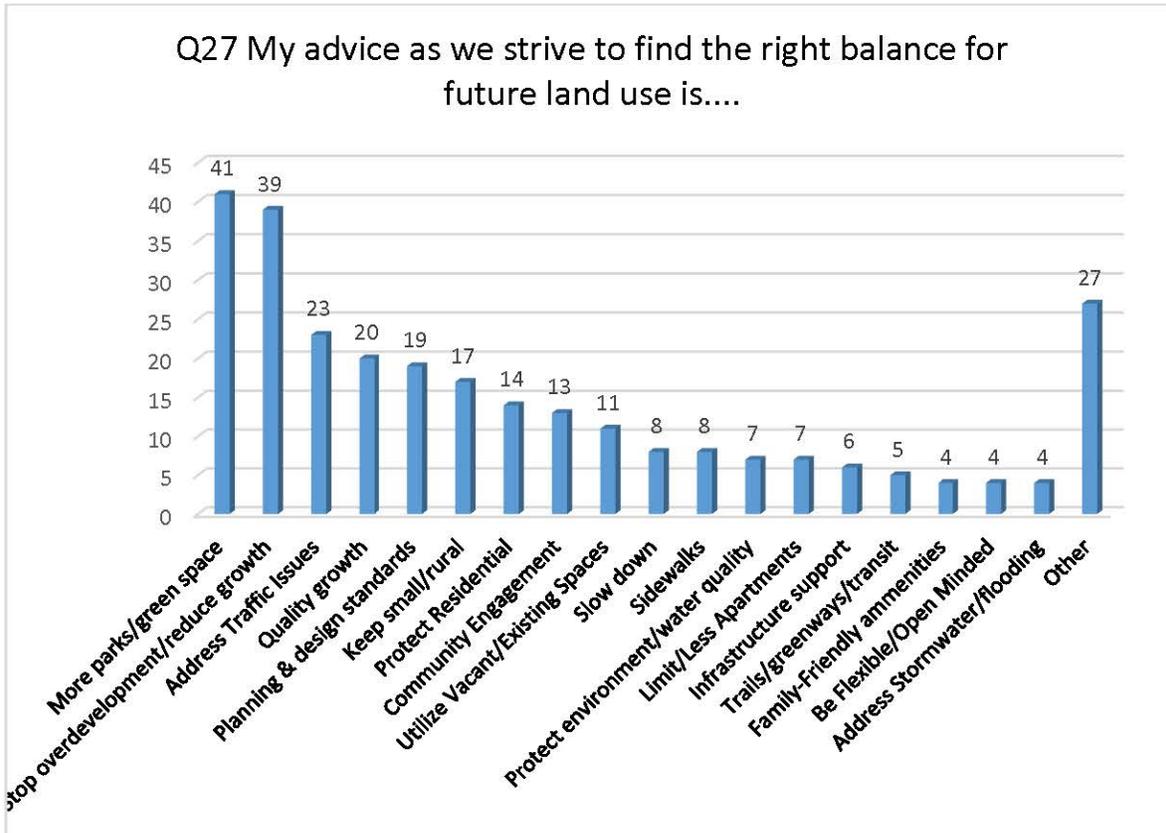
Q25 What geographic area should commercial growth be directed in the Village over the next 20 years?



N=249



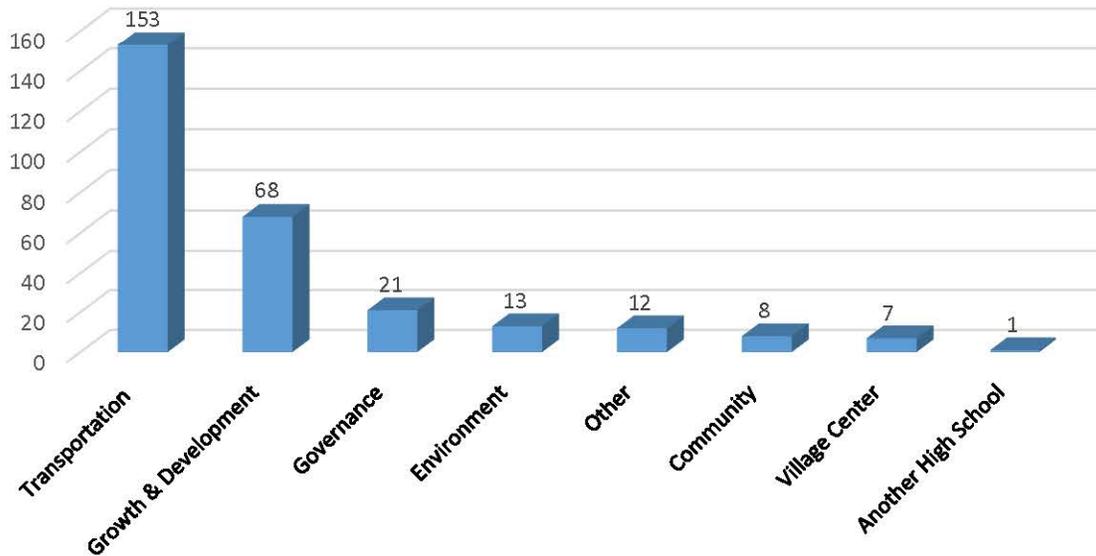
N=279



N=249

Other = Open to growth (e.g. offices, commercial/retail, grow tax base), be progressive, keep thriving, redo survey, good officials, increase arts, mess, lower taxes, reduce restrictions, use census data, reduce housing density, put utilities underground, be like Lewisville

Q 28 One thing I hope will be different in Clemmons 10 years from now is....

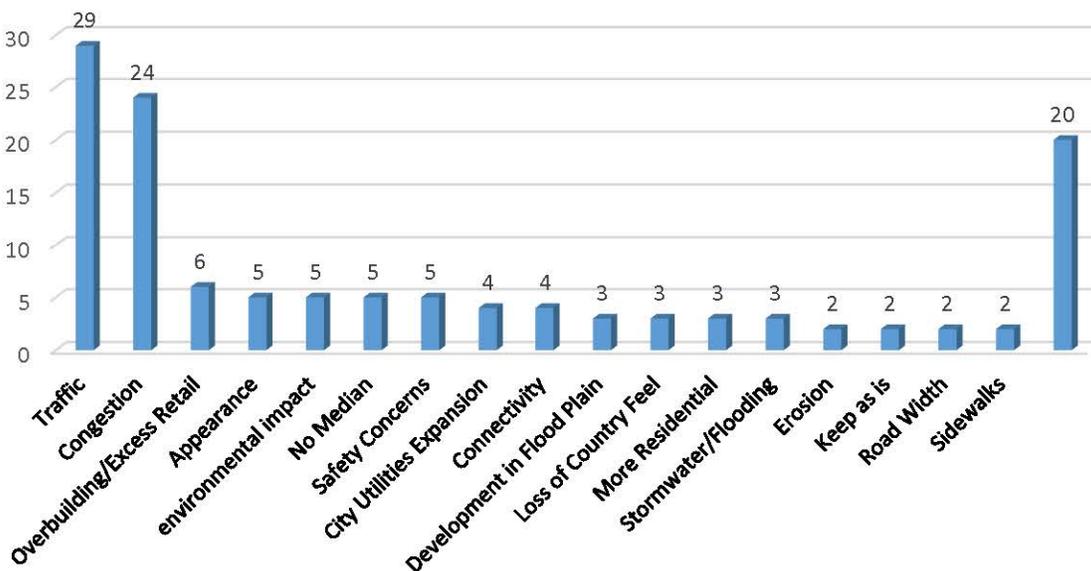


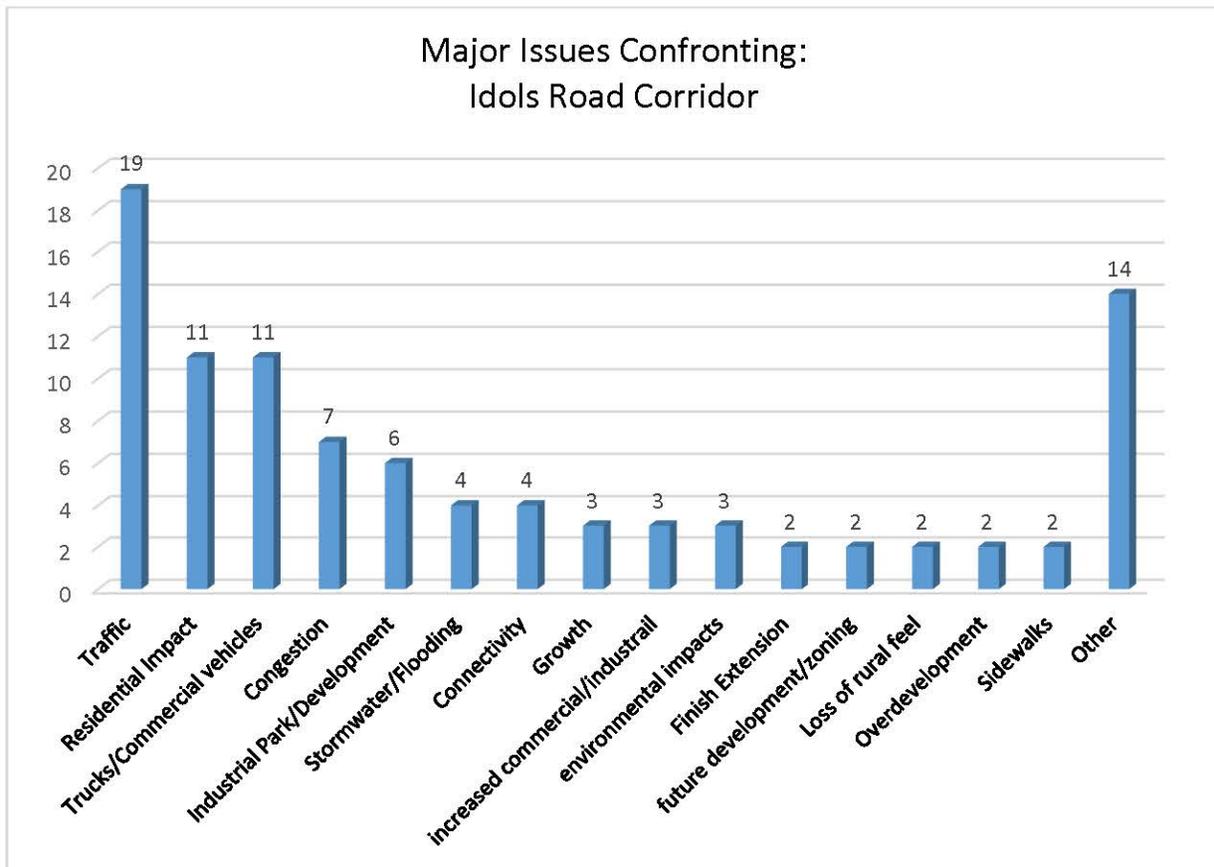
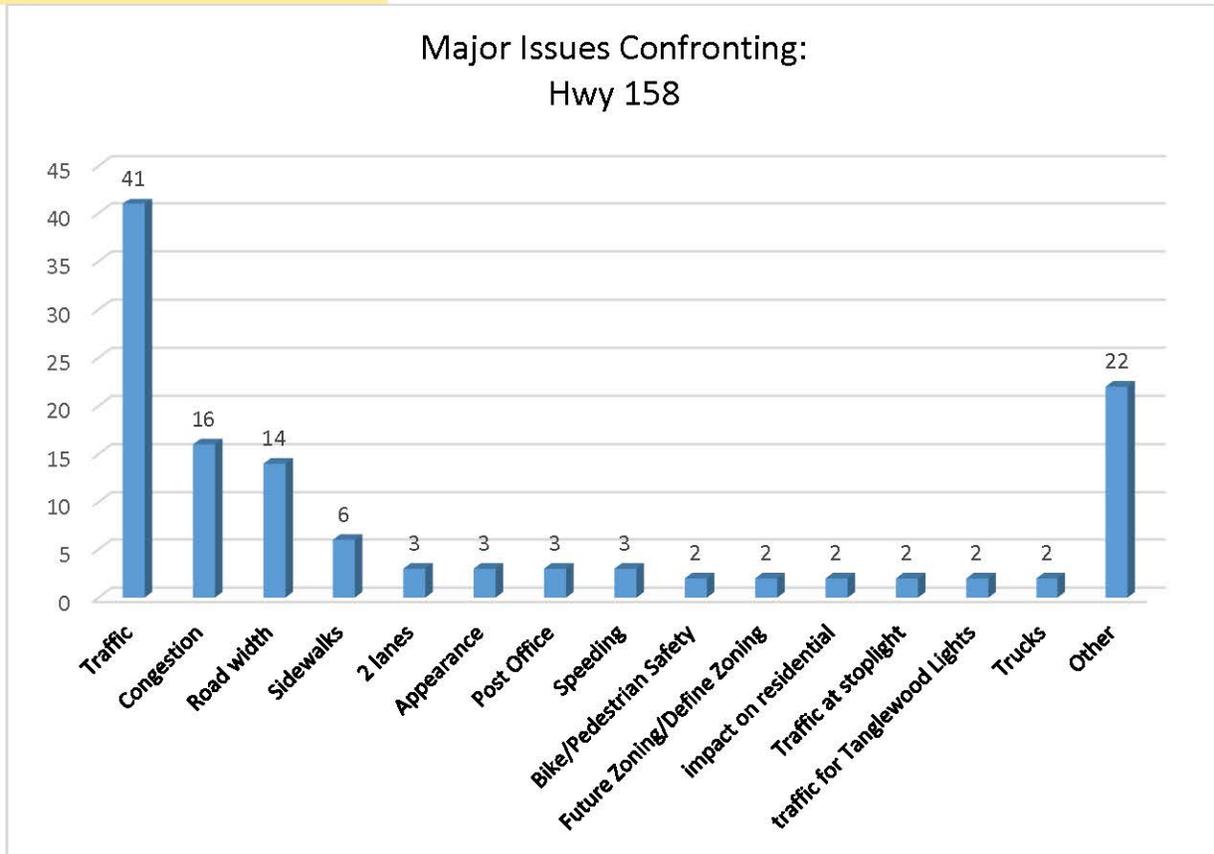
N=284

Q29 What are the major issues confronting each strategic planning area in the future?

