



**Asheboro Planning Board
Asheboro City Hall (146 N. Church Street)
Monday, January 8, 2024
7:00 PM
AGENDA**

- I. Call to Order
- II. Approval of Minutes from December 4, 2023
- III. Review of Cases and Monthly Report on Major Subdivisions Administratively Approved
- IV. Old Business
 - (a) RZ-23-14: Request to rezone property located along the west side of Zoo Parkway and the south side of Newbern Avenue from R40 Low-Density Residential, R15 Low-Density Single-Family Residential, and R10 Medium-Density Residential to R7.5 (CZ) Medium-Density Residential Conditional Zoning for a Residential Planned Unit Development.
 - (b) RZ-23-21: Request to rezone property (Parcel Identification Number 7764011937) located at 115 South Fayetteville Street and 142 Worth Street and identified by a portion of Randolph County Parcel Identification Number and 7751823582 and all of PIN 7751825638) from OA6 Office-Apartment to B3 Central Commercial zoning.
- V. New Business
 - (a) RZ-24-01: Request to rezone property located at 1419 and 1425 Old Liberty Road from R10 Medium-Density Residential and B1 Neighborhood Commercial to R10 (CZ) Medium-Density Residential Conditional Zoning
 - (b) Planning Board Functioning as Board of Adjustment (Case No. BOA-24-01): Request for variance from Chapter 4, Section 4.07(D)(2)(a)(iii) (Front Yard Setback) for property located at 428 South Fayetteville Street
- VI. Items not on the agenda
- VII. Adjournment

MEETING OF THE ASHEBORO PLANNING BOARD
CITY COUNCIL CHAMBERS, 146 N. CHURCH ST.
MONDAY, DECEMBER 4, 2023
7:00 p.m.

This being the time and place for the regular meeting of the Asheboro Planning Board, a meeting was held with the following officials and members present:

Pamela Vuncannon) – Vice Chair

Harold Anderson)
Ritchie Buffkin)
David Henderson) - Members Present
Van Rich)
Thomas Rush)

Michael O'Kelley) – Members Absent

John Evans, Assistant Community Development Division Director
Bradley Morton, Planner/Deputy City Clerk
Jeffrey Sugg, City Attorney

CALL TO ORDER

Ms. Vuncannon called the Asheboro Planning Board to order.

APPROVAL OF MINUTES FROM NOVEMBER 6, 2023

Ms. Vuncannon inquired if there were any corrections or additions to the November 6, 2023 minutes. Hearing no corrections or additions, the minutes were approved as presented.

REVIEW OF CASES AND MONTHLY REPORT ON MAJOR SUBDIVISIONS ADMINISTRATIVELY APPROVED

Mr. Evans went over the land use cases that the City Council heard at their November Regular Meeting. A copy of the monthly report on major subdivision administratively approved was provided to the board in their agenda packets.

ADOPTION OF 2024 MEETING DATES

Mr. Evans went over the proposed 2024 meeting dates with the board. He noted that the only major changes would be the January and July meeting, being a week later due to the New Years and Independence Day holidays, as well as the September meeting being on a Tuesday due to the Labor Day holiday. There was no discussion from the board regarding the proposed 2024 meeting dates. Mr. Rich moved to adopt the proposed 2024 meeting dates. Mr. Anderson seconded the motion and the motion carried unanimously.

OLD BUSINESS

RZ-23-14: REQUEST TO REZONE PROPERTY LOCATED ALONG THE WEST SIDE OF ZOO PARKWAY AND THE SOUTH SIDE OF NEWBERN AVENUE FROM R40 LOW-DENSITY RESIDENTIAL, R15 LOW-DENSITY SINGLE-FAMILY RESIDENTIAL, AND R10 MEDIUM-DENSITY RESIDENTIAL TO R7.5(CZ) MEDIUM-DENSITY RESIDENTIAL CONDITIONAL ZONING FOR A RESIDENTIAL PLANNED UNIT DEVELOPMENT. THE APPLICANT HAS REQUESTED TO CONTINUE THIS CASE TO THE BOARD'S REGULAR JANUARY MEETING. IF THE CONTINUANCE IS GRANTED, THE CASE WILL BE READVERTISED AND FIRST-CLASS NOTICES RESENT TO ENSURE THAT THE PUBLIC AND NEIGHBORING PROPERTY OWNERS HAVE APPROPRIATE NOTIFICATION. THE APPLICANT HAS OFFERED TO PARTICIPATE IN THE COST OF READVERTISEMENT.

Mr. Evans stated that the applicant has submitted a request to continue this case to the January Board meeting. Ms. Vuncannon asked the board if there was any discussion. There was no discussion from the board. Mr. Rich moved to continue Case Number RZ-23-14 to the January 8, 2024 Board meeting. Mr. Buffkin seconded the motion and the motion carried unanimously.

NEW BUSINESS

RZ-23-21: REQUEST TO REZONE PROPERTY LOCATED AT 115 SOUTH FAYETTEVILLE STREET AND 142 WORTH STREET (IDENTIFIED BY A PORTION OF RANDOLPH COUNTY PARCEL IDENTIFICATION NUMBER 7751823582 AND ALL OF PIN 7751825638) FROM OA6 OFFICE-APARTMENT TO B3 CENTRAL COMMERCIAL ZONING

Mr. Evans gave a visual presentation on the above-referenced case. He gave an overview of the case:

Applicant: Al LaPrade (on behalf of DLLA, LLC)

Location: 115 South Fayetteville Street & 142 Worth Street

Request: Rezone from OA6 Office-Apartment to B3 Central Commercial

Randolph County Parcel ID: 7751825638 and 7751823582

Size: 0.93 acres +/- of 1.46 acres +/-

Existing Land Use: Formerly bank, including associated surface parking & deck.

He showed the board overview, rezoning, Center City Planning, topographic/utilities, aerial and oblique map imagery as well as photographs of the properties from all directions. He then provided the analysis:

1. The property is inside the city limits and is split zoned. Much of 115 South Fayetteville Street already is zoned B3.
2. Fayetteville Street (US 220 Business) is a state-maintained major thoroughfare. Worth Street is a city-maintained collector street. Scarboro Street is a one-way (west to east), local city-maintained street.
3. The existing OA6 zoning district is described by the zoning ordinance as "intended to produce moderate intensity office and residential development to serve adjacent residential areas and to provide a transition from residential to commercial uses. Land designated OA6 shall normally be located with access to a minor thoroughfare or higher classification street with access to local residential streets discouraged." The requested B3 district is described by the zoning ordinance statement of intent as "intended to be applied to the traditional commercial, governmental, administrative and service core of Asheboro, commonly known as the Central Business District."
4. The B3 rezoning district request for the general district. No specific use or site plan is reviewed with this application. Certain uses not permitted in the OA6 district, such as restaurants and retail, are permitted in a B3 district.
5. The property is located within Tier 1 (Central Business Planning Area) of the designated Center City, which is described by the ordinance as "established to strengthen Asheboro's Center City

- Planning Area by incorporating a mix of commercial, office, institutional, residential and public open space uses. Design standards for revitalization and new development in the Central Business Planning Area encourage a pedestrian oriented mix of multi-story buildings located close to the street and containing an attractive mix of first-story storefronts, ample sidewalks and street trees."
6. A key distinction between the B3 district and other non-residential district is that the B3 district does not require off-street parking and relies on public parking and on-street parking to meet those needs. On-street parking is available along Worth and Scarboro Streets, and there are surface parking lots available within 700 feet on the same side of N. Fayetteville Street, and within 300 feet on the opposite side of N. Fayetteville Street. There is also a Piedmont Authority for Regional Transportation (PART) bus stop in front of 115 S. Fayetteville Street.
 7. The property is located within the National Register Asheville Downtown Historic District. 115 South Fayetteville Street is classified as a contributing structure built in 1963, displaying modernist characteristics. Contributing structures may be eligible for favorable tax treatment in some circumstances, but such classification does not impose restrictions beyond zoning requirements.

He then provided Land Development Plan recommendations:

Proposed Land Use Map: City Activity Center

Small Area Plan: Central

Growth Strategy Map: Primary Growth

Goals/Policies Supporting Request (6):

- **Checklist Item 1:** Complies with LDP proposed land use map.
- **Checklist Item 5:** Complies with Growth Strategy Map.
- **Checklist Item 7:** Complies with small area plan.
- **Checklist Items 12-14:** Located outside of watershed, areas of steep slope and flood area.

Goals/Policies Not Supporting Request: N/A

He then provided staff's consistency statement:

"The subject properties function consistent with the intent of the B3 district and a significant portion of one of the existing structures already is zoned B3. Its functionality as contributing to the Central Business District (CBD) is validated by the property's inclusion in Tier 1 of the Center City Planning Area and the city's Downtown Historic District. The present OA6 zoning, however, limits the property's use in a manner that is inconsistent with the CBD; retail and restaurant uses, for instance, are not permitted.

Care should be taken when applying B3 zoning in order to prevent exacerbating parking availability issues downtown. Accessibility to on and off-street parking is an important consideration, as is the development potential of sites seeking the B3 designation. For this application, staff believes that the proximity to public parking combined with the size of the property and its development characteristics, which include an existing parking structure that is under the control of the applicant, mitigate most of staff's concerns related to parking availability."

He then provided staff's recommendation: "Considering the aforementioned analysis, staff believes that the proposed zoning map amendment is reasonable and in the public interest and recommends approval of the request."

He stated that the City Council will consider the rezoning request on Thursday, January 11, 2024. He then asked the board if there were any questions for him. There were no questions for Mr. Evans at this time.

Ms. Vuncannon asked if there was anyone to speak in favor of the request. Mr. Al LaPrade, the applicant, spoke in favor of the request. He stated that the intent is to align the property with the same continuous zoning district. He then asked the board if there were any questions for him. Mr. Rush inquired on the former owner of the former PNC Bank. Mr. LaPrade stated that the former owner he believed to always

have been some form of a banking entity and that the former owner was based out of Chicago. Mr. Evans informed Mr. LaPrade to state, for the record, when the notices to adjoining property owners were mailed. Mr. LaPrade stated that notices to adjoining property owners were not mailed at this time.

Ms. Vuncannon inquired if there was anyone to speak in opposition against the request. There was no one to speak in opposition against the request.

At this point in the meeting, it was determined that the required mailed notices were not sent by the applicant due to a misunderstanding. Mr. Buffkin moved to continue Case Number RZ-23-21 to the January 8, 2024 Planning Board meeting to allow for the necessary time to inform adjoining property owners. Mr. Rich seconded the motion and the motion carried unanimously.

Mr. LaPrade inquired if this will impact the City Council's timeline to hear the request. Mr. Evans stated that the City Council will still hear the request at the January 11, 2024 meeting, provided all notices to adjoining property owners are properly mailed.

There was no further action taken by the Board at this time.

ITEMS NOT ON THE AGENDA

There were no items at this time.

ADJOURNMENT

With no further business to come before the board, Ms. Vuncannon adjourned the meeting.

Bradley Morton, Planning Board Secretary

Michael O'Kelley, Planning Board Chair

146 N. Church Street
Asheboro, NC 27203

City of Asheboro
Community Development Division

336-626-1201
www.asheboronc.gov



2023 ADMINISTRATIVELY APPROVED SUBDIVISIONS (SINCE DECEMBER 4, 2023)

Name of Subdivision	Case No.	Location	Number of lots	Type of Approval	Notes
Windcrest Acres, Section 4	SUB-22-01	Bennett Street (off Old Liberty Rd.)	15	Preliminary Plat - December 2023	Subdivision is approved by-right in an R10 Medium-Density Residential zoning district.



RZ-23-14: Request to rezone property located along the west side of Zoo Parkway and the south side of Newbern Avenue from R40 Low-Density Residential, R15 Low-Density Single-Family Residential, and R10 Medium-Density Residential to R7.5 (CZ) Medium-Density Residential Conditional Zoning for a Residential Planned Unit Development

Staff Report

**Continued from September 5, October 2, November 6, and December 4
Planning Board meetings.**

Rezoning Staff Report

RZ Case # RZ-23-14

Date January 8, 2024 (continued at prior four Planning Board meetings)

General Information

Applicant Ridge Road Partners, LLC (c/o Drew Boggs)

Address PO Box 1609

City Monroe NC 28111

Phone 980-722-1010

Location Zoo Parkway and Newbern Avenue

Requested Action Rezone from R40 Low-Density Residential, R15 Low-Density Single-Family Residential, and R10 Medium-Density Residential to R7.5 (CZ) Medium-Density Residential Conditional Zoning for a Residential Planned Unit Development

Existing Zone R40/R15/R10

Existing Land Use Undeveloped

Size 94.27 acres +/- of 104.27 acres +/-

Pin # 7760008593 (portion) and 7760013008

Applicant's Reasons as stated on application

To construct 400 new residences to help supply the growing residential needs of this area. Residential growth using the clustering of homes in area most suitable for development. This development balances the need for residential growth in areas that are supported by the NC Zoo and City Sportsplex. Coming growth from nearby industrial facilities. Promoted neighborhood setting with nearby Sportsplex and NC Zoo. *Staff Note: The latest site plan presented by the applicant shows 350 dwellings.*

Surrounding Land Use

North Medium-Density Residential & Teachey School **East** Medium-Density Residential

South Low-Density Residential & Undeveloped **West** Medium-Density Residential

Zoning History N/A

Legal Description

The property of Hillcrest Farm Estates, LLC, located on the west side of Zoo Parkway, between 2358 and 2476 Zoo Parkway, and the south side of Newbern Avenue, between 294 and 360 Newbern Avenue, totaling approximately 94.27 acres +/- of 104.27 acres +/- and more specifically identified by a portion of Randolph County Parcel Identification Number 7760008593 and Parcel ID 7760013008.

Analysis

See attachment 1

Attachment 1: RZ-23-14 (Hillcrest Farms rezoning request): Staff analysis as of 1-4-24

1. The property is currently outside of the city limits. Annexation, in accordance with city policy, is required to connect to city-maintained utilities.
2. The request is for a residential Planned Unit Development. The latest plan shows a total of 350 dwellings on 350 lots (an increase of 4 dwellings from what was shown on the previous draft of the plan). 286 of these units are detached single-family residences. 64 units are attached townhome style dwellings, clustered in groups of 5 to 7 attached dwellings.
3. Development plans show several common areas with each including amenities such as pickle ball, dog parks, garden areas, and a trail network. Some of the common area is designated specifically as conservation area. The plans note that “the exact amenity provided at each location will be determined at a later date” but the expectation will be that final decisions related to amenities will generally be consistent with what is submitted. Proportional amounts of community amenities would need to be built and available with each phase. Notes also indicate that passive open space with planted grass will comprise the remainder of each area. All common areas will have a minimum of 2 understory trees and 6 shrubs, with “landscaping to have defined boundaries and complement amenity entrance points.”
4. Zoo Parkway is a state-maintained major thoroughfare. New Bern Avenue is a state-maintained collector road. The development proposes two access points, one from each roadway and also shows several potential locations where the internal street network could be extended into adjacent property should future development be proposed. Connectivity between Zoo Parkway and New Bern Avenue is shown via a stream crossing to be built by the developer. Following an initial presentation of the case to the Planning Board in September, the case was continued multiple times, giving the applicant time to continue working on preparation of a traffic study. A Traffic Impact Analysis (TIA) was completed by a traffic engineering firm in November and NCDOT completed its review in December. While the TIA found only improvements to be warranted on Zoo Parkway at the development’s entrance (addition of right and left turn lanes), NCDOT is recommending and could require additional improvements. These include a right turn lane on Zoo Parkway at Newbern Avenue, approximately 1/3 mile north of the subject property, and a right turn lane on Zoo Connector at Wildlife Way, approximately 1.75 miles south of the subject property. No other improvements were recommended by the traffic engineer or NCDOT, including to New Bern Avenue near Teachey Elementary.
5. A portion of the property is in a Special Hazard Flood Area. There is one roadway crossing shown traversing the floodway.
6. The plans identify certain areas for tree preservation, primarily within flood-prone areas of the property. There also is some landscape buffering shown to be provided between the development and adjacent property, with a minimum 15 ft. natural buffer to be retained adjacent to the townhomes. Each development entrance will be landscaped with at least 4 understory trees and 12 shrubs, and street trees will be installed at a rate of 1 understory tree per 25 residential units.
7. Staff had suggested additional fencing be provided adjacent to two additional residential properties (Parcel Identification Numbers 7760013216 and 7760014240) along Newbern Avenue. In response, the applicant revised the site plan to add common elements on both sides of the street entering the development from Newbern Avenue (Orchid View Drive). This revision increases separation between new lots and existing homes. The applicant’s current plan also proposes a 6’ high wooden privacy fence adjacent to the property closest to the development’s entrance on Newbern Avenue (PIN 7760013219).
8. Sidewalks customarily are required for a Residential Planned Unit Development and typically is expected to connect all lots and amenities to existing streets. The site plan shows a sidewalk network only on one side of the new streets which is not adequate under the code when lots are proposed to be on both sides. Staff has identified this deviation and, in response, the applicant has added a trail that would provide additional pedestrian access for many of the lots. The latest plan makes additional adjustments to the trail’s location to improve the access of this trail to lots within the development. Several lots, however, remain unconnected to a pedestrian feature (Lots 2, Lots 11-16 and Lots 103-132), and the common area south of the intersection of Wagon Creek Road and Rusty Willow Road. Staff has proposed a condition requiring that all lots and amenities be directly connected to a pedestrian element.

Attachment 1: RZ-23-14 (Hillcrest Farms rezoning request): Staff analysis as of 1-4-24

9. The zoning ordinance does allow an applicant to propose a conditional zoning district that deviates from the zoning ordinance's pre-determined requirements. The aforementioned pedestrian network is the primary deviation identified on the site plan.

10. The zoning ordinance describes the intent of the R7.5 Medium-Density Residential district as "to provide regulations which will produce a moderate intensity of residential uses, usually single family and no more than two family in character and served by central water supply and sewage disposal systems, plus the necessary governmental and other support facilities to service such urban intensity living."

11. The neighborhood residential designation of the property is described by the Land Development Plan's Land Category Description as intended "to accommodate existing medium-density, single family residential neighborhoods, while encouraging new neighborhoods of similar density to provide a greater sense of community." This classification is also described as having a "pedestrian-friendly neighborhood, with convenient access to surrounding neighborhoods, parks and walking trails, and designated neighborhood commercial centers."

12. This property is considered a Secondary Growth Area by the LDP's growth strategy classification. This is described as "Areas with prime access to an existing city gravity sewer interceptor and/or an existing or potential future thoroughfare, and located outside of, but adjacent to existing city limits. Suitable development sites within SGAs should be given a moderately high level of encouragement and incentives for mid-range development."

13. The overall density of the development is approximately 4.4 dwellings per acre (when excluding public right-of-way as stipulated by the code). The plans indicate that lot sizes range from 3,000 to 4,000 SF, with minimum unit sizes of 1,150 SF of conditioned area for the attached townhomes. The plans indicate lot sizes ranging from 4,100 to 5,100 SF for the detached single-family dwellings, with minimum unit size of 1,200 SF of conditioned area for each detached dwelling. The average lot size for the development as a whole, after deducting public right-of-way, is 9,928 s.f.

14. As noted during the regular December Planning Board and City Council meetings, this case was readvertised and the applicant participated in the cost of readvertisement, occurring on December 28, 2023 and January 4, 2024. Neighboring property owners were also mailed an additional notice on December 19, 2023, regarding the January Planning Board and City Council meeting dates.

Rezoning Staff Report

RZ Case # RZ-23-14

Consistency with the 2020 LDP Growth Strategy designations

In reviewing this request, careful consideration is given to each Goal and Policy as outlined in the Land Development Plan. Some Goals and Policies will either support or will not support the request, while others will be neutral or will not apply. Only those Goals and Policies that support or do not support the request will be shown.

Proposed Land Use Map Designation	Neighborhood Residential
Small Area Plan	Central
Growth Strategy Map Designation	Secondary Growth

LDP Goals/Policies Which Support Request

Checklist Item 1: Rezoning is compliant with the Proposed Land Use Map. (regarding the residential land use, pedestrian connections, and the provision of some recreational amenities)

Checklist Item 5: Complies with Growth Strategy Map

LDP Design Principles (PRINCIPLE #4): Move from “Conventional Development” toward “Cluster Development”

Rezoning Staff Report

RZ Case # RZ-23-14

LDP Goals/Policies Which Do Not Support Request

Checklist Item 1: Rezoning is not compliant with the Proposed Land Use Map. (regarding density similar to surrounding neighborhoods and convenient access to neighborhood commercial center).

Checklist Items 13 and 14: 13.) The property is located within of Special Hazard Flood Area. 14.) Rezoning is located on steep slopes of greater than 20%.

Staff's Final Analysis Concerning Consistency with Adopted Comprehensive Plans, Reasonableness and Public Interest

The Land Development Plan has anticipated medium-density residential development on this property since plan adoption. The application includes several design characteristics advocated by the plan, including mixed housing options, open space and sensitive lands preservation. The development also includes recreational amenities, a street network that provides internal connectivity as well as options for external connections, and pedestrian infrastructure that generally is viewed as necessary for the number of homes proposed.

The applicant has provided a Traffic Impact Analysis (TIA) that has been reviewed by NCDOT; both the TIA and NCDOT have recommended roadway improvements to mitigate traffic impacts should the project be approved. Ultimately, NCDOT will dictate requirements for access to Zoo Parkway and New Bern Avenue and will utilize the TIA to determine necessary improvements.

While the requested zoning district does seek densities at the upper limit of the city's medium-density residential designation and approval would authorize development more dense than nearby neighborhoods, the development is designed in a manner that buffers provides separation between those neighborhoods, increasing the project's compatibility with surrounding land uses.

Recommendation Considering the aforementioned analysis, staff believes that the proposed zoning map amendment is reasonable and in the public interest, subject to the acceptance of the staff-suggested conditions or council's approval of modified conditions.

Rezoning Staff Report

Suggested Conditions for Conditional Zoning applications (subject to change prior to final report)

See Attachment 2.

