



## Chapter 5 — Implementation and Action Plan

The successful implementation of the Peace Haven Road/Styers Ferry Road Connector improvements will depend to a great extent on the ability for local, private and governmental entities to work together in collaboration to create a corridor that is functional, safe and attractive for local citizens and regional mobility. Government agencies will be responsible for planning the protection of and making public investment to reserve the necessary right-of-way and protect its interest along the corridor. Private investment that is healthy and sustainable is achievable through well-guided land use policies that encourage quality design and protect the integrity of the Peace Haven Road/Styers Ferry Road Corridor.

Completion of this study represents an important step toward implementing quality development and aesthetic improvements along the proposed corridor. The structure of the recommendations does not require that all improvements are completed in unison. This should allow flexibility to work in partnership with the development community to implement the vision of the plan in several phases as development occurs and funding sources become available.

Many citizens expressed frustration during the public outreach process over the lack of funding sources and the uncertainty of when proposed improvements would be implemented. In reality, municipal, county and State agencies must bear the responsibility of protecting needed right-of-way by means of local adopted policy measures and in some cases direct acquisition. On the other hand, most of the corridor will be constructed by the development community.



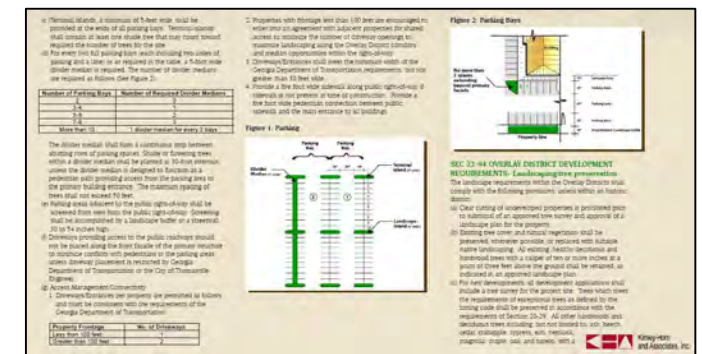
Public Workshop #1

Local, state, and private partnerships offer strategic advantages to implementing improvements on a timely basis, especially considering the level of impeding development around the Peace Haven Road/Styers Ferry Road Connector and Lewisville-Clemmons Road area. The purpose of this “Action Plan” is to recognize these challenges and suggest strategies and resources to address each challenge.

### General Recommendations

The following recommendations apply to the overall vision for the corridor as expressed by the local residents, business owners, stakeholders and the Advisory Committee. These recommendations can be initiated throughout the planning process and prior to any physical infrastructure improvements.

- Use this plan as a tool to review proposed development projects and plans as they locate and are implemented within the corridor.
- Due to the multiple jurisdictions that the Peace Haven Road/Styers Ferry Road Connector traverses, there is a need to identify a mechanism that will allow for the consistent implementation of this proposed street. It is recommended that the Village of Clemmons, Forsyth County and the Winston-Salem MPO adopt this plan and incorporate the preferred alternative corridor into their respective planning documents, including comprehensive plans, Future Land Use Map, and transportation plans. This will allow for the protection of the Peace Haven Road/Styers Ferry Road Connector alignment.
- Consider adopting a *Peace Haven Road/Styers Ferry Road Connector Corridor Protection Overlay District Ordinance* as a tool to help guide future development activities through established development standards to promote consistent development patterns along the corridor (in particular, commercial development near Lewisville-Clemmons Road). The ordinance will provide a legal framework for the Village and County to administer and enforce consistent design and development standards along the corridor. The ordinance should contain rules and requirements for the “core” components of a comprehensive development strategy, including design elements (building type, permitted uses, density and intensity, lot size, building placement, building frontage, signage, parking placement, provisions for corner clearance, joint access, and connectivity) and design requirements for building access connections. The ordinance also should require cross access between adjacent properties, shared-use driveways (if applicable), and retrofitting existing site access to the side and rear portions of the site.
- If applicable, rezoning applications would have to be consistent with “Adopted” plans.
- Physical roadway infrastructure improvements will primarily be implemented by the development community as a part of the site plan review process.



