

Plan Archdale

Steering Committee Meeting
June 16, 2020

LIVABILITY STRATEGIES



Housing



Health



Neighborhoods



Engagement



Transportation




















Opportunity


















Environment








HOUSING

1	Encourage and support the development of new housing that is tailored to residents who wish to remain in the community after they age-out of larger single family homes or other types of housing that is less suitable for aging-in-place.	 
2	Encourage developers to integrate appropriately scaled multi-family and "age-friendly" housing into the development plans for new neighborhoods.	  
3	Increase the supply of safe, attractive and attainable housing in the community by supporting the rehabilitation of existing substandard dwellings in older neighborhoods.	 
4	Where necessary, seek the voluntary removal of dwellings that are unfit for human habitation through the City's minimum housing code when such structures cannot be feasibly or economically rehabilitated.	 
5	Seek to maintain a diverse housing stock that supports the needs of all residents, regardless of age, ability, or income.	  
6	Increase the supply of modern multi-family housing, with a primary focus on small scale buildings (6-8 units) that are developed independently, as well as larger townhome style multi-family developments.	 
7	Encourage the development of accessory dwelling units to increase the supply of small scale housing for single residents, young workers, and multi-generation households.	  








HOUSING

8	Encourage developers to build housing that aligns with the needs and expectations of the City's current and future workforce.	 
9	Partner with housing developers to identify underutilized city owned land that can be developed with age friendly housing.	 
10	Encourage developers and homebuilders to incorporate Universal Design concepts into their residences to ensure the greatest degree of accessibility and long term usability for people of all ages and abilities.	 
11	Encourage developers to explore opportunities to use the HUD 202 program to develop supportive housing for elderly residents.	  
12	Work with healthcare, social services, and senior citizens advocacy organizations to explore opportunities to develop a "Villages" modeled community support program to help older residents live independently in their homes as they age.	   
13	Explore options for providing development incentives for developers who build high efficiency housing (energy, water, etc.) that reduces residents' long term operations and maintenance costs.	 

NEIGHBORHOOD

1	Encourage the development of housing in close proximity job-rich areas and seek to align housing types in the neighborhoods with the economic characteristics and needs of the workforce.	
2	Encourage the development of housing that is in close proximity to areas where everyday goods and services are provided, particularly grocery stores, pharmacies, and similar businesses.	
3	Develop new parks and recreational amenities within and in close proximity to neighborhoods that lack such facilities that are easily accessible to residents.	
4	Adopt policies that require parks and recreation amenities to incorporate Universal Design concepts, to the extent feasible.	
5	Require the development of parks and recreational amenities in new neighborhoods to ensure that residents of all ages have access to these vital assets.	
6	Ensure that the geographic distribution of parks and recreational amenities throughout the City is equitable, with a particular focus on ensuring access for neighborhoods with fewer mobility / transportation options.	
7	Encourage the development of new housing in close proximity to both existing and planned cultural and educational facilities, and ensure that such facilities are as accessible as possible for residents with fewer mobility / transportation options.	
8	Explore opportunities to provide residents with better access to the regional job market through partnerships with agencies such as the Piedmont Authority for Regional Transit.	

NEIGHBORHOOD

9	Support the development of a diverse array of employment options in the City that will provide residents with more opportunities to both live and work in Archdale.	
10	Encourage larger developments to integrate appropriately scaled non-residential components into plans to increase the availability of jobs, goods, and services in close proximity to residential areas.	
11	Promote the development of higher density housing in areas where adequate transportation and utility networks can support them.	
12	Continue to support proactive, engaged community oriented crime prevention strategies that help maintain neighborhood stability and promote cooperation between residents and law enforcement.	
13	Train police officers in the principles of Crime Prevention Through Environmental Design (CPTED) and utilize their knowledge in the review and application of development standards.	
14	Develop a program that allows property owners to consult with CPTED trained police officers to identify issues and develop solutions to mitigate weaknesses in existing building and site designs.	
15	Support Archdale's low housing vacancy rate through policies that encourage the maintenance of the existing housing stock, the rehabilitation of substandard housing, and the removal of blighted / dilapidated housing that is unfit for habitation.	
16	Support programs that provide financial literacy training, foreclosure prevention, rental subsidy, and similar efforts that help to maintain neighborhood stability.	



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.	

ENVIRONMENT

1	Continue to fund and implement stormwater mitigation programs and regulations to improve water quality and mitigate the effects of stormwater runoff on local streams.	
2	Proactively enforce erosion and sediment control regulations for development activity.	
3	Implement regulations for large scale development to prepare environmental resources surveys of their sites during the planning process to identify areas of environmental concern, and require the preservation of those areas as part of the required undisturbed open space.	
4	Encourage the use of conservation design for new development, with incentives such as density bonuses in exchange for the preservation of undisturbed open space.	  
5	Work with farmers and other large land owners who wish to preserve the use of their land for agricultural uses or as open space to identify opportunities for donating conservation easements and similar mechanisms that provide an economic benefit to the owner in exchange for the transfer of development rights.	  
6	Promote development patterns and build transportation infrastructure that lessens reliability on automobile trips by making walking and bicycling to everyday destinations feasible for residents of all ages and abilities.	     
7	Adopt maximum parking standards to minimize the amount of new impervious surfaces dedicated to vehicular parking in order to mitigate new stormwater runoff and the urban heating effects of pavement.	
8	Encourage developers to choose "natural" stormwater detention and filtration systems for their construction projects.	