Attachment 2: RZ-23-14 Hillcrest Farms: Proposed conditions as of January 4, 2024
(Subject to change following comprehensive review of latest plan submitted)

- (A) The use approved shall be a Residential Planned Unit Development with no more than 350 dwelling units on 350 lots and development shall be per the approved site plan and materials submitted in support of the application.
- (B) All parties involved in this request, including the owner, successors, heirs, and assigns, agree to the conditions and approved site plan.
- (C) Enclosure of concrete pads or other additions to the rear of dwellings within Phase 1 of the development shall not be considered a modification requiring City Council review provided such additions are located on a recorded lot.
- (D) Maintenance of all recreation areas, any utilities not publicly maintained, and roadways and drainage facilities that are not specifically labeled on the approved as public or not within public-right-of-way shall be the responsibility of the property owner and any successors in interest.
- (E) Any utility infrastructure indicated by the city as required to be publicly maintained shall be located within a City of Asheboro utility easement. Surveying of any required easements shall be the responsibility of the property owner.
- (F) Solid waste disposal for the project shall be consistent with city policies and codes.
- (G) Landscaping, including street trees, front yard landscaping, tree preservation, perimeter buffering, and fencing shall be installed or retained consistent with the details and specifications shown on the site plan and as modified by these conditions.
- (H) Prior to the recording of Memorandum of Land Use Restrictions outlined in (CC), the site plan shall be revised with the following information and resubmitted to the Planning Department for review of code compliance and inclusion in the file without further review by the Council:
 - (i) Labeling of recreation area on plan sheets.
 - (ii) Labeling of adjacent property zoning within 50' of subject property.
 - (iii) Labeling of all lot dimensions.
 - (iv) Sidewalk width and grass strip dimension in accordance with the Asheboro Subdivision Ordinance: sidewalks to be maintained by the city shall be 5' wide with a 2.5' grassed strip.
 - (v) Clarification on site plan that stormwater management is the responsibility of the property owner and/or homeowners' association outside of the public right-of-way. Cover Sheet Note 19 shall be updated to reflect City of Asheboro stormwater maintenance responsibilities only exist within public right-of-ways.
 - (vi) Extending sidewalks to roadway intersections and between phases if gap exists.
- (I) Prior to the issuance of a Zoning Compliance Permit for the proposed land use, the applicant shall submit documentation detailing the following approvals or providing:
 - (i) Driveway permit(s) from NCDOT
 - (ii) Permitting from NC Department of Environmental Quality
 - (iii) Subdivision Sketch Design and Preliminary Plat
 - (iv) A sealed survey plat by a Professional Land Surveyor for recording identifying the boundaries of the approved Conditional Zoning District.
- (J) Prior to the preliminary plat approval, plans concerning water, including provisions for fire hydrants, street lights, and sanitary sewage that comply with city policies, shall be submitted and approved.
- (K) All dwellings shall be located on a subdivided lot, with sufficient buildable area in compliance with Zoning Ordinance Section 3.01(C), and recorded in the public registry in accordance with the city's land development requirements.
- (L) Front yard averaging provisions shall not be applicable within any phase of the development.

Attachment 2: RZ-23-14 Hillcrest Farms: Proposed conditions as of January 4, 2024
(Subject to change following comprehensive review of latest plan submitted)

(M) Open space shall be created and recorded consistent with the conditional zoning district site plan.

(N) Recreational elements proposed within each phase shall be constructed and available for use prior to the recording of subdivision plats resulting in the creation of more than 75% of the lots approved for that phase as ultimately shown on the preliminary plats to be presented.

(O) Outdoor recreational vehicle (RV) parking shall be prohibited throughout the development by the homeowners' association documents.

(P) A trail and sidewalks meeting ADA standards shall be provided to connect all units and lots, parking areas, recreation facilities, trash facilities, and community mailboxes. Sidewalks shall extend to intersections with existing streets and along existing public streets where new curb and gutter is added; a trail network shall be built as shown on the final approved zoning district site plan. Where existing and proposed streets exceed five percent (5%) grade and sidewalks area added along those streets, sidewalks shall meet ADA standards at the intersection(s).

(Q) Stormwater control measures, designed by a licensed professional in accordance with the current North Carolina Department of Environmental Quality Stormwater BMP Manual (Manual), shall be provided, unless the city is provided and accepts a professional engineer's report determining and demonstrating that such measures would be contrary to the public interest. Such report shall include, but not be limited to, a determination that the Manual's stormwater measures, if built, would increase peak flood impacts on downstream properties. The report shall also recommend design elements that can be implemented to minimize adverse stormwater impacts. In the absence of such a report, stormwater control measures shall be built to control the ten-year post-development peak discharge rates to pre-development peak flow rates. Prior to a Certificate of Occupancy, a licensed professional shall provide certification that the storm water control structures, if built, were constructed according to the plans. Any open water retention or drainage areas shall be managed to control mosquitos. The maintenance of all stormwater control measures shall be the responsibility of the property owner.

(R) All terminations of public streets, whether permanent or temporary, shall comply with city ordinances and policies pertaining to turnaround and maneuvering area.

(S) Each dwelling unit constructed shall, at a minimum, possess a garage capable of holding one passenger vehicle and at least one additional off-street parking space.

(T) Final roadway names shall be subject to city and Randolph County approval.

(U) Floodplain development permits shall be issued by the city prior to any construction within regulated floodplain areas.

(V) Annexation shall be required prior to extension of city water and sewer.

(W) Evaluation of changes necessitated by NCDOT permitting requirements resulting from the development's traffic impact analysis shall be reviewed consistent with Section 4.05(C)(13).

(X) If the postal service requires a cluster box unit (CBU) for mail delivery, such a change will not be considered a modification of the conditional zoning district requiring council action. If required within the public right-of-way, an area shall be provided that, at a minimum, is adequate for one drop-off space for a motor vehicle, including any maneuvering area. Any drop-off area shall be designed in accordance with commonly accepted traffic engineering practices.

Construction of this area shall be the responsibility of the developer and is subject to approval of the City of Asheboro Public Works Division and/or Engineering Department. Alternatively, should the developer choose to construct the community mailbox and any associated vehicular areas in a location completely on private property, this activity shall not be considered a modification, subject to Section 4.05 of the Asheboro Zoning Ordinance.

Attachment 2: RZ-23-14 Hillcrest Farms: Proposed conditions as of January 4, 2024
(Subject to change following comprehensive review of latest plan submitted)

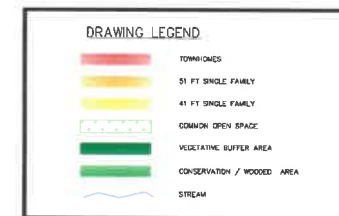
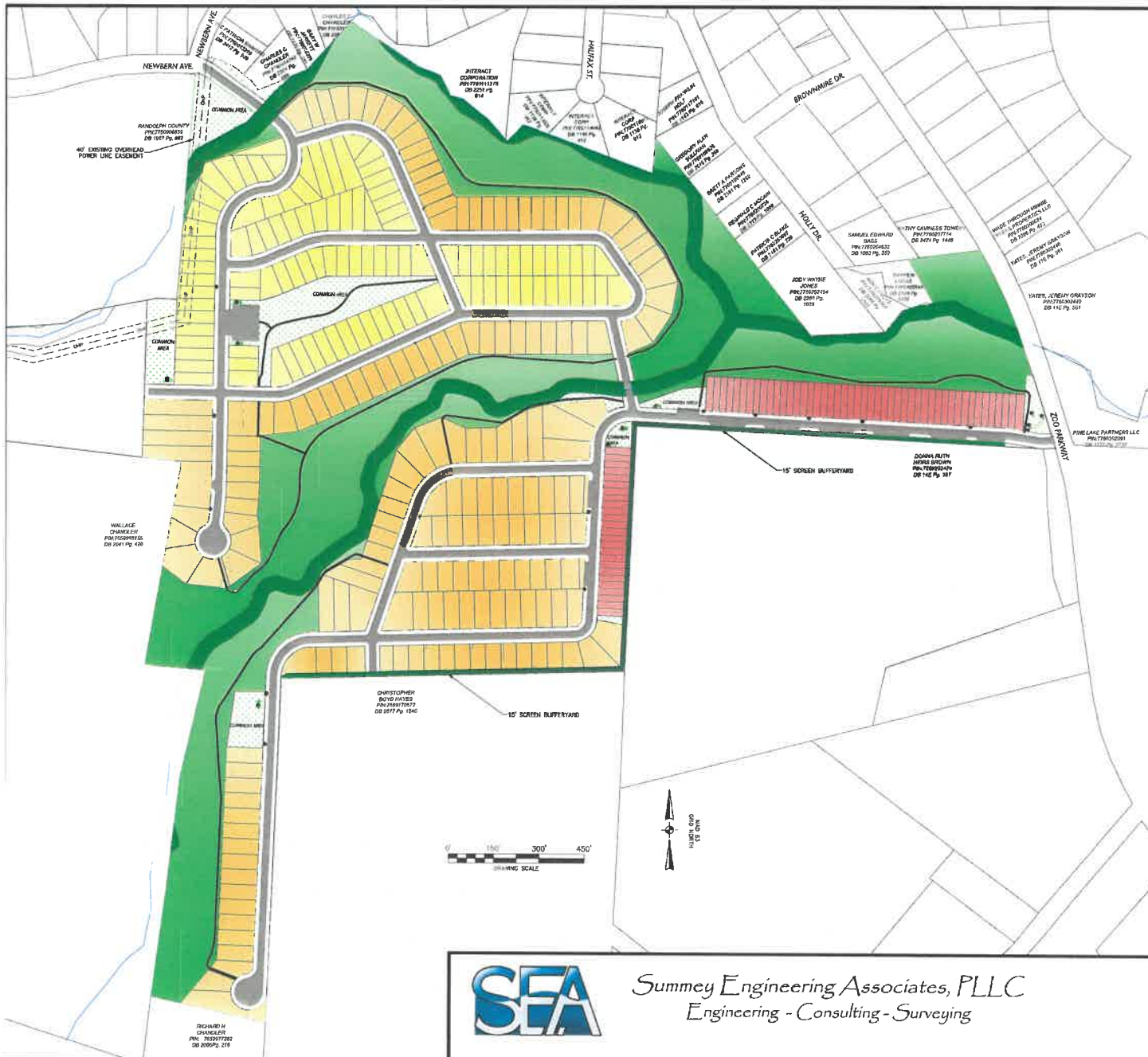
(Y) Prior to recording a final plat for any phase of the development, homeowners' association documents, which contain provisions consistent with this order, shall be recorded in the office of the Randolph County Register of Deeds. Such homeowners' documents shall include provisions required by city ordinance and prohibit the parking of recreational vehicles (boats, campers, travel trailers, etc.) outdoors.

(Z) The connection between Phases 1 and 3 that is provided by Wagon Creek Road shall be built, accessible, and offered for public dedication prior to the platting of any lot(s) within Phases 3 and/or 4 of the development. No lots within Phase 4 shall be platted prior to Phase 1 and 3 roadways being built, accessible, and offered for public dedication to such an extent that continuous uninterrupted public access is assured between Zoo Parkway and New Bern Avenue through the development. If Phase 3 or 4 development occurs before Phase 1 or 2, Wagon Creek Road shall be built, accessible, and offered for public dedication to connect Phase 3 with Phase 1 prior to the platting of any lot(s) within Phases 1 or 2. No lots within Phase 2 shall be platted prior to Phase 1 and 3 roadways being built, accessible, and offered for public dedication to such an extent that continuous uninterrupted public access is assured between Zoo Parkway and New Bern Avenue through the development.

(AA) At least one public street stub enabling a future public road extension into the Donna Ruth Brown Heirs property, identified as Randolph County Parcel Number 7669292429, shall be built. The location and design of the street stub shall be reviewed and approved with the preliminary plat and engineering plans and in consultation with NCDOT.

(BB) At least one additional public street stub enabling a future public road extension into the Christopher Boyd Hayes property, identified by Randolph County Parcel Identification Number 7669170872, shall be built. The location and design of the street stub shall be reviewed and approved with the preliminary plat and engineering plans and in consultation with NCDOT.

(CC) Prior to the issuance of a Zoning Compliance Permit for the proposed land use, the owner(s) of the Zoning Lot shall properly execute and deliver to the Zoning Administrator for recordation in the office of the Randolph County Register of Deeds a Memorandum of Land Use Restrictions prepared by the City Attorney for the purpose of placing notice of the conditions attached to this Conditional Zoning in the chain of title for the Zoning Lot.



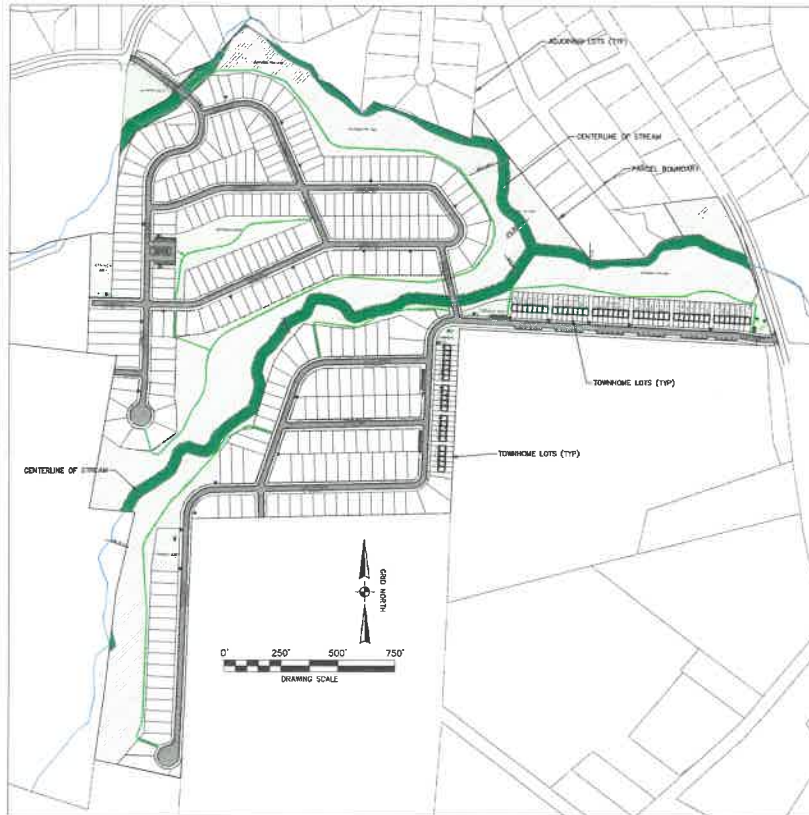
Summey Engineering Associates, PLLC
Engineering - Consulting - Surveying

CONCEPTUAL REZONING PLAN
HILLCREST FARM SUBDIVISION
RANDOLPH COUNTY, ASHEBORO, NC
JAN. 2024

NOTE: NOT FOR CONSTRUCTION. CONCEPTUAL PLANS ONLY LAYOUT AND LOT YIELD SUBJECT TO CHANGE.

PRELIMINARY SITE SKETCH PLANS
HILLCREST FARM SUBDIVISION

ZOO PARKWAY
RANDOLPH COUNTY - ASHEBORO - NC
PROJECT NO.: E-8561
JAN. 2024



SITE DATA

1. TOTAL PARCEL AREA: 94.27 AC.
2. TOTAL AREA IN ROW: 14.50 AC
PARCEL AREA MINUS ROW: 79.77 AC
3. TOTAL AREA IN TREE CONSERVATION: 29.5 AC
4. TOTAL AREA IN LOTS: 44.88 AC
5. TOTAL NUMBER OF RESIDENCES: 350
TOTAL NUMBER OF TOWNHOMES: 64 UNITS
TOTAL NUMBER OF SFR: 286
6. TOTAL OPEN SPACE AREA: 64.27 AC (68.17%)
7. TOTAL REC SPACE: 4.8 AC (5.09%)
8. LOTS PER ACRE: 3.7
9. LINEAR FEET IN PROPOSED STREETS: 12,560 LF
10. DEED REFERENCE: DB 2214 PG 1281, DB 2251 PG 896
11. PARCEL NO. 7760008593, 7760013008
12. EXISTING ZONING: R15 / R18 / R40
13. PROPOSED ZONING: CZ R7.5
14. INCFIRM PANEL NO.: 371077600
15. THE PROPOSED DEVELOPMENT WILL COMPLY WITH THE CITY OF ASHEBORO SIGN REGULATIONS
16. THE PROPOSED PROJECT WILL COMPLY WITH THE CITY OF ASHEBORO LIGHTING REGULATIONS
17. TOPOGRAPHY IS SHOWN PER NC ONE MAP DATA
18. WATER AND WASTEWATER SERVICES PROVIDED BY CITY OF ASHEBORO
19. PROPOSED STREETS, WATER, SEWER, AND STORMWATER TO BE MAINTAINED BY THE CITY OF ASHEBORO
20. PERMITS TO BE OBTAINED INCLUDE:
 - NCDOT DRIVEWAY PERMIT
 - CITY OF ASHEBORO PLANNING AND ENGINEERING APPROVALS
 - NCDEQ EROSION CONTROL PERMIT
 - NCDEQ PUBLIC WATER AND SEWER EXTENSIONS
 - USACE AND NCDEQ 401/404 STREAM CROSSING PERMIT
18. DETAILED CONSTRUCTION AND CIVIL ENGINEERING PLANS TO INCLUDE:
 - SITE GRADING, EROSION CONTROL, AND STORM DRAINAGE
 - STREET AND UTILITY PLAN AND PROFILES
 - ALL SUPPORTING PLANS, DETAILS, AND SPECIFICATIONS

PROJECT DATA

CURRENT OWNER: HILLCREST FARM ESTATES, LLC
SUBDIVISION NAME: HILLCREST FARM SUBDIVISION
DEVELOPER: RIDGE ROAD PARTNERS, LLC
APPLICANT: RIDGE ROAD PARTNERS, LLC
CIVIL ENGINEERING: SUMMEY ENGINEERING ASSOCIATES, PLLC

AMENITIES NOTES:

1. ALL COMMON AREA LOCATIONS TO BE CONSTRUCTED AND RECORDED WITH PLAT. HOA TO MANAGE AMENITIES AND SITE LANDSCAPING
2. THE PROPOSED COMMON SPACE AREAS ARE TO INCLUDE AMENITIES SUCH AS PICKLE BALL, DOG PARKS, AND GARDEN AREAS. ALL COMMON OPEN SPACE WILL HAVE ACCESSIBILITY AND ACCESS FROM PUBLIC ROW AND BE MAINTAINED BY THE HOA. THE EXACT AMENITY PROVIDED AT EACH LOCATION WILL BE DETERMINED AT A LATER DATE
3. HOA TO MAINTAIN ALL COMMON AREAS AND ENTRY SIGNAGE
4. ALL AREAS NOT IN ROW, LOT AREAS, OR CONSERVATION AREA ARE TO BE CONSIDERED OPEN SPACE. IT IS THE RESPONSIBILITY OF THE HOA TO PRESERVE ALL COMMON SPACE AND MAINTAIN THEM FOR THE BENEFIT OF THE RESIDENTS

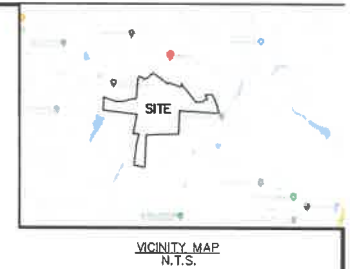
LANDSCAPE NOTES:

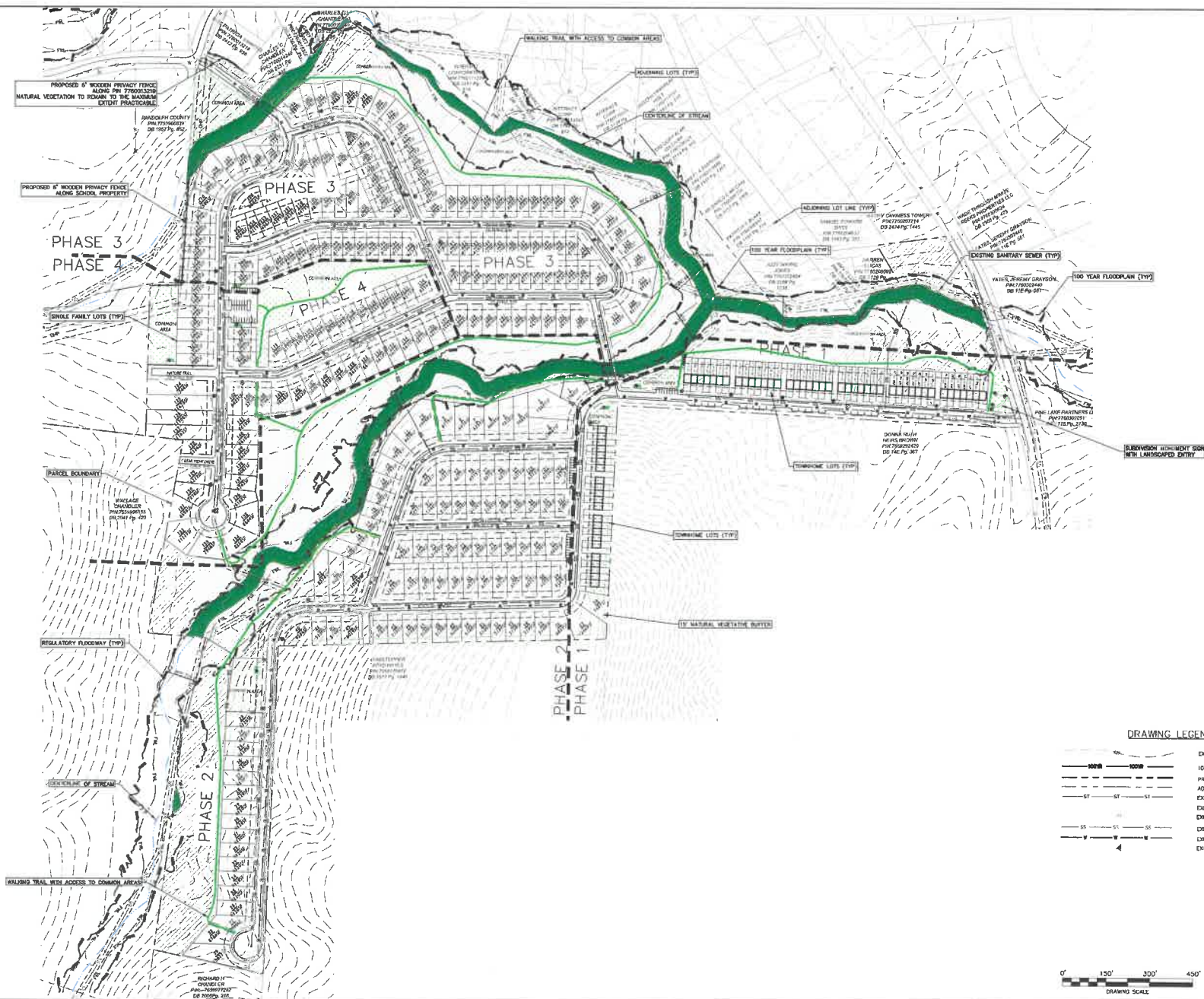
1. STREET YARD LANDSCAPING TO BE INSTALLED AT A RATE OF 1 UNDERSTORY TREE PER 15 RESIDENTIAL UNITS.
2. DEVELOPMENT ENTRANCES TO BE LANDSCAPED WITH A MIN. OF 4 UNDERSTORY TREES AND 12 SHRUBS.
3. ALL COMMON AREAS TO BE PROVIDED WITH A MIN. OF 2 UNDERSTORY TREES AND 6 SHRUBS. LANDSCAPING TO HAVE DEFINED BOUNDARIES AND COMPLEMENT AMENITY ENTRANCE POINTS.
4. ALL TREES AND SHRUBS ARE TO BE SELECTED FROM THE CITY OF ASHEBORO APPROVED PLANTING LIST IN THE COA LAND DEVELOPMENT ORDINANCE