Lewisville-Clemmons Road (North)/Blanket Bottom	N=123
Highway 158	N=114
Idols Road Corridor	N=113

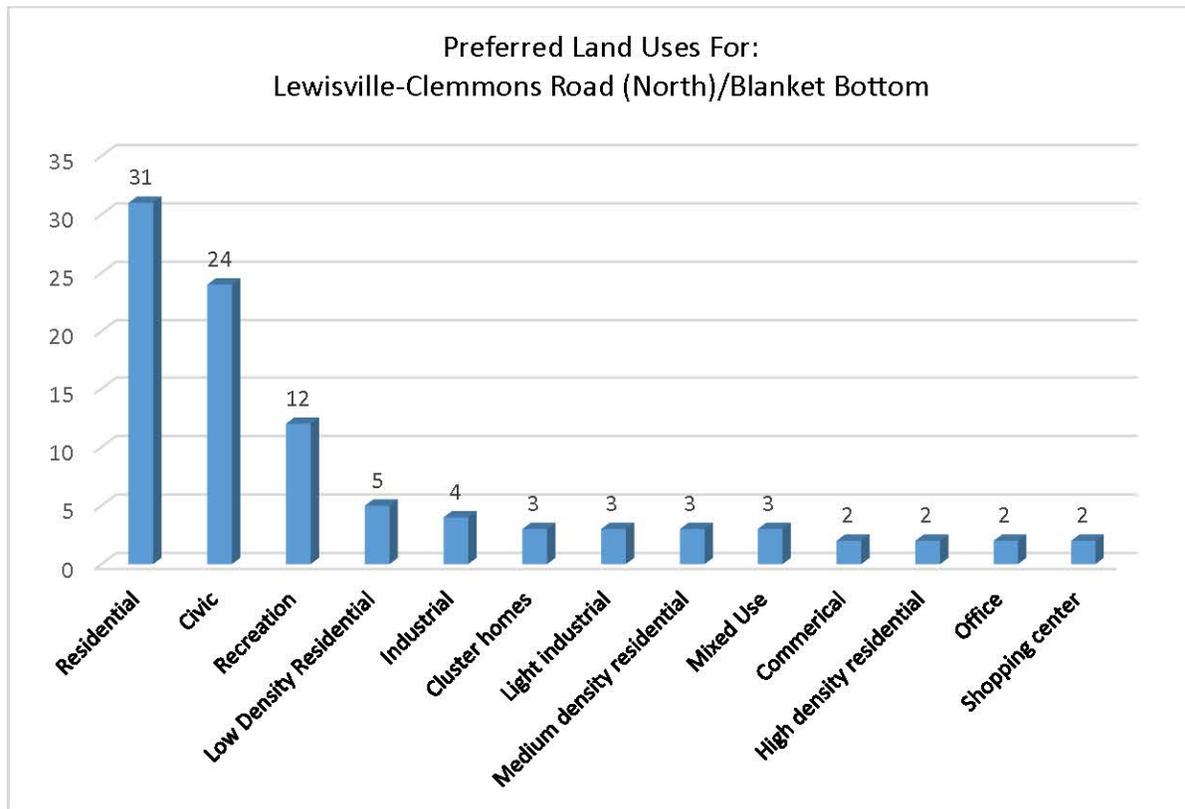
Major Issues Confronting:
Lewisville-Clemmons Road (North)/Blanket Bottom

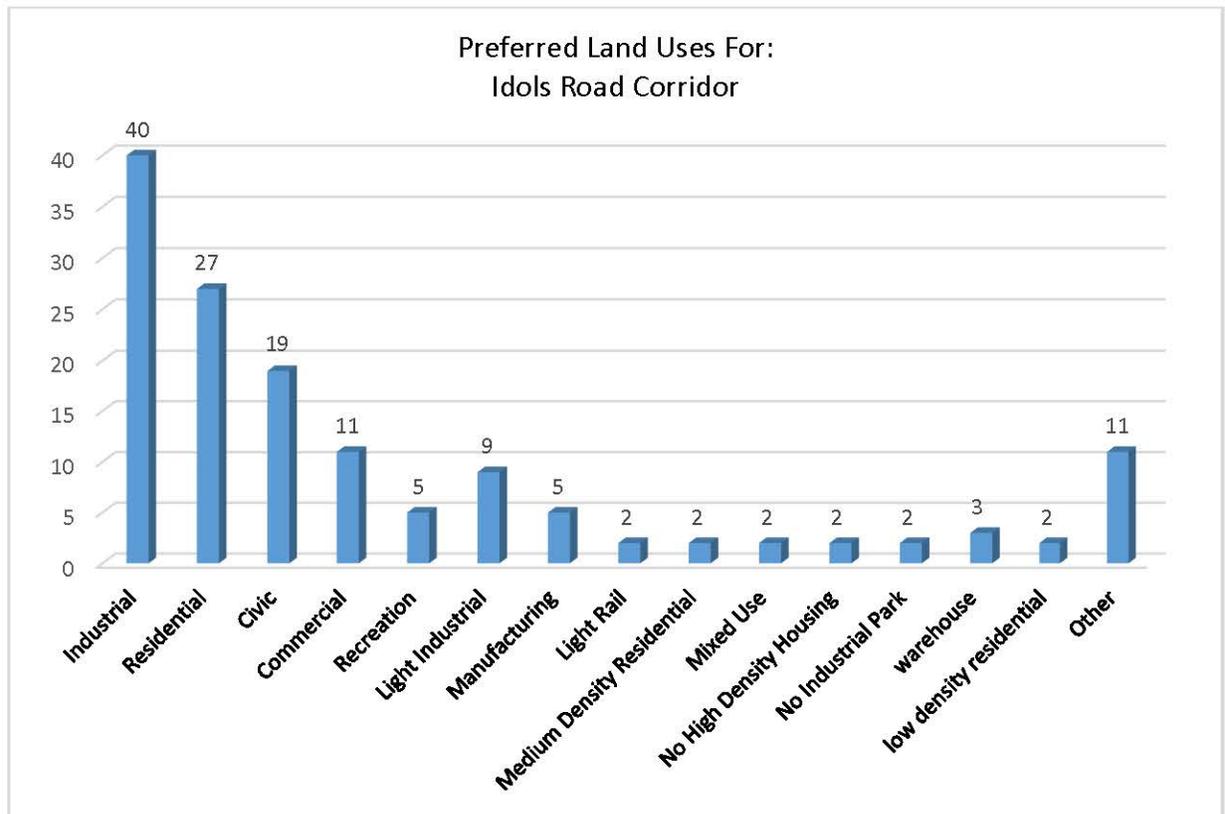
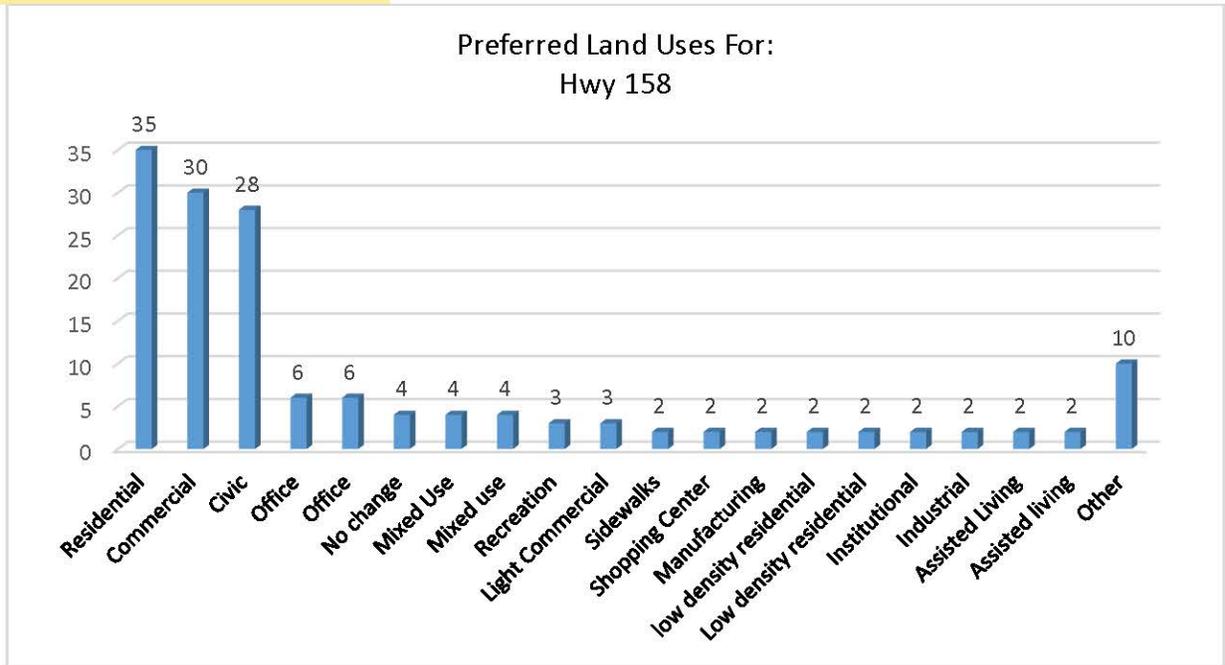




Q30 What are the preferred land uses for each strategic planning area? Residential: Low, Medium, High Density; Detached, Townhomes/Condos, Apartments, Assisted Living, Senior Homes, Cluster Homes, etc. Commercial: Neighborhood, Strip, Shopping Center, Office, Institutional, etc. Industrial: Manufacturing, Light Industrial, Warehouse Space, etc. Civic: Parks, Open Space, Recreation Center, etc.

Lewisville-Clemmons Road (North)/Blanket Bottom	N=116
Highway 158	N=109
Idols Road Corridor	N=115

