



LAND USE PLAN FOR THE CITY OF ARCHDALE

ADOPTED JULY 2006



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INTRODUCTION

The City of Archdale has experienced a great deal of change since the adoption of its previous land use plan in 1998. For many years, Archdale was considered a bedroom community of High Point and Greensboro. Change that has occurred since the late 1990s and into this decade has created an evolution that has caused Archdale to be able to begin to create an identity for itself that it has not experienced in the past. Archdale is positioned in northwest Randolph County and southwest Guilford County within the Piedmont Triad Community. The northwest section of Randolph County is the fastest growing area of the county. The imminent construction of a new interstate highway that will intersect Interstate 85 in southwest Guilford County ensures that the dynamics of that area will be different in the coming years. As the city continues to grow, it is imperative that we prepare for the growth and ensure that it happens in an orderly fashion.

Census data from the 1990s showed that Archdale grew at a rate of over 30% during that decade. Since the late 1990s, numerous subdivisions and other development ventures have impacted the dynamics of our city. Most of these subdivisions have recently been completed or are near completion and new ones are in progress. With this new influx of people to our city comes the demand for jobs, additional retail, office space, and recreational opportunities to service the residential sectors of our city.

The city recently completed its Strategic Plan, Archdale 20/20 Focusing on the Future. The plan detailed a number of goals identified by our residents. Many of them pertain to land use planning, such as: more open space preservation, new sidewalks and greenways, and the creation of an identifiable downtown. This plan will address many of the issues and goals that came out of the strategic planning process.

The land use plan, in general, describes how Archdale envisions the physical form and appearance of the city as it continues to grow. It is a tool to guide how the growth of the city will occur, that is, what areas are intended to be residential, business, industrial, or open space. It will also help ensure that our expected growth happens in a fashion that promotes the public interest, protects property owners from neighboring adverse uses, protects and maintains our natural environment, and ensures the economic vitality of our city for years to come. As Planning/Zoning Board and City Council decisions are made

on proposed projects, the land use plan should be consulted and adhered to as much as is practically possible. By doing so the growth of Archdale should happen in an orderly fashion that preserves, and hopefully enhances, the community quality of life.

DESIGNATION OF PLANNING AREAS

For the purpose of this plan, staff has divided the city into six different sections for separate study. The two major highways that travel through the city (I-85 and US 311) were used as dividing lines between areas as well as two distinct areas where the city currently has extraterritorial jurisdiction. These six areas are identified as Northdale, Eastdale, Southdale, Westdale, Eastern Growth area, and Southern Growth area. Each area will have an assessment of the current conditions of the area (including parks, civic, and institutional uses and neighborhood inventories) as well as a desired outcome for the area through the next decade. The desired outcome could range from new street connections or improvements, pedestrian oriented commercial development, traditional neighborhood development, and/or open space preservation among others. Both I-85 and US 311 (Main Street) are considered primary corridors for each planning area. Street network improvements and our pedestrian network system will also be discussed in separate sections. These are identified as the Street Network Improvement Plan (SNIP) and Pedestrian Network Plan (PNP). Strategies for implementation will be highlighted at the end of the plan. Finally, appendices are included to supplement the text of this document. Appendix A is the Future Land Use map and supplemental material. Appendix B is a map of large parcels of land available for development in the city and its growth area. Appendix C is the Street Network Improvements map and supplemental material. Appendix D is the Pedestrian Network Plan map. Appendix E is a graphic depiction of the results of the Community Survey.

NORTHDALE

Northdale is identified as the planning area north of Main Street and west of I-85 and is located in both Randolph and Guilford Counties. The city of High Point borders the area to the north. It is an area that is almost exclusively comprised of residential and commercial uses with NC 62 (Liberty Road), Ashland Street, and Aldridge Road serving as the primary corridors. Commercial development dominates the Main Street corridor

though there are a number of parcels that have existing residential uses that are in a state of transition. The largest conglomeration of multi-family housing in the city is located along NC 62 near the county line. A majority of land use in Northdale is single-family residential and these residential areas enjoy a decent amount of connectivity in the neighborhood and with the primary corridors. Most of the land that is available for development is located near the NC 62/I-85 interchange. The challenge in this area is to ensure continued growth and vitality along North Main Street, including the removal of the remaining transitional homes along the street. Additionally, attention should also be paid to the proper development of the west side of the NC 62/I-85 interchange as well as a strategically placed neighborhood business district to service the densely populated residential areas along and near NC 62. Improvements to the existing primary road network to be able to handle the anticipated demands that new large scale commercial development will also be necessary.