SHEET INDEX

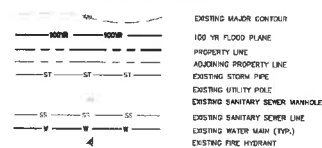
- | | |
|-----|-------------------|
| C-0 | COVER SHEET |
| C-1 | OVERALL SITE MAP |
| C-2 | PHASE 1 SITE AREA |
| C-3 | PHASE 2 SITE AREA |
| C-4 | PHASE 3 SITE AREA |
| C-5 | PHASE 4 SITE AREA |
| C-6 | TYPICAL DETAILS |

Summey Engineering Associates, PLLC
Engineering - Consulting - Surveying





DRAWING LEGEND



PRELIMINARY FOR REVIEW ONLY

OVERALL SITE MAP
HILLCREST FARM SUBDIVISION
 100 PARCELS - NEWBORN AVE
 RANDOLPH COUNTY - JASPER, NC

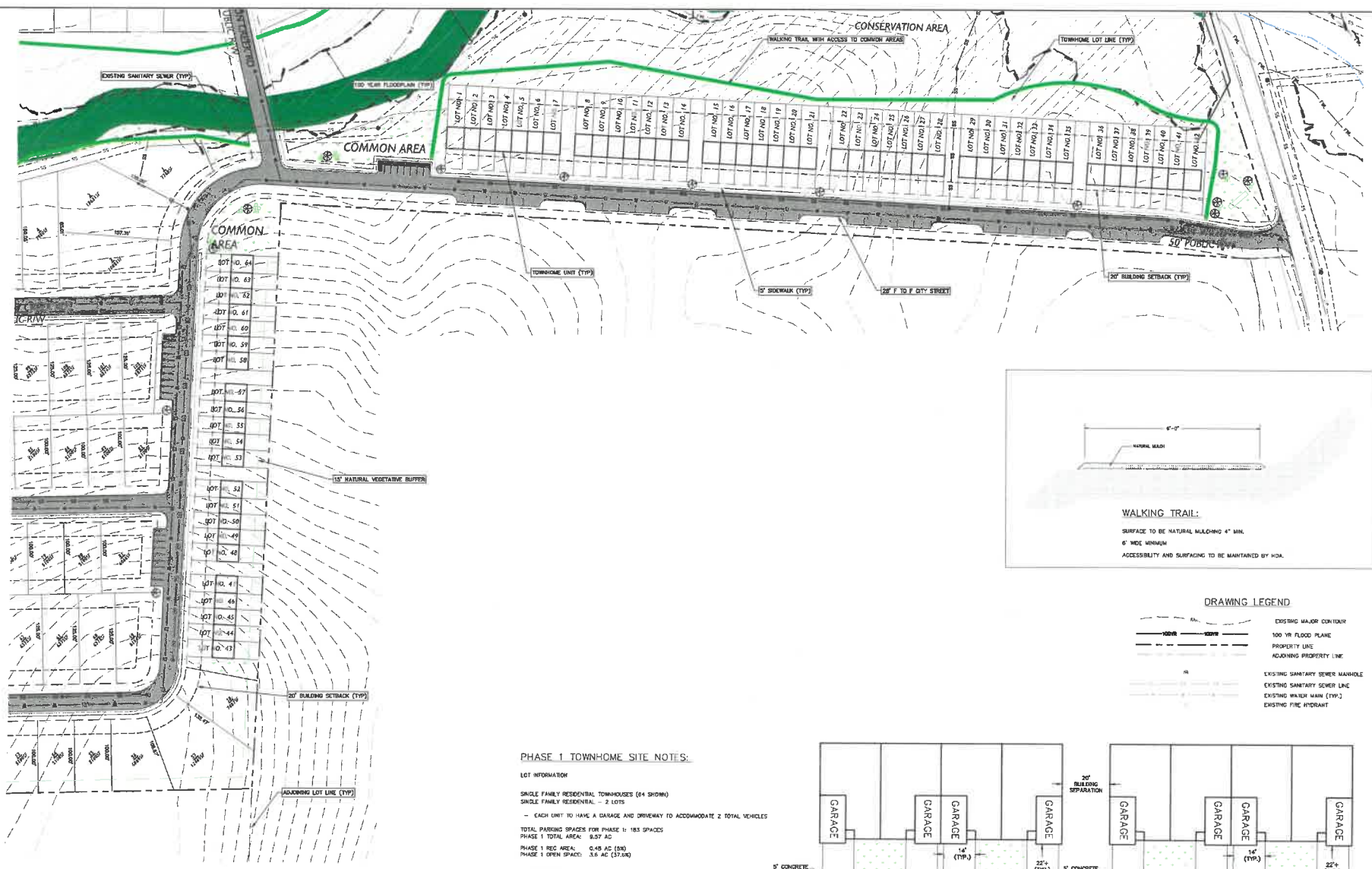
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 Drawn By: P. D.
 Checked By: H. M. S.
 Job No.: 24-01
 Sheet No.:

C-1



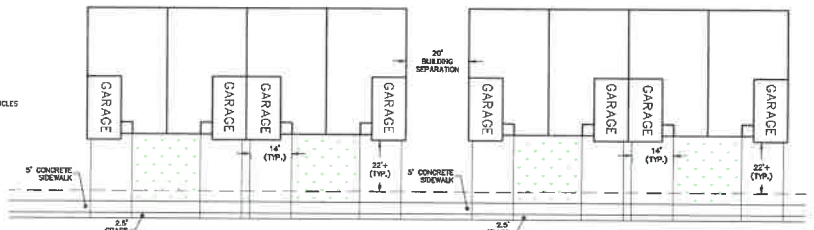
Summey Engineering Associates, PLLC
 Engineering - Consulting - Surveying
 1000 S. 10th St., Suite 200
 Raleigh, NC 27601
 Phone: 919.333.3333
 Fax: 919.333.3334
 www.summyengineering.com

NC ENGINEERING FIRM CERTIFICATE OF AUTHORIZATION PAUSE

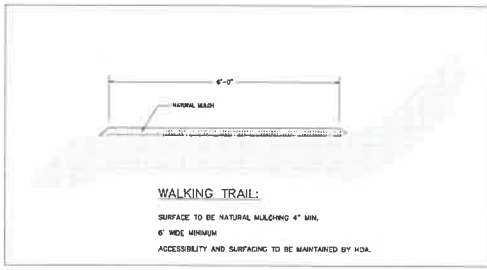


PHASE 1 TOWNHOME SITE NOTES:

- LOT INFORMATION**
- SINGLE FAMILY RESIDENTIAL TOWNHOUSES (64 SHOWN)
 - SINGLE FAMILY RESIDENTIAL - 2 LOTS
 - EACH UNIT TO HAVE A GARAGE AND DRIVEWAY TO ACCOMMODATE 2 TOTAL VEHICLES
 - TOTAL PARKING SPACES FOR PHASE 1: 183 SPACES
 - PHASE 1 TOTAL AREA: 8.57 AC
 - PHASE 1 REG. AREA: 0.45 AC (59)
 - PHASE 1 OPEN SPACE: 3.8 AC (57.88)
 - SETBACKS:
 - FRONT= 20 FT
 - SIDE= 0 FT
 - REAR= 20 FT
 - MIN. LOT SIZE 3,000 SF
 - AVE. LOT SIZE 4,000 SF
 - MIN. HEATED SF = 1,150 SF



TYPICAL TOWNHOME LAYOUT



WALKING TRAIL:
 SURFACE TO BE NATURAL MULCHING 4" MIN.
 6" WIDE MINIMUM
 ACCESSIBILITY AND SURFACING TO BE MAINTAINED BY HOA.

DRAWING LEGEND

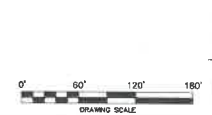
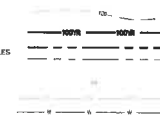
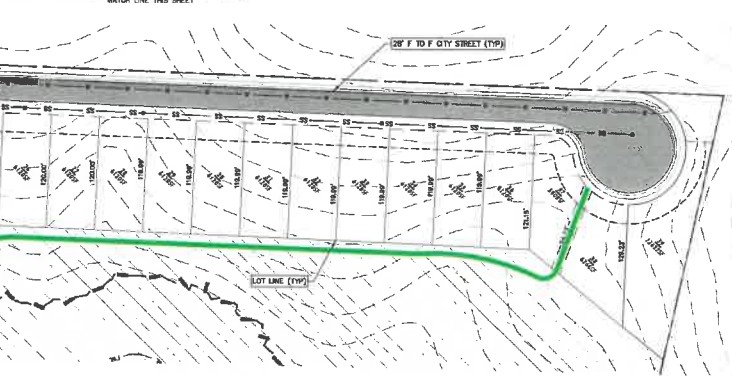
- EXISTING MAJOR CONTOUR
- 100 YR FLOOD PLANE
- PROPERTY LINE
- ADJOINING PROPERTY LINE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING SANITARY SEWER LINE
- EXISTING WATER MAIN (TYP.)
- EXISTING FIRE HYDRANT

PRELIMINARY FOR REVIEW ONLY

PHASE I SITE AREA
HILLCREST FARM SUBDIVISION
 200 PRIMMARY, NEWSELMAN AVE
 RANDOLPH COUNTY, ARKANSAS - JIC

Scale: 1" = 20'
 Date: JAN 20, 2024
 Drawn By: P.E.
 Checked By: JHS
 Job No.: C-2
 Sheet No.: C-2

SEA
 Summery Engineering Associates, PLLC
 Engineering - Consulting - Surveying
 PO Box 35, Lumberton, NC 27049
 715-338-3400, Fax 715-338-0922
 www.summeryengineering.com
 NC ENGINEERING FIRM LICENSE # 00100000000000000000



150,556-320-352 Fax: 508-328-0922
www.summitengineering.com



PHASE 3 SINGLE FAMILY RESIDENTIAL SITE NOTES:

LOT INFORMATION

- SINGLE FAMILY RESIDENTIAL - 126 LOTS
- EACH UNIT TO HAVE A GARAGE AND DRIVEWAY TO ACCOMMODATE 2 TOTAL VEHICLES
- TOTAL PARKING SPACES FOR PHASE 3: 254 SPACES
- PHASE 3 TOTAL AREA: 32.27 AC
- PHASE 3 NET AREA: 0.85 AC (3.11%)
- PHASE 3 OPEN SPACE: 23.65 AC (73.28%)
- SETBACKS:
 - FRONT= 20 FT
 - SIDE= 5 FT
 - REAR= 20 FT
- MIN. LOT SIZE: 4,100 SF
- MIN. LOT WIDTH: 41'
- MIN. HEATED DP: 1,200 SF

DRAWING LEGEND

- EXISTING MAJOR CONTOUR
- 100 YEAR FLOOD PLANE
- PROPERTY LINE
- ADJOINING PROPERTY LINE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING SANITARY SEWER LINE
- EXISTING WATER MAIN (TYP.)
- EXISTING FIRE HYDRANT



PRELIMINARY FOR REVIEW ONLY

PHASE 3 SITE AREA

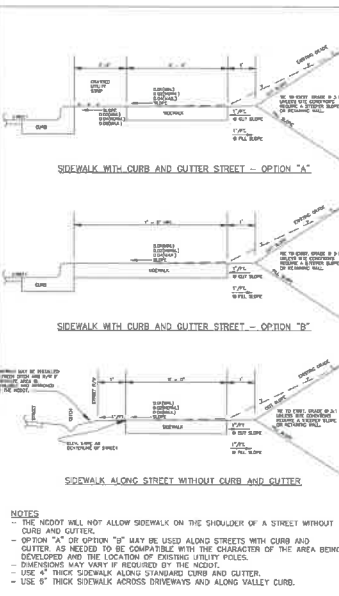
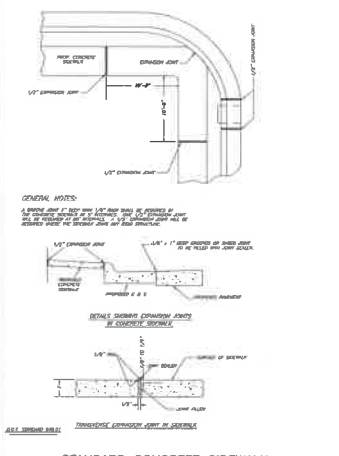
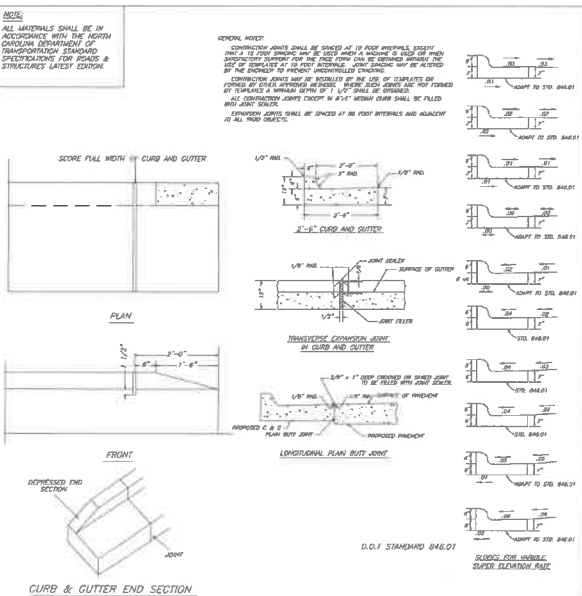
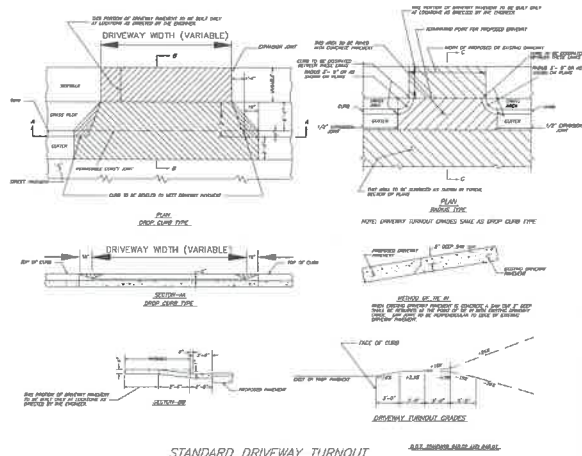
HILLCREST FARM SUBDIVISION

200 PARKWAY - HENDERSON AVE
RANDOLPH COUNTY - ASHEBORO - NC

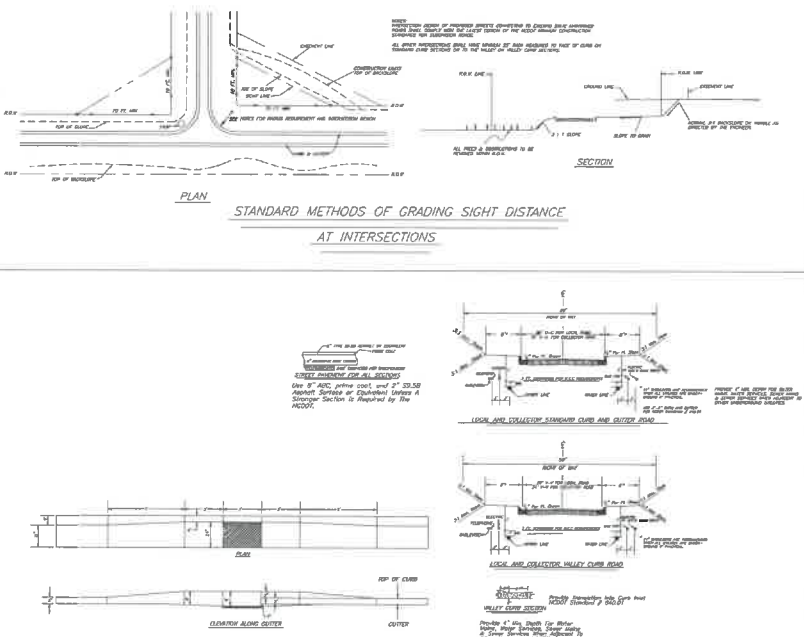
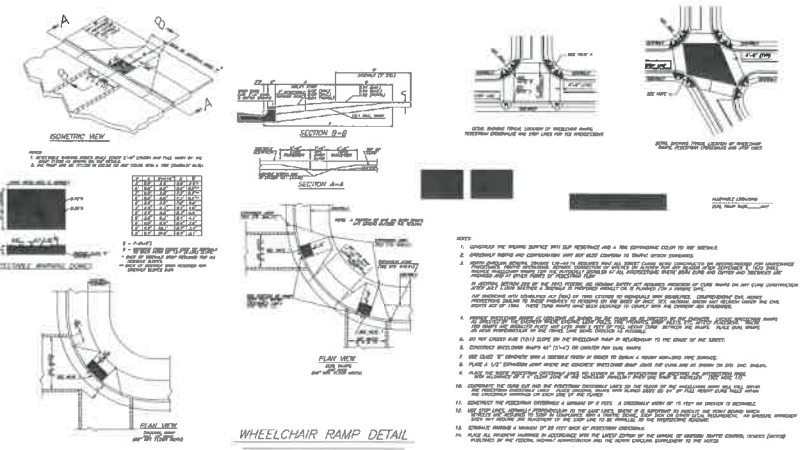
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Date: JAN 2024
Drawn By: D.E.
Checked By: D.E.
Job No.: C-4
Sheet No.

C-4

SFA
Sumney Engineering Associates, PLLC
Engineering - Consulting - Surveying
PO Box 454 Asheville, NC 28801
Ph: 318-254-0021 Fax: 318-254-0022
www.sumneyengineering.com
WE ENDORSE THE ACCURACY OF THE INFORMATION PROVIDED



SIDEWALK STANDARDS



TYPICAL STREET SECTIONS



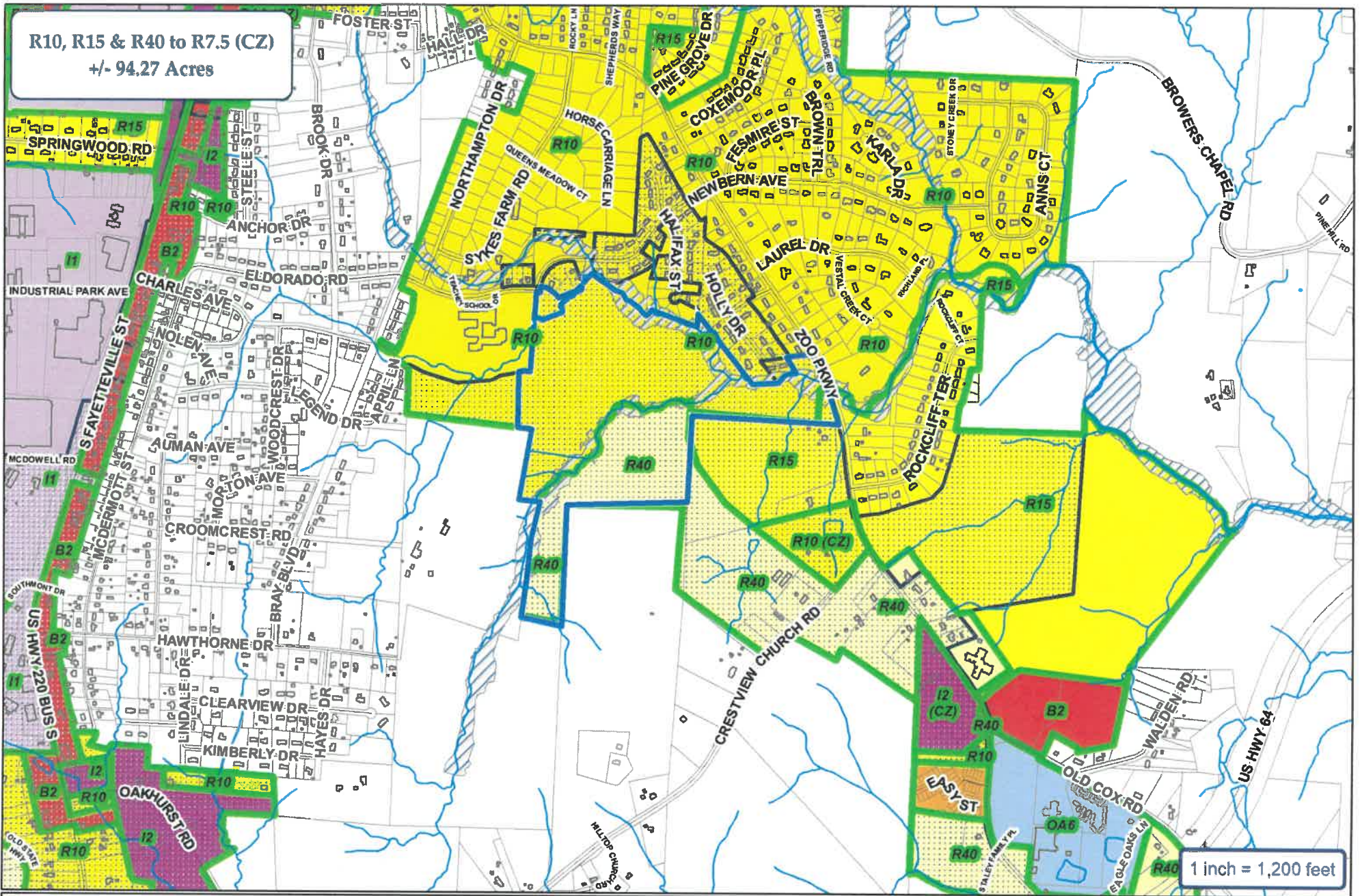
Summey Engineering Associates, PLLC
 Engineering - Consulting - Surveying
 1000 S. 10th Street, Suite 100
 Raleigh, NC 27601
 Tel: 919.286.1234
 Fax: 919.286.1235
 www.summeyengineering.com