ENVIRONMENT

9	Require the planting of shade trees within vehicular parking areas to mitigate urban heating effects from pavement.	
10	Encourage the integration of onsite solar energy generation into new developments.	
11	Consider purchasing zero emissions / electric vehicles for the City's general purpose vehicle fleet.	
12	Design and construct all new municipal buildings to the highest energy and water efficiency standards feasible, and utilize low impact development techniques, where possible.	
13	Pursue the preservation of the Green Belt, as defined on the future land use map, to provide a corridor of uninterrupted natural lands through the City that will provide greenway connections, wildlife habitat, open space and recreational opportunities in close proximity to residential areas throughout the City.	   
14	Target economic development opportunities that have low levels of external environmental impact.	



HEALTH

1	Develop an "Active Community" action plan to identify policies, programs and projects that will encourage active and healthy lifestyles for Archdale's residents.	
2	Improve neighborhood connectivity and access to parks and recreational amenities to encourage more active lifestyles for residents of all ages and abilities.	
3	Increase the availability of pedestrian and bicycle infrastructure to make residents' daily trips more viable by modes of transportation other than automobile.	
4	Improve pedestrian accessibility to schools to encourage walking by students and families.	
5	Work with the Randolph County Health Department and the High Point Medical Center to identify and fill gaps in critical medical services that are needed by residents.	
6	Partner with the Senior Center and the Randolph County Health Department to provide recreational programs targeted toward the needs of the City's vulnerable populations.	
7	Support local food security programs that provide nutrition services to elderly and disadvantaged residents.	
8	Partner with local agricultural producers to expand the availability of fresh foods for residents who lack regular access to grocery stores.	
9	Work with Randolph County to ensure that Archdale's residents maintain access to robust emergency medical services as the City grows.	



ENGAGEMENT

1	Partner with telecommunications service providers to expand the attainability of high speed broadband internet service for all residents.	
2	Deploy free public wireless internet access at parks and other public / City facilities.	
3	Maintain a robust social media presence that keeps the community informed of City activities.	
4	Provide options for residents to view and participate in all official City meetings remotely.	
5	Develop a centrally located, purpose-built, public space to hold community events as a catalyst to spur the development of Archdale's new downtown.	
6	Develop regular programming for the public event space and make it available for use by community groups for events that encourage civic engagement.	
7	Work with schools, nonprofit groups, the Senior Center and other organizations to provide outreach and engagement for members of the community who lack regular access to social engagement.	
8	Develop an annual "Archdale 101" course to provide opportunities for residents, business leaders, and others to learn about the municipal operations of the City and encourage a greater degree of civic engagement.	



ENGAGEMENT

9	Develop a centrally located multi-purpose community center/ meeting / event venue that can accommodate a wide range of civic and social functions.	
10	Develop civic outreach information that is accessible for residents of all abilities and degrees of English proficiency to ensure that the entire community is aware of the programs and services that are available, and to ensure that residents understand local ordinances and regulations.	
11	Host an annual "State of the City" forum to provide an opportunity for residents to learn about past achievements and new initiatives.	
12	Work with local civic organizations to develop and host a central clearinghouse for information on programs and events in the community.	
13	Support the creation and sustainment of arts and cultural organizations that provide programming for the community.	
14	Work with the State Historic Preservation Office, local historic groups, churches, and others to develop a historic resources survey to identify sites, materials, and data that can be preserved, archived and promoted to help Archdale's residents and visitors learn about the community and connect to its past.	



OPPORTUNITY

1	Proactively work with the Randolph County EDC, Guilford County EDA, and the Piedmont Triad Partnership to recruit and retain businesses and industries that improve the stability, diversity and growth potential of Archdale's economy.	
2	Promote the development of a regional Commerce Park in the area around the I-85 /NC 62/ I-74 interchange to attract office, logistics, research & development, advanced manufacturing and similar business enterprises that will help to diversify Archdale's economic base.	
3	Explore opportunities to strengthen tourism and business-travel based economic opportunities related to regional attractions, such as the North Carolina Zoo, the High Point Furniture Market, and High Point University.	
4	Work with Randolph Community College to strengthen workforce development programs and provide specialized training for businesses and industries located in the City.	
5	Encourage local businesses to recruit interns and employees from local colleges and universities to help expose more young people to Archdale and attract young professionals to the City.	
6	Support community based organizations that provide basic services that help disadvantaged families achieve self-sufficiency.	
7	Encourage developers to build and/or rehabilitate housing that is attractive to young professionals and new families to help diversify the age composition of the City's population.	