CURRENT CONDITIONS

The following is an inventory of existing institutional, non-residential, and residential uses located in Northdale:

INSTITUTIONAL	0
TOTAL	0
NON RESIDENTIAL	
EXISTING DEVELOPMENT	69
APPROVED DEVELOPMENTS YET TO BE BUILT	2
TOTAL	71
MULTI FAMILY	
FOREST HILLS	23
LIBERTY COURT	40
LIBERTY SQUARE	109
MAPLEWOOD TOWNHOMES	20
BROOKWOOD VILLAGE	289
SCATTERED SITE	35
TOTAL	516
SINGLE FAMILY	
AM SMITH SUBDIVISION	37
ARCHDALE TERRACE	20
BRIGHTON VILLAGE	25
COE PLACE	128
ED CLODFELTER & MILLER SUBDIVISION	52
FOREST HILLS	82
GREENHAVEN HILLS	58

KERSEY LAND DIV 2	43
SCATTERED SITE	102
TOTAL	522
RESIDENTIAL TOTAL	1038
VACANT LOTS IN RESIDENTIAL AREAS	22
APPROVED RESIDENTIAL DEVELOPMENTS YET TO BE BUILT	0

DESIRED OUTCOME

The NC 62/I-85 interchange will be the city’s primary commercial growth area over the next several years. The city has prepared itself by extending the Roadway Overlay District (ROD) to the area. The ROD requires developers to build to a higher standard and ensures that development throughout the interchange will be uniform and aesthetically pleasing. Residential development that occurs adjacent to this area should be denser to allow for more open space preservation. The City of High Point has jurisdiction within the NC 62/I-85 interchange area. It will be imperative to work with High Point on a cooperative effort to ensure the proper development of the interchange. The ROD will continue to transform the quality of development along Main Street as the city continues to encourage the transition of scattered housing to commercial uses along the corridor. NC 62 and Aldridge Road should be improved to handle the additional traffic that will be a consequence of new commercial and residential development along the thoroughfare. Neighborhood street connectivity throughout Northdale is fairly adequate, but there are some additional street improvements that are identified in the SNIP.

EASTDALE

Eastdale is also located in Randolph and Guilford Counties and is identified as the area east of I-85 and north of Main Street. Most of the city’s new growth has been in this area with an abundance of new residential subdivisions. A small amount of commercial uses are located along Main Street near I-85 but the predominant uses along the thoroughfare are office and recreational. The 100 acre Creekside Park is located here and continues to be one of the city’s top amenities. Aldridge Road, Huff Road, Wood Avenue, Weant Road, and NC 62 are the primary corridors. The priorities here are to

ensure orderly development of the eastern section of the NC 62/I-85 interchange and provide better east/west road connectivity between Aldridge Road and Weant Road.

CURRENT CONDITIONS

The following is an inventory of existing institutional, non-residential, and residential uses located in Eastdale:

INSTITUTIONAL

CREEKSIDE PARK	1
ARCHDALE PUBLIC LIBRARY	1
ARCHDALE RECREATION CENTER	1
ARCHDALE SENIOR CENTER	1
TOTAL	4

NON RESIDENTIAL

EXISTING DEVELOPMENT	18
APPROVED DEVELOPMENTS YET TO BE BUILT	1
TOTAL	19

MULTI FAMILY

BUSH HILL APARTMENTS	30
TOTAL	30

SINGLE FAMILY

STERLING RIDGE	95
GUIL-RAND ACRES	28
ALDRIDGE FARMS	81
RANDOLPH HILLS ESTATES	111
BURGEMERE	24
DOVE MEADOWS	50
BRADFORD DOWNS	173
COURTLAND PARK	79
PARKER PLACE	34
RUSH HOLLOW ESTATES	140
SCATTERED SITE	71
TOTAL	886

