

# *Clemmons Community Compass* **THE 2040 COMPREHENSIVE PLAN**



*Prepared for the Village of Clemmons by*  
PIEDMONT TRIAD REGIONAL COUNCIL

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# 1 - Plan Overview

## WHAT IS THE CLEMMONS COMMUNITY COMPASS UPDATE?

The Clemmons Community Compass Update is our community's comprehensive plan that builds upon the previous Community Compass Plan and reflects the changing realities facing the community. It serves as our "blueprint" and provides direction for the future of the Village over the next 20 years. The vision for Clemmons and the supporting goals, objectives, and implementation actions provided in this plan were developed using a robust community engagement approach. Input from members of our community – citizens, landowners, and business proprietors – was the foundation for development of the plan.

Previous to the preparation of the Clemmons Community Compass 2019 Update, policy decisions were guided by several plans and policy documents. (See the "History of Planning in Clemmons" to the right.) This comprehensive plan blends new community input with relevant pieces of these policy documents into one cohesive plan for the community.

This plan addresses several strategic goals for Clemmons through themes of Quality of Life, Transportation, Parks, Future Land Use, Economic and Community Development. All goals fall within a sustainable community framework.

The most critical component of this plan is a series of implementation actions. This plan will only be made real through proactive initiation of programs, ordinance updates, changes in policy, and effective intergovernmental coordination.

## PLANNING AREA

This plan takes a long-range planning approach and provides guidance for community development through 2040. Looking beyond the current Village boundaries, the plan addresses land use and development in "edge" areas within unincorporated Forsyth County that are adjacent to Clemmons. These areas are within the Village's potential area for future annexation. The planning area is identified in Figure 1: Planning Area Boundary.

Change within this area will have a direct impact on the Village. As we work to implement this plan, it will be critical to coordinate efforts with Forsyth County, Lewisville, and Winston-Salem, and other regional partners, such as the NC Department of Transportation to ensure that the land use goals of this plan are reached.

### THE HISTORY OF PLANNING IN CLEMMONS

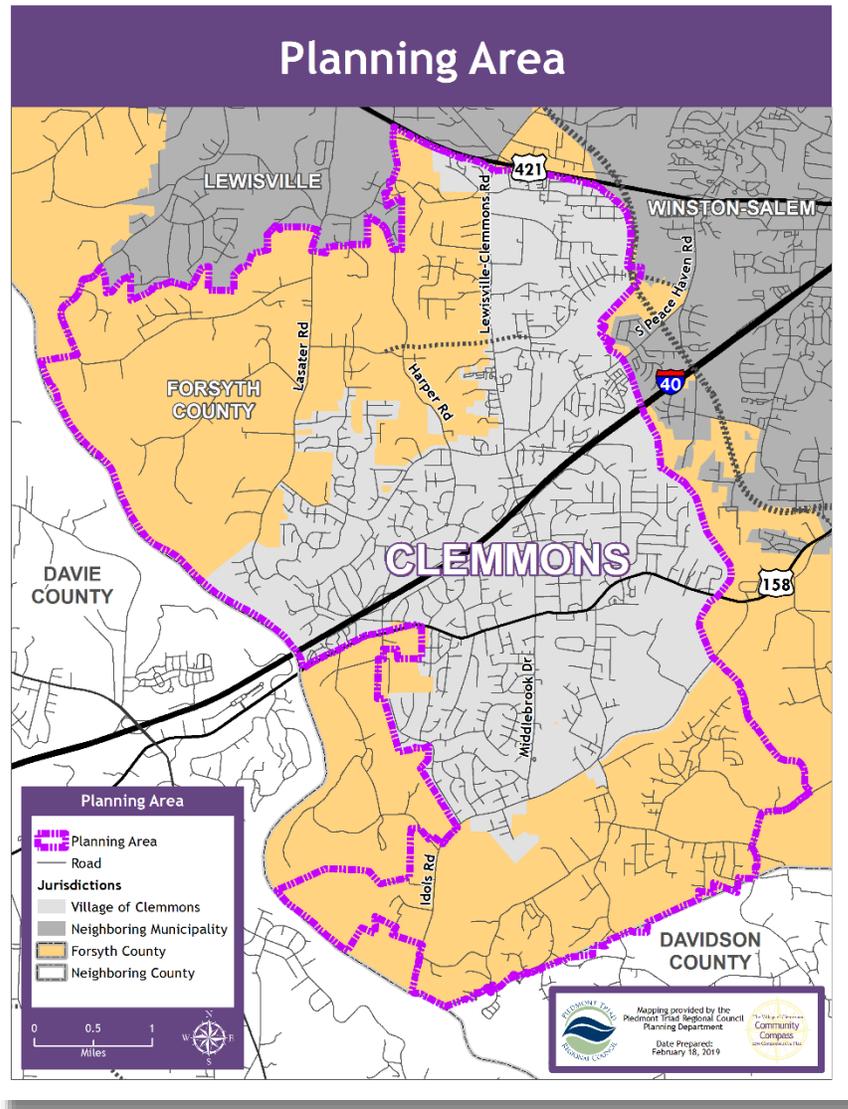
This comprehensive plan builds upon previous planning efforts conducted locally and regionally. Many plans were reviewed to determine the status of implementation and current relevance to the community. Goals and objectives of previous plans and policy documents that continue to reflect the vision for the community have been incorporated into this plan.

#### Previous Plans include:

- ♦ Clemmons Community Compass (2010)
- ♦ Village Transportation Plan (Update Pending)
- ♦ Village Point Small Area Plan (2003, 2009)
- ♦ Forsyth County Legacy Development Plan Update (2013)
- ♦ Winston-Salem Urban Area Comprehensive Bicycle Master Plan (2005) (Update Pending)
- ♦ Winston-Salem / Forsyth County Greenway Plan (2012)
- ♦ Metropolitan Transportation Plan - MTP (2040)



Figure 1: Planning Area Boundary



## PLANNING PROCESS

### Plan Leadership

The Village Council initiated the process to develop a new comprehensive plan for Clemmons in the spring of 2017 and hired the Piedmont Triad Regional Council (PTRC), a voluntary association of local governments, to assist Village staff with the development of the plan. Together PTRC and Village staff are the “Planning Team.”

The planning process involved five key phases:

1. Project Start-Up and Reconnaissance (April 2017 – May 2017)
2. Existing Conditions Update (April 2017 – September 2017)
3. Community Outreach and Input (June 2017 – September 2017)
4. Development of Draft Plan (September 2017 - June 2018)
5. Community Review of Plan Objectives and Recommendations (June 2018)

### Inter-jurisdictional Coordination

Liaisons from Winston-Salem/Forsyth City-County Planning and the regional transportation planning organization (Winston-Salem/Forsyth County Metropolitan Planning Organization) engaged in the planning process. These liaisons assisted the planning efforts and weighed in on policy discussions that have cross border impacts. Given the fact that City-County Planning handles development permitting and inspections for the Village and that the Village’s planning area includes portions of unincorporated Forsyth County, continued inter-jurisdictional coordination is necessary to achieve success of this plan.

### Community Engagement

Throughout the course of the plan, the citizens of Clemmons were asked to provide input at planning workshops, public meetings, and polling events. This engagement gave the Planning Team meaningful input to respond to key planning questions. What new infrastructure and services do citizens want? What type of development is needed where in Clemmons? What areas of the community are in need of reinvestment and renewal? Where should a Village Center be located? What development patterns will have a positive impact on the community, both fiscally and from a quality of life standpoint?

Community engagement activities were designed to occur at the beginning, middle, and end of the planning process to provide “check-in” opportunities with the public, educate the public about progress made and new information developed, and to gain support for the initiative along the way. Key community events included:

- **Kick-Off Community Meetings** (June 2017) - Participants were presented an overview of the comprehensive planning process and engaged in small group discussions focused on one of three topics: Transportation & Parks, Future Land Use & Strategic Planning Areas or Quality of Life. These small group discussions provided community input into citizen’s desires for commercial, residential and industrial development in the Village, critical transportation infrastructure and a variety of quality of life issues including parks, recreation and community events.



*Citizens of Clemmons engaged in several ways throughout the process: a community polling exercise, small group discussions and an open house to review the draft plan.*

KEY THEMES & PLAN FRAMEWORK

The Plan's Key Themes organize the feedback provided from our citizens during the course of Plan development. The themes summarize the input used to prepare the Plan Framework – the key elements of the Plan (vision, goals, objectives, and implementation actions).

The Plan Framework starts out by setting an overarching vision for the community. This vision is further developed by setting goals to achieve by 2040, objectives for reaching those goals, and specific implementation actions to achieve objectives.



- **Online Community Survey** (June – September 2017) – Beginning in June 2017, citizens had the opportunity to participate in an online survey that explored many of the issues discussed at the June Community Meetings. In sum, more than 600 residents accessed the online survey and shared their thoughts on the three main topics of focus for the Comprehensive Plan Update, the results are in Appendix D.
- **Planning Board Participation** (July – August 2017) – The Planning Team made two public presentations to the Village Planning Board in July and August 2017. As the front line in handling many of the issues dealt with in the Comprehensive Plan, the Village Planning Board has many insights into the opportunities and challenges facing the community. These two public meetings allowed for interaction between the Planning Team and the Village Planning Board as the plan developed. Additionally, the Village Planning Board received an early overview of community input into the plan.
- **Community Meeting: Survey Results** (September 2017) – The community heard the results of the online survey and gave their input into numerous questions related to the survey in September 2017. This meeting served as the final community information gathering opportunity prior to the development of the plan recommendations and gave citizens in attendance an opportunity to be heard. Seven ‘Guiding Principles and Themes’ were presented, which served as the foundation from which the Planning Team created the draft plan update.
- **Community Open House** (June 2018) – The Plan recommendations were presented to the general public at this community open house event. An overview presentation of the Plan covering key themes, vision, goals and priority action items were provided and participants were guided through a series of stations to review Plan highlights and provide comments on recommendations, maps and other information.

As new information was developed and reports were made available for public review, these planning products were posted to the Village’s website -- [www.clemmons.org](http://www.clemmons.org).

CLEMMONS CHARACTER

The Village of Clemmons’ most valued characteristics include dedication to a high quality of life and prosperity, thriving business community, minimal essential taxes and a high level of citizen involvement. These key components of character are threaded through all aspects of Clemmons’ decision-making processes and strategic planning initiatives.

KEY THEMES

Early in the planning process, four “Planning Themes” were developed as a means of organizing the key concepts and ideas generated by the community. These themes provide the foundation for the plan’s main elements: the community vision, goals, objectives, and implementation actions. The themes reflect the community’s vision at a broad policy level, highlighting areas where the Village has opportunities to build on its strengths, as well as areas where a change in policy direction is needed to improve a condition that is not consistent with the vision.



## Theme #1: Transportation and Linear Parks

In keeping with the foundation of the original Clemmons Community Compass Comprehensive Plan, transportation and parks continue to be major issues for the community. Clemmons should provide its residents with a variety of recreational opportunities and also make sure that transportation networks meet the needs of all citizens. As a result, this plan update seeks to continue to encourage and innovatively fund the development of a wide variety of Linear Parks as noted in the complete streets movement including sidewalks, bike lanes and greenways. Transportation within the Village must also be addressed, specifically as it relates to traffic congestion, safety and connectivity. This plan seeks to provide a mechanism in which the Village can tackle transportation challenges that are being confronted along its strategic corridors. The community needs to come together to tackle current and anticipated problems related to transportation and recreation in the Village.



## Theme #2: Future Land Use

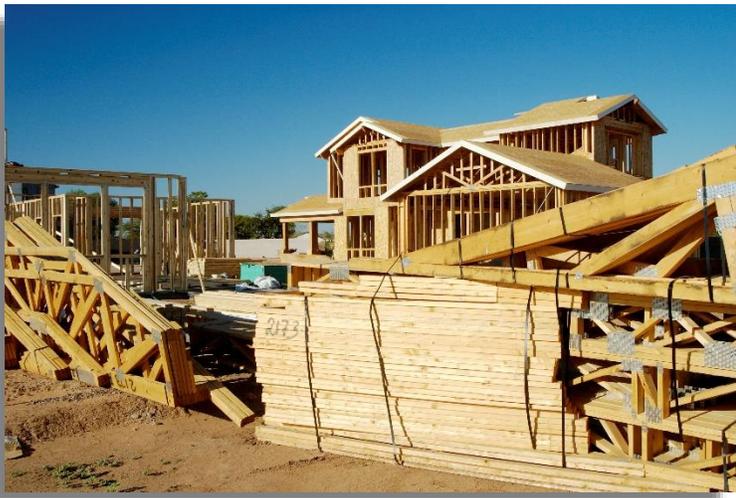
Clemmons Community Compass (2010) started a process in which Clemmons' sought to tackle a myriad of issues associated with the auto-dependent, single use, sprawling development patterns found throughout the Village. The community aspires to continue to utilize the framework developed under the original Community Compass Plan and create a new mold for development and redevelopment – one that activates the interconnectedness of the community by providing mixed-uses in key locations that service proximate neighborhoods and employment areas. The transportation network should be expanded to provide true multi-modal options throughout the Village. New development and redevelopment should be sustainable. It should efficiently use existing land, revitalize areas in need of reinvestment, employ green design techniques, and have a positive fiscal impact on our Village. Large employment centers, office or business park development in and around the Village should consider community impacts during planning stages.





### Theme #3: Quality of Life

Improving the health and well-being of our residents and future citizens is a critical community goal over the next 20 years. Likewise, the Village would like to maintain healthy ecosystems for the plant and wildlife species that have habitat in the Village. Providing more opportunities for community members to recreate and enjoy nature within the Village can achieve both of these objectives. Providing amenities that result in new opportunities for physical activity are necessary for improving the quality of life in Clemmons. This plan suggests new opportunities, such as parks and recreation, safe pedestrian and bicycle routes that link points of interest with neighborhoods, greenways and trails, as well as improved environmental resources such as air quality and maintaining a clean water source. Citizens want cultural and educational events and programming in a community center with continual, community inspired events throughout the year. The provision of these amenities must be balanced with the need to maintain a healthy fiscal profile.



### Theme #4: Economic and Community Development

To support the advancement of Clemmons, a vibrant local economy is needed. Diverse employment opportunities should be expanded in the Village. New jobs will not only result in new employment opportunities for residents, but also new tax revenues that in turn create opportunities for enhanced community facilities and services. Demographics within the community are changing and there is need for new types of housing to support the aging population. The Village is also interested in being home to young professionals and families locating in the region. A mix of housing types is necessary to provide for the varying lifestyles and incomes of future generations living in Clemmons. The goal is to have economic and community development that creates a vibrant Village economy, and desirable residential neighborhoods with a variety of housing options.

# 2 -Vision and Goals

## VISION

Goals have been developed to guide implementation of the following vision statement, ensuring a focus of our efforts on the opportunities and challenges that we have identified and the qualities of the Village that we value and seek to reinforce.

### **Vision Statement**

*The Village of Clemmons is a prosperous, welcoming, safe, vibrant, residential community that promotes a high quality of life for its citizens providing a thriving diverse business environment, protecting our natural resources and preserving governmental fiscal integrity. Clemmons' defining characteristic is a superior quality life for all.*

## VILLAGE GOALS

### **Goal 1: Managed Growth and Balanced Land Use**

Our Village will develop using a more compact land use pattern that links the community through strategically located, village-scale mixed-use centers. Infill and redevelopment sites will be revitalized to provide a mix of uses that more efficiently serve the community and are the highest priority for future development. Land development will be balanced and include commercial, employment and residential uses to ensure the fiscal health of the Village. New development will not outpace infrastructure capacity and will efficiently use our existing services before requiring expansion. A continuum of development forms will be found in Clemmons – from rural, to suburban, to village core. Rural areas will be protected through open space-cluster development patterns and rural preservation.

### **Goal 2: Revitalized Commercial Corridors**

Mature commercial corridors, Lewisville-Clemmons Road and US-158, will be redeveloped and revitalized. These redesigned corridors will reflect our Village character and create a lasting experience and sense of place for visitors and residents. Development will be designed to accommodate vehicles, bicyclists and pedestrians and will employ human-scale designs that improve and beautify our streetscapes and gateway areas.

### **Goal 3: Multi-Modal Transportation Options**

The Village's transportation network will provide true multi-modal opportunities for travelers that link neighborhoods to points of interest and regional

### KEY THEMES & PLAN FRAMEWORK

The Clemmons Community Compass Plan Framework is designed to build upon the overarching vision of the community by setting goals to achieve by 2040, objectives for reaching those goals, and specific implementation actions.



destinations. Transportation modes within the Village’s network include driving, bicycling, walking, and transit (bus and future mass transit).

### Goal 4: Wide Range of Housing Opportunities

Housing opportunities for all members of our community will be provided in Clemmons: rental apartments, starter, mid-level, and upscale homes, as well as senior housing. Housing stock in the Village will provide options for various lifestyles and household preferences and particularly provide more opportunities for in-town living and better multi-modal access to mixed-use centers.

### Goal 5: A Vibrant Community Center

Clemmons and partners will develop a vibrant public gathering place to serve as a focal point of the community to support a sense of place that is walkable, accessible and available for events and community programming.

### Goal 6: Environmental Stewardship

Clemmons will be a green community that provides ample parks, open spaces, and greenways. Trees will be preserved and planted to increase tree canopy in the Village. Significant emphasis on preserving stormwater infrastructure function, water quality and quantity will be essential for the protection of our neighborhoods. Landscaping and beautification efforts will improve the visual quality of our community. The Village will be sustainable in its operations and provide energy, water, and waste efficient municipal facilities and services. New commercial, industrial, and residential development will be designed using sustainable best practices. The Village’s multi-modal transportation system will reduce the Village’s impact on air quality, providing alternatives to single-occupancy automobile trips.



Village Hall Entrance on Clemmons Road

### Goal 7: Diverse Employment Opportunities

New and innovative businesses will be established in Clemmons. They will expand job opportunities to meet a wide variety of employment needs for residents and broaden the Village’s tax base.

## PLAN OBJECTIVES

Throughout the plan, more than 60 objectives that define specific ways that these seven goals should be met are called out in the text and look like this:

<i>Objective Number and Title</i>
-----------------------------------

Description of objective
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Many of these objectives are cross referenced with other related objectives throughout the plan in an effort to integrate related topics and identify objectives that serve multiple purposes. They form the framework for development of the implementation plan actions that are located in Chapter 8: Implementation.

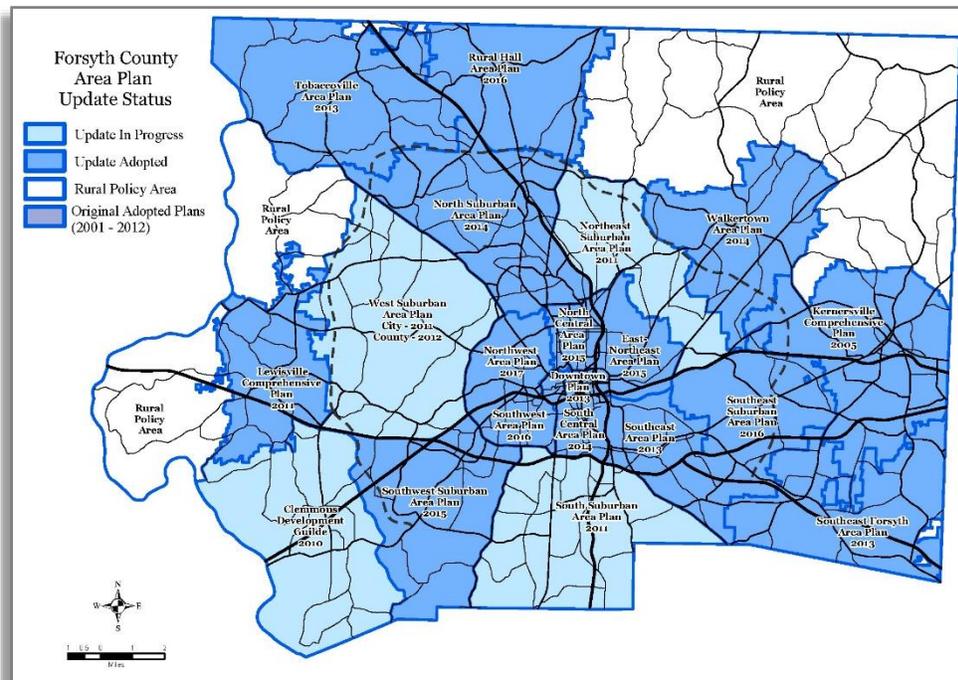


# 3- Summary of Key Trends and Conditions

## REGIONAL CONTEXT

The Village of Clemmons lies in the heart of the Triad region proximate to Winston-Salem in Forsyth County. Clemmons is one of the County’s seven perimeter communities located in the far southwest corner of the County. It is adjacent to Lewisville, and an unincorporated portion of Forsyth County called the Southwest Suburban Area as shown in Figure 2: Forsyth County Planning Areas.

**Figure 2: Forsyth County Planning Areas**



Impacts from growth in Bermuda Run, Davie County, northern Davidson County and Forsyth County outside of the Village’s land development purview affect Clemmons and how much it can plan for development (see Figure 3). Forsyth County adopted *The Legacy 2030 Update: The Comprehensive Plan For Winston-Salem, Forsyth County And its Towns* in 2013 to provide long-range growth and development direction for the County. This guide was adopted by Clemmons that same year and serves as one of the planning guides that decision-makers in the Village can consult when making land use and development decisions. The

guide is comprehensive in its scope, addressing growth management, transportation, regional planning, economic vitality, environmental quality, open space, parks and greenways, cities and town centers, neighborhoods, community character, community life, and active citizenship. The guide’s Growth Management Plan map defines areas where urban, suburban, and rural land uses are expected to occur in the future (see Figure 4).

**Figure 3: Surrounding Area Plans**

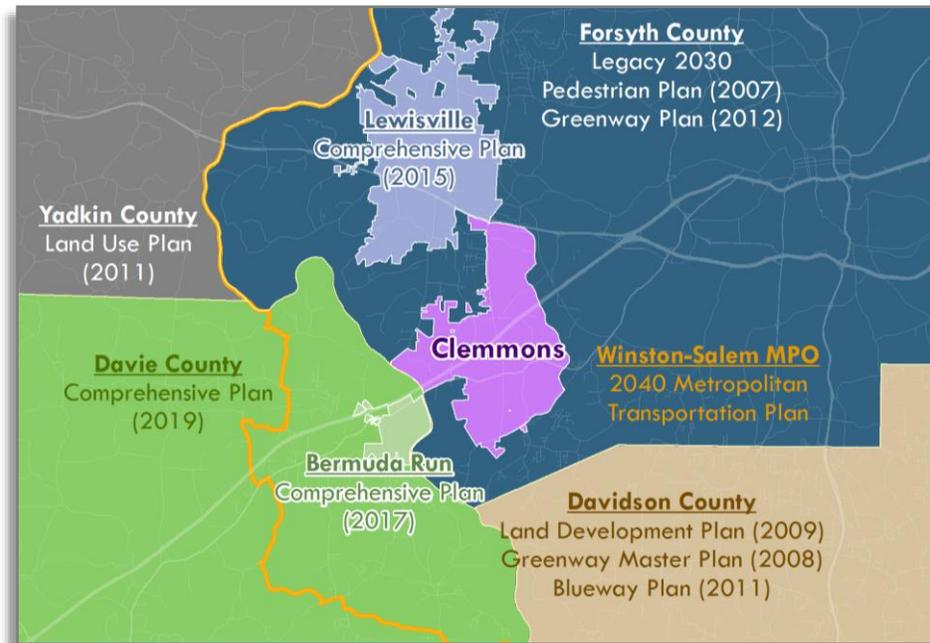
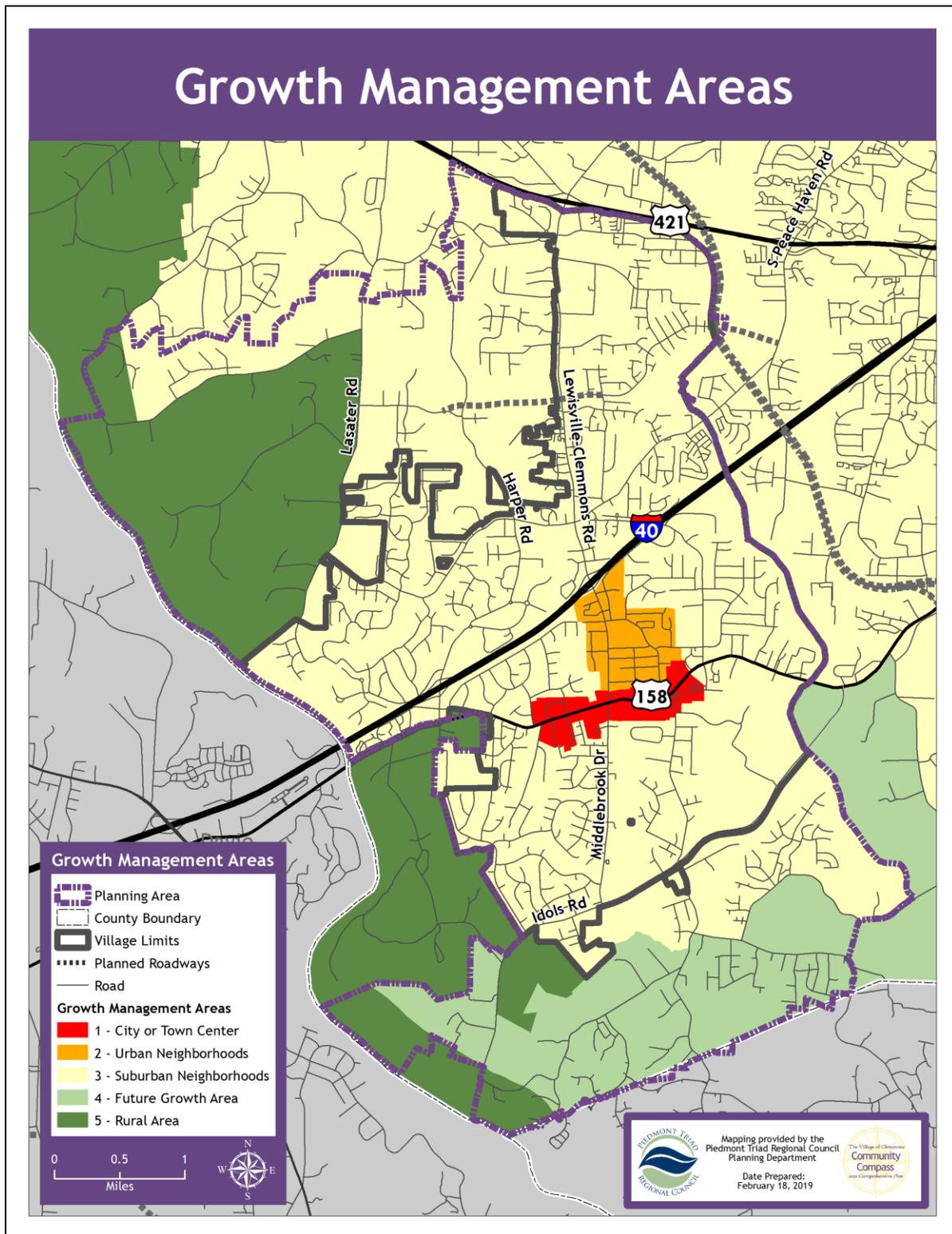


Figure 4 shows the County’s designations for Growth Management Areas in and around Clemmons. The designations are:

- GMA 1 - city/town center; high-density area
- GMA 2 - urban neighborhoods; older neighborhoods close to city/town centers
- GMA 3 - suburban neighborhoods; relatively new development where water and sewer facilities are available
- GMA 4 - future growth area; areas where water and sewer will be extended but not currently provided
- GMA 5 - rural area; areas that will remain undeveloped often including protected watershed areas and riparian buffers

With *The Legacy 2030* update in 2013, Forsyth County worked with the Village of Clemmons to amend the GMAs in and around the Village to better reflect the Future Land Use map in Chapter 4 of this plan.

Figure 4: Growth Management Areas



## Demographic Trends

### Households and Population

The increase of households in the Clemmons planning study area between 2010 and 2017 was 6.5 percent. This is higher than Forsyth County's household increase of 2.8 percent and the North Carolina average increase in households of 3.4 percent. Even though these growth rates have slowed from the previous decade, in comparison to the state and Forsyth County, Clemmons' household growth rate has been significant since 2010. The increase of housing units compared to the increase of households in the planning study area for this same time period was slightly lower at 4.8 percent, suggesting an increase in housing unit occupancy from 91.6 percent in 2010 to 93 percent in 2017.

The 2017 Clemmons planning area population was 25,487, an 8.4 percent increase from 2010. This population growth surpassed the population growth in Forsyth County (5 percent) and the state's average population growth (5.4 percent). For this same year, the planning area population comprised approximately 6.9 percent of the County's total population. The Village of Clemmons total population in 2017 was 19,844, comprising 5.4 percent of the County's population.

In 2017, 31 percent of the planning area population was between the ages of 45 and 64. In comparison, only 17.1 percent of the population was between the ages of 18 and 34. These statistics will likely have implications on future housing needs, the tax and employment base, and infrastructure and service needs.

Due to changes in the economy and the recent slowing of growth regionally and nationally, the 2017-2030 annual compounded growth rate (0.70 percent) is expected to be slightly lower than the 2010-2017 annual compounded growth rate (0.90 percent). Under this forecast, the Clemmons planning area is projected to add an additional 2,419 persons with a total population of 27,906 by 2030.

#### *Objective #1: Monitor Changing Demographics in Clemmons*

Continue to monitor the age demographics of the Clemmons planning area and immediate area to better plan for the needs of a changing population.

### Wages and Employment

In 2017, more than 32 percent of Clemmons households earned more than \$100,000 per year. This is almost double the number of households in that same income bracket for Forsyth County (19.7 percent).

After the economic downturn in 2008, Forsyth County continued to lose jobs until 2011, hitting a low of 171,002 jobs. Between 2011 and 2017, Forsyth County produced 12,539 jobs to reach 183,541. Health care and social assistance gained the most jobs during this period (7,420 jobs) while manufacturing lost the most jobs (2,022 jobs lost).

In 2015, there were 11,101 employed residents in the planning area. The employed residents outpaced the 7,152 jobs located in the planning area by 155 percent.



While 6.8 percent of the County’s population resides in the Clemmons market study area, only about 3.9 percent of the County’s jobs are located in the planning area. Employment in the Clemmons planning area is not keeping pace with population and household growth.

**Objective #2: Monitor Jobs-Housing Imbalance in Clemmons**  
Continue to monitor employment and population growth in the Clemmons planning area and seek solutions to the jobs-housing imbalance.

## LAND USE AND DEVELOPMENT TRENDS

### Existing Land Use

Approximately 49 percent of land in the Clemmons planning area is used for single-family detached housing (including mobile homes). Another 32 percent is undeveloped. Multi-family detached housing (i.e., condominiums, townhomes, apartments) comprise approximately 2 percent. Approximately 3.8 percent of land is used for taxable, nonresidential land uses (i.e., retail, industrial, office). Another 3.1 percent of the land is used for tax exempt public and institutional uses and 8.1 percent is used for right-of-ways.

The land use mix in the Clemmons planning area has and will continue to have implications on the fiscal health of the community and the future facilities and services that the Village can provide. A map of these land uses is provided in Appendix A: Maps.

**Table 1: Existing Land Use**

LAND USE	ACRES	% OF PLANNING AREA 2017	% OF PLANNING AREA 2009**
Single-Family	7,704	49.0%	58.4%
Mobile Home Park	103	0.7%	3.6%
Multi-Family*	295	1.9%	
Undeveloped	5,011	31.9%	28.8%
Public/Institutional	486	3.1%	3.2%
Industrial	262	1.7%	1.7%
Commercial	220	1.4%	2.1%
Parks/Recreation	169	1.1%	1.4%
Office	105	0.7%	0.9%
Utility	90	0.6%	n/a
ROW	1,275	8.1%	n/a
<b>TOTAL</b>	<b>15,720</b>		

\*Includes apartments and townhouse/condos.

\*\*2009 Study did not include ROW or utility easements and was based on 12,792 acres

## Development Trends

### Residential Trends

Over the past decade, most residential development activity in Forsyth County has occurred in the suburban ring area followed by the perimeter communities where Clemmons is located.

#### Residential Unit Type Trends

Between 2010 and 2017, approved new construction residential building permits in Clemmons consisted of 67 percent single-family units and 33 percent multi-family units. According to tax parcel records in the Clemmons planning area, an estimated 350 single-family units were built between 2010 and 2015. Another estimated 108 duplex/condo units were built and 312 apartment units in the Town Center Apartment complex, meaning that more multi-family units were constructed during this time than single-family. In 2017, the overall vacancy rate in Clemmons was 8.1 percent, lower than the vacancy rate in Forsyth County (10.4 percent) and the state (14.3 percent).

#### Housing Price Trends

Median home sales in Clemmons have been increasing over the past several years. In 2018, the average monthly median home sale in Clemmons was \$219,325, compared to \$150,008 in Forsyth County and \$202,067 in Lewisville. In 2015, the average monthly median home sale in Clemmons was \$174,100, compared to \$128,683 in Forsyth County and \$185,525 in Lewisville. The upward trend demonstrates a desirable housing market in Clemmons.

#### Residential Forecast

Building off of the expected population growth of 2,419 people by year 2030 and the average household size for 2017 of 2.53 people, the Clemmons planning area may add an additional 956 housing units by year 2030.

### Non-Residential

Based on tax parcel data obtained from Forsyth County in 2017, the Clemmons planning area contains roughly 5.56 million square feet of non-residential space. Of this, 1.97 million square feet is categorized as industrial (36 percent). Another 1.4 million square feet (25 percent) is commercial, 1.51 million square feet is institutional (27 percent), and 653,765 square feet (12 percent) is office.

After the economic downturn in 2008, retail vacancy rates in the Winston-Salem metropolitan area remained high, around 20 to 23 percent. In recent years, the overall retail vacancy rate has dropped down to near 16 percent in 2017. In the Village of Clemmons, this rate is estimated to be slightly higher, around 18.6 percent, however lower than in previous years. Peace Haven Village is the newest commercial development, on the corner of Peace Haven Road and Lewisville-Clemmons Road. This shopping center currently houses Publix and a few other local shops and restaurants.



**Objective #3: Focus Commercial Development within Activity Centers**

Focus future retail and office development within activity centers and in redevelopment areas along key commercial corridors.

**Objective #4: Ensure Future Industrial Sites Have Adequate Facilities**

New industrial development should be located in areas that are adequately served by roads, water, and sewer.

**Transportation Trends**

More than 12.6 million daily motor vehicles miles traveled (DVMTs) were estimated for Forsyth County in 2016, an increase of 1.6 million DVMTs since 2010. This translates to average daily vehicles trips of 34 miles per day for every person in the County, an increase of 3 miles traveled per day per person since 2010.

Based on the number of workers compared to employment in the Clemmons planning study area, 93 percent of workers in the planning study area commute elsewhere to work. The 2017 American Community Survey provides statistics on means of transportation to work (see Table 2) that compare means of transportation used in the Village to all of Forsyth County. Generally speaking, Clemmons commuter trends were similar to Forsyth County; however, more people on average drove alone and carpooled when compared to the County.

**Table 2: Means of Transportation to Work 2017**

MEANS OF TRANSPORTATION	FORSYTH COUNTY		VILLAGE OF CLEMMONS	
	#	% of Total	#	% of Total
Drove alone	138,449	83.9%	8,255	86.3%
Carpooled	12,280	7.4%	756	7.9%
Public transportation	1,635	1.0%	10	0.1%
Walked	2,690	1.6%	63	0.7%
Other (including bicycle)	1,804	1.1%	40	0.4%
Worked at home	8,240	5.0%	442	4.6%

**Objective #5: Promote Development of Transit Service to Clemmons and Provide Needed Amenities to Support Service**

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.

## Environmental Features

The Clemmons planning area includes many creeks and wetland areas, and is bordered by the Yadkin Pee-Dee River. Blanket Bottom Creek diagonally bisects the planning area to the north of I-40 and Muddy Creek borders the planning area to the east. Development is constrained in the floodplains of water bodies and within wetland areas in accordance with Federal, State, and local laws.

A large portion of the Clemmons planning area lies within a North Carolina designated Water Supply IV-Protected Area (WS-IV). This classification applies to moderate and highly developed water supply watersheds and protects areas near rivers and lakes within large drainage areas.

Land use and development densities are regulated in this area to ensure that the public raw water supply taken at the Idols Dam intake is protected from the impacts of over-development, such as increased nutrient loads and sedimentation. Regulations limit new development in protected areas to the following:

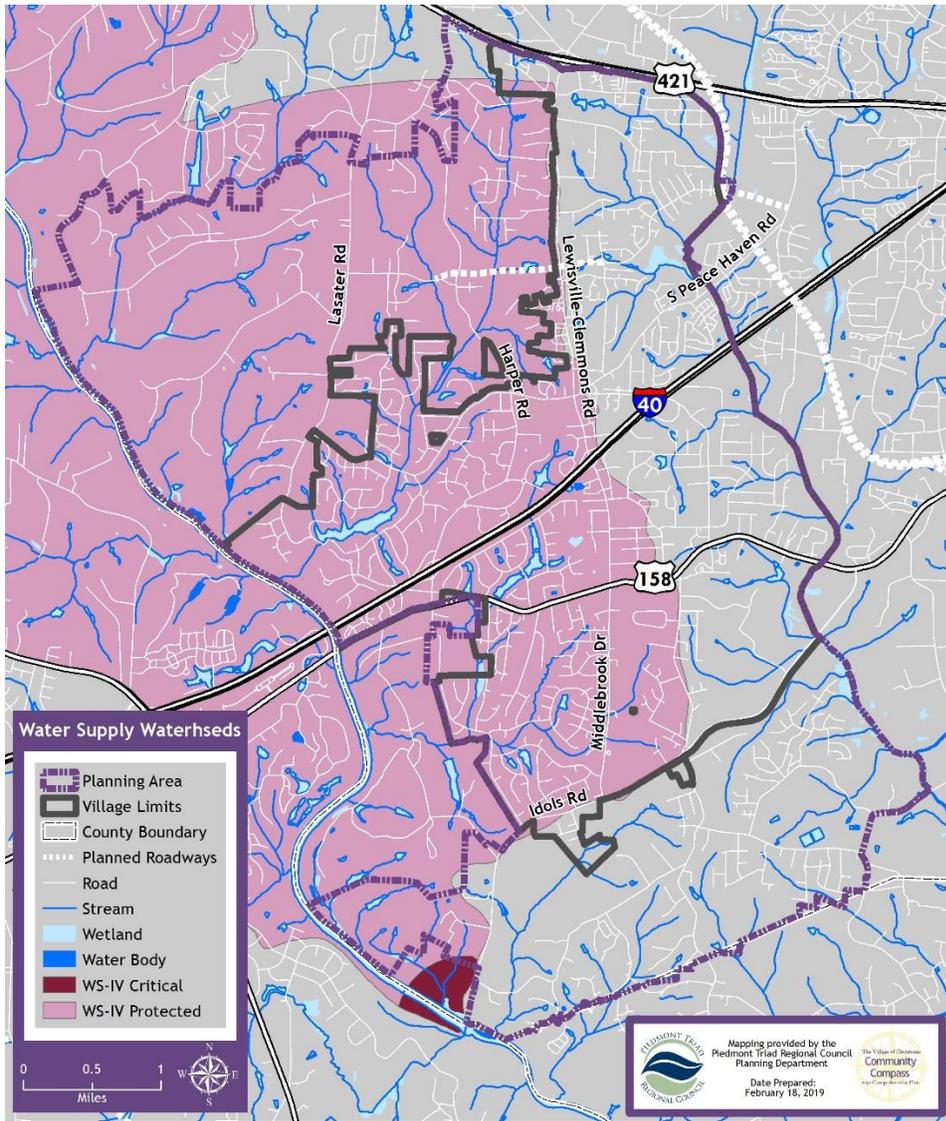
- Low Density Option #1: Two dwelling units per acre or 24 percent built-upon area
- Low-Density Option #2: Three dwelling units per acre or 36 percent built-upon area if no curb-and-gutter system is used
- High-Density Option #1: 70 percent built-upon area

Land within a half-mile upstream of the Idols Dam intake lies within a WS-IV Critical Area and have more stringent development options:

- Low Density Option #1: Two dwelling units per acre or 24 percent built-upon area
- High-Density Option #1: 50 percent built-upon area



Figure 5: Water Supply Watershed



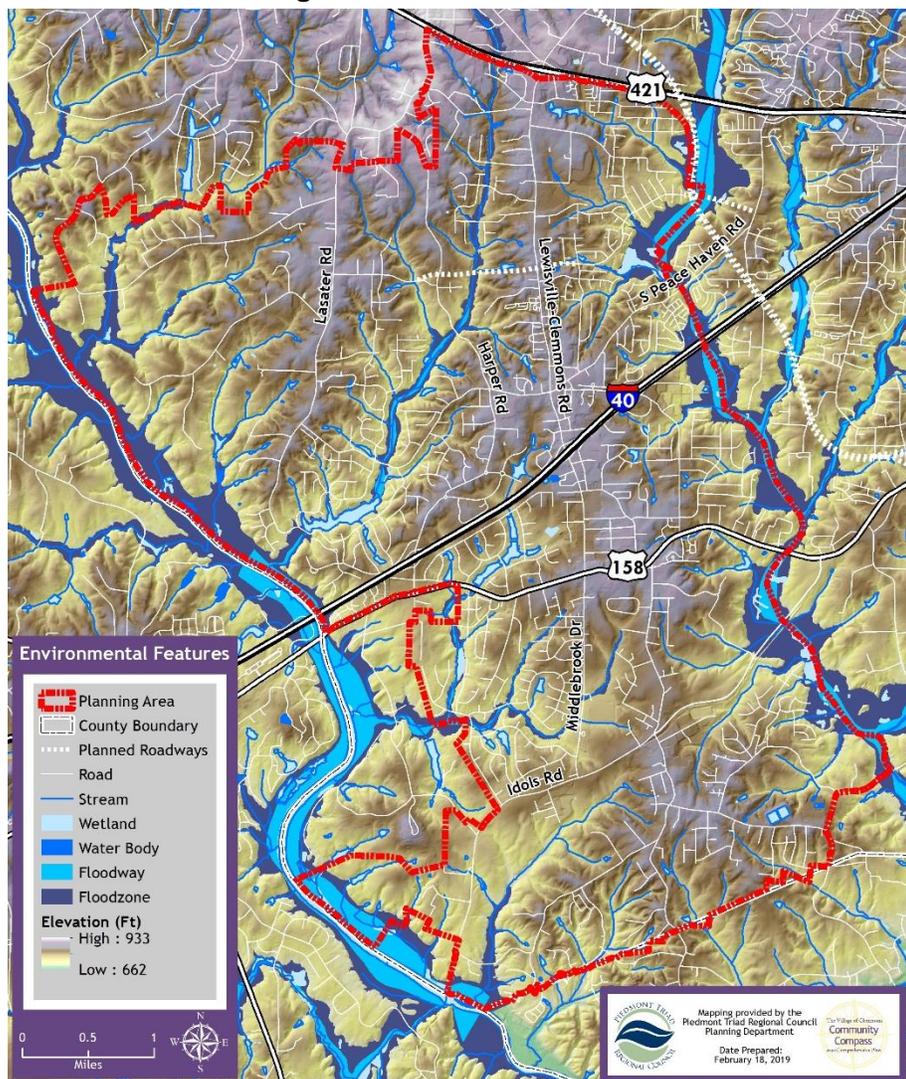
**Objective #6: Protect Critical Environmental Assets**

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.

