

# Plan Archdale

Steering Committee Meeting  
May 19, 2020

# FUTURE LAND USE – PLACE TYPES

## What is a place type?

Establishes the desired development “character” of an area in the City’s planning jurisdiction. But...Place Types are not “zoning.”

Place types guide density, intensity, land use mix, utilities, transportation, and the provision of services

It is about creating a long-term cohesive vision for unique areas within the overall planning area to:

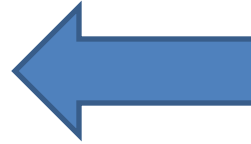
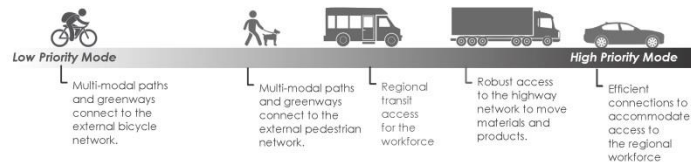
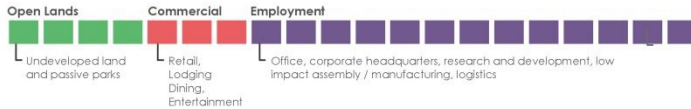
Maintaining the current character of an area, or

Foster change and establish the desired character of an area

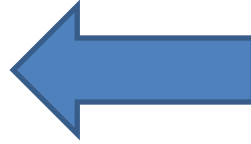
## COMMERCE PARK

The Commerce Park is an economic development focused place type, with the intent of fostering the creation of a unified and cohesive growth opportunity to attract new jobs and businesses to the City. The location of the Commerce Park near the major crossroads of Interstate 85 and Interstate 74 provides the City with a major strategic asset in a location that is accessible to the regional workforce and the primary backbone of ground transportation in the state.

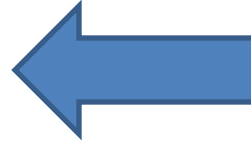
The Commerce Park is less intensively developed than a typical "industrial park" - with its development sites integrated into the landscape to provide a setting that is conducive to a wider range of uses. It is contemplated that the Commerce Park would focus on attracting uses spanning office, research & development, logistics, and high-tech / low impact manufacturing sectors. By focusing on a more diverse array of tenants, the Commerce Park will help to broaden the City's economic base, particularly as it looks to expand the number of higher paying / non-manufacturing employment opportunities in the City. Supporting all of this will be a well-planned site development pattern that presents an attractive image to prospective clients and tenants, including a special focus on integrating natural features and pedestrian / bike facilities.