RESIDENTIAL TOTAL

VACANT LOTS IN RESIDENTIAL AREAS	94
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APPROVED RESIDENTIAL DEVELOPMENTS YET TO BE BUILT

OAK RIDGE TOWNHOMES	144
DEERFIELD DOWNS	45
WATER'S EDGE	52

DESIRED OUTCOME

As stated previously, the NC 62/I-85 interchange will be Archdale's primary commercial growth area over the next several years. The southeast quadrant of the

interchange offers the largest amount of available land for development. The ROD will ensure that the interchange is developed in an orderly fashion. Weant Road should be realigned to create a four way intersection with Checker Road at NC 62. A street should also be built between Aldridge Road and Weant Road to provide for more east/west connectivity. Huff Road should be realigned to create a safer intersection with Weant Road. Magnolia Lane should be extended out to Weant Road to encourage more traffic away from the Wood Avenue/Tarheel Drive intersection near South Main Street.

The Farlow farm has been targeted as an ideal location for traditional neighborhood development. The farm has the size and geography that would be ideal for a dense, mixed use development that would offer a variety of housing options along with office and commercial uses to serve the community.

SOUTHDALE

Southdale is recognized as the area south of I-85 and Main Street. The city's two major industrial parks (Archdale Industrial Park and Interstate Business Park) as well as two major shopping centers along Main Street dominate the southern planning area of the city. Residential subdivisions (mainly single-family) are located south of the industrial and commercial areas and fill out the remainder of Southdale. Archdale Road is the main thoroughfare through the area and Comanche Road and Cheyenne Drive, located in the Archdale Industrial Park, is the only connector between Archdale Road and Main Street. Southdale suffers from a lack of connectivity not only between its primary thoroughfares but also within its residential subdivisions, which have numerous unnecessary dead end streets. There are a couple of large tracts of land that are primed for new residential development. The city must ensure that these tracts are developed in a manner that provides for more street connectivity and is more pedestrian friendly than its predecessors.

CURRENT CONDITIONS

The following is an inventory of existing institutional, non-residential, and residential uses located in Southdale:

INSTITUTIONAL	
ARCHDALE - TRINITY MIDDLE SCHOOL	1
GUILRAND FIRE DEPARTMENT	1
TOTAL	2
NON RESIDENTIAL	
EXISTING DEVELOPMENT	56
APPROVED DEVELOPMENTS YET TO BE BUILT	0
TOTAL	56
MULTI FAMILY	
CREEKSIDE VILLAGE	51
ENGLISH COURT CONDOS	92
SCATTERED SITE	21
TOTAL	164
SINGLE FAMILY	
BARWOOD TERRACE	32
BEARD HEIGHTS	31
KINVIEW	23
LH KINNEY SUBDIVISION	24
MEADOWBROOK	32
OAK FOREST	222
RIDGE CREEK	52
ROBINS NEST	98
ROXANNA HILLS	169
TRINDLAE FOREST	55
WINCHESTER	26
SCATTERED SITE	111
TOTAL	875
RESIDENTIAL TOTAL	1039
VACANT LOTS IN RESIDENTIAL AREAS	36
APPROVED RESIDENTIAL DEVELOPMENTS YET TO BE BUILT	0

DESIRED OUTCOME

The remaining land available is mostly designated for residential use and must be developed with a mind towards more street connectivity than its predecessors. Single family developments that are clustered will allow for denser developments with more open space to preserve more of the surrounding natural environment. Realigning Roelee Street to make a four way intersection with Archdale Road, connecting the Roelee Street through to Trinity Road, and connecting Robin Lane through to Archdale Road are among the top priorities for street improvements in the area.