PRELIMINARY FOR REVIEW ONLY

STANDARD STREET DETAILS
HILLCREST FARM SUBDIVISION
 200 PARKWAY - NEWBERRY AVE
 RANDOLPH COUNTY - ASHEBORO - NC

Scale: 1" = 20'
 Date: 11/1/2024
 Drawn By: P.B.
 Checked By: J.B.
 Job No.: 1-2024
 Sheet No.: C-6

R10, R15 & R40 to R7.5 (CZ)
+/- 94.27 Acres



1 inch = 1,200 feet



City of Asheboro Planning & Zoning Department

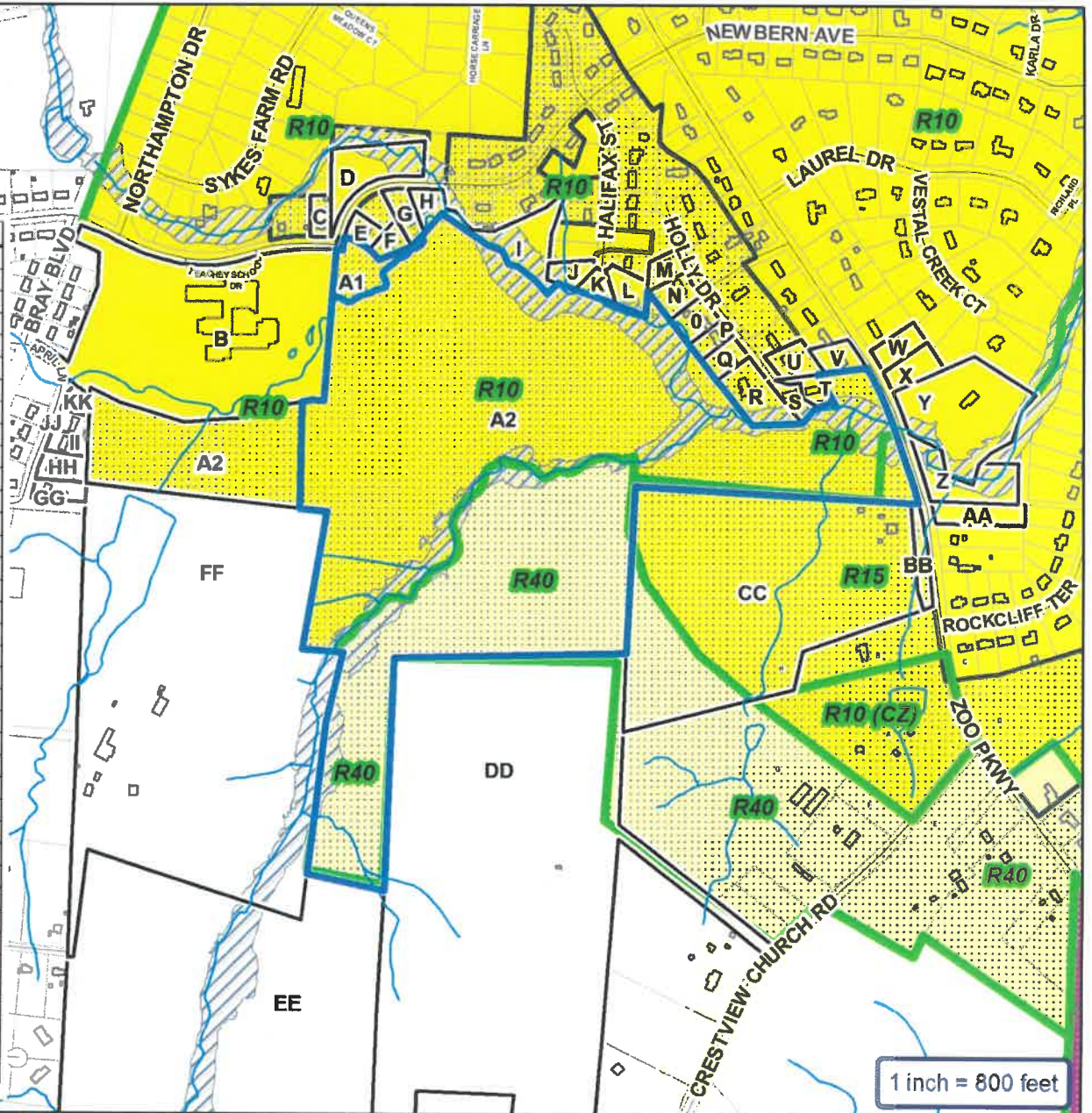
Rezoning Case: RZ-23-14

Parcels: 7760008593 & 7760013008



+/- 94.27 Acres

Map_ID	Owner
A1	CHANDLER, CHARLES C
A2	HILLCREST FARM ESTATES LLC
B	RANDOLPH COUNTY
C	TROGDON, MARGIE M (TROGDON, JAMES P)
D	CHANDLER, WALLACE S JR
E	SIMMONS, LOIS PATRICIA (SIMMONS, F B III)
F	CHANDLER, CHARLES C
G	JARRETT, GARY W (JARRETT, SUSAN M)
H	CHANDLER, CHARLES C
I	INTERACT CORPORATION
J	INTERACT CORP
K	INTERACT CORP
L	INTERACT CORP
M	HOLT, JOSEPH FRANKLIN (HOLT, DOROTHY V)
N	SULLIVAN, GREGORY ALAN (SULLIVAN, REBECCA SCHOENBERGER)
O	PARSONS, BRETT A
P	MCCAIN, REGINALD C (MCCAIN, ONICA C)
Q	BLAKE, PATRICIA C
R	JONES, JODY WAYNE (JONES, LESLIE)
S	LUCAS, AMY C
T	LUCAS, DARREN KEITH (LUCAS, AMY)
U	BASS, SAMUEL EDWARD
V	TOWERY, KATHY CAVINESS
W	MCLEMORE, CHARLES M
X	WADE THROUGH MINNIE CREEKS PROPERTIES LLC
Y	YATES, JEREMY GRAYSON
Z	PINE LAKE PARTNERS LLC
AA	TRIPS ONE INVESTMENTS LLC
BB	BROWN, DONNA RUTH HEIRS (BROWN, CARL CLARENCE HEIRS)
CC	BROWN, DONNA RUTH HEIRS (BROWN, CARL CLARENCE HEIRS)
DD	HAYES, CHRISTOPHER BOYD
EE	CHANDLER, RICHARD H
FF	CHANDLER, WALLACE SCARBOROUGH JR
GG	PARKS, LOUISE W
HH	TROGDON, DARRELL (TROGDON, JENNIFER)
II	NAVARRETE, JOEY SOLIS
JJ	HINESLEY, LINDA K
KK	SMITH, JAMES D



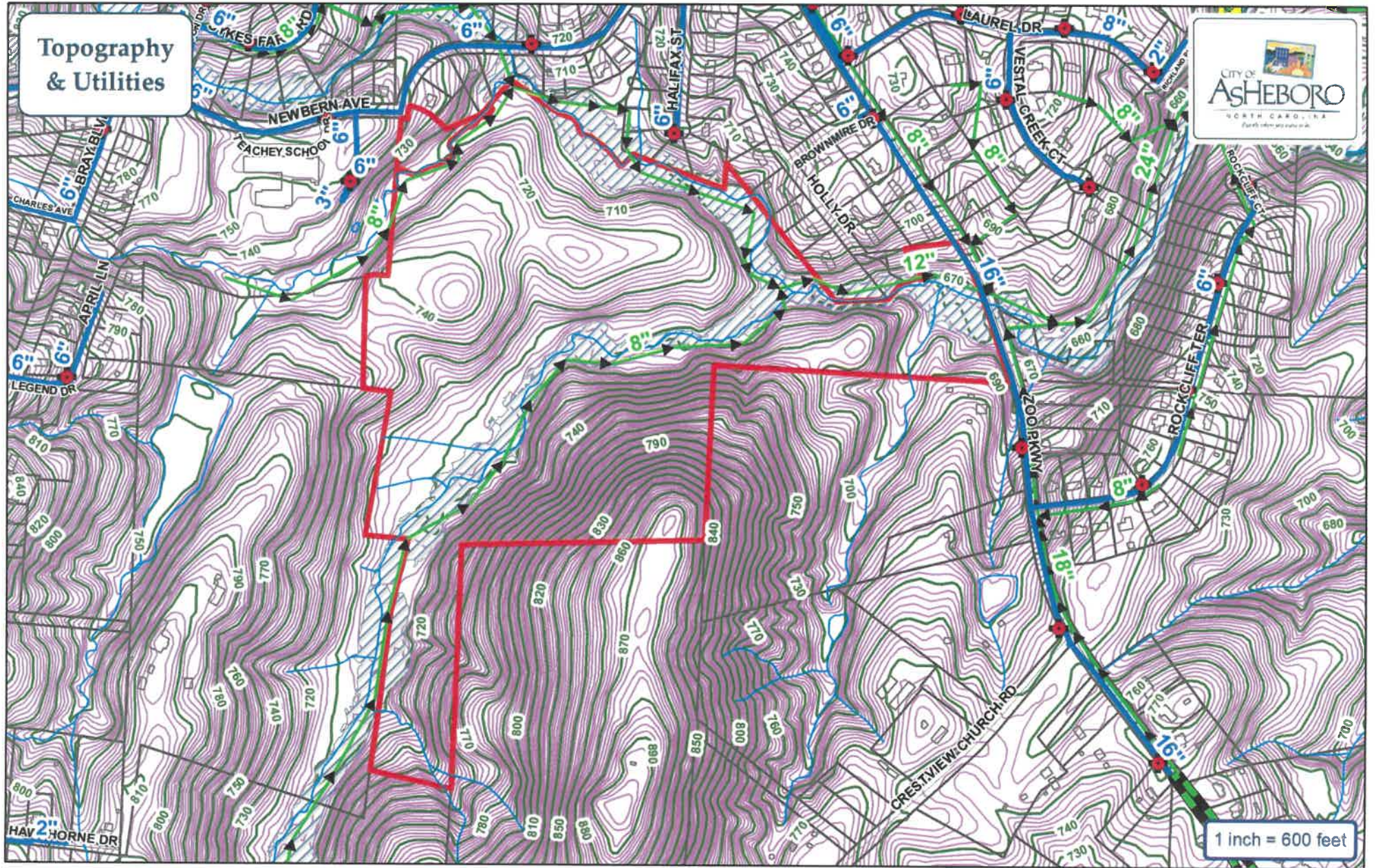
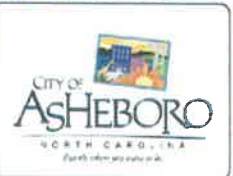
Rezoning Case: RZ-23-14

Parcels: 7760008593 & 7760013008

-  Subject Property
 Adjoining Properties
 City Zoning



Topography & Utilities



- | | | | |
|--|------------|--|--------------|
| | Water Main | | Fire Hydrant |
| | Sewer Main | | Pump Station |
| | Force Main | | Watershed |

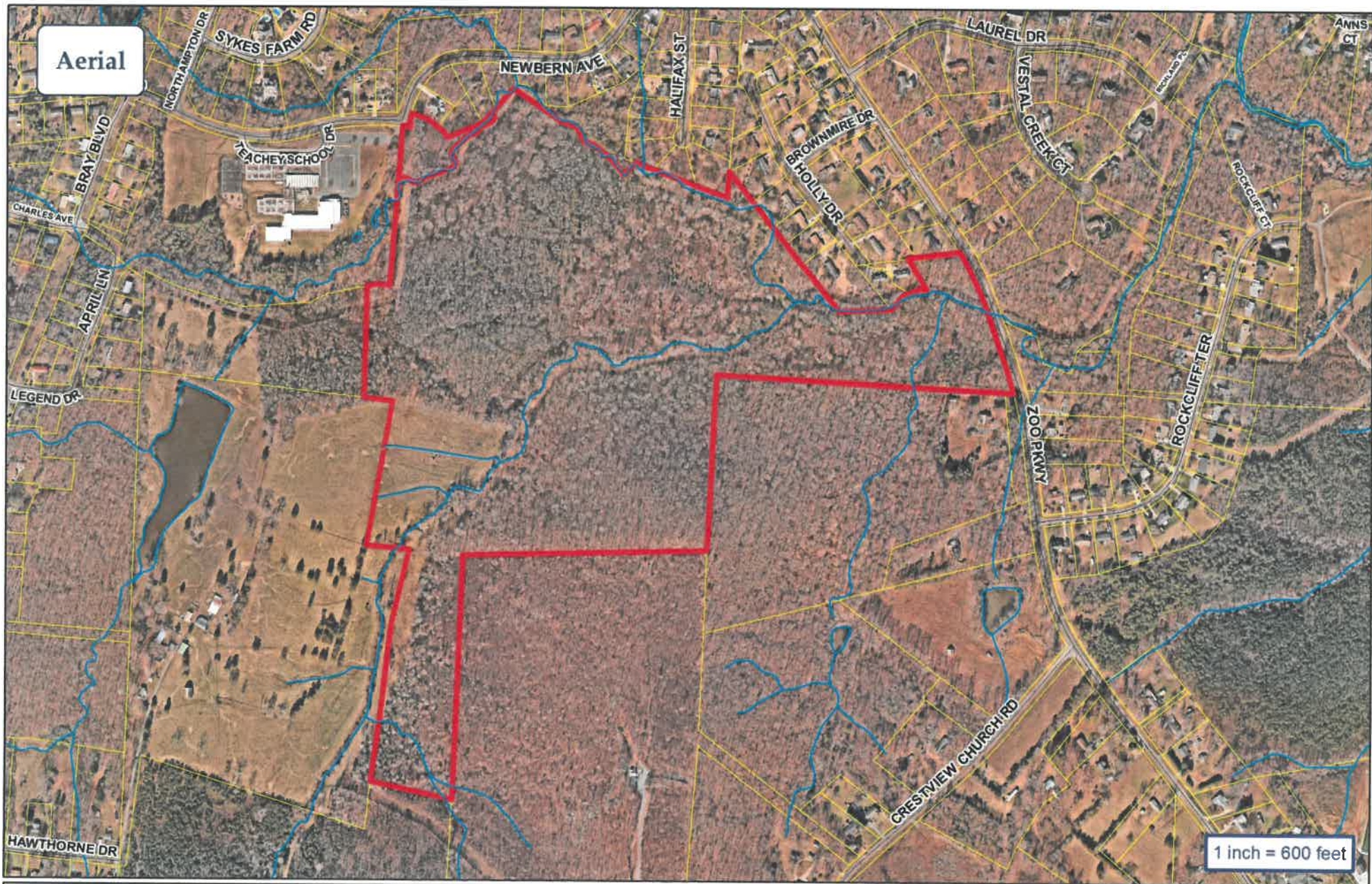
City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-23-14

Parcels: 7760008593 & 7760013008

Subject Property



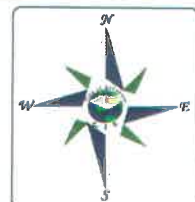


City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-23-14

Parcels: 7760008593 & 7760013008

 Subject Property





RZ-23-14: Request to rezone property located along the west side of Zoo Parkway and the south side of Newbern Avenue from R40 Low-Density Residential, R15 Low-Density Single-Family Residential, and R10 Medium-Density Residential to R7.5 (CZ) Medium-Density Residential Conditional Zoning for a Residential Planned Unit Development

Traffic Impact Analysis and NCDOT Review

Note: All TIA appendices are included in the electronic copy of this staff report.

Hillcrest Farm

Asheboro, NC

PREPARED FOR: FitzComm Commercial Realty

November 6, 2023

PROJECT # 230054



TRANSPORTATION IMPACT ANALYSIS

Celebrating
20
YEARS



DAVENPORT



Transportation Impact Analysis

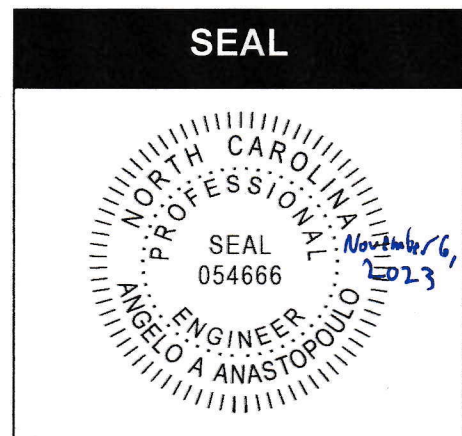
Hillcrest Farm Asheboro, NC

Prepared for
FitzComm Commercial Realty

November 6, 2023

Analysis and Graphics by: Amrit Williams

Reviewed and Sealed by: AJ Anastopoulos, PE



This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of, or improper reliance on, this document by others without written authorization and adaptation by DAVENPORT shall be without liability to DAVENPORT and shall be a violation of the agreement between DAVENPORT and the client.

EXECUTIVE SUMMARY

The proposed Hillcrest Farm development is located west of Zoo Parkway and south of Newbern Avenue in Asheboro, NC. It will consist of 282 single family homes and 64 townhomes. Two full movement access points are proposed, one on Zoo Parkway and one that will become the fourth leg to the intersection at Newbern Avenue and Teachey Elementary School parking lot. The expected build-out year for this development is 2031. Information regarding the property was provided by FitzComm Commercial Realty and Summey Engineering.

DAVENPORT was retained to determine the potential traffic impacts of this development and to identify transportation improvements that may be required to accommodate the impacts of the new development traffic.

The Transportation Impact Analysis (TIA) was performed based on the scope agreed upon with NCDOT. This site has a trip generation potential of 3,056 daily trips, 219 trips in the AM peak hour, and 297 trips in the PM peak hour.

In conclusion, this study has determined the potential traffic impacts of this development and recommendations have been given where necessary to mitigate the impacts of future traffic. The analysis indicates that with the recommended improvements in place, the proposed site is not expected to have a detrimental effect on transportation capacity and mobility in the study area. The recommendations summarized in Figure A and in Table A should be constructed to comply with applicable NCDOT *Policy on Street and Driveway Access to North Carolina Highways* and local standards.

Table A – Recommended Improvements

INTERSECTION	RECOMMENDATIONS
Zoo Parkway and Newbern Avenue	No improvements recommended.
Newbern Avenue and Teachey Elementary School parking lot/ Future Site Access 2	Design site drive according to NCDOT and/or local standards.
US 220 Business and Charles Avenue	No improvements are recommended.
Wildlife Way and Zoo Connector	No improvements recommended.
Zoo Parkway and Site Access 1	- Install a northbound left-turn lane with 100 feet of storage plus appropriate deceleration and taper. - Design site drive according to applicable NCDOT and/or local standards.

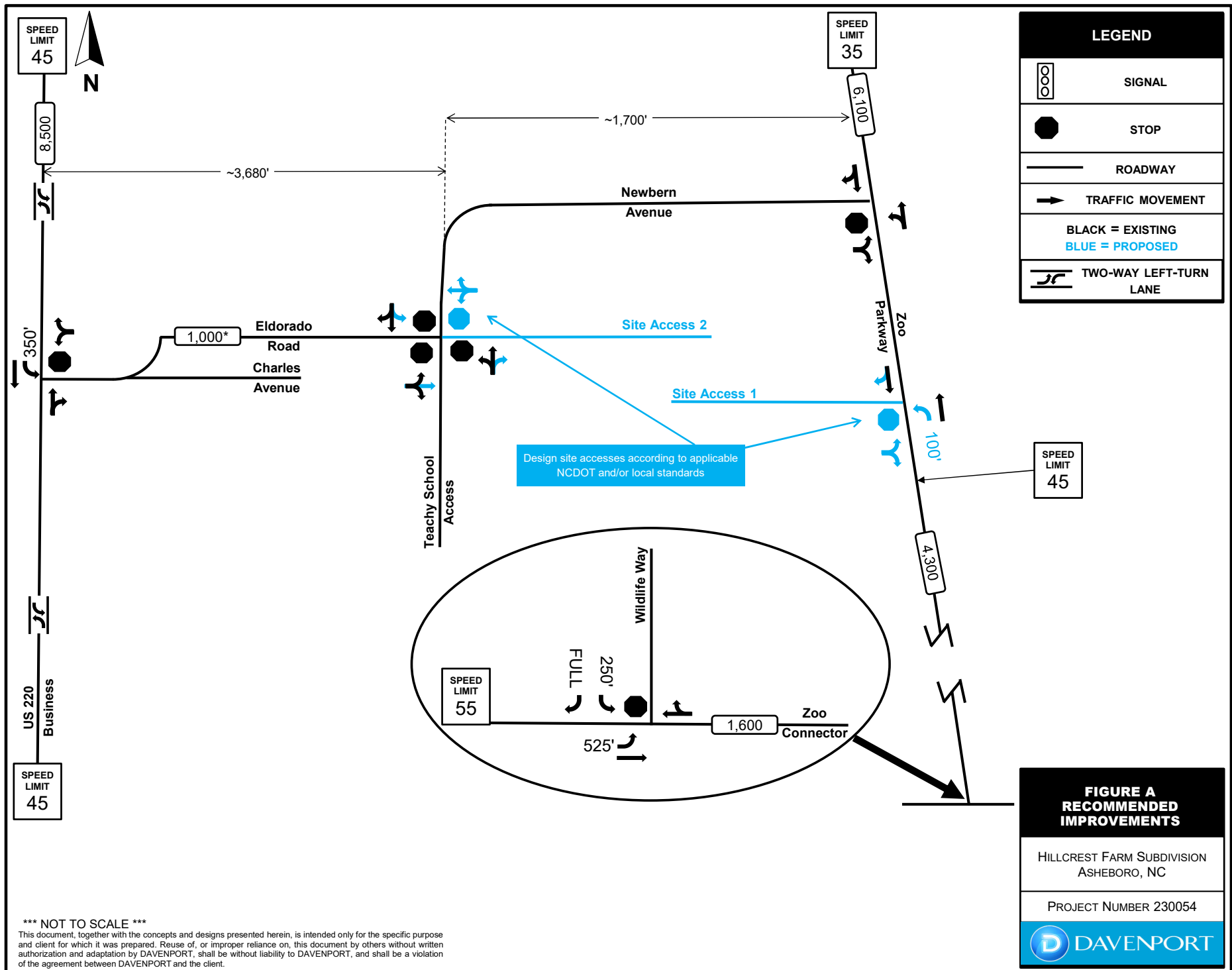


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1.0 Introduction

The proposed Hillcrest Farm development is located west of Zoo Parkway and south of Newbern Avenue in Asheboro, NC. It will consist of 282 single family homes and 64 townhomes. Two full movement access points are proposed, one on Zoo Parkway and one that will become the fourth leg to the intersection at Newbern Avenue and the Teachey Elementary School parking lot. The expected build-out year for this development is 2031. Information regarding the property was provided by FitzComm Commercial Realty and Summey Engineering.