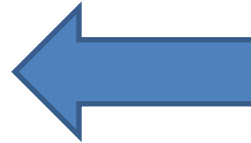
## DESCRIPTION



## EXAMPLE



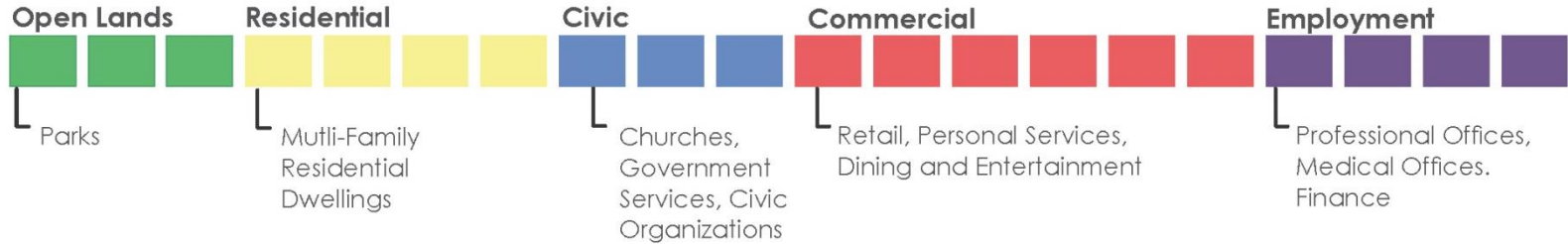
## LAND USE



## TRANSPORTATION

# LAND USE MIX

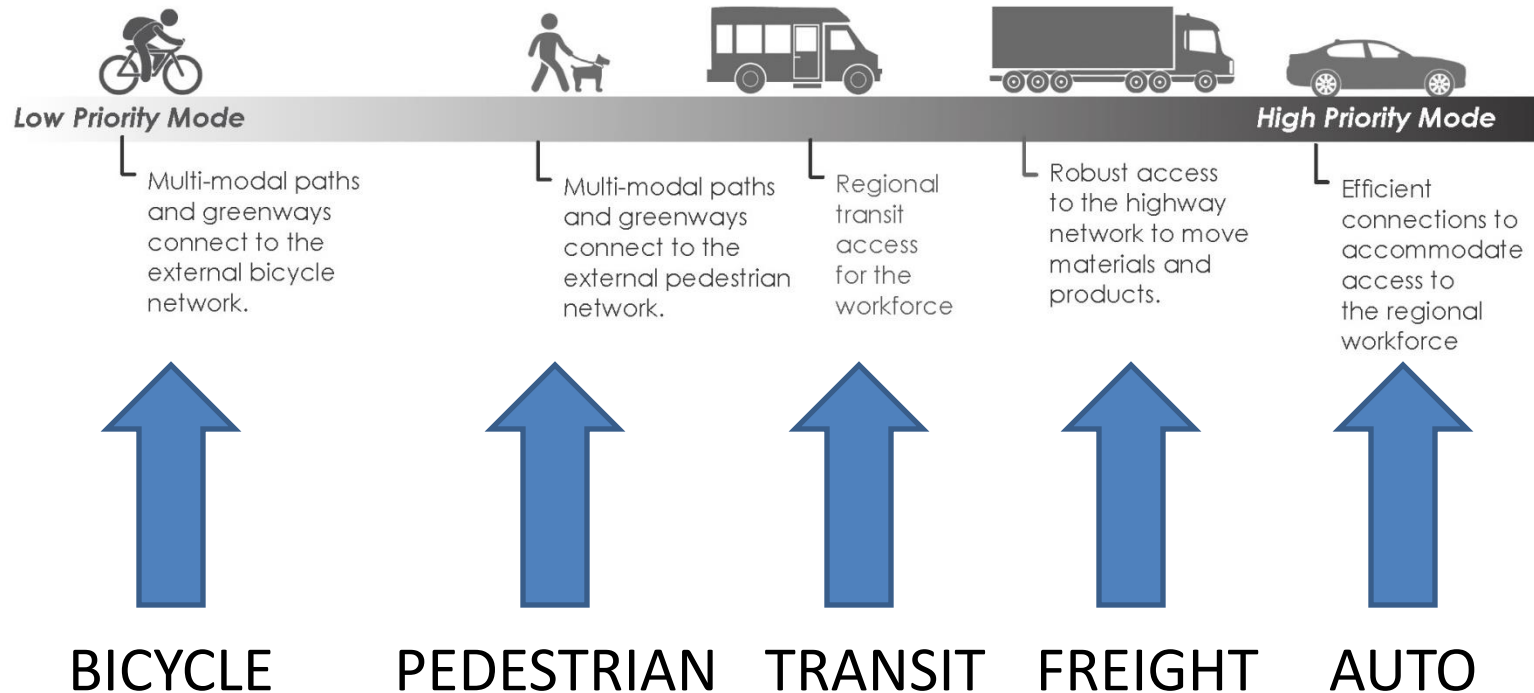
## MAIN STREET MIXED USE



## SUBURBAN NEIGHBORHOODS



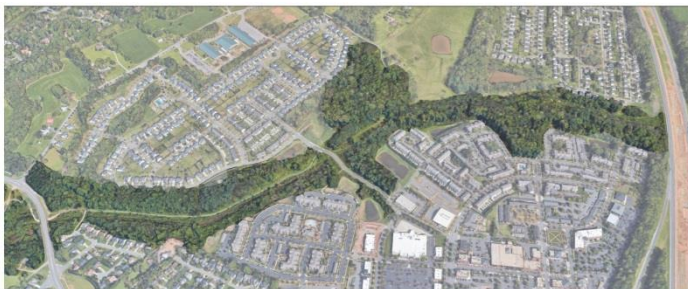
# TRANSPORTATION



## GREEN BELT

The Green Belt place type is primarily intended to preserve large swaths of land along the City's many miles of creeks and their associated floodplains, along with adjacent agricultural lands and forests. The Green Belt lies primarily along the main course of Muddy Creek from its headwaters in the northwestern part of the City to Interstate 74 in the eastern part of the City. By preserving a large swath of open space through the heart of the City, the Green Belt provides opportunities to link a large number of the City's neighborhoods to parks, employment, and shopping, as well as the larger external bicycle and pedestrian network. The Green Belt will also provide additional opportunities for passive recreation, serve as a vital connector for wildlife, and help the City meet its stormwater runoff / water quality requirements more easily.

It is recognized that the majority of the land within the areas designated as the Green Belt is privately owned. The application of this place type is not intended to preclude all new development or limit owners from continuing to use their property as it is now used. Rather the designation will help the City to focus its efforts to develop partnerships to preserve and protect these vital assets, while also allowing limited low density residential development, as necessary.



DESCRIPTION

EXAMPLE



**Low Priority Mode**

Streets traverse the Greenbelt and provide access to parks and trailheads.



**High Priority Mode**

Paved greenways serve as a major artery for bikes and pedestrians - connecting neighborhoods across the city.

TRANSPORTATION

## COUNTRYSIDE

DESCRIPTION

The Countryside place type is intended to be applied to those rural portions of the planning area which are expected to remain relatively undeveloped over the horizon period of the plan. These areas are now generally characterized by a land use pattern consisting primarily of farms, forest land, and scattered low density residential development on large lots. As a matter of policy, the extension of municipal water and sewer utilities is not expected within these areas during the horizon period of the plan, with limited exceptions when there is a compelling public need and purpose.