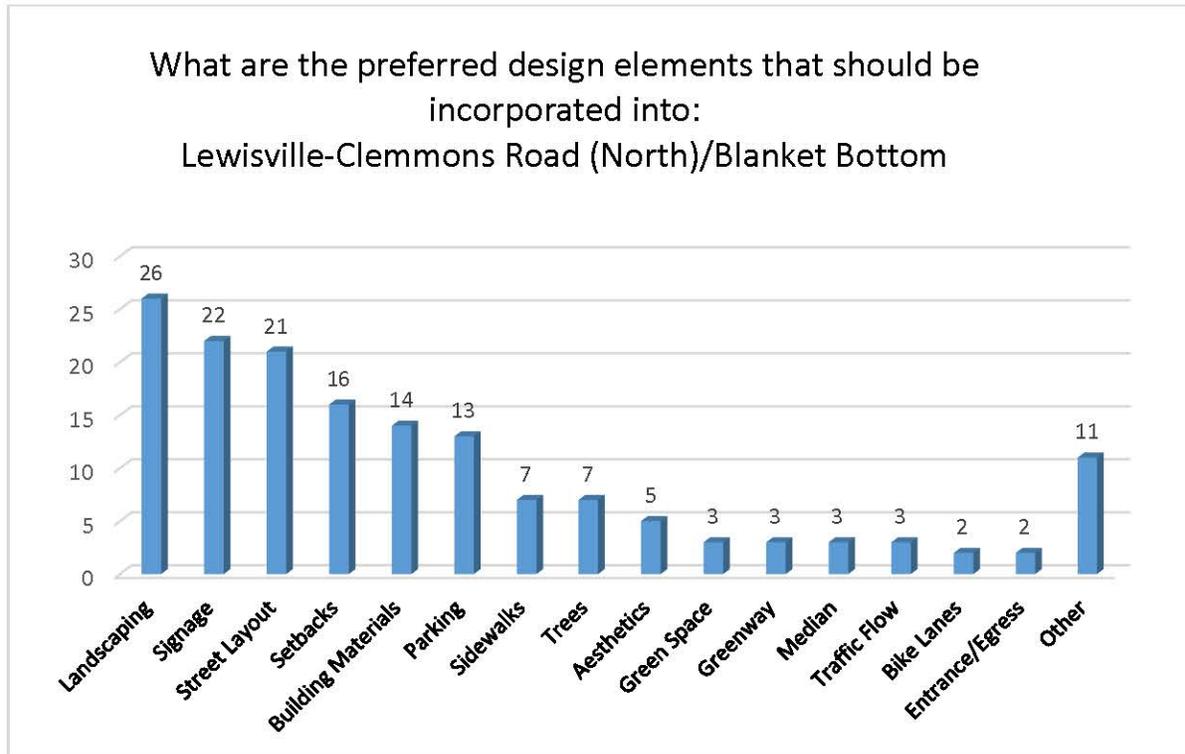


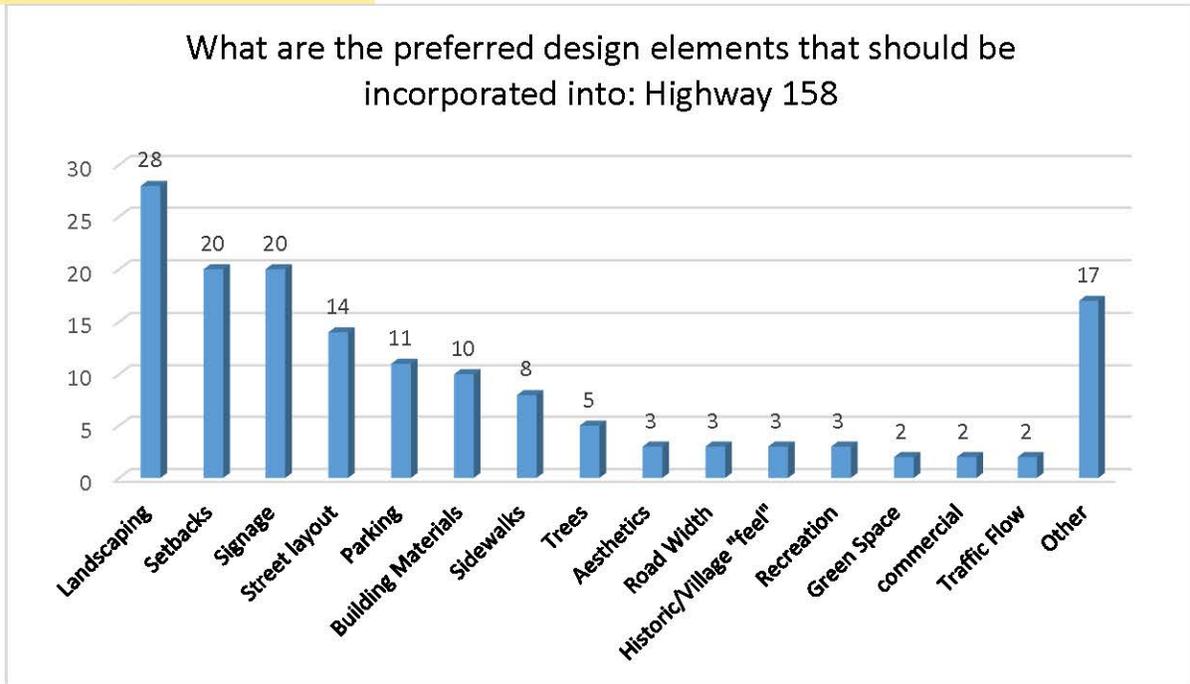


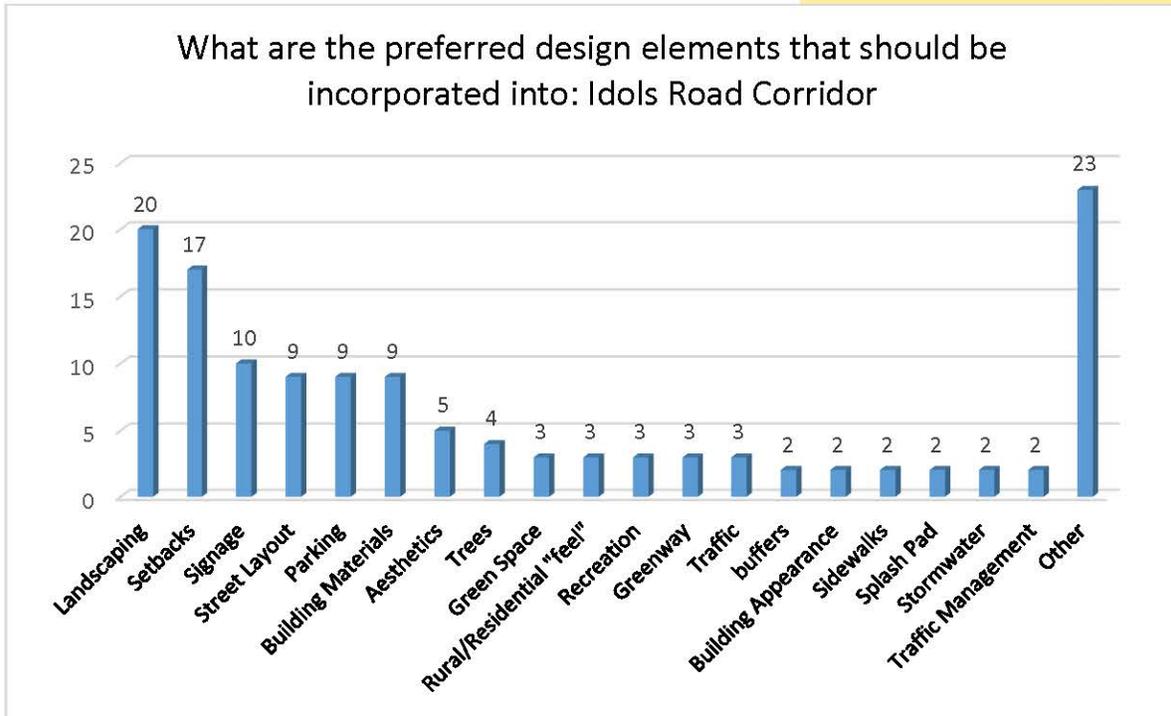
Q31 What are the preferred design elements that should be incorporated

Lewisville-Clemmons Road (North)/Blanket Bottom	N=87
Highway I58	N=83
Idols Road Corridor	N=86

into each strategic planning area? (Building materials, signage, location of parking, landscaping, street layout, setbacks, etc)

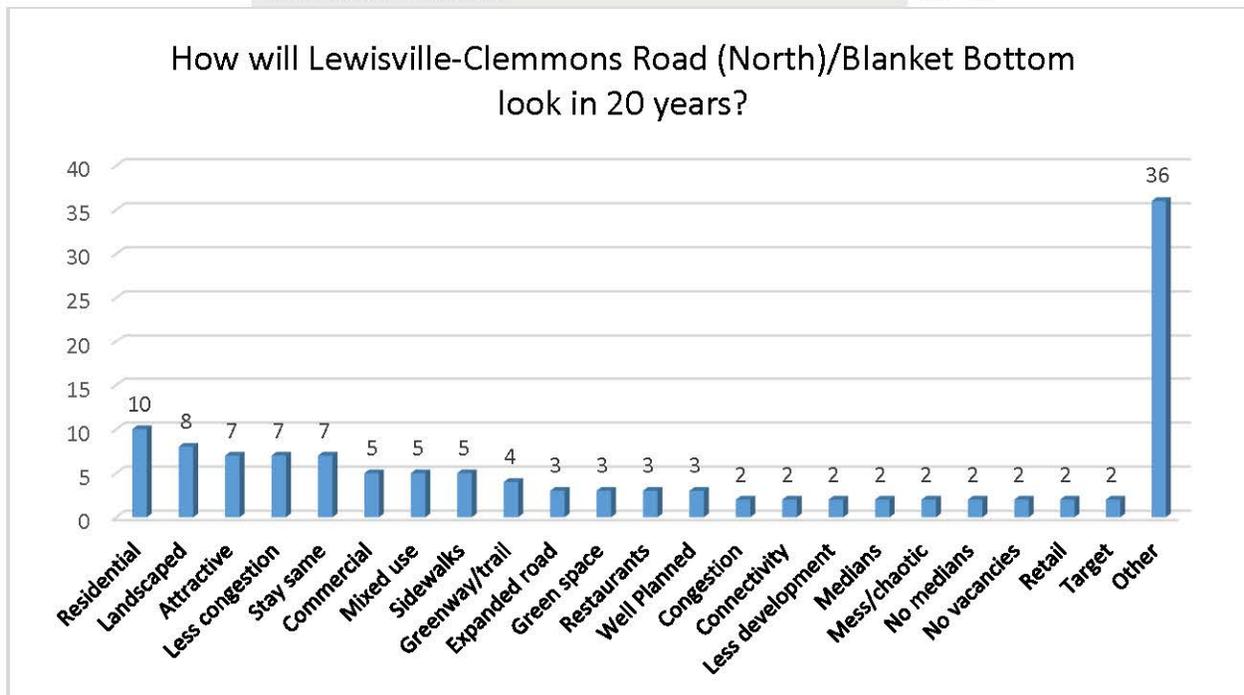


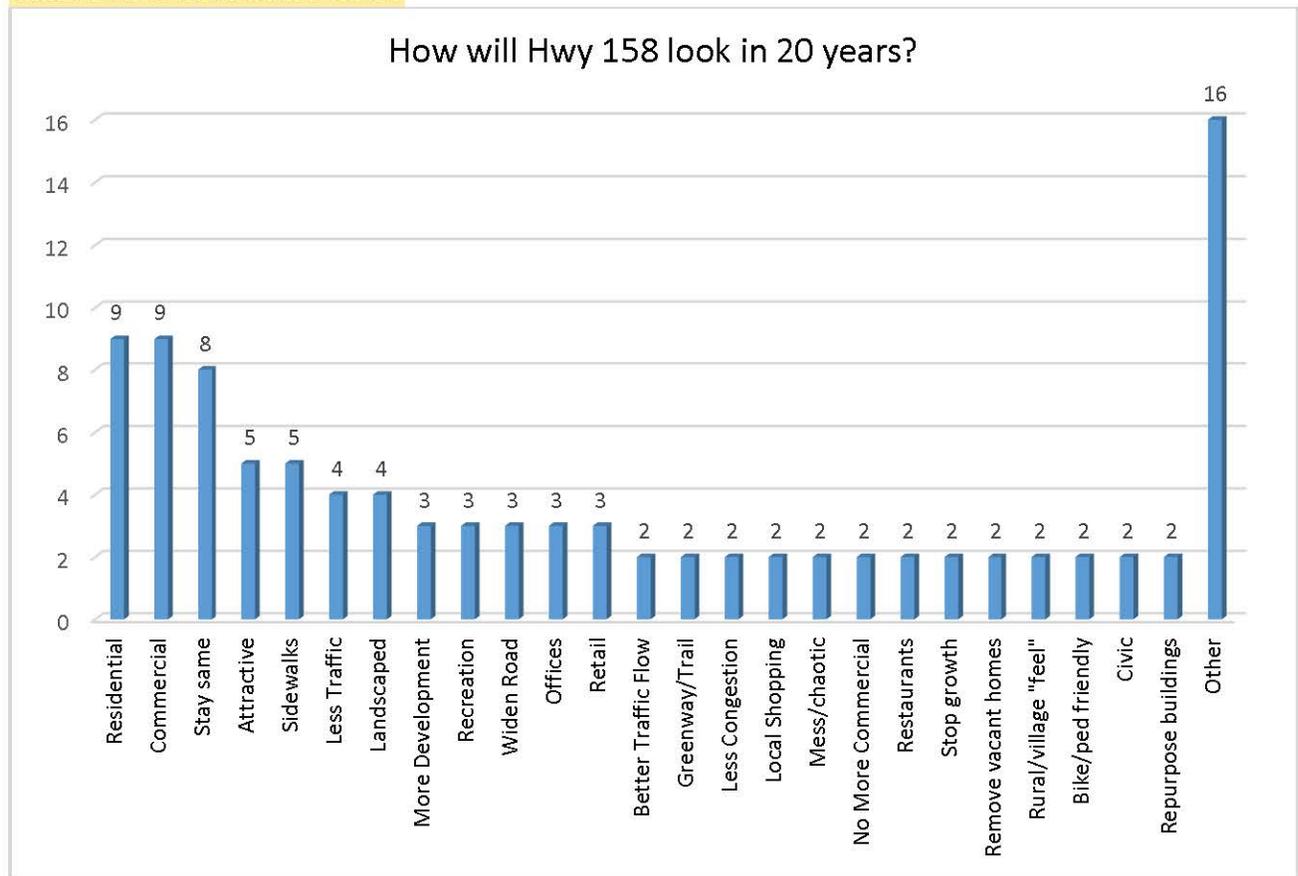




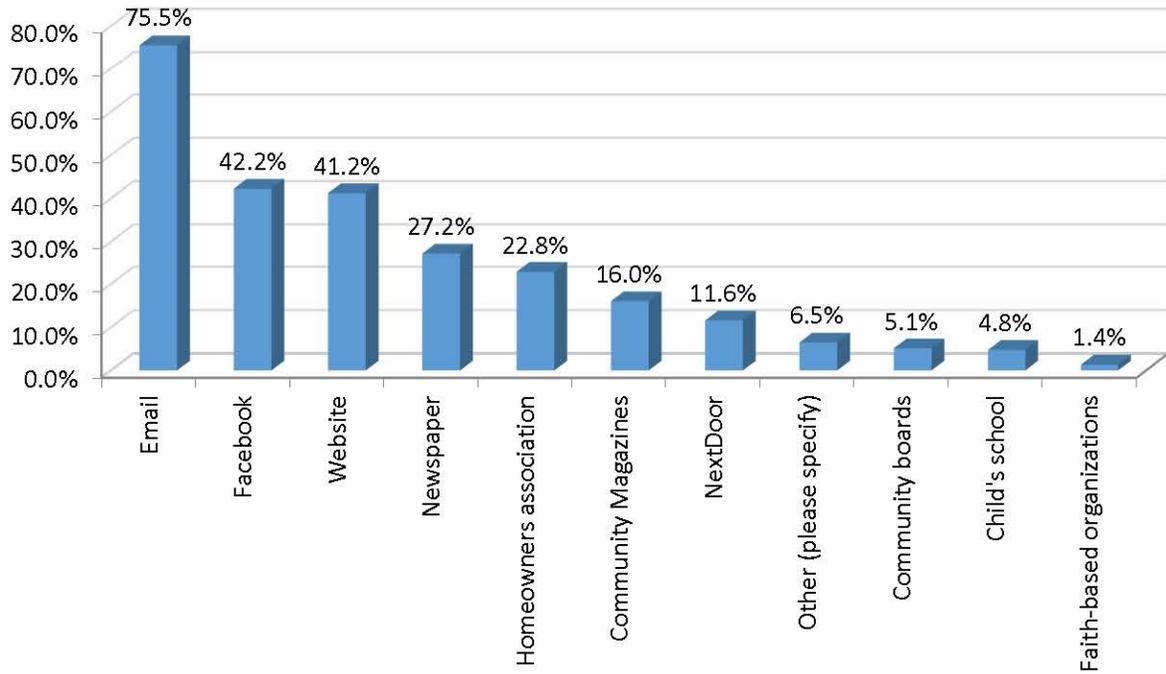
Q32 Your vision for each strategic planning area. How will they look in 20 years?

