



City of Thomasville

Land Development Plan

2035



City of Thomasville
Land Development Plan 2035
Adopted by the Thomasville City Council June 18, 2018



Acknowledgements

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1. PURPOSE & VISION

Purpose of the Plan

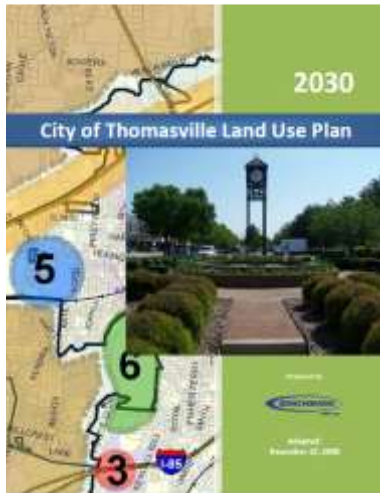
The Thomasville Land Development Plan will help guide future development and re-development decisions of the City Planning Board and Council. This document combines community input, balanced with information on growth patterns, population trends, transportation, housing choices, the environment and natural resources. This plan will serve as the City's guide to community physical, social and economic development and will provide a rational basis for local land use decisions with a twenty-year vision for future planning.

Vision of Thomasville in 2035

Thomasville has an attractive and busy downtown honoring the City's history and culture. The small town charm creates a destination for visitors and residents. Thomasville's youth have ample active and passive recreation opportunities. Underutilized former industrial sites have been cleaned up and re-purposed into parks, trails, commercial, residential, institutional and light industrial land uses. Thomasville's customer service approach to land development, with easy to understand ordinances, supports aesthetically pleasing development and signage, while less desirable land use appearances have been removed. Strategic investments in infrastructure improvements have helped to stabilize property values, encouraging private investment all over the City.

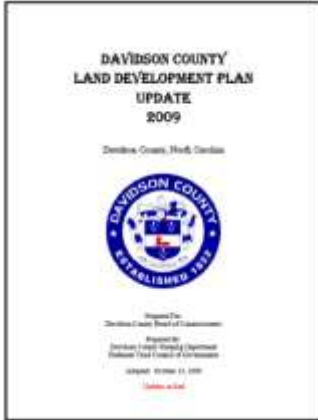
Local and Regional Plan Summary

Thomasville Land Use Plan 2009



The City's existing adopted land use plan contains a summary of Thomasville's development status and vision for future development in the year 2009. Typical to a land use plan, existing conditions, demographics and a review of existing adopted plans were compiled into the document. Additional policies and strategies were identified for 1) Land Use, 2) Infrastructure and Transportation, 3) Historic Preservation, 4) Economic Development and 5) Downtown Improvements. A future development concept map was also produced to identify areas and potential future uses. The 2035 Land Use Plan builds upon the previous plan, updating the development concept and recommended policies and strategies going forward to 2035.

Davidson County – Land Development Plan 2009



The Davidson County Land Development Plan serves as a guide to help the community make land use decisions and to provide for the orderly growth and development of the County. The plan is a source of information, a guide to likely government decisions, an opportunity for community involvement, and an outline of strategic actions. The plan covers a planning period of twenty years: 2008-2028 and encompasses the entire county with the exception of the incorporated areas of Denton, High Point, Lexington, Midway, Thomasville, Wallburg and any accompanying extra territorial jurisdictions ETJs. Policies for growth and development are presented in response to growth issues identified by the public and further discussed by the steering committee.

steering committee.

The Mutual Cooperation Areas identified in the Davidson County LDP define responsibility for planning and coordination of local government agencies to advantageously provide for the present and future needs of the county and its communities. Mutual Cooperation Areas (including NC 109 South and Business 85 area) take into consideration: present and planned land uses in the area, present and probable need for public facilities and services, present capacity of public facilities and adequacy of public services that the agency provides, existence of social or economic communities of interest, and existing or planned thoroughfare improvements in MPO or RPO planning documents.

Policy sections include: economic development, transportation, water and sewer services, industrial development, commercial and office development, housing and neighborhood development, development standards – generally, school facilities, paying for growth, agricultural and rural area preservation, historic preservation, parks recreation and open space, community appearance, water quality, air quality, solid waste management, and planning coordination.

EnVision Thomasville 2020



The EnVision Thomasville 2020 Plan was completed in 2017 and facilitated by the Thomasville Chamber of Commerce. This short-range strategic plan includes short-term goals and strategies in the following 3 areas:

- Appearance & Image (*Goals: Corridor Improvements, Attractive Downtown, Housing, Recreation, Revitalizations*)
- Marketing and Promotion (*Goals: Branding, Marketing and Promoting Community*)
- Business Development & Entrepreneurialism (*Goals: Re-use and Renovation, Entrepreneurship Capacity Building, Skilled Workforce*)

Davidson County Parks & Recreation and Tourism Development Master Plan 2017



The master plan provides recommendations for the coordination of strategic recreation and tourism investments that create economic development and quality of life opportunities. Implementation of plan recommendations will help protect and enhance the county's natural, cultural, and historic resources while capitalizing on unique assets to stimulate public and private investment in the local economy and to enhance parks and recreation opportunities for residents and visitors. Citizen involvement is strongly emphasized to ensure plan recommendations accurately reflect community needs. The plan updated the original 2005 plan. The plan provides recommendations for overall parks and recreation improvements and recommendations for specific parks in addition to tourism development. The plan includes proposed improvements to Hughes Park on the Southwest side of Thomasville and Optimist Park inside the City limits including: playground improvements, signage, ball fields, trails and disc golf.

Central Park NC Regional Bicycle Plan 2014



The Central Park Bicycle Plan develops on-road and off-road cycling routes that connect communities and destinations to visitors across the Central Park region of North Carolina. The state parks, national forest, open spaces, lakes, golf courses, equestrian centers, hilly terrain and historic villages are unique assets of the Central Park NC region. The majority of on-road routes are intended to accommodate advanced and intermediate cyclists. Four regional routes are highlighted in the plan including: Piedmont Heritage (Randolph, Davidson, Rowan), Pottery (Randolph, Montgomery, Richmond, Moore), North Uwharrie (Montgomery, Davidson, Rowan, Stanly), and South Uwharrie (Anson and Stanly). The vision and goals were developed in collaboration with the stakeholder advisory committee; linking the diverse assets of Central Park NC. These goals are mirrored in other planning documents, building on an existing resource-based recreation inventory and targeting diversification of the regional economy through marketing of tourism assets and promoting the region as a destination. The goals of the project include:

- Support resource based recreation;
- Diversify the regional economy; and
- Develop authentic tourism assets.

High Point MPO 2040 Metropolitan Transportation Plan 2013



Completed in 2013 the primary purpose of the MTP is to prioritize the projects listed in the Comprehensive Transportation Plan (CTP). The CTP is a mutually adopted legal document between the state and the local area partner(s). When a CTP is adopted by NCDOT, it represents the state's concurrence with the identified transportation needs and proposed recommendations. However, it does not commit the Department to funding or constructing those project proposals, or to a particular cross-section.

Whereas the CTP has no specific timeframe attached to it, the MTP is looking only at the next twenty-five years. With the MTP, projects are separated into horizon years in which projects can be reasonably expected to be completed, and future funding must be estimated and specifically identified for each project in the MTP. This usually means that not all of the projects in the CTP are included in the MTP. A complete detailed analysis of proposed transportation projects and how the City of Thomasville participates in the High Point MPO planning process is included in Chapter 2: Demographics and Existing Conditions.

There are additional plans to consider for future land development in Thomasville including the 2008 Comprehensive Bicycle Transportation Plan and 1999 Urban Design Assistance Team Report.

Community Input

The planning board served as the steering committee for the Land Use Plan update. Public meetings, stakeholder interviews and a community survey were used to gather further input. Additionally, a project website was created to catalog materials and is available at www.ptrc.org/thomasville. Meeting notes, outcomes and survey results are available in the appendix. Here is an overview of community input:

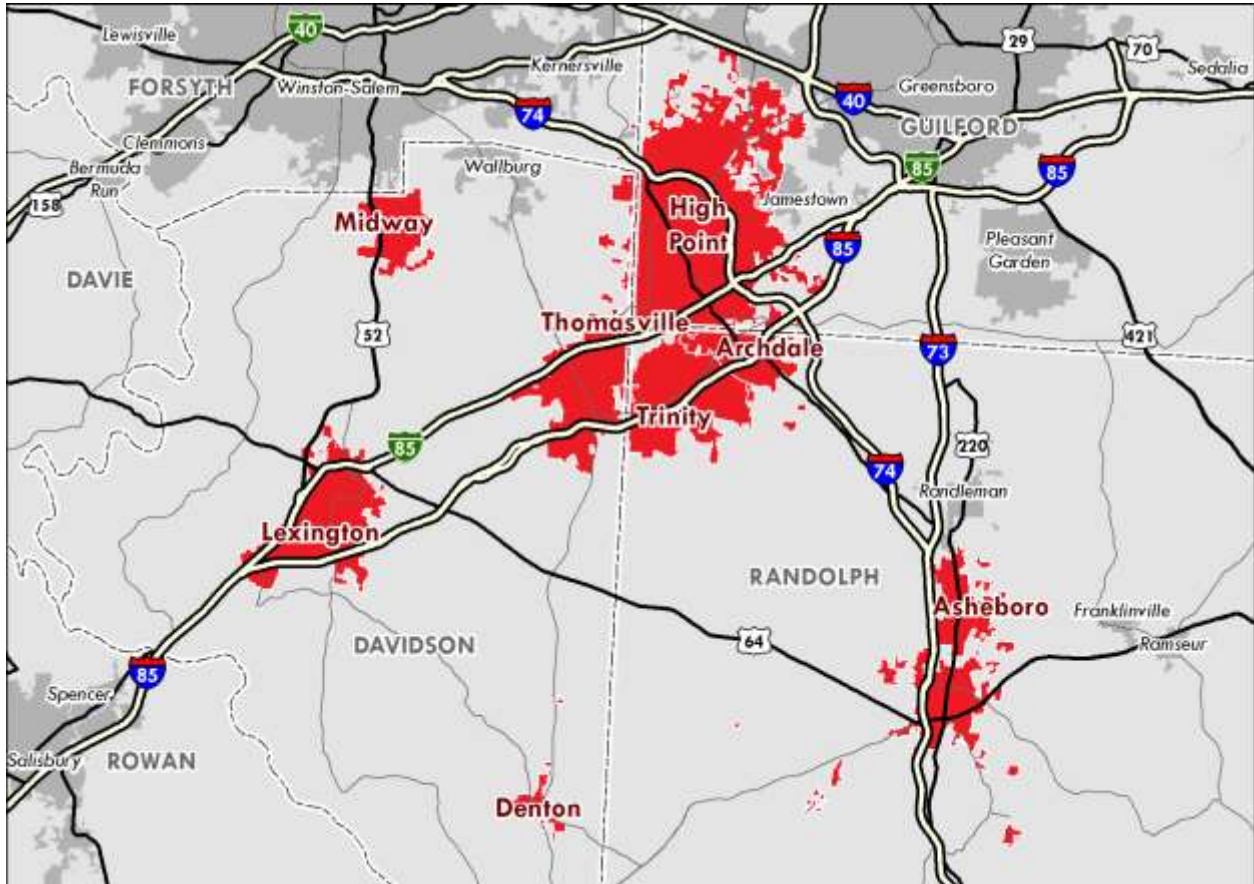
- 4 Steering Committee Meetings (April, June, July and September 2017)
- Community Survey – 136 Responses (May-August 2017)
- Public Meetings (June and November 2017)
- Meetings with Chamber of Commerce, Rotary, PACE, Tourism and Real Estate Agents (June-October 2017)

Feedback from the community was incorporated into the plan recommendations, balanced with the growth trends and existing conditions of land development and opportunities described in this report.

2. DEMOGRAPHICS & EXISTING CONDITIONS

Archdale, Asheboro, Denton, High Point, Lexington, Midway and Trinity were chosen as Thomasville’s peer communities in this report. The following section displays demographic statistics for the City of Thomasville, its peer communities, surrounding counties and the state.

Map 1: Peer Communities



Population

Thomasville’s most recent population estimate for 2016 is 27,129 people. Thomasville’s population has been steadily increasing since 1950. Even though there was a slight population decline between 1970 and 1980, the population percent growth rate began to increase between 1980 and 2010. The percent population change in the 1980’s was 12.5%; 24.3% in the 1990’s; and 35.2% in the 2000’s. In the 2000’s, Thomasville had the highest percent growth among all the comparison jurisdictions, part of which can be attributed to annexations during this time.

FINAL REPORT

Table 1: Population (1950-2015)

| | 1950 | 1960 | 1970 | 1980 | 1990 | 2000 | 2010 | 2015 | 2000-2015 (% Change) |
|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-------------------------|
| Municipalities | | | | | | | | | |
| Thomasville | 11,154 | 15,190 | 15,230 | 14,144 | 15,915 | 19,788 | 26,757 | 27,043 | 36.7% |
| Lexington | 13,571 | 16,093 | 17,205 | 15,711 | 16,581 | 19,953 | 18,931 | 18,558 | -7.0% |
| Midway | n/a | n/a | n/a | n/a | n/a | n/a | 4,679 | 4,762 | n/a |
| Denton | 766 | 852 | 1,017 | 949 | 1,292 | 1,418 | 1,636 | 1,610 | 13.5% |
| High Point | 39,973 | 62,063 | 63,229 | 63,479 | 69,496 | 85,949 | 104,371 | 109,749 | 27.7% |
| Archdale | 1,218 | 1,520 | 4,874 | 5,326 | 6,913 | 9,014 | 11,415 | 11,954 | 32.6% |
| Trinity | 764 | 881 | n/a | n/a | 6,470 | 6,714 | 6,614 | 6,618 | -1.4% |
| Asheboro | 7,701 | 9,449 | 10,797 | 15,252 | 16,362 | 21,672 | 25,012 | 25,740 | 18.8% |
| Counties | | | | | | | | | |
| Davidson | 62,244 | 79,493 | 95,627 | 113,162 | 126,677 | 147,246 | 162,878 | 165,193 | 12.2% |
| Forsyth | 146,135 | 189,428 | 214,348 | 243,683 | 265,878 | 306,067 | 350,670 | 366,543 | 19.8% |
| Guilford | 191,057 | 246,520 | 288,645 | 317,154 | 347,420 | 421,048 | 488,406 | 517,124 | 22.8% |
| Randolph | 50,804 | 61,497 | 76,358 | 91,728 | 106,546 | 130,454 | 141,752 | 142,943 | 9.6% |
| State | | | | | | | | | |
| North Carolina | 4,061,929 | 4,556,155 | 5,082,059 | 5,881,766 | 6,628,637 | 8,049,313 | 9,535,483 | 10,056,683 | 24.9% |

Source: U.S. Census Bureau; NC OSBM 2015 Population Estimates

Table 2: Percent Population Change (1950-2015)

| | 1950-1960 | 1960-1970 | 1970-1980 | 1980-1990 | 1990-2000 | 2000-2010 | 2010-2015 |
|-----------------------|--------------|-------------|--------------|--------------|--------------|--------------|-------------|
| Municipalities | | | | | | | |
| Thomasville | 36.2% | 0.3% | -7.1% | 12.5% | 24.3% | 35.2% | 1.1% |
| Lexington | 18.6% | 6.9% | -8.7% | 5.5% | 20.3% | -5.1% | -2.0% |
| Midway | n/a | n/a | n/a | n/a | n/a | n/a | 1.8% |
| Denton | 11.2% | 19.4% | -6.7% | 36.1% | 9.8% | 15.4% | -1.6% |
| High Point | 55.3% | 1.9% | 0.4% | 9.5% | 23.7% | 21.4% | 5.2% |
| Archdale | 24.8% | 220.7% | 9.3% | 29.8% | 30.4% | 26.6% | 4.7% |
| Trinity | 15.3% | n/a | n/a | n/a | 3.8% | -1.5% | 0.1% |
| Asheboro | 22.7% | 14.3% | 41.3% | 7.3% | 32.5% | 15.4% | 2.9% |
| Counties | | | | | | | |
| Davidson | 27.7% | 20.3% | 18.3% | 11.9% | 16.2% | 10.6% | 1.4% |
| Forsyth | 29.6% | 13.2% | 13.7% | 9.1% | 15.1% | 14.6% | 4.5% |
| Guilford | 29.0% | 17.1% | 9.9% | 9.5% | 21.2% | 16.0% | 5.9% |
| Randolph | 21.0% | 24.2% | 20.1% | 16.2% | 22.4% | 8.7% | 0.8% |
| State | | | | | | | |
| North Carolina | 12.2% | 11.5% | 15.7% | 12.7% | 21.4% | 18.5% | 5.5% |

Source: U.S. Census Bureau; NC OSBM 2015 Population Estimates

Population Projections

The NC Office of State Budget and Management only defines population projections at the state and county level. The projection method chosen for this land use plan analysis is the constant-share projection method. Constant-share projections assume that the jurisdiction being studied accounts for a “constant” portion of the referenced region’s growth. In this plan, Thomasville was compared with Davidson County as the reference region. The constant-share formula for 2020 is described below.

$$\frac{\text{Thomasville Pop (2015)}}{\text{Davidson County Pop (2015)}} \times \text{Davidson County Pop (2020)} = \text{Thomasville Pop (2020)}$$

$$\frac{27,043}{165,193} \times 169,118 = 27,686$$

In 2015, Thomasville represented 16.37% of Davidson County’s population. This statistic was applied to the County’s projection for years 2020, 2025, 2030 and 2035 to determine population projections for the City of Thomasville as a percentage of the County’s population. By year 2035, Thomasville is expected to have a population of 29,626.

Table 3: Population Projections (2020-2035)

| | 2015 | 2020 | 2025 | 2030 | 2035 |
|-----------------------|---------------|---------------|---------------|---------------|---------------|
| Municipalities | | | | | |
| Thomasville | 27,043 | 27,686 | 28,332 | 28,979 | 29,626 |
| Lexington | 18,558 | 18,999 | 19,443 | 19,886 | 20,330 |
| Midway | 4,762 | 4,875 | 4,989 | 5,103 | 5,217 |
| Denton | 1,610 | 1,648 | 1,687 | 1,725 | 1,764 |
| High Point | 109,749 | 113,951 | 117,474 | 120,429 | 122,907 |
| Archdale | 11,954 | 12,016 | 12,078 | 12,140 | 12,201 |
| Trinity | 6,618 | 6,652 | 6,687 | 6,721 | 6,755 |
| Asheboro | 25,740 | 25,873 | 26,007 | 26,140 | 26,273 |
| Counties | | | | | |
| Davidson | 165,193 | 169,118 | 173,068 | 177,018 | 180,969 |
| Forsyth | 366,543 | 384,537 | 404,725 | 425,225 | 445,765 |
| Guilford | 517,124 | 536,923 | 553,524 | 567,448 | 579,125 |
| Randolph | 142,943 | 143,683 | 144,423 | 145,163 | 145,902 |
| State | | | | | |
| North Carolina | 10,056,683 | 10,584,376 | 11,116,784 | 11,643,181 | 12,167,836 |

Source: NC OSBM; PTRC

Age Distribution

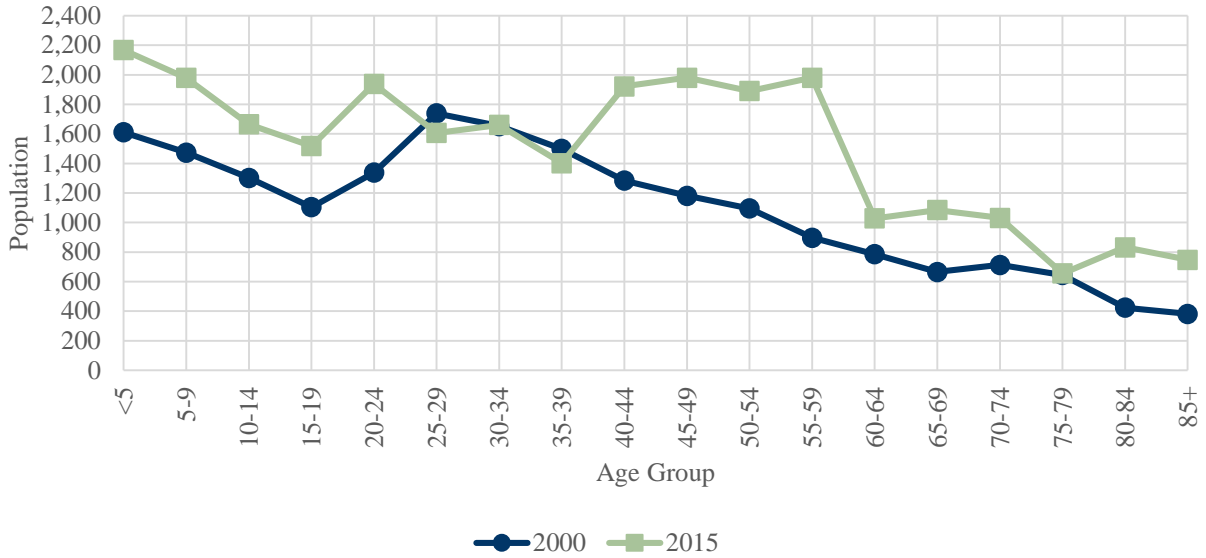
Table 4 shows the age distribution for the residents of Thomasville for the years 2000 and 2015. In 2000, young adults ages 25-29 represented the largest percentage of the City’s population with 1,738 people (8.8%). However, this cohort population declined between 2000 and 2015. In 2015, young children now represent the largest percentage of the City’s population with 2,167 people (8.0%). Working adults ages 40-59 also make up a large percentage of the City’s population. The cohort ages 55-59 saw the greatest percent change between 2000 and 2015, increasing by 1,083 people (120.7%). Despite the large young child population in 2015, Thomasville’s population is aging. The median age increased from 34.0 in year 2000 to 38.9 in 2015.

Table 4: Age Distribution of Thomasville Residents (2000 & 2015)

| Age | 2000 | % of Population | 2015 | % of Population | Change (#) | Change (%) |
|-------------------|---------------|-----------------|---------------|-----------------|--------------|--------------|
| <5 | 1,611 | 8.1% | 2,167 | 8.0% | 556 | 34.5% |
| 5-9 | 1,473 | 7.4% | 1,979 | 7.3% | 506 | 34.4% |
| 10-14 | 1,302 | 6.6% | 1,665 | 6.1% | 363 | 27.9% |
| 15-19 | 1,104 | 5.6% | 1,517 | 5.6% | 413 | 37.4% |
| 20-24 | 1,338 | 6.8% | 1,938 | 7.2% | 600 | 44.8% |
| 25-29 | 1,738 | 8.8% | 1,606 | 5.9% | -132 | -7.6% |
| 30-34 | 1,653 | 8.4% | 1,661 | 6.1% | 8 | 0.5% |
| 35-39 | 1,498 | 7.6% | 1,402 | 5.2% | -96 | -6.4% |
| 40-44 | 1,284 | 6.5% | 1,921 | 7.1% | 637 | 49.6% |
| 45-49 | 1,181 | 6.0% | 1,980 | 7.3% | 799 | 67.7% |
| 50-54 | 1,095 | 5.5% | 1,890 | 7.0% | 795 | 72.6% |
| 55-59 | 897 | 4.5% | 1,980 | 7.3% | 1,083 | 120.7% |
| 60-64 | 785 | 4.0% | 1,028 | 3.8% | 243 | 31.0% |
| 65-69 | 665 | 3.4% | 1,084 | 4.0% | 419 | 63.0% |
| 70-74 | 713 | 3.6% | 1,031 | 3.8% | 318 | 44.6% |
| 75-79 | 645 | 3.3% | 655 | 2.4% | 10 | 1.6% |
| 80-84 | 424 | 2.1% | 832 | 3.1% | 408 | 96.2% |
| 85+ | 382 | 1.9% | 748 | 2.8% | 366 | 95.8% |
| Total | 19,788 | | 27,084 | | 7,296 | 36.9% |
| Median Age | 34.0 | | 38.9 | | | |

Source: US Census Bureau (2000) Tables P012 & P013; ACS (2011-2015) Tables B01001 & B01002

Figure 1: Thomasville Age Distribution (2000 & 2015)



Source: US Census Bureau (2000) Table P012; ACS (2011-2015) Table B01001

Poverty Status

In 2015, 6,264 of Thomasville’s residents were living in poverty (23.8%). This number has doubled since the year 2000 when 3,106 residents lived in poverty at a rate of 16.2%. This current poverty rate is higher than the state, comparison counties, and all comparison municipalities except Lexington and Asheboro. Thomasville has the highest poverty rate among children (39.1%) and among elderly adults (11.2%).

Table 5: Poverty Rates (2015)

| | Population Living in Poverty | Poverty Rate | Poverty Rate, Children (Ages 0-17) | Poverty Rate, Elderly (Ages 65+) |
|-----------------------|------------------------------|--------------|------------------------------------|----------------------------------|
| Municipalities | | | | |
| Thomasville | 6,264 | 23.8% | 39.1% | 11.2% |
| Lexington | 5,395 | 29.9% | 39.0% | 11.2% |
| Midway | 480 | 10.2% | 20.2% | 5.7% |
| Denton | 355 | 20.5% | 25.8% | 8.6% |
| High Point | 22,767 | 21.7% | 32.9% | 9.7% |
| Archdale | 1,173 | 10.5% | 13.0% | 8.6% |
| Trinity | 962 | 14.8% | 27.0% | 5.9% |
| Asheboro | 6,215 | 24.7% | 38.2% | 10.7% |
| Counties | | | | |
| Davidson | 25,655 | 15.9% | 23.6% | 8.6% |
| Forsyth | 69,100 | 19.6% | 30.7% | 8.5% |
| Guilford | 86,808 | 17.6% | 25.1% | 9.3% |
| Randolph | 24,770 | 17.6% | 27.5% | 9.8% |
| State | | | | |
| North Carolina | 1,667,465 | 17.4% | 24.7% | 9.8% |

Source: ACS (2011-2015) Table B17001

Racial Composition

Thomasville’s population is currently 62.2% white; 21.9% African American; and 13.5% Hispanic. Between 2000 and 2015, the Hispanic population saw the highest percent change, adding 2,276 people (166.0%). In 2000, Hispanics only made up 6.9% of Thomasville’s population.

Table 6: Thomasville Race & Ethnicity (2000 & 2015)

| | 2000 | | 2015 | | 2000 to 2015 | |
|-------------------------------|---------------|-----------------|---------------|-----------------|--------------|--------------|
| | Population | % of Population | Population | % of Population | Change (#) | Change (%) |
| Total Population | 19,788 | | 27,084 | | 7,296 | 36.9% |
| White | 13,236 | 66.9% | 16,844 | 62.2% | 3,608 | 27.3% |
| African American | 4,711 | 23.8% | 5,940 | 21.9% | 1,229 | 26.1% |
| American Indian/Alaska Native | 82 | 0.4% | 60 | 0.2% | -22 | -26.8% |
| Asian | 163 | 0.8% | 241 | 0.9% | 78 | 47.9% |
| Hispanic | 1,371 | 6.9% | 3,647 | 13.5% | 2,276 | 166.0% |
| Other Race | 225 | 1.1% | 352 | 1.3% | 127 | 56.4% |

Source: US Census Bureau (2000) Table P004; ACS (2011-2015) Table B03002

Educational Attainment

Table 7 shows the educational attainment for the residents of Thomasville in 2000 and 2015 as compared to the state of North Carolina. Overall, educational attainment has continued to improve in Thomasville. Fewer residents lack a high school diploma with 80.6% of residents having a high school diploma or higher in 2015, compared to only 65.8% in 2000. Only 15.3% of residents have a Bachelor’s degree or higher, compared to 28.4% for the state.