Future development within the Countryside is intended to be sparse in order to preserve the rural character of these areas, as well as in recognition of the limited availability of public services. Residential development is anticipated to occur at very low densities (less than 1 dwelling unit per acre). The development of some civic uses are appropriate as well, including churches, schools, child care centers, and similar low intensity uses. In all cases, new development should be sensitive to the existing character of the Countryside, with special attention given to the need for compatibility between new development and existing agricultural uses.

EXAMPLE



**Low Priority Mode**

Greenways provide the primary means of connections for bicyclists and pedestrians.



**High Priority Mode**

Rural farm-to-market roads provide access to residences and farms.

Agricultural equipment and trucks serving farms utilize the farm-to market roads in the area

TRANSPORTATION



## SUBURBAN NEIGHBORHOODS

The Suburban Neighborhoods place type is intended to both preserve the character of existing residential neighborhoods, as well as to promote the development of new moderate density neighborhoods in the City's primary growth areas. In contrast to the more densely developed Urban Neighborhoods place type.

Suburban neighborhoods are intended to develop at between 3-4 dwelling units per gross acre of land, with robust provisions for preserved open space and pedestrian infrastructure that serves the neighborhood and connects to the external pedestrian network. New neighborhoods should be developed with transportation connections that integrate them with adjacent properties, where feasible, and primary external access points should be on major collector streets and thoroughfares with sufficient capacity to accommodate new traffic.

While most new neighborhoods will be comprised predominantly of detached single family dwellings, it is also appropriate to develop moderate density attached residential (townhomes) neighborhoods, as well as limited civic uses, within the Suburban Neighborhoods place type.