Lewisville-Clemmons Road (North)/Blanket Bottom	N=91
Highway I 58	N=84
Idols Road Corridor	N=84



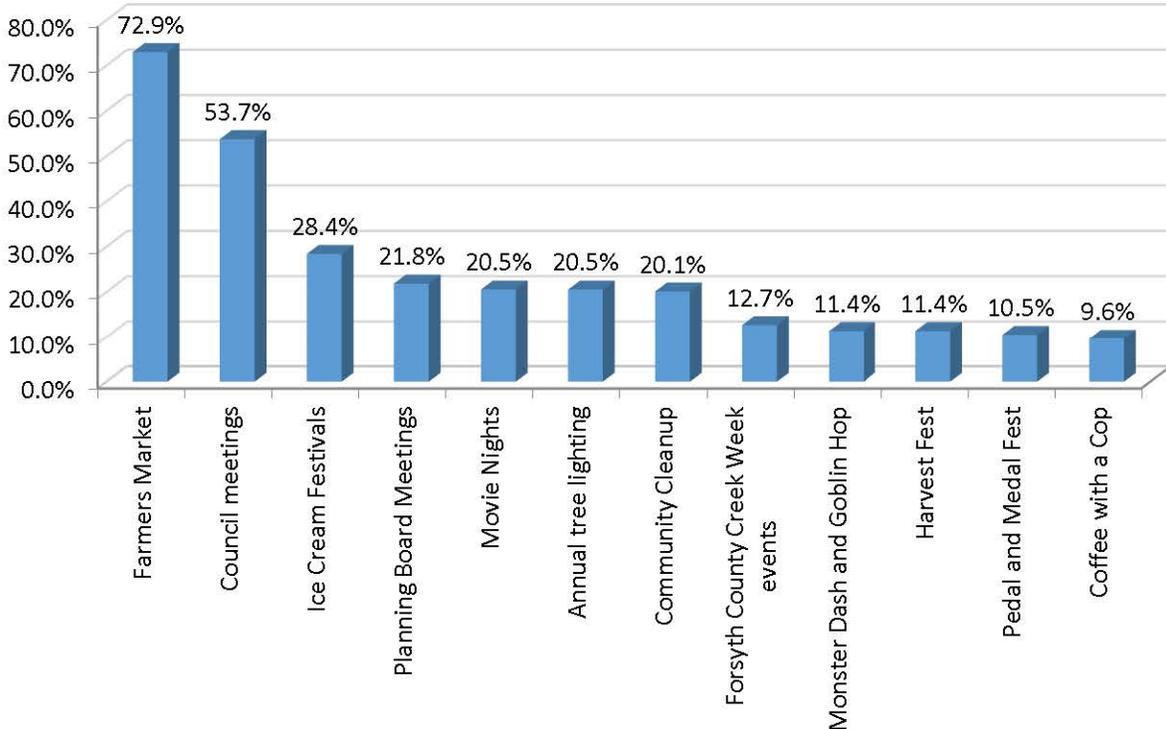


Q33 How do you like to receive communication from the Village?
(check all that apply)



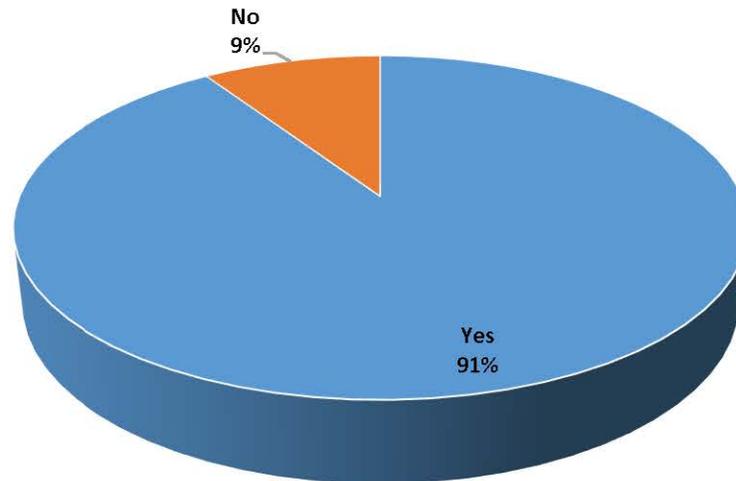
N=294

Q34 Which Village events/meetings have you attended? (check all that apply)



N=229

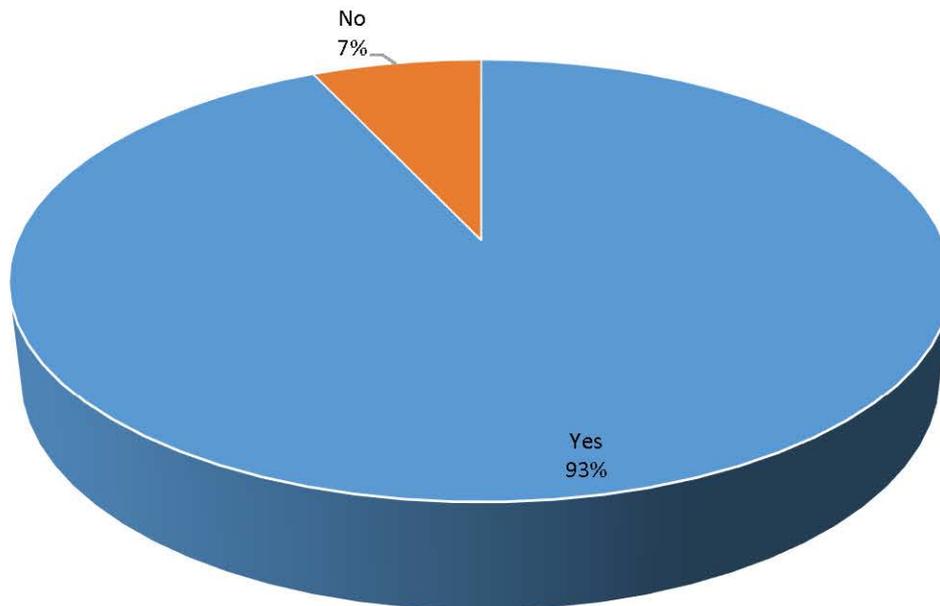
Q35 Village events are held at convenient locations and times?



N=235

Comments = Better promotion (9), Have weekday events after 5pm (5), Adjust council meeting time (2), Traffic concerns at Y events, more weekend, need community space, need handicapped parking, safety, time and underutilized event center

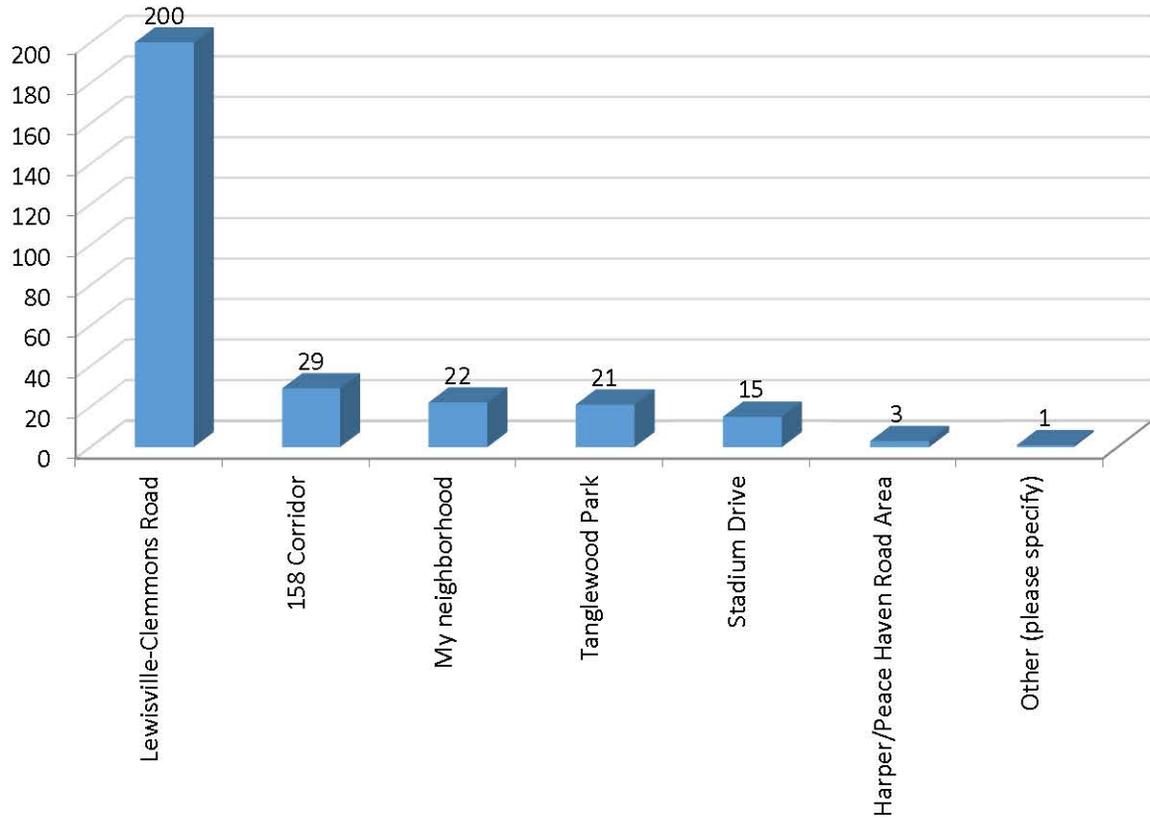
Q36 Are you satisfied with the Village events you have attended?



N=216

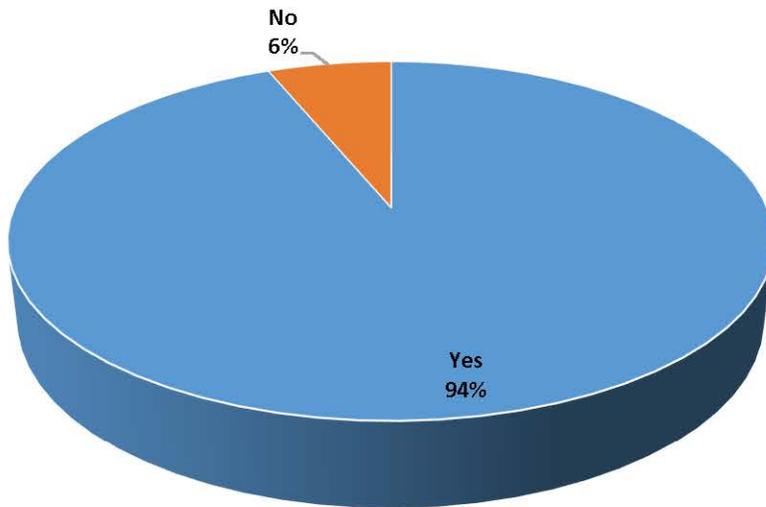
Comments = Better promotion (4), Options for elderly (2), Parking issues (2), Parking issues at farmer's market (2), Council should not pay, More community input, More ice cream options, Well run

Q37 In your opinion, where is the center of Clemmons?



N=291

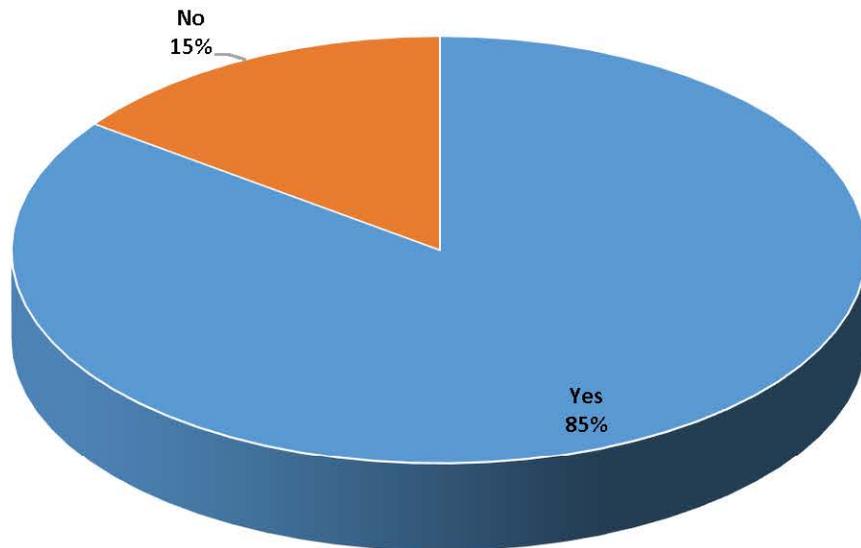
Q38 Do you recognize the Village of Clemmons logo?