Special overlay district sample

# PEACE HAVEN ROAD/STYERS FERRY ROAD CONNECTOR STUDY

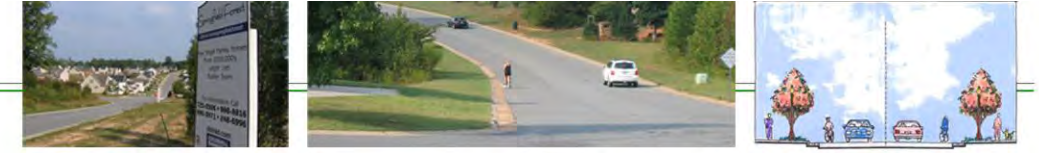


- As growth occurs along the Peace Haven Road/Styers Ferry Road Connector, require new development to adhere to the vision and recommendations outlined in this document, including provisions for shared use driveways, cross-access, and new collector streets (i.e., back-door access to abutting property) ultimately providing an interconnected system of streets. In some cases, stub-outs of the new connections will be constructed to adjoin with adjacent undeveloped property. These stub-outs should be signed as “future street connection” to avoid confusion and ensure future connections.
- Integrate future bikeways, greenway, and trail networks with the Peace Haven Road/Styers Ferry Road Connector to create an interconnected network.
- Avoid and/or minimize impacts to social and environmental sensitive areas to preserve community character and the natural environment.
- As the transportation corridor is improved and expanded minimize impacts that negatively affect the character and integrity of adjacent neighborhoods (i.e., Springfield Farms, etc.) by introducing gateways or traffic calming improvements.
- Promote alternative modes of transportation through better minor thoroughfare/collector street design and developer participation.
- Promote interconnectivity and cross-access between existing and proposed developments.

## Action Plan

The implementation of corridor-wide improvements can occur through adoption of local policies and programs and state programs, in addition to private sector contributions. With this in mind, it will be important for local municipalities and NCDOT to identify viable funding sources to implement the recommendations of this plan. As a reference, the typical construction cost for a one-mile section of a 2-lane divided roadway with sidewalks is approximately \$1.5 to \$1.8 million. While some projects and programs will be funded and implemented by the local jurisdictions or NCDOT, alternatives are available to provide financial support for implementing corridor recommendations. The following “Action Plan” and recommendations apply to the overall vision for the corridor as expressed by the local residents, business owners, stakeholders and elected officials.

<i>Action Item</i>	<i>Timeframe</i>	<i>Responsible Party</i>
Adopt this Plan: pursue plan adoption by implementing agencies including Forsyth County, Village of Clemmons, W-S MPO and the North Carolina Department of Transportation (NCDOT).	2008	Forsyth County, Village of Clemmons, Winston-Salem MPO, NCDOT
Incorporate the preferred alignment of the Peace Haven Road/Styers Ferry Road Connector into local plans including the local comprehensive plans, Future Land Use Map, and transportation plans.	2009	Forsyth County, Village of Clemmons, NCDOT
Coordinate with Forsyth County and Village of Clemmons representatives to work with existing property owners and planned development to protect, reserve and dedicate needed right-of-way for the Peace Haven Road/Styers Ferry Road Connector corridor.	2009	Forsyth County, Village of Clemmons
Adopt a Model Development Overlay Ordinance as a tool to help guide development along the corridor and to promote consistent development patterns.	2009	Forsyth County
Coordinate the design and access changes with NCDOT Division 9 prior to the construction of the Peace Haven Road/Styers Ferry Road Connector and Lewisville Clemmons Road tie-in. Most likely, this intersection will require signalization.	2010	Forsyth County, Village of Clemmons, NCDOT
Pursue NCDOT STP-Enhancement Grant funding to install 5’ sidewalks on Springfield Farm Road and Bullard Road. These funds are administered through a grant program with a 20% local match requirement. Website <a href="http://www.ncdot.org/financial/fiscal/Enhancement">http://www.ncdot.org/financial/fiscal/Enhancement</a>	2010	Forsyth County, Village of Clemmons
Lobby NCDOT and Division 9 representatives to improve the sections of the Peace Haven Road/Styers Ferry Road Connector that utilize existing roadways (i.e., Bullard Road, Springfield Farm Road, etc.).	2012	Forsyth County, Village of Clemmons
Actively pursue NCDOT Division Office “Spot Safety”, Hazard Elimination, Governor’s Highway Safety Program (GHSP), Economic Development funding, and Small Construction Funds improvement monies to implement connectivity, gateway treatments and safety improvements at key intersections along the Peace Haven Road/Styers Ferry Road Connector corridor beginning with the Lewisville-Clemmons Road, Harper and Lasater Road intersections.	2013	Forsyth County, Village of Clemmons