Table 7: Thomasville Educational Attainment (2000 & 2015)

| | 2000 | | 2015 | | | 2000 to 2015 |
|---------------------------------|-----------------|-----------------|-----------------|-----------------|----------|------------------------|
| | Thomasville (#) | Thomasville (%) | Thomasville (#) | Thomasville (%) | NC (%) | Thomasville Change (%) |
| Less than high school diploma | 4,400 | 34.2% | 3,457 | 19.4% | 14.2% | -21.4% |
| High School Diploma | 4,101 | 31.9% | 6,300 | 35.4% | 26.7% | 53.6% |
| Some College | 2,551 | 19.8% | 3,854 | 21.6% | 21.8% | 51.1% |
| Associate's Degree | 580 | 4.5% | 1,475 | 8.3% | 9.0% | 154.3% |
| Bachelor's Degree | 870 | 6.8% | 2,229 | 12.5% | 18.4% | 156.2% |
| Graduate or Professional Degree | 355 | 2.8% | 478 | 2.7% | 8.6% | 34.6% |
| Doctorate Degree | 14 | 0.1% | 25 | 0.1% | 1.3% | 78.6% |
| Total (Persons Age 25+) | 12,871 | - | 17,818 | - | - | - |
| High School Graduate or Higher | 8,471 | 65.8% | 14,361 | 80.6% | 85.8% | 69.5% |
| Bachelor's Degree or Higher | 1,239 | 9.6% | 2,732 | 15.3% | 28.4% | 120.5% |

Source: US Census Bureau (2000) Table P037; ACS (2011-2015) Table B15003

Employment

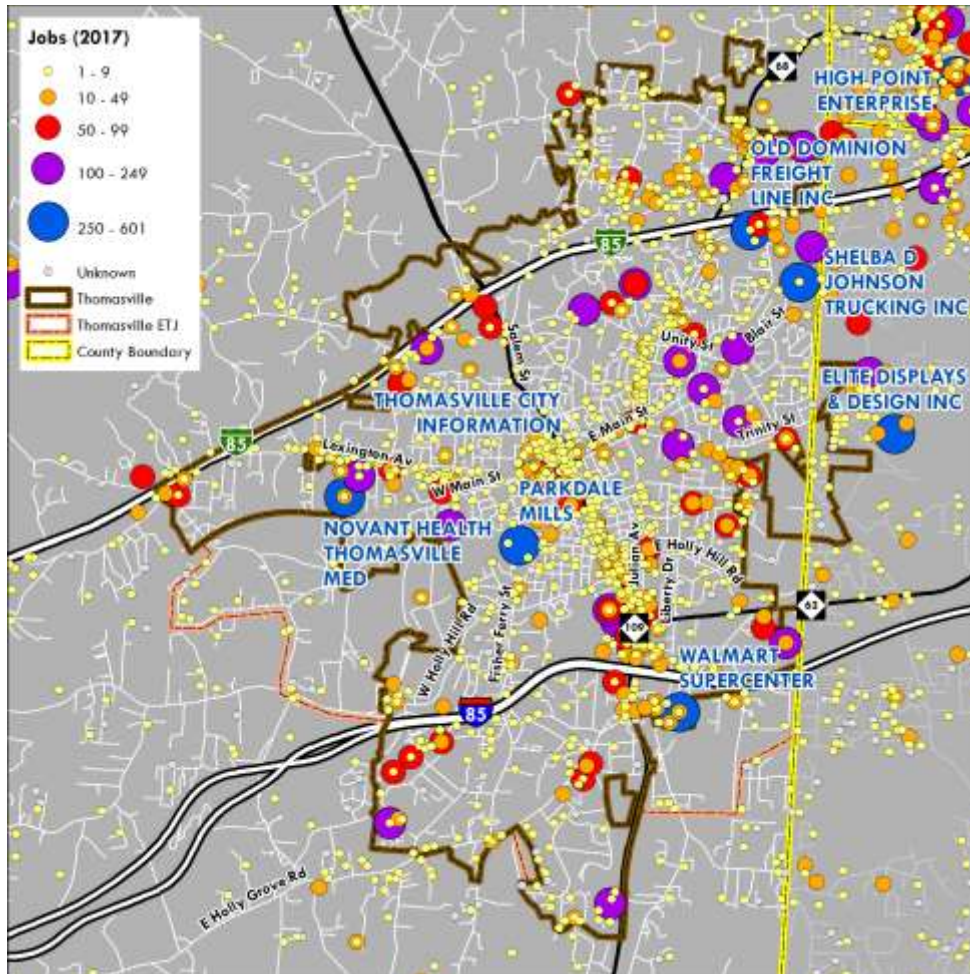
Table 8 shows Thomasville’s employment status in 2000, 2010 and 2017 for the residential population ages 16 years and over. Between 2000 and 2010, the working age population (ages 16 years and over) increased about 35% from 15,181 to 20,450 people. However, due to the economic recession, unemployment rates jumped from 5.1% in 2000 to 12.0% in 2010. Between 2010 and 2017, the labor force size remained stable but the unemployment rate dropped back down to 5.0%.

Table 8: Employment Status for the Residential Population (2000-2017)

| | 2000 | | 2010 | | 2017 | |
|---------------------------|--------|-------|--------|-------|--------|-------|
| | # | % | # | % | # | % |
| Total Population Ages 16+ | 15,181 | - | 20,450 | - | n/a | - |
| In labor force | 10,287 | 67.8% | 12,354 | 60.4% | 12,360 | - |
| Employed | 9,758 | 94.9% | 10,868 | 88.0% | 11,739 | 95.0% |
| Unemployed | 529 | 5.1% | 1,486 | 12.0% | 621 | 5.0% |
| Not in labor force | 4,894 | 32.2% | 8,096 | 39.6% | - | - |

Source: US Census Bureau (Table QT-P1) and NC Commerce LAUS

Map 2: Thomasville Jobs (2017)



Source: InfoUSA (2017)

Map 2 displays major employers in the Thomasville area. Each dot represents how many employees are employed at each location. Data was mapped from the verified and pre-verified business database from InfoUSA.

Jobs

This section pertains to the jobs located within the City of Thomasville. The number of jobs has been falling since 2002 when there were close to 15,000 jobs in the City limits. Job counts fell to the lowest count in recent years in 2010 with just under 10,000 jobs. In 2015, Thomasville had a total of 10,592 jobs, with concentrations in manufacturing (19.7%) and retail (12.5%). Between 2002 and 2015, Thomasville has seen an overall job loss of 4,231 jobs (-28.5%). The manufacturing sector saw the greatest loss, losing 3,743 jobs (-64.2%) while the wholesale trade sector saw the greatest job growth, gaining 305 jobs (74.4%). During this same time, the state saw a total growth in jobs of 13.1%.

Figure 2: Total Jobs (2002-2015)

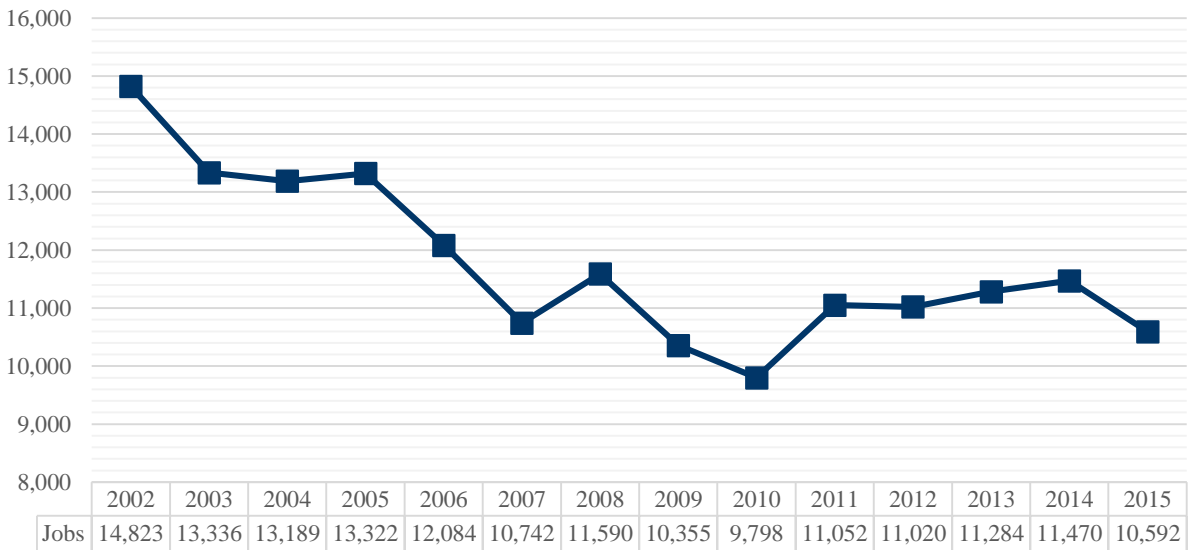
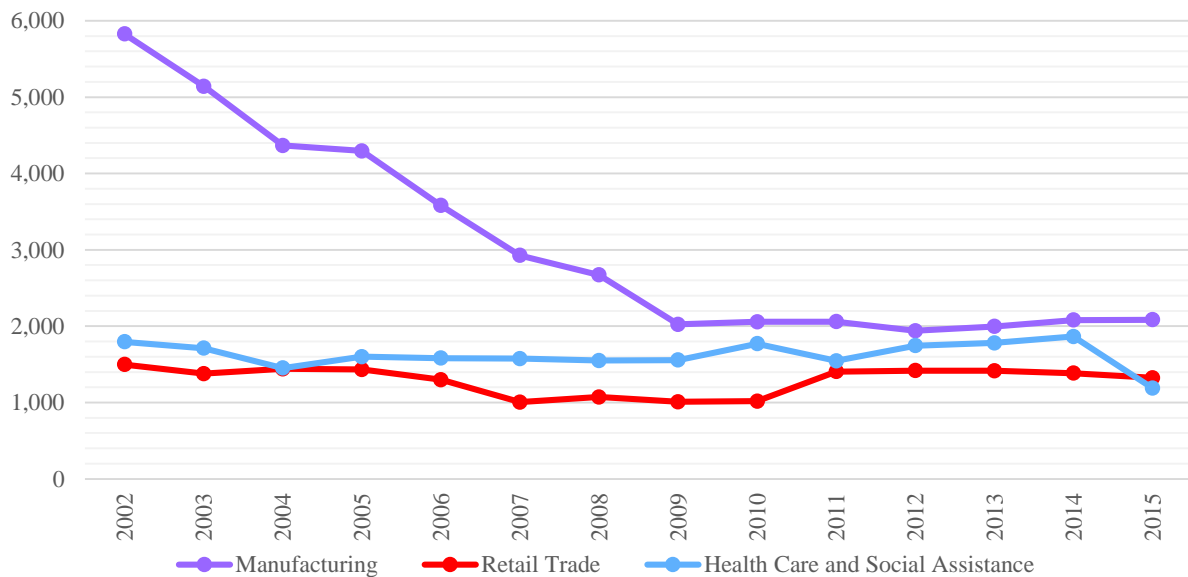


Figure 3: Major Jobs by Sector (2002-2015)



Source: US Census Bureau OnTheMap Application

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Table 9: Jobs by Sector (2002 & 2015)

| Jobs by NAICS Industry Sector | 2002 | | | 2015 | | | Change 2002 to 2015 | | |
|--|-----------------|-----------------|--------|-----------------|-----------------|--------|---------------------|-----------------|--------------|
| | Thomasville (#) | Thomasville (%) | NC (%) | Thomasville (#) | Thomasville (%) | NC (%) | Thomasville (#) | Thomasville (%) | NC (%) |
| Total Jobs | 14,823 | - | | 10,592 | - | - | (4,231) | -28.5% | 13.1% |
| Agriculture, Forestry, Fishing and Hunting | 2 | 0.0% | 0.7% | 0 | 0.0% | 0.7% | (2) | -100.0% | 2.4% |
| Mining, Quarrying, and Oil and Gas Extraction | 0 | 0.0% | 0.1% | 0 | 0.0% | 0.1% | 0 | - | -33.8% |
| Utilities | 2 | 0.0% | 0.4% | 0 | 0.0% | 0.4% | (2) | -100.0% | 0.1% |
| Construction | 338 | 2.3% | 5.8% | 204 | 1.9% | 4.6% | (134) | -39.6% | -11.0% |
| Manufacturing | 5,828 | 39.3% | 17.8% | 2,085 | 19.7% | 11.3% | (3,743) | -64.2% | -28.1% |
| Wholesale Trade | 410 | 2.8% | 4.5% | 715 | 6.8% | 4.4% | 305 | 74.4% | 10.8% |
| Retail Trade | 1,497 | 10.1% | 11.9% | 1,324 | 12.5% | 11.8% | (173) | -11.6% | 12.8% |
| Transportation and Warehousing | 881 | 5.9% | 3.1% | 564 | 5.3% | 2.9% | (317) | -36.0% | 7.0% |
| Information | 35 | 0.2% | 2.2% | 3 | 0.0% | 1.9% | (32) | -91.4% | -2.5% |
| Finance and Insurance | 155 | 1.0% | 3.6% | 184 | 1.7% | 3.7% | 29 | 18.7% | 15.6% |
| Real Estate and Rental and Leasing | 69 | 0.5% | 1.2% | 70 | 0.7% | 1.3% | 1 | 1.4% | 19.2% |
| Professional, Scientific, and Technical Services | 188 | 1.3% | 4.2% | 129 | 1.2% | 5.4% | (59) | -31.4% | 46.9% |
| Management of Companies and Enterprises | 810 | 5.5% | 1.9% | 1,106 | 10.4% | 2.2% | 296 | 36.5% | 26.8% |
| Administration & Support, Waste Management and Remediation | 339 | 2.3% | 5.3% | 491 | 4.6% | 6.9% | 152 | 44.8% | 46.9% |
| Educational Services | 926 | 6.2% | 9.2% | 854 | 8.1% | 9.2% | (72) | -7.8% | 13.3% |
| Health Care and Social Assistance | 1,796 | 12.1% | 11.7% | 1,189 | 11.2% | 14.3% | (607) | -33.8% | 39.0% |
| Arts, Entertainment, and Recreation | 107 | 0.7% | 1.2% | 125 | 1.2% | 1.6% | 18 | 16.8% | 42.1% |
| Accommodation and Food Services | 889 | 6.0% | 7.6% | 1,027 | 9.7% | 9.4% | 138 | 15.5% | 40.8% |
| Other Services (excluding Public Administration) | 254 | 1.7% | 2.7% | 249 | 2.4% | 2.6% | (5) | -2.0% | 8.9% |
| Public Administration | 297 | 2.0% | 4.9% | 273 | 2.6% | 5.5% | (24) | -8.1% | 24.9% |

Source: US Census Bureau OnTheMap Application

Means to Work and Commute Time

According to 2015 data, 1,754 residents both live and work in Thomasville, representing 14.4% of Thomasville’s resident labor force and 16.6% of Thomasville’s employed population. Each day, an estimated 8,838 workers commute to Thomasville, while 10,417 of Thomasville’s resident work force commute outside of Thomasville, leaving a negative net flow of 1,579 workers. The majority of Thomasville’s resident labor force is commuting to High Point each day (20.8%) with another 11.1% commuting to Greensboro. The mean travel time to work for workers living in Thomasville is 20.9 minutes – up from 20.0 minutes in 2000.

Table 10: Employment Inflow/Outflow Job Counts (2015)

| | Number | Percent |
|---|--------|---------|
| Resident Labor Force | 12,171 | |
| Work in Thomasville | 1,754 | 14.4% |
| Work outside of Thomasville (out-commuters) | 10,417 | 85.6% |
| Employment Population | 10,592 | |
| Live in Thomasville | 1,754 | 16.6% |
| Live outside Thomasville (in-commuters) | 8,838 | 83.4% |
| Net Flow of Workers (in- less out- commuters) | -1,579 | |

Source: US Census Bureau OnTheMap Application

Table 11: Commuter Destination (2015)

| | Outflow | | Inflow | | Net Flow |
|---------------|---------------|-------|---------------|-------|---------------|
| High Point | 2,534 | 20.8% | 909 | 8.6% | -1,625 |
| Thomasville | 1,754 | 14.4% | 1,754 | 16.6% | n/a |
| Greensboro | 1,354 | 11.1% | 489 | 4.6% | -865 |
| Winston-Salem | 977 | 8.0% | 391 | 3.7% | -586 |
| Charlotte | 464 | 3.8% | 120 | 1.1% | -344 |
| Lexington | 462 | 3.8% | 235 | 2.2% | -227 |
| Archdale | 396 | 3.3% | 227 | 2.1% | -169 |
| Other | 4,230 | 34.8% | 6,467 | 61.1% | 2,237 |
| TOTAL | 12,171 | | 11,470 | | -1,579 |

Source: US Census Bureau OnTheMap Application

Table 12: Travel Time to Work (2000 & 2015)

| | 2000 | 2015 | Change | Percent Change |
|---|--------------|---------------|--------------|----------------|
| Less than 5 minutes | 394 | 533 | 139 | 35.3% |
| 5 to 14 minutes | 3,407 | 3,294 | -113 | -3.3% |
| 15 to 29 minutes | 3,370 | 3,637 | 267 | 7.9% |
| 30 to 44 minutes | 1,334 | 2,479 | 1,145 | 85.8% |
| 45 to 59 minutes | 196 | 422 | 226 | 115.3% |
| 60 to 89 minutes | 153 | 117 | -36 | -23.5% |
| 90 or more minutes | 194 | 138 | -56 | -28.9% |
| Work at home | 138 | 332 | 194 | 140.6% |
| Total | 9,186 | 10,952 | 1,766 | 19.2% |
| Mean Travel Time to Work (Minutes) | 20 | 20.9 | 0.9 | 4.5% |

Source: US Census Bureau (2000) Table P031; ACS (2011-2015) Table B08303

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Table 13 shows how residents of Thomasville traveled to work each day in 2000 and 2015. In 2015, the majority of residents drove alone in a car, truck or van (9,222 residents or 84.2%). Between 2000 and 2015 the number of residents carpooling to work decreased 46.5% while the number of residents working from home increased by 140.6%.

Table 13: Means of Transportation (2000 & 2015)

| | 2010 | 2015 | Change | Percent Change |
|--|--------------|---------------|--------------|----------------|
| Car, truck, or van | 8,743 | 10,240 | 1,497 | 17.1% |
| Drove alone | 6,841 | 9,222 | 2,381 | 34.8% |
| Carpooled | 1,902 | 1,018 | -884 | -46.5% |
| Public transportation | 21 | 12 | -9 | -42.9% |
| Walked | 150 | 272 | 122 | 81.3% |
| Taxicab, motorcycle, bicycle, or other means | 134 | 96 | -38 | -28.4% |
| Worked at home | 138 | 332 | 194 | 140.6% |
| TOTAL | 9,186 | 10,952 | 1,766 | 19.2% |

Source: US Census Bureau (2000) Table P030; ACS (2011-2015) Table B08134

Income

In 2015, the median household income (\$35,554) and per capita income (\$19,459) in Thomasville were lower than that of the state. Nearly a third of all households in Thomasville have an income less than \$25,000 and another third have an income between \$25,000 and \$49,999.

Table 14: Thomasville Income (2000 & 2015)

| Household Income | Thomasville (2000) | | Thomasville (2015) | | NC (2015) |
|-------------------------|--------------------|----------|--------------------|----------|-----------|
| Less than \$25,000 | 3,134 | 39.6% | 3,678 | 33.6% | 26.2% |
| \$25,000 to \$49,999 | 2,753 | 34.8% | 3,751 | 34.2% | 26.5% |
| \$50,000 to \$74,999 | 1,282 | 16.2% | 1,976 | 18.0% | 17.9% |
| \$75,000 to \$99,999 | 426 | 5.4% | 833 | 7.6% | 11.3% |
| \$100,000 to \$149,999 | 222 | 2.8% | 487 | 4.4% | 10.7% |
| \$150,000 or more | 100 | 1.3% | 236 | 2.2% | 7.3% |
| Total Households | 7,917 | - | 10,961 | - | - |
| Per Capita Income | \$16,045 | - | \$19,459 | - | \$25,920 |
| Median Household Income | \$30,972 | - | \$35,554 | - | \$46,868 |

Source: US Census Bureau (2000) Tables P052, P053, P082; ACS (2011-2015) Tables B19001, B19013, B19301

Housing Characteristics

In 2015, Thomasville had a total of 12,586 housing units – an increase of 4,058 units (47.6%) from year 2000. Of the total units, 87.1% were occupied and 12.9% were vacant (almost double the vacancy rate in 2000). Of the 10,961 occupied units, 57.1% were owner occupied and 42.9% were renter occupied.

Table 15: Housing Occupancy and Tenure (2000 & 2015)

| | Thomasville (2000) | | Thomasville (2015) | | Change (2000 to 2015) | | NC (2015) |
|----------------------------|--------------------|-------|--------------------|-------|-----------------------|--------------|-----------|
| Total Housing Units | 8,528 | | 12,586 | | 4,058 | 47.6% | |
| Occupied | 7,946 | 93.2% | 10,961 | 87.1% | 3,015 | 37.9% | 85.5% |
| Owner Occupied | 4,163 | 52.4% | 6,257 | 57.1% | 2,094 | 50.3% | 65.1% |
| Renter Occupied | 3,783 | 47.6% | 4,704 | 42.9% | 921 | 24.3% | 34.9% |
| Vacant | 582 | 6.8% | 1,625 | 12.9% | 1,043 | 179.2% | 14.5% |
| Persons Per Household | 2.32 | | 2.43 | | | | 2.54 |

Source: US Census Bureau (2000); ACS (2011-2015) Tables B250002 and B25003

Table 16 below details the type and number of units for the total housing units. In 2015, 74.5% of Thomasville’s housing units were single family units; 21.2% were multi-family units (mostly 2 to 9 units); and 4.2% were mobile homes.

Table 16: Structure Detail (2000 & 2015)

| | Thomasville (2000) | | Thomasville (2015) | | Change (2000 to 2015) | |
|----------------------|--------------------|--------------|--------------------|--------------|-----------------------|--------------|
| Single Family | 6,093 | 71.4% | 9,378 | 74.5% | 3,285 | 53.9% |
| 1-unit detached | 5,956 | 69.8% | 9,024 | 71.7% | 3,068 | 51.5% |
| 1-unit attached | 137 | 1.6% | 354 | 2.8% | 217 | 158.4% |
| Multi Family | 2,071 | 24.3% | 2,674 | 21.2% | 603 | 29.1% |
| 2 units | 449 | 5.3% | 600 | 4.8% | 151 | 33.6% |
| 3 or 4 units | 523 | 6.1% | 690 | 5.5% | 167 | 31.9% |
| 5 to 9 units | 742 | 8.7% | 722 | 5.7% | -20 | -2.7% |
| 10 to 19 units | 233 | 2.7% | 330 | 2.6% | 97 | 41.6% |
| 20 to 49 units | 102 | 1.2% | 221 | 1.8% | 119 | 116.7% |
| 50 or more units | 22 | 0.3% | 111 | 0.9% | 89 | 404.5% |
| Mobile Home | 364 | 4.3% | 534 | 4.2% | 170 | 46.7% |
| TOTAL Units | 8,528 | | 12,586 | | 4,058 | 47.6% |

Source: US Census Bureau (2000); ACS (2011-2015) Table B25024

Table 17 below shows the number of housing units by year built – grouped by occupancy and tenure. About 20% of Thomasville’s housing stock was built in the 1990’s. The median year built for all units in 1976. The median home value for all units is \$108,000 (compared to a median value of \$154,900 across the State). Newer homes have a higher median value with homes built since 2010 demonstrating a median value of \$138,000 in Thomasville. Mobile homes had a median value of \$91,500 in 2015 in Thomasville, compared to \$50,500 across the State.

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Table 17: Year Structure Built by Occupancy and Tenure (2015)

| | Occupied | | | Vacant | Total | | |
|--------------------|--------------|--------------|----------------|--------------|---------------|----------|------------------|
| | Owner | Renter | Total Occupied | | # | % | Median Value |
| 2010 or later | 147 | 49 | 196 | 0 | 196 | 1.6% | \$138,000 |
| 2000 to 2009 | 979 | 436 | 1,415 | 207 | 1,622 | 12.9% | \$133,000 |
| 1990 to 1999 | 1,575 | 689 | 2,264 | 297 | 2,561 | 20.3% | \$110,500 |
| 1980 to 1989 | 479 | 585 | 1,064 | 289 | 1,353 | 10.8% | \$116,200 |
| 1970 to 1979 | 319 | 980 | 1,299 | 132 | 1,431 | 11.4% | \$106,000 |
| 1960 to 1969 | 1,121 | 603 | 1,724 | 239 | 1,963 | 15.6% | \$97,700 |
| 1950 to 1959 | 843 | 777 | 1,620 | 150 | 1,770 | 14.1% | \$95,600 |
| 1949 or earlier | 794 | 585 | 1,379 | 311 | 1,690 | 13.4% | \$82,416 |
| TOTAL UNITS | 6,257 | 4,704 | 10,961 | 1,625 | 12,586 | - | \$108,000 |
| Median Year Built | 1981 | 1974 | 1976 | n/a | 1976 | - | - |

Source: ACS (2011-2015) Tables B25034, B25036 and B25107

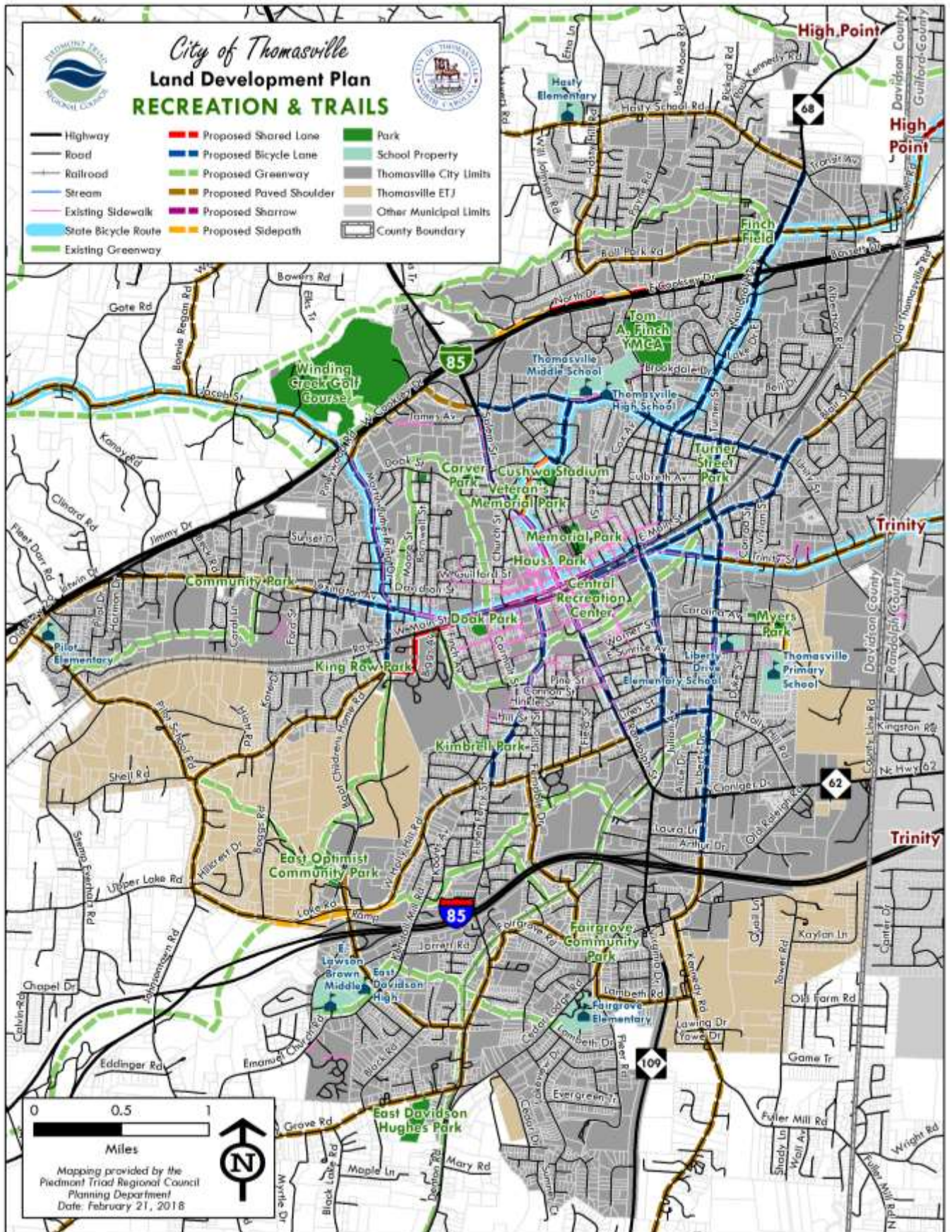
Parks and Recreation Facilities

The Thomasville Parks and Recreation Department maintains about 266 acres of recreational property. The location of park facilities and the proposed trail and bicycle network are shown in Map 3. Proposed greenways and trails were included in the early 2000s Parks and Recreation plan, Greenway plan or the Comprehensive Bicycle Transportation Plan of 2009. Further detail on the trail and on-road bicycle network, including street cross sections, project phasing recommendations, funding ideas, and etc. is available from the Bicycle Plan report.