DESCRIPTION



EXAMPLE



## URBAN NEIGHBORHOODS

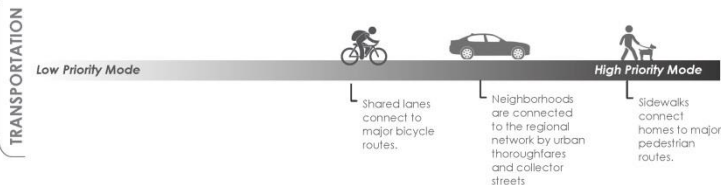
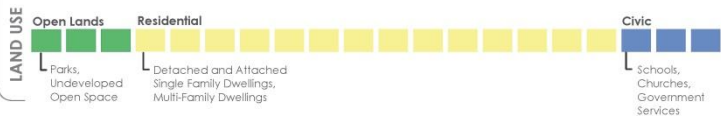
Urban Neighborhoods are intended to be the City's most diverse and eclectic residential areas. These neighborhoods accommodate a broad range of housing types, from detached single family dwellings, to attached dwellings (townhomes), to small multi-family residential buildings - all integrated into a cohesive community. Typically built on a modified grid street network, these neighborhoods are woven into the fabric of the City via their direct connections to major thoroughfares and adjacent mixed use commercial areas.

New development and redevelopment in an Urban Neighborhood is driven more by form than density, with character being the overriding consideration in regulation. Residential buildings of all types should have shallow front yards that "frame" the streets and sidewalks; providing a welcoming neighborhood aesthetic. The mixing of different housing types on a block is encouraged, while monotony in form and design is discouraged. Small parks at strategic locations provide residents with opportunities to interact with their neighbors, while small churches and daycares are integrated into the neighborhood's periphery, which, along with larger multi-family buildings, help to buffer the neighborhoods from nearby commercial areas.

DESCRIPTION



EXAMPLE



## COMMUNITY SERVICES

The Community Services place type is applied to those areas of the City that host major public and quasi-public institutions and assets. Existing examples in Archdale include the area around Creekside Park, which, in addition to the park itself, is home to the public library, senior center and community college, and Balfour Drive, which hosts City Hall, a county services center, a school, and community organizations.

Although non-residential in nature, these areas are of a lower intensity in the uses that they accommodate, with non-public uses being limited to professional offices, medical offices, and similar low impact / low intensity uses. Given the availability of services in these areas, it is also appropriate for them to host supportive housing, such as senior focused housing developments and assisted living facilities. Development patterns should not exceed a moderate degree of density given the typical proximity to lower density neighborhoods. Areas designated with the Community Services place type should be accessible for pedestrians, and well-connected to the main pedestrian and bicycle network.

DESCRIPTION



EXAMPLE



## NEIGHBORHOOD CENTER

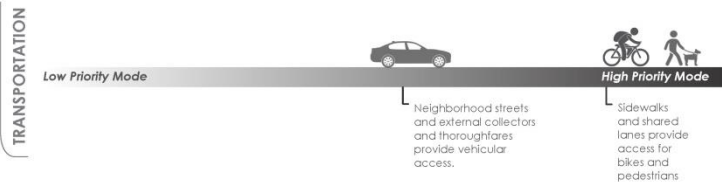
Neighborhood Centers are small scale community-focused commercial areas that provide convenience retail, personal services, and neighborhood dining / entertainment opportunities at key locations throughout the City. These mixed-use areas are typically located on the edges of neighborhoods at the intersections on thoroughfares and major collector streets, but outside of the core commercial areas of the City.

Wide sidewalks, well-designed outdoor spaces, and pedestrian scale building design are the key elements of the character of Neighborhood Centers. The proximity of these commercial areas to the neighborhoods that they serve require that the uses that they host cannot be disruptive to residents or encroach into established residential areas. Although vibrant commercial activity is encouraged in their core, the periphery of Neighborhood Centers should utilize compatible design and transitional use types, such as multi-family housing, live/work units, churches, daycares, and small professional offices to transition into the lower intensity residential areas. The primary means of transportation to these areas should be by foot or bicycle, with automotive access and vehicle parking taking a lower precedence than non-motorized access.