A conceptual site plan is shown in Figure 1, and a site location map and a vicinity map are provided in Figures 2A and 2B, respectively.

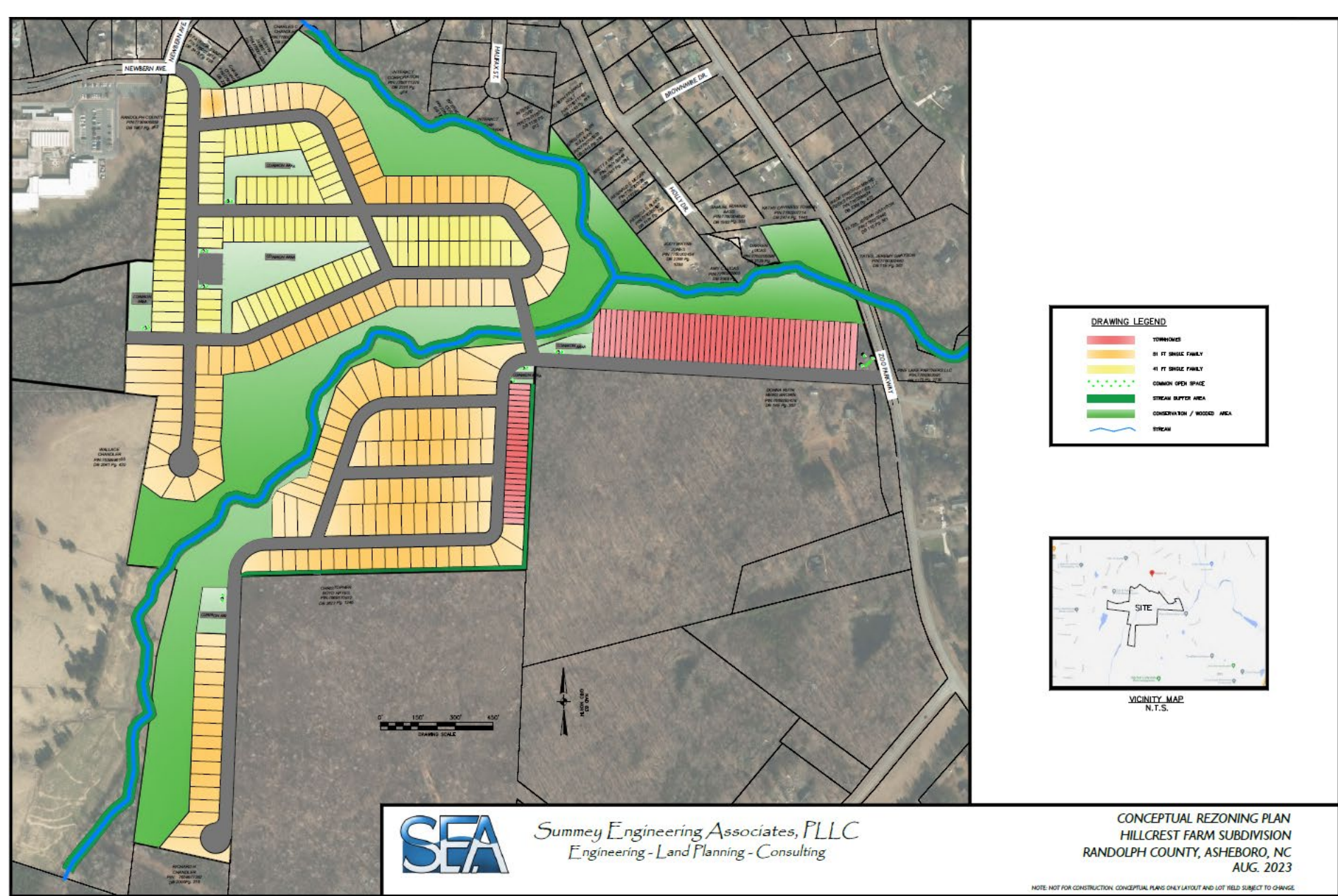
DAVENPORT was retained to determine the potential traffic impacts of this development and to identify transportation improvements that may be required to accommodate the impacts of the new development traffic. The following intersections are included in the study:

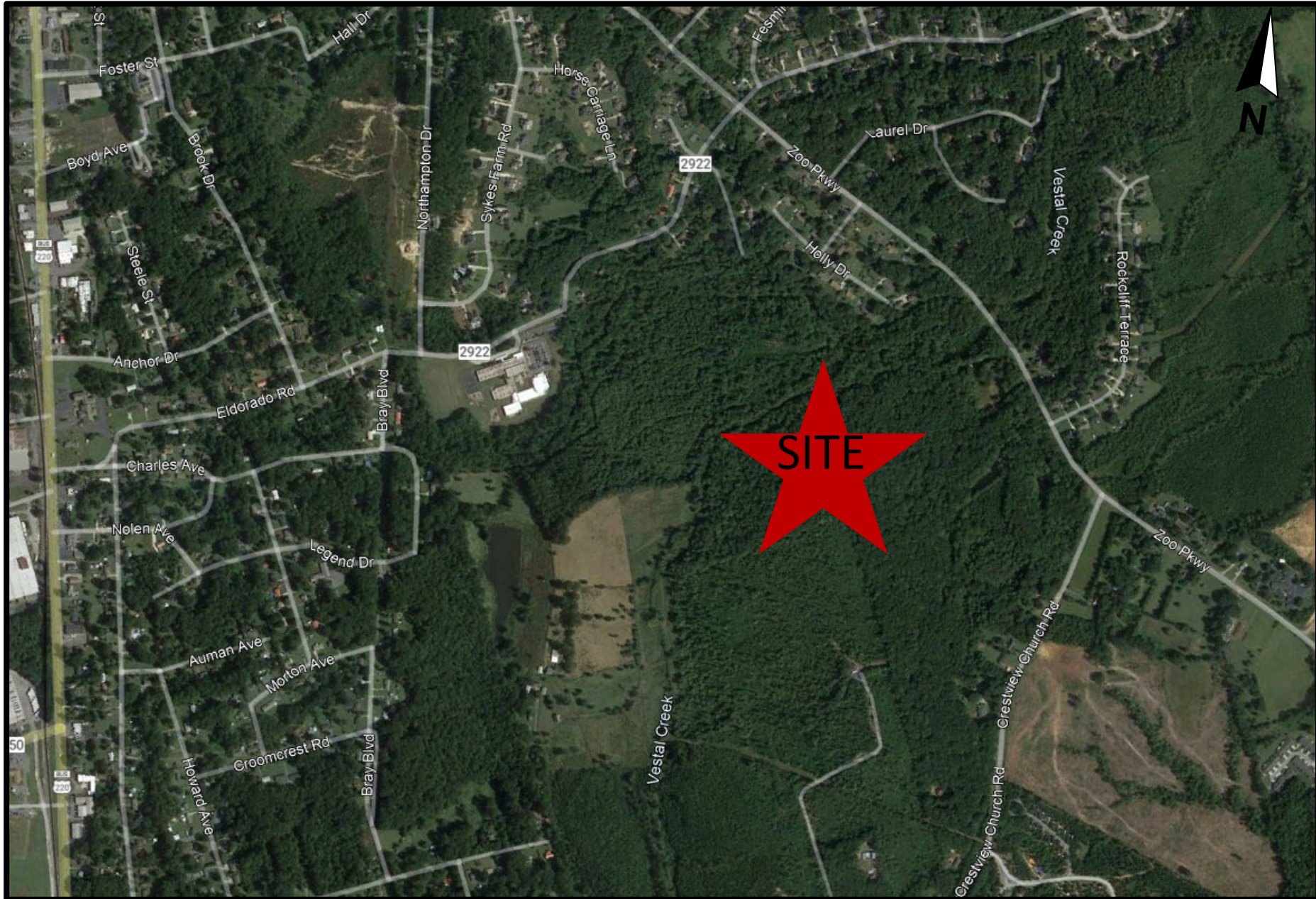
1. Zoo Parkway at Newbern Avenue (unsignalized)
2. Newbern Avenue at Teachey School parking lot/Site Access 2 (unsignalized)
3. US 220 Business at Charles Avenue (unsignalized)
4. Zoo Parkway at Zoo Connector (unsignalized)
5. Zoo Parkway and Site Access 1 (unsignalized)

These intersections were analyzed during the AM and PM peaks for the following conditions:

- 2023 Existing Conditions
- 2031 Future No Build Conditions
- 2031 Future Build Conditions
- 2031 Future Build Conditions + Improvements

The Transportation Impact Analysis (TIA) was performed based on the scope agreed upon with the North Carolina Department of Transportation (NCDOT). It was conducted according to the standards and best practices of the transportation engineering profession.





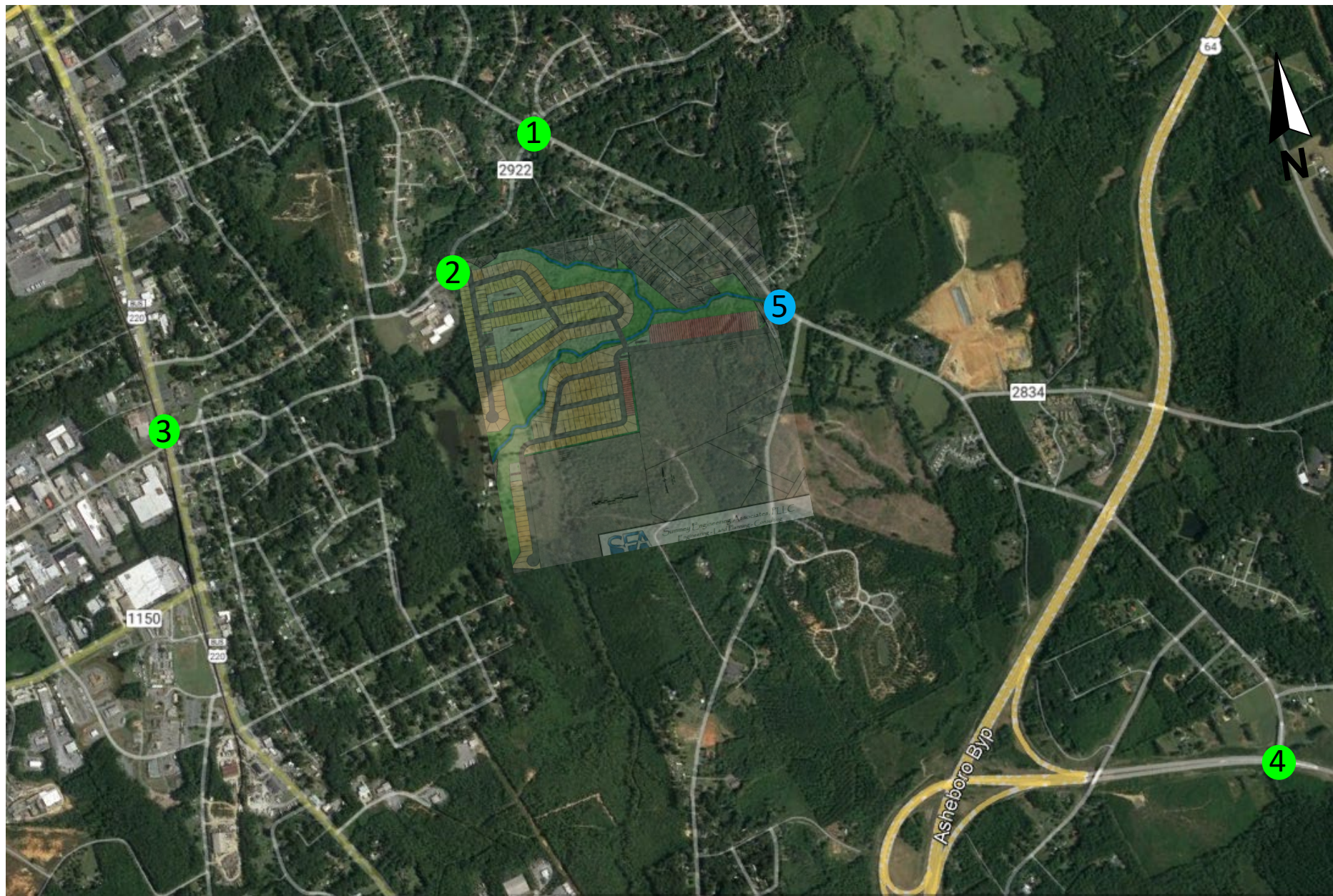


FIGURE 2B
VICINITY MAP

2.0 Existing Conditions

2.1 Inventory

Table 2.1 presents a summary of the study area roadway conditions. Figure 3 shows the existing lane geometry.

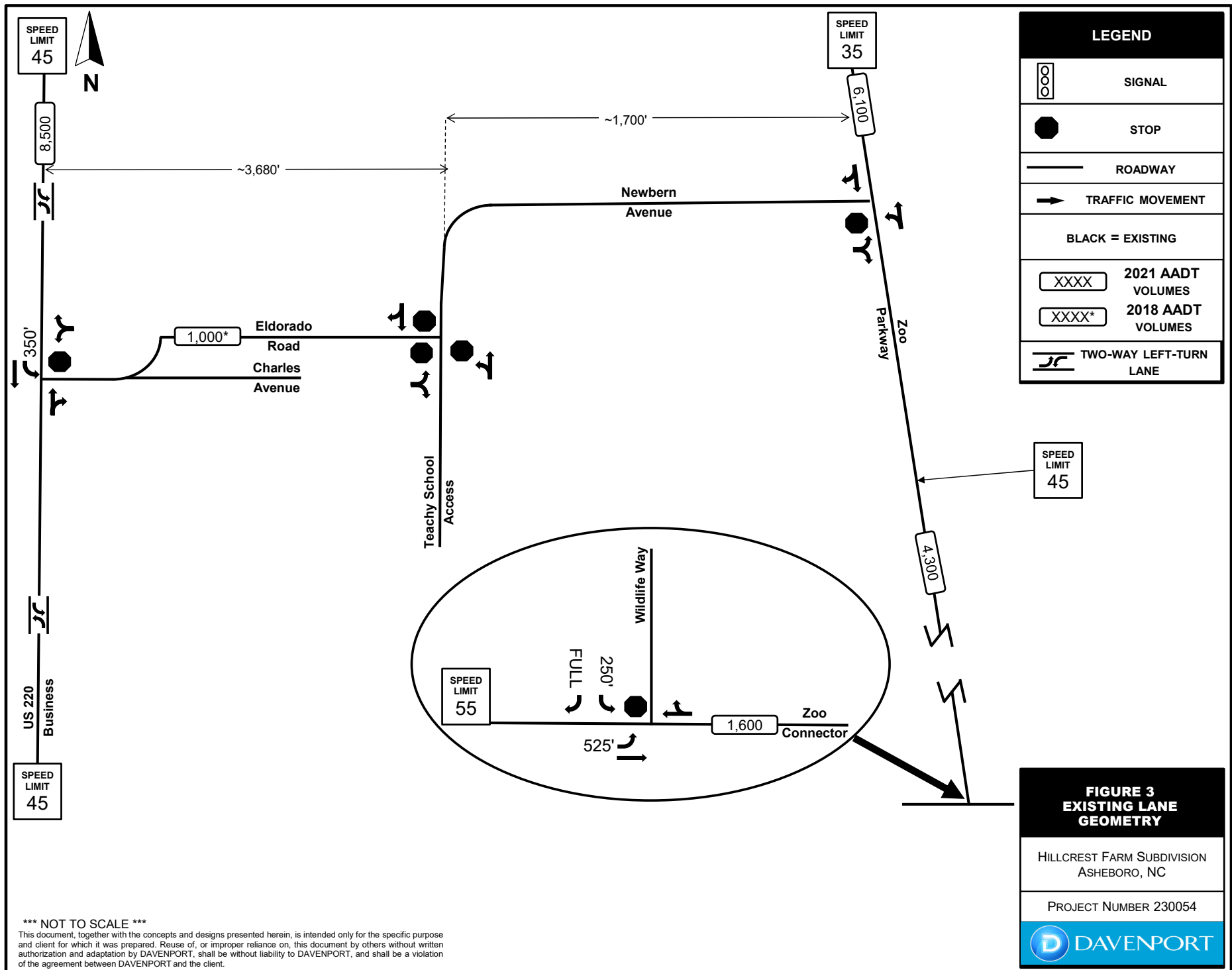
Table 2.1 - Street Inventory						
Facility Name	Route #	2021 AADT (vpd)	Typical Cross Section	Pavement Width	Speed Limit (MPH)	Maintained By
Zoo Parkway	NC 159	6,100	2-lane undivided	11-foot lanes	55/45/35	NCDOT
Newbern Avenue/Eldorado Road	SR 2922	1,000 ¹	2-lane undivided	10-foot lanes	35	NCDOT
US 220 Business	US 220 BUS	8,500	2-lane w/ TWLTL	12-foot lanes	45	NCDOT
Zoo Connector	NC 159 SPUR	1,600	2-lane undivided	12-foot lanes	55	NCDOT

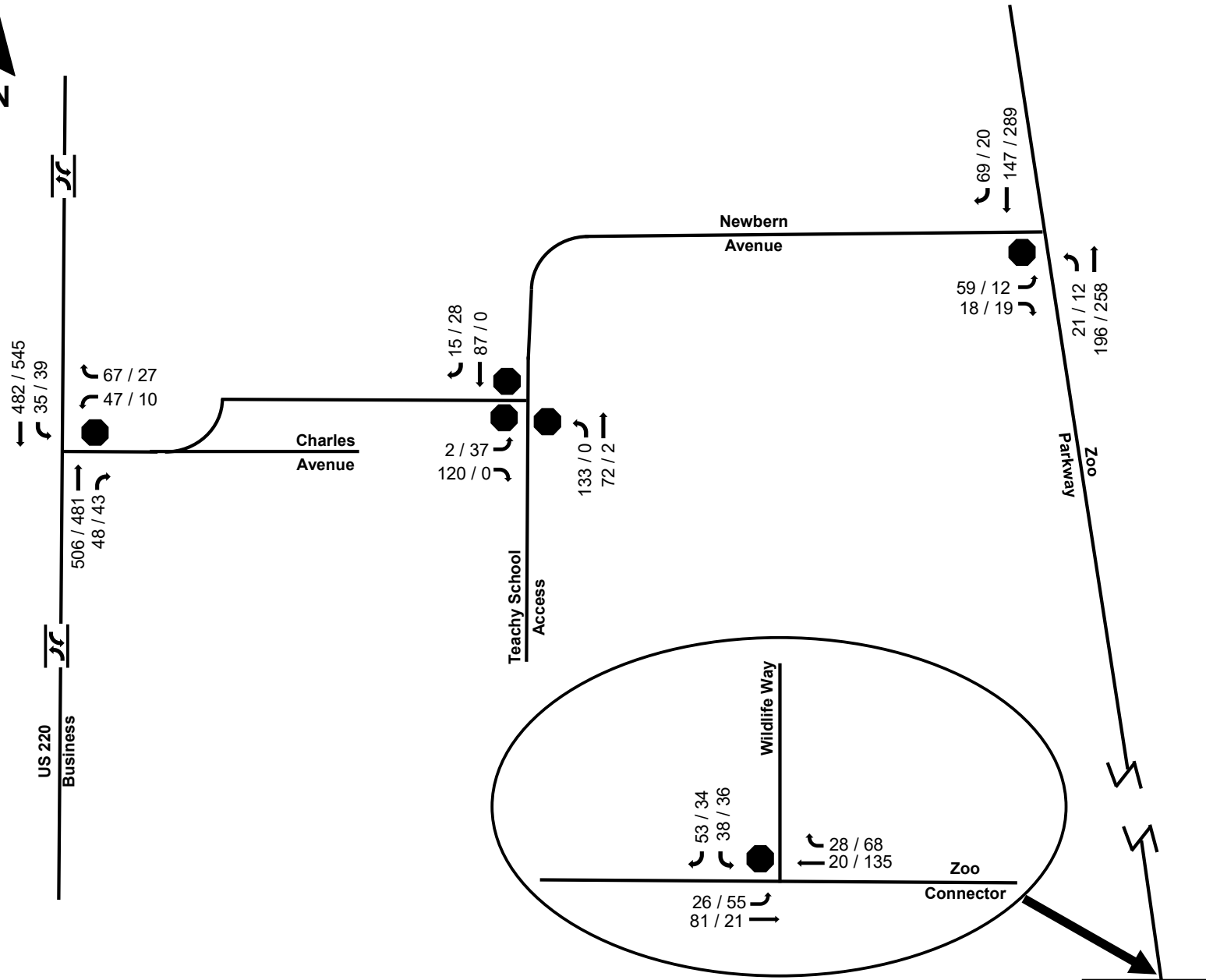
¹ Based on NCDOT traffic counts taken in 2018

2.2 Existing Traffic Volumes

Turning movement counts for this project were collected by DAVENPORT staff when schools were in session. Table 2.2 contains the location, dates, and times these counts were conducted. The traffic volumes were not balanced between the study intersections since the existing driveways and land uses account for the imbalance. Additionally, a minimum of four vehicles per hour were assigned to all movements, per NCDOT Congestion Management standards. The existing AM and PM peak hour volumes are shown in Figure 4. Traffic count data are provided in the Appendix.

Table 2.2 - Traffic Volume Data		
Count Location	Date Taken	Hours
Zoo Parkway at Newbern Avenue (unsignalized)	Wednesday, September 27, 2023	7-9 AM, 4-6 PM
Newbern Avenue at Teachey School parking lot/Site Access 2 (unsignalized)	Wednesday, September 27, 2023	7-9 AM, 4-6 PM
US 220 Business at Charles Avenue	Wednesday, September 27, 2023	7-9 AM, 4-6 PM
Zoo Parkway at Zoo Connector	Wednesday, September 27, 2023	7-9 AM, 4-6 PM





LEGEND	
	SIGNAL
	STOP
	ROADWAY
	TRAFFIC MOVEMENT
BLACK = EXISTING	
	TWO-WAY LEFT-TURN LANE
AM / PM PEAKS	

*** NOT TO SCALE ***

** A minimum of 4 vehicles per hour is analyzed for each movement per NCDOT Congestion Management Guidelines.

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**FIGURE 4
2023 EXISTING
TRAFFIC VOLUMES**

HILLCREST FARM SUBDIVISION
ASHEBORO, NC

PROJECT NUMBER 230054



3.0 Approved Development and Committed Improvements

3.1 *Approved Developments*

Approved developments are developments that have been recently approved in the area but are not yet constructed. Per the approved scoping, the Zoo City Sportsplex development is included as an approved development. This development proposes a soccer complex with nine (9) soccer fields located east of Zoo Parkway and north of Old Cox Road. Relevant information, including Figure B which shows the approved development volumes, can be found in the Appendix.