WESTDALE

Westdale is acknowledged as the area west of Main Street and I-85 to the western city boundary with the City of Trinity. Westdale has the most diversity of uses within one area. What many consider as “downtown” Archdale (along NC 62 and West White Drive) is located in this section. Like Northdale, the Main Street corridor in Westdale is mostly commercial in nature; but there are transitional houses that still exist and are sporadically situated along the thoroughfare. A number of older residential subdivisions along with office uses exist in the locale. The single largest piece of undeveloped property (the English Farm) is located in this vicinity. Archdale’s largest industrial tenant (Sealy, Inc.) is the gateway to a large sector of manufacturing uses in the westernmost sections of the city. Archdale Road, NC 62, Balfour Drive, Eden Terrace, School Road, and Surrett Drive are the primary corridors. The challenge in Westdale is to create a mixed use area that can be identified as our “downtown” along with ensuring that the Main Street corridor continues to develop with quality commercial uses at the expense of the transitional housing. Additionally, careful attention must be paid to the English Farm and its surrounding area as the pressure to develop the property will only get greater with time.

CURRENT CONDITIONS

The following is an inventory of existing institutional, non-residential, and residential uses located in Westdale:

INSTITUTIONAL

TRINDALE MIDDLE SCHOOL	1
ARCHDALE ELEMENTARY SCHOOL	1
PUBLIC WORKS	1
CITY HALL	1
POLICE DEPARTMENT	1
OLD SCHOOL COMPLEX	1
TOTAL	6

NON RESIDENTIAL

EXISTING DEVELOPMENT	145
APPROVED DEVELOPMENTS YET TO BE BUILT	2
TOTAL	147

MULTI FAMILY

BRITTANY SQUARE	92
LAKE TERRACE PARK	50
QUAKER LAKE VILLAGE	25
RIVERMEADE CONDOS	39
SHAMROCK VILLAGE CONDOS	40
TERRACE TRACE APARTMENTS	28
WESTBROOK COURT	114
WESTWOOD VILLAGE	18
SCATTERED SITE	78
TOTAL	484

SINGLE FAMILY	
ARCHDALE HEIGHTS	36
ASA M SMITH SUBDIVISION	32
CORINA CIRCLE	21
CRAIG HEIGHTS	36
JC YARBOROUGH SUBDIVISION	21
JM TOMLINSON SUBDIVISION	40
KINGSFIELD FOREST	111
LAKE TERRACE PARK	119
RB GOODMAN LOTS	39
STEELE ACRES	25
STONEYBROOKE	74
TRINDALE HEIGHTS	23
WESTWOOD	84
SCATTERED SITE	392
TOTAL	1053

RESIDENTIAL TOTAL 1509

VACANT LOTS IN RESIDENTIAL AREAS	38
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APPROVED RESIDENTIAL DEVELOPMENTS YET TO BE BUILT

KINGSFIELD TOWNHOMES	24
TERRACE TRACE PHASE 2	20
WILLIAMSBURG COTTAGES	18
WESTON WOODS	55

DESIRED OUTCOME

Although Archdale has lacked a truly identifiable downtown, the section of NC 62 between Main Street and Archdale Road along with West White Drive are considered by many as the city’s “downtown.” One of the main goals of Archdale 20/20 was to create a true downtown area for the city. Designating a boundary of Freeman Place to the north and Plummer Drive to the south for this new downtown gives the city a good sized area to install new cross streets and allow for mixed use development that should help to establish a downtown and give the city an identifiable central business district that it has lacked since its incorporation.

The English Farm should be developed in a manner that is sensitive to the environment and offers a perfect opportunity to encourage denser development standards that have recently been incorporated into the zoning ordinance, such as traditional neighborhood development. The property is large enough to offer a plethora of different housing options along with retail and office space to serve the neighborhood while preserving a large amount of open space.