**Objective #7: Use Environmental Assets**

Environmental assets, such as wetlands and creeks, should be used to serve as passive recreational areas, nature paths, and educational interpretation sites.

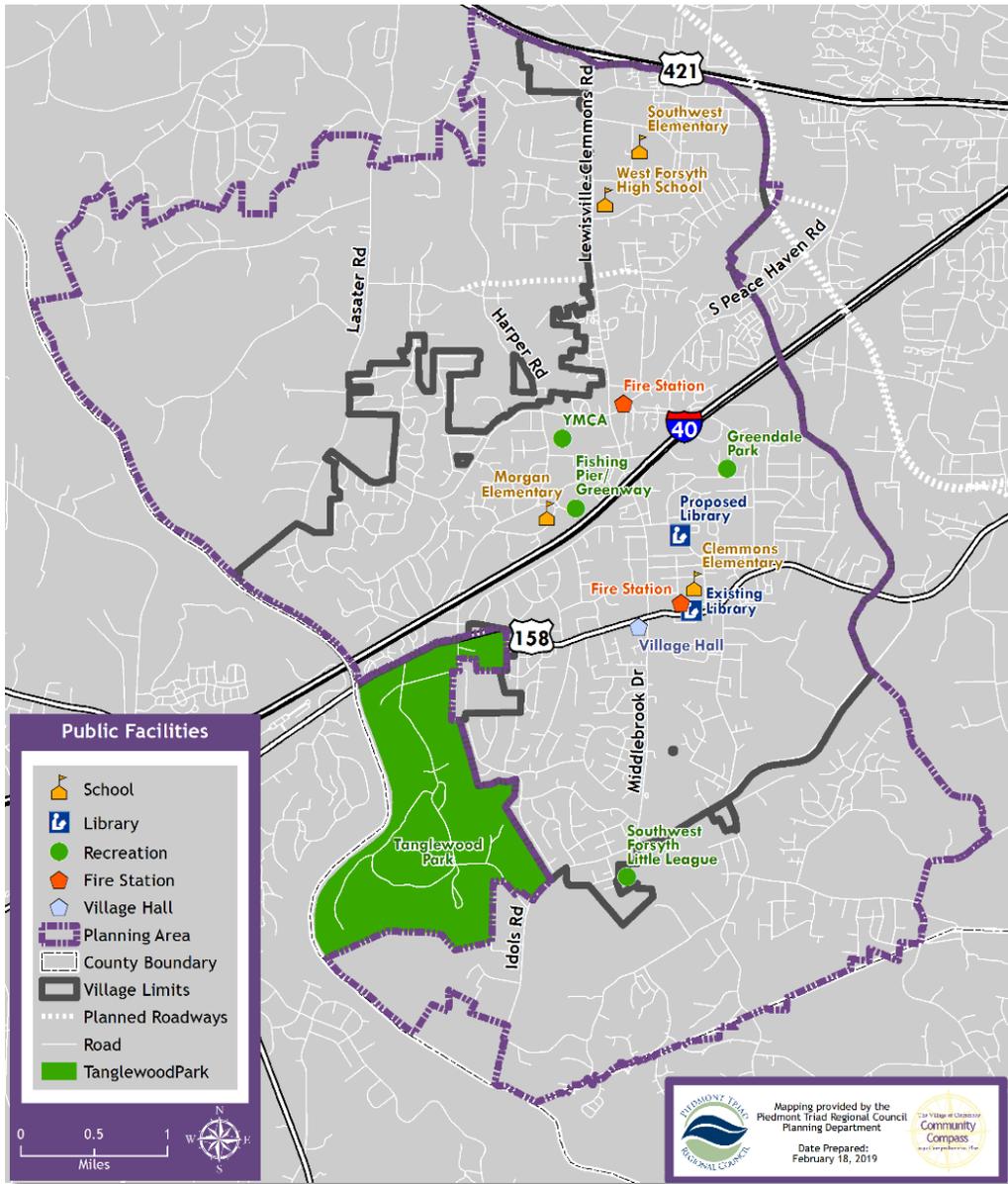
Figure 6: Environmental Features



## PUBLIC FACILITIES AND COMMUNITY SERVICES

Since its incorporation in 1986, the Village of Clemmons has provided citizens with affordable public facilities and services. Figure 7: Public & Community Facilities, shows the locations of prominent facilities in the Village.

Figure 7: Public & Community Facilities



### Facilities/Services Provided by Village of Clemmons

The Village of Clemmons levies local taxes and fees to provide several public services to residents and business owners within Clemmons. The following list includes the current public services provided by the Village. As the community grows, there may be need to expand these services or take on new services that are currently provided by other entities, such as the County.

**VILLAGE SERVICES FACTS**

- ♦ The Village recycled 1,243 tons of solid waste in FY 2017-18.
- ♦ The Village collects yard and grass clippings and uses the material to prepare free mulch for Village residents.

### Solid Waste and Recycling

The Village of Clemmons provides the following solid waste / recycling services to property owners in Clemmons:

- Weekly residential solid waste pick-up
- Weekly recycling pick-up from single-family residences
- Annual bulk item pick-up from single-family residences
- Cardboard recycling drop-off center
- Leaf/limb and grass collection (during season)
- Free mulch available to Village residents at Public Works Facility

### Infrastructure Maintenance and Improvements

Basic transportation infrastructure is maintained and improved by the Village of Clemmons:

- Street lights at intersections
- Street signs at intersections
- Maintenance of Village streets and sidewalks
- Street sweeping
- Maintenance of Greendale Way Park
- Maintenance of Village Point Lake Greenway

### Public Safety

Police protection is provided by seven sheriff deputies, two traffic officers, and two detectives contracted through the Forsyth County Sheriff's Department. The Sheriff's Substation is located off of US-158. The Clemmons Volunteer Fire Department is tasked with the responsibility of providing fire protection and emergency medical service (EMS). The fire department operated two stations: James Street Fire Station and Peace Haven Road Fire Station.

### Planning and Zoning

The Village of Clemmons provides land use planning, zoning, and code enforcement services to applicable developments in the Village, including plan and Unified Development Ordinance amendments, assistance to the Planning Board and Zoning Board of Adjustment, and issuance of driveway and stormwater management permits. The Village contracts with the City-County Inspections Division to provide building inspections, development permits, and code enforcement services.

## Facilities/Services Provided by Forsyth County

### Water and Sewer Service

The Winston-Salem/Forsyth County Utilities Division collects, treats, and distributes water and waste water county-wide. Studies have been conducted to evaluate the feasibility and cost to provide service to the Blanket Bottom Creek area (north of I-40 and west of Lewisville-Clemmons Road) and south of Idols Road where future development is likely to occur. These studies forecast that providing service to these areas will have a positive fiscal impact on the Village.

**Objective #8: Coordinate Utilities Planning with Forsyth County**

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.

**Public Schools**

Winston-Salem/Forsyth County Schools serves more than 54,000 students and is growing at a rate of one percent per year. As shown in Figure 7: Public & Community Facilities, there are four County Schools located in the Village of Clemmons:

- Clemmons Elementary School
- Southwest Elementary School
- Frank Morgan Elementary
- West Forsyth High School

As of FY 2015-2016, all of these schools, except for Southwest Elementary, had enrollment that exceeded each facility’s capacity. With the voter approval of the 2006 Bond Plan, several schools were renovated to the total of \$250 million through 2011. Improvements and an expansion to the West Forsyth High School were completed in 2010. Frank Morgan Elementary was built off of Village Point Drive to serve the Clemmons area beginning in the 2011-2012 school year.

**Objective #9: Develop a “Clemmons Schools” Task Force**

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.

**Parks and Recreation**

The Forsyth County Parks and Recreation Department provides park and recreation services throughout the County. The County does not operate any parks within the Village of Clemmons. Tanglewood Park, located immediately adjacent to the Village to the southwest, is a regional park that provides a wide variety of amenities to Village residents and visitors. Plans to increase access to the park through greenways and pedestrian ways are underway.

Forsyth County and the Village of Clemmons adopted the *Parks and Open Space Plan* in 2007. This plan is currently being updated by Forsyth County. The 2007 plan recommended two new community parks and several greenway trails within the Clemmons planning area. Since the adoption of the plan, the Village of Clemmons partnered with the N.C. Wildlife Resources Commission to construct a new handicapped-accessible fishing pier on Village Point Lake. The Commission stocked the lake and the Village built a greenway around the lake’s perimeter and connecting to the Town Center Apartments.

**County Library**

The Forsyth County Public Library operates the central library in Winston-Salem and nine branch libraries throughout the County. Clemmons has a branch library currently located on US-158 near the fire station and Clemmons Elementary

**KEY FISCAL FACTS**

- ♦ The Village’s property tax rate is limited to \$0.15 per \$100 valuation.
- ♦ The average tax rate for similar sized towns is \$0.44 per \$100 valuation.
- ♦ The current tax rate is \$0.115 – approximately \$0.035 less than the tax cap.
- ♦ If the current tax rate was raised to the tax cap, it would cost the average single-family household in Clemmons an additional \$75 annually.
- ♦ The majority of ad valorem taxes go to pay for public works and public safety.



School. In November 2010, a \$40 million bond was passed that would construct a new library in Clemmons along Stadium Drive behind Lowe’s Foods with plans to break ground by 2019.

### Other Basic Services

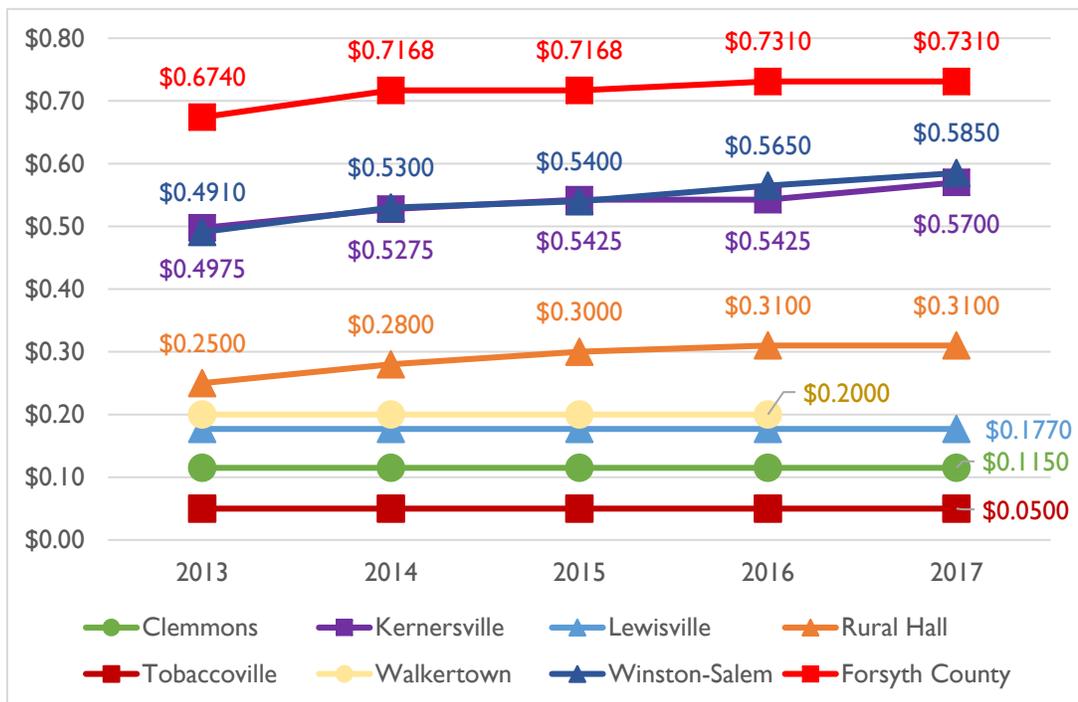
Services provided by the Health Department, Animal Control, Social Services, and other Forsyth County departments are provided to residents of Clemmons.

### Property Values and Tax Rates

Residential and commercial property tax values in the Clemmons planning area total nearly \$2.4 billion in 2017. Approximately \$1.89 billion of that value is on property within the Village’s corporate limits. Approximately 77 percent of this tax base is residential and 23 percent is non-residential. This imbalance in the property tax base is a real concern for the future fiscal health of the Village.

The Village’s ad valorem tax rate is capped at \$0.15 per \$100 of real property by the State. Currently, the Village tax rate is \$0.115 per \$100 of real property, \$0.035 less than the tax rate cap. As shown in Figure 8: Forsyth County’s Community Tax Rates, 2013-2017, Clemmons’ tax rate is very affordable in comparison with other communities in Forsyth County. Even though Clemmons is the third largest community by population in the County, only Tobaccoville has lower tax rate than Clemmons. The average tax rate for similar sized towns in North Carolina is \$0.44 per \$100 valuation. If the Village were to raise the tax rate to the cap of \$0.15, that would cost the average single-family household in Clemmons an additional \$75 annually.

Figure 8: Forsyth County’s Community Tax Rates, 2013-2017



## Budget Revenues and Expenses in 2017

Total revenue for the Village of Clemmons totaled \$6.8 million in fiscal year (FY) 2016-2017. This includes fund transfers from reserves or other sources used to balance the budget. Almost 35 percent of the revenue was generated from real and personal property (ad valorem) taxes, with the majority 65 percent coming from fees and other taxes. These fees and other taxes are divided into two categories: those that remain constant, including temporary line items, and those that change with growth.

Total expenditures in FY 2016-2017 totaled almost \$7.7 million. Public works expenses were half of the expenses. More than 90 percent of Village expenses are expected to be impacted by future growth.

Subtracting expenses from gross revenue resulted in net revenue of -\$870,961 in FY 2016-2017. Part of this negative net revenue can be explained by a large capital outlay construction projects on roads and the capital outlay purchase of land for a library; however, the current revenue structure is also a factor.



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# 4 - Future Land Use Plan

## OVERVIEW OF FUTURE LAND USE PLAN

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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:

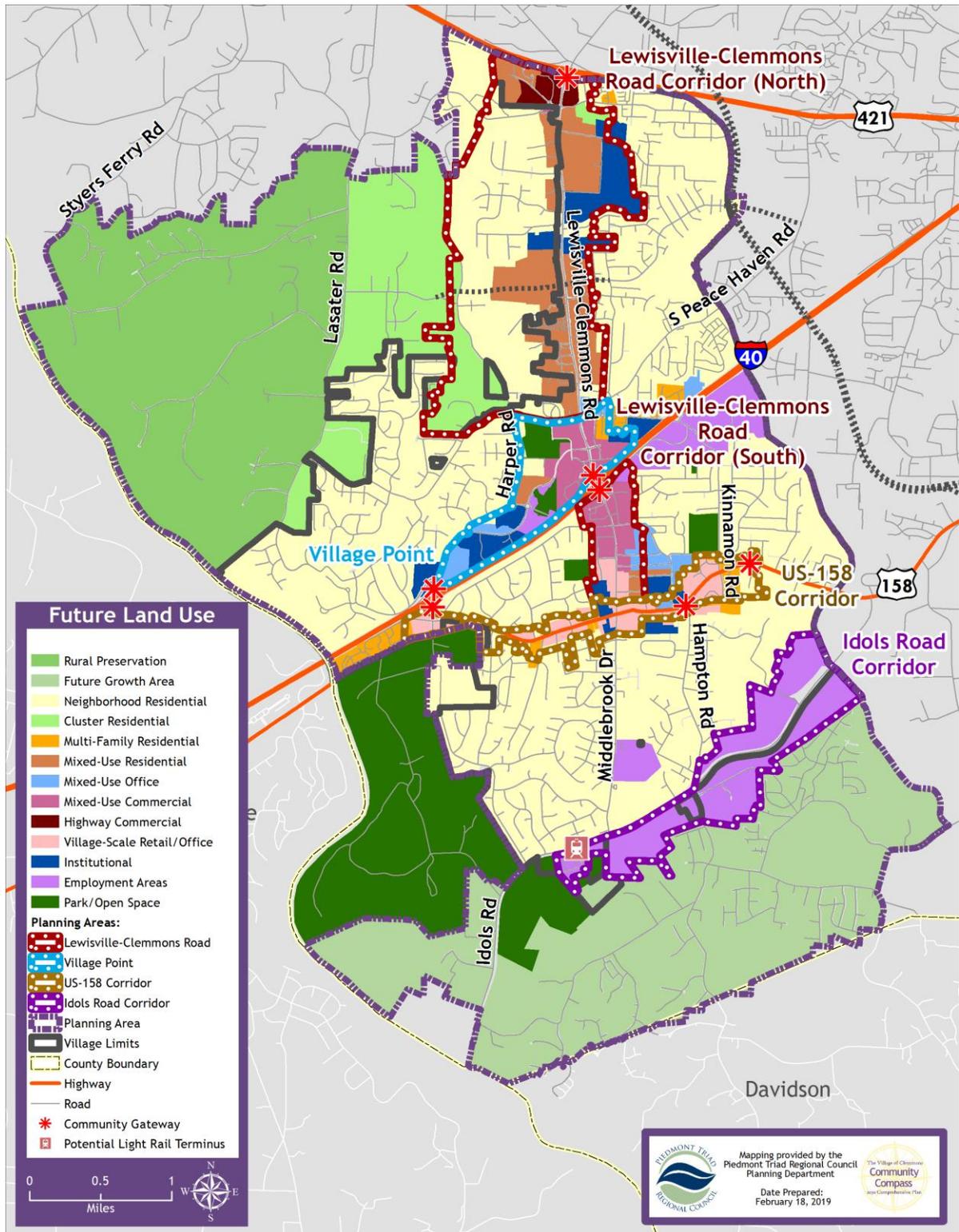
- Lewisville-Clemmons Road Corridor
- US-158 Corridor
- Village Point
- Idols Road Area

### 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.

## Parks and Open Space

**Area:** 2.0% of planning area

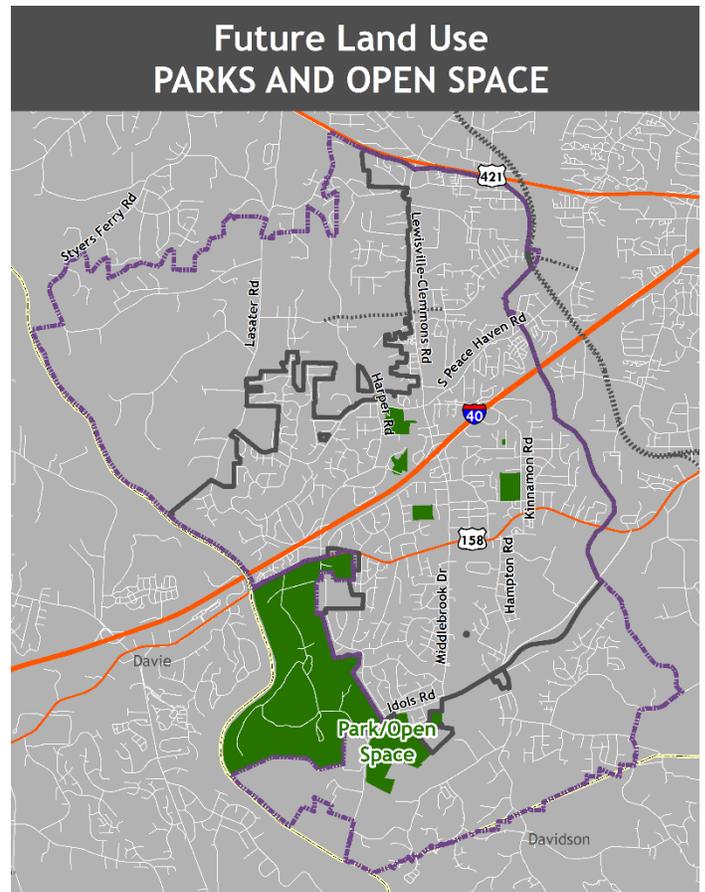
**Description:** Park and open space designations include public- or privately-owned greenways, park space, recreational areas, and other open lands unlikely to be developed. Areas on the future land use map include a network of greenways, existing parks (Greendale and Tanglewood), and future parks recommended within the planning area to serve both the people of Clemmons and the plants and wildlife that have habitats in these areas. These areas will serve primarily as a nodes for a linear park system of greenways linking local parks, neighborhoods, and key destinations, such as schools and activity centers.

**Objective #10: Joint-Use of School Parks and Ballfields**

Partner with Winston-Salem/Forsyth County Schools and the YMCA for joint-use of parks and ballfields.

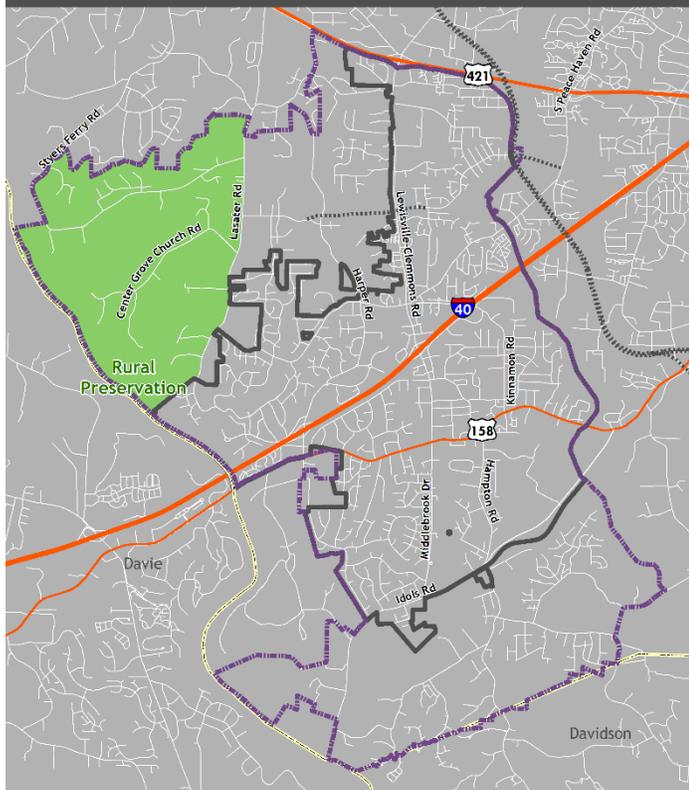
**Objective #11: Expansion of Linear Parks - Trail Plans**

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.



Greenways are linear parks that provide opportunities for recreation, gathering places and connect neighborhoods, while preserving open space.

### 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.

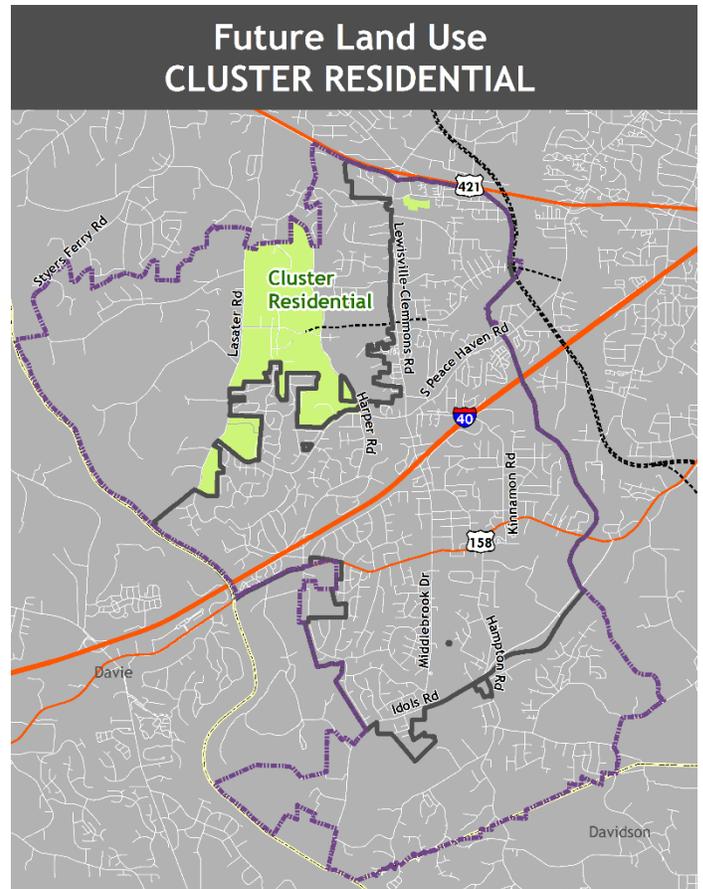
## Cluster Residential

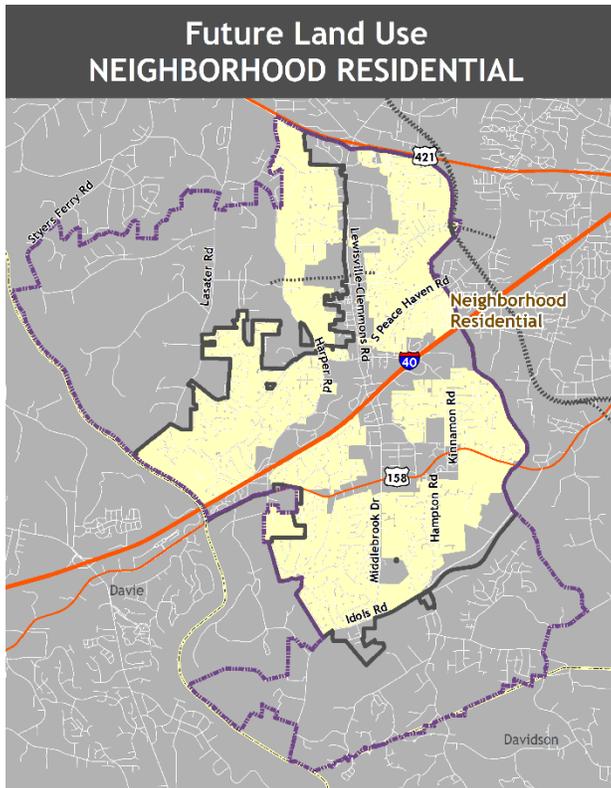
**Area:** 6.3% of planning area

**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

**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)*

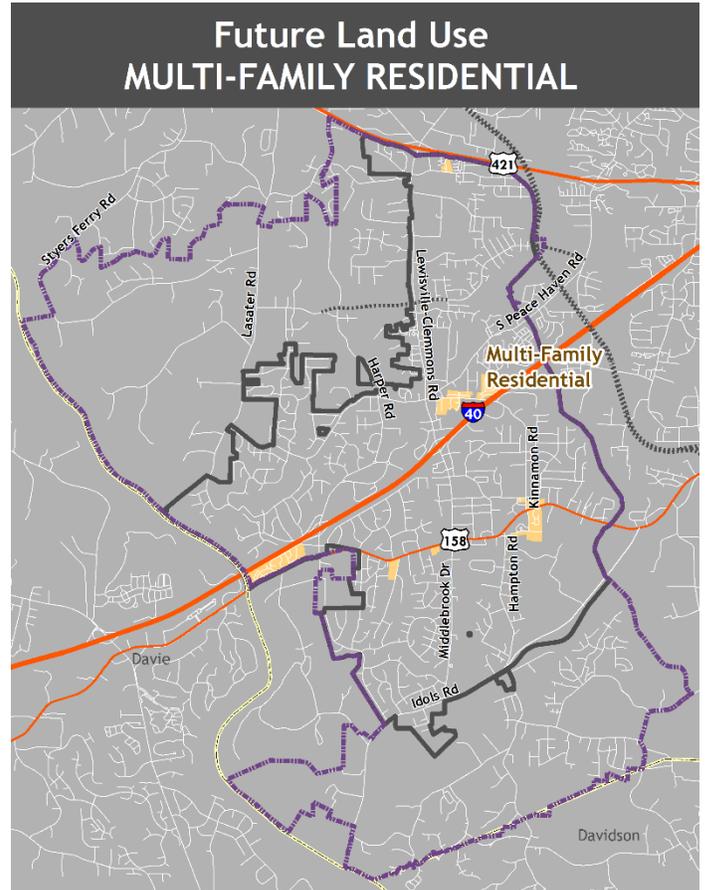
**Objective #13: Identify Infill Opportunities for Parks**  
 Identify opportunities to develop small neighborhood parks on infill lots in existing neighborhoods.

## Multi-Family Residential

**Area:** 1.0% of planning area

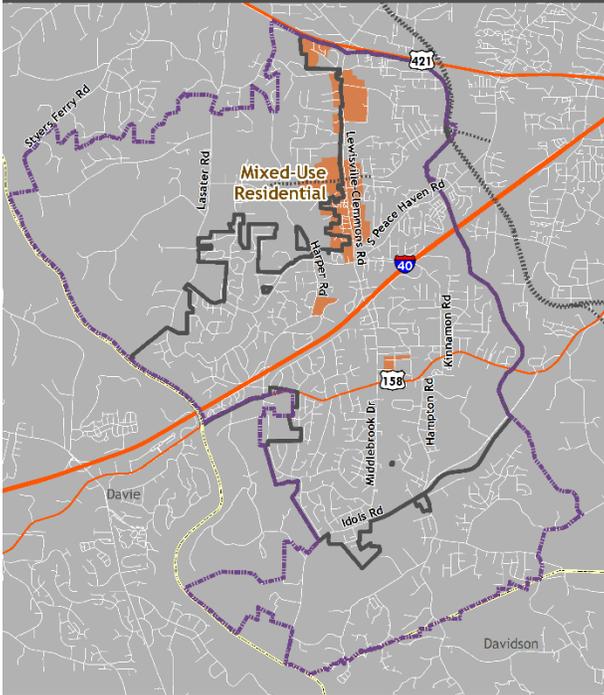
**Description:** Multi-family residential uses provide higher density housing options, such as apartment and condominium complexes, near services and employment areas. Townhouses, condominiums, apartments, and other attached multi-family housing, such as senior housing are appropriate uses in this area. 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.*

Future Land Use  
MIXED-USE RESIDENTIAL



Mixed-Use Residential

**Area:** 3.3% of planning area

**Description:** Mixed-use residential areas should provide self-supporting neighborhoods that contain a mix of housing types, including single-family detached, single-family attached, and multi-family uses. Secondary uses include small neighborhood serving commercial uses, such as corner markets, personal service shops, small offices, and civic uses. Properties within the County’s jurisdiction should be annexed into the Village and conform to municipal standards if developing mixed-use residential in this area.

More intense commercial and residential uses should be located at the center of the development organized around a park, open space, civic use, or small community plaza. Lower-intensity single-family detached residential uses should be located on the periphery of the neighborhood center. It is recommended that Mixed-Use Residential 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 Residential areas should incorporate a mix of higher-density residential uses, parks/open spaces, and neighborhood commercial or institutional uses.*

## Village-Scale Office and Retail

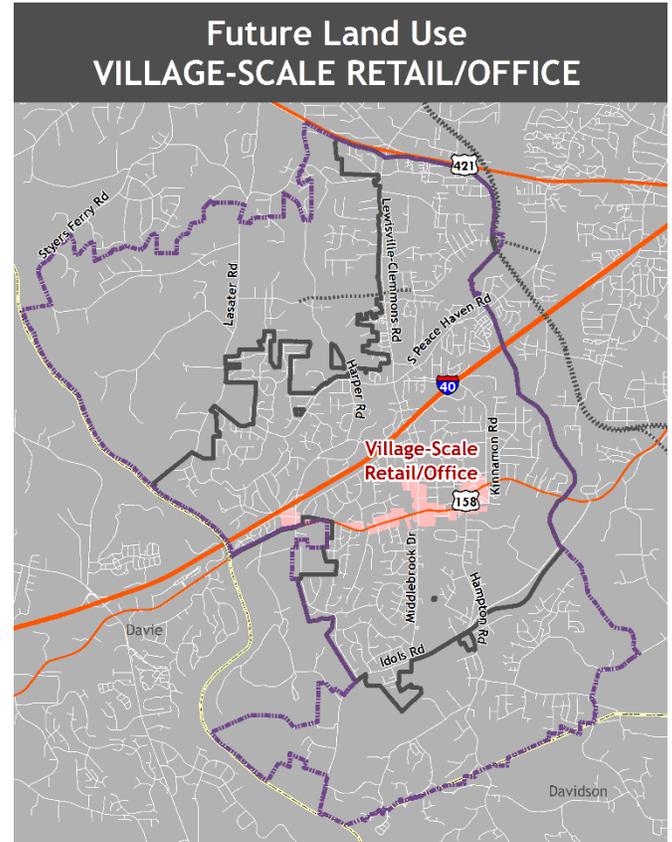
**Area:** 1.2% of planning area

**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.”

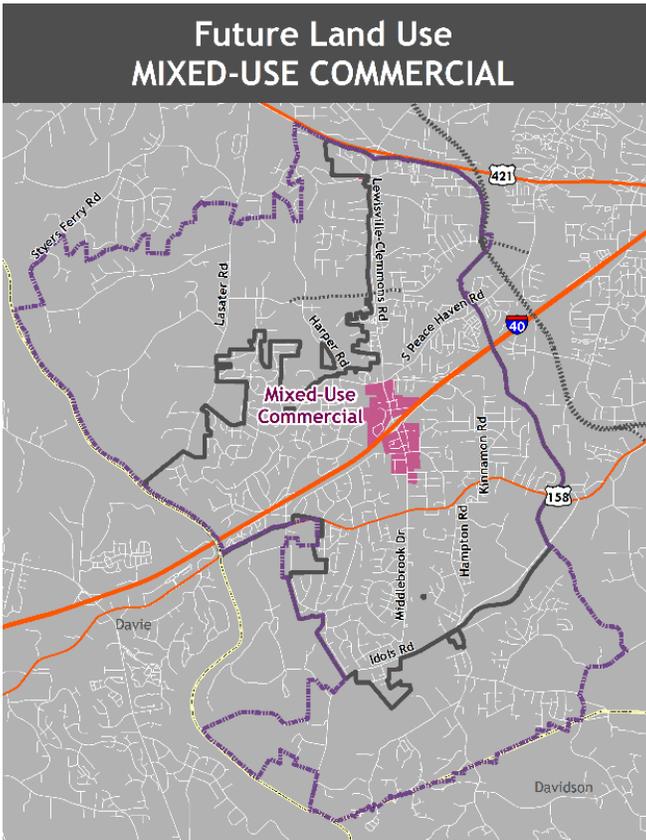
### *Objective #14: Develop Overlay Zoning District for US-158 Corridor*

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.

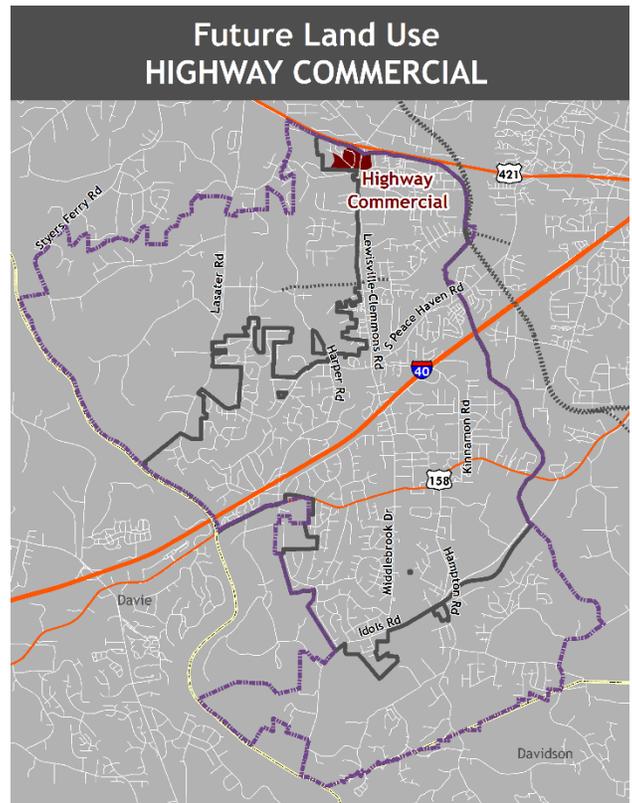
Development is generally more auto-oriented than other commercial classifications, but provides adequate pedestrian access between adjacent developments. Master planning of larger area is preferred to small lot development. Newly developed or redeveloped areas should enhance the community gateway located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

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

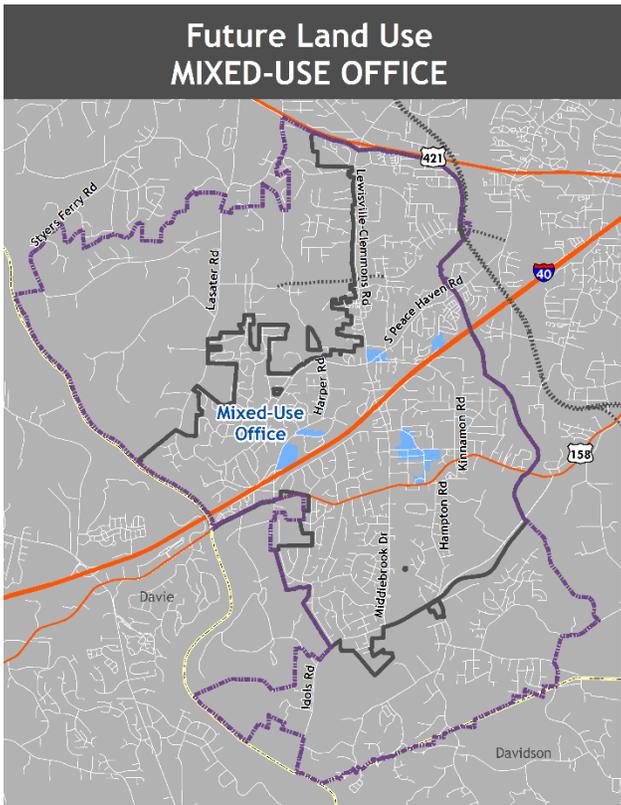
Encourage development of sidewalks on both sides of Lewisville-Clemmons Road to provide opportunities for pedestrian transportation between land uses, designed to reduce conflicts with driveways and curb cuts.