Table 18: Parks & Recreation Facilities

| Facility | Acres | Location | Features |
|-----------------------------|--------------|----------------------------------|---|
| Ball Park Community Center | 1.7 | 7003 Ball Park Rd | Recreation programs |
| Finch Field | 8.1 | 1220 National Hwy | Playground, Picnic Tables, Walking Trails, Baseball Field |
| Central Recreation Center | 4.3 | 205 E Main St | Recreation programs, Gymnasium, Tennis Courts, Pickleball, Playground, Basketball Court, Hand Ball Wall, Multi-use Athletic Field |
| King Row Park | 3.4 | 205 E Main St | Athletic Field, Basketball Court, Playground, Shelter & Walking Trail |
| Reginald Strickland Center | 0.4 | 800 Kahler St | Recreation programs |
| Carver Park | 2.4 | 800 Kahler St | Basketball courts, playground, shelter |
| Communities in Schools Park | 0.5 | 1235 Lexington Ave | Passive Park, Picnic Tables |
| Doak Park | 5.5 | 301 W Main St | Baseball Field, Basketball Court, Playground, Shelter, Skate Park & Walking Trail. |
| Fair Grove Community Park | 0.8 | 4 Forest Dr | Passive Park, Gazebo, Bench Swings & Picnic Tables |
| Hause Park | 0.3 | 700 Concord St | Passive Park, Benches |
| Kimbrell Park | 3.4 | 620 Concord St | Athletic Field |
| Myers Park | 12.2 | 401 Mason Way | Two Baseball/Softball Fields, Basketball Court, Playground, Shelter & Walking Trail |
| Veterans Memorial Park | 23.2 | 20 Stadium Dr | Two Shelters, Two Playgrounds, Half Basketball Court, Swimming Pool & Cushwa Stadium |
| Payne Park | 1.5 | 605 Doak St | Athletic Field |
| Turner St. Park | 1.1 | 400 Turner St | Playgrounds, Two Basketball Courts, Co-Op with TCS |
| Winding Creek Golf Course | 197.1 | Intersection of Hwy 109 & Bus 85 | Golf Course |
| Total Acres: | 265.9 | | |

Map 3: Proposed Recreation, Trail and Bicycle Network



Historic and Cultural Resources

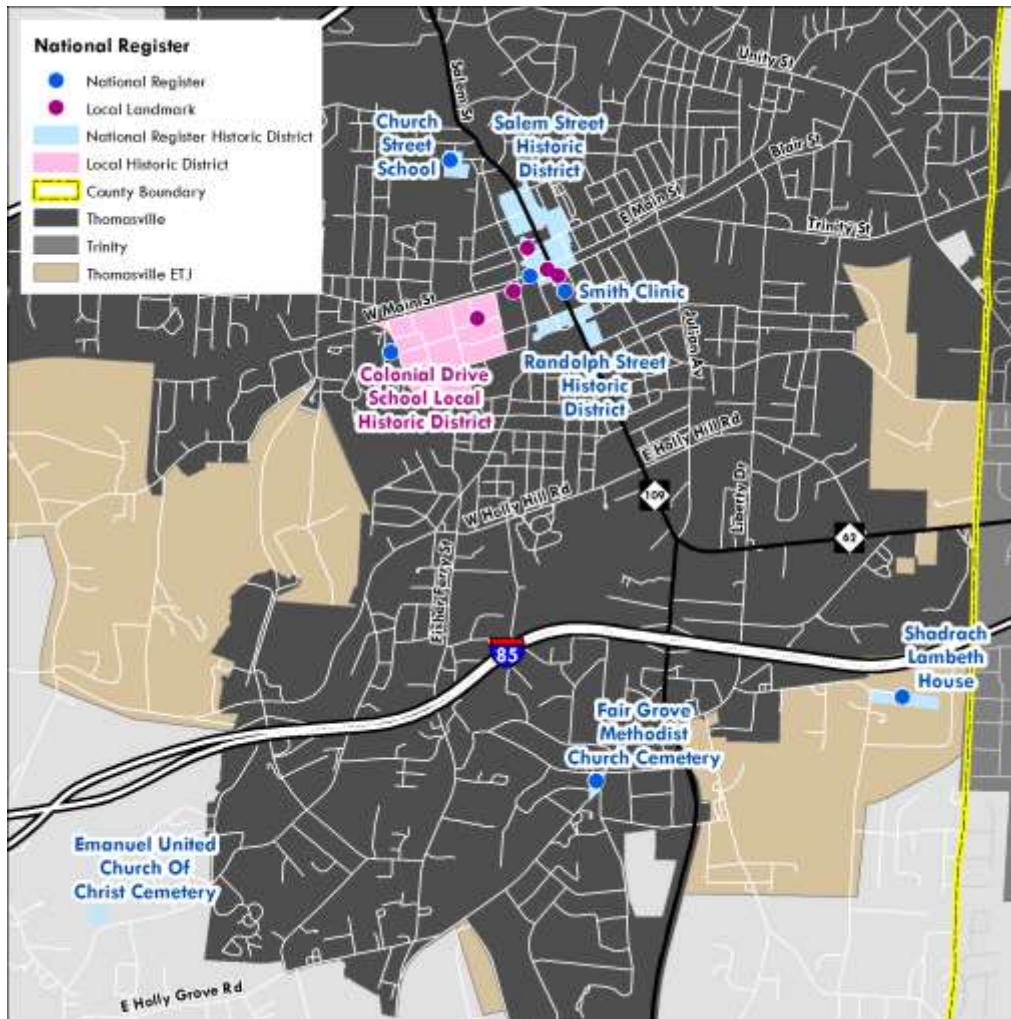
Thomasville has six National Register Historic Districts within the city limits, along with an additional district in the ETJ. The Salem Street Historic District is also a Local Historic District, in addition to the Colonial Drive School Local Historic District.

Table 19: National Register Historic Districts

| Site ID | Name | Description | Acres | Year Listed |
|---------|--|---|-------|-------------|
| DV0041 | Shadrach Lambeth House (in ETJ) | 1838 Quaker plan 2-story brick house | 12.8 | 1984 |
| DV0627 | Fair Grove Methodist Church Cemetery | 1828 and later, pierced stone designs | 3.1 | 1984 |
| DV0636 | Church Street School | 1935-37 Colonial Revival 2-story brick school | 8.3 | 1990 |
| DV0637 | Smith Clinic | 1939 Art Deco 1-story brick medical office | 0.3 | 1991 |
| DV0696 | Thomasville Downtown Historic District | Late 19th - early 20th c. commercial district | 40.7 | 2005 |
| DV0841 | Salem Street Historic District | 1861-mid 20th c. residential area | 24.7 | 2006 |
| DV0842 | Randolph Street Historic District | residential, depot, and a church | 19.4 | 2012 |

Source: NC State Historic Preservation Office (2017)

Map 4: National Register of Historic Places



Source: NC State Historic Preservation Office (2017)

Transportation

The City of Thomasville is part of the High Point Metropolitan Planning Organization (HPMPO). The HPMPO is responsible for an on-going, cooperative effort by local, state and federal governments to do the following:

- Identify transportation needs by analyzing existing conditions and trends and make projections of future changes.
- Provide a factual basis for public policies and goals to meet the needs of people and their organizations.
- Prepare a plan in which streets, public transit, highways and other means of moving people and goods are properly related to plans and programs for the physical, social, economic and environmental development of the High Point Urban Area.
- Maintain a continuing, cooperative and comprehensive planning process that will enable plans to be kept up-to-date to meet changing conditions and enable the region to qualify for federal transportation funds.

The HPMPO consists of two committees and planning staff. The Technical Coordinating Committee (TCC) is comprised of staff from the member jurisdictions, NCDOT, FHWA, and other agencies that have technical expertise either in transportation or in community development. The TCC helps to assess the feasibility and priority of implementing transportation projects.

The Transportation Advisory Committee (TAC) governs HPMPO activities. It is made up of elected officials from the member jurisdictions. The TAC is responsible for approving pertinent transportation plans and reports prepared by HPMPO staff. If a plan or report is approved, then MPO staff can begin the implementation process.

The City of High Point Department of Transportation is designated as the Lead Planning Agency (LPA) and is the primary local recipient of planning funds received from USDOT for the High Point Urban Area.

Transportation planning helps meet the region's transportation needs, determines "first things first" priorities, and helps avoid expensive construction mistakes. It is the basis for the MPO's long-range Metropolitan Transportation Plan (MTP) as well as the Metropolitan Transportation Improvement Program (MTIP), and serves to guide the North Carolina Department of Transportation (NCDOT) and the member jurisdictions in the construction of streets and highways. It has enabled the region to use federal and state funds to serve local needs.

2040 Long-Range Metropolitan Transportation Plan (MTP)

The MTP is the official multi-modal transportation plan resulting from regional or statewide collaboration and consensus on a region's or state's transportation system, serving as the defining vision for the region's or state's transportation systems and services. The plan addresses no less than a 20-year planning horizon that is developed, adopted, and updated by the MPO through the metropolitan transportation planning process. The following list highlights roadway projects in the Thomasville area (displayed on Map 5). Map 6 also highlights existing and proposed bicycle, greenway and sidewalk projects.

2021

- I-85 pavement rehabilitation from Squire Bowers Road to 0.3 miles north of NC 109

2030

- NC-109 widen existing roadway to a multi-lane facility from Lambeth Road to Cloniger Drive
- Julian Avenue widen existing roadway to a multi-lane facility from Cloniger Drive to Main Street
- NC-109/ Julian Avenue Ext. widen existing roadway to a multi-lanes, part on new location from Bus-85 to Main Street
- US-29/70 and I-85-Bus replace bridges over Norfolk Southern Railroad

2040

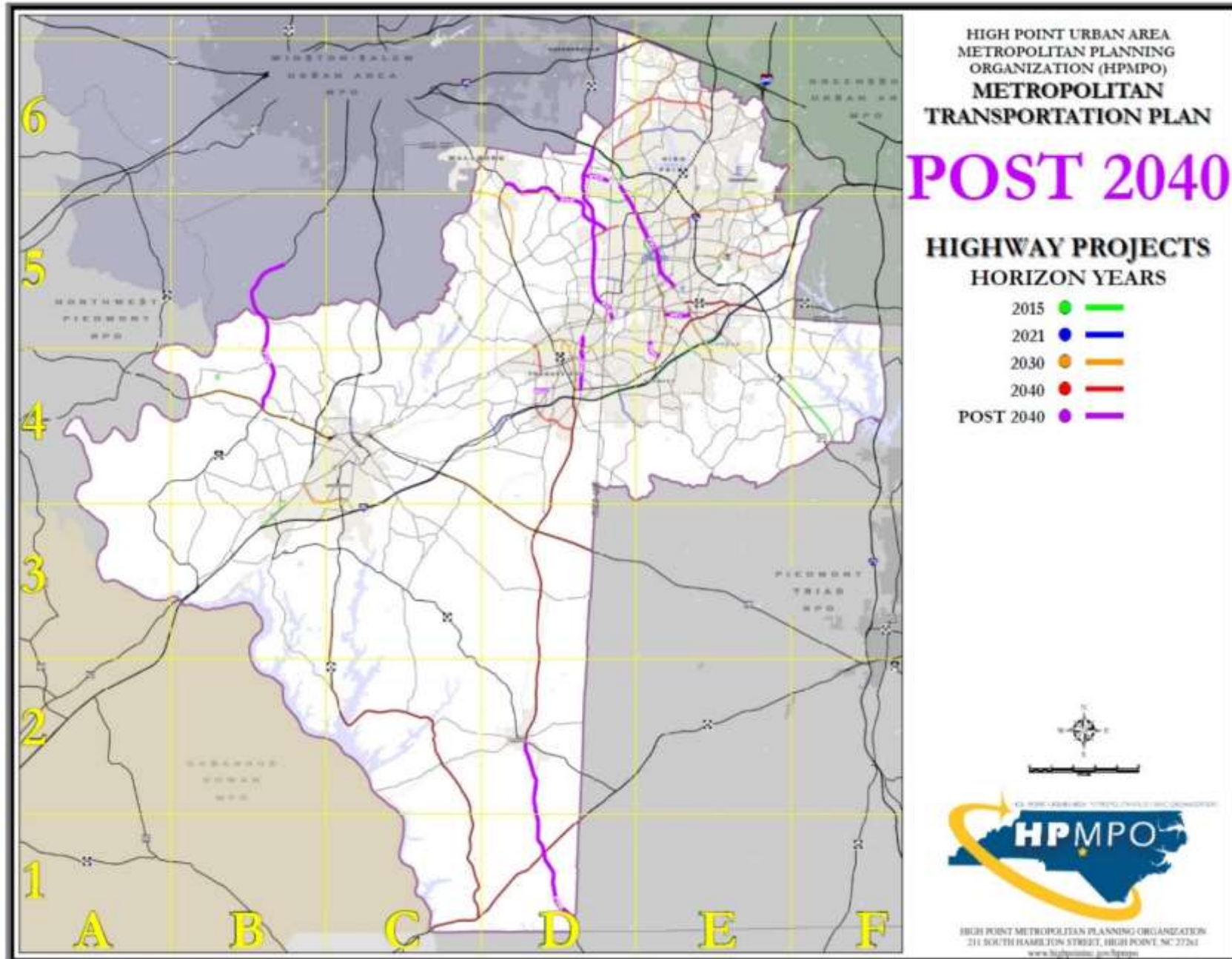
- NC-109 widen to a multi-lane facility from I-85 to NC-47
- Lake Road widen to a multi-lane facility from I-85 to NC-109 part on new location
- MLK Jr Drive widen to a multi-lane facility from US-29/52/70/Bus-85 to Main Street
- Add interchange at MLK Dr/Jacob St Ext/Bus-85

Post 2040

- New two lane facility (Holly Hill Rd Connector) from West Holly Hill Rd to Baptist Children's Home Road
- Turner St/Liberty Dr widen to a four lane facility from National Highway to Cloniger Drive
- New multi-lane facility from Bus-85 to US-311 Bypass

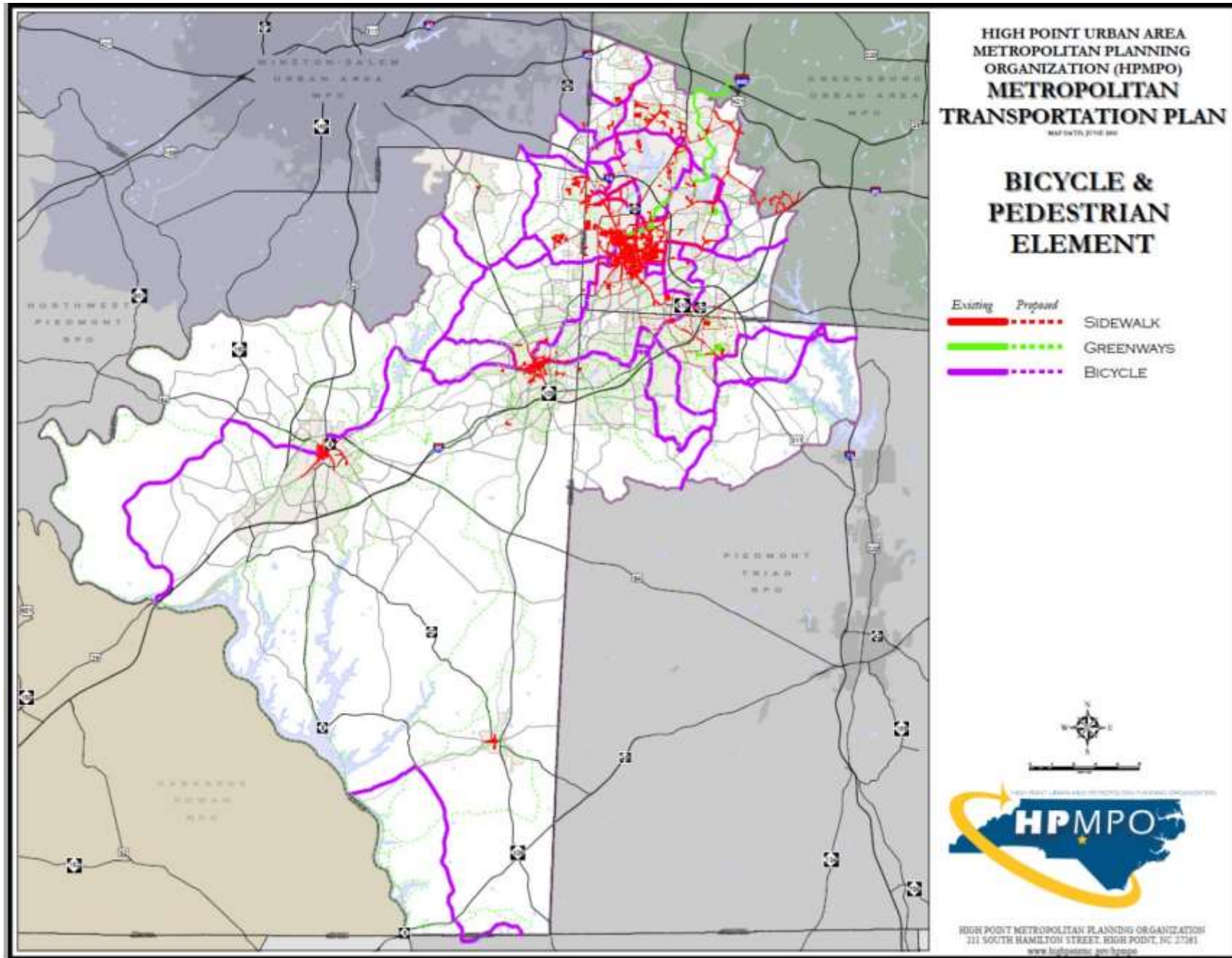
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Map 5: MTP Highway Projects



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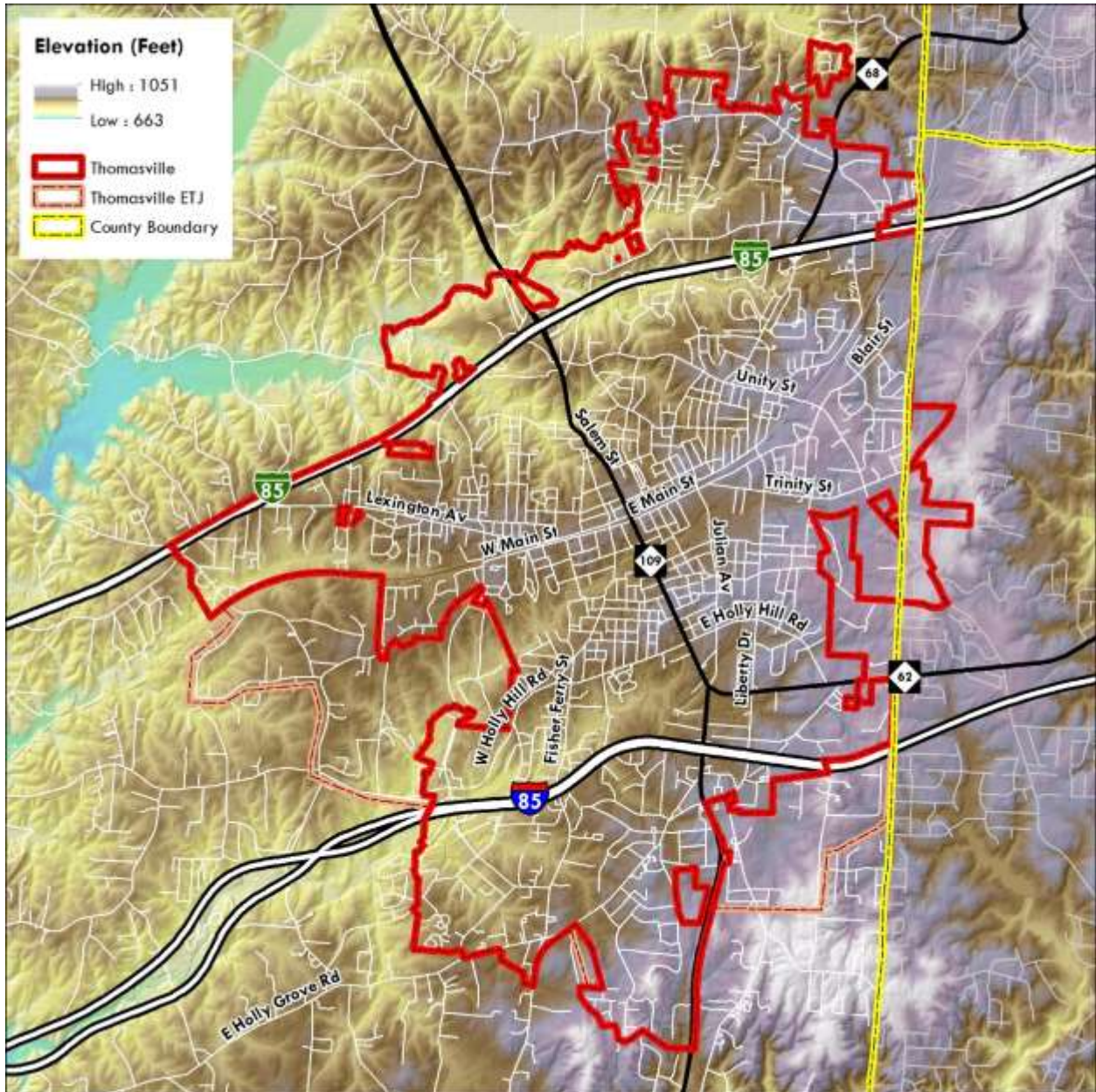
Map 6: MTP Bicycle & Pedestrian Projects



Natural Features

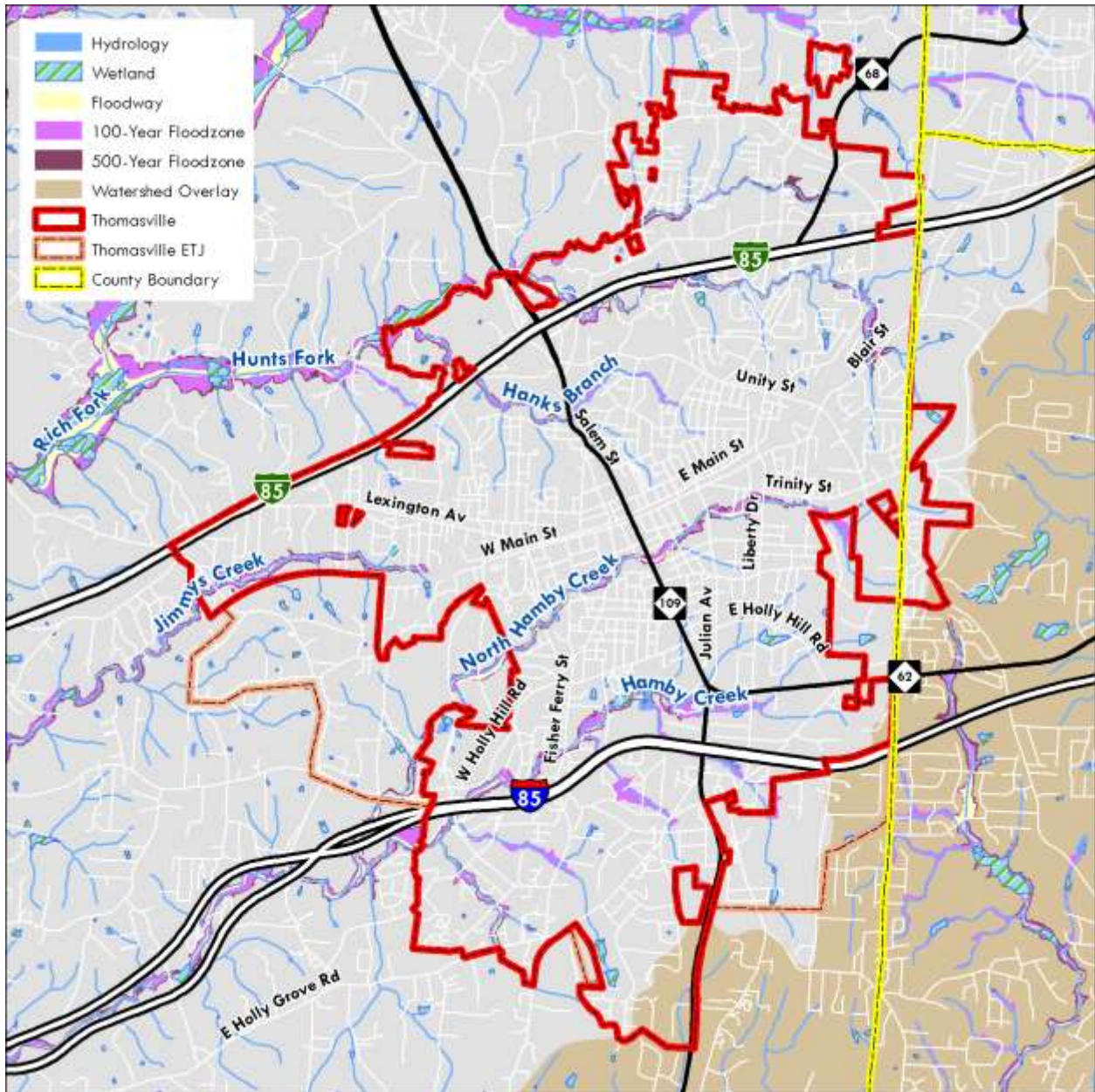
Natural features are located throughout the city’s planning area. Low lying areas are present along both the Business and Interstate 85 corridors (see 7). Map 8 identifies wetlands and areas subject to flooding. These areas and riparian buffers should be protected from significant development to prevent floods and potential damage to water quality.

Map 7: Elevation



Source: LiDAR (2007)

Map 8: Wetlands & Floodzones



Public Utilities

Both water and sewer systems are “built out” and there are no plans to extend water and sewer beyond the current system. There is substantial excess capacity in both systems that is available to be used by new customers. The water and wastewater systems have capacity of 6.0 Million Gallons Per Day (MGD), and both are currently operating in a range between 2.25 to 2.5 MGD, leaving over 3.5 MGD of unused capacity in both systems waiting for users. Map 9 shows the extent of the water system and Map 10 shows the extent of the wastewater system. Also included are Tables 20 and 21 showing the different sizes and length of pipe in each system.