OPPORTUNITY

8	Work with the Chamber of Commerce, Randolph Community College, retired business people, and others to develop entrepreneurship training and mentoring programs for small businesses and start-ups in the community.	
9	Partner with Randolph County Schools, social services organizations, churches and other entities to identify neighborhoods in the City that lack economic and social opportunities and develop a plan to improve accessibility to programs and resources that can help to eliminate disparities.	
10	Ensure that all City programs and facilities are made accessible to residents on an equitable basis.	
11	Work with elderly, disabled, and low income property owners who reside in substandard or inadequate housing to identify resources and organizations that can help stabilize and improve their homes and give them the opportunity to continue living in the community.	
12	Encourage developers to increase the supply of new housing in the community that is designed to permit older residents age-in-place.	
13	Support the development and expansion of place-based economic assets, including agricultural enterprises, outdoor recreation-based businesses, craftsmen and artists.	
14	Encourage vendors at the Archdale Farmers Market, as well as other fresh food retailers in the City to accept SNAP/WIC benefits (EBT).	



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.	

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 HPMP0 LRTP.	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

TRANSPORTATION RECOMMENDATIONS

50 Project Recommendations in 9 Categories

Improve mobility, safety, and capacity for growth.

Long range transportation planning that supports the future land use plan.

Long time horizon – not intended to all be completed at once. Many projects will cycle into subsequent plans.

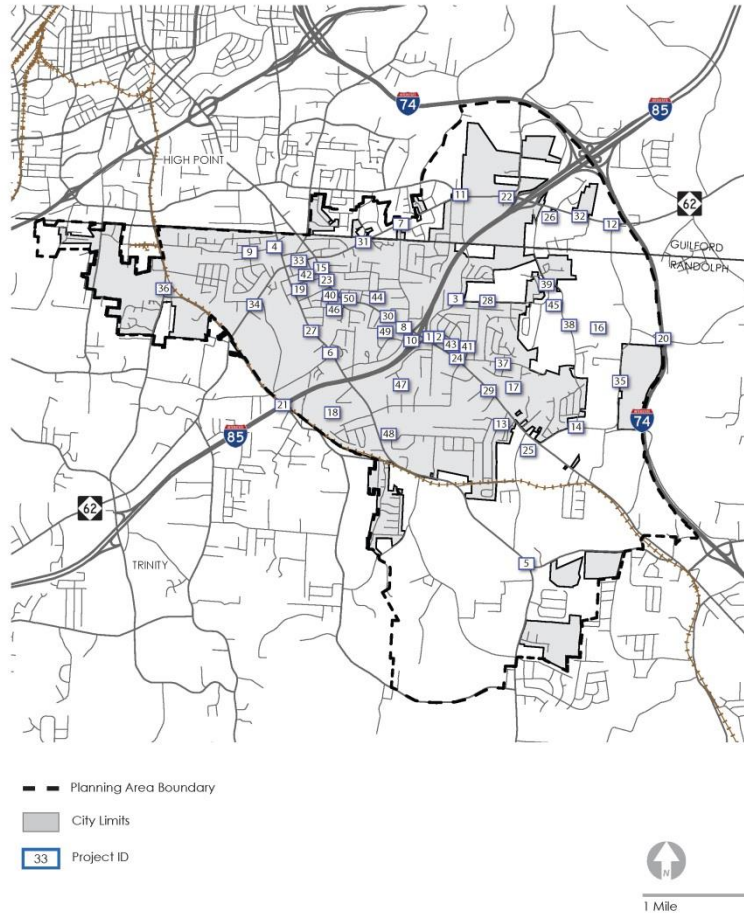


Table C.1: Recommended Transportation Improvements

ID	TYPE	ROAD	LOCATION	DESCRIPTION
1	Directional Closure	Aldridge Road	From Main Street to Burgemere Street	Convert Aldridge Road to one-way northbound from Main Street to Burgemere Street
2	Intersection Improvement	Aldridge Road / Burgemere Street	Intersection	Construct a traffic circle
3	Intersection Improvement	Aldridge Road / Huff Road	Intersection	Signalize Intersection
4	Intersection Improvement	Archdale Road / Eden Terrace	Intersection	Signalize intersection
5	Intersection Improvement	Archdale Road / Old Glenola Road	Intersection	Realign to make a standard 3-way signalized intersection OR construct a traffic circle
6	Intersection Improvement	Archdale Road / School Road	Intersection	Signalize intersection
7	Intersection Improvement	Ashland Street / NC 62	Intersection	Signalize Intersection
8	Intersection Improvement	Balfour / Ashland / Main	Intersection	Construct safety, traffic management and capacity improvements
9	Intersection Improvement	Eden Terrace / Garrell Street	Intersection	Construct safety and functional improvements
10	Intersection Improvement	I-85 / Main Street Interchange	Northbound and southbound off ramps	Widen to accommodate dual left turn lanes from ramps to Main Street

Table C.1: Recommended Transportation Improvements (cont.)