N=289



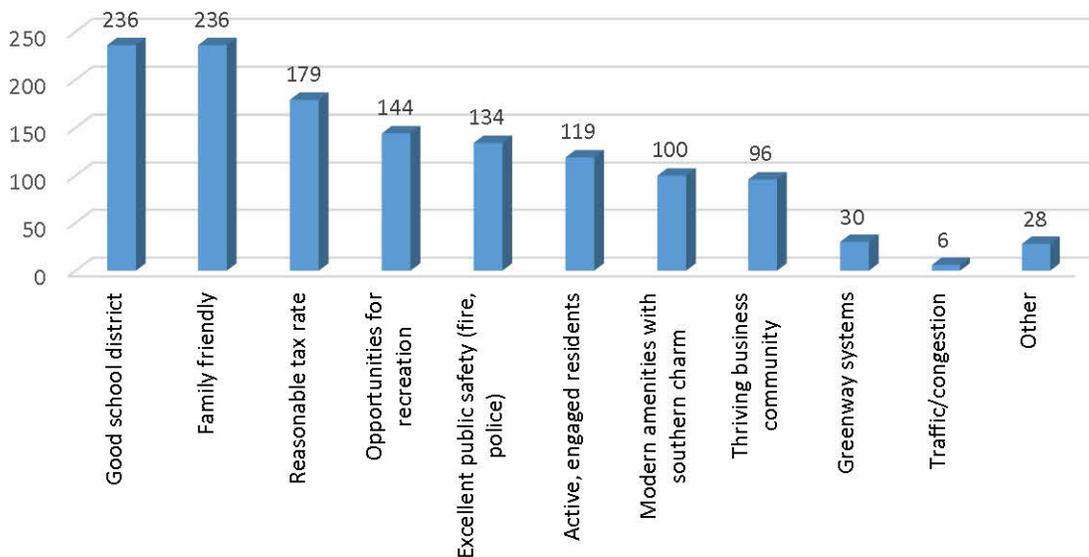
Q39 Is there adequate public signage in the Village?



N=274

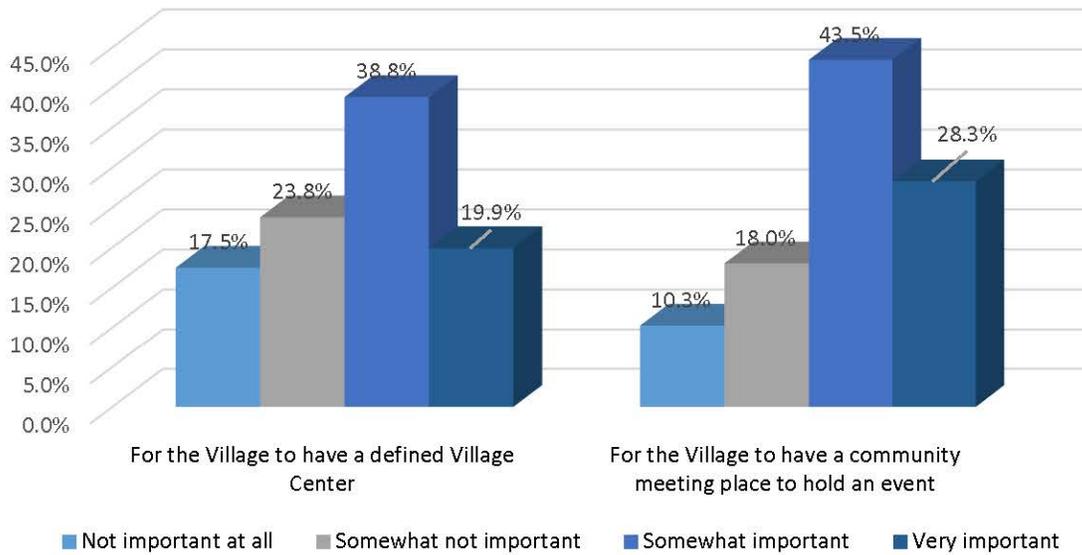
Comments: Street signs on mast arms, directional signage to business of LC Road, speed limit signs and enforcements, welcome signs, similar to Lewisville signage on the US 421 bridge, signs should be informative, but kept to a minimum, sign ordinance is too restrictive, better branded wayfinding to identify “pockets” or local spots of Clemmons

Q40 Which of the following perceptions do you have of the Village of Clemmons?



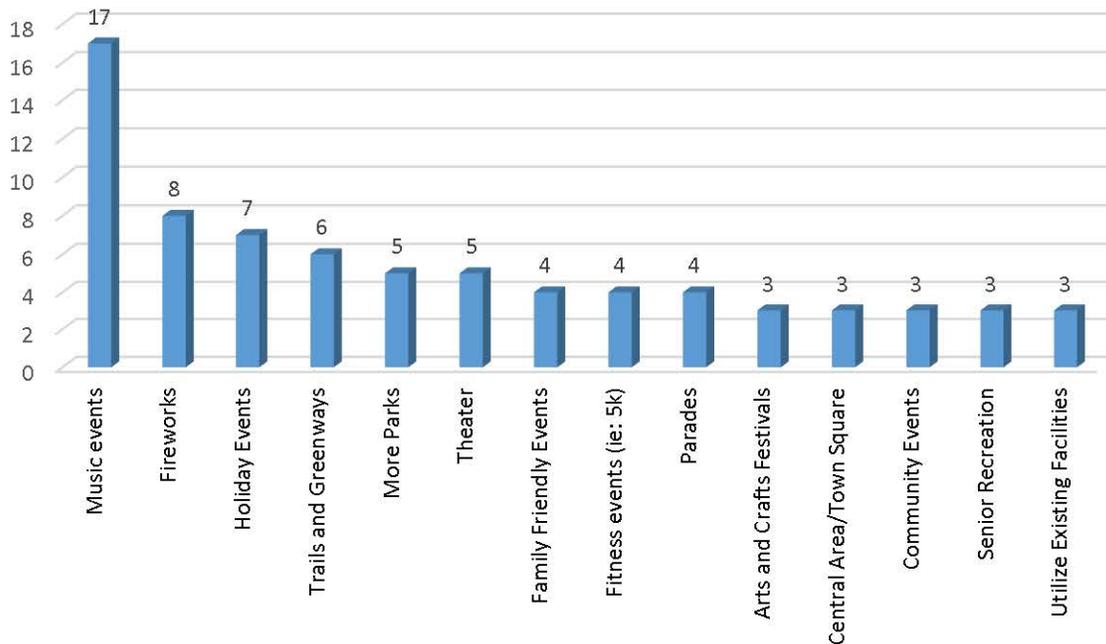
N=285

Q41 How important to you are the following?



N=286

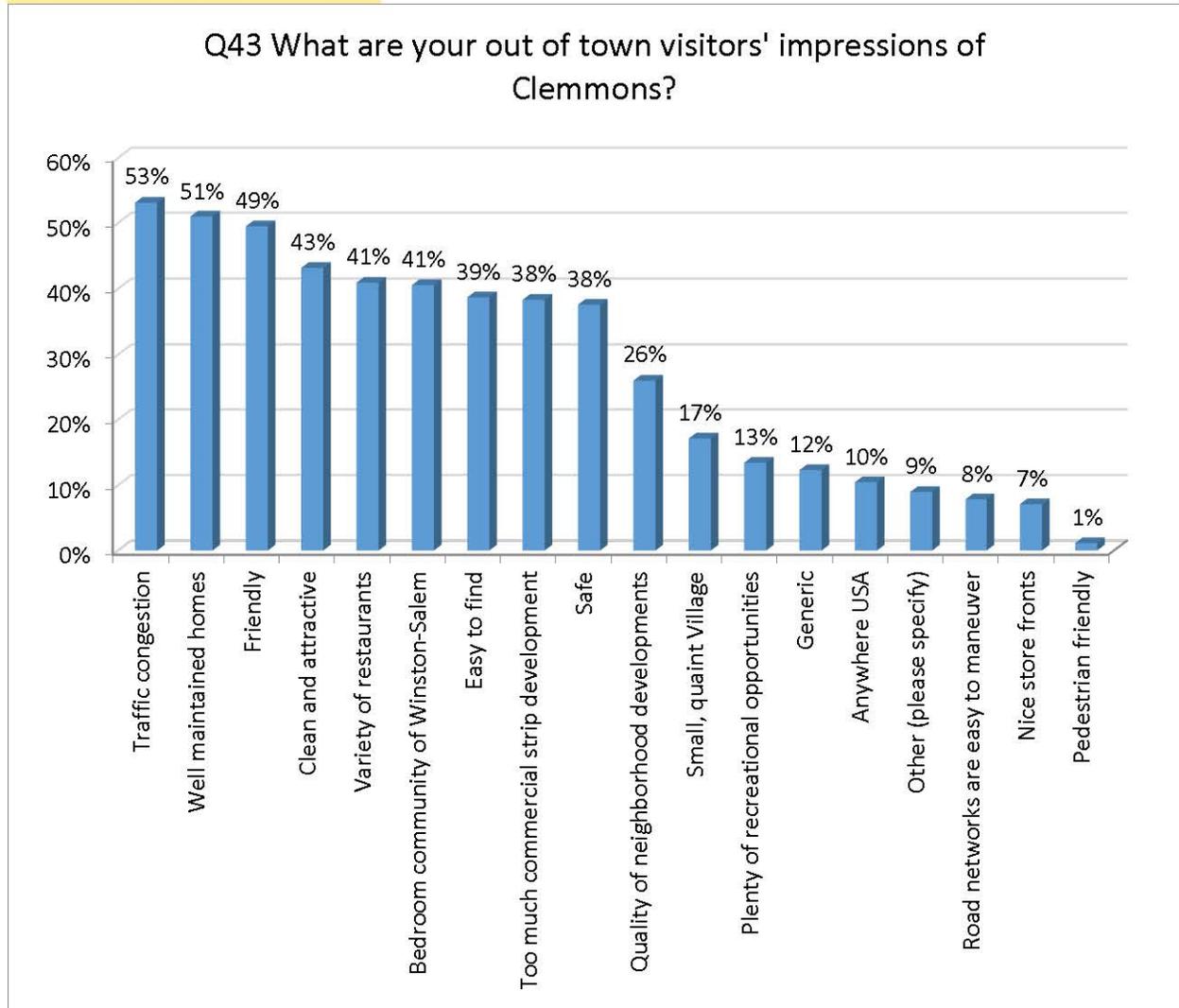
Q42 What activities, facilities and events would you like to see offered in Clemmons?