Table 20: Water System Pipe Sizes and Length

| Size/inches | Length/ft | Length/mi |
|--------------|----------------|------------|
| 0.75 | 5,359 | 1.01 |
| 1 | 4,200 | 0.80 |
| 1.25 | 682 | 0.13 |
| 1.50 | 897 | 0.17 |
| 2 | 175,170 | 33.18 |
| 3 | 3,614 | 0.68 |
| 4 | 14,064 | 2.66 |
| 6 | 525,831 | 99.59 |
| 8 | 115,241 | 21.83 |
| 10 | 4,070 | 0.77 |
| 12 | 62,221 | 11.78 |
| 16 | 13,266 | 2.51 |
| TOTAL | 924,614 | 175 |

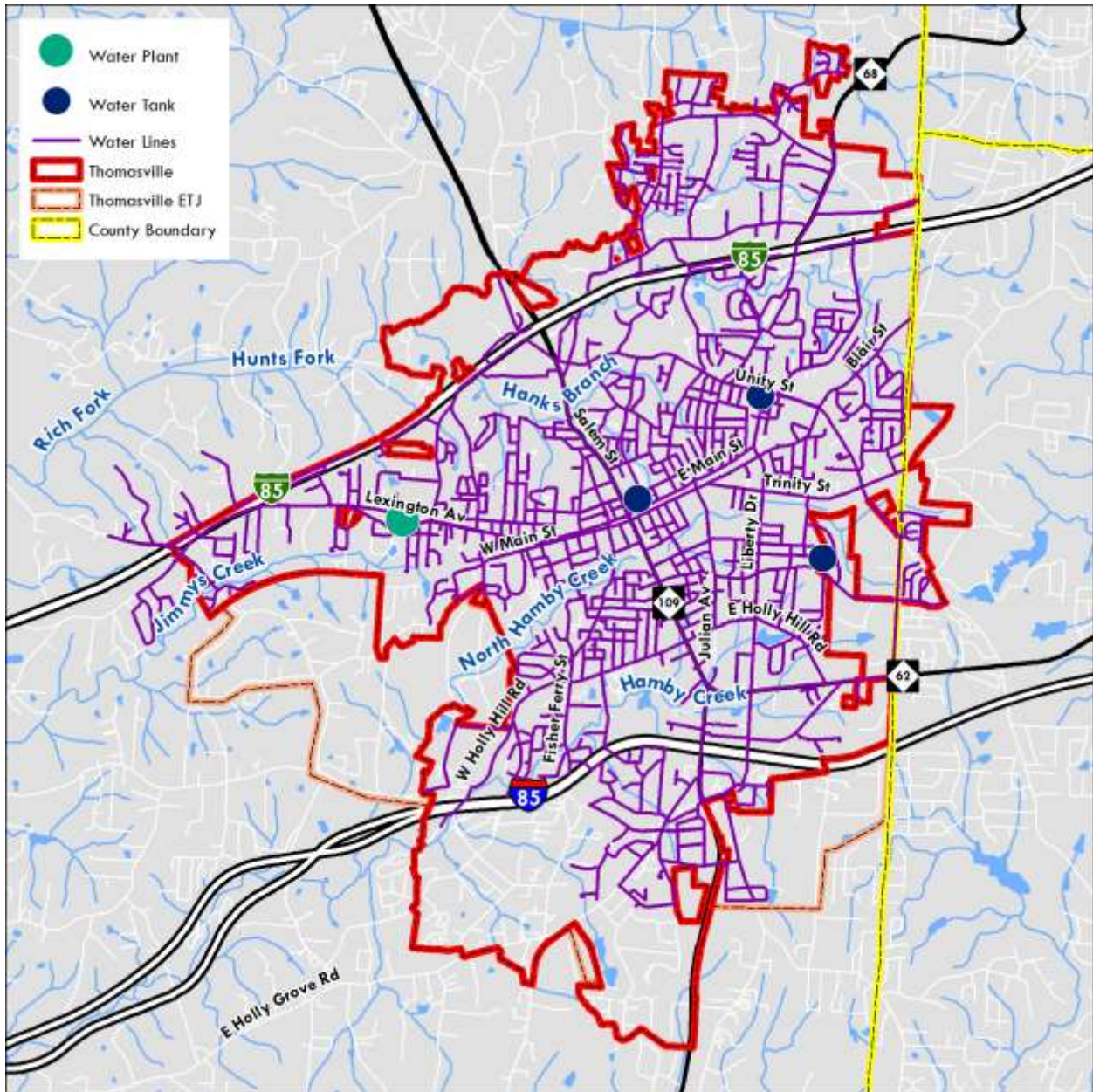
Table 21: Wastewater System Pipe Sizes and Length

| Type/Size/inches | Length/ft | Length/mi |
|-------------------|------------------|--------------|
| Force Main | 124,747 | 23.6 |
| 2 | 401 | 0.1 |
| 3 | 6,318 | 1.2 |
| 4 | 18,925 | 3.6 |
| 6 | 50,356 | 9.5 |
| 8 | 14,577 | 2.8 |
| 10 | 12,906 | 2.4 |
| 12 | 21,264 | 4.0 |
| Gravity | 1,085,891 | 205.7 |
| 4 | 2,238 | 0.4 |
| 6 | 6,365 | 1.2 |
| 8 | 934,170 | 176.9 |
| 10 | 14,161 | 2.7 |
| 12 | 57,447 | 10.9 |
| 15 | 20,529 | 3.9 |
| 16 | 3,873 | 0.7 |
| 18 | 19,427 | 3.7 |
| 21 | 8,724 | 1.7 |
| 24 | 10,824 | 2.1 |
| 30 | 11,275 | 2.1 |
| 42 | 3,290 | 0.6 |
| TOTAL | 1,217,348 | 230.6 |

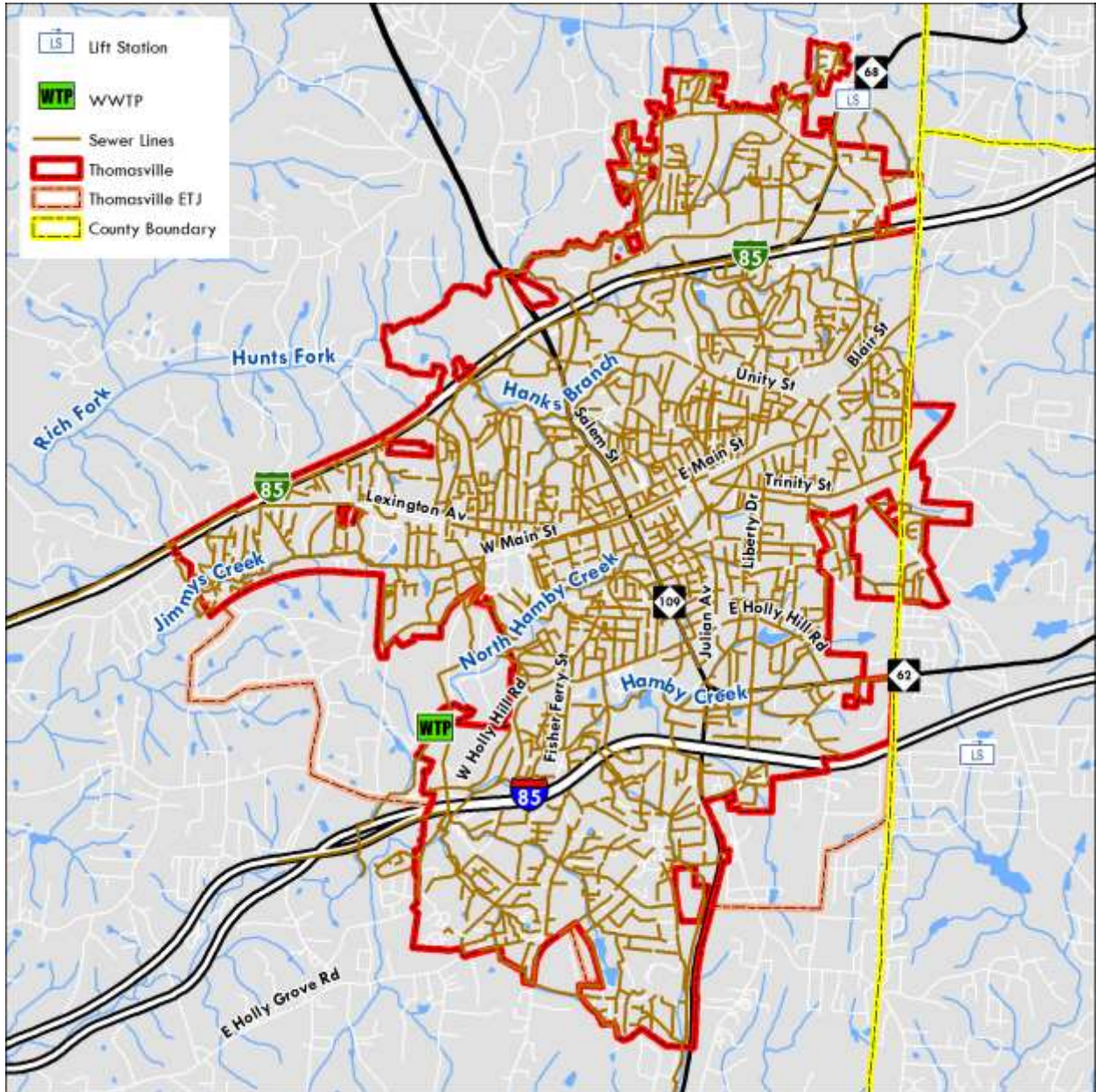


Photo 1: Downtown Water Tank and Farmer's Market Shelter

Map 9: Water Infrastructure



Map 10: Sewer Infrastructure



3. EXISTING LAND USE

Before considering future land uses, citizens and city leaders need to be aware of the existing land use patterns and understand how the activities relate to one another. Mapping existing land use patterns allows examination of how land uses vary geographically and evaluation of whether the current land uses are suitable and compatible. Suitability for land uses is often determined by soils, drainage patterns and the presence of public services such as water and sewer capacity. Compatible uses refer to land uses that can coexist adjacent or in close proximity to one another without negative consequences.

A land use map (map) was created to identify and analyze existing land development patterns. Land uses in Thomasville were placed into the following categories: Single family residential, multi-family residential, mobile & manufactured home residential, mobile home park residential, agriculture, commercial, office, industrial, institutional, utilities, open space & recreation, and vacant land. This study consists of the primary city limits of Thomasville and the Extra Territorial Jurisdiction (ETJ).

Currently, the City’s size is 10,676 acres (16.7 square miles); the ETJ’s size is 1,981 acres (3.1 square miles); for a combined total of 12,657 acres (19.8 square miles). Table 22 displays the estimated acreage figures for existing land uses within the City of Thomasville’s Planning and Zoning jurisdiction based on tax parcel data from Davidson and Randolph Counties. Much of the land in the city limits or ETJ is undeveloped or underdeveloped, providing opportunity for future infill and possible growth in areas adjacent to the City.

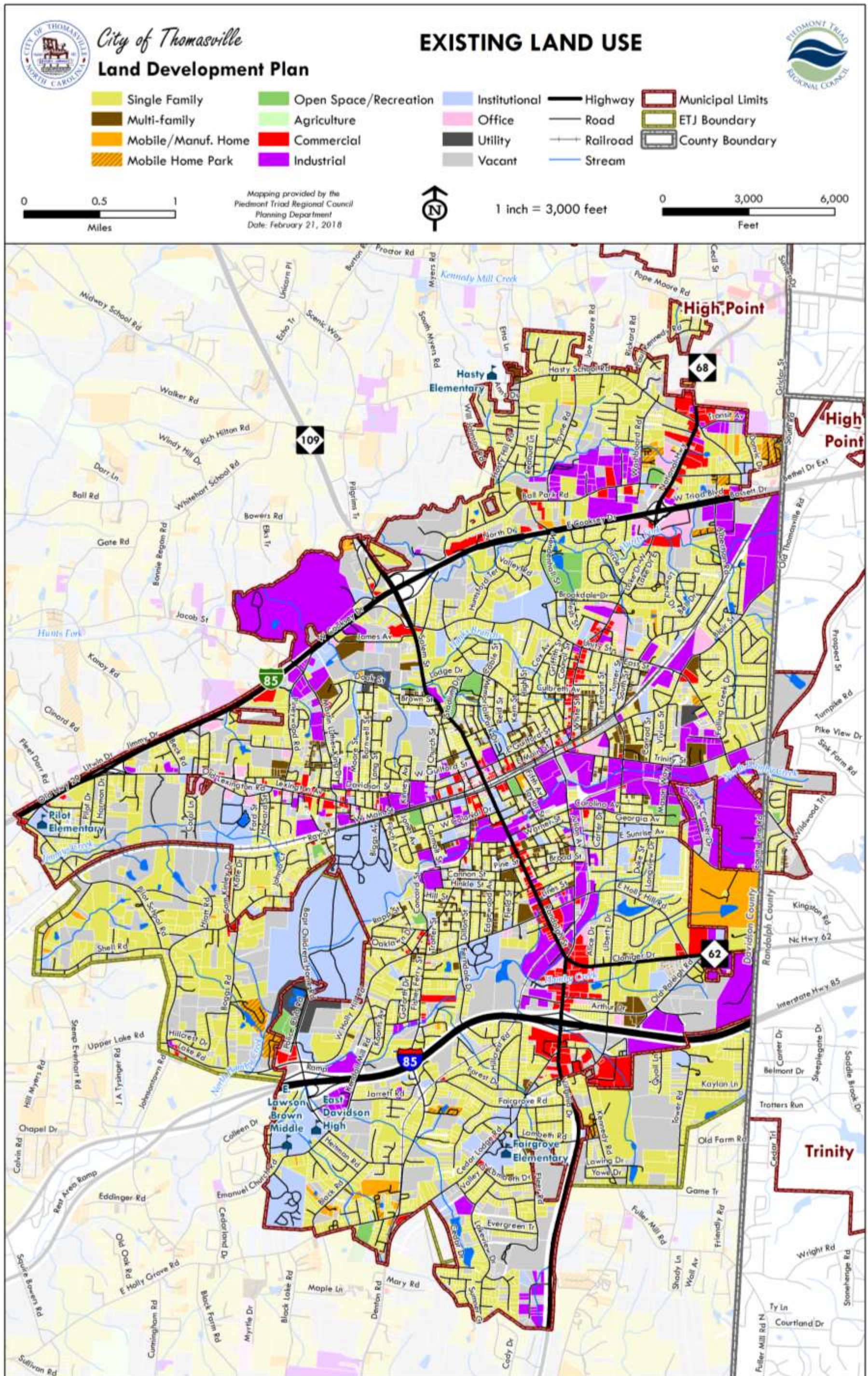
Table 22: Existing Land Uses

| Land Use | Acres | Percentage of Land |
|-------------------------|---------------|--------------------|
| Single-family | 4,840 | 38.4% |
| Multi-family | 288 | 2.3% |
| Mobile & Manuf. Homes | 185 | 1.5% |
| Mobile Home Park | 83 | 0.7% |
| Open Space & Recreation | 119 | 0.9% |
| Commercial | 420 | 3.3% |
| Industrial | 1,256 | 10% |
| Institutional | 995 | 7.9% |
| Office | 149 | 1.2% |
| Utility | 74 | 0.6% |
| Vacant | 2,410 | 19.1% |
| ROW | 1,790 | 14.1% |
| TOTAL: | 12,608 | |



Photo 2: New Commercial Land Use (Lidl Supermarket)

Map 11: Existing Land Use



Zoning District Analysis

The following descriptions outline different zoning districts in the City of Thomasville.

R-20 Restricted low density residential.

This district is similar in purpose to the R-15 district, however, requires greater overall lot area and lot width.

R-15 Restricted low density residential.

This district is defined as a low density residential area of single family dwellings located on large lots with greater setbacks to facilitate open space and maintain the rural character of the neighborhood. This district is designed to apply especially to areas where corporate limit extension has encompassed rural and suburban areas in an effort to preserve the integrity and high quality of life in such communities.

R-10 Low density residential.

This district is defined as low density residential areas of mostly single-family dwellings plus open areas where similar residential development will likely occur. The uses permitted in this district are designed to stabilize and protect the essential characteristics of the area and to prohibit all activities of a commercial nature except certain home occupations controlled by specific limitations.

R-10M Low density residential and mobile home parks.

This district is defined as low density residential areas of mostly single-family dwellings, open areas where similar residential development will likely occur and mobile home parks. The uses permitted in this district are designed to stabilize and protect the essential characteristics of the area and to prohibit all activities of a commercial nature except certain home occupations controlled by specific limitations.

R-8 Medium density residential.

This district is defined as medium density residential areas of mostly single-family dwellings and certain open areas where similar residential development will likely occur. The uses permitted in this district are designed to stabilize and protect the essential characteristics of the area and prohibit all activities of a commercial nature except certain home occupations controlled by specific limitations.

R-6 High density residential.

This district is defined as medium to high density residential areas where single-family and multifamily dwellings are commingled and certain open areas where similar residential development will likely occur. The uses permitted in this district are designed to stabilize and protect the essential characteristics of the area and prohibit all activities of a commercial nature except certain home occupations controlled by specific limitations.

O-I Office and institutional district.

This district is defined as certain land areas with structures that provide office space for professional services and for certain institutional functions; and residential accommodations, usually medium or high density. The district is normally small, and may include older homes undergoing conversion. The district is usually situated between business and residential districts, and the regulations are designed to permit development of the enumerated functions and still protect and be compatible with nearby residential districts.

C-1 Neighborhood commercial district.

This district is defined as a compact neighborhood shopping district which provides convenience goods, such as groceries and drugs, and some types of personal services to the surrounding residential area. The regulations are designed to protect the surrounding residential districts and provide an appropriate community appearance.

C-2 Highway commercial district.

This district is defined as certain areas that are primarily designed for citizens using the major highways that run through or around the city. The district is customarily located along the major arterial highways. This district may also provide retailing and personal services for the benefit of residents in nearby areas and nonresidents. Included also are certain functions, such as warehousing, that are compatible with the primary uses.

C-3 General commercial district.

This district is defined as certain commercial areas which provide a wide selection of convenience and comparison shopping outlets, furniture showrooms, and personal services in an orderly arrangement of retail facilities, parking and other amenities. This district is customarily located at the intersection of one or more highways or major arterial thoroughfares.

C-4 Central commercial district.

This district is defined as certain land and structures that provide personal services, retailing and business services of all kinds for local and regional commerce. The area is located in the heart of the city where major streets and highways converge.

The regulations are designed to permit a concentrated development of permitted facilities and to protect the district itself from overly intensive development and congestion.

M-1 Light industrial district.

This district is defined as certain areas more suited for industrial use than residential use, but situated where residential development, or prospective development, is in close proximity on one or more sides of the district. The uses which are permitted in this district are those characterized by low traffic density, low land coverage, and absence of objectionable external effects. Large setbacks are required in this district and landscaping in keeping with residential areas encouraged.

M-2 Heavy industrial district.

This district is defined as certain lands so situated as to be suitable for industrial development, usually along railroad sidings or major thoroughfares, but where certain operations could adversely affect nearby properties. The purpose of this district is to permit the normal operations of almost all industries excepting those that would be detrimental to adjoining properties. Excluded from this district are those industries which are noxious by their emission of smoke, dust, fumes, glare, noise and vibrations and those industries which deal primarily in hazardous products such as explosives. Selected business uses are also appropriate in this district.

Historic preservation overlay district (HP).

The purpose of the historic preservation overlay district (HP) is to provide regulations to help maintain the historical integrity of certain areas within the city jurisdiction.

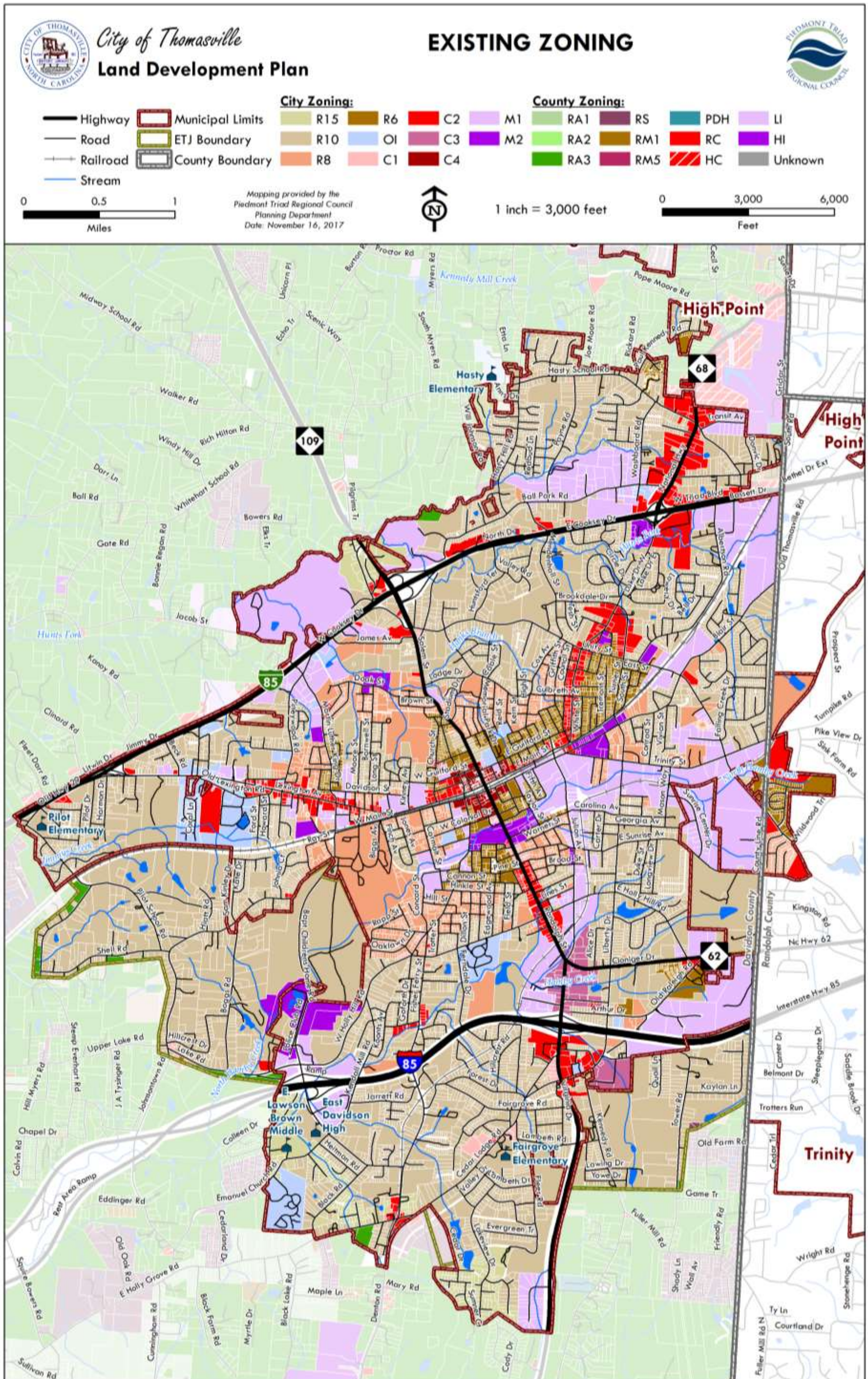
Lake Reese watershed balance of watershed overlay district (LRWS-BW) .

The purpose of the Lake Reese watershed balance of watershed overlay district (LRWS-BW) is to provide for protection of the Lake Reese water supply consistent with the WS-III balance of watershed management rules as adopted by the North Carolina Environmental Management Commission.

Table 23: Existing Zoning

| Zoning | Acres | Percent |
|--------------------|---------------|---------|
| ROW | 1,790 | 14.2% |
| City Zoning | | |
| R15 | 277 | 2.2% |
| R10 | 6,285 | 49.8% |
| R8 | 1,029 | 8.1% |
| R6 | 430 | 3.4% |
| OI | 260 | 2.1% |
| C1 | 48 | 0.4% |
| C2 | 541 | 4.3% |
| C3 | 102 | 0.8% |
| C4 | 43 | 0.3% |
| M1 | 1,609 | 12.8% |
| M2 | 193 | 1.5% |
| Unknown | 1 | 0.0% |
| TOTAL: | 12,608 | |

Map 12: Existing Zoning



4. PLAN RECOMMENDATIONS

The plan recommendations include policies in Citywide Recommendations, followed by Development and Re-development Area Recommendations for small areas particular to city locations that are developing or in need of re-developing. The recommendations should be updated as plan implementation occurs and no more than 5 years from the plan adoption date.

City-Wide Recommendations

Each recommendation will include a goal or goals with associated strategies and tactics to achieve each goal. Multiple partners will be required to be successful in completing strategies and achieving goals outlined in this section.

A. Fostering Quality Land Use and Development

Goal 1: Support quality land use and development that will provide convenient access to schools, parks, employment, and shopping

- a. Use vacant and underdeveloped land that is readily available for use with City services such as residential, commercial, industrial, etc.
- b. Encourage open space dedication during sub-divisions (e.g. cluster sub-division) and major redevelopments, additionally encourage dedication of land for adopted trail and bicycle facilities.

Goal 2: Create additional mixed-use opportunities in development and redevelopment areas

-Support a variety of desired uses and discourage undesired uses as outlined in each development and re-development area (see below)

Goal 3: Maintain a wide variety of housing types within city neighborhoods

- a. Encourage well designed residential development
- b. Allow attached and detached in-law suites/temporary health care structures in existing residential areas
- c. Add parks and open space set-aside in new development, taking into account existing publicly accessible parks and open space
- d. Conduct a detailed neighborhood and housing study to assess current conditions and plan for improvements in the overall quality of the neighborhoods and housing within the City of Thomasville in collaboration with local developers and large property owners
 - i. Examine homeownership to rental ratios and identify strategies to improve homeownership in the City of Thomasville
 - ii. Examine neighborhood housing and infrastructure conditions



Photo 3: Old Industrial Building Conversion to Workforce Housing in Downtown

- iii. Identify opportunities for rehab and other improvement strategies
- iv. Consider community development funding opportunities to assist with neighborhood studies and revitalization

Goal 4: Create a user friendly unified land development ordinance (UDO) to allow greater development options and promote development that keeps in character with the City of Thomasville

- Implement development standards updating signage, landscaping, maintenance, access management and pedestrian connectivity

B. Infrastructure & Transportation

Goal 1: Enhance community services and infrastructure including construction of complete streets and high-performing utilities

- a. Keep infrastructure repaired or replaced in a timely manner
- b. Ensure the most cost effective way, if needed in the future, to extend utilities for future development
- c. Connect developments, neighborhoods, and districts with public streets in order to efficiently serve all modes of transportation
- d. Update the City of Thomasville pedestrian and bicycle transportation plan
 - i. Identify opportunities for low-cost implementation that support alternative transportation and improves safety
 - ii. Focus investment in downtown, development and redevelopment areas



Photo 4: Downtown Thomasville Sidewalks Near Visitor's Center

Goal 2: Maintain a safe, efficient, cost-effective transportation system for the movement of the people and goods within, through and around the City

- a. Improve traffic flow and limit traffic congestion along major thoroughfares, using signal timing and other strategies
- b. Increase the use of existing public transportation services with more stops and routes
- c. Increase pedestrian and bicycle safety and access for the community's existing neighborhoods
 - Utilize High Point MPO funding, Transportation Alternatives Program and private foundation funding to plan and construct key improvements
- d. Conduct a feasibility study of the Business I-85 corridor as a potential light rail/commuter corridor



Photo 5: Thomasville Bus Shelter Near Downtown

C. Downtown Strategy

Goal 1: Create an attractive and vibrant downtown that serves as a destination of the community and provides abundant opportunities for social, cultural, and economic interactions

- a. Enhance and fund the Municipal service district (MSD) (see municipal service district map below) to provide incentives for façade improvements. Encourage building code improvements while publicizing existing grants, incentives and resources
- b. Support a mixture of compatible uses throughout the area that may include a combination of retail, professional services, maker spaces, entertainment, public/government, and residences
- c. Consider revising Zoning Ordinance to allow for a mix of uses (infill development opportunities) throughout the downtown keeping in character with best downtown development practices
- d. Maintain well designed public spaces with trees, greenspace, public art, and pedestrian amenities
- e. Improve accessibility to the Downtown area for all forms of transportation
- f. Establish a certificate of appropriateness for exterior downtown improvements that support the character and historic integrity



Photo 6: Downtown Thomasville

Goal 2: Devote professional services to improve and revitalize downtown

- a. Encourage merchants and community organizations to implement strategies and initiatives to revitalize and redevelop downtown.
 - i. Encourage public and partnerships to develop dedicated funding for a downtown development coordinator
 - ii. Jointly budget funding for consulting studies (e.g. design, marketing, innovative financing strategies or other services)



Photo 7: New Business are Locating In Downtown

D. Economic Development

Goal 1: Promote economic development through attracting and retaining business and industry

- a. Create a marketing plan with a private redevelopment firm to market the community and downtown locations to potential investors and residents
- b. Continue a customer service code enforcement culture focused on consistency and responsiveness



Photo 8: Vacant Corporate Office Space Near Downtown

Goal 2: Prioritize redeveloping vacant, abandoned and underutilized properties

- a. Utilize brownfield assessments and clean-up funding to re-develop sites with existing or potential on-site pollution
- b. Utilize innovative financing structures, historic or other tax credit incentives to improve marketability of property or building improvements
- c. Consider acquisition of undesirable properties (e.g. commercial properties that are causing inordinate police, fire and EMS calls) along key gateways into Thomasville and around downtown.



Photo 9: Old Manufacturing Buildings in Need of Brownfield Assessment and Clean-up

E. Historic Preservation

Goal 1: Continue to preserve Thomasville's unique heritage throughout the City

- a. Market the community's unique small town features and amenities to people around the region
- b. Preserve aesthetically pleasing architectural designs of established and valued structures within neighborhoods and older commercial areas
- c. Continue to support the Historic



Photo 10: Historic Homes Surround the Downtown

- Preservation Commission and the existing historic districts
- d. Enhance maintenance, design and other aesthetic standards for downtown buildings to encourage infill, renovation and other improvements that support the historic charm of downtown (e.g. certificates of appropriateness).