ID	TYPE	ROAD	LOCATION	DESCRIPTION
11	Intersection Improvement	NC 62 / Aldridge Road / Fairfield Road	Intersection	Realign intersection and construct safety improvements
12	Intersection Improvement	Penman Road / NC 62	Intersection	Signalize Intersection
13	Intersection Improvement	Shean Drive / Macon Drive	Intersection	Construct safety and functional improvements
14	Intersection Improvement	Suits Road / Weant Road	Intersection	Signalize intersection OR construct a traffic circle
15	Intersection Improvement	White Drive / Main Street	Intersection	Signalize Intersection
16	New Facility	New Route	From Weant Road to Tuttle Road	Construct new two lane median divided road
17	New Facility	New Route	From Wood Ave to Main Street	Construct new two lane median divided road with sidepaths
18	New Facility	New Route	From Archdale Road to Trinity Road (near prop. interchange)	Construct new two lane median divided road
19	New Facility	New Route	From West White Drive to Plummer Drive	Construct new street with two lane residential cross section
20	New Interchange	I-74 at Tuttle Road	Interchange	Construct new interchange

Table C.1: Recommended Transportation Improvements (cont.)

ID	TYPE	ROAD	LOCATION	DESCRIPTION
21	New Interchange	I-85 at Trinity Road	Interchange	Construct new interchange
22	Realignment	Kersey Valley Road	North of NC 62	Realign Kersey Valley Road intersection to the west
23	Realignment	Northeast Drive	West of Main Street	Realign intersection with Main Street to the north to create a 4-way signalized intersection with Englewood Drive
24	Realignment	Rand Boulevard	South of Knollwood Drive	Relocate west to align with a consolidated (signalized) driveway serving both shopping centers on the south side of Main Street.
25	Realignment	Tom Hill Road	South of Main Street	Realign intersection with Main Street to the south to create 4-way intersection with Suits Road
26	Realignment	Weant Road	South of NC 62	Realign Weant Road intersection to the east of Bluewood Court and signalize intersection with NC 62
27	Safety / Capacity Improvement	Archdale Road	From Main Street to Robbins Country Road	Reconstruct road with a 3 lane cross section and pedestrian infrastructure
28	Safety / Capacity Improvement	Huff Road	From Aldridge Road to Pinebrook Drive	Reconstruct road with a 2 lane median divided cross section and sidepath
29	Safety / Capacity Improvement	Main Street	From south of Columbus Avenue to Suits Road	Safety improvements, access management improvements and pedestrian infrastructure
30	Safety / Capacity Improvement	Main Street	From USPS access road to Balfour Drive	Close south side driveway access points and construct a southbound right / through lane to the I-85 southbound on-ramp

Table C.1: Recommended Transportation Improvements (cont.)

ID	TYPE	ROAD	LOCATION	DESCRIPTION
31	Safety / Capacity Improvement	NC 62	From Main Street to Aldridge Road	Reconstruct road with a 2 lane median divided cross section and sidepath
32	Safety / Capacity Improvement	NC 62	From Aldridge Road to I-74 Bridge	Widen road to 4 lane median divided cross section with sidepath
33	Safety / Capacity Improvement	NC 62	From Main Street to Archdale Road	Reconstruct road with an urban 2 lane median divided cross section with sidewalks and streetscape improvements
34	Safety / Capacity Improvement	NC 62	From Sealy Drive to Archdale Road	Reconstruct road with a 2 lane median divided cross section and sidepath
35	Safety / Capacity Improvement	Suits Road (Penman Road)	From Main Street to NC 62	Widen to a 2 lane median divided cross section
36	Safety / Capacity Improvement	Surrett Drive	From Daniel Paul Drive to Eden Terrace	Reconstruct road with a 3 lane cross section
37	Safety / Capacity Improvement	Wood Avenue	From Tar Heel Drive to end	Reconstruct road to an urban 2 lane cross section with sidepath
38	Safety / Capacity Improvement	Weant Road	From NC 62 to Sharon Dale Drive	Widen to a 2 lane median divided cross section
39	Street Closure	Huff Road	South of Weant Road	Close a section of Huff Road south of its current intersection with Weant Road - permit local access to existing homes
40	Street Closure	Luck Drive	Intersection of Plummer Drive	Close Luck Drive south of its intersection with Plummer Drive

Table C.1: Recommended Transportation Improvements (cont.)