EASTERN GROWTH AREA

The eastern growth area is defined as the area within the city’s extraterritorial jurisdiction east of the current city limits and north of Main Street. Weant Road, Suits Road, Checker Road, and NC 62 are the primary corridors through the area. The planned US 311 bypass (Interstate 74) is also designed to travel through this region. Most of the existing development in this section is scattered residential in nature, with a small number of subdivisions located sparsely throughout the area. There are large amounts of vacant land that is primed for new development. The city has targeted the eastern growth area as its primary growth region and is currently extending water and sewer lines to the area, thus careful consideration must be given to the desired outcome as the city has an opportunity to attract a significant amount of new development to the area and must control the growth in a responsible manner. Additionally, with newly adopted traditional neighborhood and cluster development standards, we can encourage new residential development to be denser to allow for more open space and the protection of the environment.

CURRENT CONDITIONS

The following is an inventory of existing institutional, non-residential, and residential uses located in the Eastern growth area:

INSTITUTIONAL	
JOHN LAWRENCE ELEMENTARY SCHOOL	1
NON RESIDENTIAL	
EXISTING DEVELOPMENT	58
TOTAL	58

SINGLE FAMILY	
CANTERBURY FOREST	22
PINE GROVE FOREST	44
RUSHING CREEK	23
HILLTOP	28
PENMAN HEIGHTS	29
PINEBROOK	32
ASHBROOK	35
BLUEWOOD	12
WINDHAVEN	9
SCATTERED SITE	149
RESIDENTIAL TOTAL	383
VACANT LOTS IN RESIDENTIAL AREAS	25

APPROVED RESIDENTIAL DEVELOPMENTS YET TO BE BUILT 0

DESIRED OUTCOME

The eastern growth area is sparsely developed at this time, but that will soon change when the extension of water and sewer to the area is completed over the next year. The city anticipates the growth of the region to be expeditious. The city envisions the area as almost exclusively residential. These residential developments will offer a variety of options to potential residents from affordable housing to exclusive housing, as well as rental units. Dense developments, including clusters and traditional neighborhoods, will be encouraged to create an urban form and to protect the natural environment with an abundance of open space.

Weant Road and Suits Road offer north/south access from NC 62 to Main Street, but there is no east/west access between Weant and Suits Road. Extending Huff Road and Magnolia Lane to Suits Road will provide the northern and southern portions of the eastern growth area with more connectivity and will allow for better traffic flow throughout the vicinity.

SOUTHERN GROWTH AREA

The southern growth area is acknowledged as the section south of the city’s southern city limits and south of Main Street. Archdale Road, Tom Hill Road, Old Glenola Road, Robbins County Road, and Deaton Road are the primary corridors through the region. Similar to the eastern growth area, the southern growth area has mainly scattered site

residential development with a few subdivisions sparingly located throughout the vicinity. There are also a number of large tracts of land that are undeveloped. The city has designated this section as its secondary growth area. Water and sewer have not yet reached the region.

CURRENT CONDITIONS

The following is an inventory of existing institutional, non-residential, and residential uses located in the Southern growth area:

INSTITUTIONAL	0
NON RESIDENTIAL	
EXISTING DEVELOPMENT	40
TOTAL	40
SINGLE FAMILY	
ENGLEWOOD FOREST	48
MANOR RIDGE	65
CRESTWOOD ESTATES	96
LANCER ACRES	33
GLEN ACRES	28
WINDEMERE HEIGHTS	69
MOUNT VERNON	20
KYNWOOD VILLAGE	271
REDDING PLACE	30
SCATTERED SITE	65
RESIDENTIAL TOTAL	725
VACANT LOTS IN RESIDENTIAL AREAS	46
APPROVED DEVELOPMENTS YET TO BE BUILT	0

DESIRED OUTCOME

As a designated secondary growth area, the southern growth area should not experience a boom in development over the next several years, though two large areas have been designated for industrial uses. The city sees these two areas as strategic locations where users would have direct access to US 311 and will have the option of traveling north/south on I-85 or east/west on the soon-to-be constructed US 311 Bypass (I-74). Tom Hill Road will become a coveted spot for new residential development when water and sewer is extended to the region. A small business area is designated to service the anticipated new residential development that will take place along Tom Hill Road and Archdale Road.