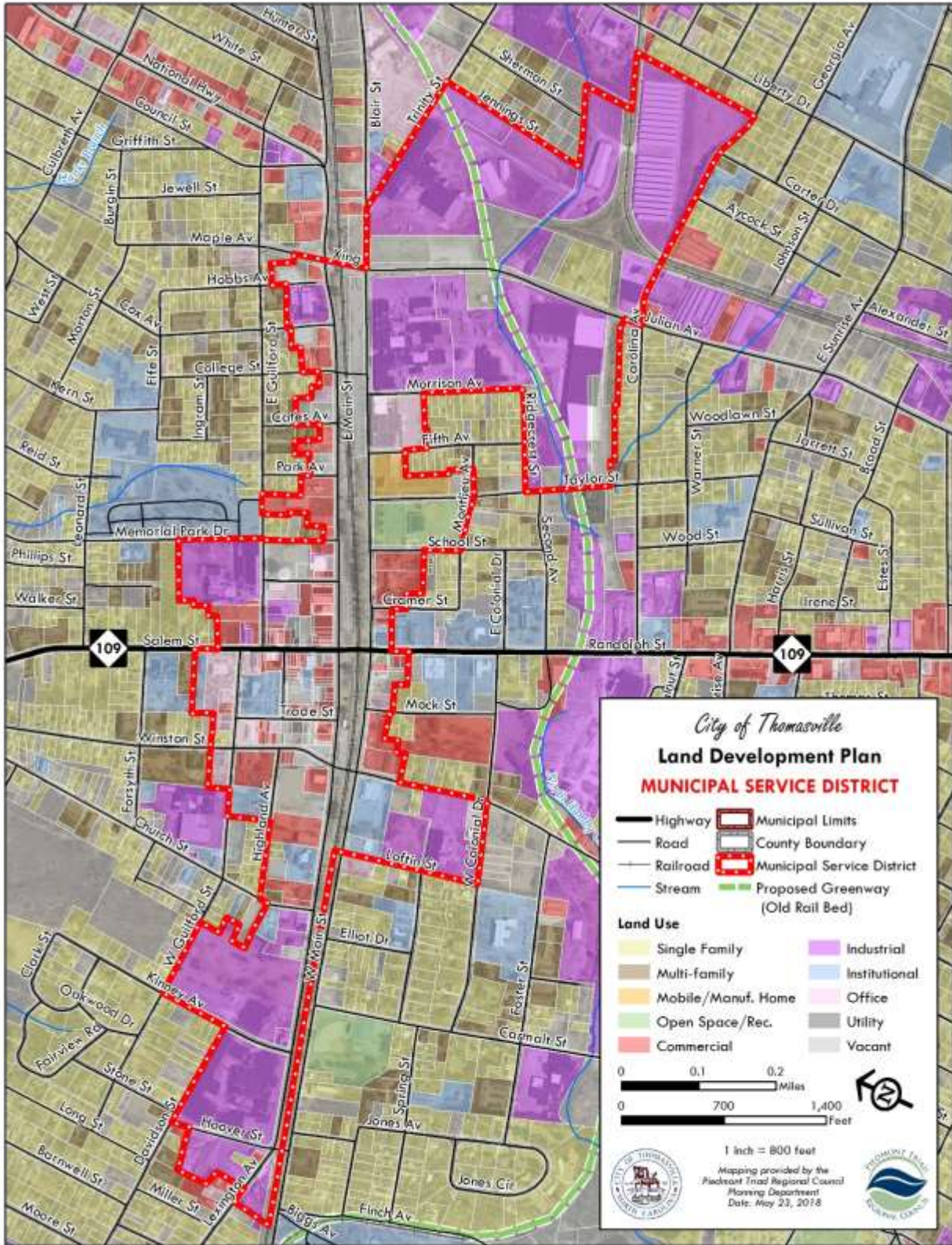
Municipal Service District

The City of Thomasville established a downtown district tax incentive program called the municipal service district. The intention of the effort is to “provision revitalization” as allowed for in the General Statute 160A-537(b)(3). The following is a summary of how it works:

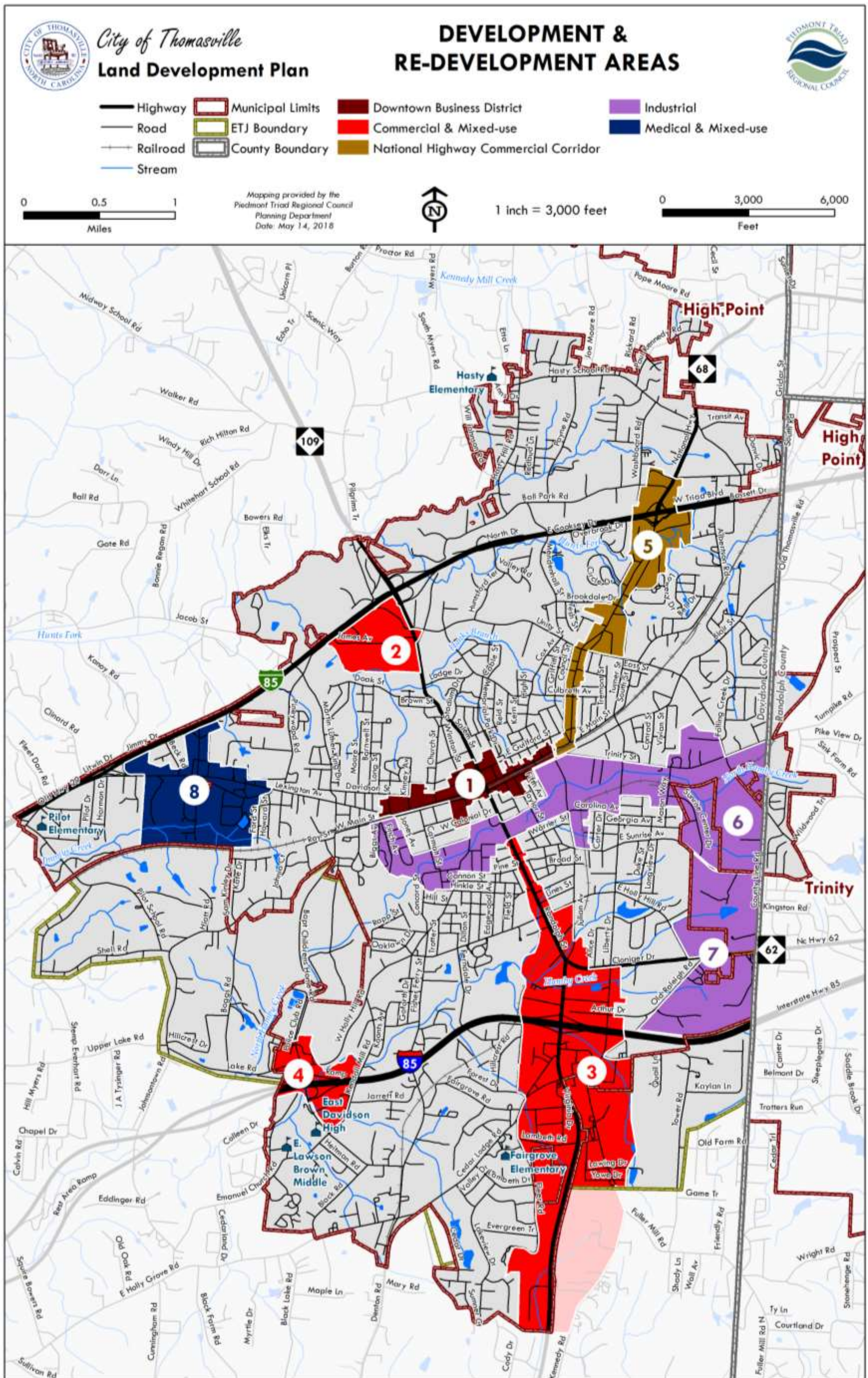
- Property owner and the City enter into a five year contract, abating the increase in property taxes for the improvement for that time period;
- Property owner provides documentation of improvements and taxes paid on the increased property value; and
- Property owner is rebated the additional tax above the rate when the contract was signed for no more than 5 years.

The map on the following page shows the limits of the municipal service district, which is intended to “reduce downtown blight, increase the property value of the subject properties...and support locally owned business”. The ordinance goes on further to say that low to moderate income residents living adjacent to downtown would benefit from the increased commercial services and employment opportunities afforded by the increase in business in the downtown area.

Map 13: Municipal Service District Properties and Land Use



Map 14: Development and Re-Development Areas



Development and Re-Development Area Recommendations

Development and re-development areas have been identified in Map 14 on the previous page. These areas were selected as key locations for development and re-development. The table at right describes aggregate information for the 8 areas including parcel sizes, ranges, zoning and land use. Each of the 8 areas has statistics for that particular area, including the top, middle and bottom third of parcel sizes.

Utilizing information from the previous land development plan, steering committee feedback, stakeholder interviews and market trends, recommendations have been developed to identify boundaries, desirable and undesirable land uses, lot sizes, activity center locations, walkability and natural resource protection.

The development and re-development areas are identified as follows:

- #1 Downtown Business District*
- #2 NC 109 North Commercial Mixed-Use*
- #3 NC 109 South Commercial Mixed-Use*
- #4 High Tech Boulevard Commercial & Mixed-Use*
- #5 National Highway Commercial Corridor*
- #6 Hamby Creek Industrial Corridor*
- #7 Industrial Park Area Near I-85*
- #8 Thomasville Hospital Area*

The areas that have not been identified for development or re-development are suitable for infill development that is consistent with the existing surrounding land uses. Development or re-development in these areas should not be discouraged and as land development market changes occur, this plan should be updated to reflect the changing conditions.

Table 24: Development Area Statistics

| | | |
|------------------|---------------------|----------------|
| Area | Square Miles | 4.69 |
| | Acres | 2,998.30 |
| Parcels and Size | # of Parcels | 1743 |
| | Parcel Acres | 2,575.81 |
| | ROW Acres | 422.49 |
| | Mean Parcel Size | 1.20 |
| | Median Parcel Size | 0.36 |
| | Range | 0.01 to 110.98 |
| Zoning | C1 | 14.71 |
| | C2 | 275.16 |
| | C3 | 96.99 |
| | C4 | 29.25 |
| | M1 | 840.36 |
| | M2 | 58.67 |
| | O1 | 134.02 |
| | PDH (County) | 13.78 |
| | R10 | 796.39 |
| | R6 | 78.55 |
| | R8 | 67.51 |
| | RA3 (County) | 170.32 |
| | Unknown | 0.32 |
| | TOTAL | 2,576 |
| Land Use | Commercial | 272.53 |
| | Industrial | 652.80 |
| | Institutional | 106.37 |
| | MF | 49.37 |
| | MH | 134.03 |
| | MHP | 19.98 |
| | Office | 102.28 |
| | OS | 13.31 |
| | SF | 575.91 |
| | Utility | 1.52 |
| | Vacant | 647.95 |
| | TOTAL | 2,576 |

DOWNTOWN BUSINESS DISTRICT (#1)

Summary: The downtown business district currently has a mix of business, institutional, residential and industrial land uses. The 4 general categories of land use do not tell the story of how varied and mixed the land uses are in this downtown area. The map on the opposite page shows how many different types of land uses exist in the downtown area. Most of the small area is encompassed by a municipal service district, a special incentive based tax district.



Photo 11: Main Street Downtown during Everybody's Day

Encourage: Commercial retail shops, restaurants, tasting rooms, breweries, grocery, vertical mixed-use with living quarters on the upper floors.

Discourage: Flea markets, high density of bars, warehouse/storage, used car lots.

Lot Sizes: No minimum lot size for commercial or mixed-use projects, continue existing minimum lot size for residential.

Pedestrian and Bicycling Friendliness:

Implement bicycle transportation plan improvements to build the bicycle network and provide bicycle parking at key locations downtown. Provide accessible and safe pedestrian crossings at key intersections insuring curb ramps, crosswalks and pedestrian refuge islands are constructed in areas of high pedestrian activity.

Other Criteria:

- Establish design and appearance standards for downtown, including a maintenance plan
- Conduct proactive code enforcement for appearance and maintenance violations
- **Continue to market and promote** the municipal service district incentives program to encourage investment in downtown properties.

| | | |
|------------------|------------------------|---------------|
| Area | 11 | 14.71 |
| | Acres | 275.16 |
| Parcel and Size | # of Parcels | 96.99 |
| | Parcel Acres | 29.25 |
| | ROW Acres | 840.36 |
| | Mean Parcel Size | 58.67 |
| | Median Parcel Size | 134.02 |
| | Range | 13.78 |
| | Top Third Mean Size | 796.39 |
| | Top Third Range | 0.28 to 21.89 |
| | Top Third Sum | 88.63 |
| | Mid Third Mean Size | 0.16 |
| | Mid Third Range | 0.09 to 0.28 |
| | Mid Third Sum | 9.76 |
| | Bottom Third Mean Size | 0.06 |
| | Bottom Third Range | 0.02 to 0.09 |
| Bottom Third Sum | 3.42 | |
| Zoning | C2 | 17.84 |
| | C4 | 29.25 |
| | M1 | 41.34 |
| | O1 | 5.37 |
| | R6 | 7.17 |
| | R8 | 0.56 |
| | Unknown | 0.28 |
| | TOTAL | 101.81 |
| Land Use | Commercial | 20.54 |
| | Industrial | 38.86 |
| | Institutional | 9.26 |
| | MF | 0.23 |
| | MH | 2.40 |
| | Office | 9.47 |
| | OS | 4.42 |
| | SF | 1.12 |
| | Utility | 0.34 |
| | Vacant | 15.17 |
| TOTAL | 101.81 | |

NC 109 NORTH COMMERCIAL & MIXED USE (#2)

Summary: This area is anchored with a commercial shopping center on the south side of Business 85. Residential neighborhoods exist behind commercial uses clustered along NC 109 and Unity Street. This roadway serves as a northern gateway to the City of Thomasville for travelers from Winston-Salem.



Photo 12: Food Lion Supermarket

Encourage: Commercial uses along NC 109, diversity of residential density.

Discourage: Commercial uses East of Ball Park Avenue on Unity Street.

Lot Sizes: Continue existing lot sizes to keep established densities.

Pedestrian and Bicycling Friendliness:

Encourage sidewalk and trail connections from residential and commercial areas to the schools and YMCA on Unity Street and public parks. Create a safe pedestrian crossing of NC 109 at Unity Street to encourage pedestrian trips to and from residential and commercial land uses.

| | | |
|------------------|------------------------|---------------|
| Area | Square Miles | 0.20 |
| | Acres | 127.12 |
| Parcel and Size | # of Parcels | 77 |
| | Parcel Acres | 120.30 |
| | ROW Acres | 6.82 |
| | Mean Parcel Size | 1.56 |
| | Median Parcel Size | 0.64 |
| | Range | 0.01 to 13.47 |
| | Top Third Mean Size | 3.96 |
| | Top Third Range | 1.04 to 13.47 |
| | Top Third Sum | 102.96 |
| | Mid Third Mean Size | 0.61 |
| | Mid Third Range | 0.28 to 0.96 |
| | Mid Third Sum | 15.28 |
| | Bottom Third Mean Size | 0.08 |
| | Bottom Third Range | 0.01 to 0.25 |
| Bottom Third Sum | 2.06 | |
| Zoning | C1 | 1.82 |
| | C2 | 8.36 |
| | M1 | 15.11 |
| | OI | 0.96 |
| | R10 | 71.74 |
| | R8 | 22.31 |
| | TOTAL | 120.30 |
| Land Use | Commercial | 7.81 |
| | Industrial | 6.27 |
| | Institutional | 8.35 |
| | MF | 18.39 |
| | Office | 6.97 |
| | SF | 21.20 |
| | Utility | |
| | Vacant | 51.30 |
| TOTAL | 120.30 | |

NC 109 SOUTH COMMERCIAL & MIXED USE (#3)

Summary: This development area has seen a lot of activity over the last 10 years. Both vacant and parcels with structures on site have been developed and re-developed into primarily highway commercial retail and restaurant uses. This area is located along Interstate 85 and is a southern gateway to Thomasville, as well as a “rest area” for interstate travel. A mix of large lot commercial uses is located closer to the I-85 exit. Southern portions of the small area have also seen residential growth pressure, but sewer service is not anticipated to be provided outside current city limits, limiting the density of this residential development. Northern portions of the small area contain a mix of light industrial and commercial retail uses.



Photo 13: ABC Store Along NC 109 South

Encourage: Mixed use and commercial along NC 109 and Liberty Drive south of I-85. Medium and high density residential.

Discourage: Commercial expansion into existing residential areas that do not have direct access to NC 109 or Liberty Drive south of I-85.

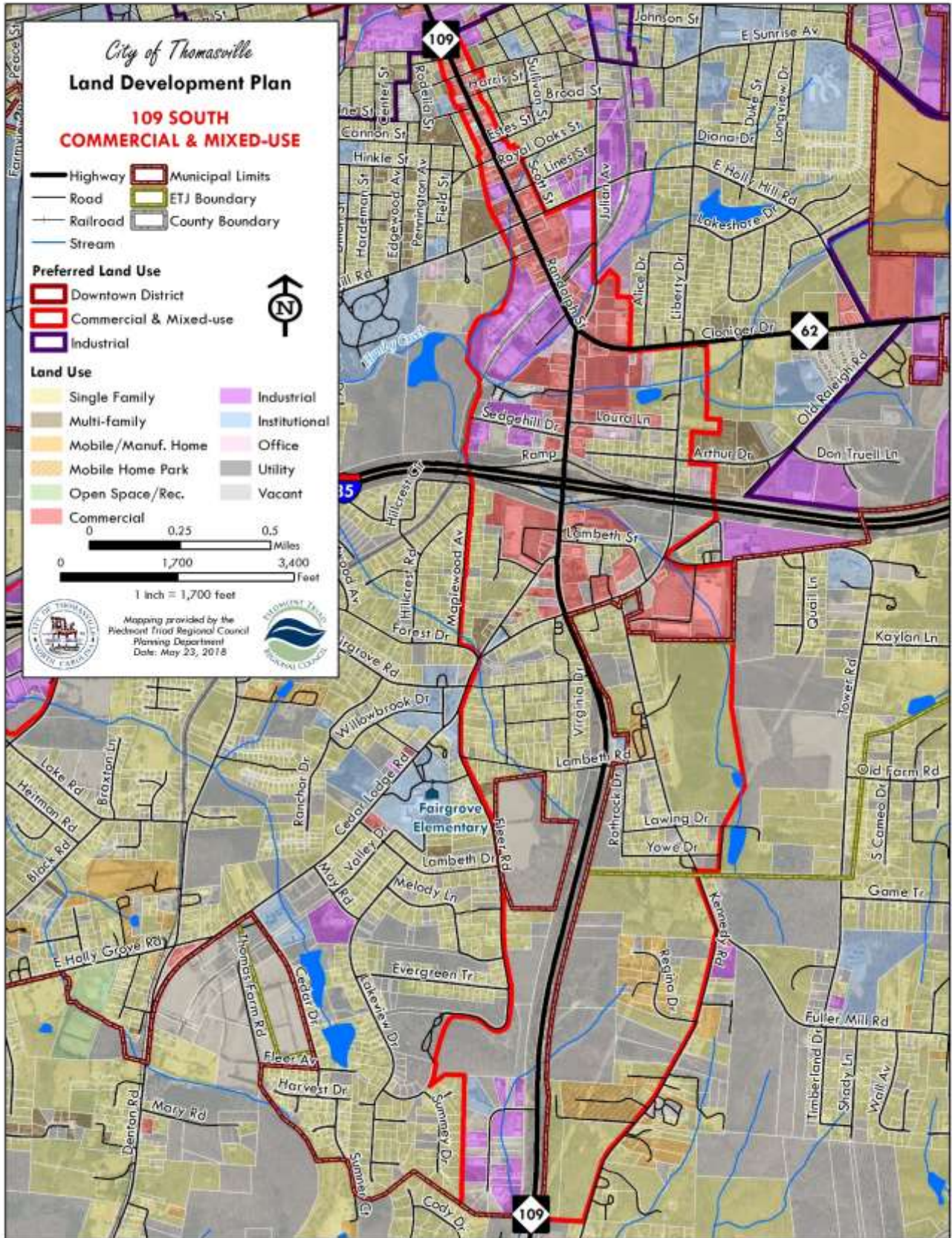
Lot Sizes: Continue existing lot sizes.

Pedestrian and Bicycling Friendliness: Require sidewalk construction with new commercial, medium and high density residential development. Insure that safe and accessible pedestrian and bicycle access is provided within the private rights of way of new commercial development and re-developing commercial areas. Connect parks and open space areas with multi-use trails to residential and commercial uses.

Other Criteria:

- Preserve the scenic look and tree buffer of NC 109 south of the existing commercial area.
- Buffer adjacent residential land uses from commercial areas through vegetative screening and berms as new development occurs.
- Work with the Parks and Recreation department to locate a public park for community use.

| | | |
|--------------------|------------------------|-----------------|
| Area | Square Miles | 1.66 |
| | Acres | 1,060.21 |
| Parcels and Size | # of Parcels | 560 |
| | Parcel Acres | 885.59 |
| | ROW Acres | 174.62 |
| | Mean Parcel Size | 1.58 |
| | Median Parcel Size | 0.65 |
| | Range | 0.01 to 63.85 |
| | Top Third Mean Size | 3.79 |
| | Top Third Range | 0.77 to 63.85 |
| | Top Third Sum | 708.33 |
| | Mid Third Mean Size | 0.65 |
| | Mid Third Range | 0.45 to 0.89 |
| | Mid Third Sum | 121.33 |
| | Bottom Third Mean Size | 0.3 |
| Bottom Third Range | 0.01 to 0.45 | |
| Bottom Third Sum | 55.94 | |
| Zoning | C1 | 10.54 |
| | C2 | 84.82 |
| | C3 | 96.99 |
| | M1 | 104.76 |
| | M2 | 1.49 |
| | OI | 6.11 |
| | PDH (County) | 13.78 |
| | R10 | 390.65 |
| | R8 | 6.14 |
| | RA3 (County) | 170.32 |
| | TOTAL | 885.60 |
| Land Use | Commercial | 163.22 |
| | Industrial | 73.30 |
| | Institutional | 7.66 |
| | MF | 4.56 |
| | MH | 19.40 |
| | MHP | 19.98 |
| | Office | 13.36 |
| | OS | 0.83 |
| | SF | 344.13 |
| | Vacant | 239.16 |
| TOTAL | 885.60 | |



HIGH TECH BOULEVARD COMMERCIAL & MIXED USE

(#4)

Summary: The High-Tech boulevard area is located at the interchange of Interstate 85 and Lake Road. There are a mix of institutional, commercial and light industrial land uses including two hotels. A large portion of this area’s size consists of NCDOT ROW, explaining the difference between the area acres and parcel acres.



Photo 14: Hotels on Lake Road (Source: Google)

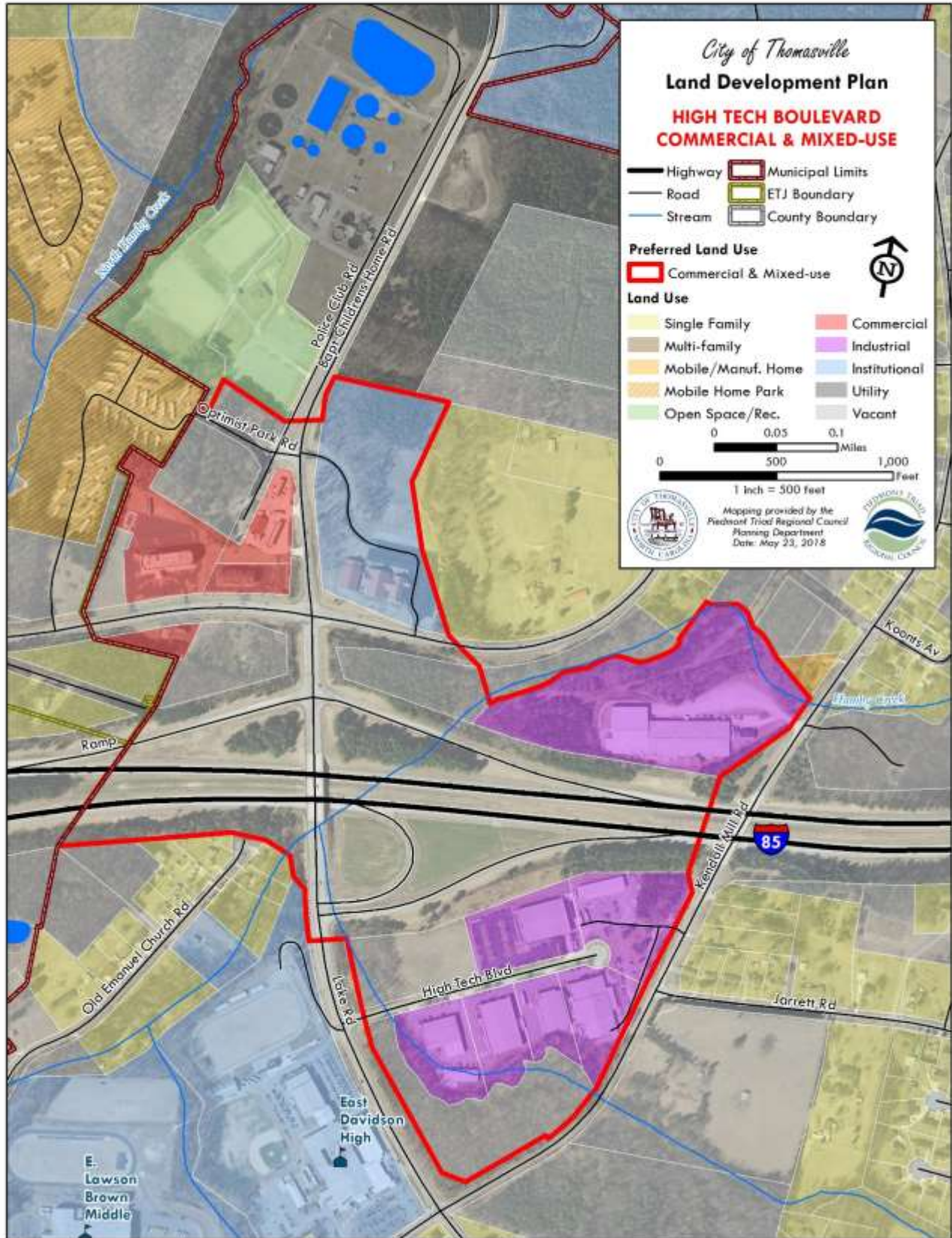
Encourage: Commercial services and restaurants for Interstate travel and employment centers.

Discourage: Automotive businesses.

Lot Sizes: Continue existing lot sizes.

Pedestrian and Bicycling Friendliness: Provide sidewalk connectivity between land uses, especially along and across Lake Road to allow safe and accessible pedestrian transportation.

| | | |
|--------------------|------------------------|---------------|
| Area | Square Miles | 0.19 |
| | Acres | 120.07 |
| Parcels and Size | # of Parcels | 19 |
| | Parcel Acres | 67.44 |
| | ROW Acres | 52.63 |
| | Mean Parcel Size | 3.55 |
| | Median Parcel Size | 2.80 |
| | Range | 0.80 to 13.15 |
| | Top Third Mean Size | 6.81 |
| | Top Third Range | 3.28 to 13.15 |
| | Top Third Sum | 40.88 |
| | Mid Third Mean Size | 2.79 |
| | Mid Third Range | 2.10 to 3.16 |
| | Mid Third Sum | 19.55 |
| | Bottom Third Mean Size | 1.17 |
| Bottom Third Range | 0.80 to 1.71 | |
| Bottom Third Sum | 7.01 | |
| Zoning | M1 | 58.79 |
| | M2 | 7.65 |
| | R10 | 1.00 |
| | TOTAL | 67.44 |
| Land Use | Commercial | 7.64 |
| | Industrial | 29.22 |
| | Institutional | 10.36 |
| | Vacant | 20.23 |
| | TOTAL | 67.44 |



NATIONAL HIGHWAY COMMERCIAL CORRIDOR (#5)

Summary: This corridor is a gateway to Thomasville from High Point. There are mix of residential, commercial and institutional land uses. The commercial land uses include used car dealers, hotels, convenience stores, restaurants and other retail establishments. Old Dominion headquarters and some medical offices are also in this corridor. At the cross-roads of Unity Street and National Highway, there is a lot of activity.



Photo 15: Finch Field Entry Gate on Northern End of the Study Area

Encourage: Re-development of vacant and underutilized existing commercial uses, maintenance of existing buildings, signage and lot area.

Discourage: Used car lots.