**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)*

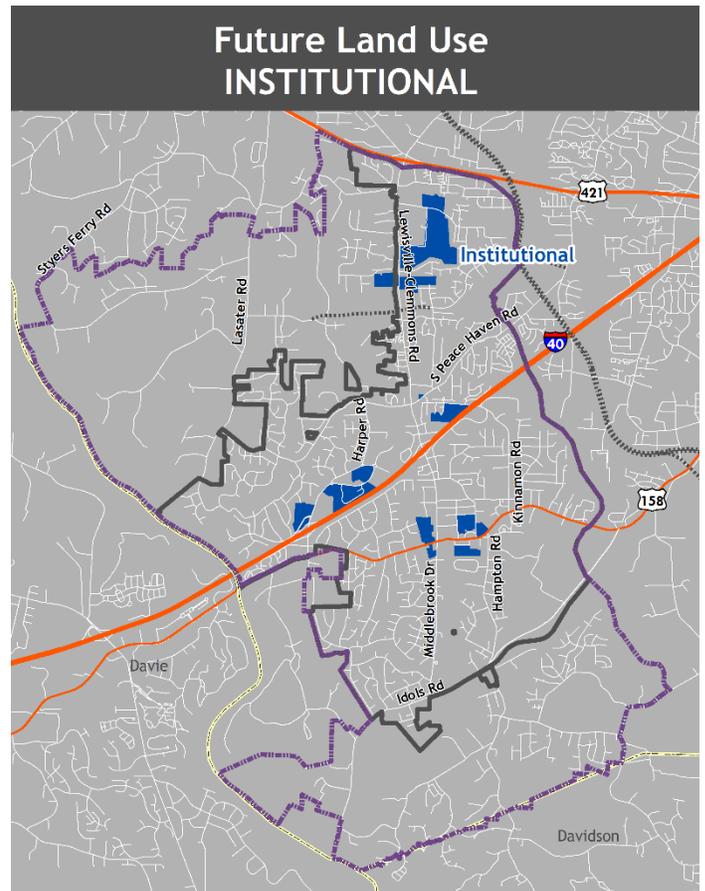
## Institutional

**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*



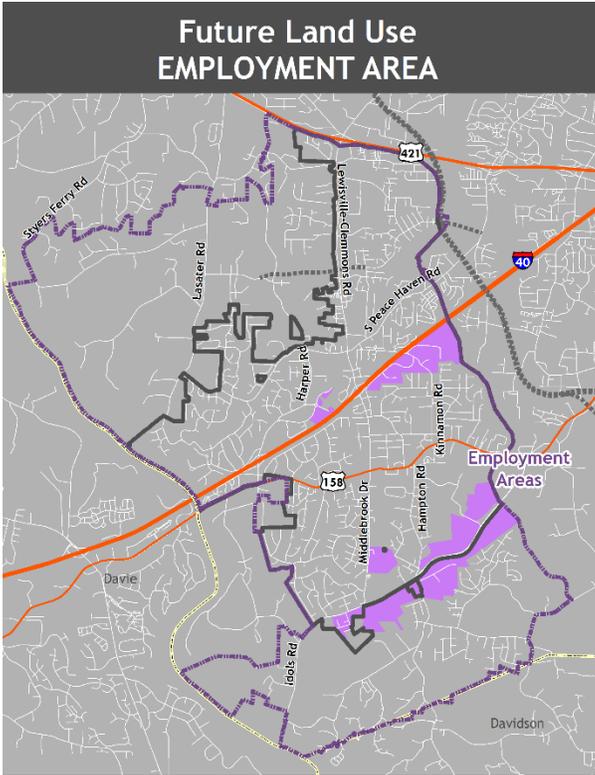
## Employment Area

**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.

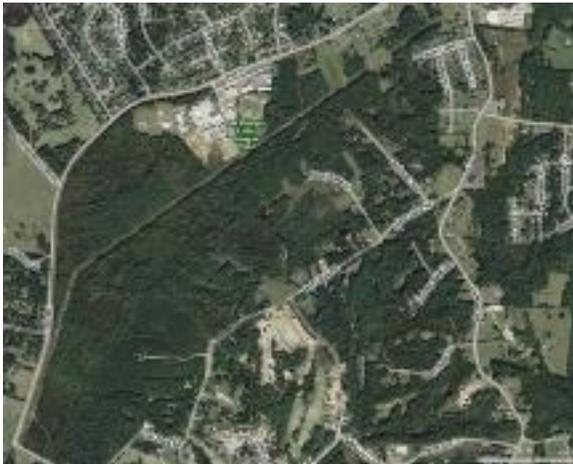


Employment area developments should be designed as high-quality campuses, such as this example. (Credit: Glackin Thomas Panzak)

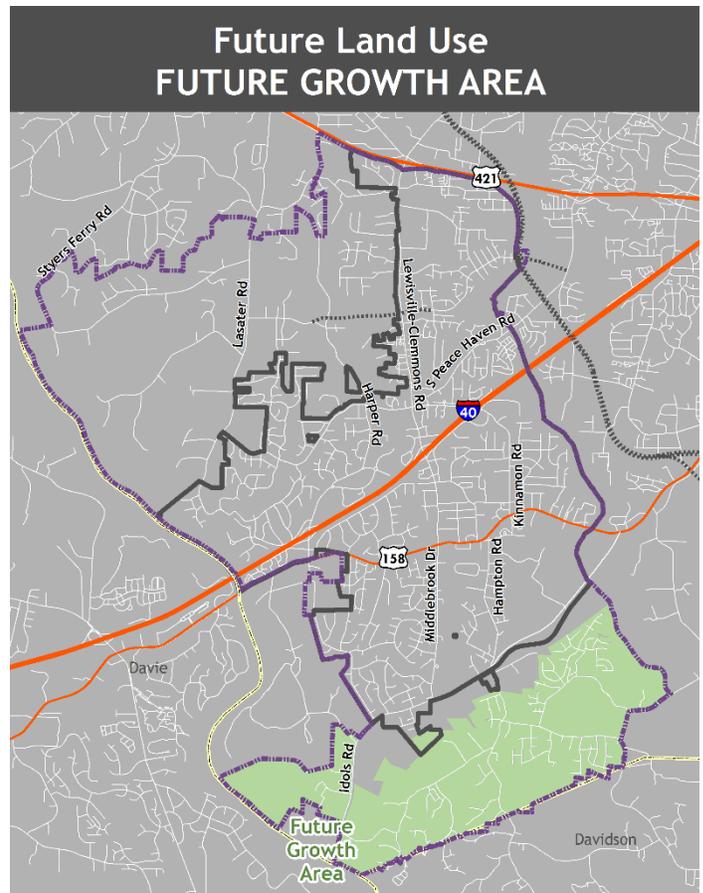
## Future Growth Area

**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.



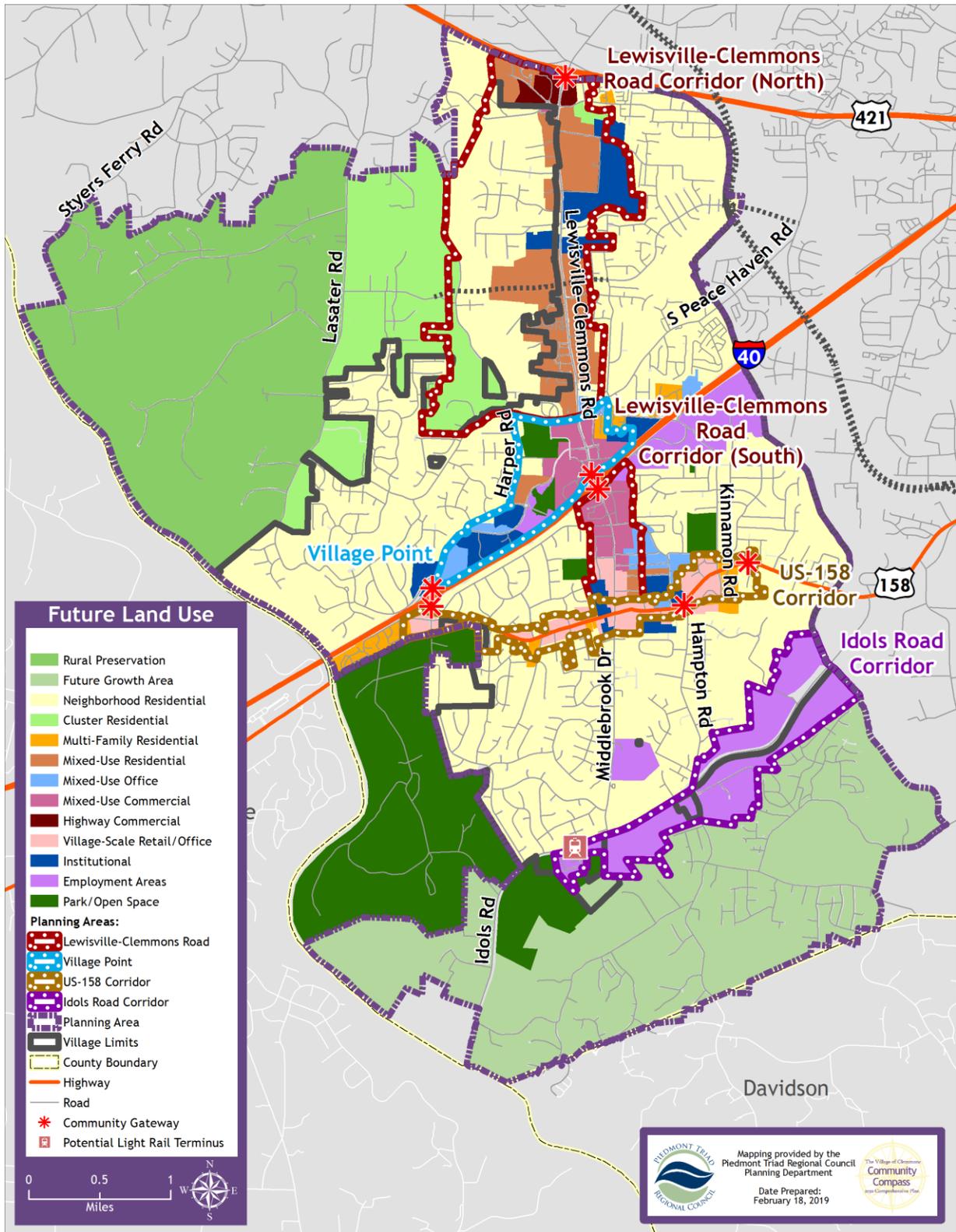
*The Southern Future Growth Area is not expected to be served by adequate infrastructure (sewer and roads) to support higher levels of development. Intensive development should not occur in this area until infrastructure is in place.*



### 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.

# STRATEGIC PLANNING AREAS



## Lewisville-Clemmons Road Corridor

The Lewisville-Clemmons Road Corridor Strategic Planning Area extends from US 421 to the north to the US-158 Corridor to the south and includes parcels on either side of the road corridor. The nature of this corridor changes as it crosses I-40. The middle section of the corridor intersects with the Village Point strategic planning area as it extends out across Lewisville Clemmons Road. The southern portion of the corridor has been commercially developed for decades and is prime for redevelopment. The northern portion of the corridor is undergoing transition as new development has been approved. Maps, following this section, illustrate the existing conditions and recommended future land uses for these corridors.

### Lewisville-Clemmons Road Corridor (North)

#### Existing Conditions

Properties along the northern portion of the corridor are zoned primarily single family residential with some areas zoned for commercial, multi-family residential), institutional, and light industrial. The River Ridge Shopping Center, churches, West Forsyth High School, multi-family residential developments, and retail centers are located along the northern corridor. Portions of this corridor are served by public water and sanitary sewer.

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

#### Planned Improvements

The Village Transportation Plan (VTP), Peace Haven Road/Styers Ferry Road Connector Study and the WSMPO Metropolitan Transportation Plan includes key recommendations for improvements along the Lewisville-Clemmons Road corridor:

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

### Future Land Use Intent

- Reduce pace of commercial and higher-intensity developments along Lewisville Clemmons Road Corridor.
- Residential land uses should be integrated with adjacent development to provide easy alternative transportation access to mixed use areas and should be buffered trees and landscaping to reduce visual and noise impacts from the corridor.
- Future land uses within the corridor should respect existing developed areas that are likely to remain stable over time, such as churches and other institutional uses, through transitional design features, aligning off-set intersecting streets and site planning.
- As planned for in the Village Transportation Plan, new subdivisions in this area should connect to existing and planned multi-use paths, sidewalks, bike paths, and road to ensure better connectivity throughout this area.
- Parks, open spaces, and recreational areas should be provided within new neighborhoods. Access to these facilities should be provided to existing residential areas.

### Lewisville-Clemmons Road Corridor (South)

#### Existing Conditions

Properties along the Lewisville-Clemmons South Corridor are zoned primarily commercial (HB-S, HB, LO-S) with some single-family residential (RS-15, RS9-S), and multi-family residential (RM12-S). This corridor is heavily developed. Older commercial centers and other strip shopping centers that lined the corridor are being remodeled and repurposed for new highway oriented businesses. Residential uses are located at the back of the corridor along the edges of the commercial strip. Commercial development occurs primarily in one-story buildings setback from the street with expansive parking lots in the front, large signs, and lack of landscaping. A 5-lane cross-section, lack of sidewalks and connectivity between adjacent uses limits pedestrian and bicycle access. The corridor is prime for redevelopment. The NCDOT is currently in the process of completing a feasibility study for improvements to the corridor to improve safety and address congestion.

**Planned Improvements**

The Village Transportation Plan (VTP) includes key improvements that will provide better access to Lewisville-Clemmons Road.

- Connect and construct parallel roadways (e.g. James Street to Brookland Drive at Stadium Drive)
- Construct sidewalks
- Improve access to Market Center and commercial development at Stadium Drive

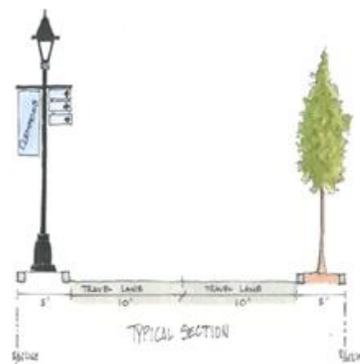
In addition, the NCDOT has safety improvements prioritized for the southern section of Lewisville-Clemmons Road.

- TIP # U – 6004, Right of Way 2023, Construction 2025; Construct safety improvements to the southern section of Lewisville-Clemmons Road.

The following detailed plans have been developed for the southern section of the Lewisville-Clemmons Road Strategic Planning Area.



Southern Corridor Enhancement Area  
 Village of Clemmons - North Carolina  
 March 2015  
 Kimley-Horn



*Stadium Drive and Area Improvements*



*Market Center Drive Improvements*

**Future Land Use Intent**

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

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



***Future Corridor Objectives (North and South)***

***Objective #20: Amend the UDO to Encourage Master Planned Developments***

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

***Objective #21: Amend the UDO***

Amend the Unified Development Ordinance (UDO) to require:

- Development of neighborhood parks and common open spaces as part of new developments, including dedication of land for the multi-use path along Blanket Bottom Creek
- Use of low-impact stormwater management solutions that reduces 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

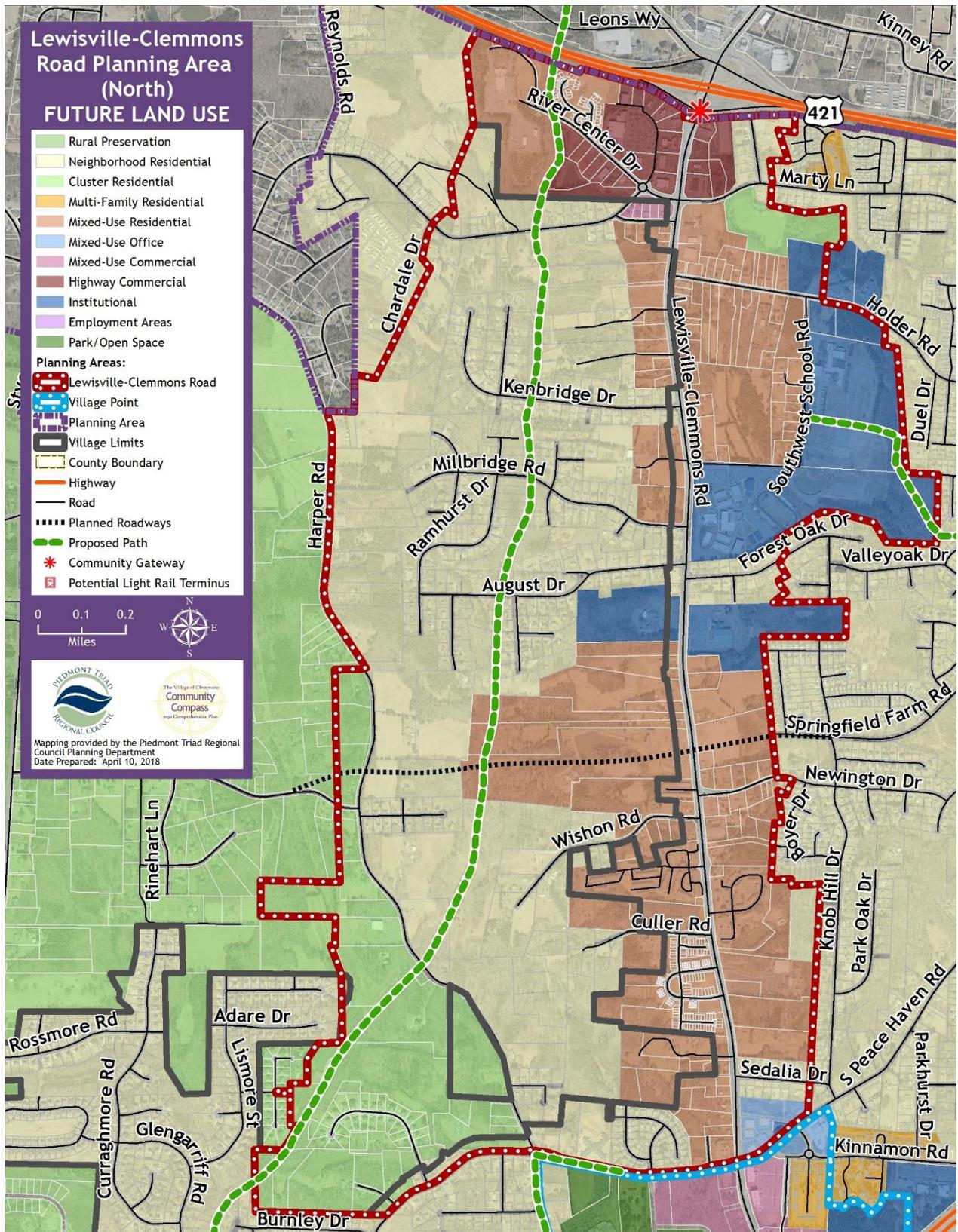
***Objective #22: Research Funding Options for Blanket Bottom Multi-Use Path***

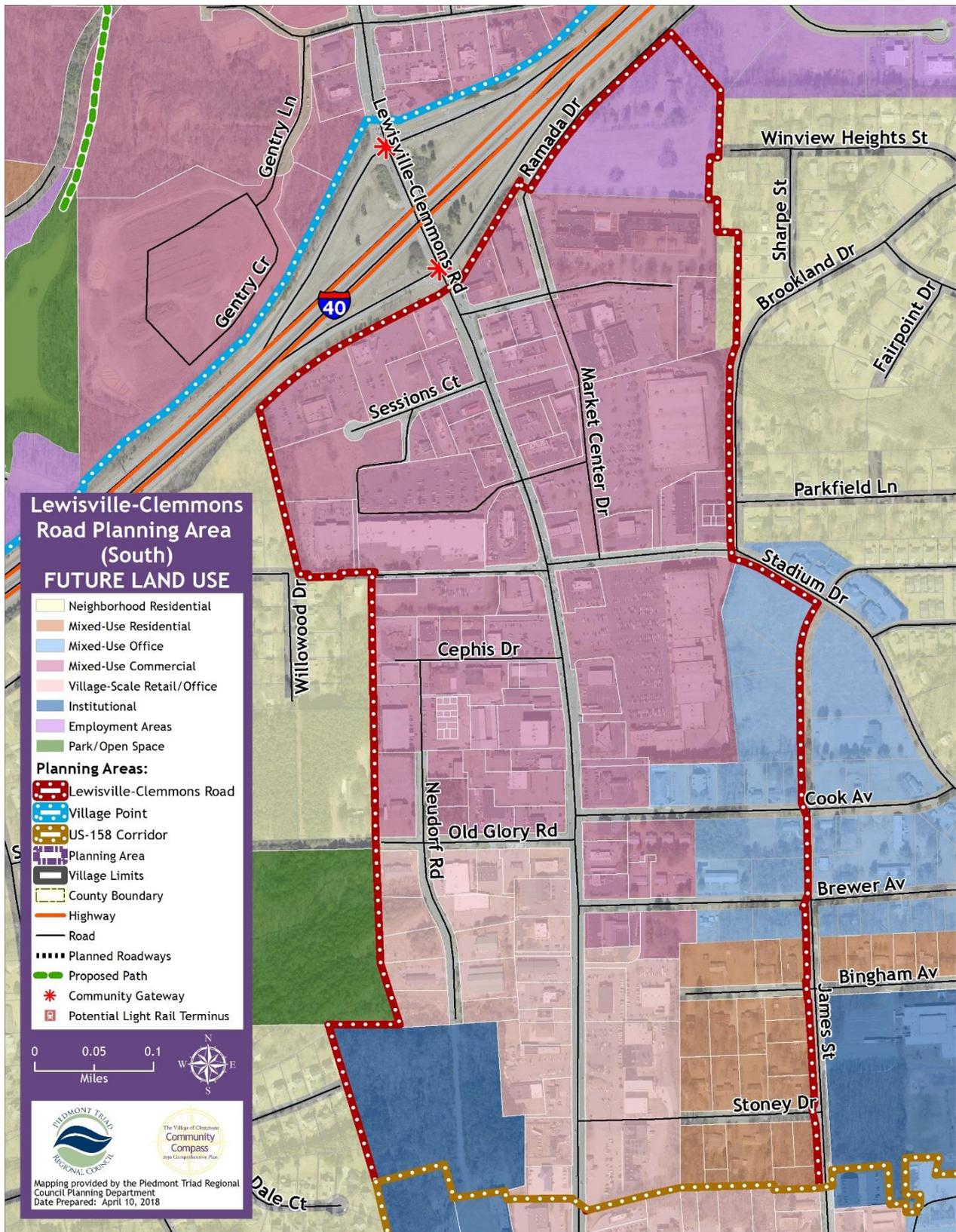
In addition to WSMPO transportation funding, Village staff should research additional funding opportunities to pay for multi-use path along Blanket Bottom Creek, including but not limited:

- 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)

***Objective #23: Work with Forsyth County and FUCC to Create a Joint Guide for Future Development***

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.





## US-158 Corridor

### Existing Conditions

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

Properties along this corridor are zoned a mix of uses: single-family residential, institutional and office, commercial, multi-family residential, and industrial.

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

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

### Planned Improvements

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

- Construction of sidewalks
- Striped bike lanes

### Future Land Use Intent

- Redevelopment will occur along the corridor. New development should revitalize the area and make it a pedestrian-friendly civic, office, and small-scale retail corridor.
- Design recommendations included in the Village Transportation Plan should guide redevelopment to provide additional pedestrian and bicycle amenities and designated road improvements.
- The gateway at I-40, Harper Road, and Lasater Road is receiving pressure for commercial development. The area west of Harper Road and north of Lasater is currently zoned as a highway business district which, if developed to its maximum potential, could change the character of the area and negatively impact adjacent residential neighborhoods. This area should be protected from intensive development.
- A proposed gateway to the Village, located at the intersection of US-158 and Elm is in need of improvements. Ideas for improvements include intersection improvements, landscaping, public open space, signage and public art.
- Traditional architectural designs and materials are encouraged in this corridor.
- Complete transportation study of busy intersections at Harper, Hampton, Stadium and Elsie/Middlebrook to improve safety and reduce congestion.

***Future Corridor Objectives***

***Objective #24: Develop a US-158 Overlay Zoning District***

Develop an overlay zoning district to protect the character of the corridor and ensure that the scale and design of new development is appropriate with the historic village character of the area. This zoning district should promote civic and office uses and allow for appropriately scaled and designed retail. Highway retail and drive-through service uses are not appropriate for this area. Expansion of road buffers should be considered to protect neighborhood character. Use the design guidelines for US-158 developed as part of the Clemmons Area Development Guide, as a starting point for overlay district standards.<sup>1</sup> Access management, signage and wayfinding provisions should be included in the new standards.

***Objective #25: Consider Historic District Designation for Portions of Corridor***

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

***Objective #26: Develop Plan for Streetscape Restoration***

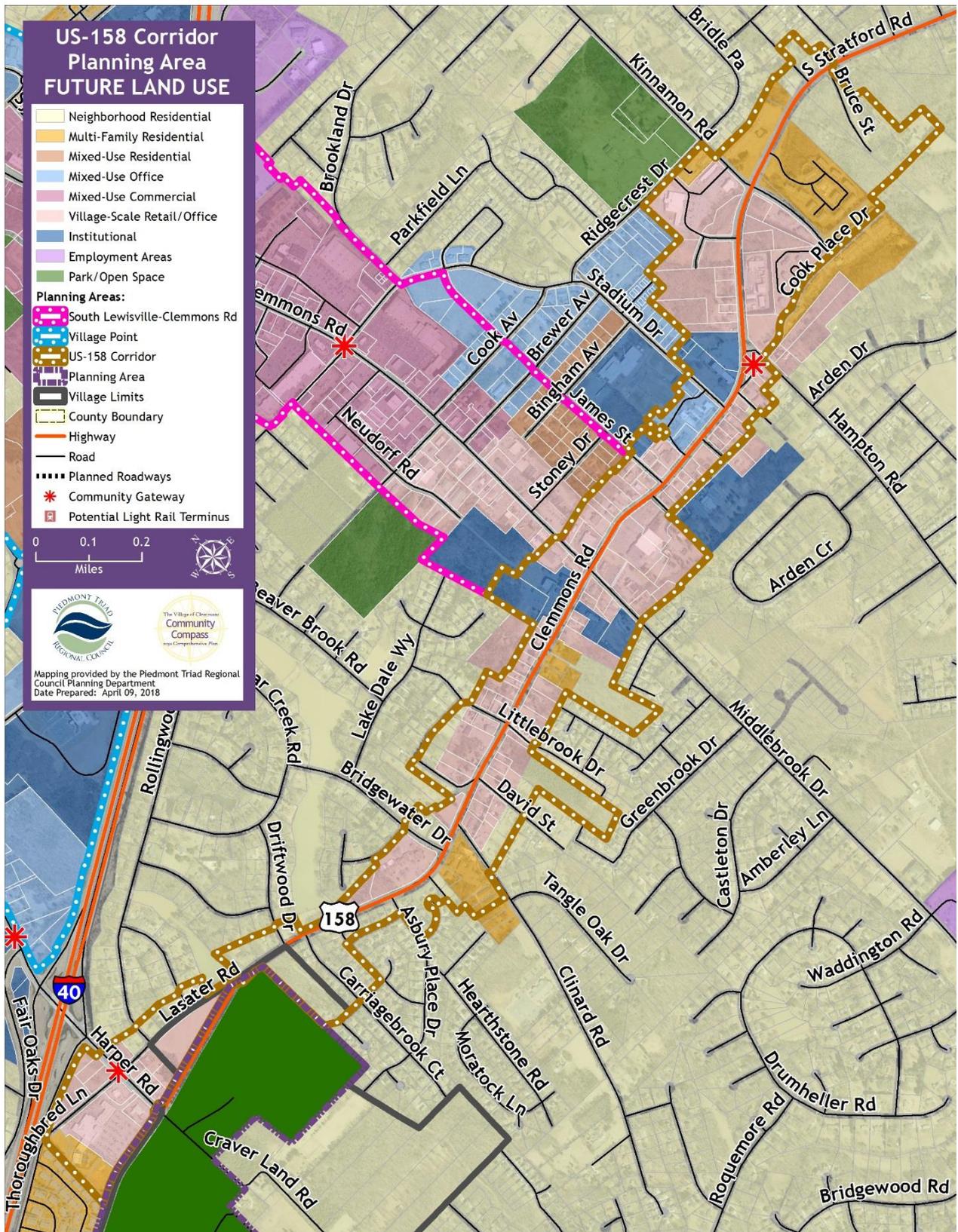
Develop a plan for streetscape restoration, funding and phasing (i.e., planting of trees, construction of sidewalks, pedestrian-scale lighting). This is a high priority.

***Objective #27: Provide Incentives for Greening of Parking Lots***

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

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<sup>1</sup> Corridor streetscape standards for Highway 158 were developed before the Village extended its boundary to Tanglewood. Some of the character areas in the streetscape standards need to be updated to reflect current conditions, and recent development; however, these character areas are still relevant. The streetscape guidelines should be used as a starting point for developing overlay district standards.





boundary by I-40, and provide a mix of office, hotel, retail, and residential uses throughout the remainder of the site. The plan calls for new internal connector roads, greenways, and sidewalks.

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

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

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

- Installing coordinated traffic signals for the I-40 ramps and Fair Oaks Road
- Bicycle and pedestrian improvements to continue multi-use path from Peace Haven Road south to Fair Oaks Road connecting to the Yadkin River Trail and construction of sidewalks south of Fair Oaks Road to US-158/Clemmons Road

### **Future Land Use Intent**

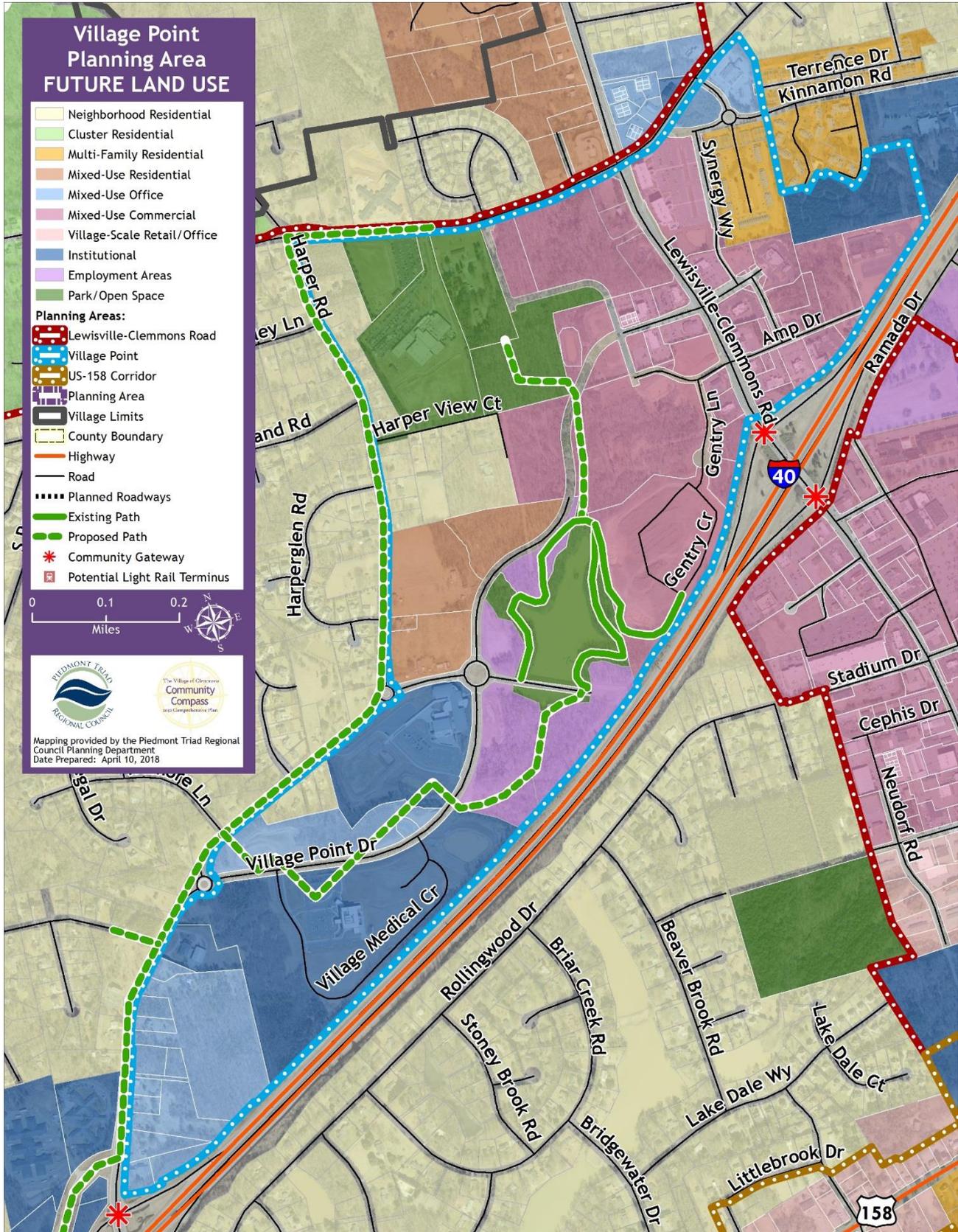
- Mixed used development is encouraged within the Village Point Novant planning area
- Mixed-use residential land uses should occur to the north of Morgan Elementary and west of Village Point Lake to provide new housing opportunities proximate to employment and services and to create a transition from the higher intensity activity center to the existing neighborhood residential to the west.
- Future development on areas not yet slated for development should integrate site plans and design elements with existing and planned development to ensure accessibility, connectivity, and visual consistency, and to mitigate impacts on adjacent uses.
- Institutional and office uses are compatible within this Strategic planning area and may include medical facilities, government offices and professional small scale offices.
- Adopted Village Point design guidelines should be used to guide new development.

### **Future Land Use Objectives**

#### **Objective #28: Use Village Point Design Guidelines**

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.





## Idols Road Area

### Existing Conditions

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

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

### Planned Improvements

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

- Idols Road extension completed in 2018 provides connection to US-158 from Idols Road and points south, reducing the need to have trucks and industrial vehicles use in-town roads such as Middlebrook Road and US-158 at Lewisville-Clemmons Road to travel to regional destinations and connect to I-40.
- A future light rail line from Winston-Salem into Clemmons that terminates at a station on Idols Road in the southern part of the Village is identified on the future land use map. This line and station is part of a long-range regional transit planning effort and won't likely be constructed in the next 20 years or more.

### Future Land Use Intent

- The Idols Road Strategic Planning Area is intended for future employment development in the form of business parks. New employment development should not occur without adequate infrastructure in place,
- The existing Idols Road Corridor Design Guidelines should be updated and applied to new and future employment development.
- Formal plans for future development of a light rail station are not firm at this time. The areas around the future station provide opportunities transit-oriented development such as mixed-use centers. As the transit station site is developed, in the long-range future, careful consideration should be given to both land use planning and development around the station, as well as roadway access to the station from other parts of the Village.
- Consolidate smaller parcels and land for future master plan development.

### Future Land Use Objectives

#### ***Objective #29: Develop Formal Policy Requiring Infrastructure Before Employment Development***

Develop a formal policy that requires adequate infrastructure (i.e., roads, water, sewer) to be in place before new development with a large number of employees occurs.



***Objective #30: Encourage Very Low-Density Development in Short-Term and More Intense Development When Infrastructure is in Place***

Encourage Forsyth County to use land use controls in this area to promote lower density uses in the short-term, such as 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.

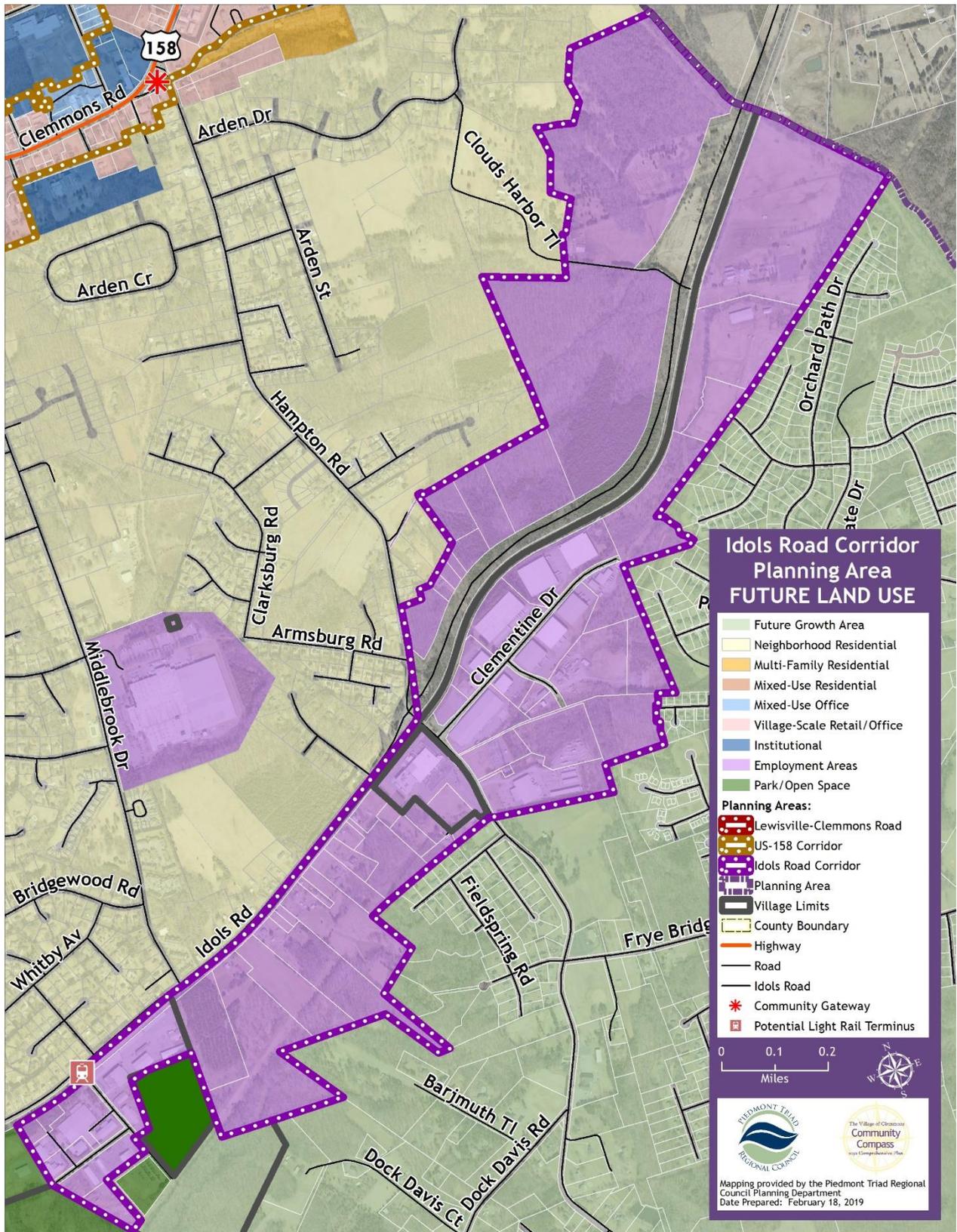
***Objective #31: Advocate for Regional Beltway (I-40 Bypass)***

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.

***Objective #32: Adopt Idols Road Design Guidelines as Overlay District***

Incorporate existing Idols Road Corridor Design Guidelines as part of an overlay zoning district.





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# 5 - Transportation and Mobility

Clemmons quality of life is greatly influenced by the community's infrastructure and services. Communities around the nation understand that businesses looking to locate in a community not only look for affordable land with development entitlements, they also evaluate the quality of the community and the quality of life a community can offer to its employees. Protecting the high quality of life found within Clemmons is essential for maintaining a healthy fiscal future and improving the character of the Village. Implementation of the objectives included in this section will continue to make Clemmons an attractive and unique community in the region. Additionally, these objectives will also enhance the community's infrastructure and services.

## TRANSPORTATION AND MOBILITY

Providing adequate transportation infrastructure will be important for accommodating growth in Clemmons and ensuring that existing roads are safe and accessible. Street connectivity and effective land use planning can improve efficiency, minimize the need for private automobile transportation, and create opportunities for alternative modes of transportation. This section recommends that Clemmons plan for long-term Village and regional needs to reduce traffic congestion, enhance safety for users of all modes, and lay the foundation for a more diverse transportation system that reduces the demand for automobile travel and provides opportunities for more energy efficient modes.

Policies for providing efficient and accessible transportation include:

- Support planning and design for safe, multi-modal connections to major thoroughfares, regional roadways and key destinations
- Connecting local streets
- Enhancing safety
- Expanding alternative transportation options
- Improving pedestrian and bicycle facilities

Clemmons' primary transportation system includes a coordinated hierarchy of roadways comprised of interstate highways, regional roadways, connector roads, and local streets that serve the Village's neighborhoods. Just as important as the roadway networks are the secondary systems that provide walking, bicycling and transit opportunities and generally enhance mobility throughout the Village.

The most sustainable transportation systems are those that are multi-modal. Multi-modal systems are integrated and balanced systems that promote safety and



*Safety improvements to Lewisville-Clemmons Road are intended to improve safety and walkability. Credit: Noah Williams*

efficiency without relying on a single mode of transportation. Advancing Clemmons' transportation system to one that offers multi-modal choices will move the Village in the direction of being more sustainable, will allow the Village to more efficiently use energy resources, and will provide more opportunities for walking and bicycling that can increase the health of the community.

## Village Transportation Plan

Clemmons adopted the Village Transportation Plan (VTP) in 2009 and is in the process of an update with an estimated completion date of 2019. The VTP was developed in response to rapid regional growth and the community's desire "to support sustainable growth through proactive transportation and land use integration." The VTP is a multi-modal plan that develops projects and policy recommendations for the Village's roadways, bicycle and pedestrian systems, and transit. It includes a detailed action plan (VTP, Table 5.1) that lays out how to implement the various recommendations in an efficient and effective way.

The Village Transportation Plan is incorporated into the Clemmons Community Compass by reference. It is the intent of the transportation element to support VTP implementation and continue to build on the momentum from the plan's development. The following sections summarize important elements of the VTP and tie them into development of the Future Land Use map and other plan goals and objectives.

## Regional Transportation Context

Clemmons is located just southwest of Winston-Salem in Forsyth County, on the outer edge of the Triad metro area. Travel patterns in Clemmons are heavily influenced by access to and from I-40, which carries Clemmons residents and workers to points in the Triad for employment and access to other destinations and services. US-158 and US-421 are other major highways used to access regional destinations. Because alternative transportation options, such as mass transit, are limited, the majority (86 percent) of Clemmons residents continue to drive alone to work.

## Major Transportation Issues

Clemmons is faced with a number of transportation challenges. While the focus of many efforts is on improving the area's roadway system, efforts should be made to improve the other elements of the Village's transportation system, such as bicycling, walking, and transit. The major transportation issues for Clemmons, addressed in the Village Transportation Plan, as well as the Clemmons Community Compass Update are:

- Congestion along major transportation corridors, especially during the morning and afternoon peak hours as workers access I-40 and other major thoroughfares.
- Safety (vehicular, bicyclist, and pedestrian) at major intersections.
- Lack of connectivity between major thoroughfares and minor and local roadways, creating few alternatives to driving along the major thoroughfares.
- Poor access management along major corridors, adding to congestion and safety problems.