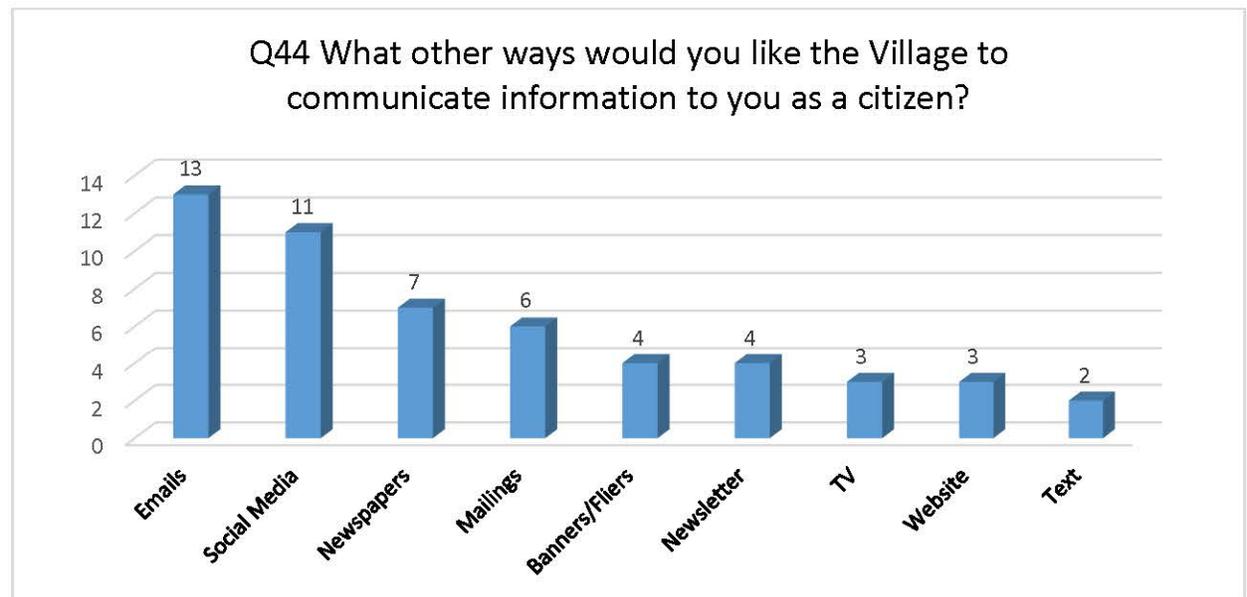
N=99

Other Comments=42



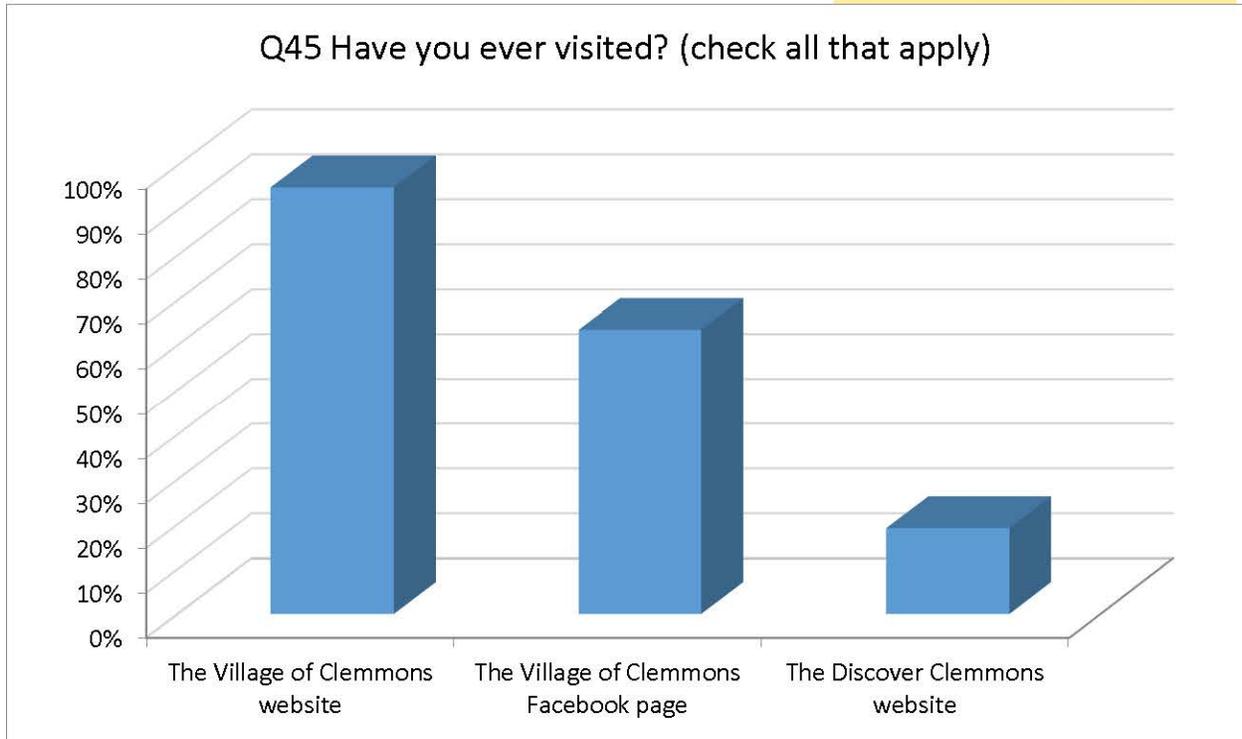


N=269



N=50

Other Comments: digital sign, phone, radio, utility bills and public postings



N=262

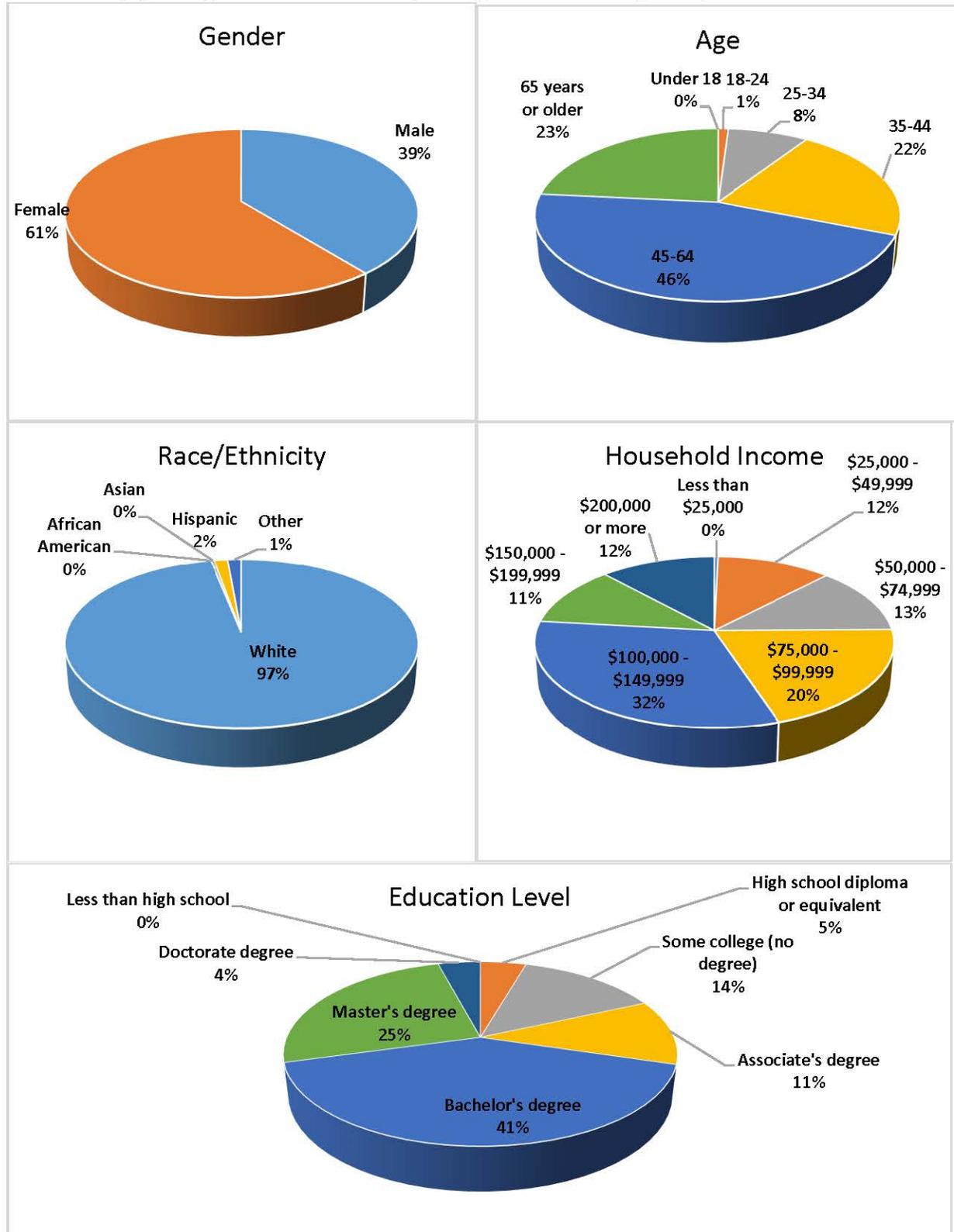
Q46 Other General Comments

Summary of Comments: Concerns with median, on the right track, enforce ordinances, traffic congestion, so much should have been addressed years ago, focus on being a bedroom community, keep Clemmons small and family friendly, clean up old apartments, senior gathering place, concerts needed, better information about projects and navigation of the Village website, need more arts and small businesses, responsible growth, willing to pay higher taxes to not have overdevelopment, embrace change and modernization.

N=60

Survey Demographics

The following graphs show the survey responders demographics, including gender (n=286), age (n=290), race/ethnicity (n=284), household income (n=254), education level (n=290)



Public Meetings



**Village of Clemmons
Comprehensive Plan Update 2017
Community Meetings**

June 19th & 22nd, 2017, 6:30pm

6/19: River Oaks Community Church, 1855 Lewisville-Clemmons Road

6/22: Village Hall, 3715 Clemmons Road

AGENDA

6:30	Sign In	
6:40	Welcome & Project Overview	Megan Ledbetter
	<ul style="list-style-type: none"> ▪ Goals & Outcomes ▪ Process & Timeline ▪ Existing Comprehensive Plan Highlights/Successes 	
7:00	<u>Task Force Work Session</u>	
	<p>Transportation & Parks</p> <p>Future Land Use</p> <p>Strategic Planning Areas</p> <p>Quality of Life</p>	<p><i>Jesse Day, PTRC</i></p> <p><i>Megan Ledbetter, Clemmons</i></p> <p><i>Russell Smith, PTRC</i></p> <p><i>Tiffany White, WS/FC Planning</i></p>
8:00	<u>Task Force Reports and Discussion</u>	
8:20	<u>Wrap-Up / Next Steps</u>	Russell Smith
8:30	Adjourn	

Village of Clemmons
Meeting Notes – Community Meeting #1 – 6/19/17
Future Land Use and Strategic Planning Areas (SPAs)

Discussion Topics

1. Future Commercial Growth
 - Need diversity of offerings
 - One Stop Shopping for Clemmons residents
 - Potential for Big Box Retailer so residents won't have to leave the Village
 - Increase diversity of uses = increased tax benefits
 - More commercial ok, just don't lose Mom and Pop stores
 - Make sure that infrastructure keeps up with growth (e.g. EMS calls, Public Safety concerns)

2. Future Residential Growth
 - Increase residential development
 - Infrastructure (i.e. roads) need to keep up with traffic congestion
 - More subdivisions with amenities
 - More diversity in residential offerings....senior living, patio homes, upper story apartments in mixed use buildings, independent living centers
 - Age in place community offerings

3. Future Industrial Growth
 - Rename Industrial Growth to Planned Employment Centers or some other name that focuses on job growth and not noxious uses.
 - Encourage job generators, high skilled labor to grow tax base
 - Mostly rely on service jobs in the Village
 - Growth in healthcare sector has been a positive and should be encouraged

4. Challenges for SPAs
 - All SPAs will have issues related to traffic as they develop
 - Keep Highway 158 two lanes through the Village, ok with home conversions to offices/light retail
 - Encourage the sharing of parking, limited driveways and more sidewalks along Lewisville-Clemmons Road North and South.
 - Encourage higher density residential and mixed use along Lewisville-Clemmons Road North as an alternative to highway commercial. Helps buffer residential development to the west of the SPA (Blanket Bottom Area).
 - Preserve green space/open space throughout all SPAs
 - Alternative road network needs to be developed to serve new areas for future development
 - Idols Roads area should encourage employment centers, buffers needed between residential and employment centers.
 - Some residential development in Idols Road SPA ok.
 - Need infrastructure to be in place before development occurs.
 - Limit noise pollution, tractor trailer trips, environment concerns.
 - Potential for Green jobs and healthcare related jobs.



Village of Clemmons
Meeting Notes – Community Meeting #2 – 6/22/17
Future Land Use and Strategic Planning Areas (SPAs)

Discussion Topics

1. Future Commercial Growth
 - Traffic safety a big concern
 - Connectivity and access management issues need to be addressed in commercial corridors
 - Commercial development ok, local restaurants need to be sustainable
 - Need to create destination points in which you can shop, eat....with pedestrian connectivity
 - No real need for big box development
2. Future Residential Growth
 - Not enough available land for new residential development. High prices per acre, limited land
 - Potential to build vertically in order to allow more residential development on limited land (e.g. Birkdale, Huntersville, NC)
 - Big demand for SFR product
 - Need to connect residential developments with roads
 - Aging in Place opportunities should be investigated
 - Need to understand environmental impacts of development (e.g. stormwater run-off)
 - Task Force to deal with retrofitting of existing non-compliant developments regarding water quality issues
3. Future Industrial Growth
 - Light industry is preferred, more employment opportunities in Clemmons
 - Enclosed operations
 - Stringent buffers between uses to protect property values
 - Traffic associated with industrial growth must be taken into account
4. Challenges for SPAs
 - Traffic and congestion a major issue throughout all SPAs
 - Opportunity to see higher density residential development along the northern part of Lewisville-Clemmons Road, Mixed Use development as well
 - HWY 158 corridor: SFR with blended retail opportunities
 - Widening of 158 inevitable
 - Home to office Conversions acceptable alternative to straight commercial development along 158
 - Make 158 into a 'true' main street for the community
 - Idols Road SPA: needs buffers between residential development and planned industry.
 - Idols Road SPA: need transportation improvements to accommodate truck traffic





Village of Clemmons Comprehensive Plan Update 2017 Community Meeting

September 14, 2017, 6:30pm

River Oaks Community Church, 1855 Lewisville-Clemmons Road

AGENDA

6:30	<u>Welcome & Project Overview</u> <ul style="list-style-type: none">▪ Overview▪ Process & Timeline	Megan Ledbetter
6:40	<u>Updated Existing Conditions Report</u>	Jesse Day, PTRC
7:00	<u>Community Survey & Public Meetings Report</u>	Russell Smith, PTRC
8:00	<u>Discussion and Questions</u>	Staff
8:20	<u>Wrap-Up / Next Steps</u>	Staff
8:30	<u>Adjourn</u>	

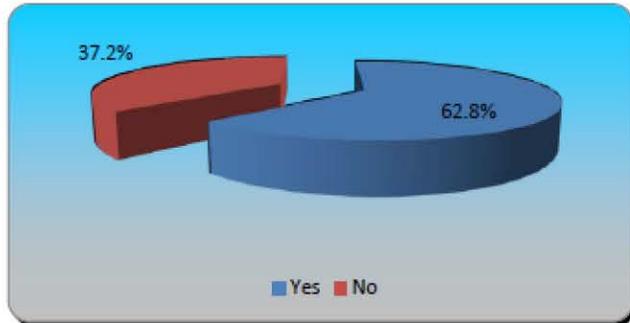
**Village of Clemmons
Community Meeting #3 Results – 9/14/17**

Clemmons LDP Update Meeting Results by Question

Session Name: Current Session
Created: 9/14/2017 7:42 PM

1.) Did you complete the Clemmons community survey? (multiple choice)

	Responses	
Yes	27	62.79%
No	16	37.21%
Totals	43	100%



2.) Which of the following issues is the most important to you? (multiple choice)

	Responses	
Condition of Roads	7	16.67%
Traffic Safety	23	54.76%
Walking Environment	7	16.67%
Bicycling Environment	5	11.90%
Access to Parks	0	0%
Totals	42	100%



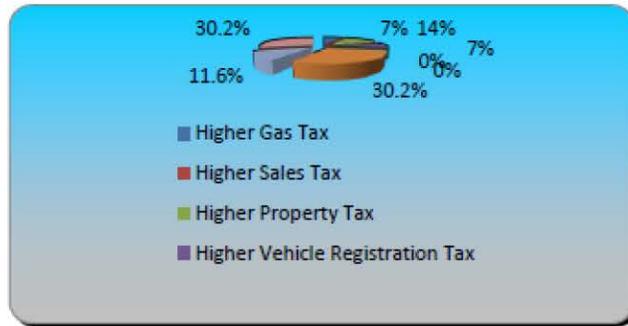
3.) Which of the following community projects is the most important to you? (multiple choice)

	Responses	
Plant trees along streets	3	7.14%
Village entry features	1	2.38%
Improve storm drainage facilities	14	33.33%
Neighborhood traffic calming	8	19.05%
More parks & rec facilities	4	9.52%
Bicycle facilities	0	0%
Sidewalks	4	9.52%
Greenway system	5	11.90%
Add medians to existing roads	3	7.14%
Totals	42	100%