3.2 *Committed Improvements*

Committed improvements are improvements that are planned by NCDOT, the County, or City, or that are associated with a prior approved development in the area but are not yet constructed. Per the approved scoping document, there are no committed improvements to be included in this study.

4.0 Methodology

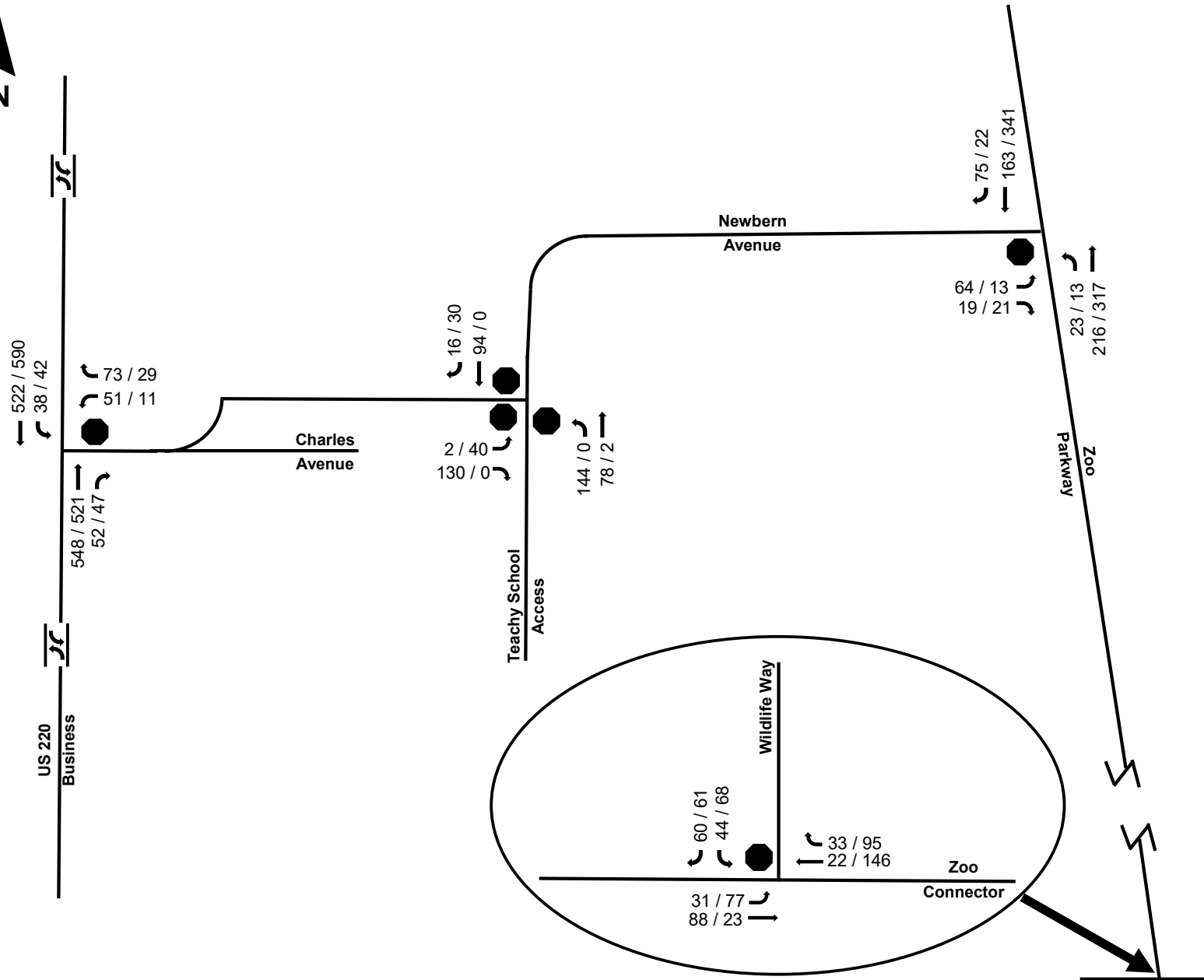
4.1 *Base Assumptions and Standards*

In general, the analysis for this project was conducted utilizing commonly accepted NCDOT standards. Table 4.1 contains a summary of the base assumptions.

Table 4.1 - Assumptions	
Annual Growth Rate	1%
Analysis Software	Synchro/SimTraffic
Lane Widths	12 feet
Peak Hour Factor	0.90
Truck Percentage	2%

4.2 *Future No Build Volumes*

The 2031 future no build traffic volumes were computed by applying a one percent (1%) compounded annual growth rate to the 2023 existing traffic volumes and adding approved development trips. Figure 5 shows 2031 future no build traffic volumes for AM and PM peaks.



*** NOT TO SCALE ***

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4.3 Trip Generation

The proposed development will contain 282 detached single-family homes and 64 townhomes. The trip generation potential of this site was projected based on the 11th Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual* and guidance from NCDOT Congestion Management on the selection of appropriate variables. Table 4.2 presents the results.

Table 4.2 - ITE 11th Edition Trip Generation											
Average Weekday Driveway Volumes					24-Hour	AM Peak Hour			PM Peak Hour		
					Two-Way						
Land Use	ITE Land Use Code	Size		Data Source	Volume	Enter	Exit	Total	Enter	Exit	Total
Single-Family Detached Housing	210	282	Dwelling Units	Adjacent-Equation	2619	48	143	191	166	97	263
Single-Family Attached Housing	215	64	Dwelling Units	Adjacent-Equation	437	7	21	28	20	14	34
Total Trips					3,056	55	164	219	186	111	297

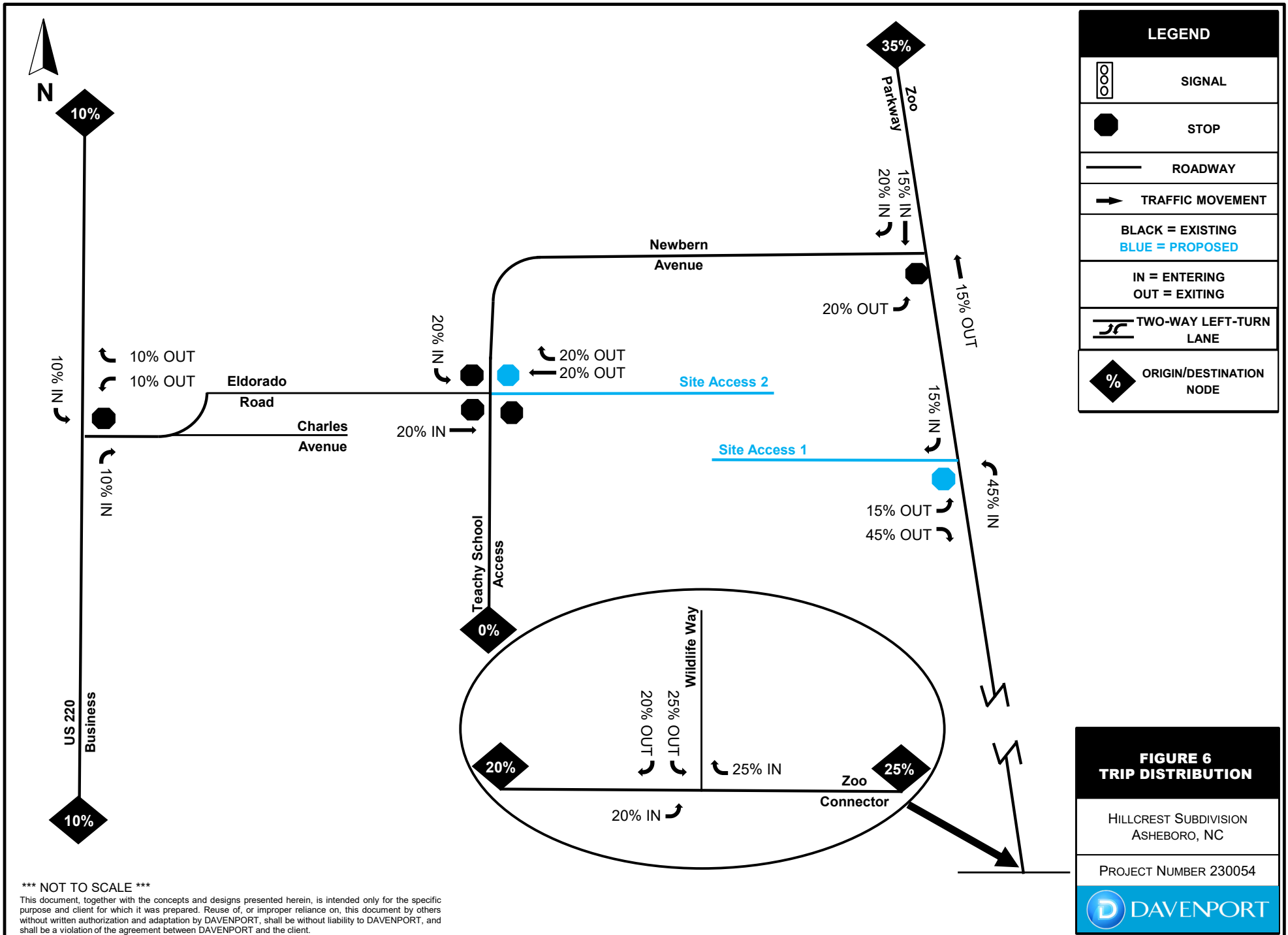
4.4 Trip Distribution and Assignment

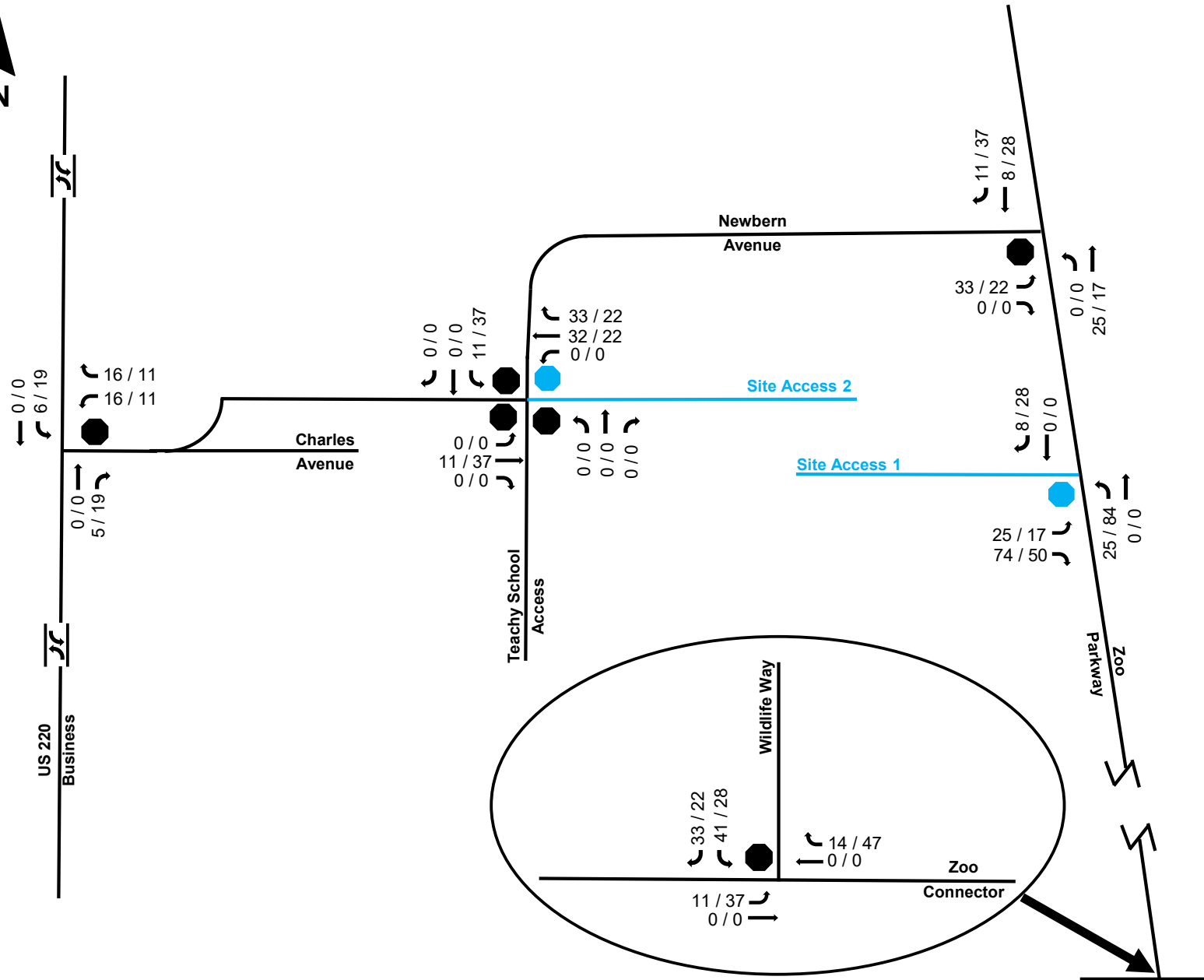
Site trips for this proposed development were distributed based on the existing traffic patterns and engineering judgment. The trip distribution model is shown in Figure 6. The directional distribution for site trips is:

- 10% to/from the south on US 220 Business via Eldorado Road/Newbern Avenue
- 10% to/from the north on US 220 Business via Eldorado Road/Newbern Avenue
- 20% to/from the north on Zoo Parkway via Newbern Avenue
- 15% to/from the north on Zoo Parkway
- 45% to/from the south on Zoo Parkway
- 25% to/from the east on Zoo Connector via Zoo Parkway
- 20% to/from the west on Zoo Connector via Zoo Parkway

4.5 Future Build Volumes

Site trip volumes were added to the future no build volumes to compute the 2031 Future Build volumes. Site trips are shown in Figure 7 and Future Build volumes are shown in Figure 8.





LEGEND	
	SIGNAL
	STOP
	ROADWAY
	TRAFFIC MOVEMENT
BLACK = EXISTING BLUE = PROPOSED	
	TWO-WAY LEFT-TURN LANE
AM / PM PEAKS	

**FIGURE 7
SITE TRIPS**

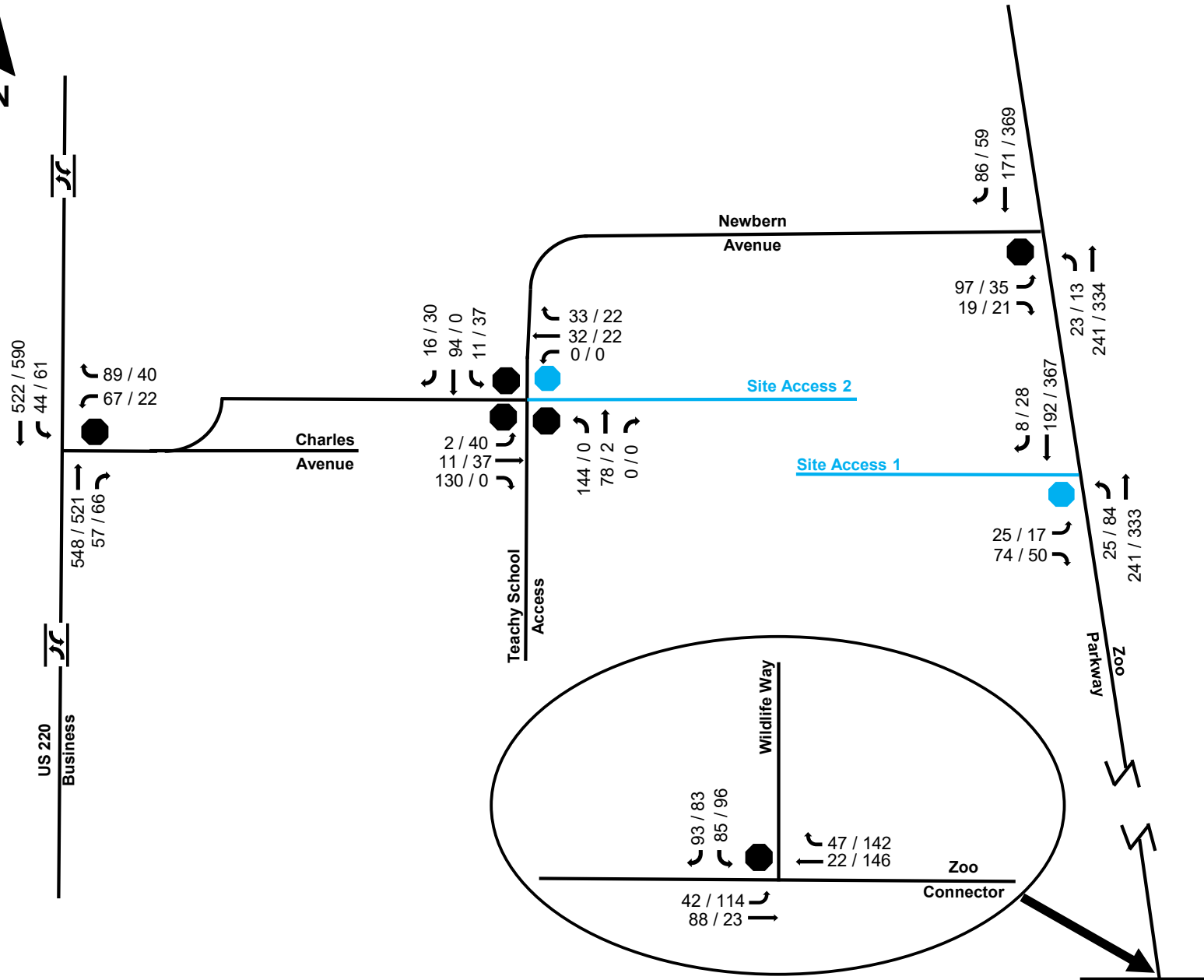
HILLCREST FARM SUBDIVISION
ASHEBORO, NC

PROJECT NUMBER 230054

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LEGEND	
	SIGNAL
	STOP
	ROADWAY
	TRAFFIC MOVEMENT
BLACK = EXISTING BLUE = PROPOSED	
	TWO-WAY LEFT-TURN LANE
AM / PM PEAKS	

FIGURE 8 2031 FUTURE BUILD VOLUMES

HILLCREST FARM SUBDIVISION
ASHEBORO, NC

PROJECT NUMBER 230054



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5.0 Capacity Analysis

5.1 Level of Service Evaluation Criteria

The Transportation Research Board's *Highway Capacity Manual* (HCM) utilizes a term "level of service" (LOS) to measure how traffic operates in intersections and on roadway segments. There are six levels of service ranging from A to F as shown in Table 5.1. Level of service "A" represents low-volume traffic operations and level of service "F" represents high-volume, oversaturated traffic operations. Synchro traffic modeling software is used to determine the LOS and delay for study intersections. Synchro analysis worksheet reports are provided in the Appendix.

Table 5.1 – Highway Capacity Manual			
Levels of Service and Control Delay Criteria			
Signalized Intersection		Unsignalized Intersection	
Level of Service	Control Delay Per vehicle (seconds)	Level of Service	Delay Range (seconds)
A	≤ 10	A	≤ 10
B	> 10 and ≤ 20	B	> 10 and ≤ 15
C	> 20 and ≤ 35	C	> 15 and ≤ 25
D	> 35 and ≤ 55	D	> 25 and ≤ 35
E	> 55 and ≤ 80	E	> 35 and ≤ 50
F	> 80	F	> 50

5.2 Queueing Evaluation

A queueing analysis was performed using Synchro and SimTraffic simulation, based on a minimum 10-minute seeding, a 60-minute recording period, and 10 runs. The maximum SimTraffic queues and 95th-percentile Synchro queues are provided, along with the turn lane lengths. Synchro and SimTraffic queue reports are provided in the Appendix.

5.3 Level of Service and Queueing Results

The results of the capacity and queue analyses are discussed by intersection in the following paragraphs. The LOS, delay, and queue results are summarized in Tables 5.2 to 5.6.

Zoo Parkway and Newbern Avenue (unsignalized)

The worst LOS of the approaches is the eastbound approach. In the AM and PM peak hours, this approach operates at LOS B in existing conditions. In the future no build and future build scenarios, this approach operates at LOS C in both peak hours. No improvements are recommended.

Table 5.2 - LOS and Queueing Analysis for Zoo Parkway at Newbern Avenue					
AM Peak Hour					
Scenario	Overall LOS	Level of Service (Delay) per Movement & by Approach (Delay in seconds/vehicle)			
		Eastbound	Westbound	Northbound	Southbound
2023 Existing	B (14.1)	LTR	LTR	LTR	LTR
	EB Approach	B (14.1)	B (10.8)	A (0.7)	A (0.3)
	Available Storage (ft)	FULL	FULL	FULL	FULL
	95th% Queue (ft)	18	8	3	0
	Max Queue (ft)	64	60	88	19
2031 NoBuild	C (15.3)	LTR	LTR	LTR	LTR
	EB Approach	C (15.3)	B (11.1)	A (0.7)	A (0.3)
	Available Storage (ft)	FULL	FULL	FULL	FULL
	95th% Queue (ft)	20	8	3	0
	Max Queue (ft)	68	60	70	95
2031 Build	C (18.3)	LTR	LTR	LTR	LTR
	EB Approach	C (18.3)	B (11.5)	A (0.7)	A (0.3)
	Available Storage (ft)	FULL	FULL	FULL	FULL
	95th% Queue (ft)	35	8	3	0
	Max Queue (ft)	73	81	50	114
PM Peak Hour					
2023 Existing	B (13.7)	LTR	LTR	LTR	LTR
	EB Approach	B (13.7)	B (12.0)	A (0.4)	A (0.7)
	Available Storage (ft)	FULL	FULL	FULL	FULL
	95th% Queue (ft)	8	5	0	3
	Max Queue (ft)	48	15	26	49
2031 NoBuild	C (15.5)	LTR	LTR	LTR	LTR
	EB Approach	C (15.5)	B (13.0)	A (0.3)	A (0.6)
	Available Storage (ft)	FULL	FULL	FULL	FULL
	95th% Queue (ft)	10	8	0	3
	Max Queue (ft)	66	37	26	68
2031 Build	C (20.9)	LTR	LTR	LTR	LTR
	EB Approach	C (20.9)	B (13.6)	A (0.3)	A (0.5)
	Available Storage (ft)	FULL	FULL	FULL	FULL
	95th% Queue (ft)	23	8	0	3
	Max Queue (ft)	54	81	48	76

Newbern Avenue and Teachey School Access/Site Access 2 (all-way stop)

In the AM peak hour, the worst LOS of the approaches is the northbound approach. This approach operates at LOS B in existing conditions and LOS C under future no build conditions and build conditions. In the PM peak hour, the worst LOS of the approaches is the eastbound approach which operates at LOS A under all conditions. The analysis shows the intersection operates acceptably, and there will be minimal queueing in both peak hours.