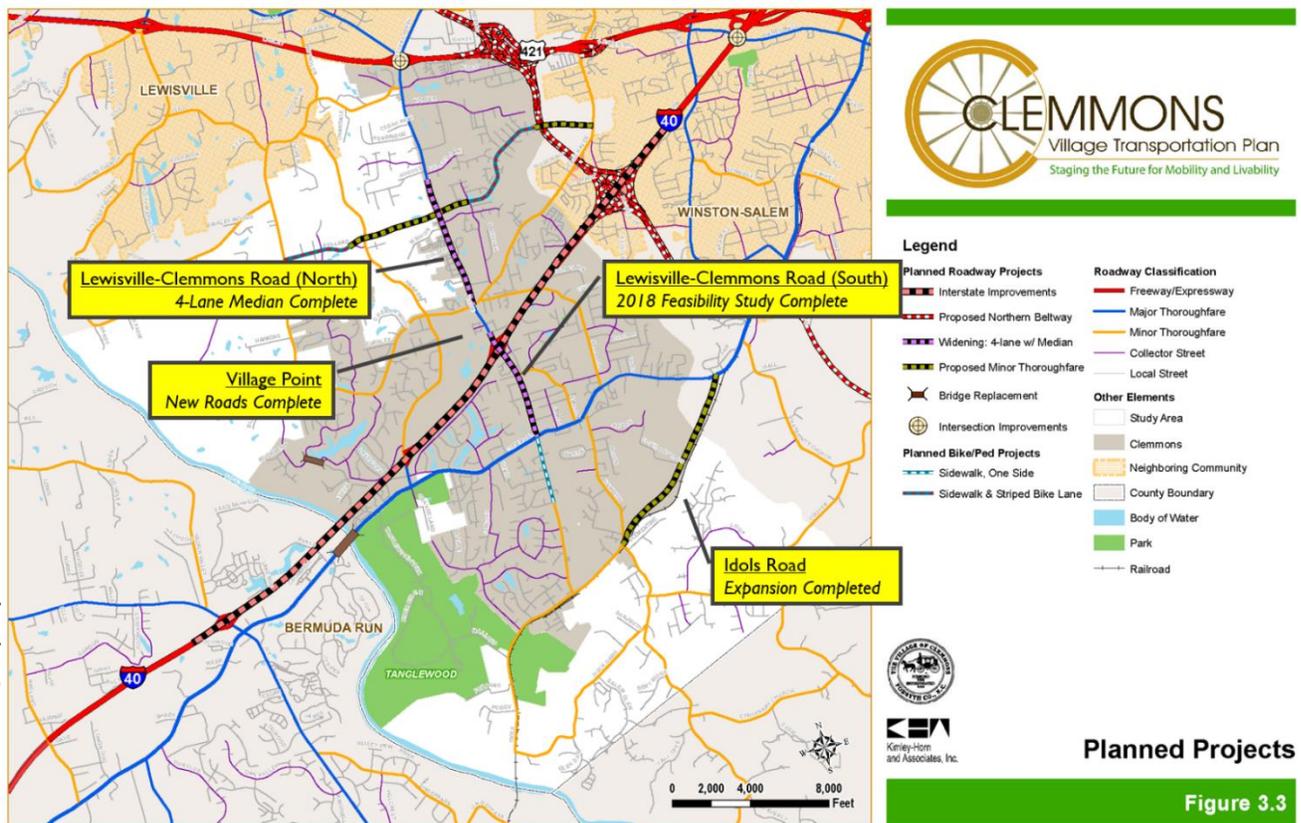


- Lack of on-road and off-road bicycle facilities.
- Lack of pedestrian facilities, such as sidewalks, multi-use paths, and intersection crossings and treatments.
- Lack of mass transit options.

## Roads

I-40 bisects the community from east to west, and the Lewisville-Clemmons Road corridor bisects it from north to south, creating four quadrants in the community. Non-residential development in Clemmons is very linear, clustered primarily along the Lewisville-Clemmons Road corridor north and south of I-40, with a heavy concentration of commercial uses near the I-40 interchange, and to a lesser extent along the US-158 corridor. Low density residential development dominates the areas of the Village off the main travel corridors. These residential areas are serviced by local, neighborhood roads and are connected to the main corridors by collector and minor arterial roadways. In certain key locations, these connectors are missing or lacking. The result is heavy congestion along major corridors, especially during peak hours, and safety concerns at major intersections.

Chapter 2 of the Village Transportation Plan identified and ranked roadway segments and intersections according to existing traffic volumes, congestion, and safety, as well as future deficiencies. These problem areas are analyzed in more detail in eight Community Strategic Corridors, and specific recommendations and improvements are developed for each of these corridors. The map below identifies the planned roadway projects in the Village Transportation Plan.



mixed-use development opportunities along the existing Lewisville-Clemmons Road corridor and adds new commercial, retail, office, and mixed-use opportunities along other corridors and within major activity centers. As these land use changes are implementing in concert with recommendations in the Village Transportation Plan to improve roadways, connectivity, and access management, motorists will have more options in their daily travel choices and the efficiency and safety of the overall transportation system should improve.

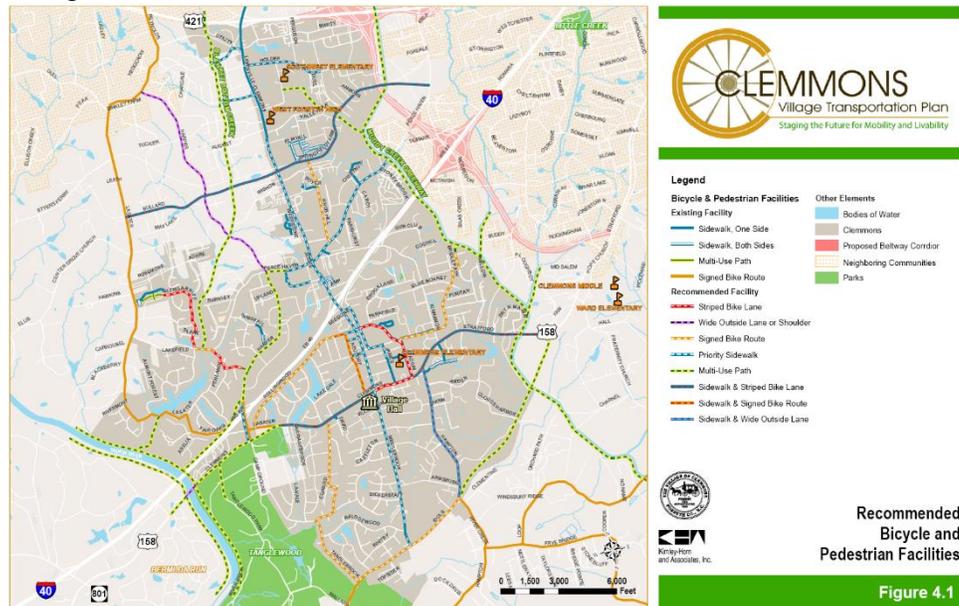
### Bicycling

Clemmons lacks an extensive network of bicycle facilities, such as bike lanes, wide outside lanes, multi-use paths, and greenways. While bicycle trips are possible on low-volume neighborhood streets, bicycle trips to other parts of town are difficult. The Village Transportation Plan identifies a variety of opportunities for enhanced bicycle travel and improved and new bicycle facilities and amenities, as shown on the VTP map below. These include:

- On-street striped bike lanes, wide outside lanes, and paved shoulders
- Off-street multi-use paths
- Greenways
- Signed bike routes



New road improvements should include “complete streets” improvements that improve traffic flow, enable cyclists to travel, and provide sidewalks for pedestrians.



Recommended Bicycle and Pedestrian Facilities

Figure 4.1

The Winston Salem Urban Area Comprehensive Bicycle Master Plan was adopted in 2005 and the Village Transportation Plan reflects proposed facilities from that planning effort as well as other priorities. An update to the Urban Area Bicycle Plan is underway in 2018 and will update network connections, facilities, routes and other features of the bicycle network.

Over time, as planned and adopted improvements are implemented, Clemmons residents will benefit from improved health, reduced vehicle miles traveled and improved access and mobility for those without automobiles.

## Walking

Some residential neighborhoods have sidewalks, as do some of the more recently developed commercial areas, but like many other communities, missing links in the system make anything but short walking trips or walking in a single neighborhood difficult. The Village of Clemmons requires sidewalks as part of its Unified Development Ordinance, and the Village is working with the Winston-Salem Urban Area Metropolitan Planning Organization and the NCDOT to fund current sidewalk and pedestrian improvements throughout the Village. These improvements include sidewalks on portions of Lewisville-Clemmons Road, Allegacy Way, US 158, Middlebrook Drive, Fair Oaks Drive Harper Road and Stadium Drive. The Village Transportation Plan also identifies specific pedestrian improvement projects. As these missing links are filled in, new sidewalk projects are built, and safety and intersection improvements are implemented, Clemmons will become a more walkable community. Continued improvements will have a lasting impact on the community by providing safer opportunities for pedestrians and new opportunities for children to walk to school in conjunction with the Safe Routes to School program.



*Intersections can be designed to provide pedestrian-friendly treatments that make road crossing safer by alerting drivers of the presence of pedestrians.*

## Transit

Transit services are an important piece of a complete, multi-modal transportation system. Transit services offer an alternative choice to those who typically drive alone and offer viable mobility for those who may be transit-dependent or otherwise unable to drive. The Village is not currently served by continual bus service. The Piedmont Authority for Regional Transportation (PART) operates a series of express routes connecting Triad destinations, but none of those routes serve Clemmons. PART also operates a regional vanpool service which Clemmons residents are eligible to participate in. PART established Route 28 serving the Clemmons Medical Plaza during the Business 40 closure in October of 2018. The Village of Clemmons will advocate for the continuation of this service to the Clemmons area after completion of Business 40 improvements.



*Piedmont Authority for Regional Transportation (PART) provides regional transit connections and interlinks with City transit systems.*

The Winston-Salem Transit Authority (WSTA) operates the county-wide paratransit service, a human transportation service targeting the disabled, the elderly, and other qualifying recipients. It is a demand-response system with users calling the service to arrange trips. WSTA also operates the fixed-route county-wide bus service for Forsyth County, but none of those routes extend into Clemmons.

As Clemmons continues to develop, transit will become a more important part of its transportation system. The new land use patterns defined on the Future Land Use map will encourage transit-oriented development, allowing for future transit routes and services to feed into Clemmons. There are also ongoing discussions and planning efforts at the regional level to potentially extend a future light rail line from Winston-Salem into Clemmons, terminating at a station on Idols Road in the southern part of the Village (identified on the future land use map).

As this station site is developed in the future, careful consideration should be given to both land use planning and development around the station, as well as roadway access to the station from other parts of the Village.



Dedicated multi-use paths and greenways offer opportunities to walk or bicycle. Creating safe ways to connect with trail systems from adjacent roadways accessing trails and trailheads creates a network for safe bicycle transportation. (Village Point Lake)

### Village Transportation Plan Goals and Objectives

The Village Transportation Plan includes a variety of goals and objectives that were developed to guide development of the Village Transportation Plan. These goals and objectives continue to be relevant and are applicable to the Comprehensive Plan. They are included here with updates from the Compass 2017 update:

#### *Objective #33: Create a Multi-modal Transportation System*

Create an accessible, convenient, and efficient multi-modal transportation system through:

1. A thoroughfare system that comprehensively incorporates a variety of transportation modes for adequate access, flow, connectivity, safety, and mobility.
2. Partner with PART to expand ride share, vanpools and regional transportation, in conjunction with other agencies, for travel in the Triad region.
3. Provision and promotion of opportunities for travel by transit, cycling, and walking.
4. 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.

#### *Objective #34: Safe Operation of Existing Facilities*

Provide serviceable and safe operation of existing facilities through:

1. Traffic operation improvements to reduce congestion.
2. Safety improvements to reduce crash likelihood.
3. Access management improvements to improve safety and network efficiency.

#### *Objective #35: Promote a Bicycle and Pedestrian-Friendly Environment*

Promote a Complete Streets policy, including:

1. A pedestrian system that fills in gaps and connects neighborhood & recreations
2. A trail and greenway system within and connecting local and regional parks.
3. Safe roadway crossings and sidewalk placement within the Village core.
4. Creation of a bicycle strategy that provides opportunities and safety education skill levels, including a Safe Routes to School program that will encourage students to walk to school and will educate them about safety.
5. Provide 4-6' paved shoulder facilities for bicyclists on roadways where curb and when roads are rebuilt.

***Objective #36: Identify Financing Mechanisms for Improvements***

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.

***Objective #37: Facilities Should Uphold Community Character***

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.

***Objective #38: Build Community Consensus Through Planning***

As new projects are being designed and developed, build community consensus through stakeholder interviews, public workshops, and committee participation.

***Objective #39: Improve Environmental Quality Through Transportation Choices***

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.

***Objective #40: Develop a Transportation Planning Tool to Assist in Evaluating the Impact of New Development on Existing Roadways***

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.

***Objective #41: Create a Transportation Advisory Committee***

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.

***Objective #42: Establish Mechanisms to Account for External Growth***

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.



# 6 - Community Amenities & Character

The Village of Clemmons determined through the adoption of the Comprehensive Plan in 2010 opportunities for quality of life opportunities for Village residents were critical. Neighbors continue to desire opportunities to gather for community events, local programs and activities as well as opportunities to capitalize on the Village’s most precious asset, its residents. In 2015, the Village hired its first marketing director to help facilitate community activities.

## COMMUNITY SERVICES

The Village of Clemmons provides its residents with high quality, dependable municipal services that help make Clemmons a desirable place to live. These municipal services include:

- Emergency Services: Fire Protection
- Local Planning: long range, development services, etc.
- Public Works Activities: street maintenance, trash collection, holiday decorations, etc.
- Stormwater Management
- Marketing and Communications

These services help plan for the future of the community, protect the health and safety of residents and property, and make Clemmons an attractive place to live, work and play. More information on the cost of these services and how they are provided can be found in Chapter 3: Key Trends and Community Conditions.

### *Objective #43: Maintain and Improve Municipal Services*

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.

## HISTORIC PRESERVATION

While, much of Clemmons’ historic properties have been lost to the years, it is important to take note of potentially eligible historic properties moving forward. It is widely recognized that buildings and properties that are more than 50 years old can be eligible for federal, state and/or local historic designation and could aid in the protection of community assets (e.g. open space, farms, etc.). Clemmons will have properties that meet this designation in the coming years and would be wise to begin planning for them.



Historic Lasater Mill & Dam,  
Credit: James Stewart

**Objective #44: Review Existing Historic Properties List and Identify Additional Steps for Preservation**

Village Planning Staff shall coordinate with the City-County Historic Resources Commission to review existing historic properties and condition to identify steps for preservation.

## PARKS AND RECREATION

Historically, as a small village, Clemmons has relied on Forsyth County parks, recreational facilities, and trails to serve its residents. As the community has grown in population and taken on the character of a larger community, there is now more demand for these types of facilities in Clemmons. Currently, the Village maintains two passive pocket parks in Greendale Way. The Village does not currently have the capacity to develop or maintain parks and recreational facilities.

The Forsyth County Parks and Recreation Department is also limited in its ability to fund or take on maintenance of new parks and greenways in Clemmons. Balancing the need for parks and recreational spaces with the cost to provide these services may require new funding sources or a longer-term plan for incrementally providing these amenities.

### Tanglewood Park

Tanglewood Park, located on the western border of Clemmons near the Yadkin River, is an important regional amenity in Forsyth County. Offering golf, stables, tennis courts, swimming facilities, nature education programs, rental facilities for events, trails, and gardens, this park has provided Village residents with proximate recreational opportunities.

Because of the road network and the lack of pedestrian access into the park from adjacent neighborhoods and areas, access to the park is currently limited to auto entry. The Village has been working with the County and the MPO to identify opportunities to better connect adjacent areas to the park while ensuring safety. The Village Transportation Plan includes recommendations for signed bike routes to the south of the park and multi-use paths to the north of the park to create new means of access for park visitors. Idols Road is being evaluated for bicycle and pedestrian access into the park and US-158 will have striped lanes and sidewalks leading into Tanglewood Park. Another idea that was generated during the planning process is development of a trail connection to Tanglewood Park, linking several major neighborhoods, Clemmons Elementary School, and a new Village Center.

**Objective #45: Work with County and MPO to Seek Park Access Solutions**

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.



*The Greendale pocket park is an example of a low-cost method for providing public park space within neighborhoods.*



*The Tanglewood Park is an important community amenity – one of few recreational sites near the Village, Credit: Noah Williams*

## Yadkin River

Another important amenity located proximate to Clemmons is the Yadkin River; however, direct access to the Yadkin River is limited from Clemmons. Improving access to this water feature could greatly enhance quality of life to Clemmons' residents. Leveraging the river asset means creating more recreational opportunities that connect to the river. One idea is to create a trail along the river from Lewisville to Tanglewood Park. Any solution to create better river access will require a multi-jurisdictional approach and can result in positive regional outcomes.



*Paddlers on the Yadkin River, Clemmons proximity to the river provides outdoor recreation opportunities*

### ***Objective #46: Work with Neighboring Jurisdictions to Create Access to the Yadkin River***

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.

## New Local Parks

In addition to having better access to regional parks, citizens of Clemmons would like to develop new parks in Clemmons as part of new developments and in existing neighborhoods. There is support for amending the *Unified Development Code* to require development of new park facilities as part of new residential developments. This is one way to provide more parks in the community while using few public resources to acquire land and develop parks. However, long-term maintenance of new parks in the community will require additional funding. Another opportunity is the joint-use of school parks and recreational facilities. Under a joint use agreement, the Village would share responsibility for maintaining and funding recreational operations with the public school system and in turn be allowed to use the facilities during non-school hours and weekends for community recreational leagues, events, and other activities.

There are many solutions available to increasing park and recreational facilities in Clemmons. The 1998 *Clemmons Area Development Guide* recommended development of a Parks and Recreation Advisory Board to spearhead efforts to expand park offerings in Clemmons. This board can serve as an advocate for new

parks and facilities, evaluate partnership opportunities, seek new funding sources, and develop a plan for developing and maintaining park facilities in Clemmons.

***Objective #47: Establish a Parks and Recreation Advisory Board***

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.

## GREENSPACES

### Network of Greenways and Open Space

The creeks, streams, and wetland areas in Clemmons are in need of protection from development impacts to ensure long-term water quality and natural hydrologic functioning. While these areas are inappropriate for intense development, they do provide opportunities for passive recreation, greenways, and trails. Due to natural drainage and water flow patterns, these areas can be used to develop an inter-connected network of greenways and open spaces that protect the “green infrastructure” of the community while providing new amenities to residents.

***Objective #48: Provide Incentives to Further Protect Riparian Buffers***

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.

***Objective #49: Seek Public Easements for Greenways***

Work with land developers and willing landowners to acquire public easements within stream and creek buffers for development of planned greenways.

***Objective #50: Conduct a Feasibility Study for Muddy Creek and Blanket Bottom Creek Trail***

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.

### Community Gardens and Farmers Market

More and more, our nation is learning about the importance of having local, healthy food sources. Obesity has become an epidemic of sorts across our nation, largely in part to the average American diet. Access to locally grown, fruits, vegetables, grains, and meats through community gardens and farmers markets are solutions that link many aspects of community. The American Community Gardening Association defines community gardening as an opportunity to “improve people’s quality of life by providing a catalyst for neighborhood and community development, stimulating social interaction, encouraging self-reliance, beautifying neighborhoods, producing nutritious food, reducing family food budgets, conserving resources and creating opportunities for recreation, exercise, therapy and education.”



*Community gardens can serve as educational community amenities that foster social interaction and provide a local healthy food source.*

The beauty of community of gardens is that they can occur on virtually any size space and in any location. Soil and natural irrigation can be improved to make any small plot into a community garden. What is needed in Clemmons to develop community gardens is advocacy and education. The science departments at local schools are one partner that could work in the community to initiate model community gardens in the community on school sites. The Village could also work with the school to create model community gardens in activity centers to promote the use of land for small gardening purposes. Likewise, the Village should work with area farming cooperatives to provide better access to farm produce and meats. Establishment of a new farmers market at an activity center, potentially a new Village Center, would provide multiple benefits to the community.

### Village Community Garden

The Clemmons Community Garden was started in 2012 based on objectives set forth by the Clemmons citizens through the adoption of the Community Compass. A plan was developed for a 21-plot garden behind Village Hall by a variety of Village residents including a local Girl Scout troop who spearheaded the initial project as a silver award. The garden is run by volunteers and has been active for eight growing seasons. The garden provides members of the community a central location to grow their own organic food and provide an opportunity to share a portion of the garden's bounty with others in need by donating to the area food pantry. The garden will bring fresh local produce, personal connections, educational opportunities for adults and youth and beautification to the community.

### Village Farmers Market

The Village Farmers Market began in 2014 as part of an initiative out of the Community Compass, to support the local food market, the market initially was housed at Tanglewood Park and shifted to the Village Hall two years ago to allow for additional programming and events.

The Village Farmers Market is a locally grown, in-season diverse producer market with select value added products that embraces the slow food movement and values the direct farmer/customer relationship. The market supports producers from Forsyth, Surry, Stokes, Rockingham, Guilford, Davidson, Davie and Yadkin counties. Market goers also have the opportunity to participate in market events including Namaste the Market Way (a free monthly yoga event), exercise classes, dog day at the market, a taste of summer tasting as well as partnership with our ice cream festival.

## ARTS & CULTURE

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Residents of Clemmons are fortunate to have family-oriented community activities such as Monday Night at the Movies at the branch County library, wine tastings, sports competitions, golf tournaments, July 4<sup>th</sup> fireworks displays, and the festival of lights in Tanglewood Park and other events. As the community grows there is interest in having more local cultural, educational, and historic events in Clemmons. While only a short-drive away, most residents must drive to Winston-Salem to see a play, watch a movie, or experience a musical performance.



Clemmons has the opportunity to be a “full-service” community that provides new opportunities for cultural enrichment that can reinforce community cohesion and sense of place.

One idea raised during the planning process is to leverage Clemmons’ proximity to regional amenities (i.e., Yadkin Wine Valley, Tanglewood Park and its event space, and regional transportation access) by sponsoring and hosting new community events. Development of a community gathering places could provide new space for hosting art exhibits, outdoor festivals and concerts, and other community events.

## Movie Nights

Village of Clemmons “Movie Night in the Village” Series was piloted in 2015 and met with great success. Movie Night in the Village presents family-friendly movies projected on the big screen at the front fields of the Jerry Long YMCA free of charge. Movie-goers bring blankets or chairs and typically arrive hours early to partake in the recreational amenities, music, games and food to make the evening full of family fun! The Village hosts three movie nights a year with local sponsorship that boast of attendance of 800+ per event.



*Movie Nights Credit: James Stewart*

## Ice Cream Festival

2015 marked the first year of the Clemmons Ice Cream Festival. In conjunction with Village Farmers Market, over 1000 attendees enjoyed a festival packed with fun since then the festival has grown to over 5,000 participants.

Festival-goers of all ages enjoy live entertainment, Farmers’ booths are filled with the freshest ingredients of the season for customers to purchase. Community partners also line the festival with kids’ crafts and activities including potato stamping, face painting, basketball, and so much more!

The main star of the show is of course the ice cream. There is an “Ice Cream Freeze-Off” competition among individual competitors. As well as local food and ice vendors to wrap up a wonderful free family event. Starting in 2019, due to the festivals growth, Morgan Elementary School will host the event to allow for expanded opportunities.



*Ice Cream Festival Credit: James Stewart*

## Monster Dash and Goblin Hop

Stormtroopers, butterflies, and ninjas, oh my! The annual Monster Dash and Goblin Hop provides an opportunity for children to dress in their Halloween costume and “goblin hop” along the Village Point Greenway. Local businesses and organizations line the greenway with various kid’s activities and games. The activities come in all shapes and sizes. Kids enjoy hammering golf tees in pumpkins, crafting a mummy apple, shooting some hoops, tossing bean bags, spoon racing, and learning new dance moves. Each table provides a giveaway to the kids including pencils, Frisbees, spider rings, temporary tattoos, tote bags, rulers, party favors, and coupons to local businesses. The event continues to grow each year hosting crowds in the two-thousands and gives an opportunity for the Village to partner with local businesses in order to showcase local businesses through family fun.

**Objective #51: Enhance Cultural Arts Events and Programming**

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.

**Objective #52: Develop an Older Adult Resource Center**

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.

**Objective #53: Evaluate Communications Strategy**

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.

## SCHOOLS

During the 2017 Comprehensive Plan Update, the quality of local schools was often mentioned as a major attraction for residents of Clemmons. As a result, maintaining a high quality of life in Clemmons is directly tied to the provision of public education. Communities that experience degradation in public schools often in turn experience impacts on the greater community – neighborhood disinvestment and blight, decreasing property values, and general loss of quality of life. The four public schools and several private schools located in Clemmons are important icons of the community. The quality of these facilities and their academic achievement records speaks to prospective residents and business owners about the quality of life that can be expected in Clemmons.

The Village should work with Winston-Salem/Forsyth County Public Schools to ensure that a high-quality education and state-of-the-art facilities are provided in local schools. In addition, Clemmons should work with County Schools to develop intergovernmental agreements for joint-use of facilities (i.e., parks, ballfields, auditoriums) and to jointly plan for future schools in the community.

The location of new school sites, such as the new elementary school #7, can have a significant impact on successful implementation of the Village’s future land use plan. Development of subdivisions often follow new schools and road networks can reach capacity from new school traffic. These community planning issues should be addressed jointly between the Village, the school district, and transportation planning agencies to ensure comprehensive plan objectives are achieved.

**Objective #54: Encourage Public Schools to Enhance Programs and Facilities**

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.



The Frank Morgan Elementary School is one of the Forsyth County School facilities located in Clemmons. Credit: Noah Williams

**Objective #55: Jointly Plan for New Schools**

Work with Winston-Salem/Forsyth County Public Schools and transportation planning agencies to plan for new schools and school expansions in Clemmons.

## GATEWAYS

A “gateway” is a point of entry into a community that offers a sense of arrival. Because it is a single point, it should not be confused with a “gateway corridor.” There are presently few, if any, clear-cut gateways into and within Clemmons that offer a strong sense of arrival. Gateways are important because they make a first and last impression for a community. Gateway treatments are typically applied to locations that:

- Have a discernible change in landscape, land use, development pattern and/or overall character
- Will not be a “moving target” because of future development trends

### Major Roadway Gateways and Signage

The US 421 and I-40 interchanges provide the primary access into and out of Clemmons. The highway overpasses and entranceways to the community can be adorned with welcome signs of different types. The Character area below provides a number of other options for gateways. The major highway entrances and overpasses should be improved to reflect the Village of Clemmons.



Triangle Expressway Branded Overpasses (Source: Google Images)

### Character Area

The US-158-Hampton Road model gateway area was selected for development of a conceptual gateway treatment because its characteristics are consistent with those listed above. Because Elm Street also intersects at this location, a triangular shaped piece of land is created here that helps to create an orienting landmark. Also fronting this area is a vacant two-story historic brick house that adds further to the significance of the location.



This model gateway will provide guidance for improvements to other gateways as the Village implements this plan

### Concept Plan Intent

Gateway treatments should convey a desired character, theme or message. They can come in a variety of shapes and sizes, including: landscape elements, signs, arches, architectural elements, and public art.

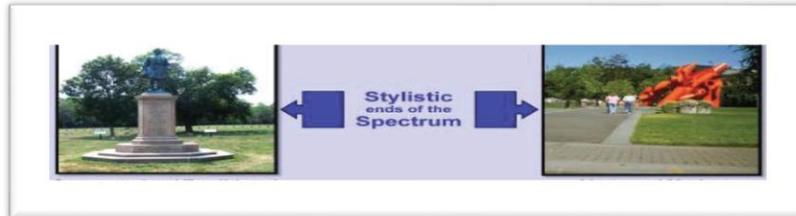
## CONCEPT PLAN IDEAS

The key ideas proposed for this gateway model are listed and illustrated below.

- Transform the triangular green space into passive open space
- Carry the open space theme across the street
- Include on-street bicycle accommodations
- Provide a gateway treatment in the northeast corner

proposed park. Consider holding a citizens competition to generate a gateway theme and an artist competition for the concept and design of the gateway treatment.

- Provide a pedestrian-friendly streetscape for the street segments that comprise this area, including paved crosswalks, enhanced sidewalks, street trees, and human-scaled street furnishings (i.e., lighting, benches, etc.).
- Develop buildings on the south side of Elm Street for residential use that are compatible with existing uses.



*This model gateway concept plan illustrates how gateways can build off of the existing built form and enhance the experience of “arrival” to a community through focused improvements.*

***Objective #56: Incorporate Village Branding Into Future NCDOT Improvements***

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.

***Objective #57: Utilize Newly Created Recreation Advisory Board to Guide the Design and Implementation of Planned Gateways***

Working with the Parks and Recreation advisory board (see objective #47) review and provide feedback on preferred conceptual designs, locations and other details for gateway improvements to recommend for implementation to the Village Council.



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# 7 - Environmental 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. There are increasing concerns that as a culture we are using resources at a faster rate than we are replenishing them and are creating communities that are not sustainable in the long run. The Village of Clemmons seeks to move into its future in a manner that conserves natural resources and minimizes degradation of the natural environment.

One of the challenges in addressing sustainability in a community comprehensive plan is that many of the issues are global in nature – air quality, biodiversity, ozone depletion and climate change, food production, and others – and it is often difficult to identify how local planning policies can address these issues. Large and small communities all across the nation are finding effective ways to do this.

Like its neighbors, the Village of Clemmons believes it is important to act responsibly and do its part to address these issues. The Village desires to work to determine how best to “think globally and act locally,” while also recognizing that these efforts must be balanced with other local demands on government time and resources.

## SUSTAINABILITY IN CLEMMONS

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Clemmons has begun to embrace many sustainable growth themes without using that terminology. For example, the ending of urban sprawl through managed growth is a fundamental principle of sustainability, as is the encouragement of pedestrian facilities and transportation. In today’s world, the concept of a sustainable community has evolved, but this comprehensive plan recognizes the importance of the Village doing its part to contribute to a larger sense of sustainable culture.

For the purposes of this plan, the following themes are embraced as desired sustainable growth policies for the future. Many of these are addressed in the appropriate places in previous individual chapters. The purpose of this chapter is, in part, to recognize sustainability as a guiding principle and to create a framework for thinking about the idea, and planning for it as a community. It is intended to provide a summary of the issues in order to integrate them under the sustainability umbrella and guide implementation of future initiatives.



## SUSTAINABILITY POLICIES AND OBJECTIVES

### Promoting Mobility and Access for Pedestrians and Bicyclists

The support, design, and development of pedestrian facilities promotes sustainability on several levels. First, it promotes a healthier community by encouraging walking as a form of exercise. Second, it promotes more personal interaction which can reinforce a stronger sense of community. Finally, it can provide opportunities for movements that can avoid automotive uses, saving fuel and avoiding additional air pollution. Example policies include:

- Development of a multi-modal transportation system as set out by the Village Transportation Plan recommendations
- Development of a trail and greenway system that links neighborhoods to local and regional parks and destinations
- Requirement of pedestrian and bicycle amenities and facilities in all new developments and redevelopments
- Focused development in activity centers distributed through the community to promote pedestrian and bicycle access from neighboring areas
- Development of a bicycle system that accommodates all levels of riders

#### *Objective #58: Implement the Village Transportation Plan*

Implement the action strategies of the Village Transportation Plan to create a more sustainable transportation system for Clemmons.

### Protecting the Community’s Water Resources

Water quality and quantity are two important issues related to sustainability. The Clemmons community will promote the protection of both through the development of a formal sustainability policy for the Village related to water resources. Adopting formal policies and resolutions in support of sustainability measures sends a signal to the community and the larger region that Clemmons is becoming a leader in water resource planning and protection in the Triad. Possible sources for information related to developing a water protection policy include:

- The Piedmont Triad Regional Council (PTRC) - Planning
- The North Carolina Department of Environmental Quality – Water Resources
- Clean Water Management Trust Fund
- Yadkin River Keeper

#### *Objective #59: Work with Concerned Citizens on Community Water Issues*

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.



The Village has several stormwater retention ponds with varying degrees of age, siltation, dam condition and other factors.

***Objective #60: Develop Framework for Citizens and Community Organizations to Partner with the Village of Clemmons on Water Resource Issues.***

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.

***Objective #61: Assist Citizens and Community Organizations in Obtaining External Grant Funding for Local Water-Related Projects***

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

## **Encouraging Sustainable Development Practices**

The technology for the design of environmentally-friendly buildings has continued to improve, making it more feasible and affordable to design "green" buildings. The Village will work to identify feasible practices to promote the use of environmentally sensitive guidelines, such as those published by the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) rating system. The Village will also explore opportunities to use these building techniques in future municipal developments, such as the Village Center. Policy initiatives include:

- Promoting green building design in commercial and residential developments through new development incentives
- Using green development techniques when developing new municipal facilities

## **Conserving Energy and Saving Money**

Energy conservation is another fundamental tenet of sustainability, and is interrelated to many of the other issues discussed here. For example, a more walkable community that reduces automobile traffic can save on fuel, and "green" buildings can save on heating and air conditioning. The Village will continue to explore means of saving energy, particularly involving municipal government operations.

- Reduction in automobile use through development of multi-modal transportation system resulting in a decrease in non-renewable fuel use
- Promoting energy efficient houses and private commercial developments
- Consideration to develop an energy audit program for the Village

***Objective #62: Incentivize LED and Sustainable Lighting***

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.



## Waste Management: Reducing Waste and Promoting Recycling

Recycling involves the reprocessing of materials into new products, and is a fundamental practice that promotes sustainability. Another component of recycling is encouraging the use of products made from recycled materials. The Village will continue to promote recycling and will work to explore new and better opportunities to spread the practice. Example policy action areas can include:

- Expanding residential weekly recycling services to include cardboard pickup
- Providing interior recycling bins at all municipal facilities that are available and easily accessible to visitors as well as employees
- Providing incentives to developers that use recycled or reused materials in new construction and redevelopment projects
- Providing incentives to developers that implement construction site waste management programs

### *Objective #63: Hold Additional Community Events to Increase Recycling and Reduce Waste Production*

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.

## Protecting Natural Resources

The protection of the natural environment is both a long-standing policy priority for the Village as well as a fundamental principle of sustainability. This is an example of where current Village policy aligns very well with the sustainable growth theme. Policies include:

- Focused development that protects rural areas, environmentally sensitive lands, efficiently uses infrastructure, and clusters development in a more compact form. This includes interjurisdictional efforts to ensure this compact form is reaffirmed with other regional plans
- Maintaining the viability of older, existing neighborhoods to reduce demand for new housing and expanded development
- Initiation of a tree canopy study to identify ways to maintain trees in the Village
- Establishment of new community gardens
- Reduction in water and wastewater use in new developments
- Limiting development to areas that have existing infrastructure and capacity to handle new growth.



***Objective #64: Encourage the Expanded Protection of Natural Resources***

This could be used in 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.

***Objective #65: Protection of Open Space/Rural Areas***

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



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# 8 - Implementation

The Village Council, the Village Planning Board, and Village staff will use this comprehensive plan as a guide for decisions they make concerning the physical development of Clemmons. The Clemmons Community Compass will also be used to guide the establishment of priorities for new and expanded community facilities and other public improvements. The Future Land Use Plan and corresponding classifications will serve as the principal policies for evaluating development proposals and proposed changes in Village regulations regarding growth, development, and redevelopment.

## Priority Action Items

Given the vision for the future of Clemmons that is drawn in this 2040 plan, and the description/analysis of current conditions and strategic objectives, the path to that future begins to come into focus. This chapter offers a specific plan for implementation by identifying priority action items that are in need of attention in the short-term.

## Secondary Action Items

Following the priority action areas is a lists of secondary action items. These action items are not as pressing as the priority action items and should be addressed upon completion of the priority action items. Upon future updates to this plan, priority action items that are completed should be removed from the list and secondary action items should be moved up to the priority list.

## Plan Monitoring and Amendment

This comprehensive plan closes with recommendations for continued monitoring of progress and updating of the plan, including a recommendation that the Village Planning Board supervise the plans implementation.

### PLAN FRAMEWORK

The implementation action items outlined in this section were developed from the plan’s vision, goals, and objectives. These action items will be the basis for developing annual work plans for Village staff and boards.



## PRIORITY ACTION ITEMS

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This section outlines the top five priority action items that should be implemented in the coming years and another five priority action items for future implementation.

### Top Five Priority Action Items

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#### 1. Update the Village Transportation Plan and Establish Transportation Advisory Committee

Establishment of a Transportation Advisory Committee is of pivotal importance to the future of Clemmons. Utilize the committee to guide the update of the Village Transportation Plan (VTP) anticipated for completion in 2019; and communicate transportation issues impacting Clemmons's transportation corridors, while offering solutions to deal with the problems. The Committee will be charged with finding consensus within the community regarding future transportation plans and projects that address traffic congestion, safety, and other transportation related issues. The Committee will engage with the community, Metropolitan Planning Organization and the North Carolina Department of Transportation and other transportation partners. It will develop and recommend a preferred future for transportation plans and projects within the community through the VTP update. The Village should continue to advocate for priority transportation projects including but not limited to:

- Construct safety improvements to the southern section of Lewisville-Clemmons Road (TIP # U – 6004, Right of Way 2023 and Construction 2025)
- Proactively working towards Regional Beltway (I-40 Bypass)
- Improve pedestrian access and crossing conditions with crosswalks and pedestrian lights
- Install striped bike lanes

#### 2. Manage Future Growth Areas

Managing future growth in the northwest and southern growth areas will require coordination with Forsyth County. The Village should coordinate with the County to plan for areas of joint interest and should consider development of a formal agreement that outlines methods for coordinated planning. These efforts should address the following:

- Amend the Legacy Guide's Growth Management Areas to reflect the goals and objectives of the Clemmons Community Compass
- Promote very low-density development (1 unit per 2 acres) in the Rural Preservation Area
- Offer Cluster Residential development options in the Cluster Residential area
- Prohibit or limiting development of private sewage treatment plants in growth areas to maintain rural character over the long-term
- Develop rural road buffer standards to maintain rural character along key roadways



- Adopt formal policies requiring adequate infrastructure before more intense development / rezoning can be approved
- Zone on the “edges” of jurisdictions that meets the goals of both jurisdictions
- Expand water and sanitary sewer infrastructure in the northwest and southern growth areas

### 3. Develop Parks and Greenways

Several potential park sites are listed on the Future Land Use Plan along with objectives for creating a system of parks and greenways in Clemmons. A Parks and Greenways Advisory Board should be established to spearhead park and greenway planning efforts, serve as advocates for parks and greenways, and provide recommendations to the Village Council on priority park and greenway investments. Specific actions that should be taken by a new Parks and Greenways Advisory Board include the following:

- Work with Winston-Salem/Forsyth County Schools to explore joint-use of ballfields, playgrounds, and park areas
- Work with regional partners (MPO, Forsyth County, Lewisville, , Bermuda Run, Piedmont Triad Regional Council, Piedmont Legacy Trails) to implement trail and greenway plans, seek Tanglewood Park access solutions, and explore opportunities to provide Village residents with better access to the Yadkin River
- Work with Village Planning to develop new requirements for the provision of parks, open space, and greenways as part of new developments
- Research the feasibility and funding options for development of a Blanket Bottom and Muddy Creek multi-use path
- Develop a Village program to acquire public easements within stream and creek buffers for development of future greenways
- Identify priorities for park development, develop plans, and secure funding for design and construction
- Identify infill opportunities for parks within existing residential neighborhoods and explore funding options for developing these facilities

### 4. Improve Design of Historic Clemmons Road

The Clemmons Road (US 158) corridor will continue to serve as the historic village corridor into the future. To ensure that new development and redevelopment within the corridor fits the context of the corridor, a new overlay zoning district and corresponding design guidelines should be developed. The current Highway 158 Streetscape Design Guidelines should serve as a starting point for development of the overlay district and design guidelines. New standards should address site orientation, road buffering, provision of sidewalks, height, landscaping, parking locations, signage, and greening of existing parking. Additional efforts that should be initiated to improve the character of the corridor include:

- Pursue historic designation for contributing structures and utilize historic design elements in new development or redevelopment strategies
- Develop a plan for streetscape restoration that may include sidewalks, wayfinding, street trees, street furniture, and mast arm street lights



## 5. Construct Community Gateways, Develop Community Gathering Spaces and Village Branding

Establishment of one or more community gathering spaces is a critical implementation strategy for this plan and one that has been a priority for the community since incorporation. During the development of the Comprehensive Plan Update, the Village Council identified gateways and branding needs for major entranceways into the Village. Potential gathering spaces could focus on music, seniors, parks and recreation, etc. To ensure that this initiative moves forward, the Village Council should form a multi-disciplinary Parks and Recreation Advisory Board that will help identify locations for pocket parks, events, but also be responsible for advising the Village Council on gateways, gathering spaces and branding. Specific tasks include:

- Seek out and evaluate potential development opportunities for community gathering spaces, gateways;
  - Utilize and leverage the NCDOT enhancement set aside funding (~10% of highway projects) to construct gateway improvements to Harper Road interchange and other gateway locations;
- Evaluate the feasibility of specific uses in the spaces;
- Identify funding options for the development of the spaces; and
- Serve as general advocates for making the projects happen.

Design concepts and strategies included in the plan should guide the task force in developing formal plans for a future gathering spaces.

There are dozens of key objectives within the top action item. As the priority action items are completed, additional implementation of plan objectives should be addressed to continue plan implementation.

## MONITORING AND UPDATING THE PLAN

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### Plan Monitoring

The Village will monitor the implementation of this plan over time to measure the progress in achieving goals, objectives, and actions. This information will provide crucial feedback to the Village's decision-makers regarding the approach to plan implementation on an ongoing basis.

It is recommended that **the Village Planning Board** be appointed by the Village Council to oversee the implementation of the Comprehensive Plan. The Village Planning Board will be assisted by the Village Planning Department and tasked with overseeing plan implementation. It will prepare a comprehensive annual report to the Village Council on the status of Plan implementation, focusing on the top five priority action items included in the plan, and any additional initiatives that may be underway. The annual report shall be prepared in January/February of each year and ready for presentation to the Village Council at the annual Village Council Retreat typically held in March.



## Evaluating Consistency with the Plan and Other Village Policies and Actions

In addition to Plan monitoring, the Village will use the Comprehensive Plan during development of the Village's annual budget and updates to a future established Capital Improvement Program (Priority Action Item #1) to ensure consistency with the Comprehensive Plan. The Village's Planning Department will assist the Village Council with evaluating consistency among future Village budgets, Capital Improvement Programs, and the Comprehensive Plan as these policy documents are being developed.