ID	TYPE	ROAD	LOCATION	DESCRIPTION
41	Street Closure	Tar Heel Drive	North of Wood Avenue	Close Tar Heel Drive north of Wood Ave and reconfigure existing geometry to provide for free flowing traffic between Wood Ave and the Main Street Intersection
42	Street Extension	Bonnie Place	From West White Drive to Plummer Drive	Extend street with a two lane urban cross section
43	Street Extension	Burgemere Street	From Aldridge Road to relocated Rand Boulevard	Extend street to relocated Rand Boulevard
44	Street Extension	Glendale Drive	From Julian Avenue to Main Street	Construct new 2 lane road to align with Columbus Ave and signalize intersection with Main Street
45	Street Extension	Huff Road	From Pinebrook Road to Weant Road	Construct new two lane median divided road
46	Street Extension	Misty Lane	Between current dead ends.	Close the existing gap in Misty Lane, reconstruct roadway to 2 lane urban cross section and signalize Main Street intersection.
47	Street Extension	Navajo Drive	From current terminus to Carolina Court	Extend industrial street across Muddy Creek and gate existing access point to the industrial park - providing for emergency access
48	Street Extension	Robin Lane	From Robin Circle to Archdale Road	Construct new two lane road and signalized intersection at Archdale Road
49	Street Extension	York Place	From Balfour Drive to USPS access drive	Reconstruct to a 2 lane cross section and extend to USPS / merge with Main Street access point and signalize intersection
50	Street Improvement	Main Street	Vicinity of Columbus Ave to north of NC 62	Reconstruct Main Street from its current 5 lane configuration to a 3 lane urban cross section with intermittent medians, pedestrian infrastructure, and streetscape improvements

TRANSPORTATION RECOMMENDATIONS

Projects also categorized by major “system” that they support:

- I-85 Interchange / South Main Corridor
- North Main Corridor/ Downtown Development
- NC 62 / Commerce Park
- Weant Road Corridor
- East Archdale

Table C.2: I-85 Interchange / South Main Corridor Recommendations

ID	TYPE	ROAD	LOCATION	DESCRIPTION
1	Directional Closure	Aldridge Road	From Main Street to Burgemere Street	Convert Aldridge Road to one-way northbound from Main Street to Burgemere Street
2	Intersection Improvement	Aldridge Road / Burgemere Street	Intersection	Construct a traffic circle
8	Intersection Improvement	Balfour / Ashland / Main	Intersection	Construct safety, traffic management and capacity improvements
10	Intersection Improvement	I-85 / Main Street Interchange	Northbound and southbound off ramps	Widen to accommodate dual left turn lanes from ramps to Main Street
24	Realignment	Rand Boulevard	South of Knollwood Drive	Relocate west to align with a consolidated (signalized) driveway serving both shopping centers on the south side of Main Street.
29	Safety / Capacity Improvement	Main Street	From south of Columbus Avenue to Suits Road	Safety improvements, access management improvements and pedestrian infrastructure
30	Safety / Capacity Improvement	Main Street	From USPS access road to Balfour Drive	Close south side driveway access points and construct a southbound right / through lane to the I-85 southbound on-ramp
41	Street Closure	Tar Heel Drive	North of Wood Avenue	Close Tar Heel Drive north of Wood Ave and reconfigure existing geometry to provide for free flowing traffic between Wood Ave and the Main Street Intersection
43	Street Extension	Burgemere Street	From Aldridge Road to relocated Rand Boulevard	Extend street to relocated Rand Boulevard
49	Street Extension	York Place	From Balfour Drive to USPS access drive	Reconstruct to a 2 lane cross section and extend to USPS / merge with Main Street access point and signalize intersection

Table C.3: North Main Corridor / Downtown Development Recommendations

ID	TYPE	ROAD	LOCATION	DESCRIPTION
15	Intersection Improvement	White Drive / Main Street	Intersection	Signalize Intersection
19	New Facility	New Route	From West White Drive to Plummer Drive	Construct new street with two lane residential cross section
23	Realignment	Northeast Drive	West of Main Street	Realign intersection with Main Street to the north to create a 4-way signalized intersection with Englewood Drive
33	Safety / Capacity Improvement	NC 62	From Main Street to Archdale Road	Reconstruct road with an urban 2 lane median divided cross section with sidewalks and streetscape improvements
40	Street Closure	Luck Drive	Intersection of Plummer Drive	Close Luck Drive south of its intersection with Plummer Drive
42	Street Extension	Bonnie Place	From West White Drive to Plummer Drive	Extend street with a two lane urban cross section
50	Street Improvement	Main Street	Vicinity of Columbus Ave to north of NC 62	Reconstruct Main Street from its current 5 lane configuration to a 3 lane urban cross section with intermittent medians, pedestrian infrastructure, and streetscape improvements

Table C.4: NC 62 Corridor / Commerce Park Recommendations

ID	TYPE	ROAD	LOCATION	DESCRIPTION
11	Intersection Improvement	NC 62 / Aldridge Road / Fairfield Road	Intersection	Realign intersection and construct safety improvements
12	Intersection Improvement	Penman Road / NC 62	Intersection	Signalize Intersection
22	Realignment	Kersey Valley Road	North of NC 62	Realign Kersey Valley Road intersection to the west
26	Realignment	Weant Road	South of NC 62	Realign Weant Road intersection to the east of Bluewood Court and signalize intersection with NC 62
32	Safety / Capacity Improvement	NC 62	From Aldridge Road to I-74 Bridge	Widen road to 4 lane median divided cross section with sidepath