Neighborhood residents along Newbern Avenue have indicated there is significant queueing along Newbern Avenue during school drop-off and pick-up times. Since the analysis does not show significant queueing along any approach, this complaint indicates that queueing is due to on-campus stacking issues backing through this intersection. The traffic volumes are modeled as three-way (existing and future no build) and four-way (future build) stop controlled intersections. The model does not account for on-campus operations, which appear to be the cause of the queueing reported by the neighborhood. Since the issue appears to be due to on-campus stacking, physical improvements at this intersection would not improve the queueing concerns reported by the neighborhood. It is recommended that the school revisit the existing traffic management plan and explore additional options for on-campus stacking.

The proposed Hillcrest Farm development connects Zoo Parkway to this intersection, thus providing an opportunity for vehicles coming from Zoo Parkway to bypass Newbern Avenue, potentially decreasing queues on Newbern Avenue. The site access should be designed in accordance with applicable NCDOT standards. No other improvements are recommended.

Table 5.3 - LOS and Queueing Analysis for Newbern Avenue at Teachey School Access/Site Access 2					
AM Peak Hour					
Scenario	Overall LOS	Level of Service (Delay) per Movement & by Approach (Delay in seconds/vehicle)			
		Eastbound	Westbound	Northbound	Southbound
2023 Existing	B (14.0) NB Approach	LR		LT	TR
		B (10.2)		B (14.0)	A (9.6)
	Available Storage (ft)	FULL		FULL	FULL
	95th% Queue (ft)	35		88	28
	Max Queue (ft)	53		89	72
2031 NoBuild	C (16.2) NB Approach	LR		LT	TR
		B (10.9)		C (16.2)	B (10.4)
	Available Storage (ft)	FULL		FULL	FULL
	95th% Queue (ft)	43		110	33
	Max Queue (ft)	74		99	78
2031 Build	C (19.6) NB Approach	LTR	LTR	LTR	LTR
		B (12.3)	B (10.2)	C (19.6)	B (11.7)
	Available Storage (ft)	FULL	FULL	FULL	FULL
	95th% Queue (ft)	53	13	135	38
	Max Queue (ft)	72	52	74	79

Table 5.3 (continued) - LOS and Queueing Analysis for Newbern Avenue at Teachey School Access/Site Access 2

PM Peak Hour					
Scenario	Overall LOS	Level of Service (Delay) per Movement & by Approach (Delay in seconds/vehicle)			
		Eastbound	Westbound	Northbound	Southbound
2023 Existing	A (7.5) EB Approach	LR		LT	TR
		A (7.5)		A (7.3)	A (6.7)
	Available Storage (ft)	FULL		FULL	FULL
	95th% Queue (ft)	5		3	3
	Max Queue (ft)	50		31	46
2031 NoBuild	A (7.5) EB Approach	LR		LT	TR
		A (7.5)		A (7.3)	A (6.7)
	Available Storage (ft)	FULL		FULL	FULL
	95th% Queue (ft)	5		3	3
	Max Queue (ft)	47		30	48
2031 Build	A (7.9) EB Approach	LTR	LTR	LTR	LTR
		A (7.9)	A (7.3)	A (7.4)	A (7.6)
	Available Storage (ft)	FULL	FULL	FULL	FULL
	95th% Queue (ft)	10	5	3	8
	Max Queue (ft)	53	53	27	31

US 220 Business at Charles Avenue (unsignalized)

The worst LOS of the approaches is the westbound approach. In the AM and PM peak hours, this approach operates at LOS C in existing conditions. In the PM peak hour, this approach continues to operate at LOS C in future no build and future build conditions. In the AM peak hour, this approach operates at LOS D under future no build conditions and LOS E under future build conditions with less than one minute delay per vehicle in both peak hours. These delays are common for minor street approaches at a major roadway such as US 220 Business during peak hours and are not anticipated during typical off-peak times. There is an existing two-way left-turn lane along US 220 Business which serves the southbound left-turn movement. No improvements are recommended.

Table 5.4 - LOS and Queueing Analysis for US 220 Business at Charles Avenue

AM Peak Hour						
Scenario	Overall LOS	Level of Service (Delay) per Movement & by Approach (Delay in seconds/vehicle)				
		Westbound		Northbound	Southbound	
2023 Existing	C (24.7)	LR		TR	L	T
	WB Approach	C (24.7)		A (0.0)	A (0.6)	
	Available Storage (ft)	FULL		FULL	350	FULL
	95th% Queue (ft)	48		0	3	0
	Max Queue (ft)	139		0	28	0
2031 NoBuild	D (30.9)	LR		TR	L	T
	WB Approach	D (30.9)		A (0.0)	A (0.6)	
	Available Storage (ft)	FULL		FULL	350	FULL
	95th% Queue (ft)	65		0	3	0
	Max Queue (ft)	122		0	53	0
2031 Build	E (42.0)	LR		TR	L	T
	WB Approach	E (42.0)		A (0.0)	A (0.7)	
	Available Storage (ft)	FULL		FULL	350	FULL
	95th% Queue (ft)	105		0	5	0
	Max Queue (ft)	115		0	53	0
PM Peak Hour						
2023 Existing	C (16.7)	LR		TR	L	T
	WB Approach	C (16.7)		A (0.0)	A (0.6)	
	Available Storage (ft)	FULL		FULL	350	FULL
	95th% Queue (ft)	10		0	3	0
	Max Queue (ft)	53		0	53	0
2031 NoBuild	C (18.4)	LR		TR	L	T
	WB Approach	C (18.4)		A (0.0)	A (0.6)	
	Available Storage (ft)	FULL		FULL	350	FULL
	95th% Queue (ft)	13		0	5	0
	Max Queue (ft)	73		0	53	0
2031 Build	C (23.6)	LR		TR	L	T
	WB Approach	C (23.6)		A (0.0)	A (0.9)	
	Available Storage (ft)	FULL		FULL	350	FULL
	95th% Queue (ft)	25		0	5	0
	Max Queue (ft)	95		22	55	0

Wildlife Way at Zoo Connector (unsignalized)

The worst LOS of the approaches is the southbound approach. In the AM peak hour, this approach operates at LOS A in existing, future no build, and future build conditions. In the PM peak hour, this approach operates at LOS B in all conditions. There are exclusive southbound left- and right-turn lanes and an existing eastbound left-turn lane. No improvements are recommended.

Table 5.5 - LOS and Queueing Analysis for Wildlife Way at Zoo Connector						
AM Peak Hour						
Scenario	Overall LOS	Level of Service (Delay) per Movement & by Approach (Delay in seconds/vehicle)				
		Eastbound		Westbound	Southbound	
2023 Existing	A (9.2) SB Approach	L	T	TR	L	R
		A (1.8)		A (0.0)	A (9.2)	
	Available Storage (ft)	525	FULL	FULL	250	FULL
	95th% Queue (ft)	3	0	0	5	5
	Max Queue (ft)	24	0	0	22	56
2031 NoBuild	A (9.3) SB Approach	L	T	TR	L	R
		A (1.9)		A (0.0)	A (9.3)	
	Available Storage (ft)	525	FULL	FULL	250	FULL
	95th% Queue (ft)	3	0	0	5	5
	Max Queue (ft)	24	0	0	20	56
2031 Build	A (9.8) SB Approach	L	T	TR	L	R
		A (2.4)		A (0.0)	A (9.8)	
	Available Storage (ft)	525	FULL	FULL	250	FULL
	95th% Queue (ft)	3	0	0	10	8
	Max Queue (ft)	29	0	0	38	37
PM Peak Hour						
2023 Existing	B (10.3) SB Approach	L	T	TR	L	R
		A (5.7)		A (0.0)	B (10.3)	
	Available Storage (ft)	525	FULL	FULL	250	FULL
	95th% Queue (ft)	3	0	0	5	3
	Max Queue (ft)	29	0	0	34	38
2031 NoBuild	B (11.2) SB Approach	L	T	TR	L	R
		A (6.1)		A (0.0)	B (11.2)	
	Available Storage (ft)	525	FULL	FULL	250	FULL
	95th% Queue (ft)	5	0	0	13	8
	Max Queue (ft)	53	0	22	45	28
2031 Build	B (12.8) SB Approach	L	T	TR	L	R
		A (6.9)		A (0.0)	B (12.8)	
	Available Storage (ft)	525	FULL	FULL	250	FULL
	95th% Queue (ft)	8	0	0	23	10
	Max Queue (ft)	53	0	41	44	56

Zoo Parkway at Site Access 1 (unsignalized)

Under future build conditions, the minor-street approach is expected to operate at LOS B in the AM and PM peak hours. The need for left- and right-turn lanes was reviewed based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways*. Based on projected volumes, a northbound left-turn lane with 100 feet of storage with appropriate deceleration and taper is warranted. The site access should be designed in accordance with applicable NCDOT standards.

Table 5.6 - LOS and Queueing Analysis for Zoo Parkway at Site Access 1					
AM Peak Hour					
Scenario	Overall LOS	Level of Service (Delay) per Movement & by Approach (Delay in seconds/vehicle)			
		Eastbound	Northbound	Southbound	
2031 Build	B (11.1) EB Approach	LR		LT	TR
		B (11.1)		A (0.7)	A (0.0)
	Available Storage (ft)	FULL		FULL	FULL
	95th% Queue (ft)	15		3	0
	Max Queue (ft)	73		54	0
2031 Build IMP with NBL	B (11.1) EB Approach	LR	L	T	TR
		B (11.1)		A (0.7)	A (0.0)
	Available Storage (ft)	FULL	100	FULL	FULL
	95th% Queue (ft)	15	3	0	0
	Max Queue (ft)	62	32	0	2
PM Peak Hour					
2031 Build	B (14.5) EB Approach	LR		LT	TR
		B (14.5)		A (1.7)	A (0.0)
	Available Storage (ft)	FULL		FULL	FULL
	95th% Queue (ft)	15		8	0
	Max Queue (ft)	68		90	0
2031 Build IMP with NBL	B (14.4) EB Approach	LR	L	T	TR
		B (14.4)		A (1.7)	A (0.0)
	Available Storage (ft)	FULL	100	FULL	FULL
	95th% Queue (ft)	15	8	0	0
	Max Queue (ft)	70	55	0	0

6.0 Sight Distance

A field investigation was conducted to evaluate the horizontal and vertical alignment and determine if the available sight distance in each direction from the proposed site access on Zoo Parkway meets the minimum requirements. Site Access 2 is a proposed connection that creates a four-way stop, so, sight distance was not reviewed at this location. Sight distance requirements are based on the AASHTO *Policy on Geometric Design of Highways and Streets* and NCDOT *Policy on Street and Driveway Access to North Carolina Highways* standards. Zoo Parkway has a posted speed limit of 45 mph near the proposed site access. A design speed of 50 mph (speed limit plus 5 mph) was used to determine the stopping sight distance (SSD) and intersection sight distance (ISD). Table 6 summarizes the measured and required sight distance at the given speeds.

Based on the proposed driveway location on Zoo Parkway, the required stopping sight distance is met in both directions. The required intersection sight distance is met from the site access approach looking south. The intersection sight distance is not met looking north. The speed limit transitions from 35 mph to 45 mph, just north of the proposed site access location. There is potential that southbound vehicles may be traveling slower than the 45 mph speed limit approaching the site access due to this speed limit transition. The speed limit transition occurs south of Brownmire Drive, where the majority of residential development is currently located along Zoo Parkway, to 45 mph south of Brownmire Drive. The Hillcrest Farm development will extend the location of residential homes south along Zoo Parkway. NCDOT could consider shifting the 35 to 45 mph speed limit transition further south on Zoo Parkway to encompass the proposed site access. The required intersection sight distance for a 35 mph speed zone is 335 feet, with the design intersection sight distance (speed limit plus 5 mph) being 445 feet, which would allow intersection sight distance to the north to be met. Both site accesses should also be designed to ensure adequate sight distance and freedom from obstructions along the line of sight.

Table 6 – Sight Distance Review					
Direction	Measured SSD*	AASHTO Required SSD	Measured ISD*	AASHTO Required ISD at 50 mph	AASHTO Required ISD at 40 mph
Zoo Parkway and Site Access 1					
NB Zoo Parkway Approach	655 feet	425 feet	--	--	
SB Zoo Parkway Approach	455 feet	425 feet	--	--	
EB Site Approach Looking North (Right Turn)	--	--	455 feet	480 feet	385 feet
EB Site Approach Looking South (Left Turn)	--	--	655 feet	555 feet	445 feet
*SSD: Stopping Sight Distance ISD: Intersection Sight Distance					

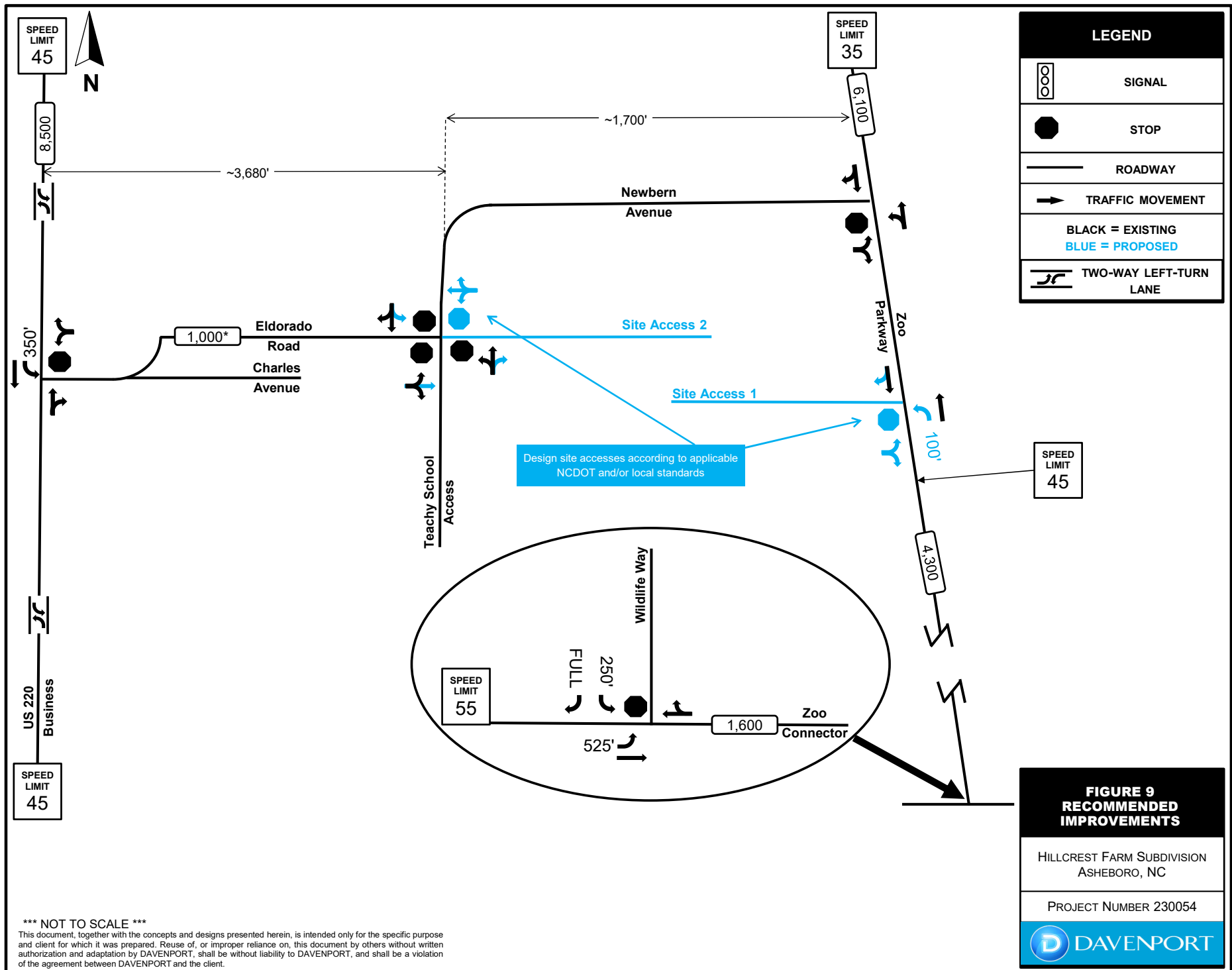
7.0 Summary and Conclusion

The proposed Hillcrest Farm development is located west of Zoo Parkway and south of Newbern Avenue in Asheboro, NC. It will consist of 282 single family homes and 64 townhomes. Two full movement access points are proposed, one on Zoo Parkway and one that will become the fourth leg to the intersection at Newbern Avenue/Eldorado Road and the Teachey Elementary School parking lot. The expected build-out year for this development is 2031. Information regarding the property was provided by FitzComm Commercial Realty and Summey Engineering.

The Transportation Impact Analysis (TIA) was performed based on the scope agreed upon with NCDOT. This site has a trip generation potential of 3,056 daily trips, 219 trips in the AM peak hour, and 297 trips in the PM peak hour.

In conclusion, this study has determined the potential traffic impacts of this development. Improvements are recommended to accommodate the impacts of new development traffic. Table 7.1 summarizes the recommended improvements, which are also reflected in Figure 9. With the recommended improvements in place, the anticipated transportation impacts of the proposed development can be accommodated.

Table 7.1 – Summary of Recommended Improvements	
INTERSECTION	RECOMMENDATIONS
Zoo Parkway and Newbern Avenue	No improvements recommended.
Newbern Avenue and Teachey Elementary School parking lot and Future Site Access 2	No improvements recommended.
US 220 Business and Charles Avenue	No improvements recommended.
Wildlife Way and Zoo Connector	No improvements recommended.
Zoo Parkway and Site Access 1	- Install a northbound left-turn lane with 100 feet of storage plus appropriate deceleration and taper. - Design site drive according to applicable NCDOT and/or local standards.



Appendix

Approved Scoping Documents

From: [Kimes, Tyler J](#)
To: [AJ Anastopoulos](#)
Cc: [Monroe, Roosevelt J](#); [Britt, Jennifer L](#)
Subject: RE: [External] RE: Hillcrest Farm TIA Scoping Packet
Date: Tuesday, September 19, 2023 11:58:31 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[Zoo City Sportsplex Trip Generation.pdf](#)

AJ,

Yes that intersection is correct.

Thank you for mentioning that, we did notice that no future developments are being considered in the study. We believe the 1% growth rate over the next 8 years should cover that added traffic generated from some smaller projects we have approved in the area (ex. 264 trips per day development on Crestview Church Rd roughly 400' from the intersection with Zoo Parkway). However, we do have a TIA for the City's sports complex on Zoo Parkway we would like for you to add on top of the 1% growth rate (I have attached it above). That is the only TIA we have approved in the area so far.

Thanks!

Tyler Kimes

Transportation Engineering Associate
NCDOT Highway Division 8
District 1 - District Office

336-318-4000
Tjkimes@ncdot.gov

300 DOT Drive
Asheboro, NC 27205



From: AJ Anastopoulos <AAnastopoulos@davenportworld.com>
Sent: Tuesday, September 19, 2023 11:19 AM
To: Kimes, Tyler J <tjkimes@ncdot.gov>
Cc: Monroe, Roosevelt J <rjmonroe@ncdot.gov>; Britt, Jennifer L <jlbritt@ncdot.gov>
Subject: RE: [External] RE: Hillcrest Farm TIA Scoping Packet

CAUTION: External email. Do not click links or open attachments unless verified. Report suspicious emails with the Report Message button located on your Outlook menu bar on the Home tab.

Thank you for the response. I just want to confirm the intersection Zoo Parkway and Zoo Connector is the intersection shown below:



It appears to be referred to as Wildlife Way at Zoo Connector in Google Earth. Just want to confirm we look at the correct intersections.

As noted in the scoping packet, we do not have any approved developments considered in the study. We will get prepared to take our traffic counts and get into the analysis with the additional intersections included.

Thank you,



AJ Anastopoulos, P.E. | Project Manager
DAVENPORT
d (910) 338-0743
www.davenportworld.com

— Celebrating 20 years | est. 2002 —

From: Kimes, Tyler J <tjkimes@ncdot.gov>

Sent: Tuesday, September 19, 2023 9:29 AM

To: AJ Anastopoulos <AA Anastopoulos@davenportworld.com>

Cc: Monroe, Roosevelt J <rjmonroe@ncdot.gov>; Britt, Jennifer L <jlbritt@ncdot.gov>

Subject: RE: [External] RE: Hillcrest Farm TIA Scoping Packet

Good morning AJ,

We have reviewed the above subject and have the following comments:

- We believe the distribution leaving the site onto Newbern Rd will be more along the line of 20% using Charles Ave and 20% taking Zoo Parkway
- We project more traffic coming from the south on Zoo Parkway rather than the North (45% from South, 35% from North), utilizing 64 bypass to get home
- Since we believe the majority of vehicles will be coming from the South, we would like to have the intersection at Zoo Parkway and Zoo Connector analyzed
- Please also analyze the intersection at Charles Ave and US 220 Bus. as well.

If you have any questions or concerns, please do not hesitate to ask. We are more than welcome to set up a call to discuss if needed.

Thanks!

Tyler Kimes

Transportation Engineering Associate
NCDOT Highway Division 8
District 1 - District Office

336-318-4000

Tjkimes@ncdot.gov

300 DOT Drive
Asheboro, NC 27205



From: AJ Anastopoulos <AA Anastopoulos@davenportworld.com>

Sent: Monday, September 18, 2023 9:11 AM

To: Monroe, Roosevelt J <rjmonroe@ncdot.gov>

Cc: Kimes, Tyler J <tjkimes@ncdot.gov>; Britt, Jennifer L <jlbritt@ncdot.gov>

Subject: [External] RE: Hillcrest Farm TIA Scoping Packet

CAUTION: External email. Do not click links or open attachments unless verified. Report suspicious emails with the Report Message button located on your Outlook menu bar on the Home tab.

Good morning Jeron,

I wanted to follow up on the TIA scoping package for this proposed development. Please let me know if there are any questions or comments on the scoping package. Once we receive approval on the scoping package, we

will release our traffic counts. Thank you.