## Plan Updating

It is intended that an update of this plan take place at least every five years unless otherwise directed by the Village Council to occur sooner. In making a determination of when a plan update should be initiated, a prime consideration is the magnitude of the changes that have occurred in the Village since the plan was last updated. For instance, unexpected changes in the economy, the environment, traffic congestion, projected growth, or other issues, may trigger a plan update in less than five years.

When conducting a plan update, Clemmons will thoroughly re-evaluate the vision, goals, objectives, and implementation actions of this plan and change or remove those relevant to make the plan effective. A plan update will also include a thorough review of the validity and current quality of all information contained within the plan and should include opportunities for involvement by the public, boards and commissions, elected and appointed officials, staff, and other affected interests.

## OPPORTUNITIES FOR CITIZEN INVOLVEMENT IN PLAN IMPLEMENTATION

Seeing this plan through completion will be an "all hands on deck" endeavor. Implementation of the priority and secondary action items will require the efforts of the Village government, the local business community, and active citizens. The Village needs volunteers to assist with plan implementation. It is through our collaborative efforts and focus that we can realize the vision we have set out for our community. One of the best ways that citizens can help with meeting our community goals is by volunteering with one of the new groups that will oversee achievement of action items. These include:

- Gathering Spaces Task Force (Priority Action Item #2)
- Strategic Corridors Transportation Task Force (Priority Action Item #1)
- Comprehensive Plan Oversight Committee (Plan Monitoring)

In addition, our citizens are encouraged to engage in public discussions that will ensue when we begin implementation of the plan. There is much work to be done, decisions to be made, and additional public feedback to gather to ensure that we develop the Clemmons we envision for the future.



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# Appendices

Appendix A: Plan Maps

Appendix B: Plan Glossary

Appendix C: Zoning District Descriptions

Appendix D: Community Input



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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

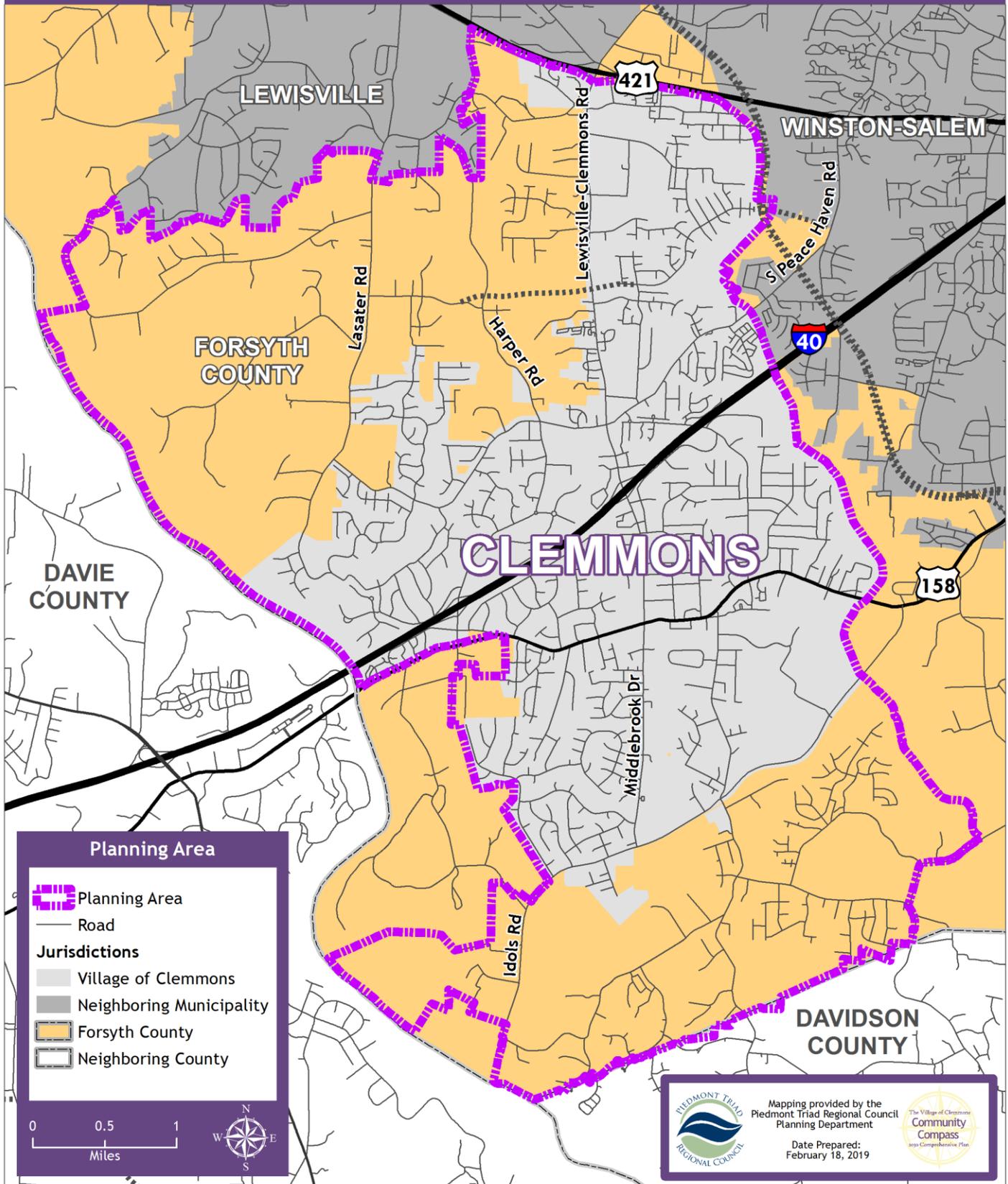
- Planning Area
- Growth Management Areas
- Existing Land Use
- Water Supply Watershed
- Environmental Features
- Public Facilities
- Future Land Use & Strategic Planning Areas
- Zoning

## Full Page Maps within Plan

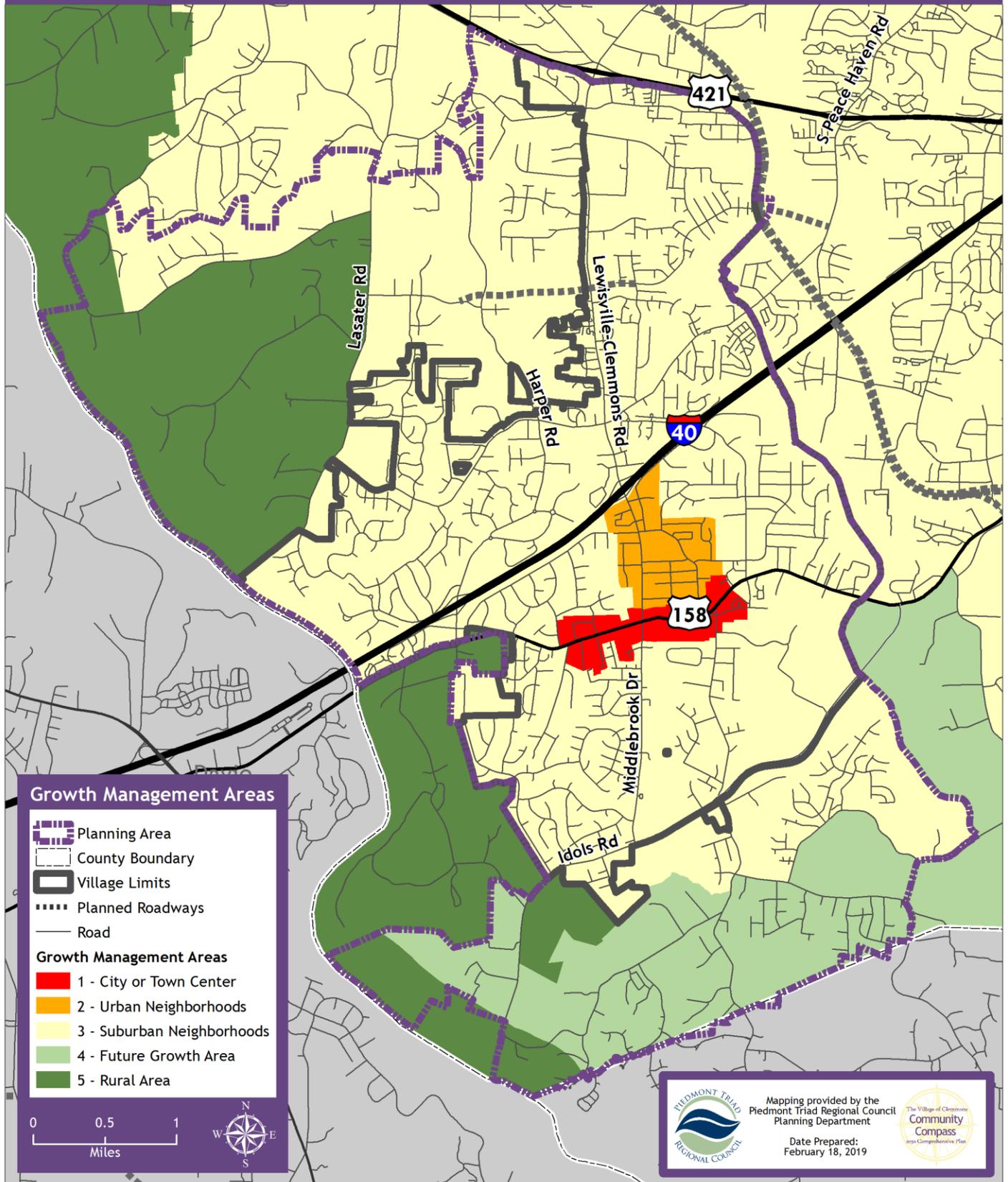
- Lewisville-Clemmons Road North Future Land Use – Page 47
- Lewisville-Clemmons Road North Future Land Use – Page 48
- US-158 Corridor Future Land Use – Page 51
- Village Point Future Land Use – Page 54
- Idols Road Corridor Future Land Use – Page 57



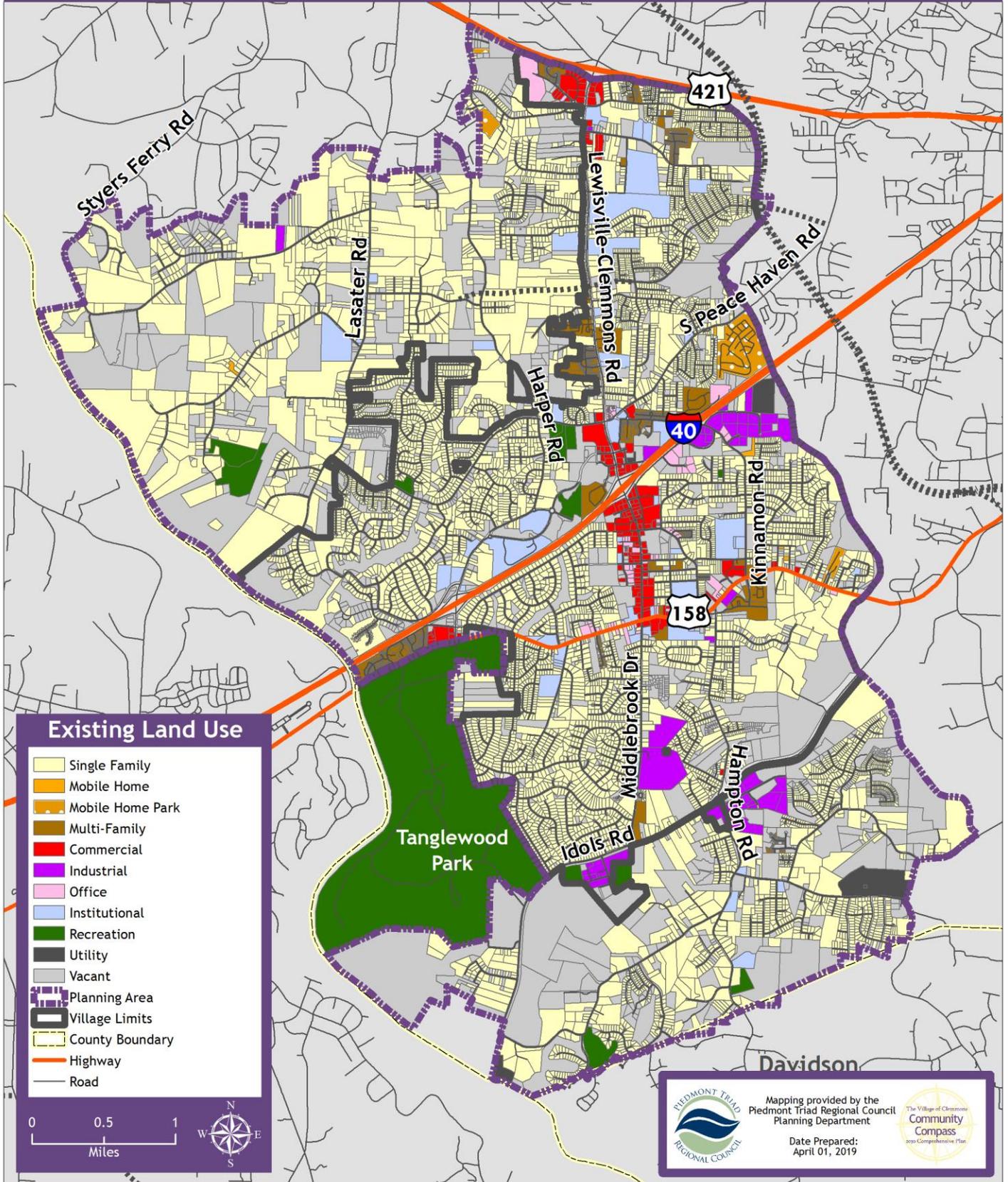
# Planning Area



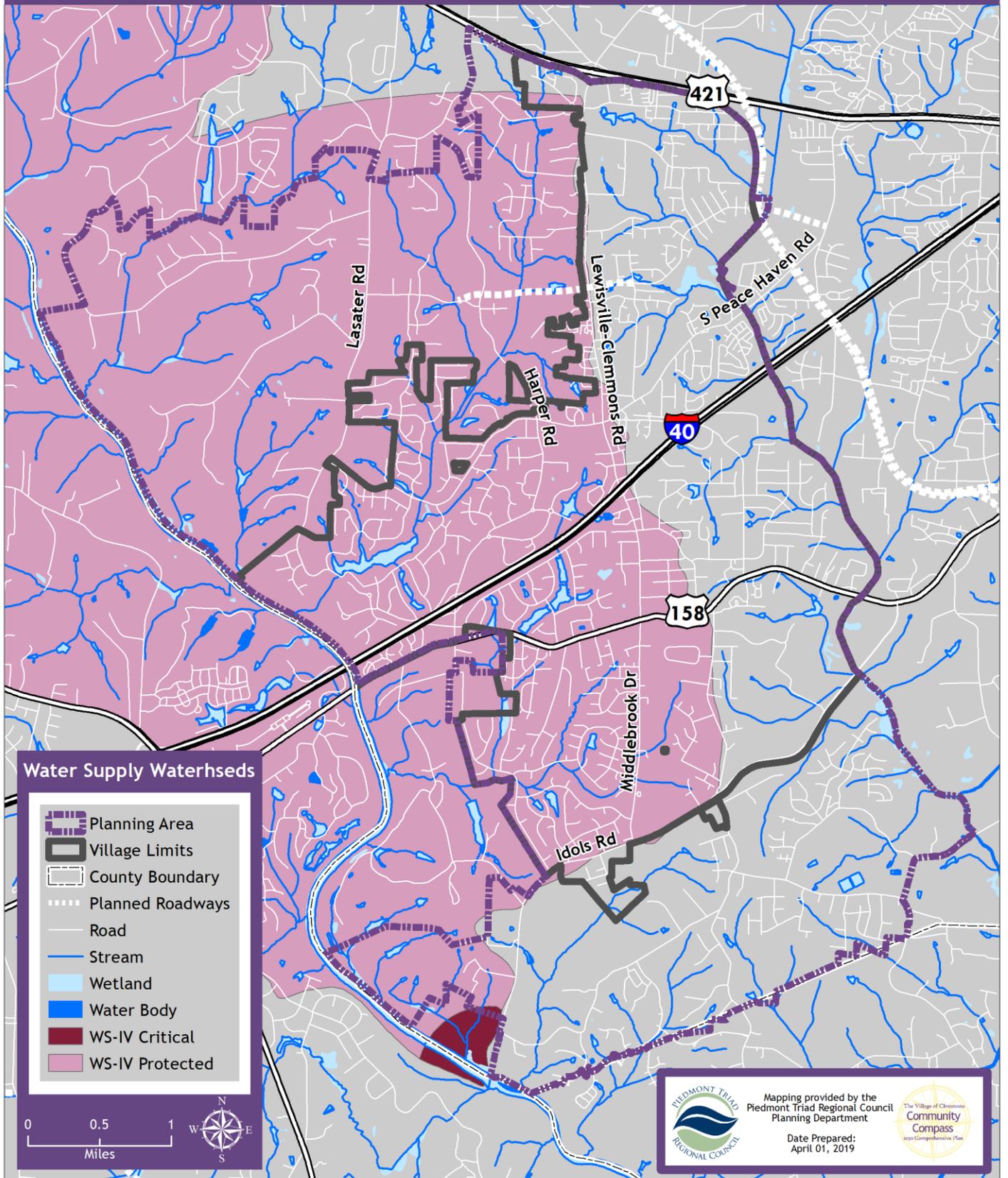
# Growth Management Areas



# Existing Land Use



# Water Supply Watersheds



## Water Supply Watersheds

- Planning Area
- Village Limits
- County Boundary
- Planned Roadways
- Road
- Stream
- Wetland
- Water Body
- WS-IV Critical
- WS-IV Protected

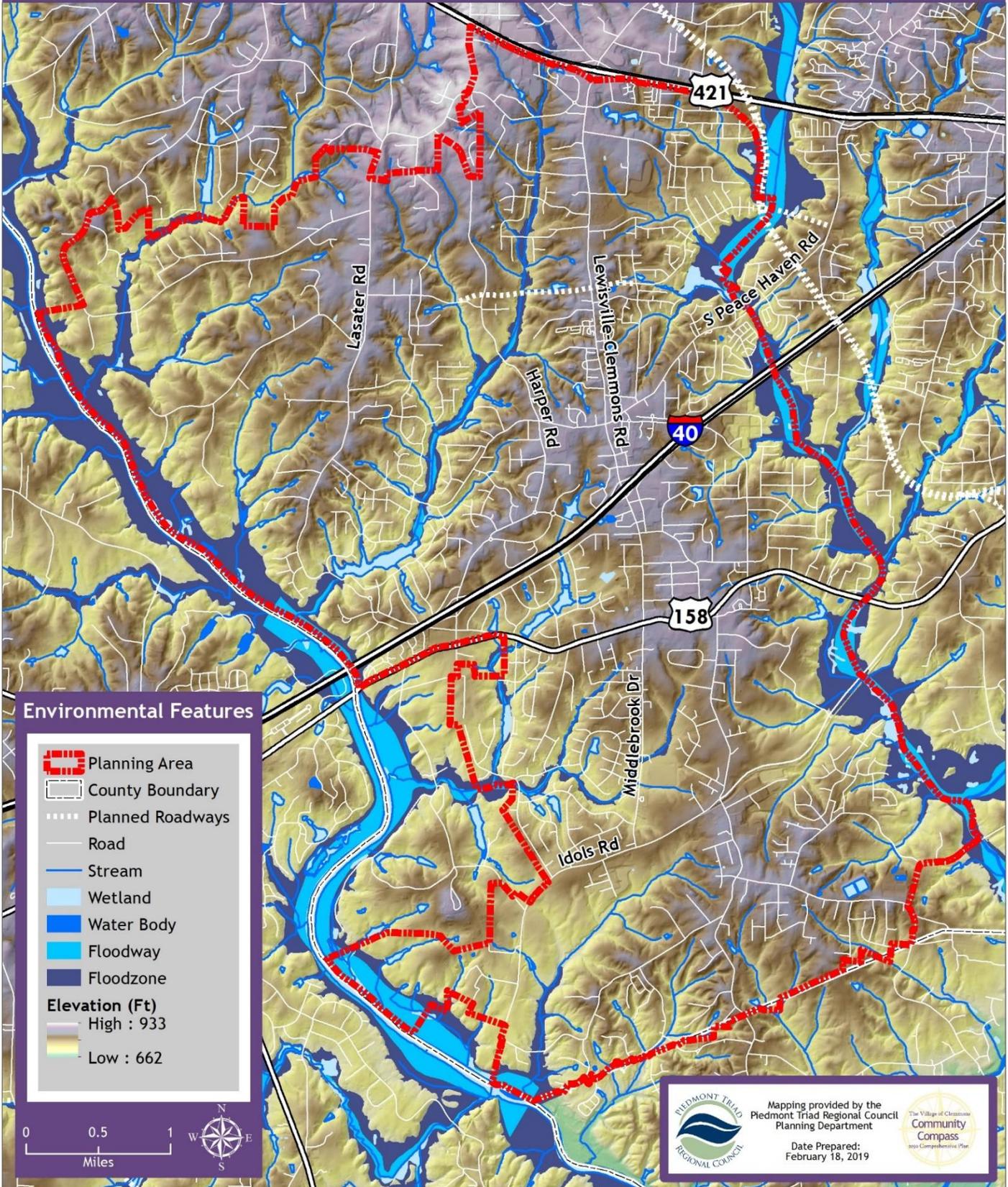



 Mapping provided by the  
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 Planning Department  
 Date Prepared:  
 April 01, 2019

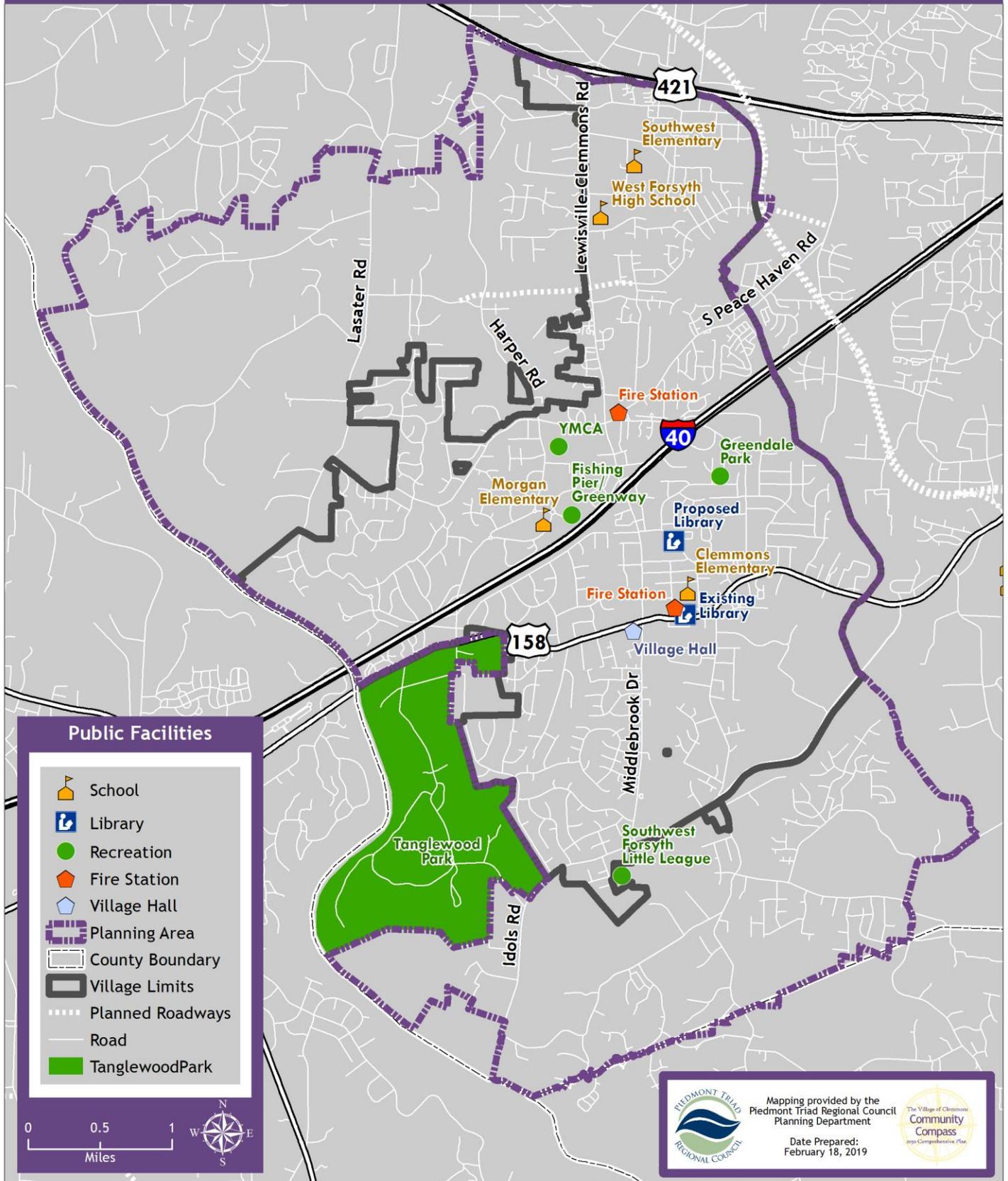

 The Village of Clemmons  
 Community  
 Compass  
 2019 Comprehensive Plan



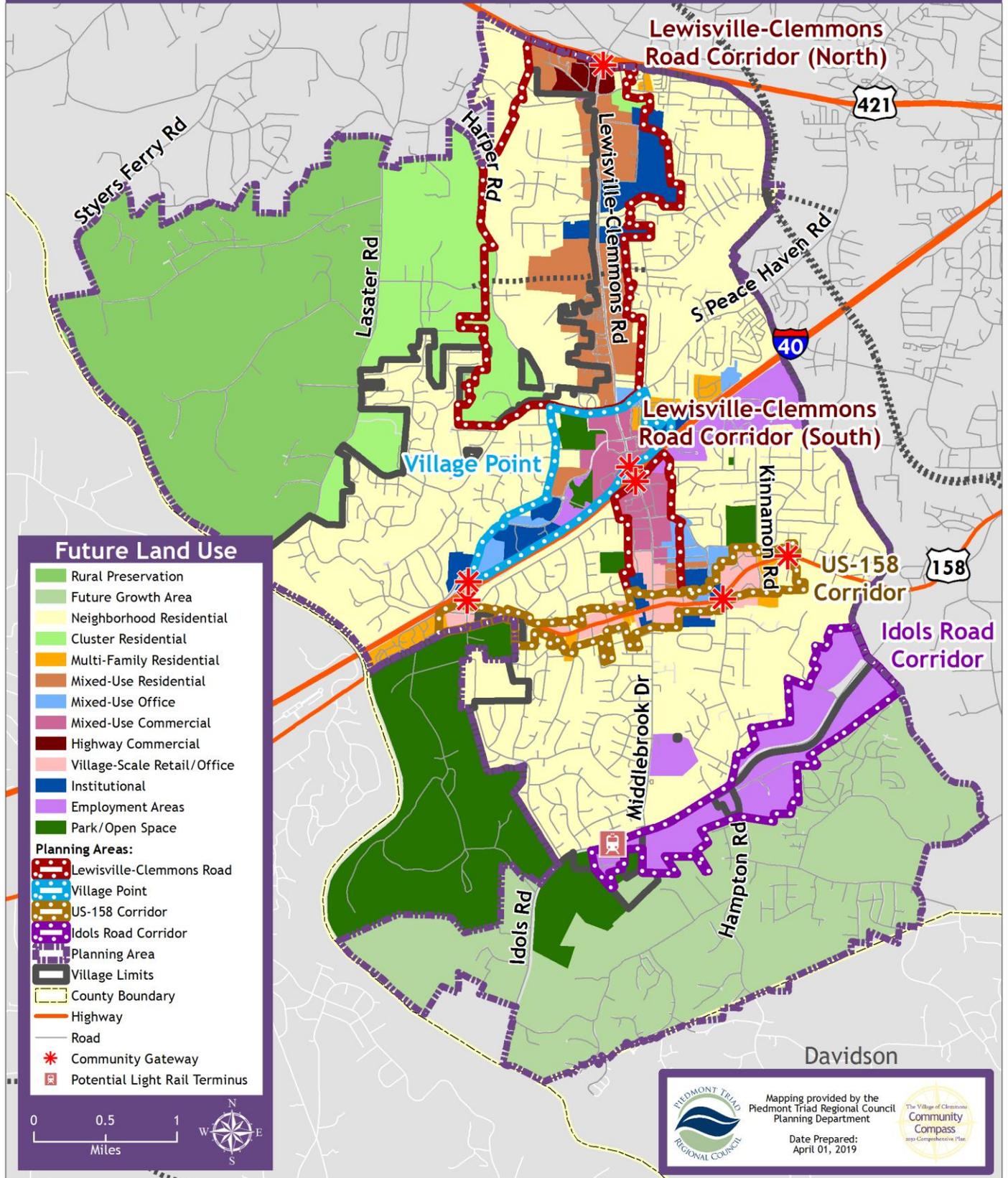
# Environmental Features



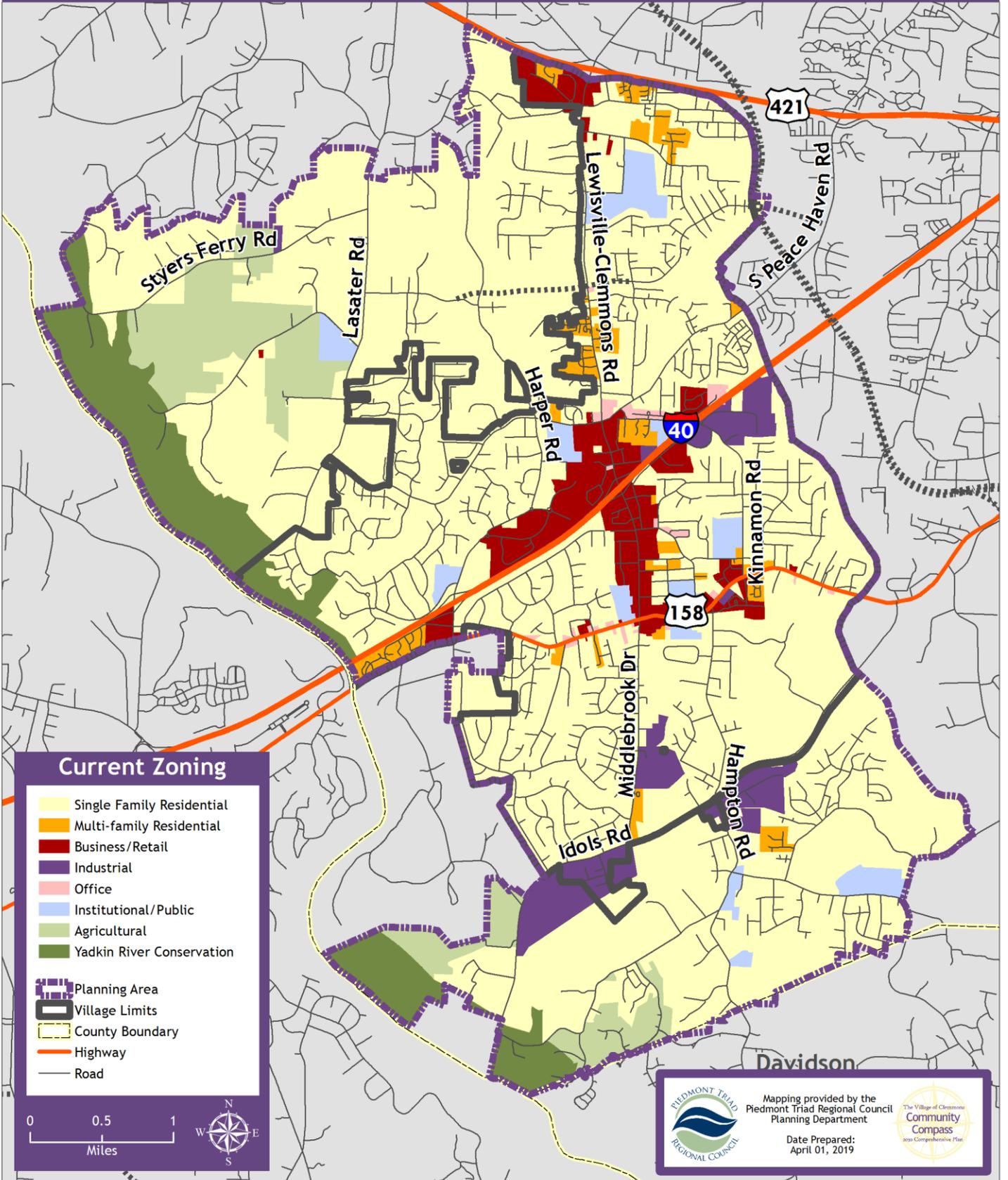
# Public Facilities



# Future Land Use STRATEGIC PLANNING AREAS



# Current Zoning



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# Appendix B: Plan Glossary



## PLAN GLOSSARY

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### 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 Districts<sup>1</sup>

ZONING DISTRICT	DESCRIPTION
<b>RESIDENTIAL ZONING DISTRICTS</b>	
<b>YR – Yadkin River Conservation</b> 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.
<b>AG – Agricultural</b> 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.
<b>RS-40 – Residential Single Family</b> 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.
<b>RS-30 – Residential Single Family</b> 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.
<b>RS-20 – Residential Single Family</b> 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.
<b>RS-15 – Residential Single Family</b> 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.
<b>RS-12 – Residential Single Family</b> 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.
<b>RS-9 – Residential Single Family</b> 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.
<b>RS-7 – Residential Single Family</b> 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.

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

ZONING DISTRICT	DESCRIPTION
<p><b>RSQ – Residential Single Family Quadraplex</b> 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><b>RM-5 – Residential Multifamily</b> 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><b>RM-8 – Residential Multifamily</b> 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><b>RM-12 – Residential Multifamily</b> 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><b>RM-18 – Residential Multifamily</b> 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><b>RM-U – Residential Multifamily</b> 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><b>MH – Manufactured Housing Development</b> 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>
<b>COMMERCIAL ZONING DISTRICTS</b>	
<p><b>NO – Neighborhood Office</b> 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><b>LO – Limited Office</b> 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><b>CPO – Corporate Park Office</b> 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><b>GO – General Office</b> 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><b>NB – Neighborhood Business</b> 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><b>PB – Pedestrian Business</b> 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><b>LB – Limited Business</b> 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><b>NSB – Neighborhood Shopping Center Business</b> 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><b>HB – Highway Business</b> 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><b>GB – General Business</b> 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><b>CB – Central Business</b> 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><b>MRB – Major Retail and Business</b> 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>
<b>INDUSTRIAL ZONING DISTRICTS</b>	
<p><b>LI – Limited Industrial</b> 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><b>CPI – Corporate Park Industrial</b> 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><b>GI – General Industrial</b> 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><b>CI – Central Industrial</b> 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
<b>INSTITUTIONAL AND MIXED-USE ZONING DISTRICTS</b>	
<b>IP – Institutional and Public</b> 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 services areas and are located in or near residential areas, or larger, less intensive recreational or institutional facilities in rural areas.
<b>C – Campus</b> 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.
<b>MX-S – Mixed-Use Special</b> 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.
<b>OVERLAY AND SPECIAL PURPOSE ZONING DISTRICTS</b>	
<b>NCO – Neighborhood Conservation Overlay</b>	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.
<b>TO – Thoroughfare Overlay</b>	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.
<b>H – Historic</b> <b>HO – Historic Overlay</b>	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

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### 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.

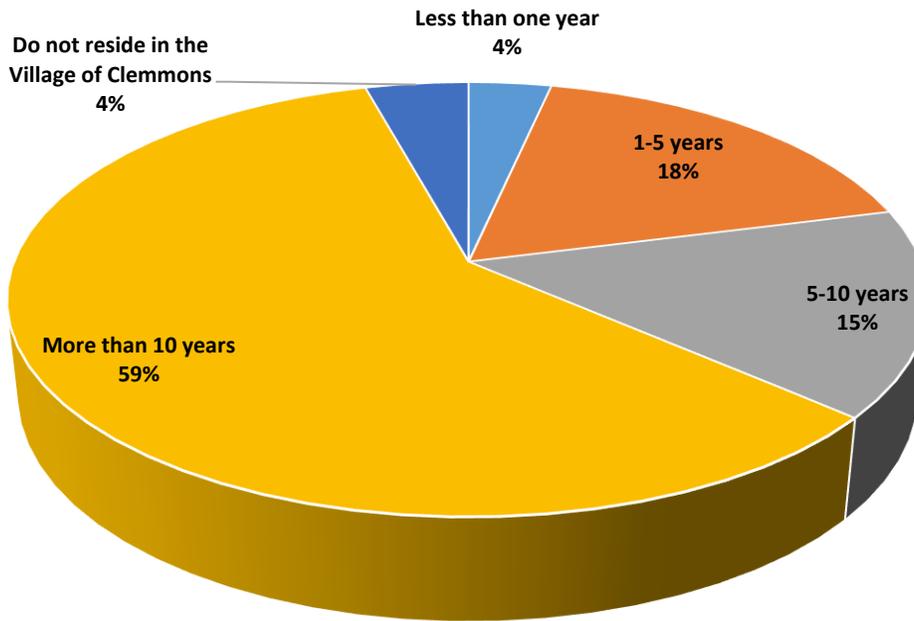
The following pages will show each question results, with the number of responses to each question. One question was removed (Question 6) from the results due to a rating scale that did not include what number was for best and worst. To insure there was no bias in the results, they were discarded.

### 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.

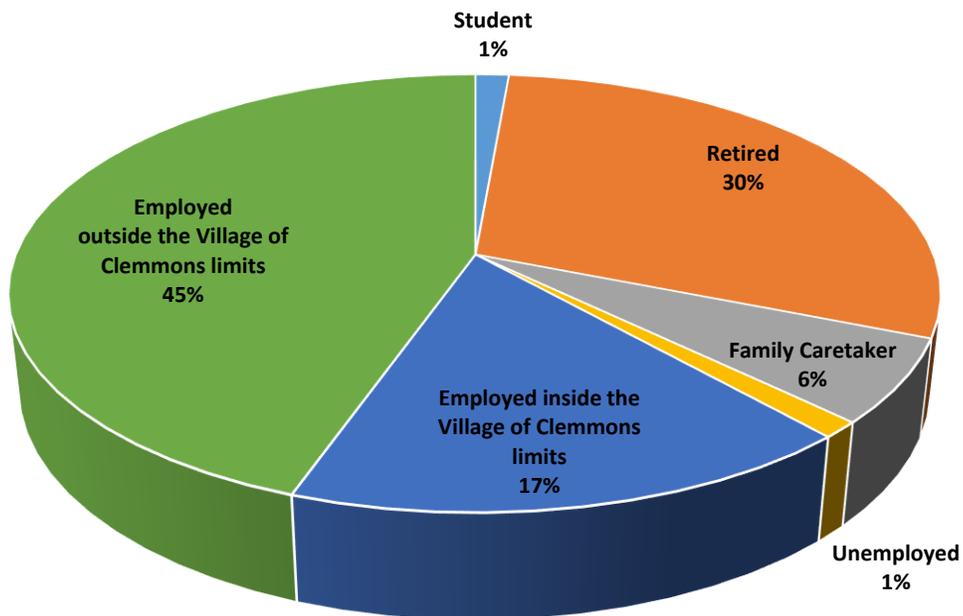


### Q1 How long have you lived in the Village of Clemmons?



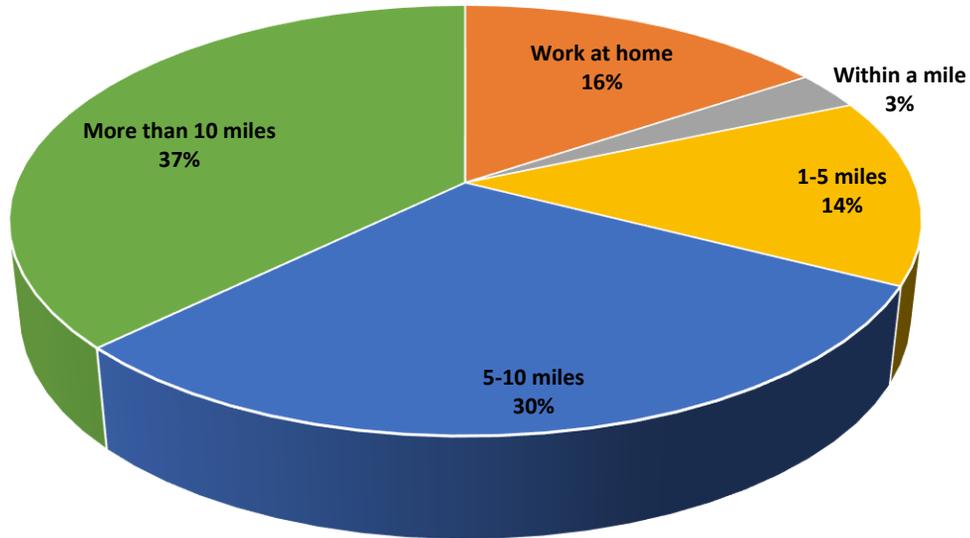
N=585

### Q2 What is your current work status?



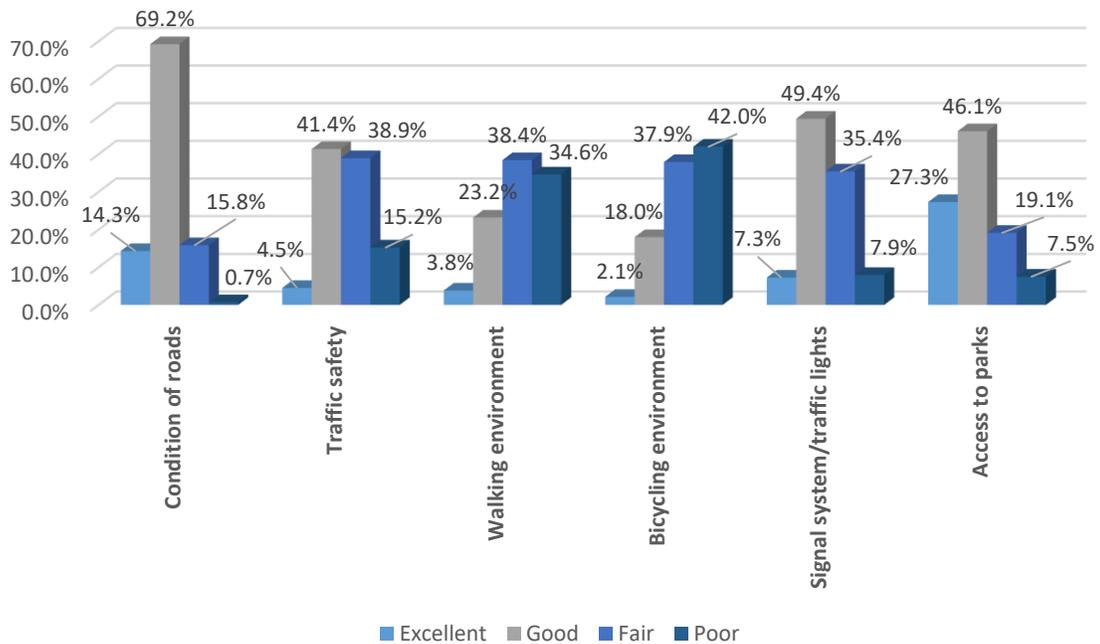
N=583

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



N=384

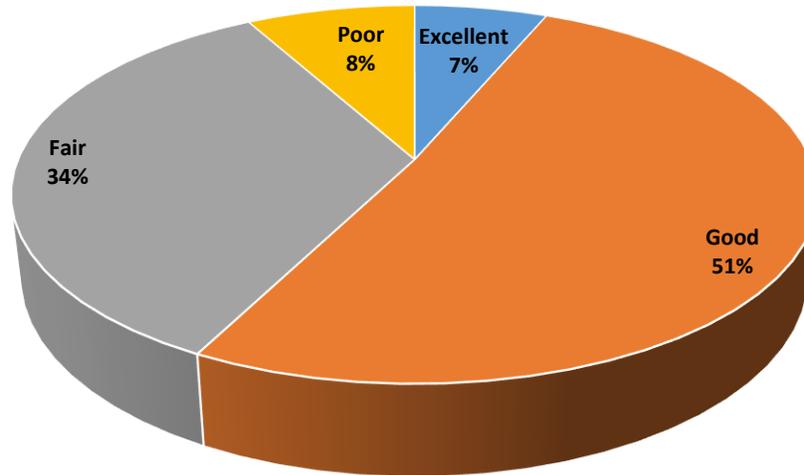
Q4 How would you rate the following in the Village of Clemmons?