DESCRIPTION



EXAMPLE

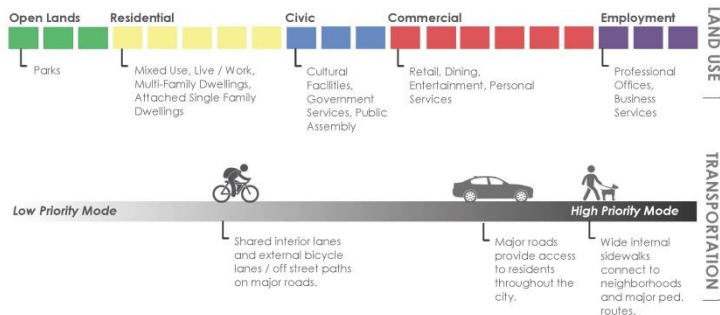




## CITY CENTER

The City Center is a vibrant, mixed-use district that is the focus of community activity and social hub of Archdale. At the heart of the City Center, a variety of retail stores, dining, and entertainment establishments front on a lively and well-used public square that hosts events year-round. Away from the core of the City Center multi-family residential buildings and townhomes transition the intensity of use away from the retail core towards the nearby neighborhoods, while providing opportunities for residents to live within the heart of the City.

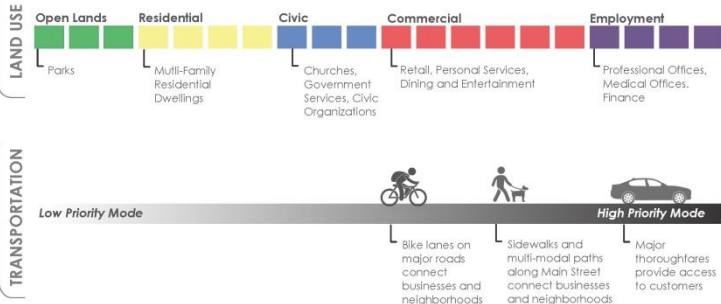
The wide sidewalks along the streets in the Center City allow for casual social interaction, outdoor dining and the extension of commerce into the public realm. Buildings in the City Center are designed at the human scale, with welcoming storefronts directly abutting the sidewalk. Cohesive architectural patterns give the Center City a timeless appearance, with masonry, transparent glass and neutral color palettes tying buildings together. In the public realm, the sidewalks are activated with public art, street furniture and a complementary landscape design. Although pedestrian access is the main focus of the Center City, good accommodations for vehicle access is necessary, with street parking having precedence over off-street parking lots.



## MAIN STREET MIXED USE

The Main Street Mixed Use place type is intended to help foster the transformation of North Main Street from its legacy as a car focused "strip commercial" district into a more walkable, vibrant, and cohesive asset for the community. The transformation of North Main Street is a major priority of this plan, and, as the supporting projects move forward, including the establishment of the Center City, the application of this place type will help to support the needed changes in the area.

Moving forward, development along North Main Street will be focused on framing the street with shallow setbacks and pedestrian focused architectural design to support the transformation of the roadway into a more traditional "main street" with lower speeds, robust pedestrian and bicycle infrastructure, and an attractive streetscape. Redevelopment of the former commercial strip will be incentivized and supported by allowing small scale multi-family development and mixed commercial / residential buildings along North Main Street, consolidating parcels and driveway access points, and the development of public open spaces on infill lots along North Main Street to encourage adjacent private investment.



## COMMERCIAL CORRIDOR

The Commercial Corridor place type is intended to provide for the development and ongoing use of a mixture of local and regional scale commercial enterprises along and in close proximity to major transportation routes. The goods and services provided by businesses along the Commercial Corridor cater to a wide consumer base, including the many transient customers who visit Archdale for gas, dining, and lodging when traveling on I-85.

The character of development along the corridor is automobile oriented, as the vast majority of the customer base is expected to drive to the businesses in the area. Buildings are typically set back further from the street than in other commercial areas of the City, and drive-through services are permitted given sufficient stacking room on larger parcels. Unifying architectural elements and robust landscaping help to tie the corridor together, with the latter also screening the large parking lots found along the corridor. Access from main thoroughfares is managed, where possible, to enhance traffic safety, and pedestrian infrastructure along the corridor provides access for customers and employees who live nearby. Uses span a wide range, with everything from grocery stores, to indoor recreation, to hotels, to banks found along the corridor.