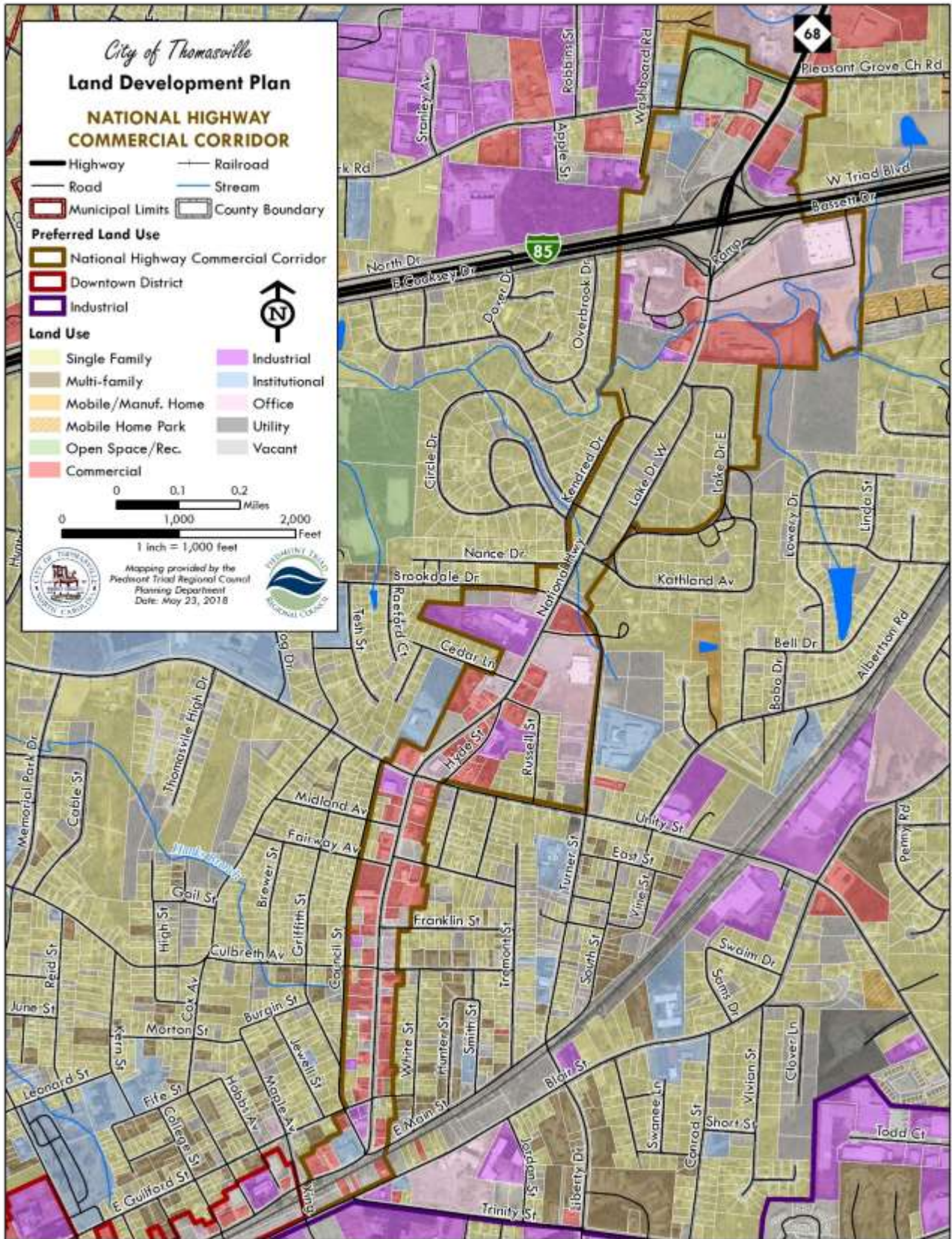
Lot Sizes: Continue existing lot sizes that average a minimum of 100 ft of street frontage and 200 ft depth.

Pedestrian and Bicycling Friendliness: The sidewalk width and buffer should be increased to support safe and accessible pedestrian transportation. Provide a bicycle lane on National Highway to connect High Point and Thomasville with a safe and accessible bicycle route.

Other Criteria:

- Fund and complete a master plan for the National Highway Corridor. Utilize federal funding through the High Point MPO to create a plan and vision for the corridor that supports commercial re-development, mixed use, pedestrian scale development and safe and accessible streets.
- Consider acquisition of undesirable properties (e.g. commercial properties that are causing inordinate police, fire and EMS calls) along key gateways into Thomasville and around downtown.

| | | |
|------------------|------------------------|---------------|
| Area | Square Miles | 0.38 |
| | Acres | 241.28 |
| Parcels and Size | # of Parcels | 207 |
| | Parcel Acres | 196.70 |
| | ROW Acres | 44.58 |
| | Mean Parcel Size | 0.95 |
| | Median Parcel Size | 0.47 |
| | Range | 0.05 to 23.34 |
| | Top Third Mean Size | 2.13 |
| | Top Third Range | 0.73 to 23.34 |
| | Top Third Sum | 146.86 |
| | Mid Third Mean Size | 0.49 |
| | Mid Third Range | 0.34 to 0.73 |
| | Mid Third Sum | 34.26 |
| | Bottom Third Mean Size | 0.22 |
| | Bottom Third Range | 0.05 to 0.34 |
| Bottom Third Sum | 15.91 | |
| Zoning | C2 | 125.83 |
| | M1 | 0.68 |
| | M2 | 19.13 |
| | OI | 3.92 |
| | R10 | 40.21 |
| | R6 | 6.79 |
| | R8 | 0.37 |
| | TOTAL | 196.92 |
| Land Use | C2 | 48.49 |
| | Industrial | 16.04 |
| | Institutional | 4.33 |
| | MF | 0.80 |
| | MH | 0.76 |
| | Office | 47.85 |
| | OS | 8.06 |
| | SF | 48.83 |
| | Vacant | 21.76 |
| | TOTAL | 196.92 |



HAMBY CREEK INDUSTRIAL CORRIDOR (#6)

Summary: This industrial corridor was formerly a very active location for furniture and other manufacturing. An abandoned rail spur snakes through the heart of this corridor along Hamby Creek. Some land uses are on top of and in the floodway of Hamby Creek. Many of the former manufacturing buildings are obsolete or structurally deficient and several are falling down, causing a safety concern. Brownfield assessment funds have been utilized on some of the sites to assist with re-development efforts.



Photo 16: Old Industrial Property and Abandoned Rail Line

Encourage: Re-development of shuttered industrial sites through identification and clean-up of brownfield sites with willing landowners.

Discourage: Heavy industrial use.

Lot Sizes: Continue existing lot sizes and install vegetative buffering between industrial and residential land uses.

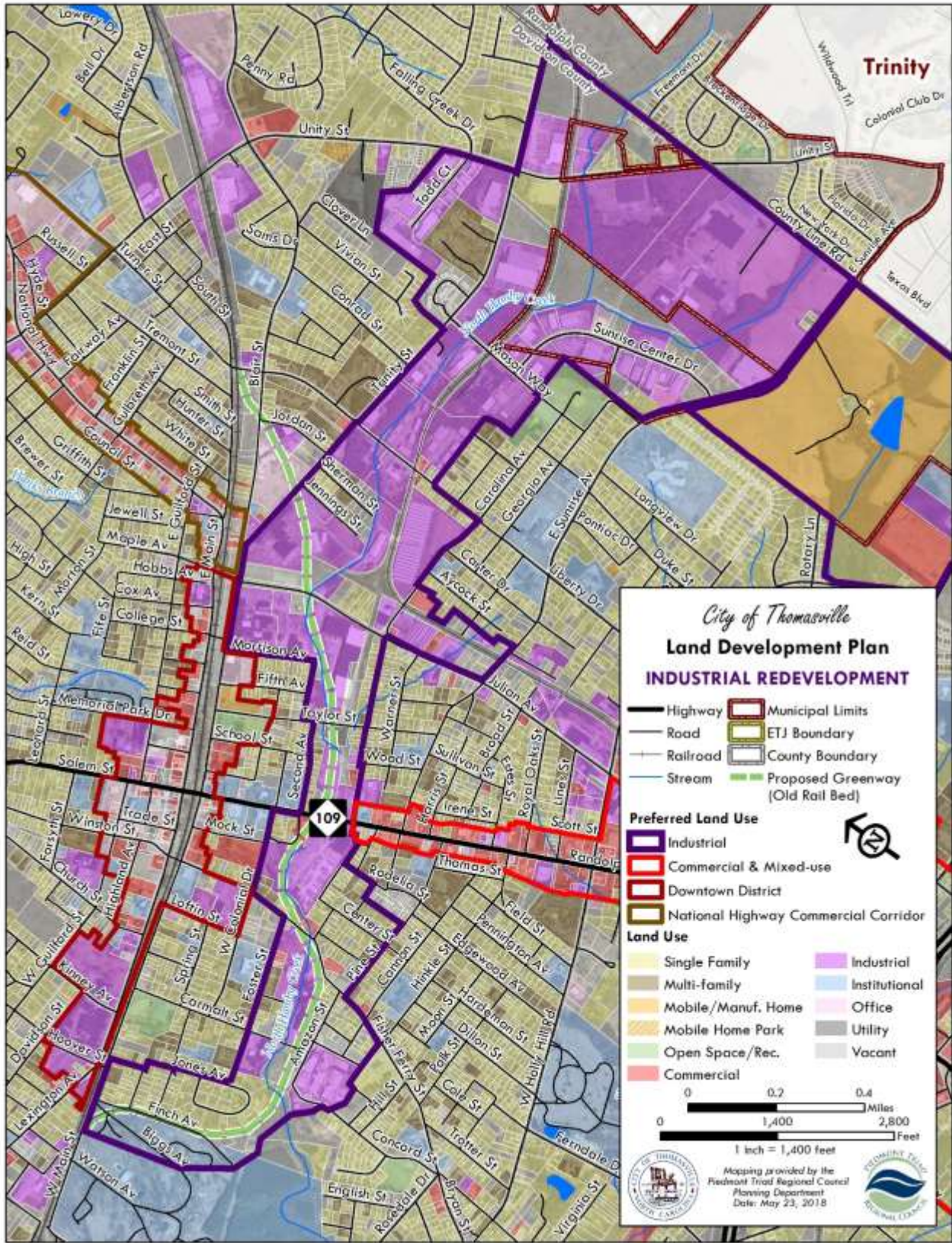
Pedestrian and Bicycling Friendliness:

Designate greenspace along Hamby Creek as the area re-develops. Provide sidewalk connections along major thoroughfares to insure safe and accessible pedestrian connectivity as the area re-develops. Develop the former rail bed into a multi-use trail by acquiring easements through the subdivision or rezoning process.

Other Criteria:

- Fund and complete a master plan for re-development or park conversion of structurally deficient former industrial land use properties for the Hamby Creek corridor.
- Work with Davidson County EDC to identify, improve and market “shovel-ready” sites.

| | | |
|------------------|------------------------|---------------|
| Area | Square Miles | 1.04 |
| | Acres | 668.21 |
| Parcels and Size | # of Parcels | 480 |
| | Parcel Acres | 590.46 |
| | ROW Acres | 77.75 |
| | Mean Parcel Size | 1.23 |
| | Median Parcel Size | 0.26 |
| | Range | 0.01 to 75.85 |
| | Top Third Mean Size | 3.31 |
| | Top Third Range | 0.49 to 75.85 |
| | Top Third Sum | 529.34 |
| | Mid Third Mean Size | 0.29 |
| | Mid Third Range | 0.20 to 0.49 |
| | Mid Third Sum | 46.45 |
| | Bottom Third Mean Size | 0.09 |
| | Bottom Third Range | 0.01 to 0.20 |
| Bottom Third Sum | 14.67 | |
| Zoning | C1 | 2.35 |
| | M1 | 440.67 |
| | M2 | 30.41 |
| | R10 | 33.89 |
| | R6 | 45.00 |
| | R8 | 38.14 |
| | TOTAL | 590.46 |
| Land Use | C1 | 8.20 |
| | Industrial | 383.27 |
| | Institutional | 0.96 |
| | MF | 23.23 |
| | Office | 2.01 |
| | SF | 73.98 |
| | Utility | 1.17 |
| | Vacant | 97.64 |
| TOTAL | 590.46 | |



INDUSTRIAL PARK AREA NEAR I-85 (#7)

Summary: The industrial park area along Old Raleigh Road and Don Truell Lane is developing quickly and has a newer stock of buildings than the Hamby Creek Industrial Corridor. North of the park exists relatively flat land in the County jurisdiction, that is also incorporated as potential future industrial use.



Photo 17: Entrance to Industrial Park from Cloninger Drive (Source: Google)

Encourage: Light industrial land uses.

Discourage: Commercial retail uses.

Lot Sizes: Continue existing lot sizes, but be flexible with changing industrial land uses and building configuration.

Pedestrian and Bicycling Friendliness: Provide pedestrian facilities for industrial business located in the industrial park and to provide connectivity to residential land uses along Old Raleigh Road.

Other Criteria:

- Encourage natural vegetative buffering and berms between industrial land use and residential land use.

| | | |
|--------------------|------------------------|----------------|
| Area | Square Miles | 0.55 |
| | Acres | 352.67 |
| Parcels and Size | # of Parcels | 29 |
| | Parcel Acres | 346.36 |
| | ROW Acres | 6.31 |
| | Mean Parcel Size | 11.94 |
| | Median Parcel Size | 4.78 |
| | Range | 0.28 to 110.98 |
| | Top Third Mean Size | 28.97 |
| | Top Third Range | 7.89 to 110.98 |
| | Top Third Sum | 289.97 |
| | Mid Third Mean Size | 5.13 |
| | Mid Third Range | 3.21 to 7.01 |
| | Mid Third Sum | 46.17 |
| | Bottom Third Mean Size | 1.04 |
| Bottom Third Range | 0.28 to 2.01 | |
| Bottom Third Sum | 10.45 | |
| Zoning | C2 | 2.01 |
| | M1 | 166 |
| | R10 | 158.76 |
| | R6 | 19.58 |
| | TOTAL | 346.36 |
| Land Use | Industrial | 100.73 |
| | SF | 40.75 |
| | MH | 110.98 |
| | Institutional | 7.01 |
| | Commercial | 14.81 |
| | Vacant | 70.68 |
| | TOTAL | 171.72 |

THOMASVILLE HOSPITAL AREA (#8)

Summary: The Thomasville Hospital Area is anchored by the Thomasville Medical Center on Old Lexington Road. The large campus is a top employer in Thomasville. It is surrounded by residential and vacant land as well as some commercial land use along Lexington Avenue. The area is easily accessed from Business 85 via Lexington Avenue.



Photo 18: Thomasville Medical Center

Encourage: Pharmacy, medical supplies, medically related retail and services, medical office space, assisted living & long term care facility.

Discourage: Car lots, gas stations, car and tire repair shops, flea markets & consignment stores.

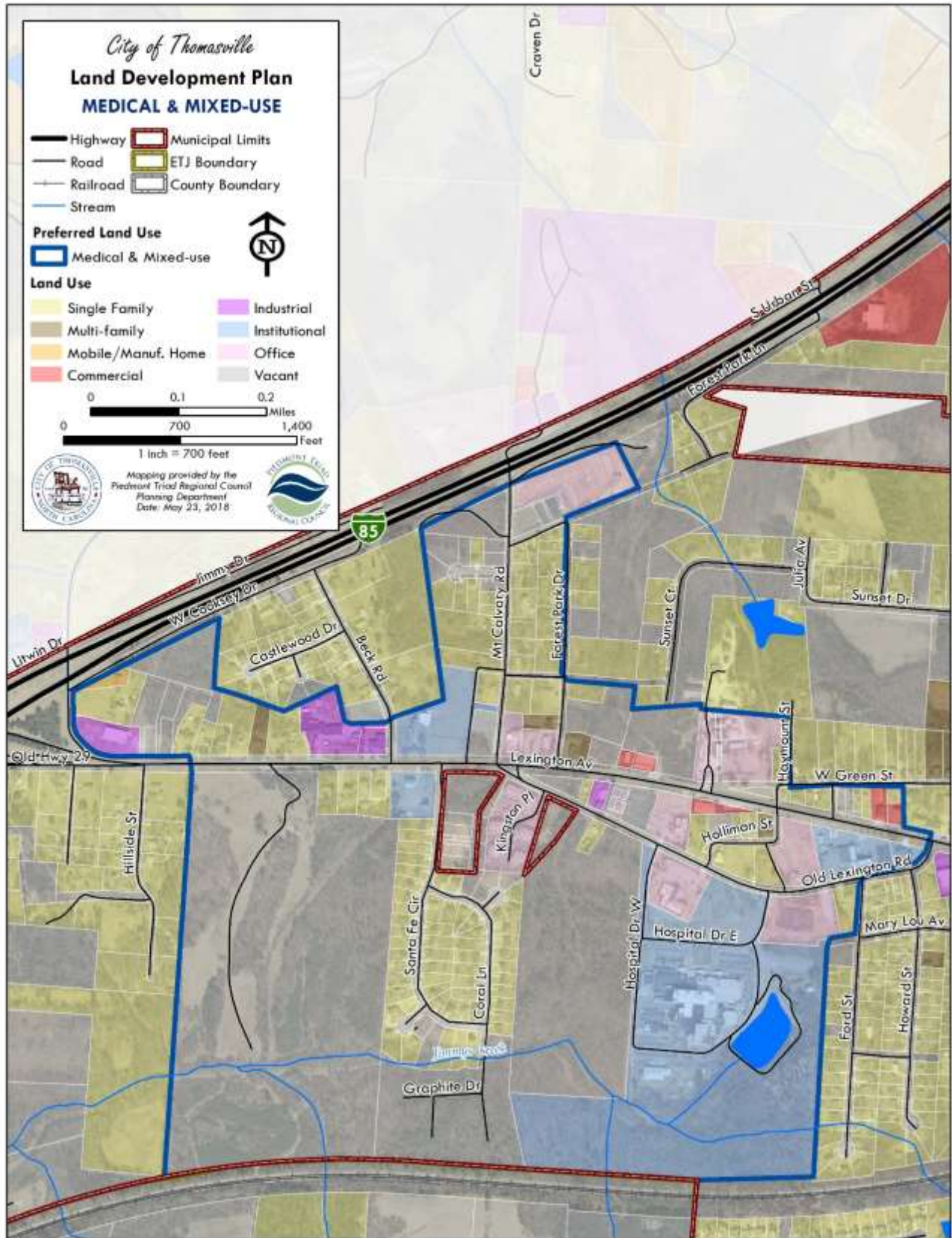
Lot Sizes: Continue average lot sizes and encourage residential lots that are compatible for 3-4 bedroom homes.

Pedestrian and Bicycling Friendliness: Prioritize trail and sidewalk connections to the hospital trail system. Improve pedestrian and bicycle facilities along Lexington Avenue and Old Lexington Road.

Other Criteria:

- Preserve large trees in newly developed residential areas in close proximity to the hospital.

| | | |
|--------------------|------------------------|---------------|
| Area | Square Miles | 0.45 |
| | Acres | 290.02 |
| Parcels and Size | # of Parcels | 186 |
| | Parcel Acres | 267.16 |
| | ROW Acres | 22.86 |
| | Mean Parcel Size | 1.44 |
| | Median Parcel Size | 0.33 |
| | Range | 0.04 to 64.94 |
| | Top Third Mean Size | 3.74 |
| | Top Third Range | 0.52 to 64.94 |
| | Top Third Sum | 231.76 |
| | Mid Third Mean Size | 0.36 |
| | Mid Third Range | 0.28 to 0.52 |
| | Mid Third Sum | 21.93 |
| | Bottom Third Mean Size | 0.21 |
| Bottom Third Range | 0.04 to 0.28 | |
| Bottom Third Sum | 13.47 | |
| Zoning | C2 | 36.30 |
| | M1 | 13.01 |
| | OI | 117.67 |
| | R10 | 100.13 |
| | Unknown | 0.04 |
| | TOTAL | 267.16 |
| Land Use | Commercial | 1.83 |
| | Industrial | 5.11 |
| | Institutional | 58.45 |
| | MF | 2.15 |
| | MH | 0.49 |
| | Office | 22.63 |
| | SF | 45.90 |
| | Vacant | 130.61 |
| | TOTAL | 267.16 |



5. IMPLEMENTATION STRATEGY

A new land use plan raises awareness in the community about its development potential, which often results in an increase in development interest and activities. A new plan can also be the catalyst for creating new public programs and initiatives.

Successful implementation of a land use plan requires cooperative action on the part of elected officials, property owners and the development community. The primary implementers of this plan will be the elected officials of Thomasville who will be responsible for interpreting and acting on the recommendations of the plan when considering development proposals and infrastructure investments, revising policies and ordinances and establishing new programs and initiatives.

Development and Re-Development Areas Map

The Future Development and Re-Development Areas Map provides a graphic representation of the recommended areas to target for future development and re-development. The map should be used to guide the general location, scale, type, pattern and relationship of development proposals. The areas between recommended development or re-development categories should be considered areas of transition, where good judgment and common sense guide interpretation based on the characteristics of the specific development proposal. As conditions change over time, individual land development decisions may differ from the land use vision represented on the map. Deviations from the plan recommendations should have a clear basis, and may require an update of the plan document or map.

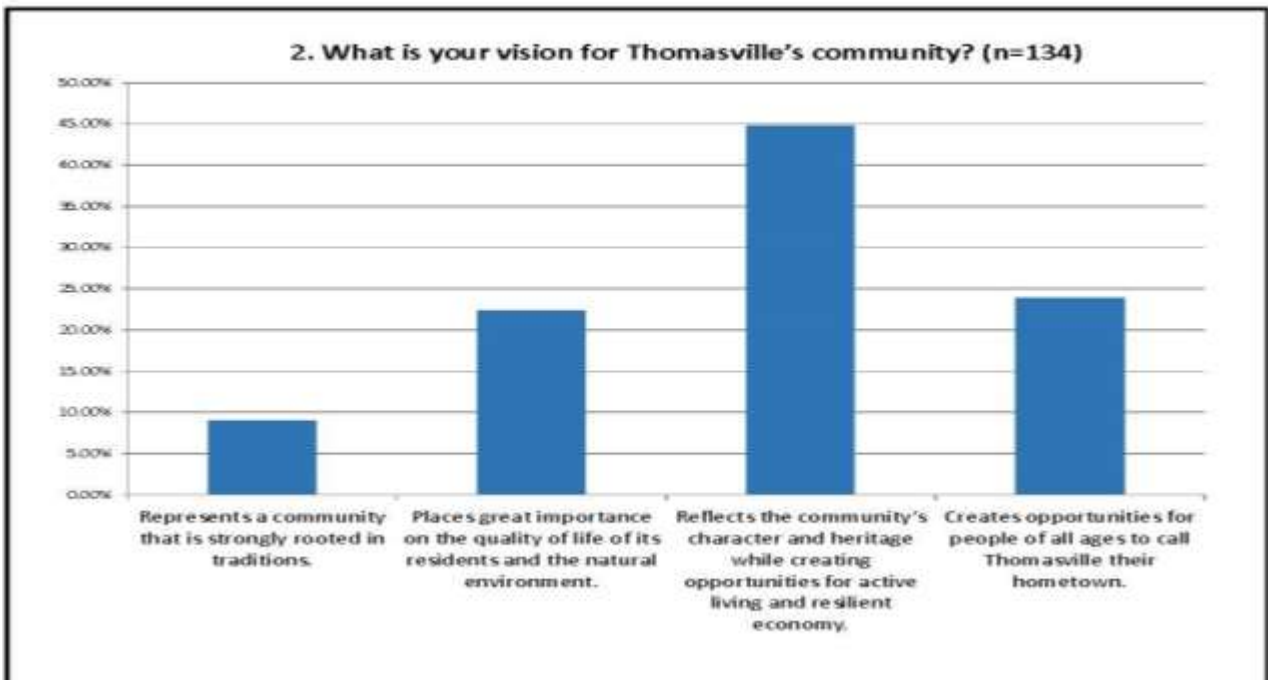
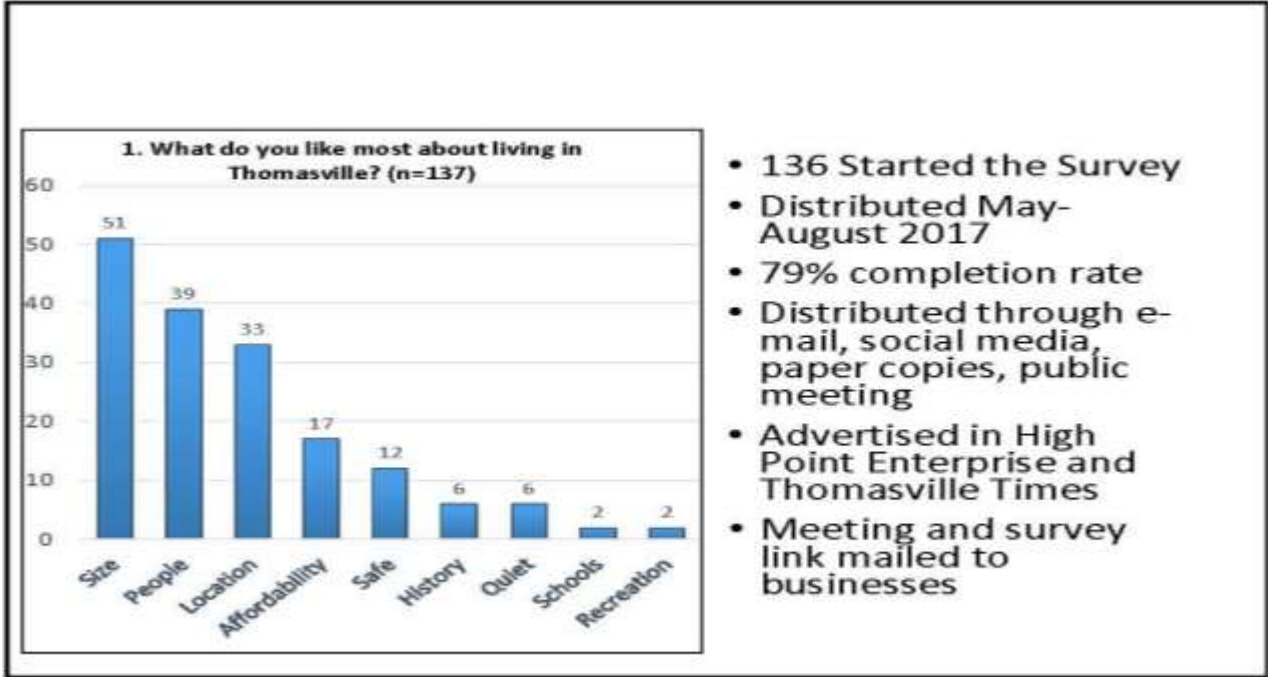
Using the Vision, Goals and Strategies

The vision, goals and strategies outlined in Chapter 4 provide a conceptual framework for considering individual land development decisions. These concepts should be referenced to help analyze the potential impacts of individual development decisions.

The horizon year for this plan is 2035. As growth and development occur within the City over the next 15 years, it may be necessary to make periodic revisions to keep the plan up-to-date. Major changes in infrastructure, roads and development patterns may trigger an update of the plan. A periodic review of the document by staff, Planning Board members and the Council will ensure that the document remains a valuable reference and guide for growth in the community.