Table C.5: Weant Road Corridor Mobility Projects

ID	TYPE	ROAD	LOCATION	DESCRIPTION
14	Intersection Improvement	Suits Road / Weant Road	Intersection	Signalize intersection OR construct a traffic circle
26	Realignment	Weant Road	South of NC 62	Realign Weant Road intersection to the east of Bluewood Court and signalize intersection with NC 62
38	Safety / Capacity Improvement	Weant Road	From NC 62 to Sharon Dale Drive	Widen to a 2 lane median divided cross section
39	Street Closure	Huff Road	South of Weant Road	Close a section of Huff Road south of its current intersection with Weant Road - permit local access to existing homes
45	Street Extension	Huff Road	From Pinebrook Road to Weant Road	Construct new two lane median divided road

Table C.6: East Archdale Regional Mobility Projects

ID	TYPE	ROAD	LOCATION	DESCRIPTION
12	Intersection Improvement	Penman Road / NC 62	Intersection	Signalize Intersection
14	Intersection Improvement	Suits Road / Weant Road	Intersection	Signalize intersection OR construct a traffic circle
16	New Facility	New Route	From Weant Road to Tuttle Road	Construct new two lane median divided road
20	New Interchange	I-74 at Tuttle Road	Interchange	Construct new interchange
35	Safety / Capacity Improvement	Suits Road (Penman Road)	From Main Street to NC 62	Widen to a 2 lane median divided cross section

PRIORITY RECOMMENDATIONS

1. North Main Corridor / Downtown Development Projects (See Table C.3 – IDs 50+30)
2. I-85 Interchange / South Main Corridor Projects (See Table C.2)
3. NC 62 / Commerce Park Projects (See Table C.4)
4. I-85 / Trinity Road Interchange (Project ID 21)
5. Archdale Road Improvements (Project ID 27)
6. NC 62 Improvements from Aldridge Road to Main Street (Project ID 31)
7. Weant Road Corridor Improvements (See Table C.5)
8. NC 62 Improvements from Archdale Road to Trinity Road (Project ID 34)
9. Surrett Drive Improvements (Project ID 36)
10. East Archdale Regional Mobility Projects (See Table C.6)

Table C.7: Current NCDOT Transportation Improvement Program Projects

ID	TYPE	ROAD	LOCATION	DESCRIPTION
8	Intersection Improvement	Balfour / Ashland / Main	Intersection	Construct safety, traffic management and capacity improvements
10	Intersection Improvement	I-85 / Main Street Interchange	Northbound and southbound off ramps	Widen to accommodate dual left turn lanes from ramps to Main Street
11	Intersection Improvement	NC 62 / Aldridge Road / Fairfield Road	Intersection	Realign intersection and construct safety improvements
21	New Interchange	I-85 at Trinity Road	Interchange	Construct new interchange
22	Realignment	Kersey Valley Road	North of NC 62	Realign Kersey Valley Road intersection to the west
26	Realignment	Weant Road	South of NC 62	Realign Weant Road intersection to the east of Bluewood Court and signalize intersection with NC 62
27	Safety / Capacity Improvement	Archdale Road	From Main Street to Robbins Country Road	Reconstruct road with a 3 lane cross section and pedestrian infrastructure
29	Safety / Capacity Improvement	Main Street	From south of Columbus Avenue to Suits Road	Safety improvements, access management improvements and pedestrian infrastructure
30	Safety / Capacity Improvement	Main Street	From USPS access road to Balfour Drive	Close south side driveway access points and construct a southbound right / through lane to the I-85 southbound on-ramp
31	Safety / Capacity Improvement	NC 62	From Main Street to Aldridge Road	Reconstruct road with a 2 lane median divided cross section and sidepath

Table C.7: Current NCDOT Transportation Improvement Program Projects (cont.)

ID	TYPE	ROAD	LOCATION	DESCRIPTION
32	Safety / Capacity Improvement	NC 62	From Aldridge Road to I-74 Bridge	Widen road to 4 lane median divided cross section with sidepath
33	Safety / Capacity Improvement	NC 62	From Main Street to Archdale Road	Reconstruct road with an urban 2 lane median divided cross section with sidewalks and streetscape improvements
34	Safety / Capacity Improvement	NC 62	From Sealy Drive to Archdale Road	Reconstruct road with a 2 lane median divided cross section and sidepath
36	Safety / Capacity Improvement	Surrett Drive	From Daniel Paul Drive to Eden Terrace	Reconstruct road with a 3 lane cross section

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:

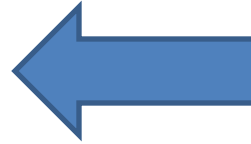
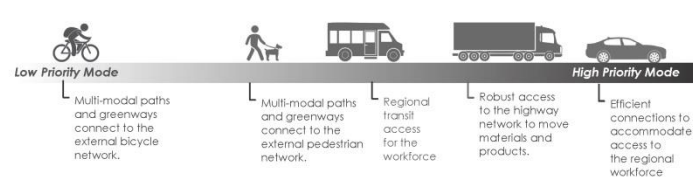
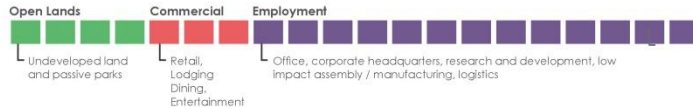
Maintaining the current character of an area, or

Foster change and establish the desired character of an area

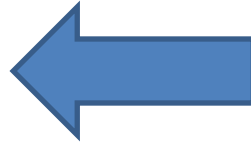
COMMERCE PARK

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.