DESCRIPTION



EXAMPLE

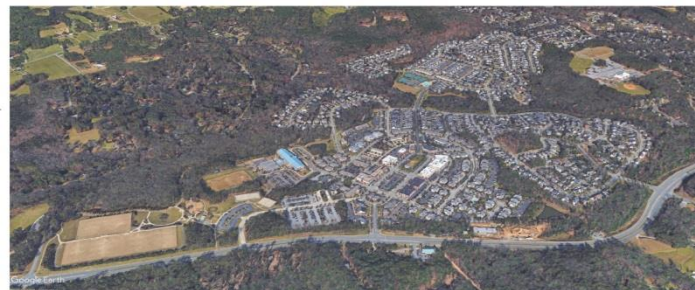


## VILLAGE

The Village place type is intended to facilitate the development of large planned developments on significant tracts of land within the planning area. Specifically, this place type is applied to the English Farm and the Kepley Hardwood properties, which are among the largest potential development tracts in the area. With tracts of this size, more traditional development styles that integrate a range of housing types, along with parks, trails, and neighborhood focused retail / service uses are appropriate and possible given the scale of the projects.

Within the Village place type, it is expected that the ultimate developers will prepare a master plan that will govern the physical development of the entire site, including a cohesive architectural plan. These plans should provide for a mixture of housing types and styles, including variations in the size of homes and lots in single-family areas. The plans should also provide for an integrated transportation network with significant interconnectivity between portions of the site, including robust pedestrian and bicycle facilities. Other elements can include sites for civic uses (churches and schools), one or more commercial nodes, and public spaces, like parks, squares and greenways integrated throughout the Village.

EXAMPLE





## COMMERCE PARK

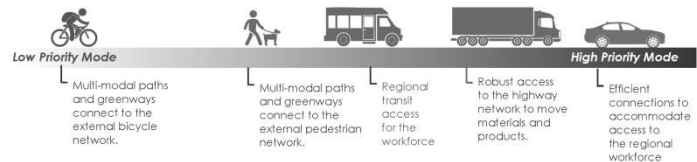
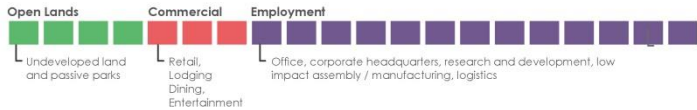
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DESCRIPTION