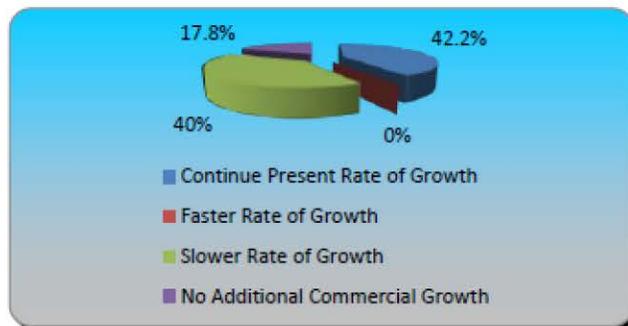
4.) How would you pay for transportation improvements? (multiple choice)

	Responses	
Higher Gas Tax	3	6.98%
Higher Sales Tax	0	0%
Higher Property Tax	6	13.95%
Higher Vehicle Registration Tax	3	6.98%
Tolls on Roads	0	0%
Development Impact Fees	13	30.23%
Transportation Bonds	5	11.63%
I do not support any methods	13	30.23%
Totals	43	100%



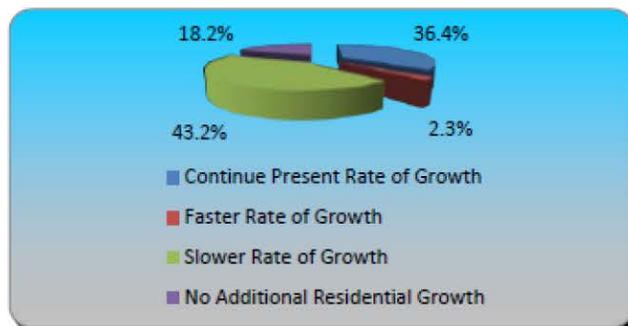
5.) At what rate should the Village's commercial growth change over the next 10 years? (multiple choice)

	Responses	
Continue Present Rate of Growth	19	42.22%
Faster Rate of Growth	0	0%
Slower Rate of Growth	18	40%
No Additional Commercial Growth	8	17.78%
Totals	45	100%



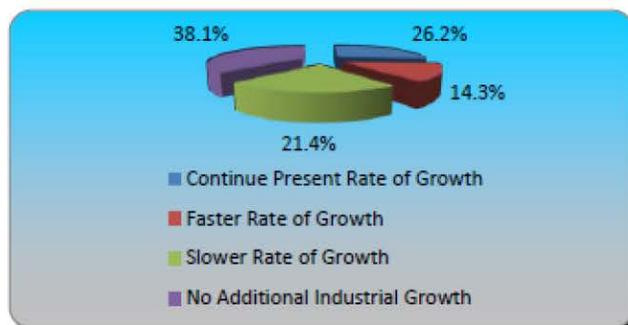
6.) At what rate should the Village's residential growth change over the next 10 years? (multiple choice)

	Responses	
Continue Present Rate of Growth	16	36.36%
Faster Rate of Growth	1	2.27%
Slower Rate of Growth	19	43.18%
No Additional Residential Growth	8	18.18%
Totals	44	100%



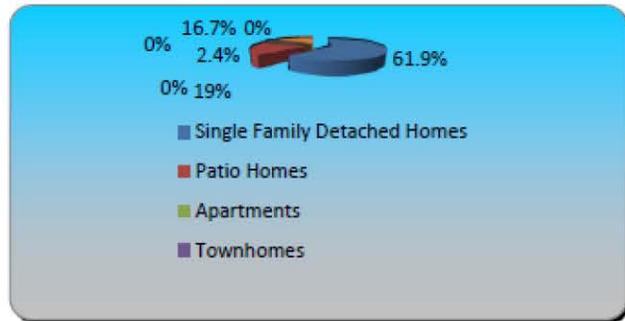
7.) At what rate should the Village's industrial growth change over the next 10 years? (multiple choice)

	Responses	
Continue Present Rate of Growth	11	26.19%
Faster Rate of Growth	6	14.29%
Slower Rate of Growth	9	21.43%
No Additional Industrial Growth	16	38.10%
Totals	42	100%



8.) What type of residential development would you like to see encouraged in Clemmons? (multiple choice)

	Responses	
Single Family Detached Homes	26	61.90%
Patio Homes	8	19.05%
Apartments	0	0%
Townhomes	1	2.38%
Condominiums	0	0%
Mixed Use Structures	7	16.67%
Duplexes/Twin Homes	0	0%
Totals	42	100%



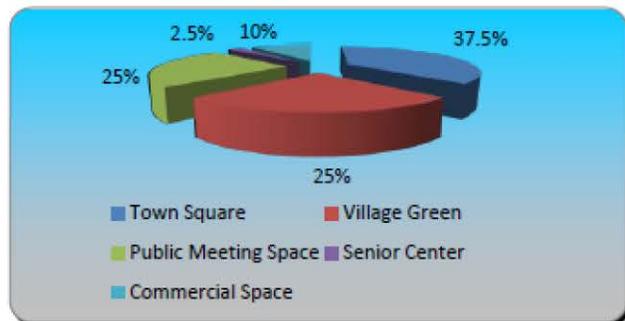
9.) Should Clemmons become a job/employment center? (multiple choice)

	Responses	
Yes	13	32.50%
No	21	52.50%
Not Sure What that Means	5	12.50%
Unsure	1	2.50%
Totals	40	100%



10.) Which of the following is the key characteristic of a "village center"? (multiple choice)

	Responses	
Town Square	15	37.50%
Village Green	10	25%
Public Meeting Space	10	25%
Senior Center	1	2.50%
Commercial Space	4	10%
Totals	40	100%



11.) Who should take the lead in developing a "village center"? (multiple choice)

	Responses	
Village of Clemmons	19	46.34%
Private Developer	4	9.76%
County	0	0%
Public-Private Partnership	16	39.02%
Non-Profit	1	2.44%
Other	1	2.44%
Totals	41	100%





Village of Clemmons Comprehensive Plan Update 2018

Plan Update Recommendations

June 4th 2018, 6:30pm
River Oaks Community Church,
1855 Lewisville-Clemmons Road

AGENDA

- 6:30** **Sign In**
- 6:40** **Drop In Session**
- Review Updated Maps, Objectives and Action Items
- 7:00** **Comprehensive Plan Update Presentation**
- Provide highlights from planning process:
 - Themes, Vision, Goals, Priority Action Items
 - Next Steps
- 7:20** **Drop In Session**
- Review Updated Maps, Objectives and Action Items
- 8:00** **Adjourn**



**Village of Clemmons Comprehensive
Plan Update Meeting Notes
June 4, 2018**

I. What did you hear/see/discuss tonight that you 'liked' regarding the plan?

- Glad to see the Village is interested in maintaining an area of rural character.
- Parks and Recreation Advisory Committee is a great way to look into feasibility of developing recreational space, cost, insurance, potential crime, etc..
- I was pleased to learn that greenways, trails, etc.. are an important element of the comprehensive plan. I am enthusiastic that Clemmons might develop into a more pedestrian friendly place.
- Development is north of I-40.
- I like the idea of more greenways, sidewalks, bike paths, and bike lanes. We need more connectivity in the Clemmons/Lewisville area to allow folks to exercise, walk, ride bicycles around town to get to local businesses and parks.
- I liked the transportation focus and was glad to hear 'transit' and sidewalks mentioned in the presentation
- I also liked the mention of redevelopment of already older developed areas.
- That the residential concessions are being considered in addition to growth (business and industry). If we draw additional employees/citizens, we'll need better pedestrian access to offset more traffic.
- I agree with the top 5 action items.
- I was glad to hear Jesse talk about the Western Belt. We have been hearing about the Western Beltway for 25 years when will it be a real entity?

2. What did you hear/see/discuss tonight that you 'disliked' regarding the plan?

- I would like to have had a little more details regarding each of the plan areas during the presentation.
- It doesn't have all the answers.
- Forsyth County disregards the interest of Clemmons residents.
- Bike lanes not needed if automobile traffic is slowed, example: Idols, Hampton, etc..
- We should remember we have one of the best parks in the state right around the corner- Tanglewood Park. Not sure we need more parks, Tanglewood is not heavily used now.
- The mention of cluster development in the county area along, or rather near, the NW village area. We should focus on denser and infill development in already developed areas. Cluster development and LID just spreads out sprawl.



- Preserving “historic” 158 while pushing traffic via Idols Road extension (Beltway). Seems to be conflicting goals. Are there other towns that have successfully navigated growth and preservation at the same time?
- An unstated goal of the residents is to keep the tax rate low. Not low relative to anything but absolutely low. Compressing commercial districts and discouraging big box development reduces shopping hence tax revenue and brings likely look of property tax revenue. This alone could bring a Council reversal of the plan.
- I have often wondered why the Village did not buy all the land where the Library will be located- Money. A small raise in taxes would be worth it.

3. Other Comments, Concerns, Suggestions regarding the plan....

- Thank you for taking the time to present this information to Village residents.
- When are you going to clean of the residential lakes that are already damaged by runoff and development, such as in Clemmons West?
- A couple of right only turns onto Lewisville-Clemmons Road will enhance traffic flow and increase safety.
- Please be mindful of taking care of what has already been started and follow things through.
- Can't stop new development but shouldn't destroy what is already there.
- New industrial developments should be enclosed by a quarter mile of woods if being built near an existing neighborhood.
- Should always make sure what is already built has the same value after new development put in.
- Happy to serve on transportation/growth committees.
- A small park would enhance the area
- Raise taxes to accomplish our goals
- Create a fund/endowment to support our goals
- Pursue state/federal/county funds to support our goals
- Our Clemmons Council should put pressure on NCDOT to build the Western Beltway. That would relieve traffic on Lewisville-Clemmons Road.





The following list of 65 objectives are found in the Clemmons Community Compass 2040 Update. The numbers in the right column refer to the page where the objectives are found in the full report.

- 1: MONITOR CHANGING DEMOGRAPHICS IN CLEMMONS 12
 Continue to monitor the age demographics of the Clemmons planning area and immediate area to better plan for the needs of a changing population.
- 2: MONITOR JOBS-HOUSING IMBALANCE IN CLEMMONS 13
 Continue to monitor employment and population growth in the Clemmons planning area and seek solutions to the jobs-housing imbalance.
- 3: FOCUS COMMERCIAL DEVELOPMENT WITHIN ACTIVITY CENTERS..... 15
 Focus future retail and office development within activity centers and in redevelopment areas along key commercial corridors.
- 4: ENSURE FUTURE INDUSTRIAL SITES HAVE ADEQUATE FACILITIES 15
 New industrial development should be located in areas that are adequately served by roads, water, and sewer.
- 5: PROMOTE DEVELOPMENT OF TRANSIT SERVICE TO CLEMMONS AND PROVIDE NEEDED AMENITIES TO SUPPORT SERVICE 15
 To reduce traffic on regional roadways, promote development of a regional bus route that provides service from Clemmons to Winston-Salem. Work with regional transportation agencies to locate and develop a park and ride lot with a variety of service times to support future transit service.
- 6: PROTECT CRITICAL ENVIRONMENTAL ASSETS..... 17
 New development and redevelopment should be located to maximize the use of existing developed areas and reduce development footprints on undeveloped lands to protect critical environmental assets in the community.
- 7: USE ENVIRONMENTAL ASSETS..... 17
 Environmental assets, such as wetlands and creeks, should be used to serve as passive recreational areas, nature paths, and educational interpretation sites.
- 8: COORDINATE UTILITIES PLANNING WITH FORSYTH COUNTY..... 21
 Work with Forsyth County to plan for the expansion of future utilities in a manner that reinforces the Clemmons future land use map and this comprehensive plan.
- 9: DEVELOP A "CLEMMONS SCHOOLS" TASK FORCE 21
 The task force would develop a walk to school plan for adjacent neighborhood for all schools located in the Village of Clemmons municipal boundaries. The task force would encourage and promote walking to school, while seeking grant resources to implement signage or other safety improvements.

I0: JOINT-USE OF SCHOOL PARKS AND BALLFIELDS	27
Partner with Winston-Salem/Forsyth County Schools and the YMCA for joint-use of parks and ballfields.	
I1: EXPANSION OF LINEAR PARKS – TRAIL PLANS	27
Work with regional partners to implement linear park and greenway strategies outlined in the Village Transportation Plan, Winston-Salem / Forsyth County Greenways Plan, Connect Davie Greenway Plan, Piedmont Legacy Trails and other adopted plans. Utilize the Village Transportation Committee to develop leadership, capacity and prioritization recommendations for greenway and trail development.	
I2: PROHIBIT PRIVATE SEWAGE PACKAGE PLANTS IN RURAL AREAS	28
Encourage Forsyth County to prohibit the use of private sewage package plants in this area.	
I3: IDENTIFY INFILL OPPORTUNITIES FOR PARKS	30
Identify opportunities to develop small neighborhood parks on infill lots in existing neighborhoods.	
I4: DEVELOP OVERLAY ZONING DISTRICT FOR US-158 CORRIDOR	33
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.	
I5: CONTINUE TO PROVIDE INCENTIVES FOR MIXED-USE COMMERCIAL DEVELOPMENT	34
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.	
I6: ENCOURAGE SIDEWALK DEVELOPMENT ON LEWISVILLE-CLEMMONS ROAD	35
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.	
I7: AMEND THE UDO TO ENCOURAGE MASTER PLANNED DEVELOPMENTS (PARTIALLY COMPLETE)....	35
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.	
I8: ADOPT FORMAL POLICY REQUIRING ADEQUATE INFRASTRUCTURE	38
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.	

19: IN FUTURE, IDENTIFY MIXED USE CENTER.....39

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.