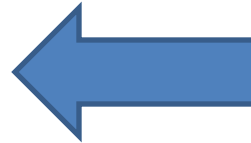
The Commerce Park is less intensively developed than a typical "industrial park" - with its development sites integrated into the landscape to provide a setting that is conducive to a wider range of uses. It is contemplated that the Commerce Park would focus on attracting uses spanning office, research & 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.



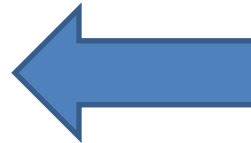
DESCRIPTION



EXAMPLE



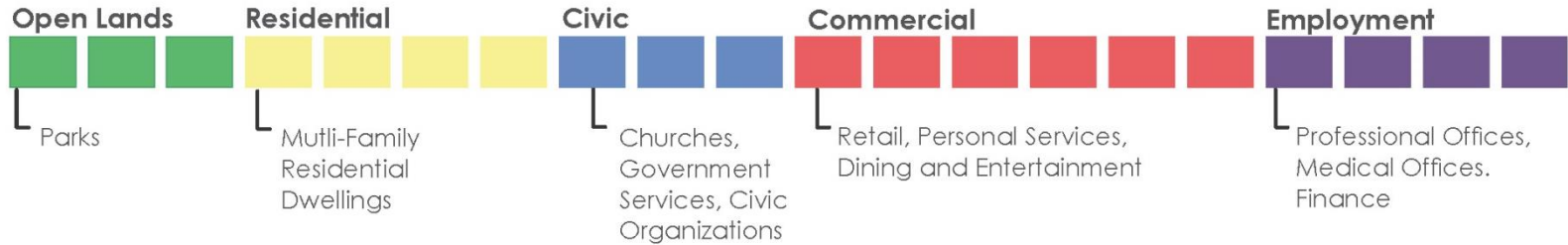
LAND USE