EXAMPLE



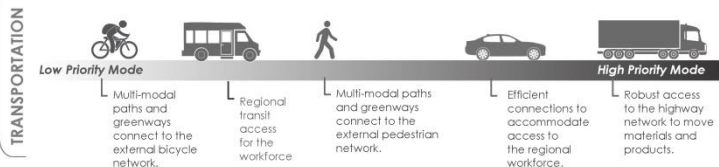
## INDUSTRIAL

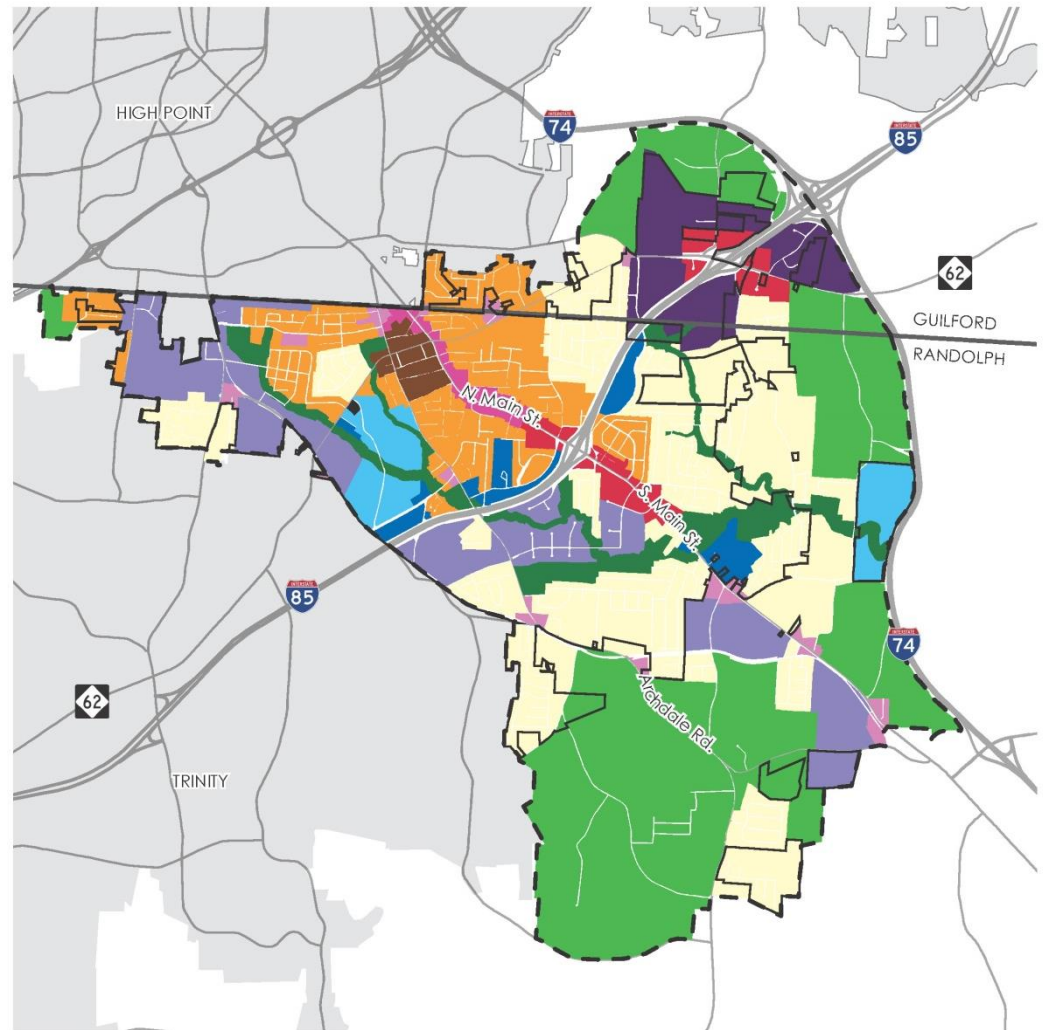
The Industrial place type is intended to facilitate the use of land for a wide variety of manufacturing, assembly, processing, wholesaling, warehousing, logistics, and related higher intensity enterprises. As a major source of employment in the City, Industrial areas are critical to the health of the local economy, and provide employment opportunities for workers across the region.

The City has several well-established industrial parks that have been classified with the Industrial place type, as well as some general industrial areas and sites. Preserving the viability of these areas for both existing tenants and future expansions is paramount. This includes ensuring strong transportation links are maintained to facilitate the movement of goods and materials, buffers and transitional land uses that limit encroachment by incompatible development, and limiting potential environmental constraints. Function is the key element of development within these areas, with internal aesthetic concerns as a low priority. Access is primarily by means of connections to major thoroughfares that then connect them to the regional highway network. Where possible, and safe, pedestrian / bicycle facilities can be integrated on off-street paths.

DESCRIPTION

EXAMPLE





# FUTURE LAND USE – IMPLEMENTATION

Following adoption, the Future Land Use map and Place Types inform zoning decisions.

Interim use of current zoning districts while working on revisions to the Zoning Ordinance.

Seek consistency – not strict conformance.

Following adoption of the new Zoning Ordinance, new districts are in place that better correspond to the intent of the Place Types.



# LIVABILITY STRATEGIES



Housing



Neighborhoods



Transportation



Environment



Health



Engagement



Opportunity



## TRANSPORTATION

1	Pursue the implementation of adopted plans to increase pedestrian and bicycle connectivity between neighborhoods, parks, schools, employment centers, and shopping destinations.	
2	Prioritize the construction of pedestrian facilities that serve as the backbone of the overall system or connect large populations / important destinations to the primary routes.	
3	Incorporate Universal Design concepts that exceed basic ADA standards into the design of pedestrian transportation infrastructure.	
4	Identify and eliminate obstacles that impair mobility on pedestrian routes, with a particular focus on ensuring ADA accessibility on primary routes.	
5	Work with NCDOT to prioritize and implement safety improvements at major intersections that experience high crash volumes.	
6	Pursue a city-wide reduction of speed limits to 25 miles per hour on residential neighborhood streets to enhance safety for motorists, pedestrians and bicyclists.	
7	Implement a city-wide "complete streets" program to enhance the functionality and safety of all streets in the City for all modes of transportation.	
8	Plan and implement a road diet on North Main Street to convert it from its current 5 lane high design speed cross section to an urban 3 lane cross section with interspersed medians, pedestrian and bicycle infrastructure, and aesthetic enhancements to improve safety, reduce speeds, and promote redevelopment along the corridor.	