STREET NETWORK IMPROVEMENTS

As Archdale continues to grow, so to will the need for improving the existing street network throughout the city. New street connections will need to be made to allow motorists additional options to reach their destinations and to reduce the burden that each street carries. Many of the city's newer subdivisions were developed with collector streets which generally filter all traffic through a hierarchy of streets that filter to one or two intersections with a secondary thoroughfare or major city street. Connected streets create a much more efficient road network and give residents more options of ways in and out of their neighborhoods to their desired destinations. Recently, the city has stressed the importance of street connectivity and it is now reflected in our subdivision and zoning ordinances. Along with promoting more street connectivity in neighborhoods, there are a number of streets that should be extended and improved to provide more connectivity with the primary and secondary thoroughfares that travel through the city.

Connectivity is the major theme of the Street Network Improvement Plan (SNIP). The SNIP is a comprehensive plan of recommended improvements that will insure a more efficient and safe road network as the city continues to experience rapid growth. These improvements range from street extensions and/or relocations to the installation of new traffic signals or traffic circles. Some of these projects are already in the planning stages while others are recommended for the first time. Developers could be responsible for street improvements that are designed for property they are developing. It is recommended that these improvements be budgeted for in the city's Capital Improvements Plan so that a portion of these can be accomplished on a yearly basis. The SNIP map is located in Appendix C.

The following is a prioritized list of recommended street improvements including a short description of each project. The first project listed is considered the highest priority:

1. Checker Road Extension and Realignment (1.05 miles)

Improve the existing intersection configuration at NC 62 and provide east west access between NC 62 and Aldridge Rd. This road will also support regional retail development in the NC 62 I-85 interchange area.

2. Kersey Valley Road Relocation (0.45 miles)

Improve safety at the NC 62 Kersey Valley Road intersection by moving the intersection further from the I-85 and NC 62 interchange.

3. NC 62 Widening from Sealy Drive to east of US 311 Bypass (4.74 miles)

Phase I – From US 311 Bypass to Fairfield Road (2.00 miles)

Alleviate current and future traffic congestion by providing a multilane divided highway through the City of Archdale.

Phase II – From Fairfield Road to Sealy Drive (2.74 miles)

Alleviate current and future traffic congestion by providing a multilane divided highway through the City of Archdale.

4. Huff Road Extension (0.83 miles)

Phase I - Realignment from Pinebrook Drive to Weant Road (0.25 miles)

Improve the safety of the intersection of Huff Road and Weant Road

Phase II – Weant Road to Suits Road (0.58 miles)

Provide additional east west connectivity between Weant Rd and Suits Rd.

5. Magnolia Lane Extension (1.17 miles)

Phase I – Current Magnolia Lane to Weant Road (0.61 miles)

To provide an outlet to Weant Road for the neighborhoods along Wood Avenue, and to relieve congestion on Wood Ave and the Tarheel/Main St intersection.

Phase II – Weant Road to Suits Road (0.56 miles)

To provide further east west connectivity between Weant Road and Suits Road.

6. Pinebrook Drive Extension (0.19 miles)

Provide north south connectivity between Huff Rd. and Wood Ave.

7. US 311 Bypass from I-85 to Cedar Square Rd (4.70 miles)

Relieve congestion on US 311, and support continued economic development by providing additional interstate highway access to other Piedmont Triad cities.

8. US 311 Enhancement – landscaped medians and other aesthetic improvements (3.23 miles)

Improve the safety, traffic handling capability, and aesthetic appearance of Archdale's primary thoroughfare.

9. Poole Rd / Suits Road / Trotter Country Road Realignment (0.67 miles)

Improve the safety and traffic flow to support future increases in traffic anticipated in the Suits Rd corridor.

10. Old Glenola Road / Archdale Road Intersection Improvement (0.06 miles)

Improve the safety of the Archdale Road and Old Glenola Road intersection by providing a three way intersection.

11. Tom Hill Road Relocation (0.34 miles)

Provide a four way intersection at US 311 for Suits Road and Tom Hill Road, also reduce the number of traffic lights on US 311.