TRANSPORTATION

LAND USE MIX

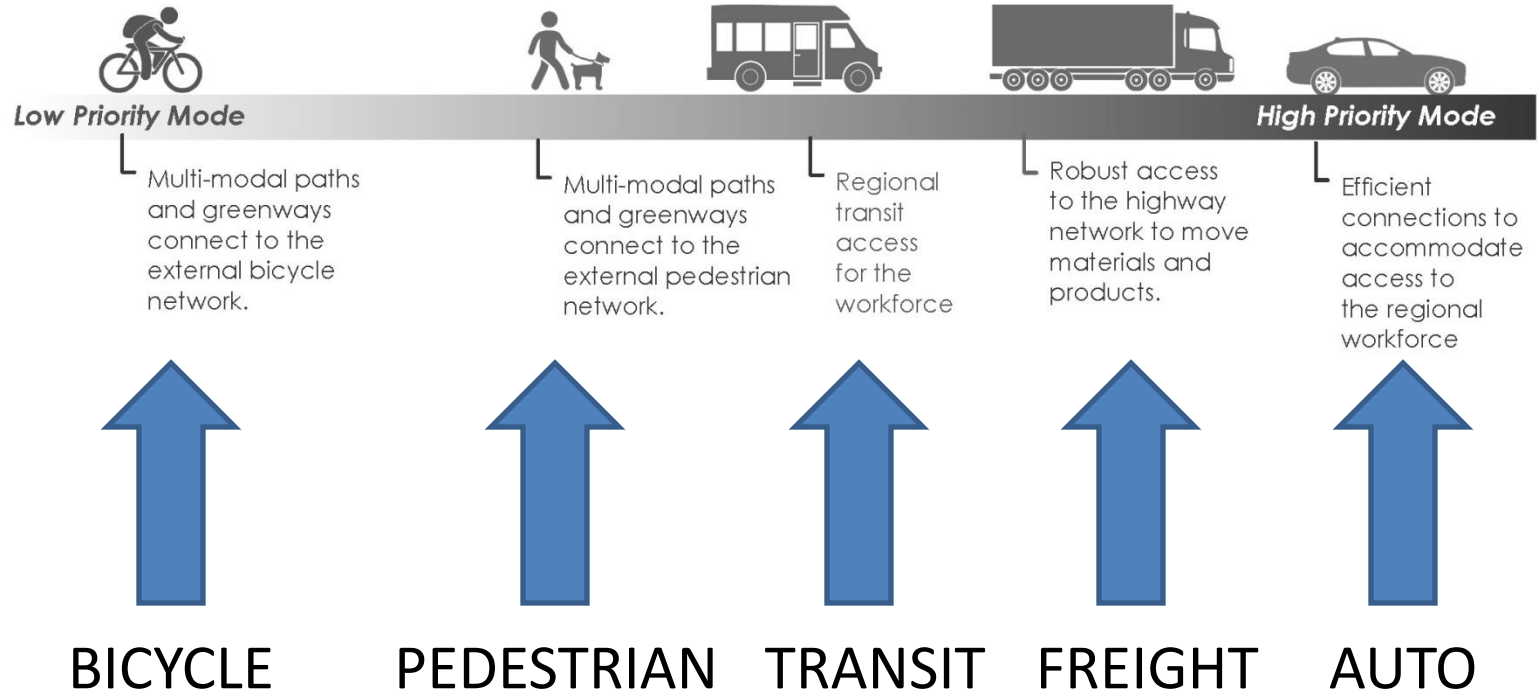
MAIN STREET MIXED USE



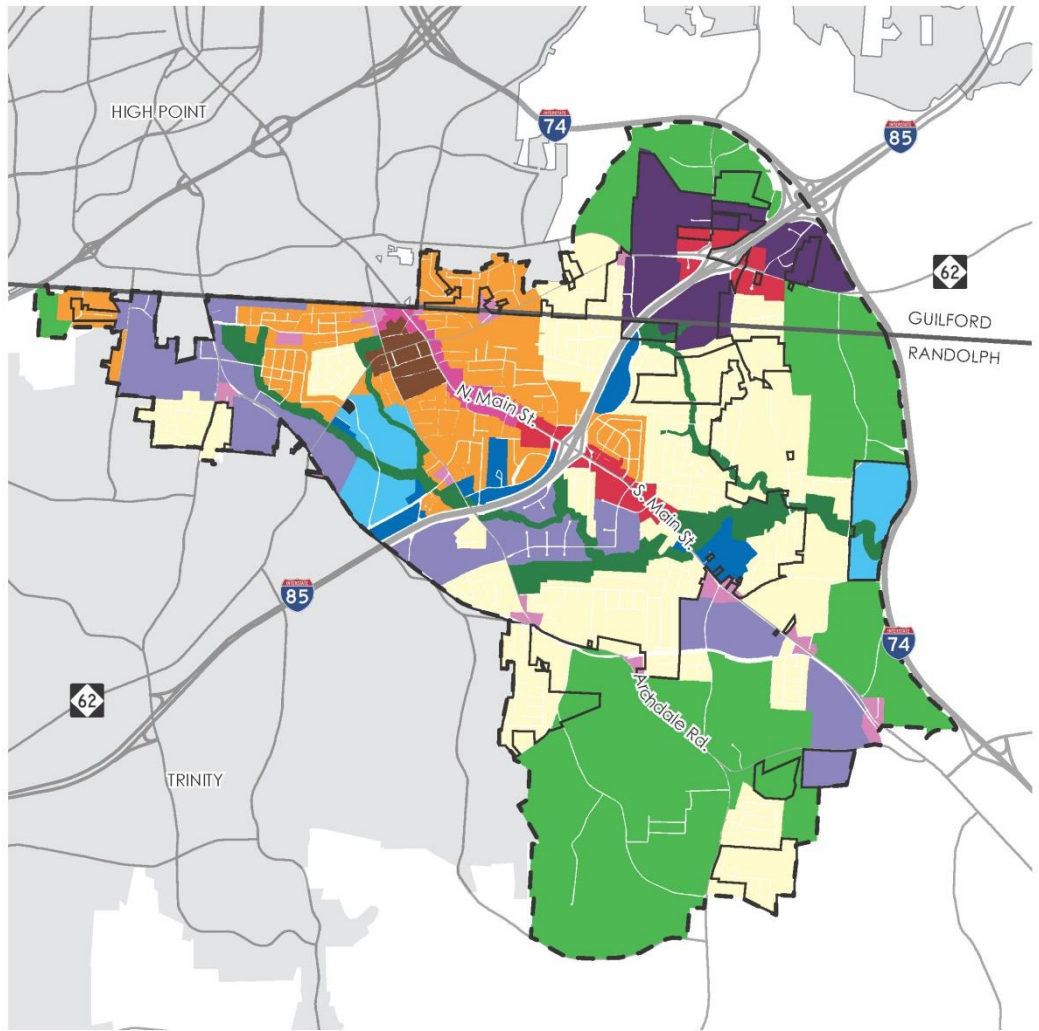
SUBURBAN NEIGHBORHOODS



TRANSPORTATION



-  Green Belt
-  Countryside
-  Suburban Neighborhoods
-  Urban Neighborhoods
-  Village
-  Community Services
-  Neighborhood Center
-  Commercial Corridor
-  Main Street Mixed Use
-  City Center
-  Industrial
-  Commerce Park



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.

Plan Archdale

Steering Committee Meeting
June 16, 2020