## TRANSPORTATION

9	Improve connectivity to the regional highway system with new interchanges on I-85 and I-74 to promote economic development, reduce congestion on major thoroughfares, facilitate growth in accordance with the future land use plan, and improve regional mobility.	
10	Identify and pursue opportunities to partner with other communities and organizations to connect Archdale to the planned regional trail network.	
11	Improve regional workforce mobility by working with the Piedmont Authority for Regional Transit to study the expansion of service to Archdale.	
12	Require the installation of bicycle parking facilities in conjunction with new development and work with businesses and workplaces to retrofit their sites with accommodations for bike parking.	
13	Update current municipal street design standards to ensure that all new transportation facilities include "complete streets" components.	
14	Require proposed residential developments to design neighborhoods so that houses only have direct driveway access to local streets, rather than collector streets or other roads with higher design speeds and traffic volumes.	
15	Require the construction and dedication of trail segments identified in adopted plans in conjunction with new development.	
16	Work with NCDOT to improve safety, markings, and signage along existing bicycle routes through the City.	



# TRANSPORTATION

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PLAN TITLE	GOAL, POLICY, OR RECOMMENDATION	PLANS THAT ALIGN	STATUS
NC 62 CORRIDOR ACCESS PLAN	Use future collector street network as a tool to review proposed development.	2020 Strategic Plan	COMPLETE
	Consider adopting policies and dedicating funding to construct traffic calming.	Pedestrian Trails Master Plan, Safe Routes to School Plan	NOT COMPLETE
	Require all new development provide connections or stub-out streets.		IN PROGRESS
	Adopt the Plan.	Weant Road Feasibility Study	COMPLETE
	Perform feasibility study for Weant Road alignment.	Weant Road Feasibility Study	COMPLETE
	Apply recommendations of this plan during development review process.	Weant Road Feasibility Study, Safe Routes to School Plan	IN PROGRESS
WEANT ROAD FEASIBILITY STUDY	Work with NCDOT to secure funding and implementation.	Weant Road Feasibility Study	COMPLETE
	Adopt findings of the study.	NC 62 Corridor Access Plan, Safe Routes to School	COMPLETE
	Integrate findings into the HPMP LRP.	NC 62 Corridor Access Plan	COMPLETE
	Develop construction design plans.	NC 62 Corridor Access Plan	IN PROGRESS
SAFE ROUTES TO SCHOOL PLAN	Work with NCDOT to secure funding and implementation.	NC 62 Corridor Access Plan	IN PROGRESS
	Complete Streets	Pedestrian Trails Master Plan	IN PROGRESS
	Neighborhood Traffic Calming	Pedestrian Trails Master Plan, NC 62 Corridor Access Plan	COMPLETE
	School Zones		NOT COMPLETE
	Sidewalks	Pedestrian Trails Master Plan, Street Network Plan, Comp. Parks and Recreation Plan, Pedestrian Network Plan	IN PROGRESS
	ADA Compliance	Pedestrian Trails Master Plan, Street Network Plan, Comp. Parks and Recreation Plan	NOT COMPLETE
	Bicycle Facilities	Pedestrian Trails Master Plan, Street Network Plan, Comp. Parks and Recreation Plan	NOT COMPLETE
	Shared-Use / Multi-Use Pathways	Pedestrian Trails Master Plan	IN PROGRESS
	Intersections	Street Network Plan	NOT COMPLETE
	Install sidewalks / greenways connecting residences and schools.	Pedestrian Trails Master Plan, Street Network Plan, Comp. Parks and Recreation Plan	IN PROGRESS
	Review signage and pavement markings in school zones		COMPLETE

# Plan Archdale

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