### Phased Improvements

As mentioned previously, majority of the capital improvements will most likely be constructed through private development initiatives, while some of the “gap” improvements will be funded and implemented using State gas tax dollars administered by the North Carolina Department of Transportation (NCDOT). With this in mind, not all of the improvements can be made at one time.

Because most of the improvements will be built by the private sector, a timeframe or schedule for implementation is unrealistic. Factors that can affect the timeframe may include:

- Development/ Redevelopment activities
- Funding availability
- Permitting
- Right-of-way acquisition
- Public support or opposition

However, specific sections of the proposed corridor are expected to experience development pressures sooner than other sections. The Lewisville-Clemmons Road corridor is commercially zoned at its intersection with the proposed Peace Haven Road/Styers Ferry Road Connector. The segment between Lewisville-Clemmons Road and Harper Road is another area that appears to be a “hot-spot” for residential growth. Based on discussions with local planning staff, property owners and developers, we can expect this stretch of the Peace Haven Road/Styers Ferry Road Connector to be a high priority.

### Special Programs and Initiatives

As phased improvements are implemented, special programs and initiatives should be pursued to help protect the integrity and aesthetics of the corridor.

- **Adopt-A-Highway** – NCDOT volunteer program used to maintain and protect the scenic beauty of corridors. [www.dot.state.nc.us/adopt-a-highway](http://www.dot.state.nc.us/adopt-a-highway)
- **Tax Incentive Program** - Consider providing a tax incentive to existing property owners and developers located along the corridor for converting to “shared” driveways and constructing cross-access connections.

- **Adequate Public Facilities Ordinances (APFOs)** – Also referred to as Concurrency Regulations, adequate public facilities ordinances allow local governments to deny or delay new developments if existing government services (water and sewer, roads, schools, fire and police) cannot support it. APFOs place the burden on developers to ensure adequate services are in place for new developments they propose, fund such improvements or postpone plans until such services are in place. State legislation allows municipalities to enact such regulations.

### Conclusion

A variety of funding strategies and programs are available to implement the recommended improvements for the Peace Haven Road/Styers Ferry Road Connector. These funding strategies include state and local monies, which are often limited or committed well into the future. Grant funding from the state typically requires a local match, but these monies may be used to cover many of the capital and operating expenses identified in the recommendations for the corridor. The full benefit of the Peace Haven Road/Styers Ferry Road Connector most likely will come to fruition as a result of and in partnership with the private sector. While some of the improvements will be made through public dollars, the Village of Clemmons and Forsyth County should proactively pursue the protection of the right-of-way needed for the construction of the Peace Haven Road/Styers Ferry Road Connector corridor.

Ultimately, decision-makers will need to partner with the local development community to make this plan a reality. Traditional efforts of relying on public investments to enhance safety and mobility within the region have become less desirable and reliable. If change is to occur and corridor and safety improvements are to be realized for the Peace Haven Road/Styers Ferry Road Connector, it will have to be accomplished through a meaningful and cooperative effort between public and private sectors.

One thing is certain — with the current transportation funding shortfall the most critical steps toward implementation will be carried out by leaders and “champions” identified within the community. In collaboration with state and local officials, their collective efforts will lead to a safe and aesthetically-pleasing corridor that the local community will identify as a clear success story.