12. Clydesdale Road extension (0.52 miles)

Provide additional connectivity for future development in the vicinity of the White Farm, and cross access between Suits Road and Trotter Country Rd.

13. Surrett Drive Widening (1.65 miles)

Alleviate current and future traffic congestion by providing a multilane highway through the City of Archdale.

14. English Farm Road Realignment and upgrade (0.89 miles)

Provide a more efficient through street between School Road and NC 62, and support future development on the English Farm.

15. Goodman Street Extension (0.36 miles)

Provide a connection from the Goodman St and Archdale Rd to English Farm Rd, and to support future development on the English Farm.

16. Trinity Road Realignment (0.16 miles)

Improve safety, and provide a four way intersection between Trinity Road / Sealy Drive and NC 62.

17. Archdale Road Widening from Old Glenola Road to US 311 in High Point (3.35 miles)

Alleviate current and future traffic congestion by providing a multilane divided highway through the City of Archdale.

18. Bainbridge St Extension (0.24 miles)

Provide additional connectivity between Wall St and Ashland St.

19. Marshall Street Extension and upgrade (0.16 miles)

Provide additional connectivity between US 311 and Davidson St. and also improve the street to City standards.

20. Roelee Drive Realignment and Extension (0.56 miles)

Improve the intersection between Archdale Rd Cheyenne Dr and Roelee Dr, and provide access from Archdale Rd to Trinity Rd.

21. Norman Ave Extension / Old School Rd Connector (0.64 miles)

Provide additional connectivity for the Barwood Terrace and Elaine Street neighborhoods and connect Archdale Road to Old School Road / Trinity Road.

22. Robins Nest connector 1 (0.11 miles)

Provide additional connectivity in between the Robin's Nest neighborhood and Archdale Rd.

23. Robins Nest Connector 2 (0.47 miles)

Provide additional connectivity in between the Robin's Nest neighborhood and Archdale Rd.

New Interchanges:

Cedar Square Road and US 311 Bypass
I-85 and Trinity Road

Traffic Circles:

Magnolia Lane Extension and Weant Road
Huff Road and Weant Road

Traffic Lights

Magnolia Lane and Suits Road
Huff Road and Suits Road
Suits Road and NC 62

Checker Road and NC 62
NC 62 and I-85
NC 62 and Kersey Valley Road
Checker Road and Weant Road
Checker Road and Aldridge Road
I-85 at US 311
Roelee Dr. at Trinity Road
School road at English Farm Road
US 311 at Columbus Ave
Goodman Street at Archdale Road
English Farm Road at NC 62
Surrett Drive at Eden Terrace
Eden Terrace at Archdale Rd.

PEDESTRIAN NETWORK PLAN

As more people move into the city limits, the demand for recreational facilities will increase. The results of the Community Survey already depict a strong desire from our residents for additional recreational opportunities in the form of new sidewalks and greenway trails. Allowing residents the opportunity to walk on city maintained walking facilities has been a common practice of many jurisdictions for some time. These walkways permit residents to safely walk along the street or along trails that traverse through the city. The main purpose of these walkways has been to encourage people to walk instead of drive to their destinations if possible and also to encourage more interaction between neighbors as well as exercise.

In response to the demand of our current city residents and the growth that is anticipated over the next several years, the city has created a Pedestrian Network Plan (PNP). The plan calls for an additional 25 miles of sidewalk and 13 miles of greenways. These sidewalks and greenways are designed to be interconnected to allow a citizen the opportunity to walk from one side of the city to the other. Most of the sidewalks on the plan travel along major thoroughfares and major city streets. The greenway trails predominately follow areas located in the floodplain. The city has been able to design an efficient network of interconnectivity that allows most areas of the city and extraterritorial jurisdiction access to the system.

Properties that are developed that have pedestrian networks designed through their property will be required to install the facilities or pay a fee in lieu. Other sections of the pedestrian network plan will be funded through the city's annual budget as well as grants when appropriate. The PNP map is located in Appendix D.