N=583



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

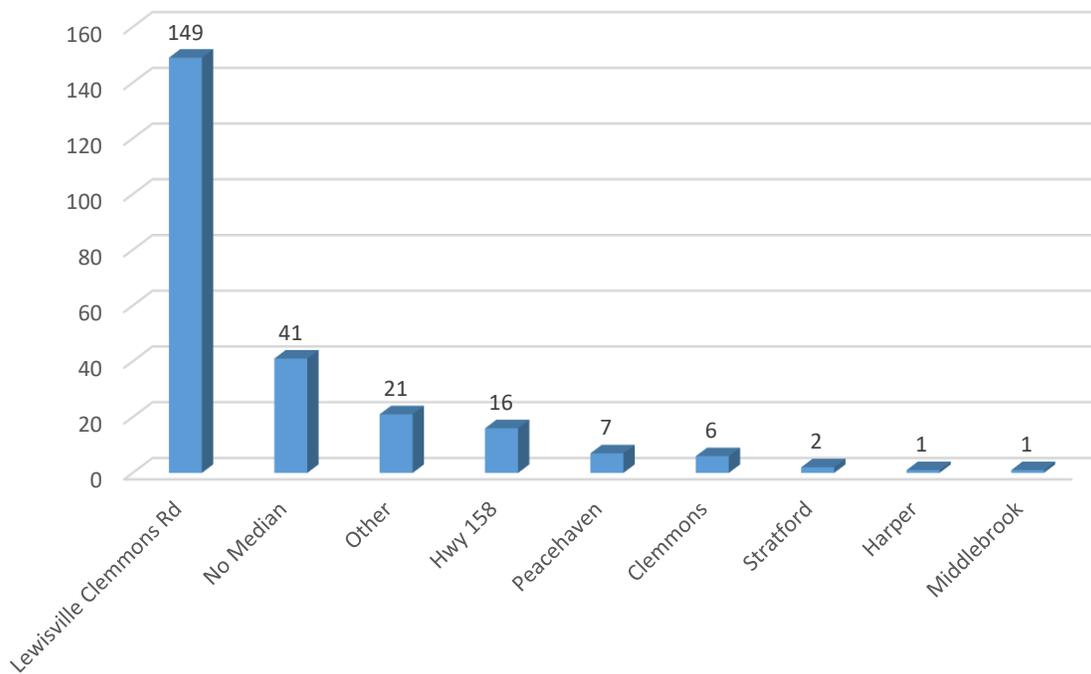


N=582

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

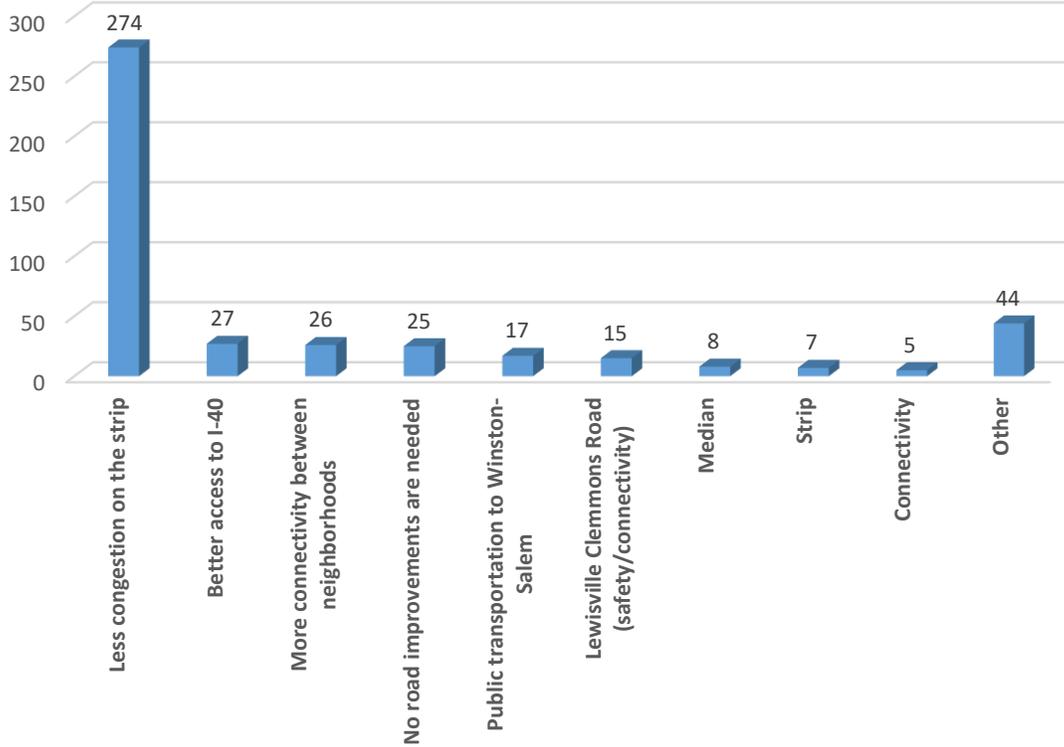
Results to Q6 have been discarded due to an omission on the rating scale for this questions.

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



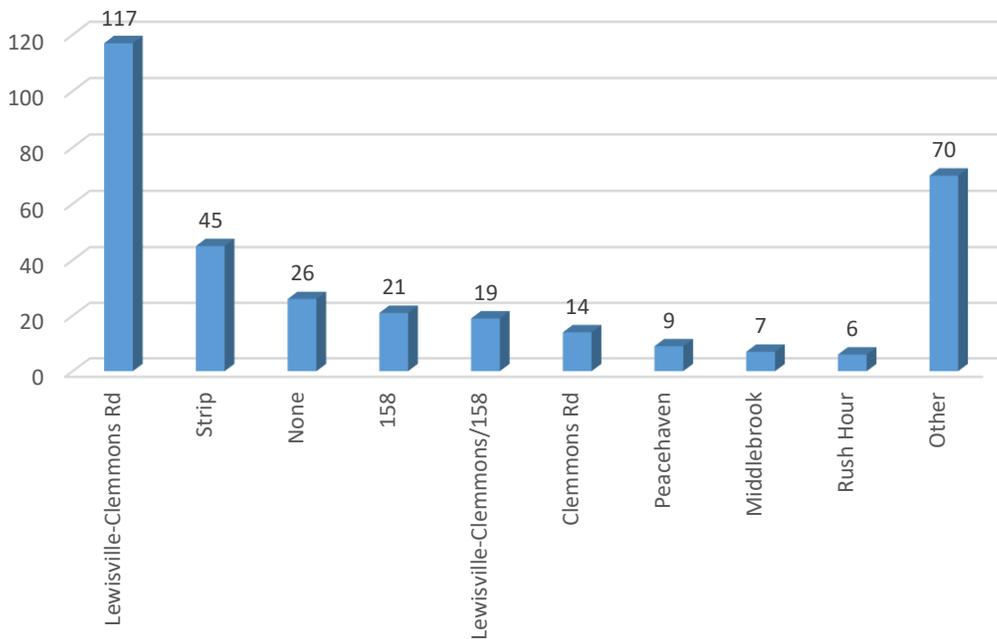
N=220

Q8 Which road improvement is MOST needed in Clemmons?



N=451

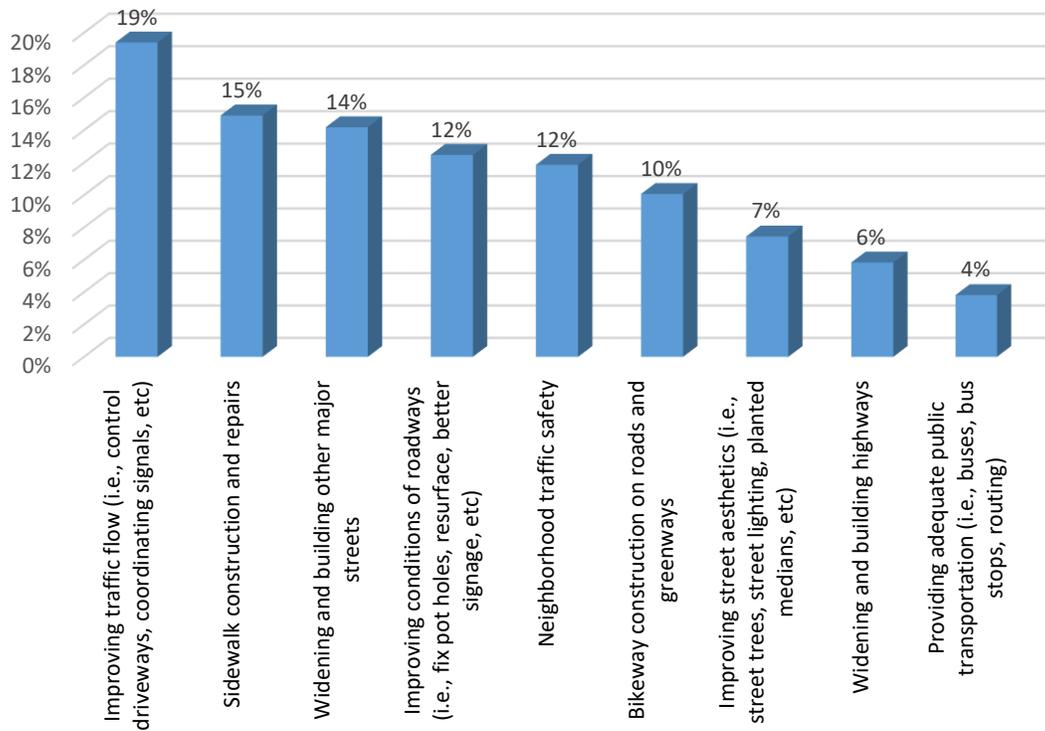
Q9 Name any specific areas of the Village of Clemmons that you avoid traveling due to concerns about traffic congestion



N=334

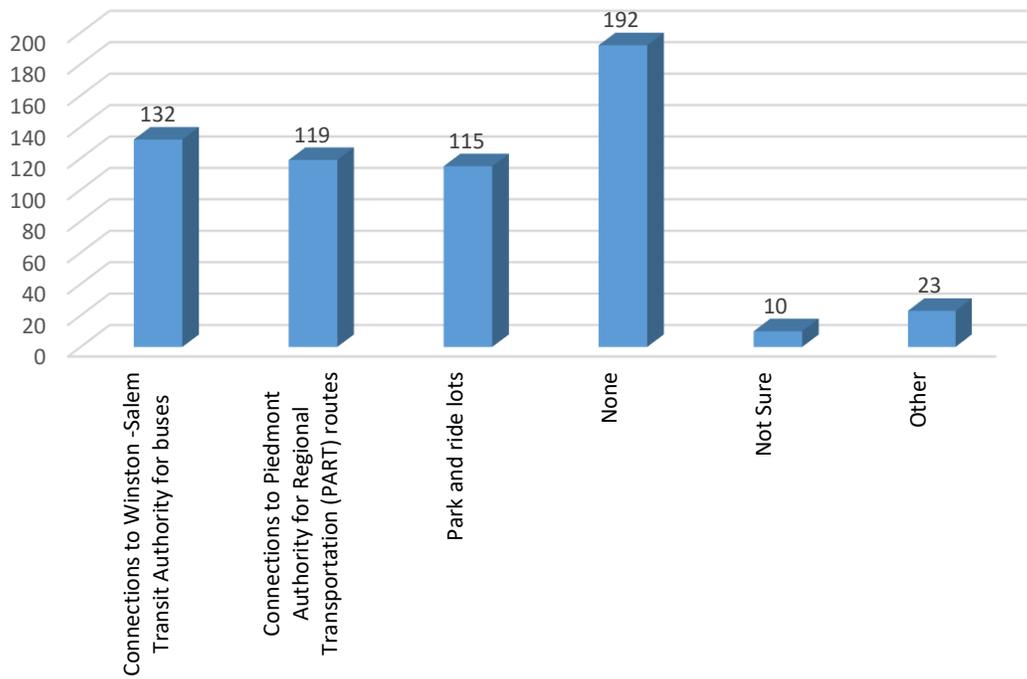


Q10 If you had an infinite amount of money to spend on transportation, designate what percentage you would allocate to the following improvements.



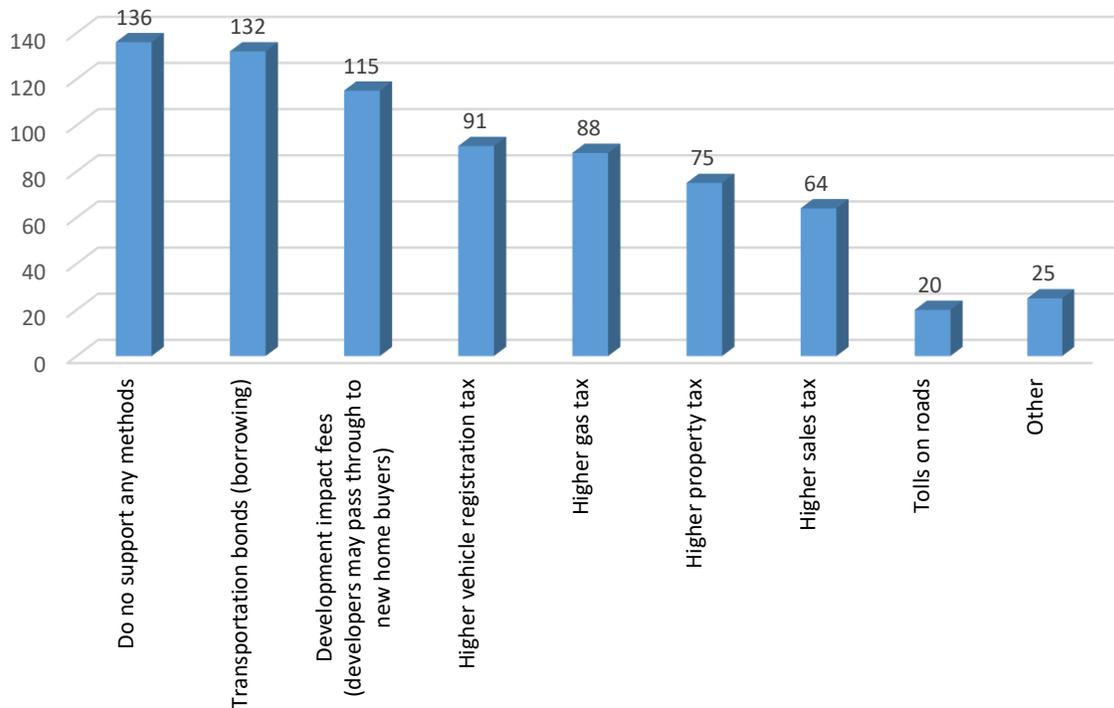
N=412

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

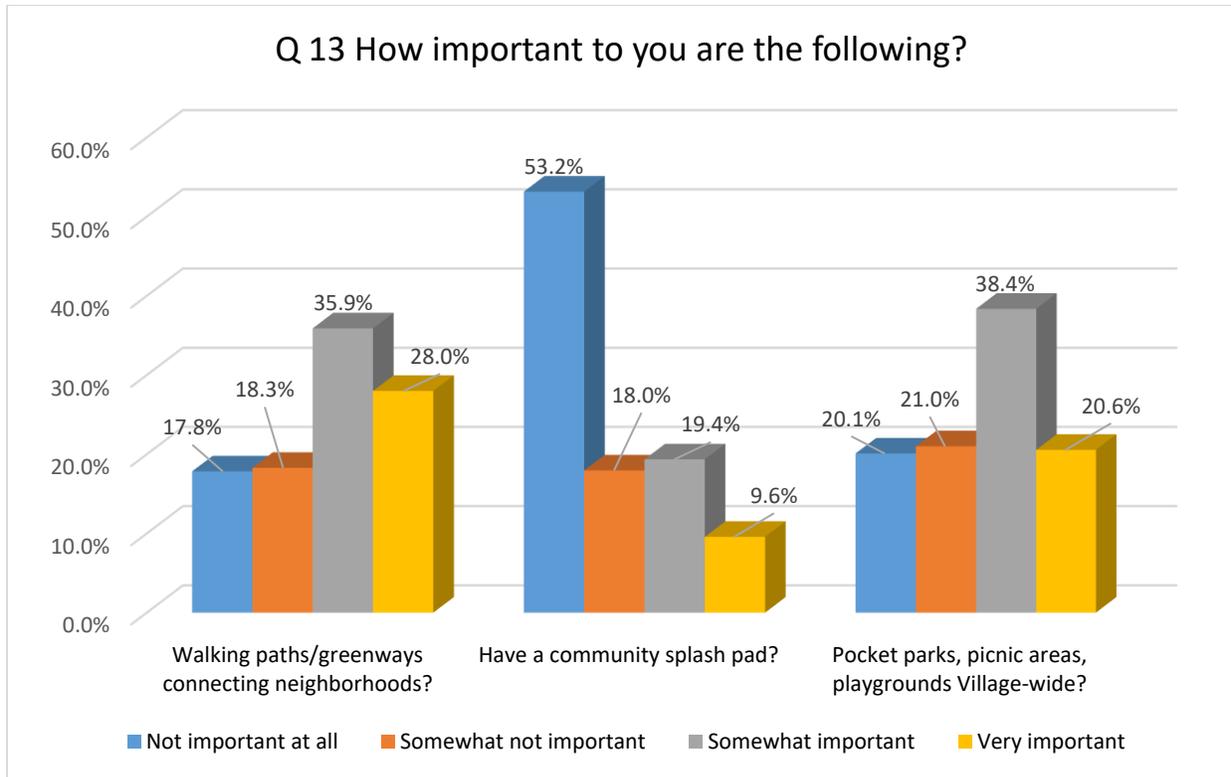


N=409

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



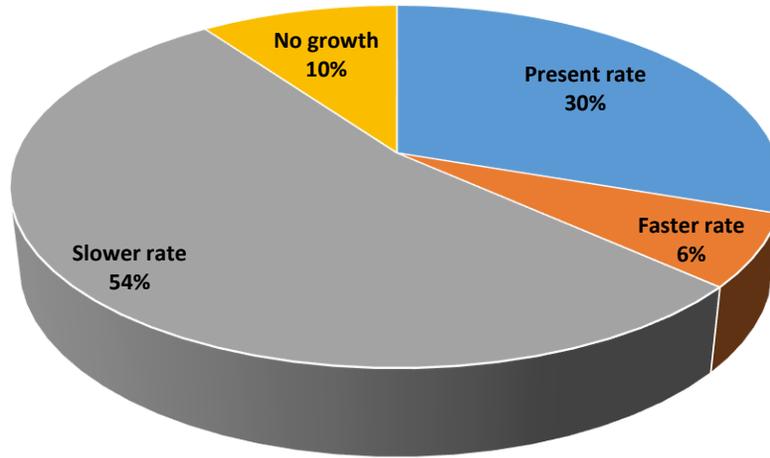
N=426



N=447

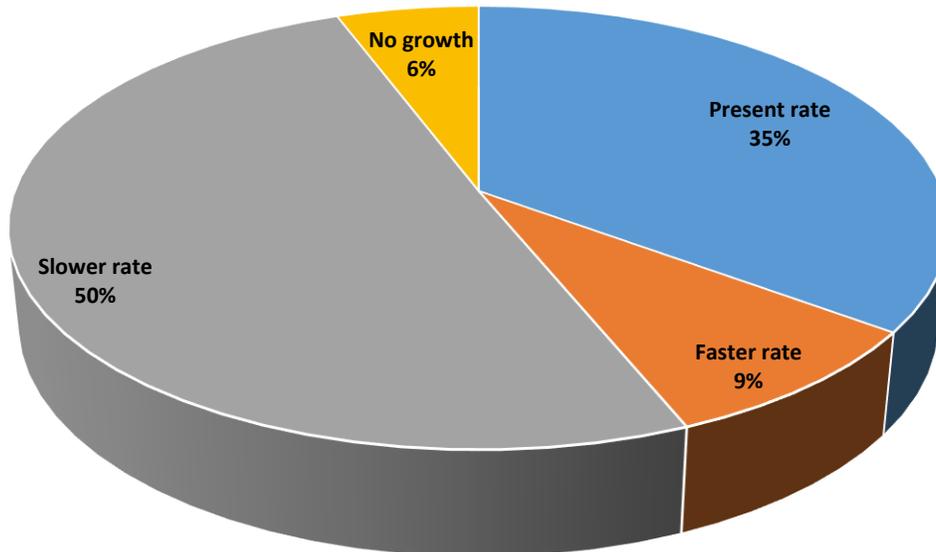
Other Responses: Not needed (21), Don't know what's a splash pad (9), Pocket Parks (3), Parks (2), (1): all above, bike trails, large park, safe neighborhood, theater, sidewalks, smaller parks, walking path

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



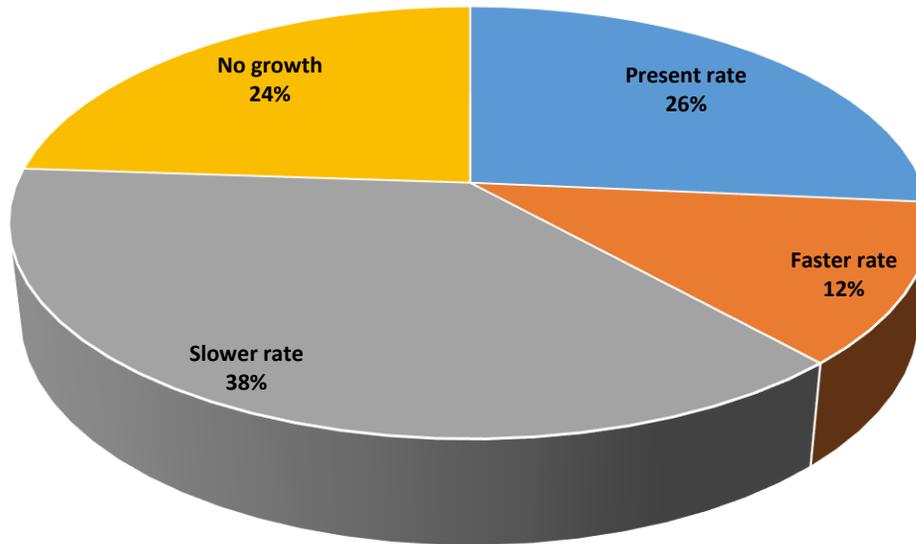
N=436

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



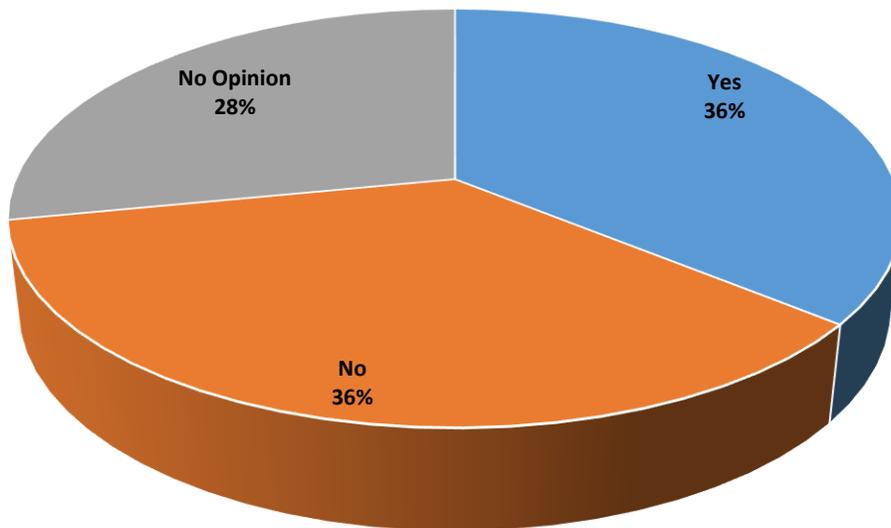
N=436

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



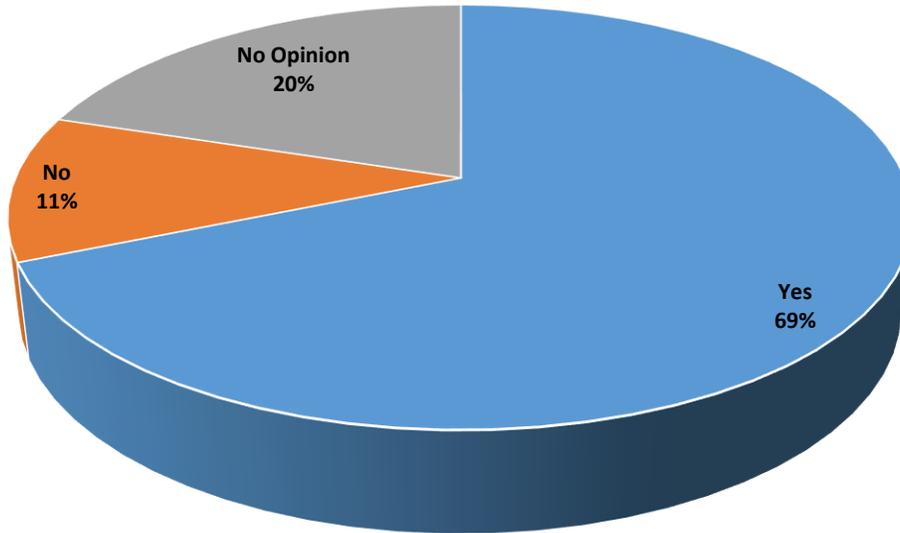
N=435

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



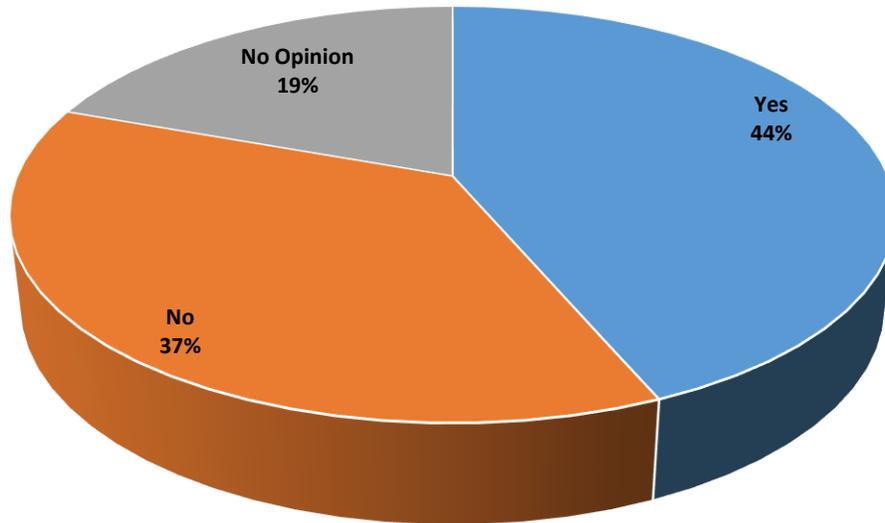
N=434

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



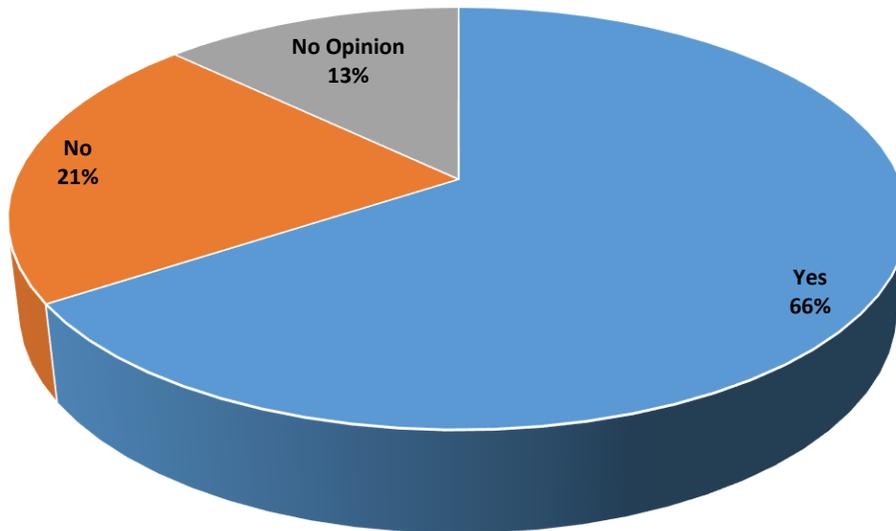
N=432

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?



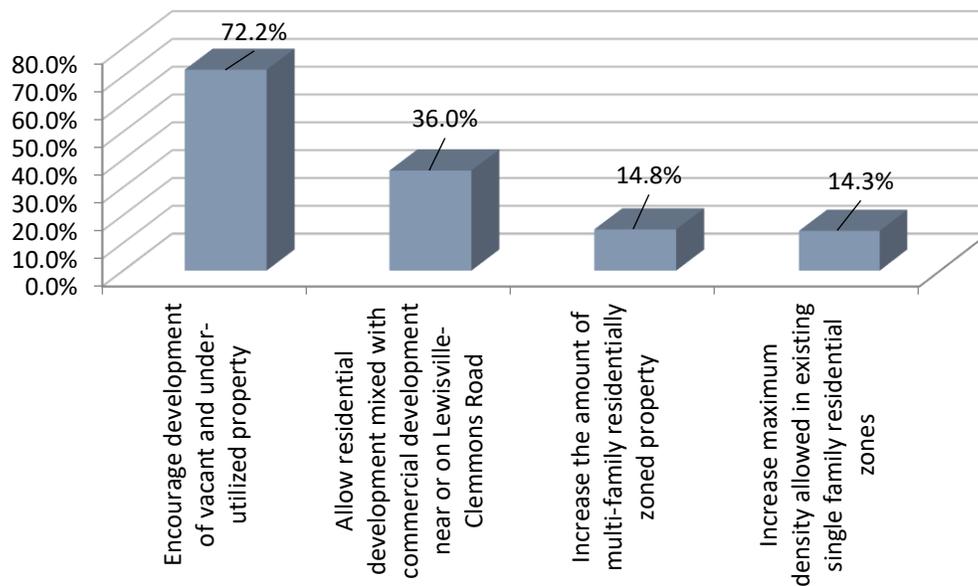
N=436

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

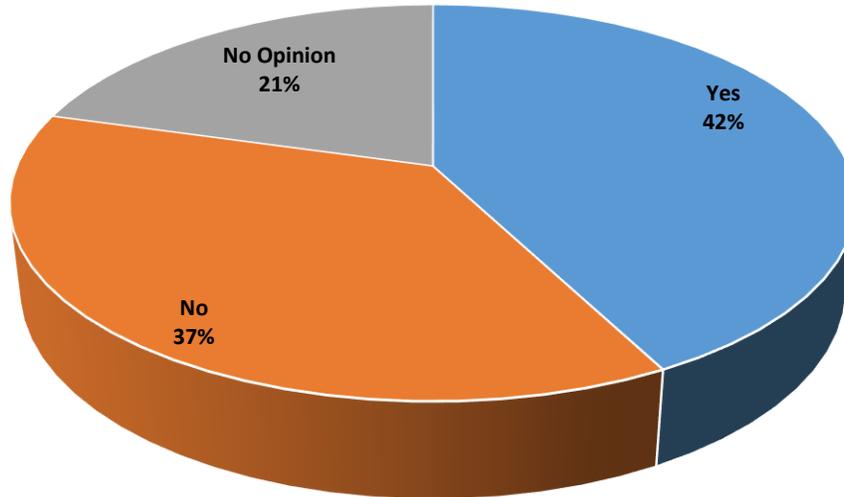
Q21 How would you prefer to accommodate future population growth over the next 20 years? (check all that apply)



N=378

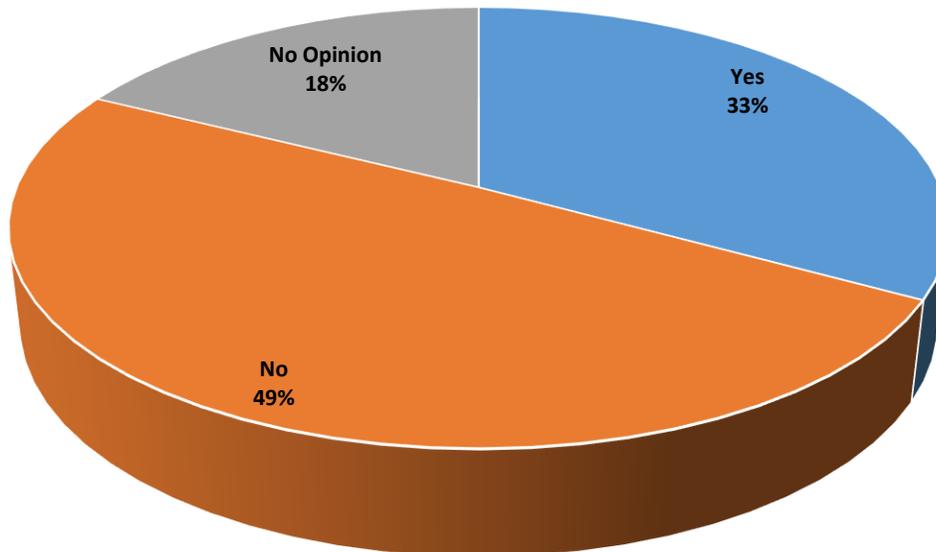


Q22 Should the Village of Clemmons recruit new corporate clients to the Village?



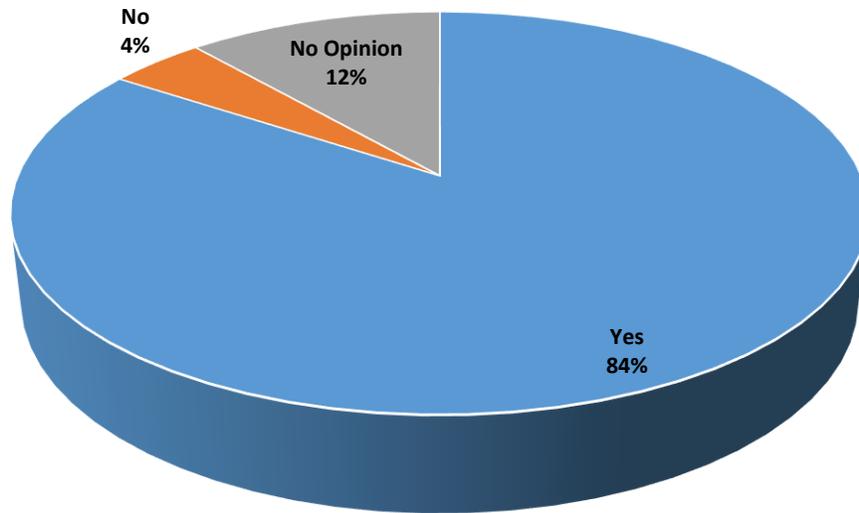
N=413

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



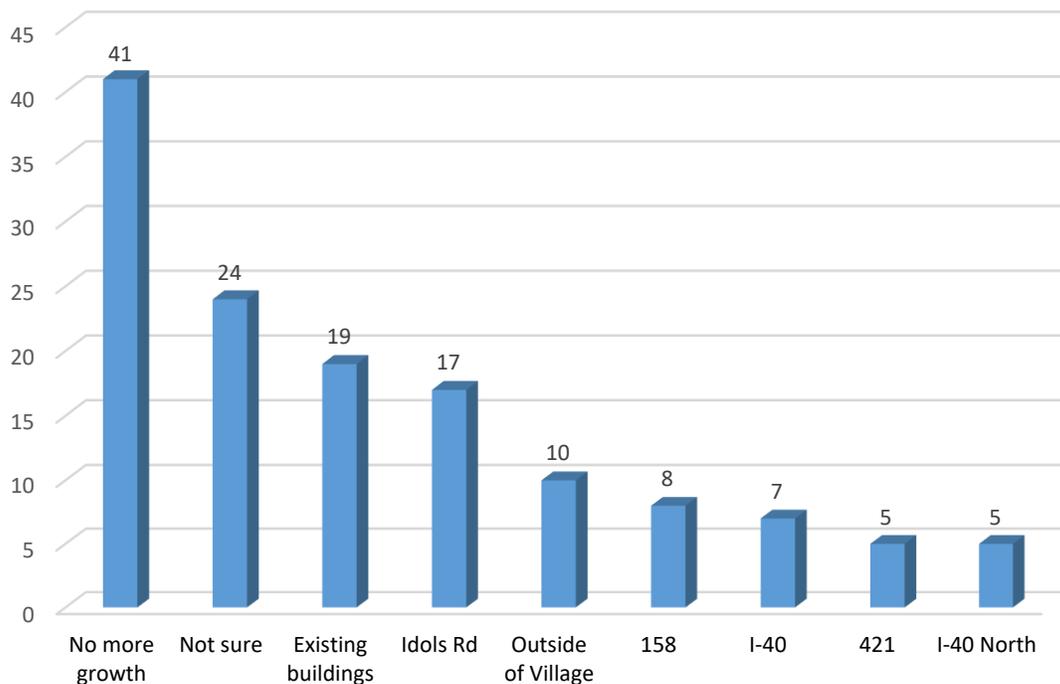
N=415

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

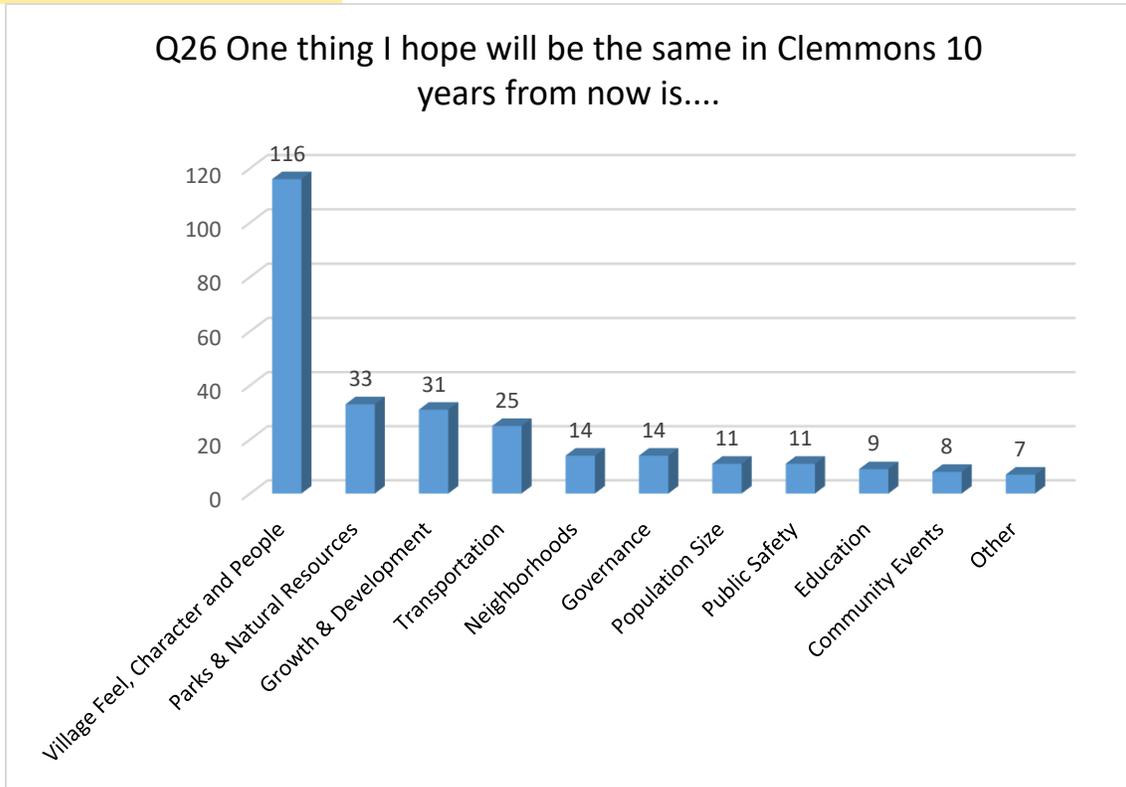


N=419

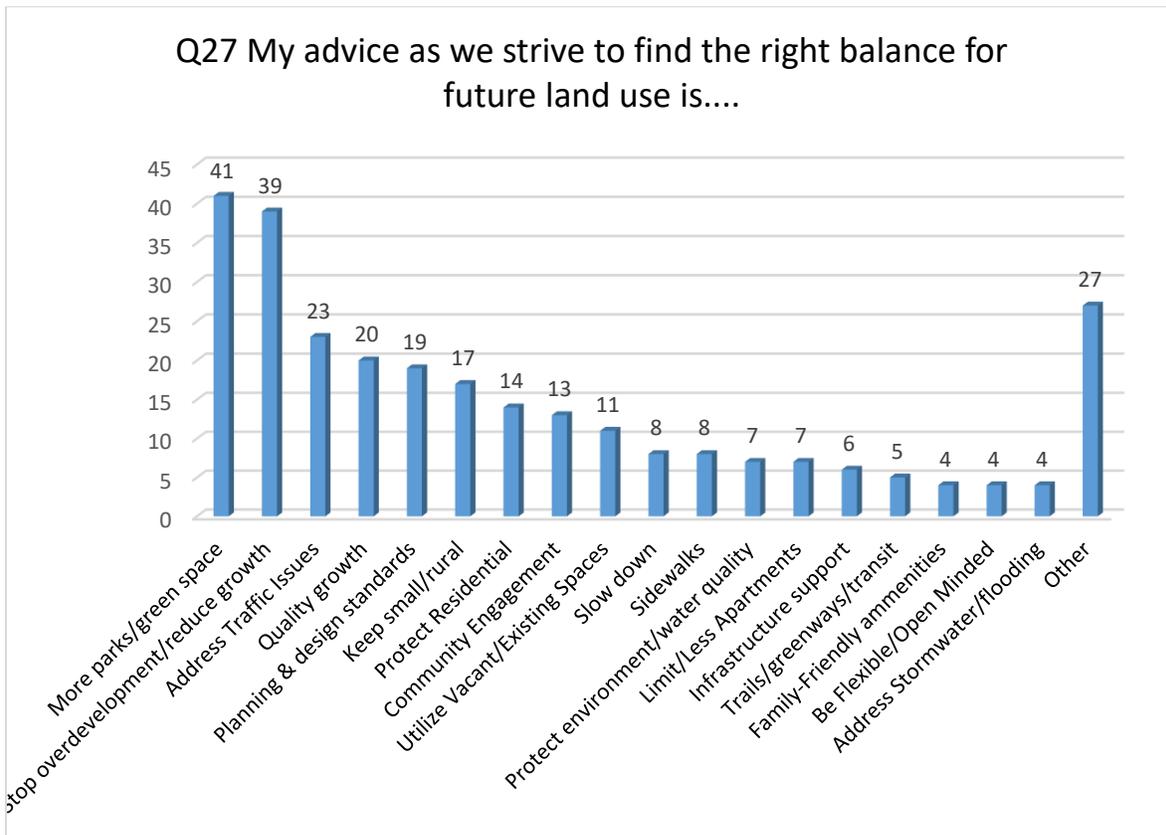
Q25 What geographic area should commercial growth be directed in the Village over the next 20 years?