20: AMEND THE UDO TO ENCOURAGE MASTER PLANNED DEVELOPMENTS.....46

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 and achieve the future land use intent goals of the corridor. For example, roadway access north/south on the east and west side of this corridor should be incorporated into a master plan, ensuring that complete and connected streets are provided, while accommodating the transition between different land uses.

21: AMEND THE UDO.....46

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 the 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 supporting the rural preservation future land use;
- Require complete street design and installation of street-trees, as part of new development projects

22: RESEARCH FUNDING OPTIONS FOR BLANKET BOTTOM MULTI-USE PATH46

In addition to WSMPO transportation funding, Village staff should research additional funding opportunities to pay for multi-use path along Blanket Bottom Creek, including but not limited: North Carolina Parks and Recreation Trust Fund, North Carolina Clean Water Management Trust Fund, Federal Land and Water Conservation Fund, Recreational Trails Program, Private donations (e.g. friends of Clemmons Trails, “buy a brick” program).

23: WORK WITH FORSYTH COUNTY AND FUCC TO CREATE A JOINT GUIDE FOR FUTURE DEVELOPMENT46

In collaboration with County partners and stakeholders, develop a vision and policy for extension of infrastructure services west of Lewisville-Clemmons Road and north of Peace Haven Road. The issues to consider include roadway connections, utility service extensions as well as land use.

24: DEVELOP A US-158 OVERLAY ZONING DISTRICT50

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. IF Access management, signage and wayfinding provisions should be included in the new standards.

25: CONSIDER HISTORIC DISTRICT DESIGNATION FOR PORTIONS OF CORRIDOR.....50
 Consider historic district designation for appropriate portions of the US-158 corridor to further protect the character of the area.

26: DEVELOP PLAN FOR STREETScape RESTORATION.....50
 Develop a plan for streetscape restoration, funding and phasing (i.e., planting of trees, construction of sidewalks, pedestrian-scale lighting). This is a high priority.

27: PROVIDE INCENTIVES FOR GREENING OF PARKING LOTS50
 Provide incentives for landowners to retrofit existing parking lots to screen parking from the roadway with trees and landscaping, such as reduced parking requirements.

28: USE VILLAGE POINT DESIGN GUIDELINES53
 Continue to use the Village Point design guidelines as a tool for guiding design of new developments, also extend the design criteria across Lewisville-Clemmons Road to guide re-development of existing land uses on the east side.

29: DEVELOP FORMAL POLICY REQUIRING INFRASTRUCTURE BEFORE EMPLOYMENT DEVELOPMENT55
 Develop a formal policy that requires adequate infrastructure (i.e., roads, water, sewer) to be in place before new development with a large number of employees occurs.

30: ENCOURAGE VERY LOW-DENSITY DEVELOPMENT IN SHORT-TERM AND MORE INTENSE DEVELOPMENT WHEN INFRASTRUCTURE IS IN PLACE.....56
 Encourage Forsyth County to use land use controls in this area to promote lower density uses in the short-term, such as 1 dwelling unit per 2 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.

31: ADVOCATE FOR REGIONAL BELTWAY (I-40 BYPASS)56
 Work proactively with the Winston-Salem MPO, NCDOT Division 9, regional and legislative partners to advocate for the Beltway to provide traffic relief to this area.

32: ADOPT IDOLS ROAD DESIGN GUIDELINES AS OVERLAY DISTRICT56
 Incorporate existing Idols Road Corridor Design Guidelines as part of an overlay zoning district.

33: CREATE A MULTI-MODAL TRANSPORTATION SYSTEM.....64
 Create an accessible, convenient, and efficient multi-modal transportation system through:

- A thoroughfare system that comprehensively incorporates a variety of transportation modes for adequate access, flow, connectivity, safety, and mobility.
- Partner with PART to expand ride share, vanpools and regional transportation, in conjunction with other agencies, for travel in the Triad region.
- Provision and promotion of opportunities for travel by transit, cycling, and walking
- Strategic routes for the movements of goods by truck from freeway corridors to local commercial and industrial businesses. This includes the new northern beltway improvement.

34: SAFE OPERATION OF EXISTING FACILITIES	64
Provide serviceable and safe operation of existing facilities through:	
<ul style="list-style-type: none"> • Traffic operation improvements to reduce congestion. • Safety improvements to reduce crash likelihood. • Access management improvements to improve safety and network efficiency. 	
35: PROMOTE A BICYCLE AND PEDESTRIAN-FRIENDLY ENVIRONMENT	64
Promote a Complete Streets policy, including:	
<ul style="list-style-type: none"> • A pedestrian system that fills in gaps and connects neighborhood and recreational facilities Village-wide. • A trail and greenway system within and connecting local and regional parks. • Safe roadway crossings and sidewalk placement within the Village core and activity centers. • Creation of a bicycle strategy that provides opportunities and safety education for riders of various skill levels, including a Safe Routes to School program that will encourage students in Clemmons to walk to school and will educate them about safety. • Provide 4-6' paved shoulder facilities for bicyclists on roadways where curb and gutter does not exist when roads are rebuilt. 	
36: IDENTIFY FINANCING MECHANISMS FOR IMPROVEMENTS.....	64
Working with regional transportation partners, identify sufficient, timely, and equitable financing mechanisms and partnership opportunities to implement transportation improvements identified in the Village Transportation Plan.	
37: FACILITIES SHOULD UPHOLD COMMUNITY CHARACTER.....	65
Plan, design, and construct transportation facilities that are consistent with existing community identity. Evaluate specific transportation improvements to ensure they promote Clemmons' vision for community appearance.	
38: BUILD COMMUNITY CONSENSUS THROUGH PLANNING	65
As new projects are being designed and developed, build community consensus through stakeholder interviews, public workshops, and committee participation	
39: IMPROVE ENVIRONMENTAL QUALITY THROUGH TRANSPORTATION CHOICES	65
Improve environmental quality by implementing transportation choices that minimize impacts to physical, natural, and social environments and integrate with Village land use policies. Work with regional transportation partners to evaluate specific transportation improvements to ensure they promote Clemmons' objective to protect its natural environment.	
40: DEVELOP A TRANSPORTATION PLANNING TOOL TO ASSIST IN EVALUATING THE IMPACT OF NEW DEVELOPMENT ON EXISTING ROADWAYS	65
The Village of Clemmons will initiate the development of a Transportation Tool that will aid in evaluating traffic impacts of new development on adjacent roadways. It is envisioned that this tool will aid the Village in better understanding the impact of new trip generations on existing roadways and existing traffic volumes in an effort to limit new development in certain areas of the community that are facing traffic congestion.	

- 41: CREATE A TRANSPORTATION ADVISORY COMMITTEE65
- The Committee will be charged with finding consensus within the community regarding future transportation plans that address traffic congestion and safety. The Committee will engage with the community, develop alternatives and recommend a preferred future for key corridors. The committee will work to create safe routes to schools in Clemmons, reducing traffic congestion and improving physical activity.
- 42: ESTABLISH MECHANISMS TO ACCOUNT FOR EXTERNAL GROWTH.....65
- Monitor land use and development within neighboring jurisdictions through coordinated and collaborative regular meetings and updates to learn of developments and changes. Include Davidson, Davie and Forsyth counties and municipalities.
- 43: MAINTAIN AND IMPROVE MUNICIPAL SERVICES.....66
- Efforts should be taken to ensure that continued financial support of Clemmons existing municipal services (e.g. stormwater, snow clearance, etc.) is maintained. Seek grants to support efforts to improve and make services efficient.
- 44: REVIEW EXISTING HISTORIC PROPERTIES LIST AND IDENTIFY ADDITIONAL STEPS FOR PRESERVATION67
- Village Planning Staff shall coordinate with the City-County Historic Resources Commission to review existing historic properties and condition to identify steps for preservation
- 45: WORK WITH COUNTY AND MPO TO SEEK PARK ACCESS SOLUTIONS67
- Continue to work with Forsyth County and the Winston-Salem Urban Area Metropolitan Planning Organization (MPO) to develop solutions to provide additional safe and easy access pedestrian and bicycle access to Tanglewood Park from adjacent neighborhoods.
- 46: WORK WITH NEIGHBORING JURISDICTIONS TO CREATE ACCESS TO THE YADKIN RIVER.....68
- Work with Forsyth County, Lewisville, and other applicable regional partners to identify a regional solution for providing better access and recreational opportunities on and across the Yadkin River.
- 47: ESTABLISH A PARKS AND RECREATION ADVISORY BOARD69
- Establish a parks and recreation advisory board to assist the Village Council in development of a plan for the provision of parks and recreational facilities in the Village.
- 48: PROVIDE INCENTIVES TO FURTHER PROTECT RIPARIAN BUFFERS.....69
- Discourage construction and land disturbance activities within 100 feet of streams, lakes, or wetlands. For areas with contiguous forest of 500 acres+ or other significant natural resource value, recommend riparian corridor protection up to 500 feet from stream bank or water’s edge. Explore incentives for protecting these areas, such as increased densities on more appropriate areas of development sites.
- 49: SEEK PUBLIC EASEMENTS FOR GREENWAYS69
- Work with land developers and willing landowners to acquire public easements within stream and creek buffers for development of planned greenways.

50: CONDUCT A FEASIBILITY STUDY FOR MUDDY CREEK AND BLANKET BOTTOM CREEK TRAIL	69
<p>A feasibility study for the Muddy Creek and Blanket Bottom Creek greenway trails will identify preferred alignments of the trails, ensuring the best route and accurate cost estimates for trails along the corridors.</p>	
51: ENHANCE CULTURAL ARTS EVENTS AND PROGRAMMING	72
<p>Work with culture and art partners in the community to request input on quality of life through an annual survey and evaluate programming or facilities necessary to hold key events or programming.</p>	
52: DEVELOP AN OLDER ADULT RESOURCE CENTER	72
<p>Work with Forsyth County, Piedmont Triad Area Agency on Aging, public and private entities and other foundations to develop a plan and funding for a facility to serve as a community and resources center for older adults.</p>	
53: EVALUATE COMMUNICATIONS STRATEGY	72
<p>Annually evaluate the communications of the Village of Clemmons to see how effective the various methods are at driving attendance to Village Events, how residents do receive and desire to receive their information about Village sponsored or co-sponsored events or information.</p>	
54: ENCOURAGE PUBLIC SCHOOLS TO ENHANCE PROGRAMS AND FACILITIES	72
<p>Work with Winston-Salem/Forsyth County Public Schools to continually improve and enhance the local public education system, ensuring traffic safety and reduced congestion around schools.</p>	
55: JOINTLY PLAN FOR NEW SCHOOLS	73
<p>Work with Winston-Salem/Forsyth County Public Schools and transportation planning agencies to plan for new schools and school expansions in Clemmons.</p>	
56: INCORPORATE VILLAGE BRANDING INTO FUTURE NCDOT IMPROVEMENTS	75
<p>Incorporate village logo and historical context features and leverage NCDOT enhancement investment on bridge overpasses and entrance ways and exits from the limited access highways (US 421, I-40 and future Beltway or others) that bisect the Village of Clemmons.</p>	
57: UTILIZE NEWLY CREATED RECREATION ADVISORY BOARD TO GUIDE THE DESIGN AND IMPLEMENTATION OF PLANNED GATEWAYS	75
<p>Working with the Parks and Recreation advisory board (see 47) review and provide feedback on preferred conceptual designs, locations and other details for gateway improvements to recommend for implementation to the Village Council.</p>	
58: IMPLEMENT THE VILLAGE TRANSPORTATION PLAN.....	78
<p>Implement the action strategies of the Village Transportation Plan to create a more sustainable transportation system for Clemmons.</p>	
59: WORK WITH CONCERNED CITIZENS ON COMMUNITY WATER ISSUES.....	78
<p>Protect water as a natural resource by working with concerned citizens in an effort to address water issues related to quality, quantity, stormwater runoff, watershed planning, etc.</p>	

60: DEVELOP FRAMEWORK FOR CITIZENS AND COMMUNITY ORGANIZATIONS TO PARTNER WITH THE VILLAGE OF CLEMMONS ON WATER RESOURCE ISSUES.79

Develop a framework from which concerned citizens and community organizations can collaborate with the Village on issues related to water resources. This process may include the development of a new water resources task force, engagement with homeowner’s associations responsible for the management/maintenance of area dams and/or involvement with the Storm Water Advisory Board.

61: ASSIST CITIZENS AND COMMUNITY ORGANIZATIONS IN OBTAINING EXTERNAL GRANT FUNDING FOR LOCAL WATER-RELATED PROJECTS.....79

Provide technical assistance, as possible, to concerned citizens and community organizations that seek external grant funding for the maintenance and/or management of water resources with the planning jurisdiction of the Village

62: INCENTIVIZE LED AND SUSTAINABLE LIGHTING79

Provide helpful community resource guides and tangible incentives to provide LED and other future sustainable lighting products in new development or when retrofitting existing development.

63: HOLD ADDITIONAL COMMUNITY EVENTS TO INCREASE RECYCLING AND REDUCE WASTE PRODUCTION80

Explore new ways to reduce waste production and increase recycling in Clemmons. Ideas include providing recycling bins and trash cans at strategic public locations, educating residents about the benefits of waste reduction and recycling, and providing incentives to developers that reduce waste production and increase recycling on construction sites.

64: ENCOURAGE THE EXPANDED PROTECTION OF NATURAL RESOURCES.....81

This could be the use of cluster developments, protection of existing tree canopy beyond the current requirements, reduction in impervious surfaces, establishing community gardens, and reducing water and wastewater use associated with development within the Village.

65: PROTECTION OF OPEN SPACE/RURAL AREAS81

The Village Staff will actively research options for the effective protection of open space/rural areas within Clemmons’ planning jurisdiction.