IMPLEMENTATION

The land use plan is designed to serve several functions. The City Council, Planning/Zoning Board, and staff will use the plan to research and evaluate land use decisions such as rezoning requests and development proposals and use the plan as a key reference for all land use decisions and actions. It can also be a useful tool in determining where future services should be extended as well as deciphering areas that are candidates for redevelopment. The land use plan also has a direct correlation to the Capital Improvement Plan in steering growth patterns. The land use plan was designed with a great deal of flexibility. This flexibility should offer many property owners several options in developing or redeveloping their land.

It is important to remember that proper implementation of the land use plan requires a commitment from the city as well as the general public. Adhering to the desired outcomes of this plan will ensure effective and orderly growth. It is also important to recognize that the dynamics of a city can change in rapid fashion; therefore it is recommended that this plan be re-evaluated at least every five years. This will ensure that the city keeps the plan up to date with current planning trends and principles.



APPENDIX A

FUTURE LAND USE PLAN MAP

INCLUDING:

NORTHDALE

EASTDALE

SOUTHDALE

WESTDALE

EASTERN GROWTH AREA

SOUTHERN GROWTH AREA



APPENDIX B

LARGE VACANT TRACTS OF LAND

INCLUDING:

**VACANT TRACTS WITHIN THE CITY AND ZONING
JURISDICTION THAT ARE LARGER THAN 25 ACRES**



APPENDIX C

STREET NETWORK IMPROVEMENTS MAP

INCLUDING:

**NEW STREET EXTENSIONS
STREET WIDENINGS
STREET ENHANCEMENTS
NEW TRAFFIC SIGNALS**



APPENDIX D

PEDESTRIAN NETWORK PLAN MAP

INCLUDING:

**SIDEWALK AND GREENWAY EXTENSIONS AND
IMPROVEMENTS**



APPENDIX E

COMMUNITY SURVEY RESULTS

INCLUDING:

**GRAPHIC DEPICTION OF THE RESULTS OF EACH QUESTION
ASKED ON THE SURVEY**

ARCHDALE'S 2005-2006 LAND USE PLAN UPDATE

The following survey has been created to assist the City in updating its land use plan. Your participation in this survey is a chance to tell us how you would like the City to develop over the coming years. Thank you for your participation in this important survey.

Please respond to the following questions by circling the number that most closely indicates your agreement or disagreement with the following statements.

5 – Strongly Agree 4 – Agree 3 – Neutral 2 – Disagree 1 – Strongly Disagree

1. Archdale needs to encourage mixed use development, such as office and residential units above ground floor retail establishments.	5	4	3	2	1
2. Archdale needs to be a more walkable community with more sidewalks and greenway trails.	5	4	3	2	1
3. Archdale should undertake a beautification project to improve the appearance of the City's major thoroughfares by planting street trees and installing landscaped medians.	5	4	3	2	1
4. Archdale needs small neighborhood parks that are easily accessible to all residents of the City.	5	4	3	2	1
5. Archdale needs more affordable housing options such as single family homes in the \$100,000 price range.	5	4	3	2	1
6. Archdale needs more exclusive housing such as single family homes that sell at \$200,000 and above.	5	4	3	2	1
7. Archdale needs more townhouses, apartments, and condominiums.	5	4	3	2	1
8. Archdale should grow into areas outside of its current City limits.	5	4	3	2	1
9. Archdale should concentrate on developing or redeveloping areas inside of its current City limits before expanding into new areas.	5	4	3	2	1
10. Archdale should be more aggressive in attracting industrial development.	5	4	3	2	1
11. Archdale should be more aggressive in attracting office development.	5	4	3	2	1
12. Archdale should be more aggressive in attracting retail development.	5	4	3	2	1
13. Archdale needs to set aside more land for open space preservation.	5	4	3	2	1

If you have any additional comments please write them on the rear of this survey.

Please provide your address on the line below. This will help us learn the views of citizens in different parts of the City. This information is **voluntary** and is not required in order for your survey to be counted. All responses will remain **confidential**.

ADDRESS _____

PLEASE RETURN WITH YOUR WATER BILL PAYMENT