APPENDICES

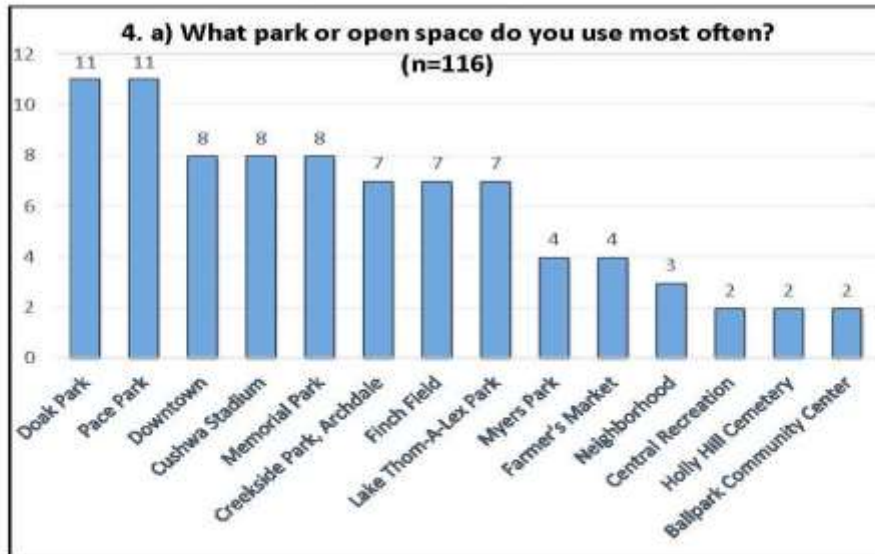
Survey Results

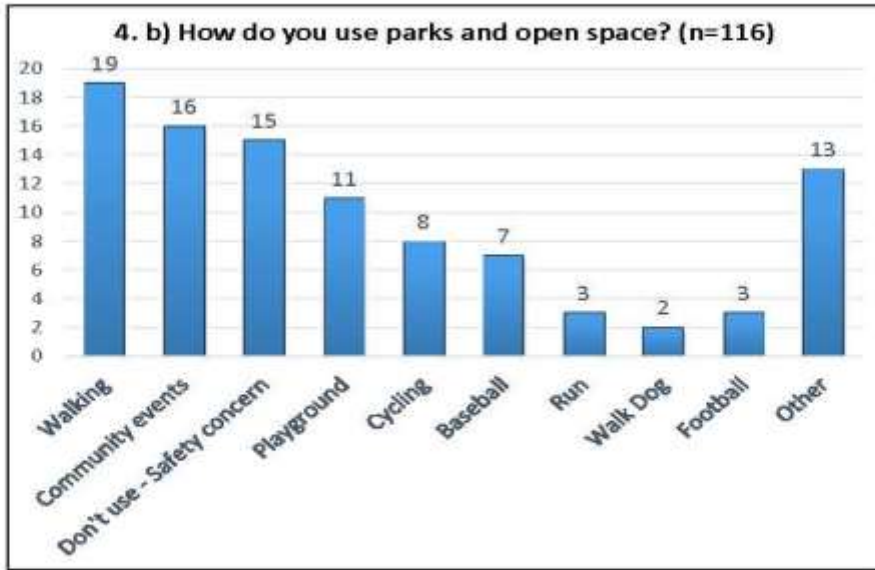


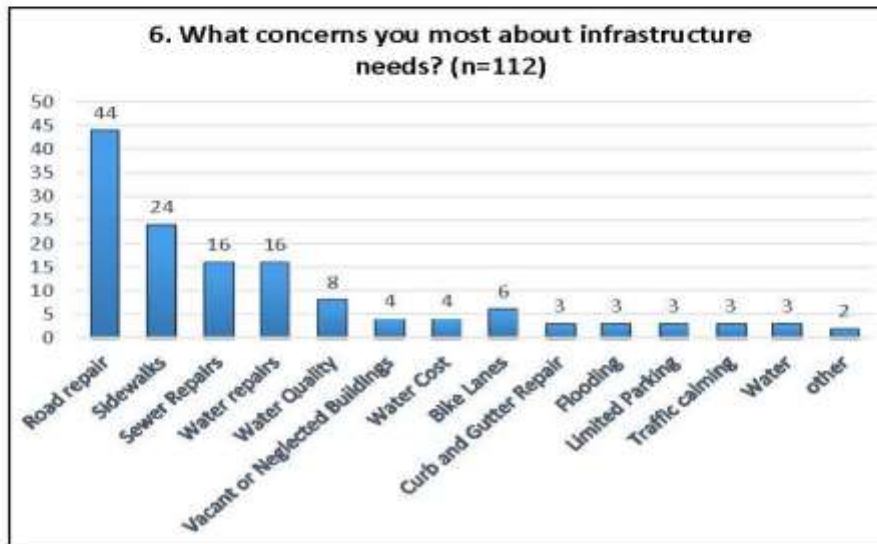
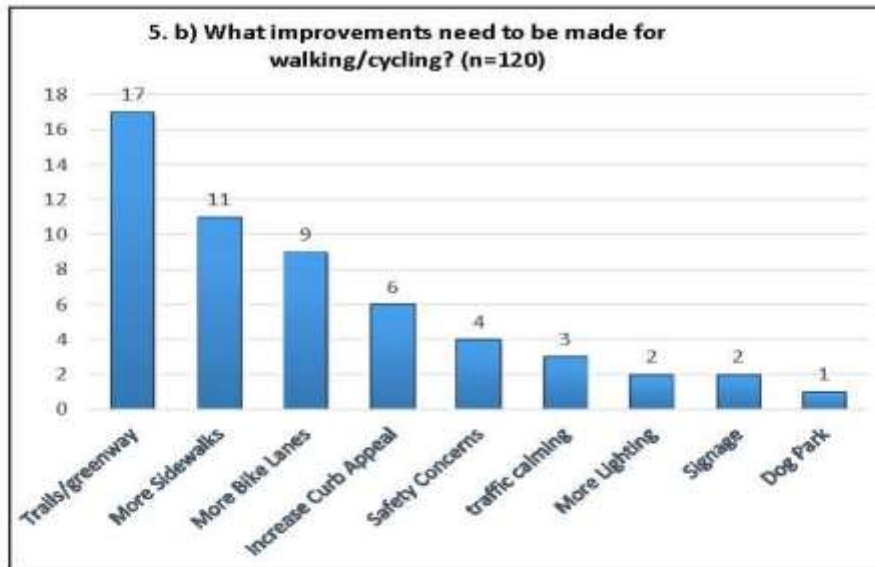
**3. What is your vision for healthy and active living in Thomasville?
(n=135)**

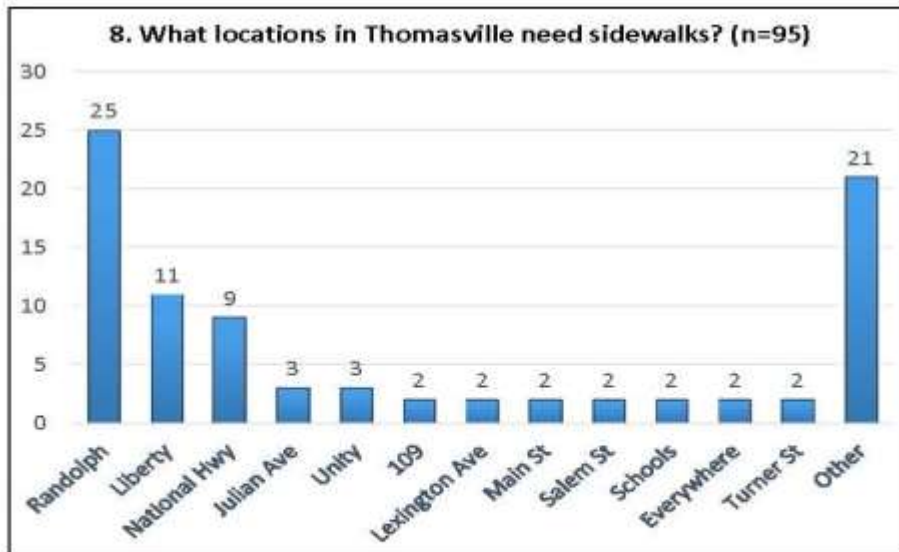
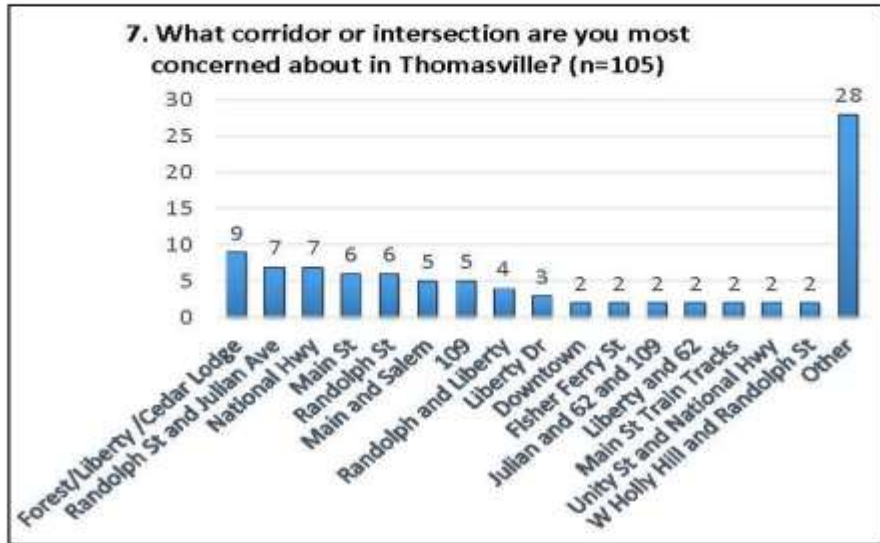
| | STRONGLY DISAGREE | DISAGREE | NO OPINION | AGREE | STRONGLY AGREE | TOTAL | WEIGHTED AVERAGE |
|--|-------------------|--------------|--------------|--------------|----------------|-------|------------------|
| More parks and recreational (sidewalks and trails) opportunities should be available to Thomasville residents. | 3.73% 5 | 1.49% 2 | 4.48% 6 | 35.82% 48 | 54.48% 73 | 134 | 4.36 |
| More sidewalks, trails, and other physical activity opportunities should be available to Thomasville residents. | 2.22% 3 | 0.74% 1 | 6.67% 9 | 34.81% 47 | 55.56% 75 | 135 | 4.41 |
| Thomasville residents have adequate access to healthy foods. | 8.15% 11 | 23.70% 32 | 12.59% 17 | 28.89% 39 | 26.67% 36 | 135 | 3.42 |
| Thomasville residents have adequate access to medical services. | 4.48% 6 | 10.45% 14 | 9.70% 13 | 40.30% 54 | 35.07% 47 | 134 | 3.91 |
| Thomasville's commitment to residents' health and quality of life will help to attract new residents and businesses to the Town. | 5.19% 7 | 7.41% 10 | 9.63% 13 | 35.56% 48 | 42.22% 57 | 135 | 4.02 |

**4. a) What park or open space do you use most often?
(n=116)**





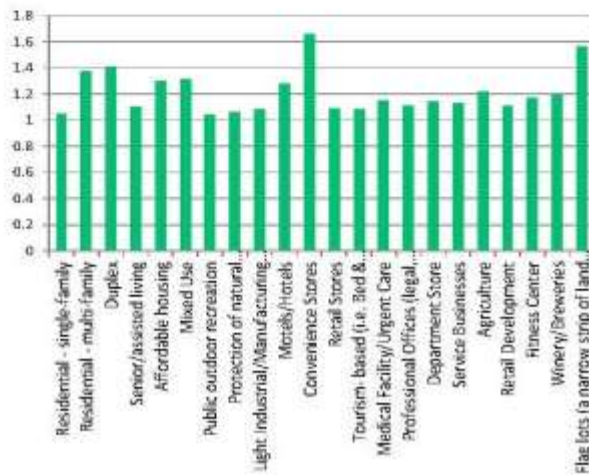




9. Vision for Economic Development & Tourism (n=117)

| | STRONGLY DISAGREE | DISAGREE | NO OPINION | AGREE | STRONGLY AGREE | TOTAL | WEIGHTED AVERAGE |
|---|-------------------|-------------|--------------|--------------|----------------|-------|------------------|
| Thomasville should focus on attracting alternative industries that have not been traditionally part of the local employment base. | 3.42% 4 | 0.85% 1 | 5.13% 6 | 36.75% 43 | 53.85% 63 | 117 | 4.37 |
| Outdoor recreation and tourism are central to the way of life in Thomasville and key to future economic development. | 4.27% 5 | 9.40% 11 | 7.69% 9 | 39.32% 46 | 39.32% 46 | 117 | 4.00 |
| Thomasville needs an identifiable image to effectively promote the City. | 3.45% 4 | 6.90% 8 | 11.21% 13 | 38.79% 45 | 39.65% 46 | 116 | 4.04 |
| Certain land uses (e.g., landfills, heavy industry, etc.) should be regulated in an effort to protect the character of the city. | 6.03% 7 | 6.03% 7 | 16.38% 19 | 34.48% 40 | 37.07% 43 | 116 | 3.91 |

10. Would you encourage or discourage the following land uses in the City? (n=115)

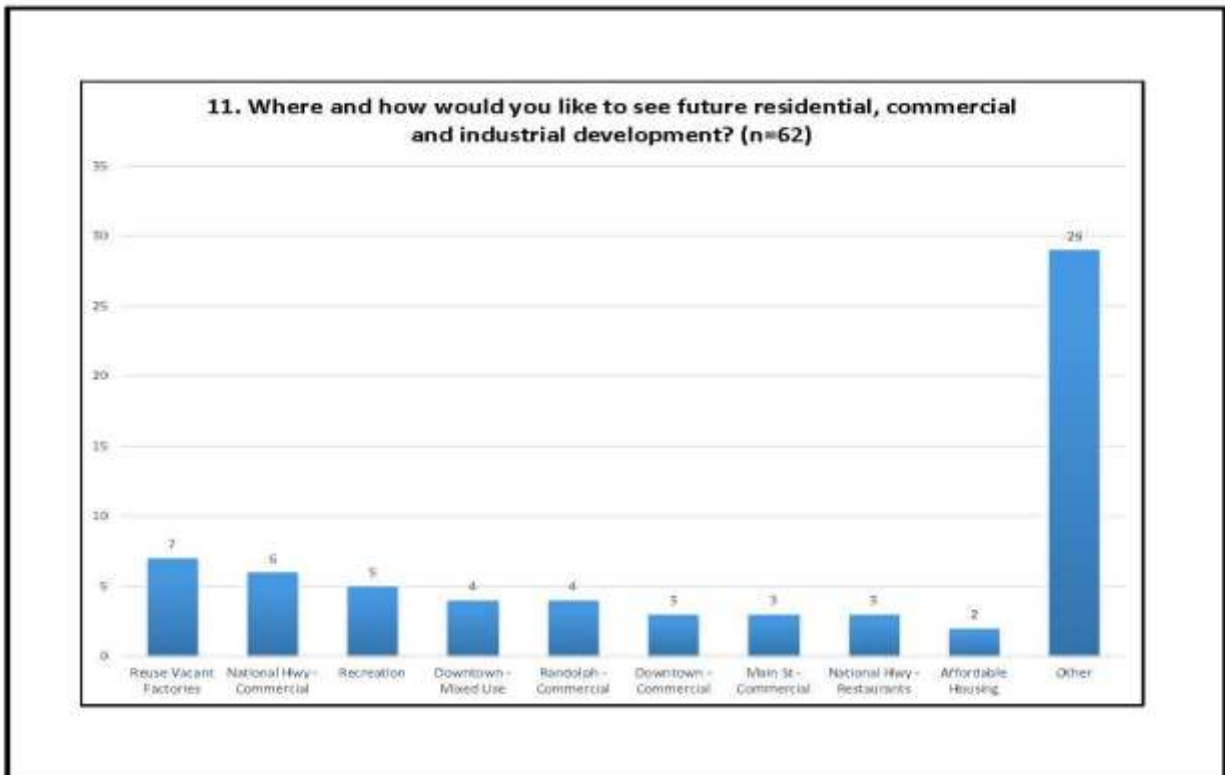
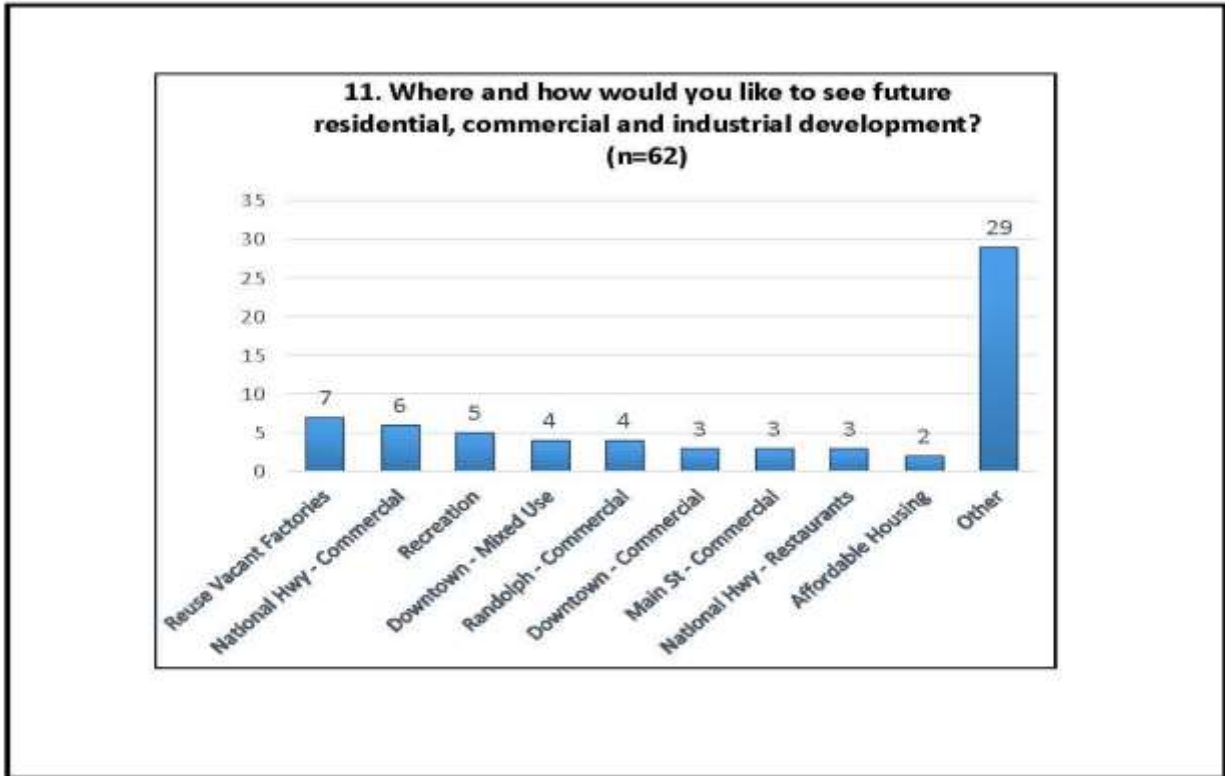


Top Uses to Encourage:

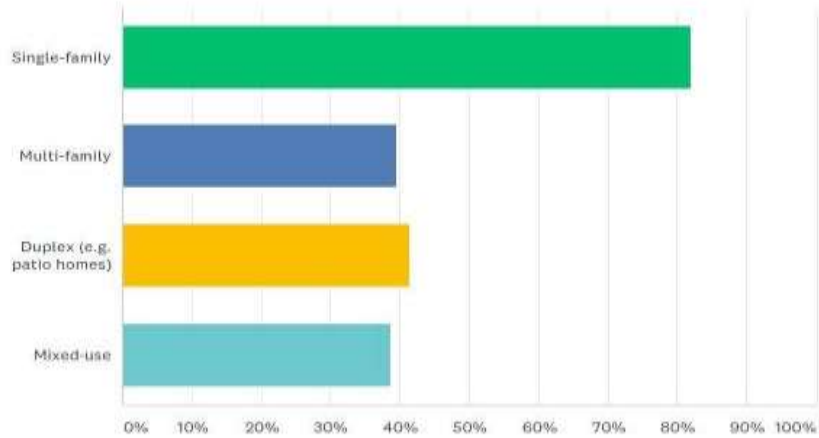
1. Single-family res.
2. Outdoor recreation/open space
3. Tourism-based (B&B's, gift shops, eco-tourism)

Top Uses to Discourage

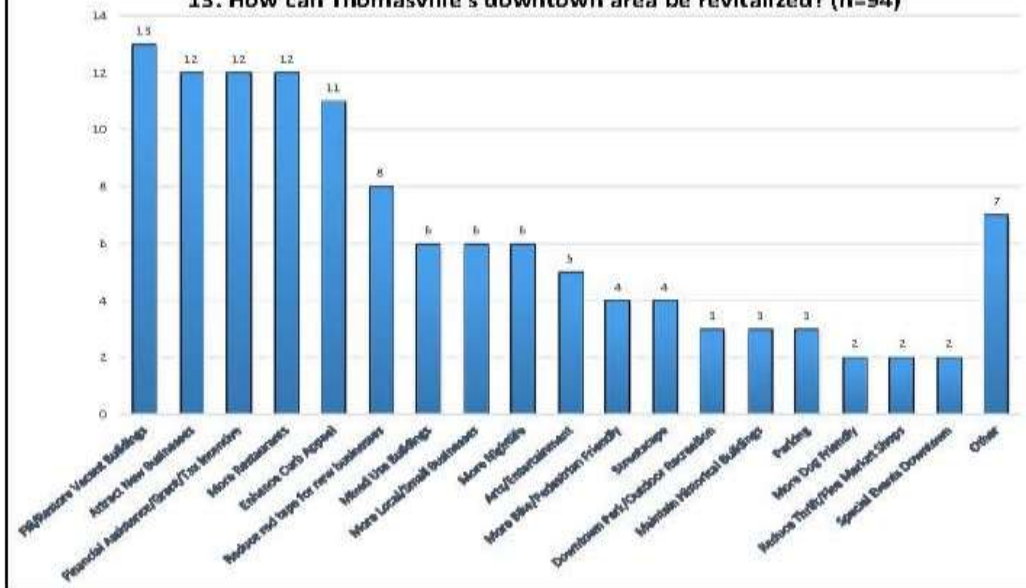
1. Convenience stores
2. Flag lots
3. Duplexes



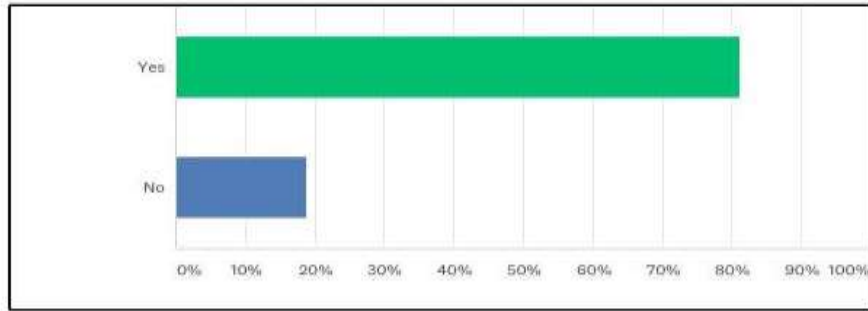
12. What type of housing should be built to accommodate future growth in Thomasville? (n=111)



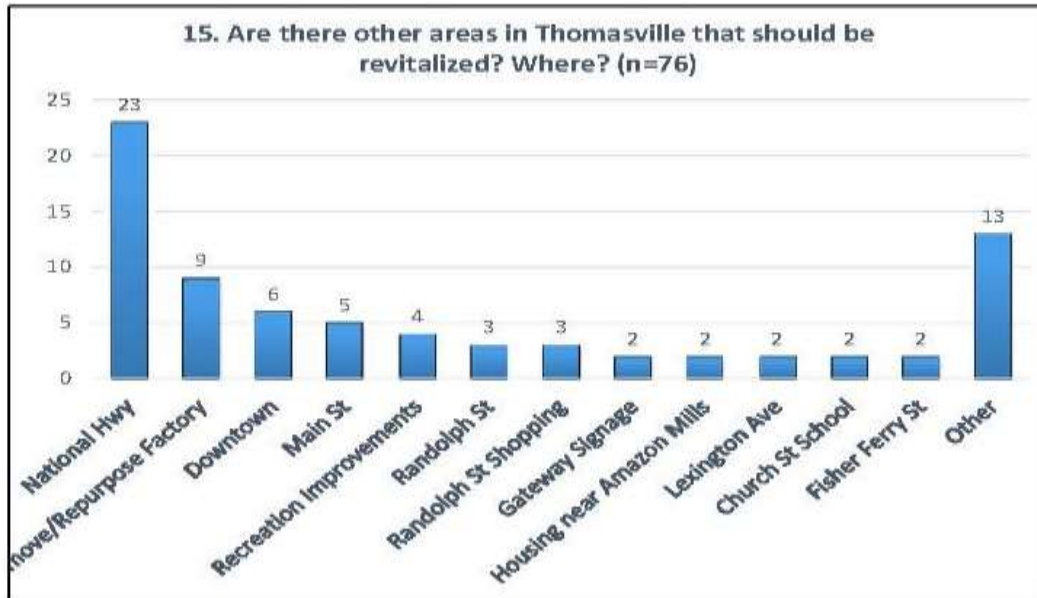
13. How can Thomasville's downtown area be revitalized? (n=94)

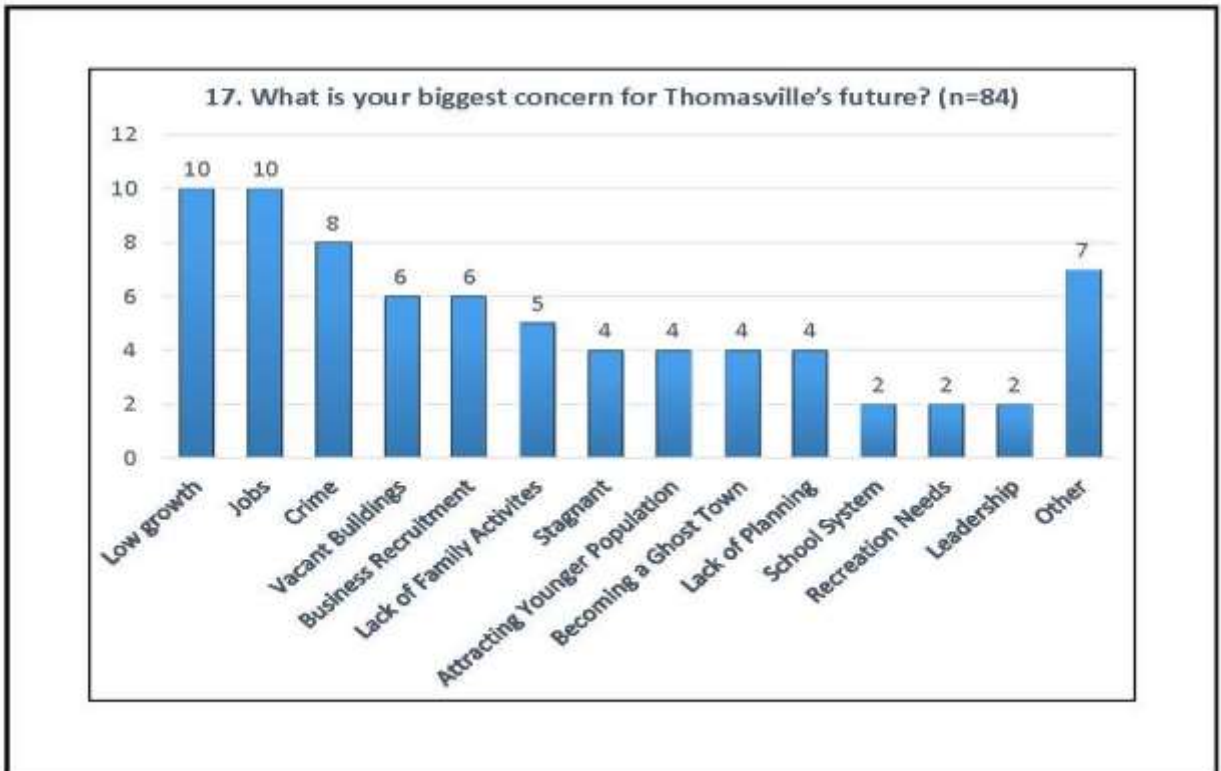
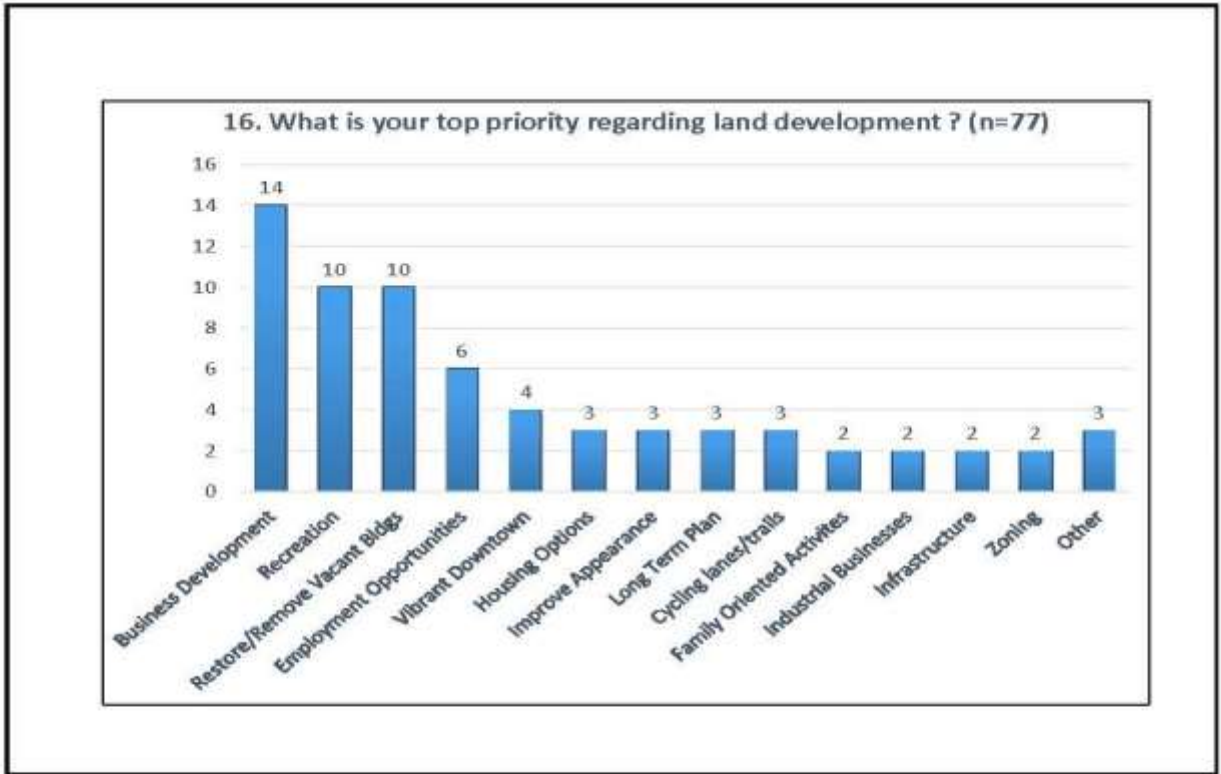