N=249



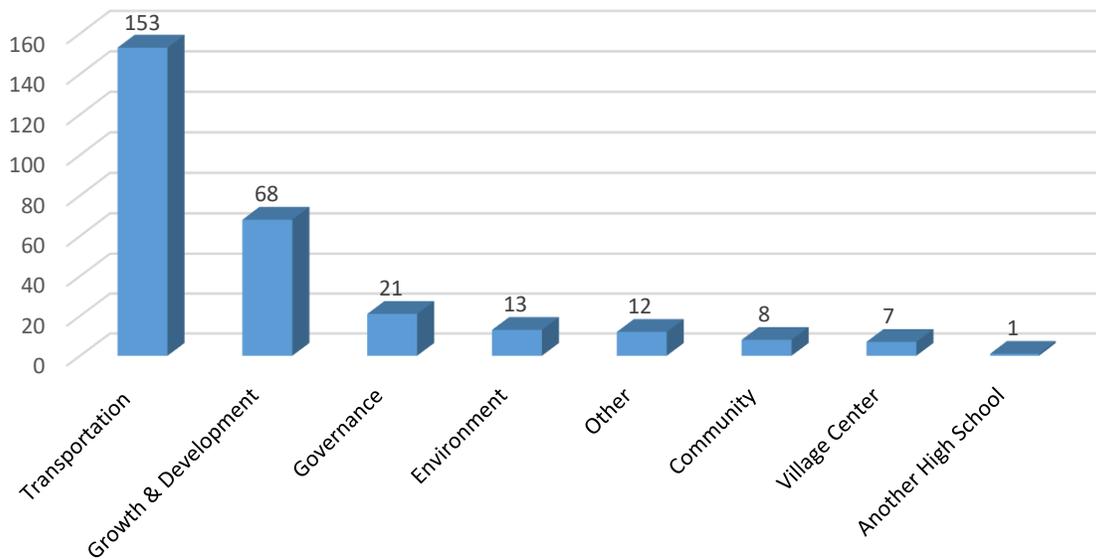
N=279



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....

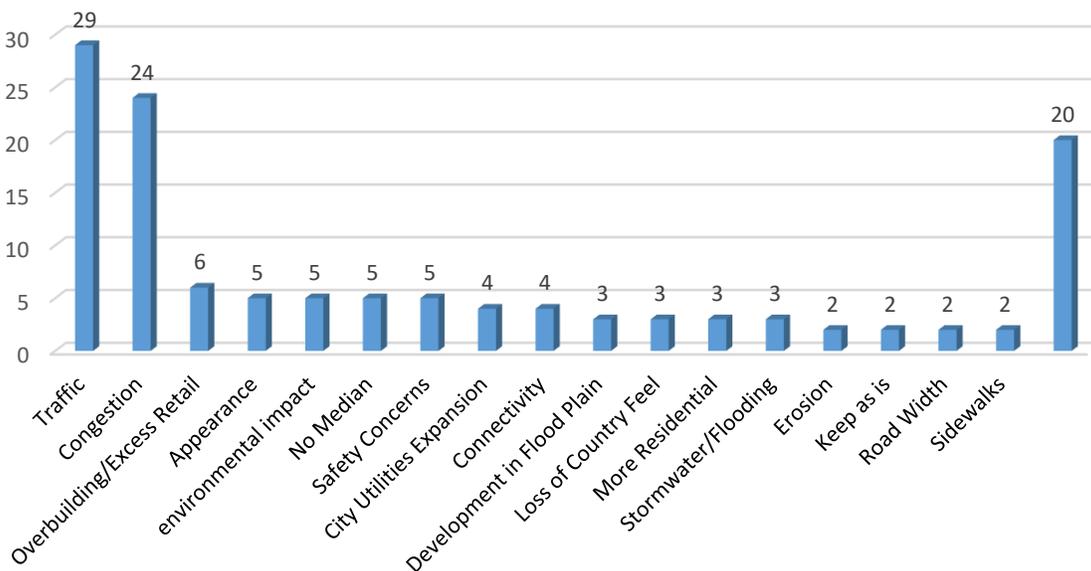


N=284

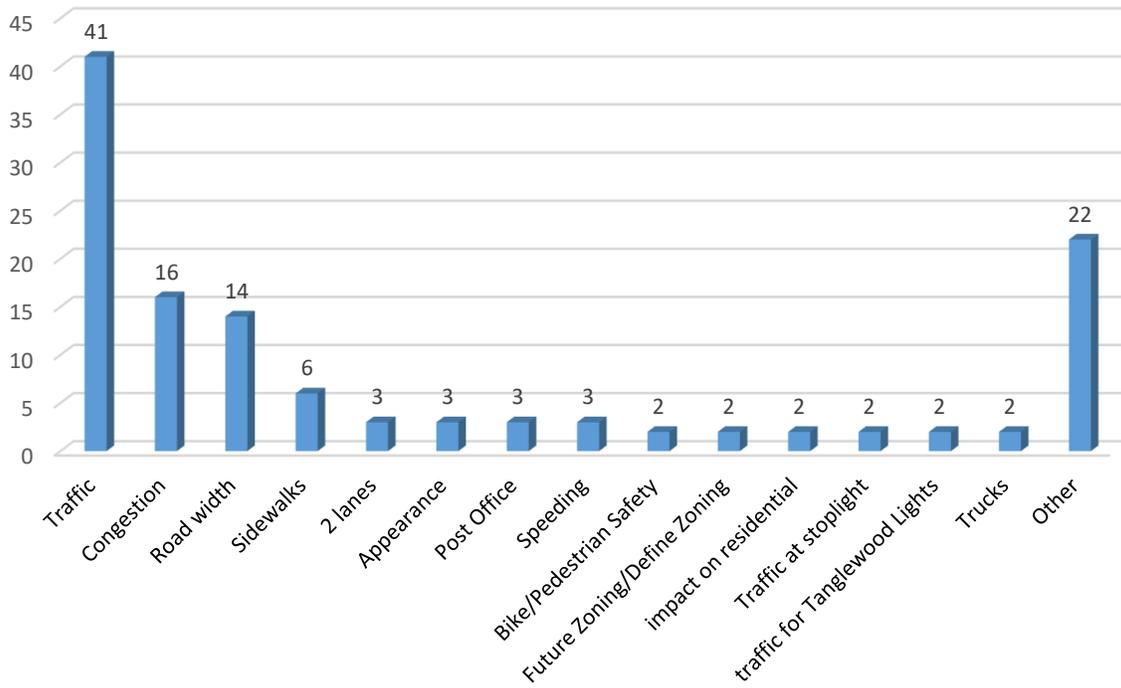
Q29 What are the major issues confronting each strategic planning area in the future?

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

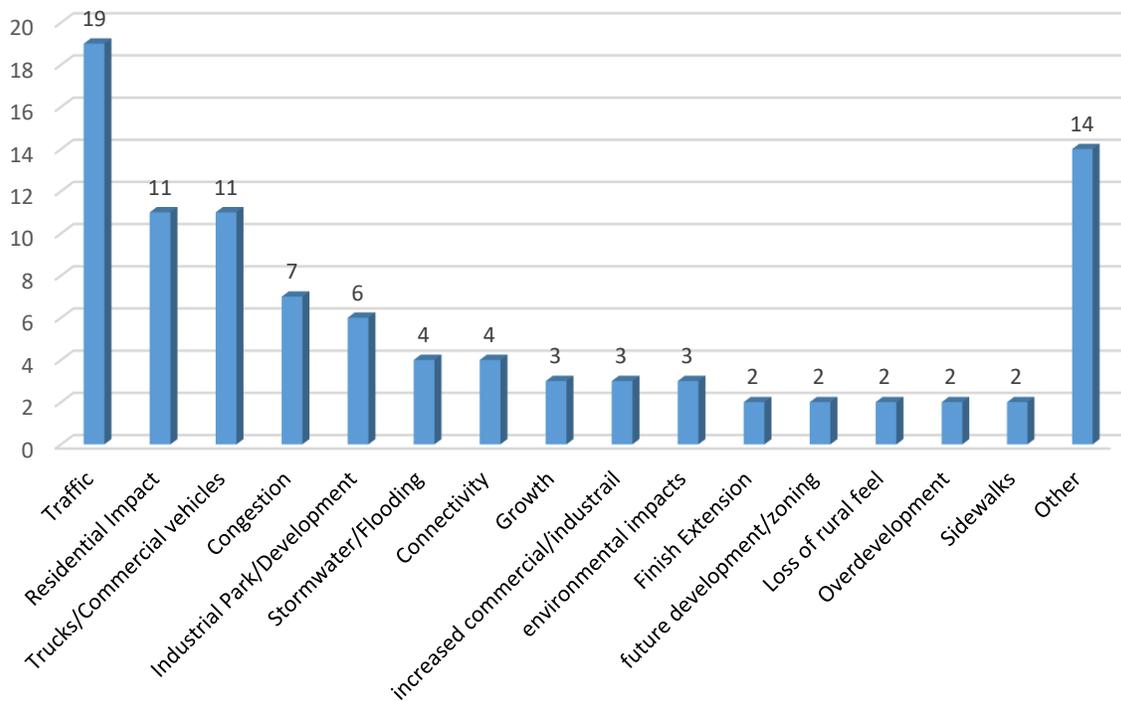
Major Issues Confronting:  
Lewisville-Clemmons Road (North)/Blanket Bottom



### Major Issues Confronting: Hwy 158



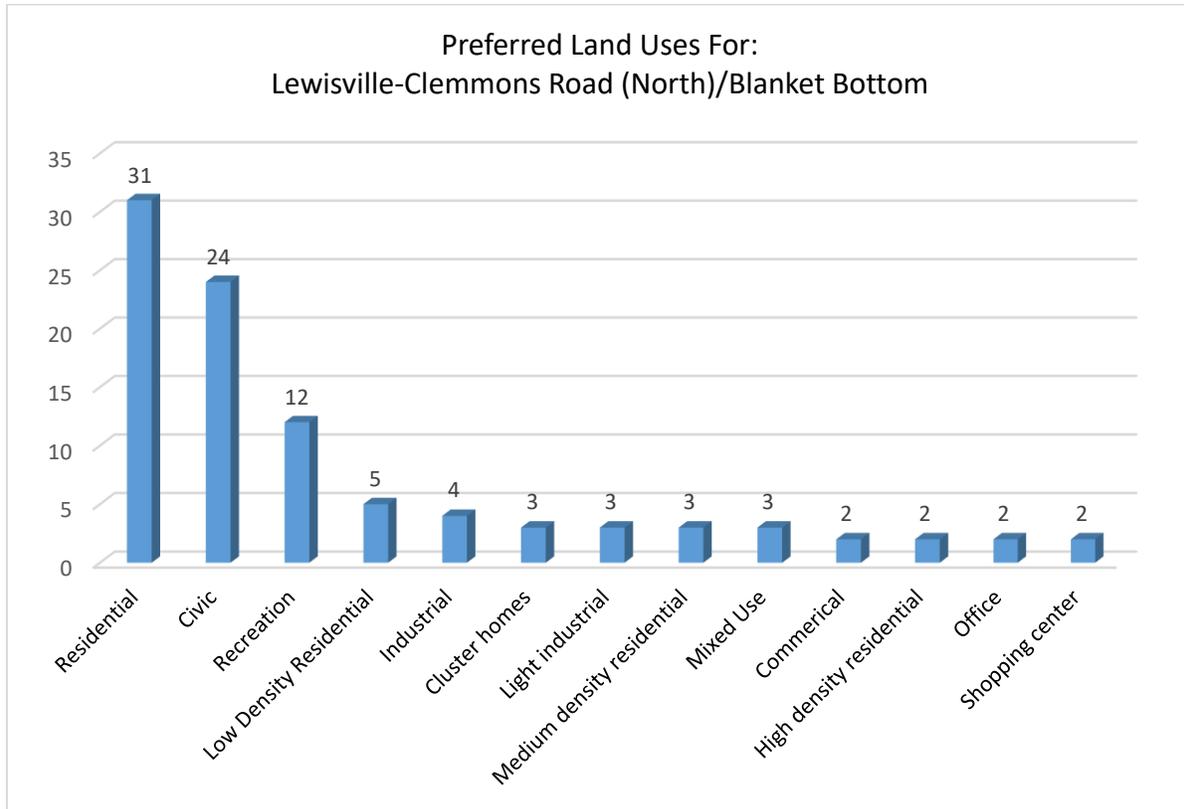
### Major Issues Confronting: Idols Road Corridor

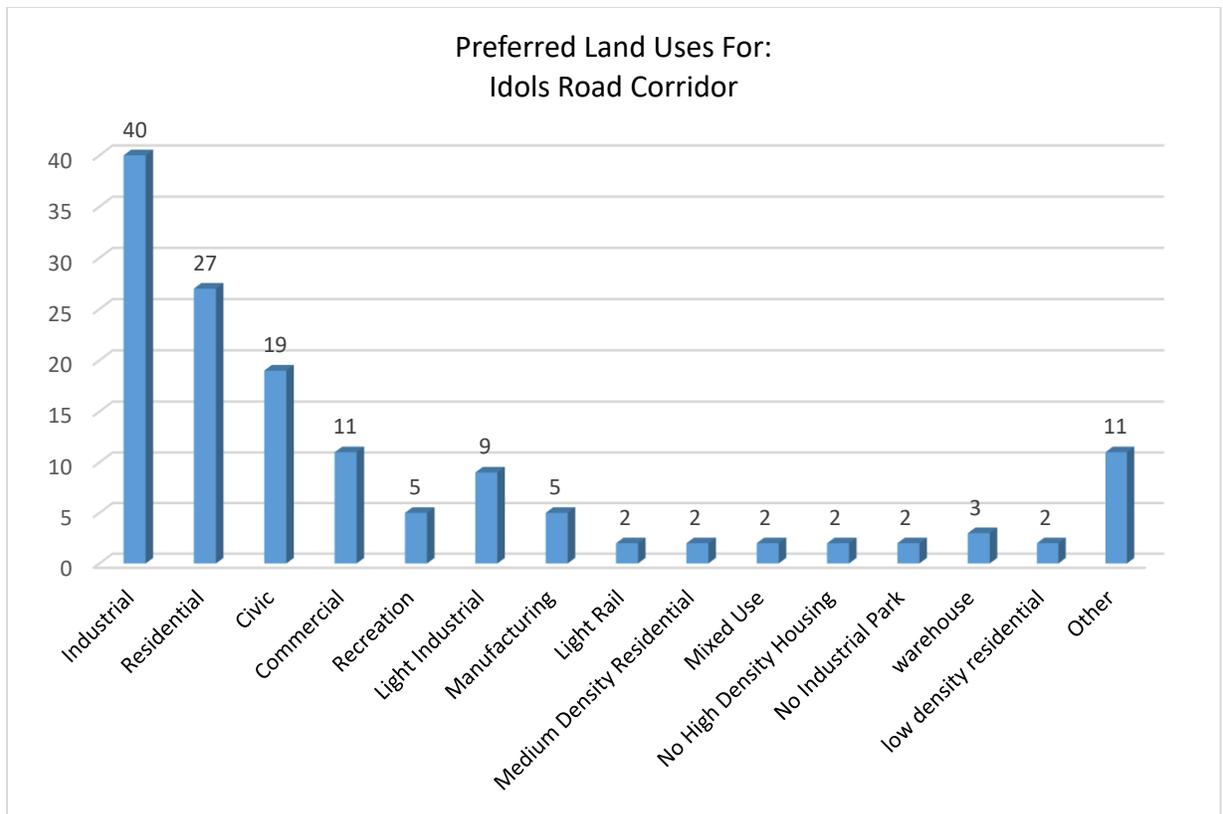
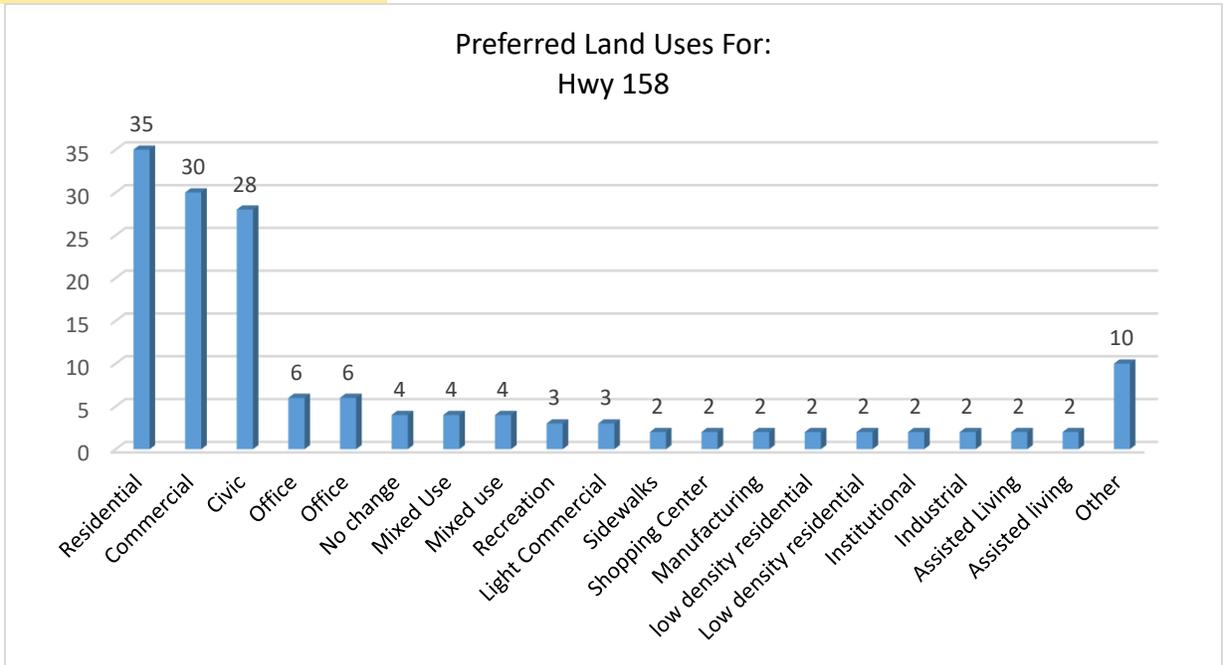


Q30 What are the preferred land uses for each strategic planning area? Residential: Low, Medium, High Density; Detached, Townhomes/Condos, Apartments, Assisted Living, Senior Homes, Cluster Homes, etc. Commercial: Neighborhood, Strip, Shopping Center, Office, Institutional, etc. Industrial: Manufacturing,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

Lewisville-Clemmons Road (North)/Blanket Bottom  
 Highway 158  
 Idols Road Corridor

N=116  
 N=109  
 N=115

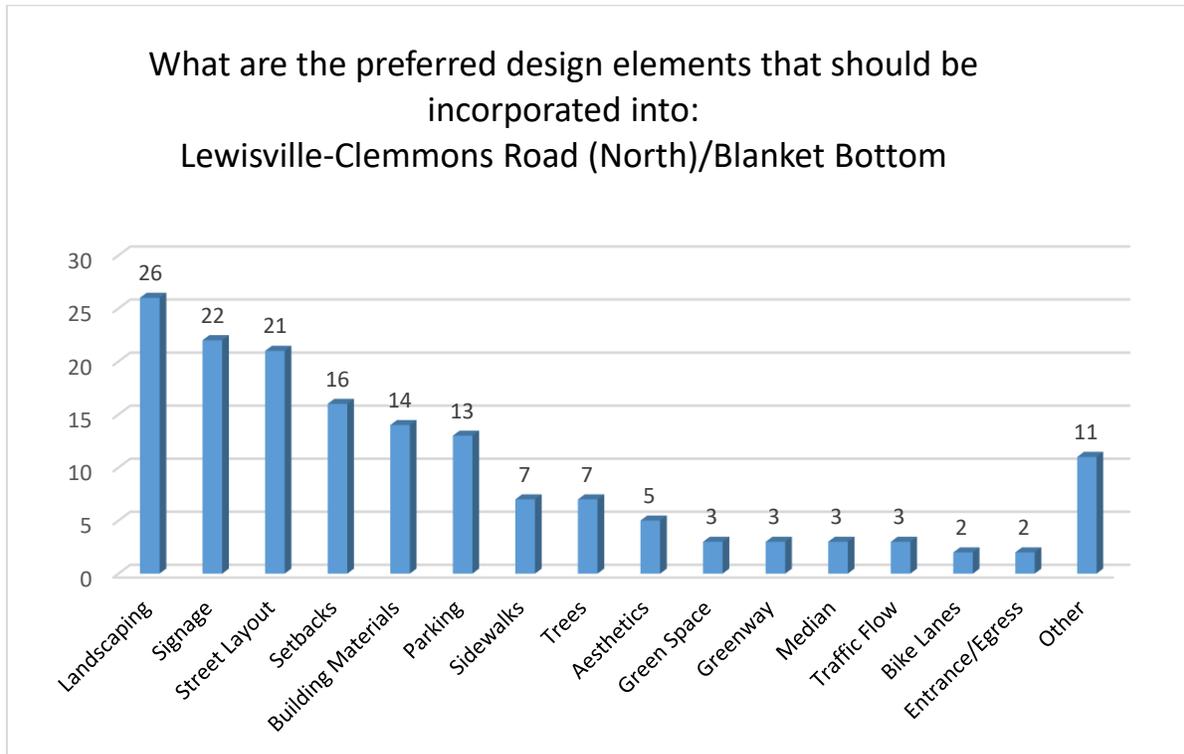


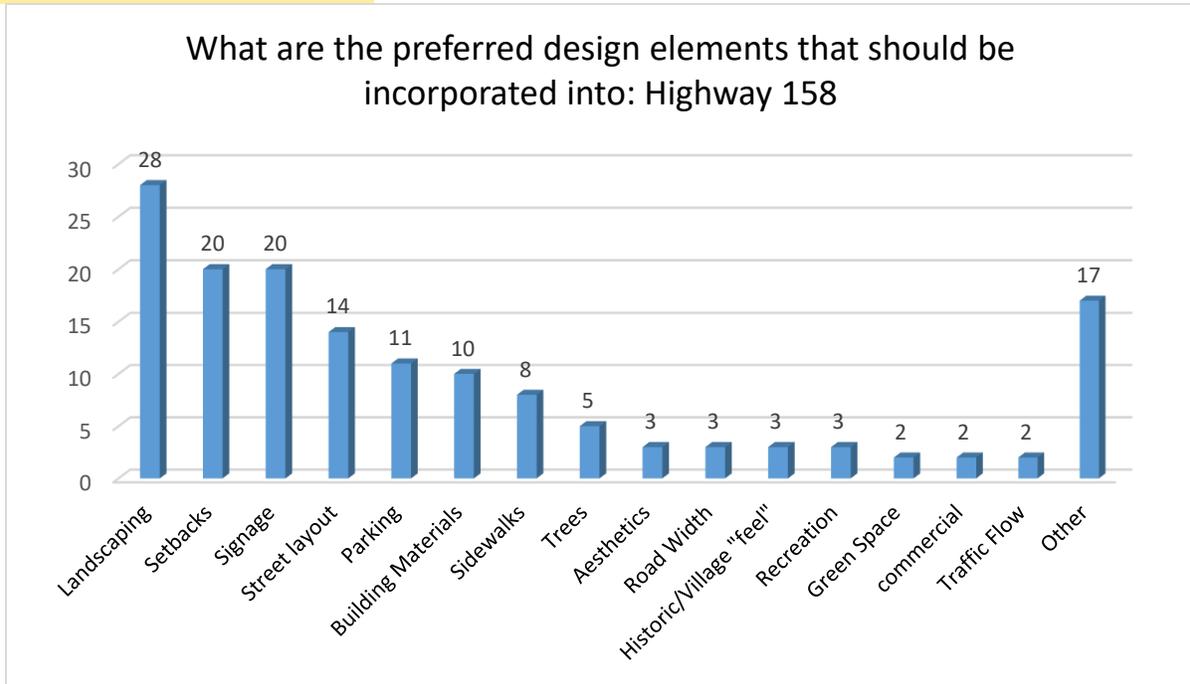


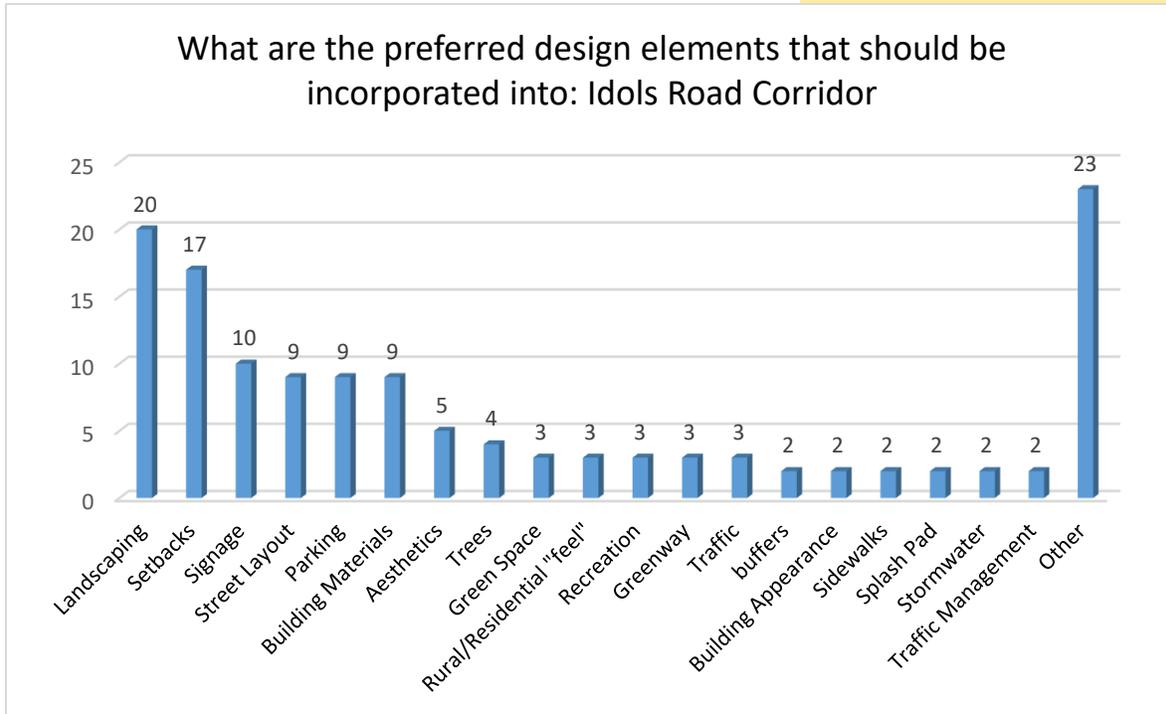
Q31 What are the preferred design elements that should be incorporated

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)

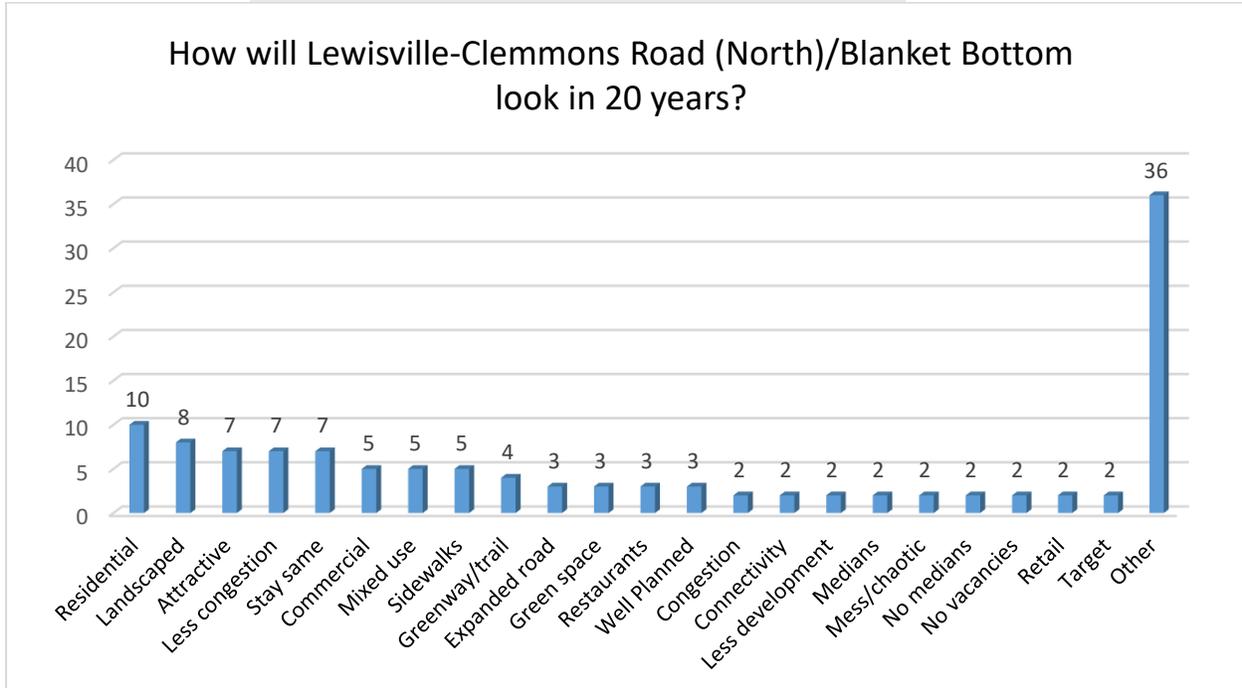


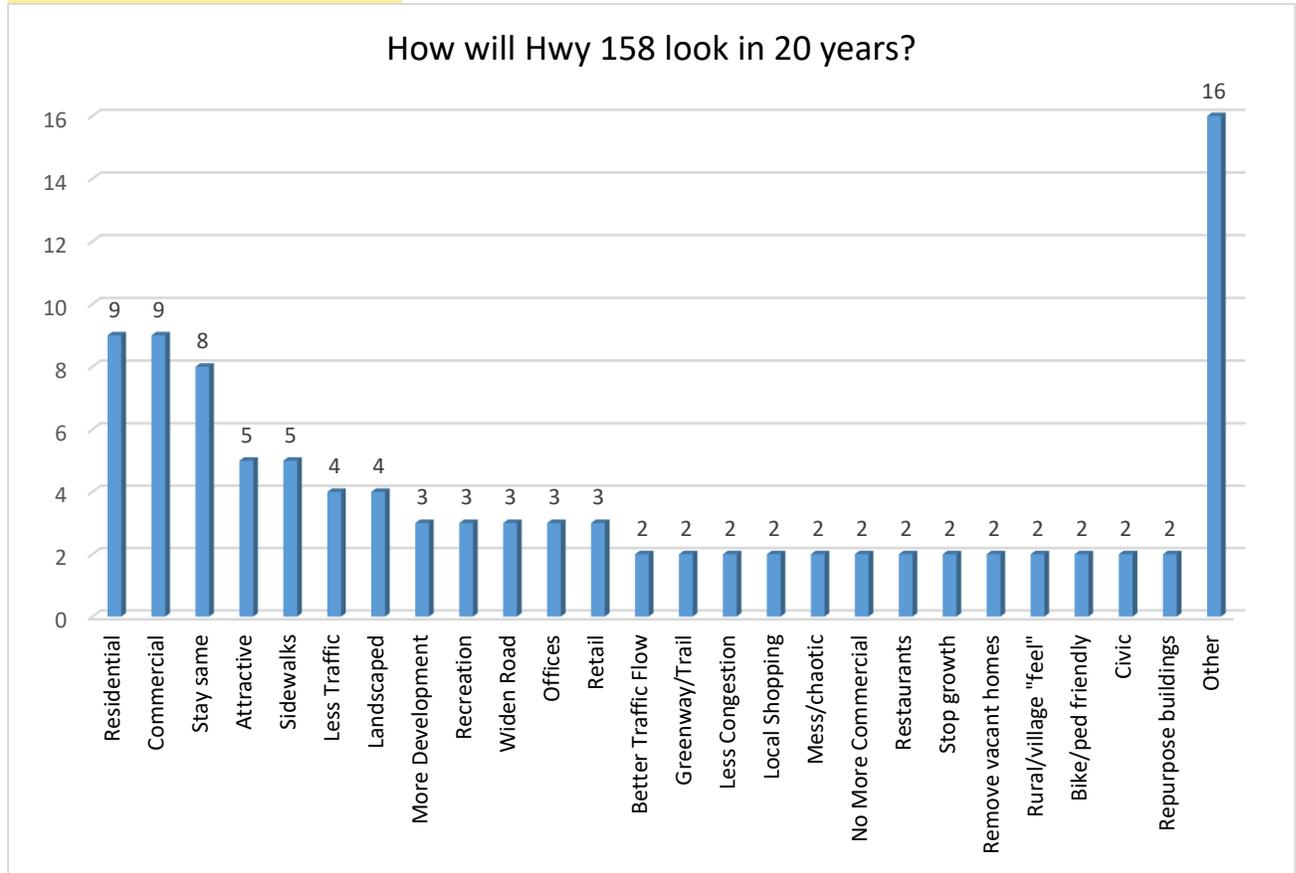




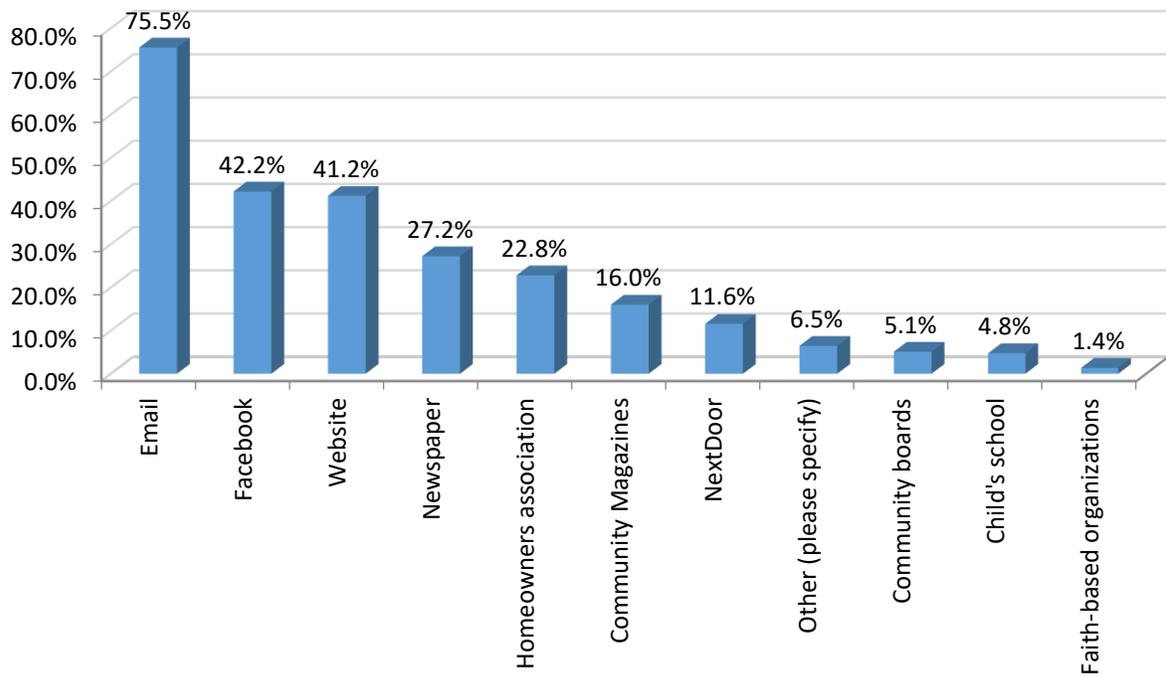
Q32 Your vision for each strategic planning area. How will they look in 20 years?

Lewisville-Clemmons Road (North)/Blanket Bottom	N=91
Highway I58	N=84
Idols Road Corridor	N=84



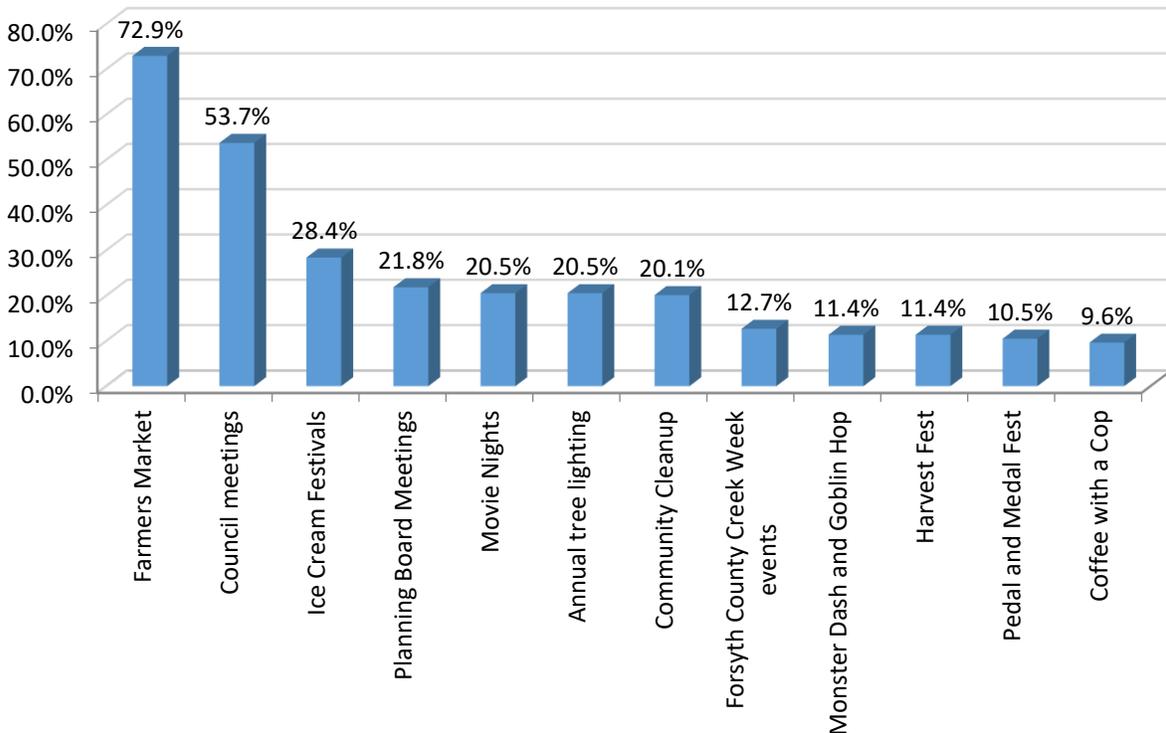


Q33 How do you like to receive communication from the Village?  
(check all that apply)



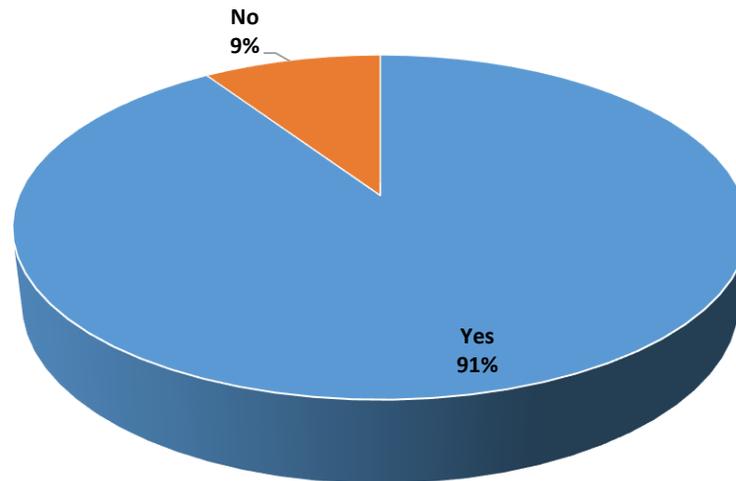
N=294

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



N=229

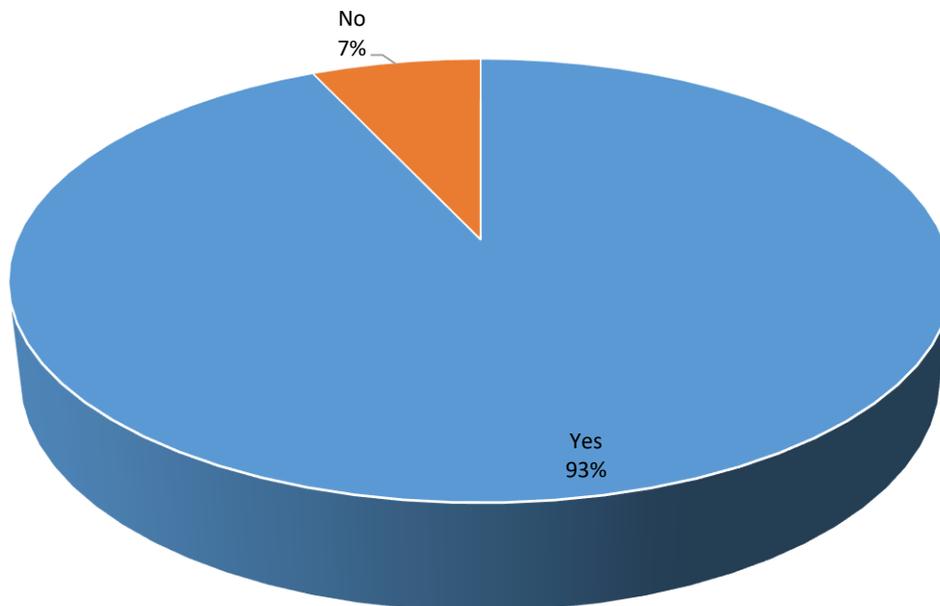
Q35 Village events are held at convenient locations and times?



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

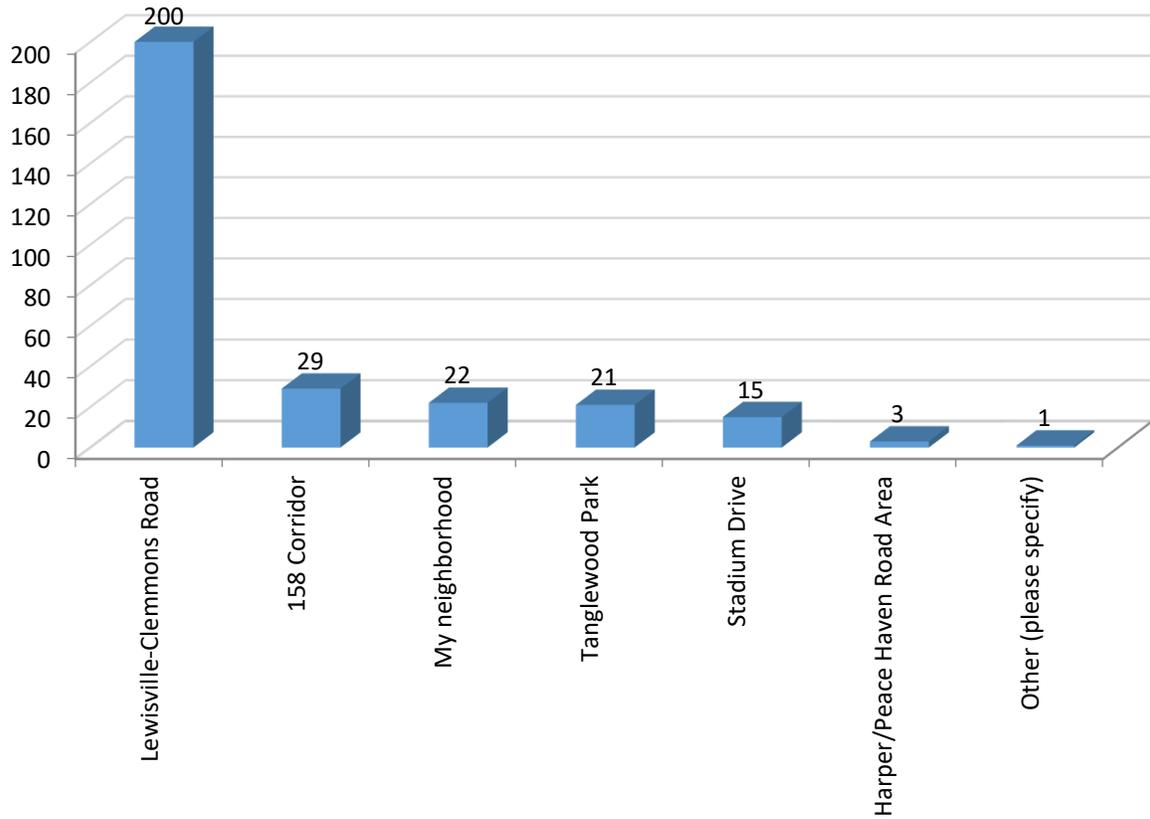
Q36 Are you satisfied with the Village events you have attended?



N=216

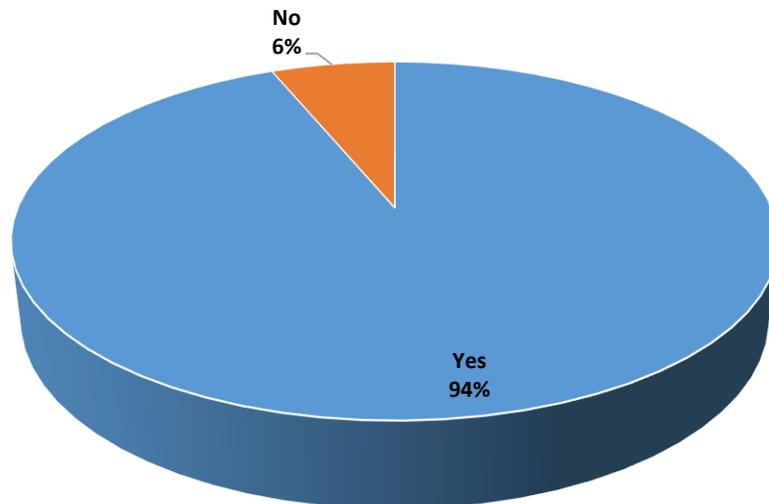
Comments = Better promotion (4), Options for elderly (2), Parking issues (2), Parking issues at farmer's market (2), Council should not pay, More community input, More ice cream options, Well run

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



N=291

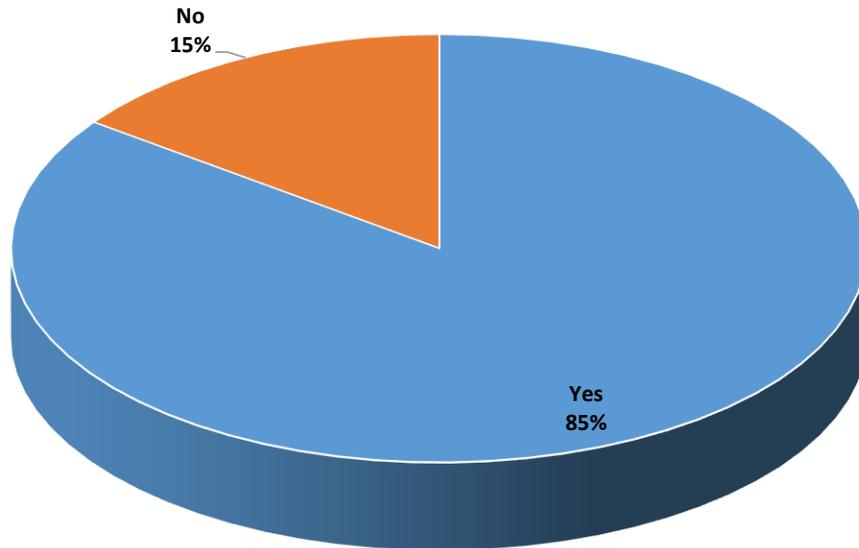
Q38 Do you recognize the Village of Clemmons logo?



N=289



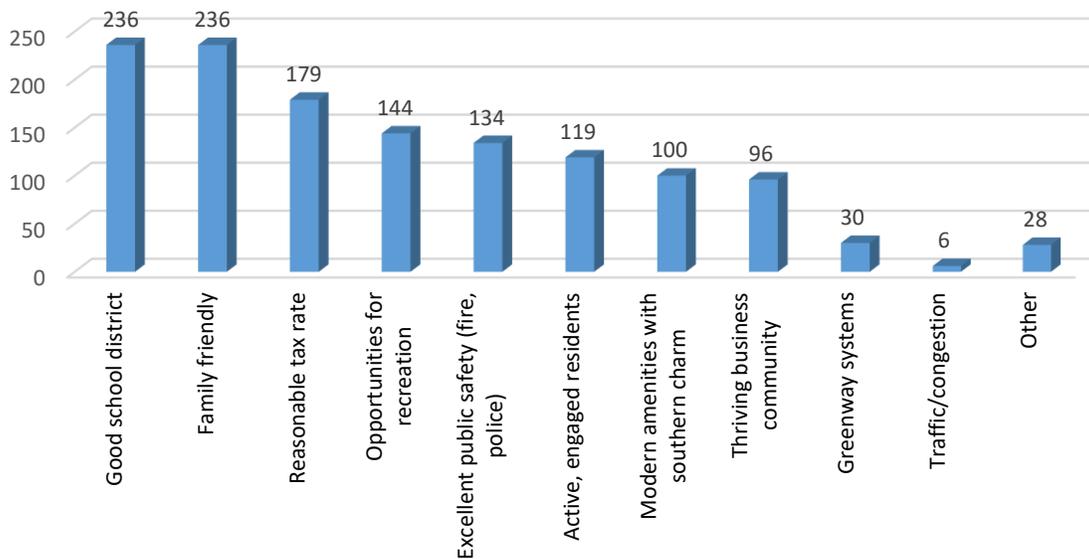
Q39 Is there adequate public signage in the Village?



N=274

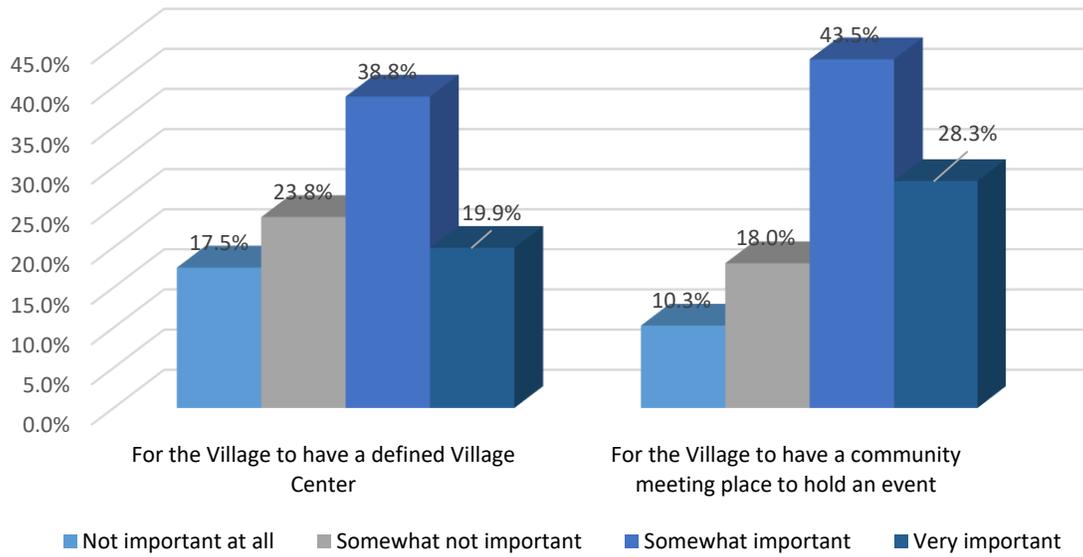
Comments: Street signs on mast arms, directional signage to business of LC Road, speed limit signs and enforcements, welcome signs, similar to Lewisville signage on the US 421 bridge, signs should be informative, but kept to a minimum, sign ordinance is too restrictive, better branded wayfinding to identify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

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



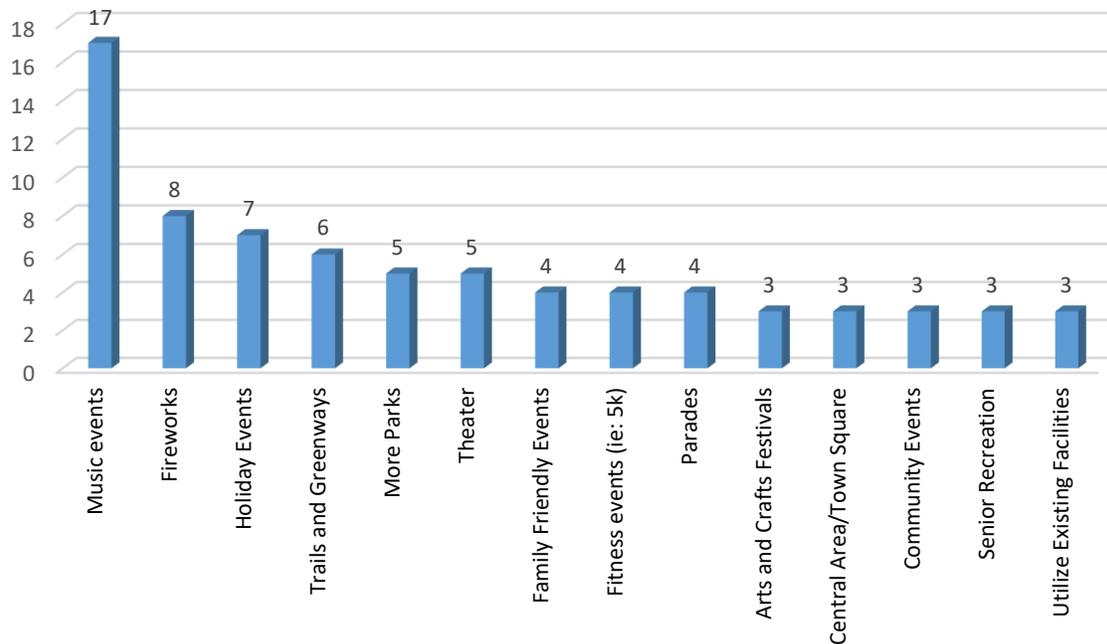
N=285

Q41 How important to you are the following?



N=286

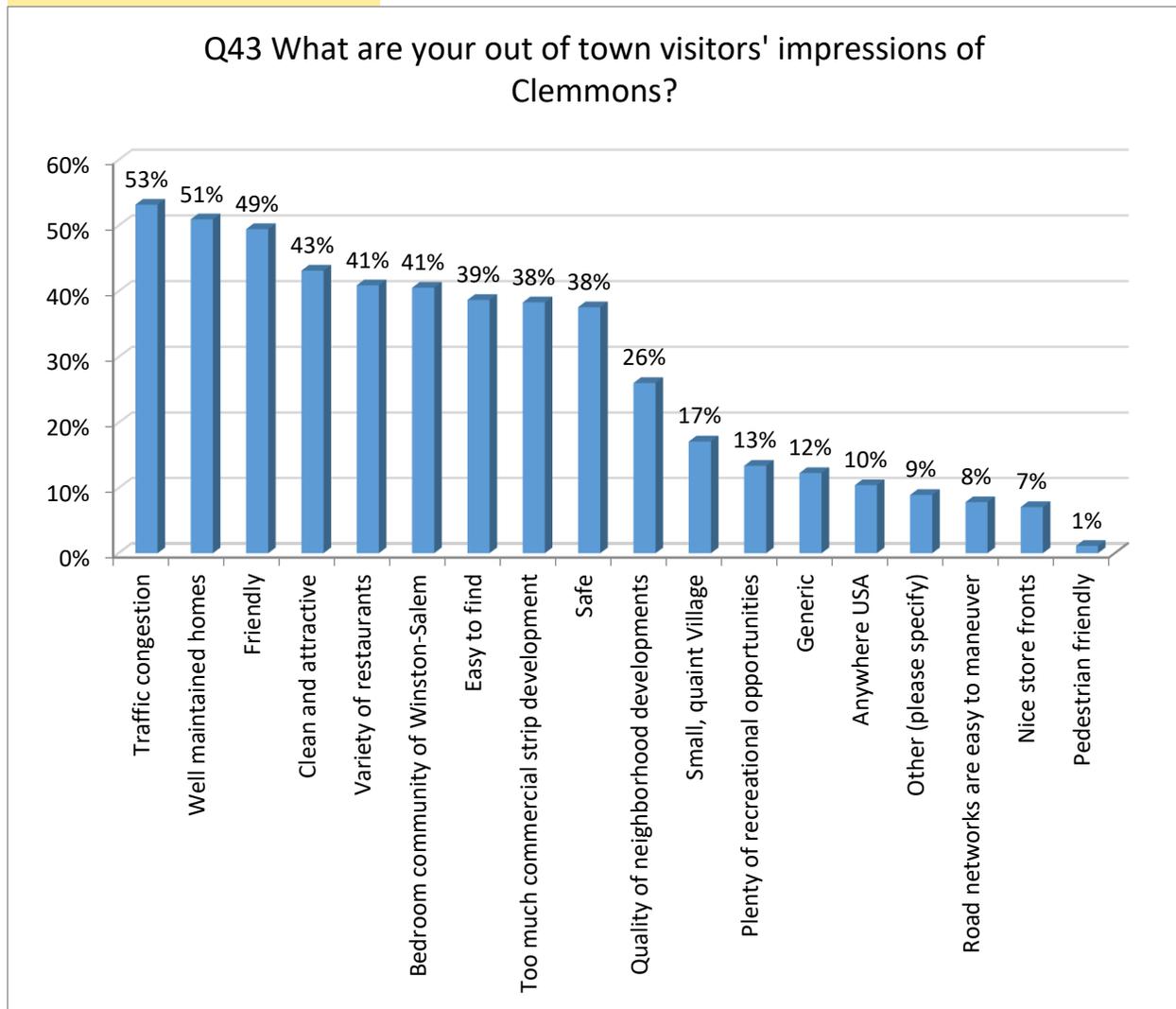
Q42 What activities, facilities and events would you like to see offered in Clemmons?



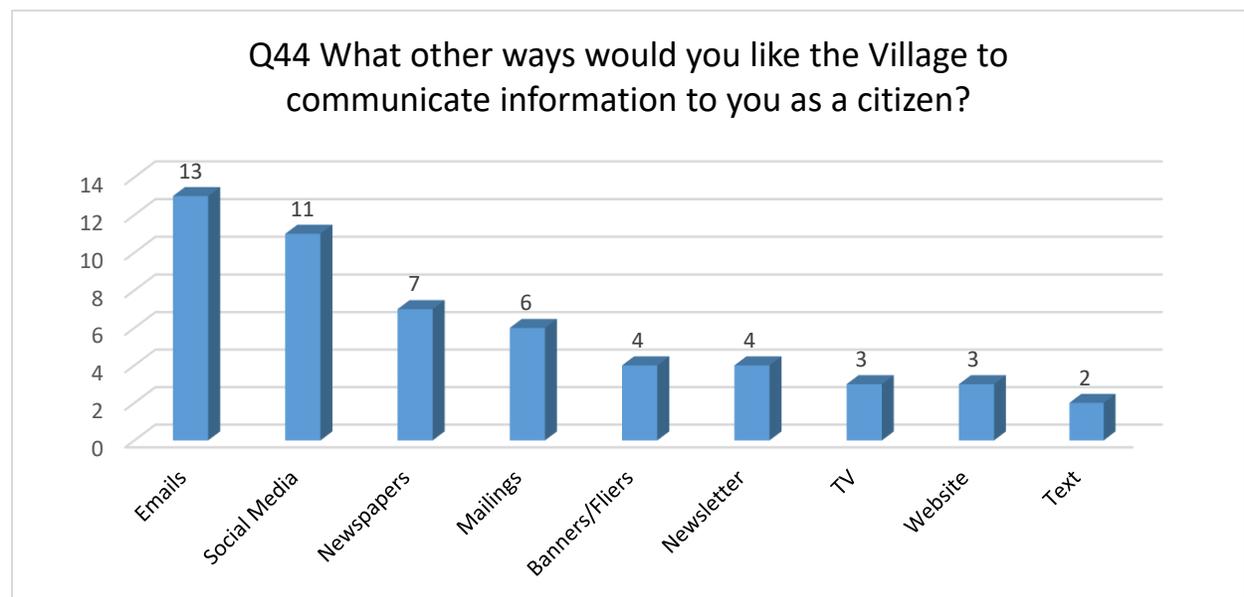
N=99

Other Comments=42



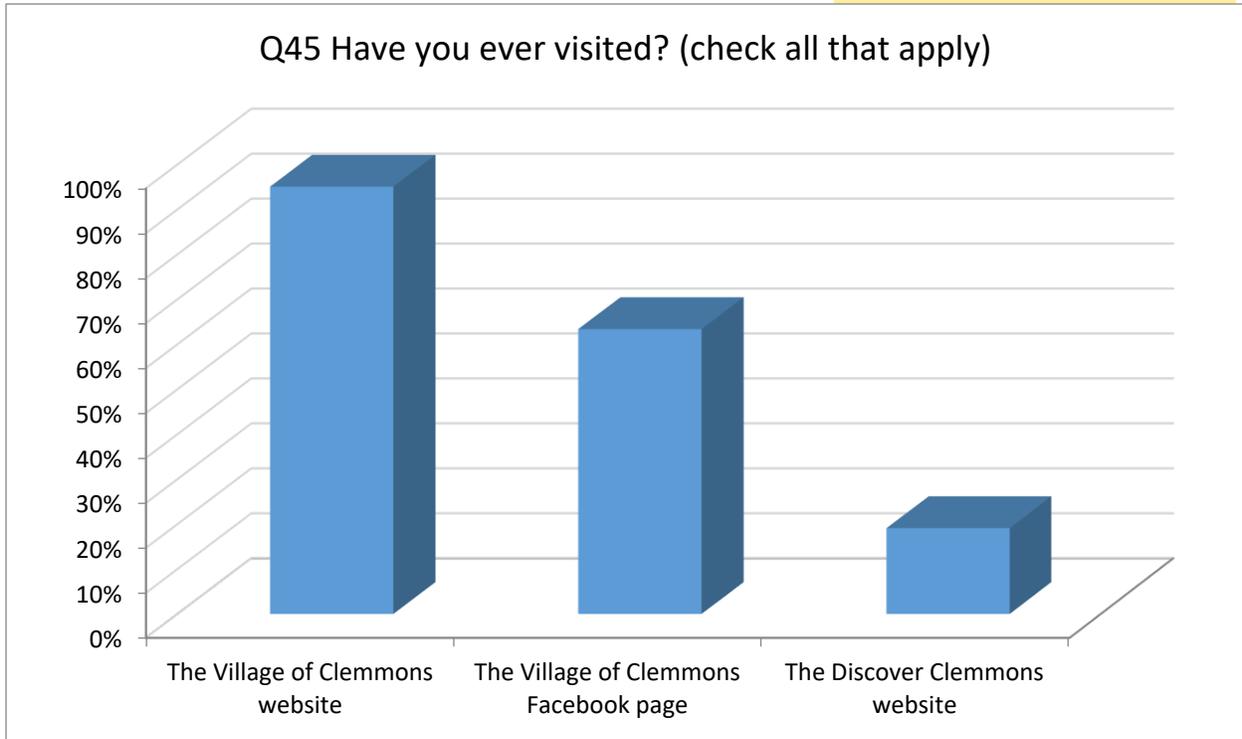


N=269



N=50

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



N=262

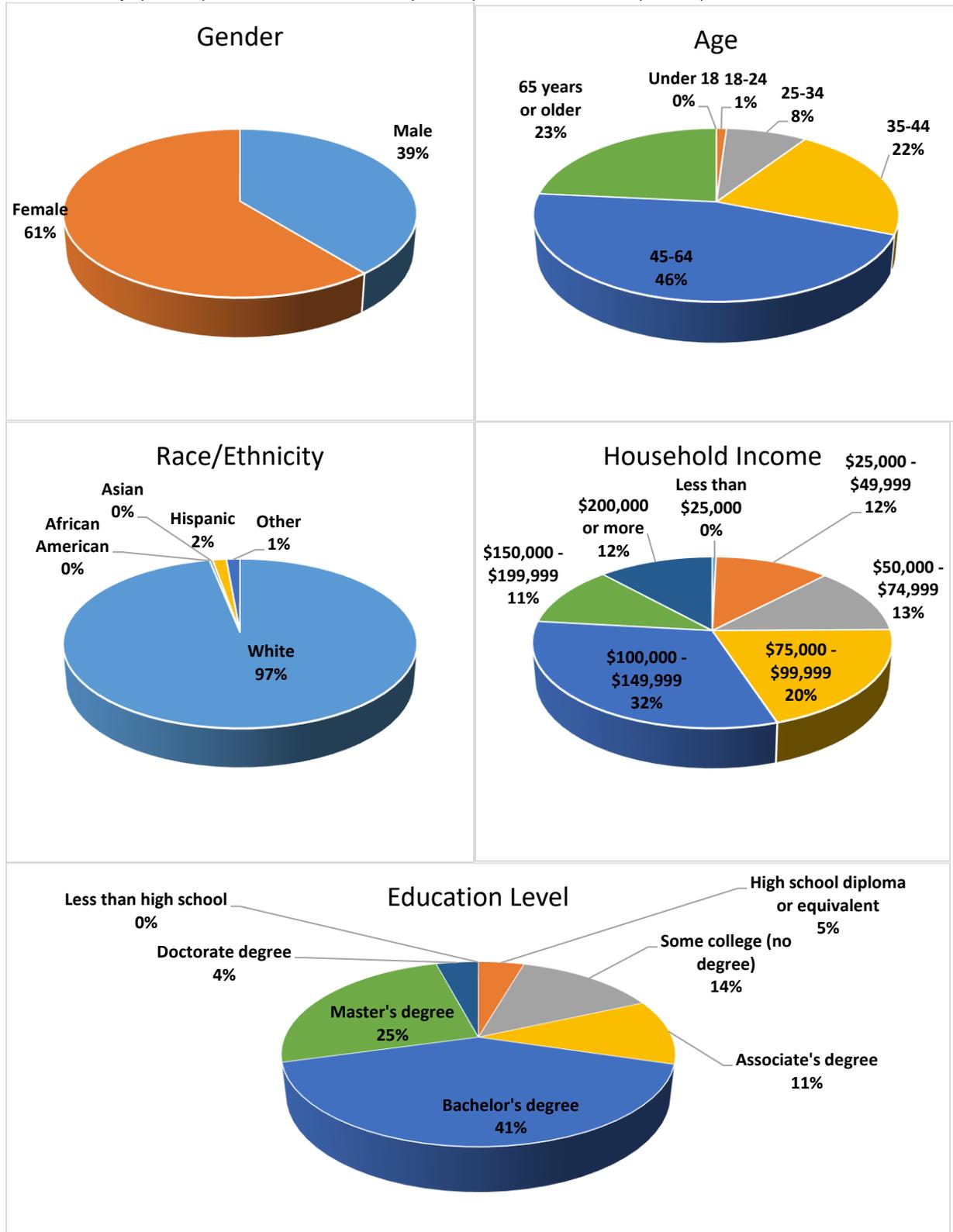
**Q46 Other General Comments**

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 19<sup>th</sup> & 22<sup>nd</sup>, 2017, 6:30pm

6/19: River Oaks Community Church, 1855 Lewisville-Clemmons Road  
6/22: Village Hall, 3715 Clemmons Road

**AGENDA**

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



**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

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

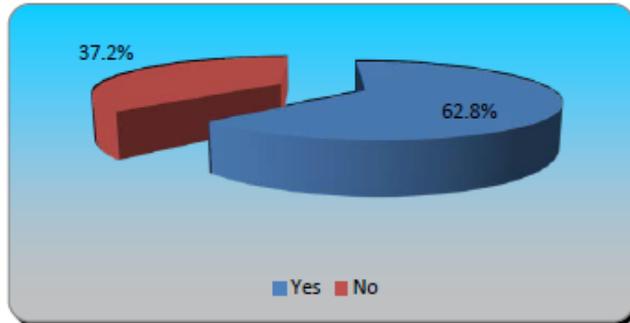
**Village of Clemmons  
Community Meeting #3 Results – 9/14/17**

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%



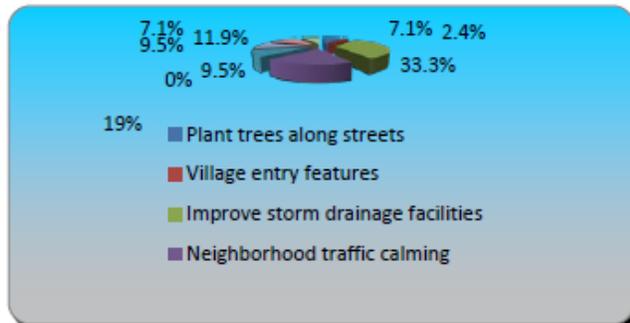
**2.) Which of the following issues is the most important to you? (multiple choice)**

	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%



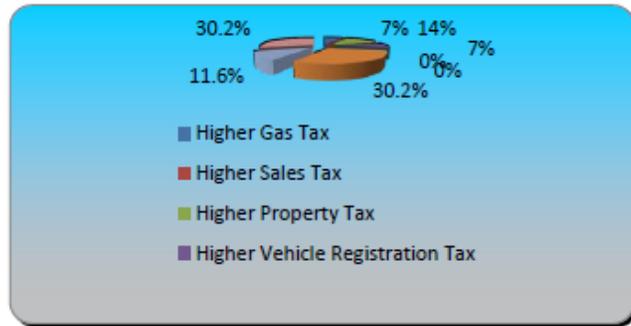
**3.) Which of the following community projects is the most important to you? (multiple choice)**

	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%



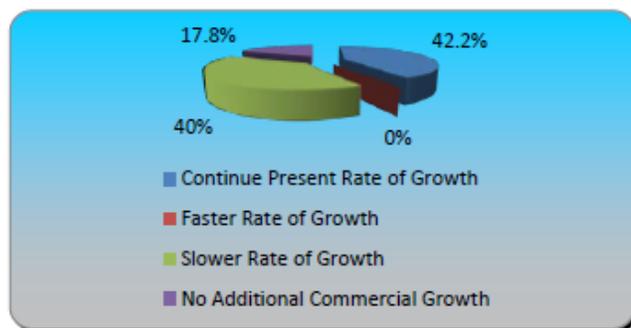
**4.) How would you pay for transportation improvements? (multiple choice)**

	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%
<b>Totals</b>	<b>43</b>	<b>100%</b>



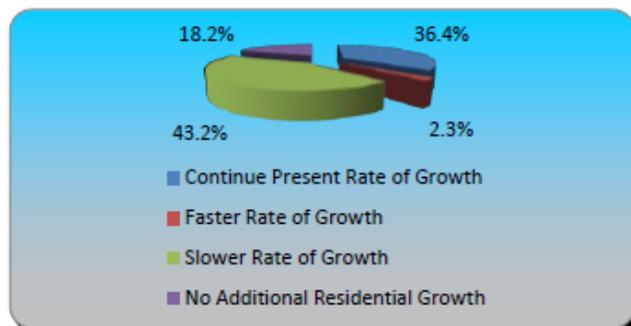
**5.) At what rate should the Village's commercial growth change over the next 10 years? (multiple choice)**

	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%
<b>Totals</b>	<b>45</b>	<b>100%</b>



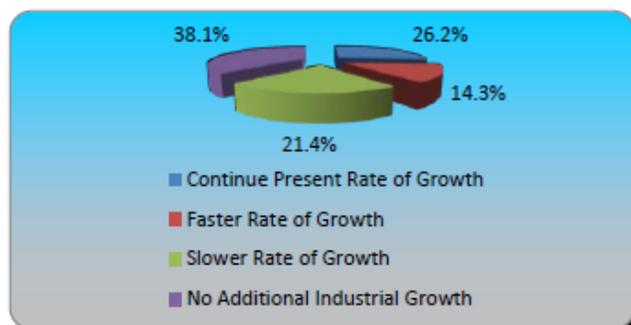
**6.) At what rate should the Village's residential growth change over the next 10 years? (multiple choice)**

	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%
<b>Totals</b>	<b>44</b>	<b>100%</b>



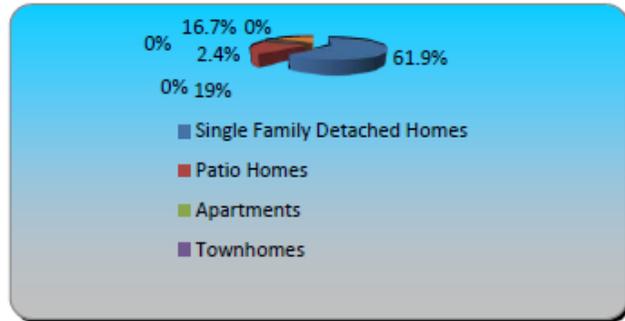
**7.) At what rate should the Village's industrial growth change over the next 10 years? (multiple choice)**

	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%
<b>Totals</b>	<b>42</b>	<b>100%</b>



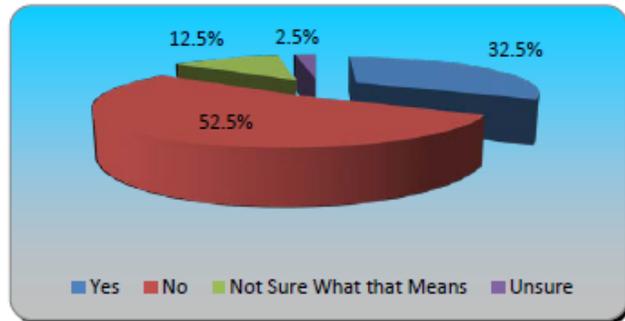
8.) What type of residential development would you like to see encouraged in Clemmons? (multiple choice)

	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%



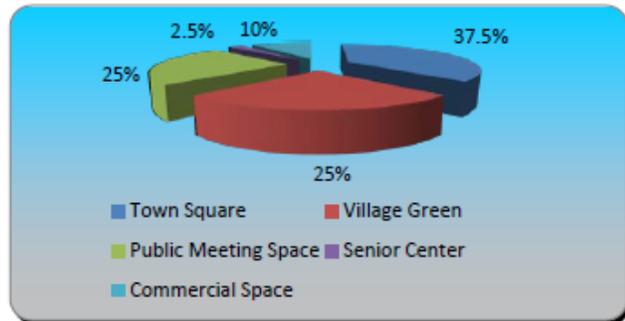
9.) Should Clemmons become a job/employment center? (multiple choice)

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



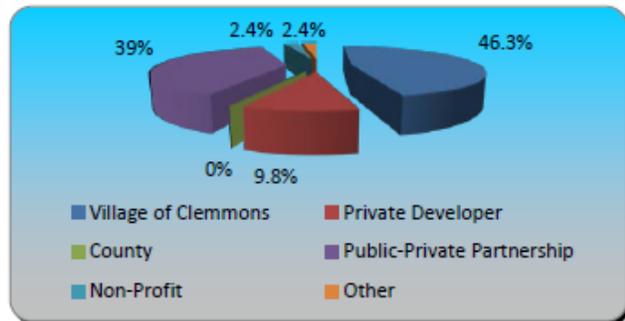
10.) Which of the following is the key characteristic of a "village center"? (multiple choice)

	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 4<sup>th</sup> 2018, 6:30pm  
River Oaks Community Church,  
1855 Lewisville-Clemmons Road

## AGENDA

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- 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.

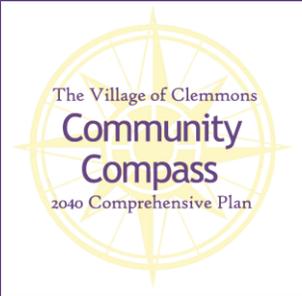


- Preserving “historic” 158 while pushing traffic via Idols Road extension (Beltway). Seems to be conflicting goals. Are there other towns that have successfully navigated growth and preservation at the same time?
- An unstated goal of the residents is to keep the tax rate low. Not low relative to anything 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.	
I 1: 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 PATH .....46**

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 DEVELOPMENT.....46**

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 DISTRICT.....50**

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 LOTS .....50  
 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 GUIDELINES .....53  
 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 DEVELOPMENT .....55  
 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 DISTRICT .....56  
 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.

<b>34: SAFE OPERATION OF EXISTING FACILITIES .....</b>	<b>64</b>
Provide serviceable and safe operation of existing facilities through:	
<ul style="list-style-type: none"> <li>• Traffic operation improvements to reduce congestion.</li> <li>• Safety improvements to reduce crash likelihood.</li> <li>• Access management improvements to improve safety and network efficiency.</li> </ul>	
<b>35: PROMOTE A BICYCLE AND PEDESTRIAN-FRIENDLY ENVIRONMENT.....</b>	<b>64</b>
Promote a Complete Streets policy, including:	
<ul style="list-style-type: none"> <li>• A pedestrian system that fills in gaps and connects neighborhood and recreational facilities Village-wide.</li> <li>• A trail and greenway system within and connecting local and regional parks.</li> <li>• Safe roadway crossings and sidewalk placement within the Village core and activity centers.</li> <li>• 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.</li> <li>• Provide 4-6' paved shoulder facilities for bicyclists on roadways where curb and gutter does not exist when roads are rebuilt.</li> </ul>	
<b>36: IDENTIFY FINANCING MECHANISMS FOR IMPROVEMENTS.....</b>	<b>64</b>
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.	
<b>37: FACILITIES SHOULD UPHOLD COMMUNITY CHARACTER.....</b>	<b>65</b>
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.	
<b>38: BUILD COMMUNITY CONSENSUS THROUGH PLANNING.....</b>	<b>65</b>
As new projects are being designed and developed, build community consensus through stakeholder interviews, public workshops, and committee participation	
<b>39: IMPROVE ENVIRONMENTAL QUALITY THROUGH TRANSPORTATION CHOICES.....</b>	<b>65</b>
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.	
<b>40: DEVELOP A TRANSPORTATION PLANNING TOOL TO ASSIST IN EVALUATING THE IMPACT OF NEW DEVELOPMENT ON EXISTING ROADWAYS .....</b>	<b>65</b>
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 COMMITTEE .....65**  
 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 PRESERVATION .....67**  
 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 SOLUTIONS .....67**  
 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 BOARD .....69**  
 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 GREENWAYS .....69**  
 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**  
 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.
- 51: ENHANCE CULTURAL ARTS EVENTS AND PROGRAMMING .....72**  
 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.
- 52: DEVELOP AN OLDER ADULT RESOURCE CENTER .....72**  
 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.
- 53: EVALUATE COMMUNICATIONS STRATEGY .....72**  
 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.
- 54: ENCOURAGE PUBLIC SCHOOLS TO ENHANCE PROGRAMS AND FACILITIES .....72**  
 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.
- 55: JOINTLY PLAN FOR NEW SCHOOLS .....73**  
 Work with Winston-Salem/Forsyth County Public Schools and transportation planning agencies to plan for new schools and school expansions in Clemmons.
- 56: INCORPORATE VILLAGE BRANDING INTO FUTURE NCDOT IMPROVEMENTS .....75**  
 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.
- 57: UTILIZE NEWLY CREATED RECREATION ADVISORY BOARD TO GUIDE THE DESIGN AND IMPLEMENTATION OF PLANNED GATEWAYS .....75**  
 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.
- 58: IMPLEMENT THE VILLAGE TRANSPORTATION PLAN.....78**  
 Implement the action strategies of the Village Transportation Plan to create a more sustainable transportation system for Clemmons.
- 59: WORK WITH CONCERNED CITIZENS ON COMMUNITY WATER ISSUES.....78**  
 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.

**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 LIGHTING .....79**

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 PRODUCTION .....80**

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 AREAS .....81**

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