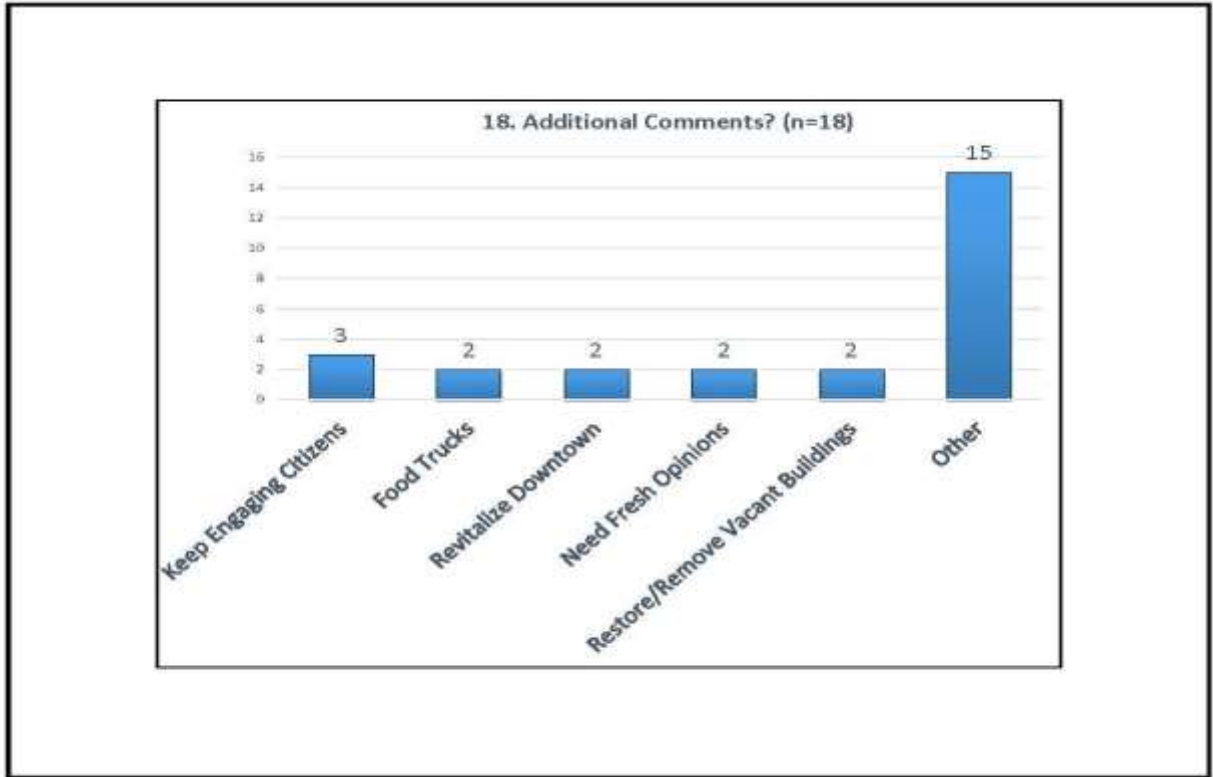
14. Are downtown design standards a good idea to help preserve the look of downtown and maintain property values downtown? (n=96)



15. Are there other areas in Thomasville that should be revitalized? Where? (n=76)







Meeting Notes

Steering Committee Meeting #1

April 25, 2017 6pm

Notes

The meeting began at 6pm.

Land Development Vision (10-20 years)

- -Better restaurants (e.g. steakhouse),
- -Better quality development (e.g. Panera, Longhorn)
- -Better quality of housing to replace sub-standard housing,
- -Improved reuse of manufacturing facilities,
- -Activate empty downtown buildings & draw in visitors with local restaurants & shops (downtown destinations – e.g. West Jefferson)
- -Better recreation opportunities for Thomasville youth

Plan Outcomes

- Flexible plan
- Code enforcement to address aesthetics of vacant lots, appearance
- Need good sign code with size standards

Land Use Development

2. Support continuous moderate growth through quality land use and development

- a. Keep a balanced variety of land uses that in the long-term, could maintain existing and create practical, well balanced neighborhoods**
 - i. Maintain rational locations for land use types to minimize incompatible land uses
 - ii. Create a development pattern that will provide convenient access to schools, parks, employment, and shopping
- b. Support a mixed-use district in downtown that encourages residential and commercial together to encourage active transportation and reduce trip distances,**
- c. Create additional mixed-use opportunities in development and redevelopment areas (to be identified 6/27/17)**
- d. Maintain a wide variety of housing types within the neighborhoods to meet the needs of the population**
 - i. Keep a balance of owner-occupied and renter-occupied housing generally dispersed throughout the community (Owners are outside of the City)
 - ii. Encourage well designed residential development

- iii. *Allow in-law suites in the development ordinance*
- iv. *Add a requirement for parks and open space set-aside in new development*
- e. **Conduct a detailed neighborhood and housing study to assess current conditions and plan for improvements in the overall quality of the neighborhoods and housing within the City of Thomasville *in collaboration with local developers and large property owners***
 - i. Examine homeownership to rental ratios and identify strategies to improve homeownership in the City of Thomasville
 - ii. Examine neighborhood housing and infrastructure conditions
 - iii. Identify opportunities for rehabilitation and other improvement strategies
 - iv. Consider community development funding opportunities to assist with neighborhood studies and revitalization
- f. **Maintain a mix of infill redevelopment and “green-field” development in future growth**
 - i. Use vacant and underdeveloped land that is readily available for use with city services such as residential, commercial, industrial, etc.
 - ii. Areas adjacent to the existing city boundary that have never been developed *“green-fields” may become appropriate places for development over time as the City becomes “built-out”

Infrastructure and Transportation

- 3. **Enhance community services and infrastructure including roads and utilities**
 - a. **Keep a well maintained municipal infrastructure system to serve existing and planned development**
 - i. Keep infrastructure repaired or replaced in a timely manner
 - ii. Ensure the most cost effective way, if needed in the future, to extend utilities for future development
 - iii. Connect developments, neighborhoods, and districts with public streets in order to efficiently serve all modes of transportation
 - b. ***Update the City of Thomasville pedestrian and bicycle transportation plan***
 - i. *Identify opportunities for low-cost implementation that supports alternative transportation and improves safety*
 - ii. *Focus investment in downtown, development and redevelopment areas (to be identified 6/27/17)*
- 4. **Maintain a safe, efficient, cost-effective transportation system for the movement of the people and goods within, through, and around the City**
 - a. **Improve traffic flow and limit traffic congestion along major thoroughfares, *using signal timing and other strategies***
 - b. **Increase the use of existing transportation services where practical**
 - c. **Increase the walk-ability of the community’s existing neighborhoods**

- i. Identify grant resources such as “Safe Routes to School” funding
- d. *Continue mass transit service through Thomasville to support intra and intercity bus transportation*
- e. Conduct a transportation study and redevelopment study of the Business I-85 corridor as a potential light rail/commuter corridor

Historic Preservation

- 5. Continue to preserve historical resources throughout the City
 - a. Preserve Thomasville’s unique heritage as a city with small-town qualities and aspects
 - b. Market the community’s unique features and amenities to people around the region
 - c. Preserve architectural designs of established structures within the neighborhoods and the older commercial areas
 - d. Keep development that is recognized by residents and visitors aesthetically pleasing and appropriate
 - e. Continue to support the Historic Preservation Commission
 - f. *Enhance maintenance, design and other aesthetic standards for downtown buildings to encourage infill, renovation and other improvements that support the historic charm of downtown (e.g. certificates of appropriateness)*

Economic Development

- 6. Promote economic development through attracting and retaining businesses
 - a. Diversify local tax base with an appropriate balance of residential, commercial, and industrial growth
 - i. Attract additional commercial development to strengthen the city’s tax base
 - ii. Generate additional tax revenue by redeveloping vacant and abandoned properties
 - b. Create a marketing plan *with a private redevelopment firm* to market the community and downtown locations to potential investors and residents
 - c. Modify and re-use older industrial sites and facilities, possibly through the consideration of historic or other tax credit incentives
 - d. *Summarize code enforcement efforts to attract investors*

Downtown Improvements

- 7. Continue to improve/revitalize downtown
 - a. Follow the Main Street Four Point Approach

Main Street Four Point Approach

- **Organization** establishes consensus and cooperation by building partnerships among the various groups that have a stake in downtown. This will allow the revitalization program to provide effective, ongoing management and advocacy of the downtown. Diverse groups from the public and private sectors (the city and county, local bankers, merchants, the chamber of commerce, property owners, community leaders and others) must work

together to create and maintain a successful program.

- **Promotion** takes many forms, but the aim is to create a positive image of downtown in order to rekindle community pride in the downtown. Promotion seeks to improve retail sales, events and festivals and to create a positive image of the downtown in order to attract investors, developers, and new businesses.
- **Design** takes advantage of the visual opportunities inherent in downtown by directing attention to all its physical elements: public and private buildings, storefronts, signs, public spaces, landscaping, merchandising, displays and promotional materials. Its aim is to stress the importance of design quality in all these areas, to educate people about design quality and to expedite design improvements in the downtown.
- **Economic Restructuring** strengthens downtown’s existing economic assets while diversifying its economic base. Restructuring is accomplished by retaining and expanding existing businesses, recruiting new businesses to provide a balanced commercial mix, converting unused or underutilized space into productive property and sharpening the competitiveness and merchandising skills of downtown business people.

b. Consider part-time or full-time downtown management (non-profit led—PACE, Inc.)

- i. A “shepherd” is needed to oversee overall strategy and implementation of initiatives for the downtown. Consider the following-
 - Volunteer or paid position (full or part-time)
 - Identify funding source (membership or fundraising)
 - Consulting services
 - Hiring expertise on a part-time basis to assist with the management

c. Update/Revise the 1999 UDAT Study/Plan

- i. A detailed overall strategy will be needed to move downtown efforts forward. The update of the UDAT study can be derived with various forms of assistance such as the following:
 - NCDDA (NC Downtown Development Association)- update/revise previous UDAT Plan through a technical assistance team visit
 - Establish a Small Town Main Street and/or Main Street Program with support from a consulting firm.

d. Create an attractive and vibrant downtown that serves as the focal point of the community and provides abundant opportunities for social, cultural, and economic interactions

- i. *Enhance and fund the Municipal service district to provide incentives for façade improvements, and encourage building code improvements, while publicizing existing grants, incentives and resources.*

- ii. Support a mixture of uses throughout the area that may include a combination of retail, professional services, maker spaces, entertainment, public/government, and residences
- iii. Consider revising Zoning Ordinance to allow for a mix of uses (infill development opportunities) throughout the downtown keeping in character with best downtown development practices
- iv. Maintain well designed public spaces *with trees, greenspace*, public art, and pedestrian amenities
- v. Improve accessibility to the Downtown area for all forms of transportation,
- vi. *Establish a certificate of appropriateness for exterior downtown improvements that support the character and historic integrity.*

Intergovernmental Cooperation

- 8. Maintain and strengthen relationships and coordination with neighboring municipalities**
 - a. Coordinate efforts in future planning for community development projects including infrastructure improvements, transportation, and land use
 - b. Coordinate with adjacent communities/counties when planning on the urban edge of Thomasville

General

- 9. Consider developing a unified land development ordinance (UDO) to allow greater development options and promote development that keeps in character with the City of Thomasville**
 - a. Thoroughly evaluate development standards to include signage, landscaping, and access management
 - b. User friendly document with up to date planning practices
 - c. The document would combine all ordinances into one easy to understand ordinance
- 10. Outlying growth areas**
 - a. As Thomasville continues to grow, land along its fringe may be developed. Urban services are or will be available in these areas and proper planning is desired to ensure future growth receives adequate services as those rural areas transition to more urban places
 - i. Voluntary annexation should be encouraged as the outlying growth areas develop, especially along the south NC 109 corridor
 - ii. Encourage mixed use in areas where services are available and proper road networks are in place

City of Thomasville Land Development Plan Update

Public Meeting - June 1, 2017

Thomasville Public Library

Attendees

| Name | Agency/Organization Representing |
|----------------|---|
| Brenda Schwab | Schwab's |
| Wendy Sellars | Thomasville City Council |
| Jann Mullins | Thomasville Resident |
| Jane Murphy | Resident |
| Ruth Smith | Antique Emporium |
| Pat Shelton | Thomasville City Council |
| Craig Goodson | Davidson County Economic Development Commission |
| Neal Grimes | Thomasville City Council |
| Corey Tobin | City of Thomasville - Parks and Recreation |
| Scott Styers | Thomasville City Council |
| Carl Shatley | ROHL Associates, Inc. |
| Barney W. Hill | Resident |
| Chuck George | City of Thomasville - Planning and Inspections |
| Jesse Day | Piedmont Triad Regional Council |
| Kelly Larkins | Piedmont Triad Regional Council |

Meeting Agenda

- 5:30-6:00 pm Sign-In, Welcome, Station Orientation and Distribute Survey
- 6:00-7:00 pm Small Group Workshop (SWOT Analysis)
- Station 1: Future Land Development Vision/Downtown Improvements and Historic Preservation (Facilitators: Jesse Day & Chuck George)
 - Station 2: Infrastructure and Transportation/Recreation and Trails (Facilitators: Kelly Larkins & Corey Tobin)
- 7:00-7:20 pm Report Out, Next Steps and Wrap Up
- 7:30 pm Adjourned

SWOT Analysis Results

Station 1: Future Land Development Vision/Downtown Improvements and Historic Preservation

Strengths

- Railroad/Trains.
- Big Chair.
- Emporium.
- Small Businesses.
- Joint Businesses Together.
- Fountain.
- Cemetery.
- Lofts at Thomasville Furniture Industries building.
- Trains.
- Amphitheater.
- Vacant buildings that can be repurposed.
- New businesses starting.
- New energy.
- PACE Park.
- New tourism director.

Weaknesses

- Buildings.
- Lack of family activities.
- Absent landlords.
- Encouraging support of local.
- Codes to repurpose expensive.
- Delinquent property taxes.
- No parking on Salem Street.
- Strict building codes.
- Owners parking on street.
- Apathy.
- Defeatism.
- School supplement tax.
- Need to belong to Main Street USA. Grants are not readily available.
- Long time at traffic lights.
- Vacant buildings.
- Lack of developers.
- Private capital.
- No restaurants.

Opportunities

- Buildings.
- City purchase downtown buildings.
- Advertise Thomasville businesses in local newspapers – Winston-Salem; High Point, Greensboro.
- Obtain possible money to help rehab building for new purpose.
- New branding.
- Buildings available.
- Plenty buildings available.
- Repeal of zoning ordinance and minimum housing code
- Paid staff position for Main Street grants and North Carolina RR.
- Get more people involved with solutions versus complaining.
- Historic preservation support.

Threats

- Close to highways.
- Jobs in other cities.
- More business in other cities.
- Proximity to major municipalities (size based goals).
- Not understanding what drives people downtown.
- Stoplights too long with trains in downtown.
- Safety at night.
- Lighting and vacant buildings.

Station 2: Infrastructure and Transportation/Recreation and Trails

Strengths

- Public private partnerships.
- Proposed 2 cent tax set aside for recreation facilities.
- Plan in place to upgrade and repair water and sewer system.
- Free bus transport in city that connects to DCCC and Lexington.
- PART picking up in Thomasville.
- Seven new playground equipment including one that is handicap accessible at one park.
- Senior citizens programs.
- YMCA.
- Golf course.

Weaknesses

- Aging infrastructure.
- Inadequate funds for road repairs.
- Per-capita income level and lack of available capital.

- City schools, especially middle school and high school.
- Old swimming pool.
- Two year election cycle keep us from “thinking big” and allowing follow through.
- No connecting walking trails.
- No soccer fields/athletic fields.
- Although open to all [of the] city, residents in annexed area use county recreation facilities instead of city recreation facilities.
- No bike trails or bike lanes.
- Golf course.
- The effect of the railroad tracks on traffic in downtown.
- No communication outlet (i.e. radio, TV, or newspaper).

Opportunities

- Repurposed recreational areas.
- Vocational tech training.
- Rebranding/marketing.
- Blank slate for branding.
- New technology.
- Transportation to Business Park.
- PARTF grant funding.
- Second bus.
- Disc golf course.
- Impact annexed areas with recreation.

Threats

- Overreach by the State government.
- Demising funds for transportation and infrastructure.
- No money to fix catastrophic breakdowns.
- Lack of understanding of the benefits of parks and recreation for more than youth sports.
- The possibility of an economic downturn.

Steering Committee Meeting #2

NOTES

June 27, 2017 6pm

Attendees: (see planning board roster)

The meeting began at approximately 6pm.

The June 1 public meeting results were reviewed, where some downtown businesses, elected officials and staff attended. In attendance were around 15 people, the SWOT analysis results were discussed. The meeting was advertised by the Chamber, through the Thomasville Times and the High Point Enterprise.

Interim survey results were reviewed. There have been just over 50 responses and planning board members mentioned that they would like to see additional responses. Potential locations to gather further responses include:

- Churches
- Restaurants
- Schools, and
- Chambers of Commerce

The survey will not have a “hard” close, but ideally results would be compiled in mid-August to allow for a draft Land Development Plan Update in September and October.

A future development and redevelopment workshop was started to identify locations of the City where policy changes may be necessary to preserve or enhance existing and desired future land uses. It was mentioned that older industrial land uses may need to be labeled as “dilapidated” to show underutilized industrial buildings. The following was decided:

- Need a longer workshop to complete the exercise
- Information and questions sent ahead of time
- Keep “future development concept” from the 2009 plan, but modify boundaries and include the National Highway corridor

It was decided that the next meeting should be separate from the regular planning board meeting to allow enough time to work through agenda items. The development and redevelopment workshop will be scheduled via a doodle poll to identify a best time and location (Note: scheduled for July 21, 2017 9am at City Hall).

Project Website for Meeting Materials: www.ptrc.org/thomasville

Steering Committee Meeting #3

NOTES

July 21, 2017 9am

The meeting began at 9:15am

The prior meeting notes were distributed. There were no comments.

Survey outreach was discussed. Interest in pushing out an abbreviated survey was discussed and possible sent through the utility bill. Additionally, it was mentioned to continue pushing out through social media and at parks and recreation events. Other ideas included the Thomasville education center and a HiToms game.

A future development and redevelopment workshop was continued to identify locations of the City where policy changes may be necessary to preserve or enhance existing and desired future land uses. An online map was shared to discuss 7 areas for development and redevelopment, which is available from: www.ptrc.org/thomasville, scroll down and click on “INTERACTIVE WEB MAP”. The results of workshop are on the following page by area.

The meeting wrapped up by 10:45am and a poll for the next meeting will be sent out to continue the workshop.

Project Website for Meeting Materials: www.ptrc.org/thomasville

#1 Downtown Business District

- i. Do the boundaries make sense?
 - The size was reduced and the eastern boundary was moved to Hobbs Avenue.
- ii. Identify Activity Centers
 - No specific locations were identified, but Main Street, Randolph and the Railroad are at the heart of the Downtown District
- iii. What types of uses should be or not be allowed in this development/redevelopment area?
 - Encourage: retail, restaurants with alcohol,
 - Discourage: churches, flea markets, animal adoption and livestock, limit density of bars
- iv. What lots sizes should be allowed?

No minimum lot size for commercial, but continue minimum lot size for residential
- v. How can walkability, natural resource protection and other amenities be incentivized through the development process?
 - Purchase parking area across from City Hall
 - Construct bicycle network and parking
- vi. Other Criteria
 - Establish design and appearance standards
 - how can businesses not look closed and vacant?
 - policies for exiting a lease on a building for how to leave the property
 - Conduct proactive code enforcement
 - Establish a robust incentives program
 - City to upkeep own properties to set a standard
 - City to help with development and re-development

#5 National Highway Commercial Corridor

- i. Do the boundaries of the development/re-development area make sense? If not, please redefine the boundaries.

Reduce boundary from Main St to Business 29-70. The area after that is a good clean area and developed already very well
- ii. Identify activity center locations for areas (if applicable)

Take hotel on National Highway down due to nuisance, police calls constantly, and rear of building in poor condition. Turn it into an activity area after removal.
- iii. What types of uses should BE or NOT BE allowed in this development/redevelopment area, be as specific as possible?

Discourage: Used car lots
- iv. What lots sizes should be allowed?

100 ft lot widths, 200 ft lot depths

- v. How can walkability, natural resource protection and other amenities be incentivized through the development process?
 - Increase sidewalk width
 - Ask engineering for support

#6 Hamby Creek Industrial Corridor

- i. Do the boundaries of the development/re-development area make sense? If not, please redefine the boundaries.

Boundaries are ok but would not want to see any more manufacturing in the downtown area. Should put denser buffer zone to protect residential from manufacturing areas
- ii. Identify activity center locations for areas (if applicable)

Build park at old Plant B and no longer allow partial demolitions where the building can have the valuable interior taken and leave the city with having to pay for the demolition.
- iii. What types of uses should BE or NOT BE allowed in this development/redevelopment area, be as specific as possible?

Discourage: new manufacturing in this area until the existing buildings are put into a useable state (some of them need to be demolished instead of repairing them)
- iv. What lots sizes should be allowed?

Increase lot sizes to allow buffer between industrial zoned property and residential uses.
- v. How can walkability, natural resource protection and other amenities be incentivized through the development process?

Designate green spaces for employees

Notes with Craig Goodson (10/25/17):

- Utilize Thomasville Furniture Industries for a Master Plan of National Highway
- Completing re-development projects will bleed into the downtown core
- Continue to partner on marketing and identification of shovel ready sites
- Support breweries and restaurants in downtown
- Make sure infrastructure is available to developable land

Steering Committee Meeting #4

Notes

September 6, 2017, 6pm

Small Conference Room

Thomasville Public Library 14 Randolph Street

Attendees: Carl Shatley, Jane Hill, Judy Smith, Oran Jeffries, Chuck George and Jesse Day

Prior Steering Committee Notes were reviewed and no one had any changes

The Future Development and Re-development Area Workshop was continued

#2 Food Lion Commercial Mixed Use

Do the boundaries make sense?

- The boundary was reduced to remove established residential areas

What types of uses should be or not be allowed in this development/redevelopment area?

- Encourage: commercial adjacent to existing commercial and along NC 109.
- Discourage: Commercial past Ball Park Avenue

What lots sizes should be allowed?

Continue existing lot sizes

How can walkability, natural resource protection and other amenities be incentivized through the development process?

- Encourage trail connections to the school and public parks

vii. Other Criteria

#4 I-85 Hotel and Business Park Area

- Do the boundaries make sense?
 - The boundary was adjusted to include areas on both sides of the Interstate
- Identify Activity Centers
- What types of uses should be or not be allowed in this development/redevelopment area?
 - Encourage: Restaurants and commercial services for Interstate travel
 - Discourage: Car lots and tire shops

What lots sizes should be allowed?

Continue existing lot sizes.

How can walkability, natural resource protection and other amenities be incentivized through the development process?

- Insure connectivity for different land uses to reduce automobile trips and increase safety.

Other Criteria

The existing business park on the south side of I-85 has some undeveloped lots that are available.

#7 Industrial Park Area Near I-85

- Do the boundaries make sense?
 - Yes
- What types of uses should be or not be allowed in this development/redevelopment area?

• Encourage: Industrial

What lots sizes should be allowed?

Continue existing lot sizes, but be flexible with changing industrial land uses and building configuration

How can walkability, natural resource protection and other amenities be incentivized through the development process?

- Connectivity on major thoroughfares

Other Criteria

- Buffer adjacent residential land uses through screening and berms where possible

#8 Thomasville Hospital Area

- Do the boundaries make sense?
 - Boundary was slightly adjusted
- What types of uses should be or not be allowed in this development/redevelopment area?
 - Encourage: Pharmacy, medical supplies, medically related retail and services, medical office space, assisted living & long term care housing
 - Discourage: Car lots, gas stations, tire sales, flea markets & consignment stores

What lots sizes should be allowed?

Continue average lot sizes and make residential lots compatible for nice 3-4 bedroom homes.

Notes from meeting with Thomasville Medical Center (10/25/17): Current project is to convert the mental health center at the front of the medical campus into a wellness center. The project will break ground in 2018 and finish in 2019.

How can walkability, natural resource protection and other amenities be incentivized through the development process?

- Encourage connections with the hospital trail system
- Preserve mature trees on larger lots

Other Criteria

#3 NC 109 Commercial Mixed-Use

- iv. Do the boundaries make sense?
 - Yes, but this is a long corridor with changing conditions

- v. Identify activity center locations
 - Behind Ingles is further commercial, but it is crowded.
 - Encourage mixed use and commercial along NC 109 corridor & Liberty drive

- vi. What types of uses should be or not be allowed in this development/redevelopment area?
 - Encourage: Continue existing commercial, Medium to high density residential
 -

- viii. What lots sizes should be allowed?
 - Allow no minimum lot size and zero lot lines

- ix. How can walkability, natural resource protection and other amenities be incentivized through the development process?
 - Encourage a large park facility in the area south of I-85
 - Preserve scenic look of NC 109 south of existing commercial area.

- x. Other Criteria
 - Buffer adjacent residential land uses through screening and berms where possible

Set a Public Meeting Date: The public meeting will be scheduled the week of November 13, 2017

Public Comment Form November 16, 2017

Welcome! Thank you for coming. Please review the draft Comprehensive Land Use Plan Report, you can download a copy at www.ptrc.org/thomasville to review after the meeting.

Please provide your comments below or directly on the posters.

Station 1: Vision Statement for Thomasville in 2035 & Plan Recommendations

Directions: Review the vision statement and plan recommendations, goals and strategies and make comments below or on the poster.

Thomasville has an attractive and busy downtown honoring the City's history and culture. The small town charm is a destination for visitors and residents. Thomasville's youth have ample active and passive recreation opportunities. Underutilized former industrial sites have been cleaned up and re-purposed into parks, trails, commercial, residential, institutional and light industrial land uses. Thomasville's customer service approach to land development, with easy to understand ordinances support aesthetically pleasing development and signage, while less desirable land use appearances have been removed. Strategic investments in infrastructure improvements have helped to stabilize property values, encouraging private investment all over the City.

Comments:

Station 2: Demographics and Survey Results

Directions: Review the PowerPoint presentation on the projector and provide any comments below.

Did anything surprise you about the survey results or demographics? If so, what and how?

Comments:

Station 3: Existing Land Use, Zoning and Development/Re-Development Area Maps

Directions: Review the existing zoning, land use and development/re-development areas. Please offer comments below or on the posters.

Comments:

Station 4: Development and Re-Development Areas

Directions: Review the recommendations for each development or re-development area and provide any comments you have below or on the poster.

Development Area # ____ Name _____

Comments:

Development Area # ____ Name _____

Comments:

(continue on a separate comment form, poster or piece of paper if necessary)

Other Comments?