AJ Anastopoulos, P.E. | Project Manager
DAVENPORT
d (910) 338-0743
www.davenportworld.com

— Celebrating 20 years | est. 2002 —

From: AJ Anastopoulos
Sent: Friday, September 8, 2023 3:37 PM
To: Monroe, Roosevelt J <rjmonroe@ncdot.gov>
Cc: tjkimes@ncdot.gov; Britt, Jennifer L <jlbritt@ncdot.gov>
Subject: FW: Hillcrest Farm TIA Scoping Packet

Good afternoon Jeron,

It looks like I sent to the wrong email address when trying to get this to you yesterday. Attached is the NCDOT TIA checklist along with the relevant scoping packet for a proposed residential development in Asheboro. Please let me know if you all have any questions or comments on the scoping packet. If necessary, we could set up a call to discuss. Please let me know.

Thank you,



AJ Anastopoulos, P.E. | Project Manager
DAVENPORT
d (910) 338-0743
www.davenportworld.com

— Celebrating 20 years | est. 2002 —

From: AJ Anastopoulos
Sent: Thursday, September 7, 2023 3:29 PM
To: rjmonroe@ncdot.org
Cc: 'tjkimes@ncdot.gov' <tjkimes@ncdot.gov>; Britt, Jennifer L <jlbritt@ncdot.gov>
Subject: Hillcrest Farm TIA Scoping Packet

Good afternoon Jeron,

Attached is the NCDOT TIA checklist along with the relevant scoping packet for a proposed residential development in Asheboro. Please let me know if you all have any questions or comments on the scoping packet. If necessary, we could set up a call to discuss. Please let me know.

Thank you,



AJ Anastopoulos, P.E. | Project Manager
DAVENPORT
d (910) 338-0743
www.davenportworld.com

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NCDOT Traffic Impact Analysis Need Screening / Scoping Request



TIA Need
Screening



TIA
Scoping



TIA
Submittal

A Traffic Impact Analysis (TIA) may be required for developments based on the site trip generation estimates, site context, or at the discretion of the NCDOT District Engineer. The Applicant or the TIA Consultant shall submit this form along with the site plan to the District Engineer to determine the TIA need and, if a TIA is required, initiate the TIA scoping process. Without an approved scope, the TIA is incomplete and will be rejected until the study is revised to conform to NCDOT's TIA requirements.

Project Name: Hillcrest Farm Subdivision **Previous Name:** If Applicable _____
Location: Asheboro, NC **County:** Randolph **Municipality:** Asheboro
Project Description: Residential development south of Newbern Avenue and west of Zoo Parkway

Project Contact: Applicant
 Company Name FitzComm Commercial Realty
 Contact Person Jerry Fitzgerald
 Phone Number 980-722-1010
 Email jerry@fitzcomm.net
 Mailing Address P.O. Box 3111
Matthews, NC 28106

TIA Consultant
DAVENPORT
AJ Anastopoulos
910-338-0743
aanastopoulos@davenportworld.com
119 Brookstown Avenue Suite PH-1
Winston-Salem, NC 27101

Site Plan Prepared By: Summey Engineering
 See site plan/vicinity map requirements on page 2.
Parcel Size: 94.27 Acre(s)

Site Plan Date: August 2023
Anticipated Build-Out Year: 2031

Weekday Site Trip Generation - Do NOT adjust for mode split, pass-by, internal capture, or diverted trips.

ITE LUC	Proposed Land Use	Size	Unit	Daily Trips	Peak Hour Type	AM Peak Hour Trips			PM Peak Hour Trips			Data Source
						Enter	Exit	Total	Enter	Exit	Total	
210	Single-Family Det	282	DU	2619	Adj. Street	48	143	191	166	97	263	ITE Equation
215	Single-Family Attac	64	DU	437	Adj. Street	7	21	28	20	14	34	ITE Equation
Total		346		3056		55	164	219	186	111	297	

Refer to the current [NCDOT Congestion Management Capacity Analysis Guidelines](#) for acceptable trip calculation methods and data sources.

**Explain local or other data sources, if used: _____

☒ The estimated site trips meet NCDOT's TIA trip threshold of 3,000 daily trips.

☐ The estimated site trips meet the municipal TIA trip threshold of _____

☐ This project is located in a known [STIP](#) and/ or local CIP project # _____

☐ This project includes a rezoning request.



NCDOT Traffic Impact Analysis Need Screening / Scoping Request



TIA Need
Screening



TIA
Scoping



TIA
Submittal

- ☐ The proposed site access is located within 1,000 feet of an interchange.
- ☐ The Applicant requests for a new or modified control-of-access break.
- ☐ The Applicant requests for a new or modified median break.

Applicant's Signature

Print Name

Date

Site Plan/Vicinity Map Requirement for TIA Need Screening: While the site plan may not be finalized during the TIA scoping stage, the graphic representation of the proposed development shall provide adequate details on the development scope and context. More specifically, the site plan/map shall clearly show the location and type of each access point, spacing to adjacent and opposing driveways or intersections, internal street network, proposed buildings/parcels with their anticipated uses and sizes at full build-out and, if applicable, any nearby interstate, US, NC or Secondary Roads (SR).

Project Name: Hillcrest Farm Subdivision

Project Reference Number: 230054

- ☐ **A TIA is Required by the Local Government.** In addition, the study area is expected to include NCDOT maintained transportation facilities.
- ☒ **A TIA is Required by NCDOT,** per the [Policy on Street and Driveway Access to North Carolina Highways](#).

If either or both of the boxes above are checked, the Applicant/TIA Consultant is hereby requested to fill out as much as possible of the following TIA scoping checklist, and return it along with the supporting documents to NCDOT prior to the scoping meeting.

- ☐ **A TIA is NOT required.** This decision is based on the development information presented above. Changes in the development plan will require re-evaluation of the TIA need, and may necessitate a TIA. The Applicant should inform the District Engineer of any significant changes in a timely fashion to avoid delays or rejections of the driveway permit / encroachment agreement applications.



NCDOT Traffic Impact Analysis Need Screening / Scoping Request

TIA Need
Screening



TIA
Scoping



TIA
Submittal



Additional Comments:

The TIA need decision is made by the NCDOT Division 8 District 1 on _____.

NCDOT District Representative's Signature

Email concurrence may be used in lieu of the signature.

Print Name



NCDOT TIA Scoping Checklist



Project Name: Hillcrest Farm Subdivision

TIA Scoping Date: 9/6/23

☒ **TIA Need Screening Forms are Attached.** Project Reference #: 230054 Decision Date: _____

☒ **Site Plan and Access**

☒ Provide a site plan illustrating site access, internal and external roadways, buildings and land uses.

Refer to NCDOT's [Policy on Street and Driveway Access to North Carolina Highways](#) pages 14 and 15 for site plan requirements.

☒ Identify site access.

New Access	On Road	Access Type		Driveway Spacing		
	Road Name	Permitted Movements	Traffic Control	Distance (ft)	Direction	Nearest Intersection / Access
Access A	Newbern Avenue	Conventional Full-Mvmt	All-Way Stop	380	East	Teachey School Dr
Access B	Zoo Parkway	Conventional Full-Mvmt	2-Way Stop	900	North	Rockcliff Terrace
Access C						
Access D						
Access E						
Access F						
Access G						
Access H						
Existing Access	Existing Intersection of		Access	Proposed Interconnectivity (If Applicable)		
	Road A	Road B	Modification	Connector #	Road Connected	Adjacent Development
Access 1			Please Select	Connector 1		
Access 2				Connector 2		
Access 3				Connector 3		
Access 4				Connector 4		

☐ Additional access clarifications and provisions (e.g., proposed control-of-access or median breaks, modifications of existing access, loading/unloading area access, bike/pedestrian accommodation).

☐

Proposed K-12 School Site

- ☐ NCDOT [MSTA School Traffic Calculator](#) for Select School Type shall be used.
- ☐ Peak Hour Factors (PHFs) shall be adjusted/weighted for new school trips (0.5 PHF by default).
- ☐ Internal school circulation analysis is required, and should be submitted in advance or concurrent with the TIA submittal.
- ☐ Clarify traffic operation plans (e.g. traffic circulation pattern, pedestrian access, drop-off/pick-up zone location and configuration, queue storage area and, if applicable, staggered start times).



NCDOT TIA Scoping Checklist

TIA Need
Screening



TIA
Scoping



TIA
Submittal



☒ Trip Generation

The TIA Consultant shall prepare trip generation estimates following the current [NCDOT Congestion Management Capacity Analysis Guidelines](#), and submit the calculation sheets and supporting information to the District Engineer for approval prior to capacity analysis.

ITE LUC	Proposed Land Use	Size	Unit	Daily Trips	Peak Hour Type	AM Peak Hour Trips			PM Peak Hour Trips			Data Source
						Enter	Exit	Total	Enter	Exit	Total	
210	SF Detached	282	DU	2619	Adj. Street	48	143	191	166	97	263	ITE Equation
215	SF Attached	64	DU	437	Adj. Street	7	21	28	20	14	34	ITE Equation
Unadjusted Site Trips				3056		55	164	219	186	111	297	
Internal Capture Trips (Attach Calculation Sheets)												Please Select
Internal Capture % of Unadjusted Site Trips				%		%			%			
LUC	Proposed Land Use	Any Internal Trips?		Pass-By % of External Trips								
		Please Select		%		%			%			Please Select
				%		%			%			
				%		%			%			
				%		%			%			
				%		%			%			
Pass-By Trips (Attach Calculation Sheets)												
Adjacent Street Volumes												Please Select
Non-Pass-By Primary Trips												
Diverted Trips, if Applicable and Justifiable												Please Select

**Explain local or other data sources, if used:

☐ Existing Site Trip Information for Redevelopment Projects (Attach separate sheets as needed)

ITE LUC	Existing Land Use	Size	Unit	Daily Trips	Peak Hour Type	AM Peak Hour Trips			PM Peak Hour Trips			Data Source
						Enter	Exit	Total	Enter	Exit	Total	
					Please Select							Please Select
Total Existing Site Trips												



NCDOT TIA Scoping Checklist



☒ Trip Distribution

- ☒ Trip distribution diagrams are submitted concurrently with this document (attach separate sheets).
- ☐ Trip distribution diagrams will be submitted separately, along with supporting information, to the District Engineer for review and approval prior to capacity analysis. The trip distribution shall be based on the current and anticipated traffic patterns, as well as instructions noted below.

If required by the District Engineer, the following additional diagrams shall also be submitted:

- ☐ Mixed-Use Developments (separate diagrams for residential, commercial, and office trips)
- ☐ Inter-Development Trips (if 'internal' trips cross public streets)
- ☐ Pass-By Trips
- ☐ Diverted Trips
- ☐ Each Analysis Period

☐ Mode Split

- ☐ Provide Data Source and Justification

Mode Period	Auto		
AM Peak	%	%	%
PM Peak	%	%	%
Daily	%	%	%
	%	%	%

- ☐ Identify proper infrastructure and accommodation for other modes of travel.

☒ Analysis Peak Periods:

- ☒ Weekday AM Peak _____
- ☒ Weekday PM Peak _____
- ☐ Weekday Midday Peak _____
- ☐ Weekday PM School Peak _____
- ☐ Weekend _____ Peak _____
- ☐ Other _____



NCDOT TIA Scoping Checklist



☒ Study Area Intersections and Data Collection

The study area shall include the site access intersections (both new and existing) identified under “Site Plan and Access” on page 1, as well as the following external and, if applicable, internal intersections.

External Intersection	Intersection of		Traffic Control	Intersection Turning Movement Counts			Notes
	Road A	Road B		New / Existing	Date of Counts	Growth Adjustment	
#1	Zoo Parkway	Newbern Avenue	2-Way Stop	Require New Counts	TBD		
#2	Newbern Ave	Teachey School	All-Way Stop	Require New Counts	TBD		Future Access2
#3	Zoo Parkway	Site Access 1	2-Way Stop				Future Access1
#4							
#5							
#6							
#7							
#8							
#9							
#10							
#11							
#12							

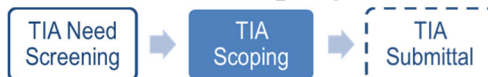
Internal Intersection	Intersection of		Access Type		Intersection Spacing		
	Road A	Road B	Traffic Control	Permitted Movements	Distance (ft)	Direction	Nearest Intersection
#101			Please Select	Please Select		Please Select	
#102							
#103							
#104							
#105							

The following data will be collected:

- ☒ New traffic turning movement counts in ☐ 15-min intervals ☒ 5-min intervals (near schools)
 Unless otherwise noted above, new traffic counts shall be collected at the existing study intersections during the analysis periods. Weekday counts shall avoid Mondays, Fridays, holidays, school breaks, road closures, and major weather events.
- ☐ To account for the impact of existing and/or proposed school traffic, PHFs will be adjusted for:
 intersections numbered: _____
 and access points numbered: _____
- ☐ Traffic Forecast Data for TIP: _____
- ☒ Roadway/Intersection Configuration & Traffic Control
- ☐ Traffic Signal Phasing & Timing Data
- ☐ Crash Data: _____ Period: _____
- ☐ Other: _____



NCDOT TIA Scoping Checklist



☒ Future Year Conditions

☒ Project Build-Out Year: _____ 2031

☒ Future Analysis Year(s): _____ 2031

- ☐ Identify below any funded/committed future transportation improvements, as well as any approved but incomplete developments near the site.

Funded STIP / Local CIP Project	Project Description		Year Complete
N/A Please Advise			
Nearby Approved Development	Location	Future Land Use (exclude any completed phases)	Committed Improvements
N/A Please Advise			

☒ Annual Growth Factor: 1 %

Justification/Data Source: HistoricAADTs(attached)show negative growth.1% proposed to be conservative

☐ Local Comprehensive Transportation Plan Compliance

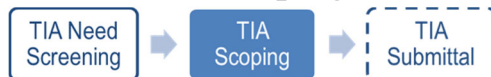
- ☐ Identify Applicable Local Transportation Planning Documents

☒ Identify Applicable Roadways inside the Study Area

Road Name	Classification	Speed Limit	Proposed Cross-Section	Proposed Right-of-Way	Compliance Requirements	Affect Study Intersection #
Zoo Parkway	NC 159	55	2 Lane			
Newbern Ave	Secondary 2919	35	2 Lane			



NCDOT TIA Scoping Checklist



☒ Study Method

The traffic analysis shall follow the current [NCDOT Congestion Management Capacity Analysis Guidelines](#), [Policy on Street and Driveway Access to North Carolina Highways](#), and use the current approved version of analysis software (e.g. Synchro/SimTraffic, HCS, Sidra Intersection, TransModeler).

The study shall include the following analysis scenarios for each analysis period.

1. Existing Conditions
2. Future No-Build Conditions (existing + background growth + approved developments + committed or funded improvements)
3. Future Build Conditions (future no-build + site trips)
4. Future Build with Improvements Conditions (future build traffic with improvements to mitigate the proposed development's impacts) and, if applicable:
- ☐ 5. TIP Design Year Analysis _____
- ☐ 6. Alternative Access Scenario (without proposed control-of-access or median break / modification)

The following additional analysis/outputs should be provided as warranted:

- ☐ Signal Warrant Analysis for accesses/intersections _____
- ☐ Multi-Modal Level of Service Analysis
- ☐ School Loading Zone Traffic Simulation
- ☐ Phasing Analysis (scope separately as needed)
- ☐ Safety/Crash Analysis
- ☐ Control-of-Access Modification Justification
- ☐ Median Break / Modification Justification
- ☐ Other _____

☒ Submittals

In addition to the hardcopies required below, the TIA Consultant shall provide the District Engineer and, if required, the local government an electronic copy of the study documents, including the latest site plan, figures and appendices, in searchable PDF files and the original traffic analysis files (e.g., Synchro, HCS).

To expedite review, the NCDOT electronic submittals shall also be delivered concurrently to:

- ☐ Div. Traffic Engr ☐ Regional Traffic Engr ☐ Congestion Management ☐ Other _____

Submittals	NCDOT		Local Government	
	Electronic	Hardcopy	Electronic	Hardcopy
Trip Generation & Distribution	Required		Please Select	
Draft TIA Report	Required			
Final Sealed TIA Report	Required			

- ☐ **Additional Comments** (municipal TIA requirements, approved variations from NCDOT guidelines)



NCDOT TIA Scoping Checklist



Agreement by All Parties

The undersigned agree to the contents and methodology described above for completing the required traffic impact analysis for the proposed development identified herein. Any changes to the above methodology contemplated by the Applicant or the TIA Consultant must be submitted to the District Engineer in writing. If approved by NCDOT, then such changes may be accepted for the TIA report. Subsequent revisions to the development plan (e.g. land use, density, site access, or schedule) may require additional scoping and analysis, and may modify the TIA requirements.

This agreement shall become effective on the date approved by NCDOT, and shall expire ____ months after the effective date or upon significant changes to the roadway network and/or development assumptions, whichever occurs first. Once expired, renewal or re-scoping will be required for subsequent TIA submittals.

APPLICANT

_____ Signature	_____ Print Name	_____ Date
--------------------	---------------------	---------------

TIA CONSULTANT

_____ Signature	AJ Anastopoulo _____ Print Name	9/6/23 _____ Date
--------------------	---------------------------------------	-------------------------

LOCAL GOVERNMENT REPRESENTATIVE (If Applicable)

_____ Signature	_____ Print Name	_____ Date
--------------------	---------------------	---------------

Email concurrence may be used in lieu of the signature.

NCDOT DISTRICT REPRESENTATIVE

Reviewed and approved by the NCDOT Division ____ District ____ on _____.

_____ Signature	_____ Print Name
--------------------	---------------------

Email concurrence may be used in lieu of the signature.



NCDOT TIA Submittal Checklist



Submittal: Trip Generation & Distribution

Document Date: 9/6/23

Project Name: Hillcrest Subdivision

Previous Name: If Applicable _____

NCDOT Division: 8

District: 1

County: Randolph

Municipality: Asheboro

TIA Consultant: Davenport

Submitted By: AJ Anastopoulo

Phone Number: 910-338-0743

Email: Aanastopoulo@Davenportworld.Com

TIA Scoping Checklist Approval Date: _____

Unadjusted Daily Site Trips: _____

- ☒ The approved TIA Scoping Checklist is included in this submittal.
- ☒ LOS D or better is expected at all study intersections after proposed mitigations.
- ☒ The study report is sealed by a NC Professional Engineer with expertise in traffic engineering.
- ☒ This study has identified all known deficiencies with and without the proposed development.
- ☒ This study has identified mitigation measures to adequately accommodate the site trips.

Explain here if any of the boxes above are unchecked:

The undersigned affirms that, except for the deviations noted below, the TIA submittal conforms to the current [*NCDOT Congestion Management Capacity Analysis Guidelines*](#), [*Policy on Street and Driveway Access to North Carolina Highways*](#), and the TIA Scoping Checklist approved by the NCDOT District Office. The undersigned also acknowledges that the TIA will be rejected if the deviations and justifications are not properly documented and approved by NCDOT.

Deviations and Justifications (e.g., changes in site plan, development schedule, site trip and off-site trip estimates, study area, data collection, analysis period and method. Attached separate sheets if needed.)



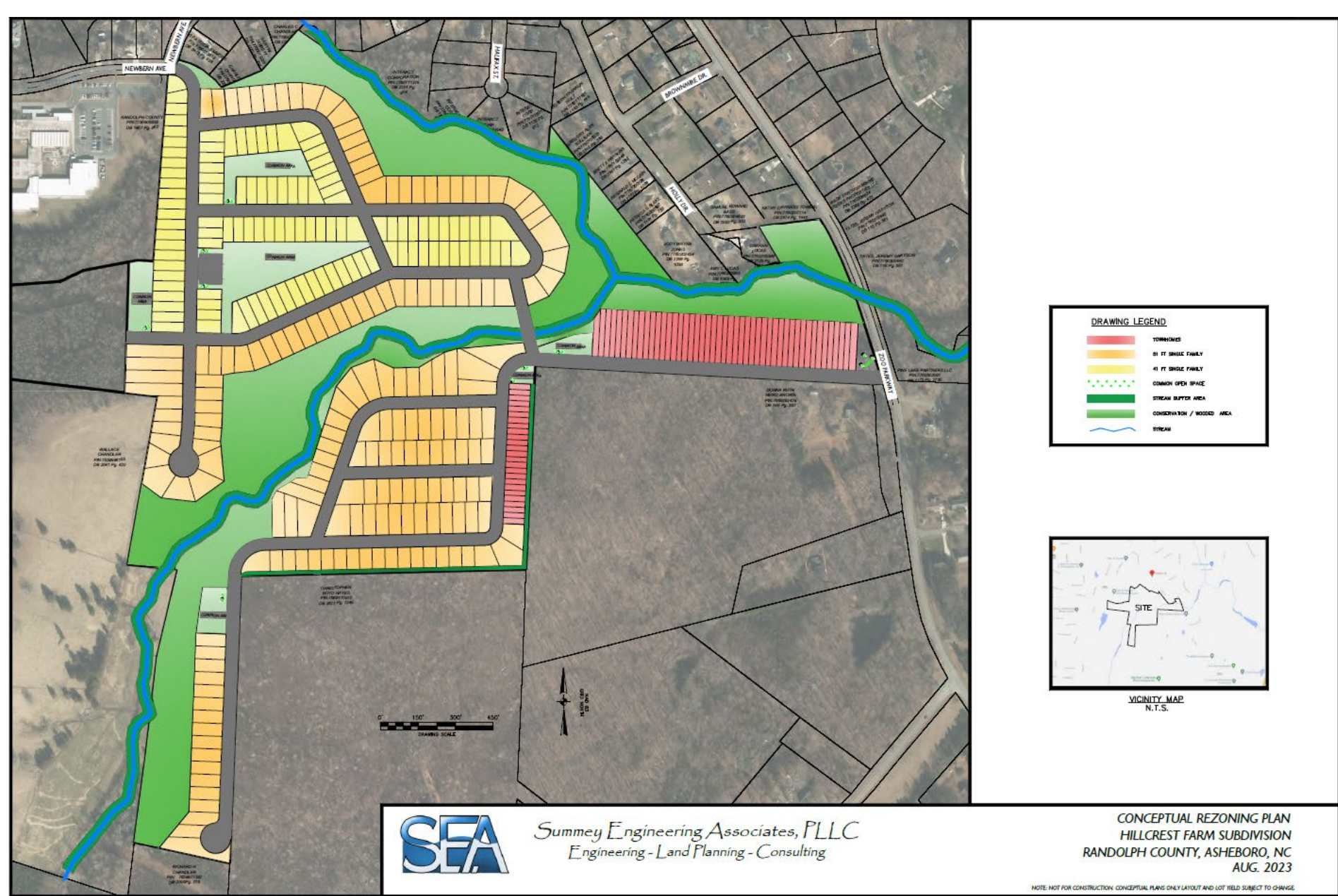
NCDOT TIA Submittal Checklist



TIA Consultant's Signature
(Professional Engineer of TIA Record)

Print Name

Date



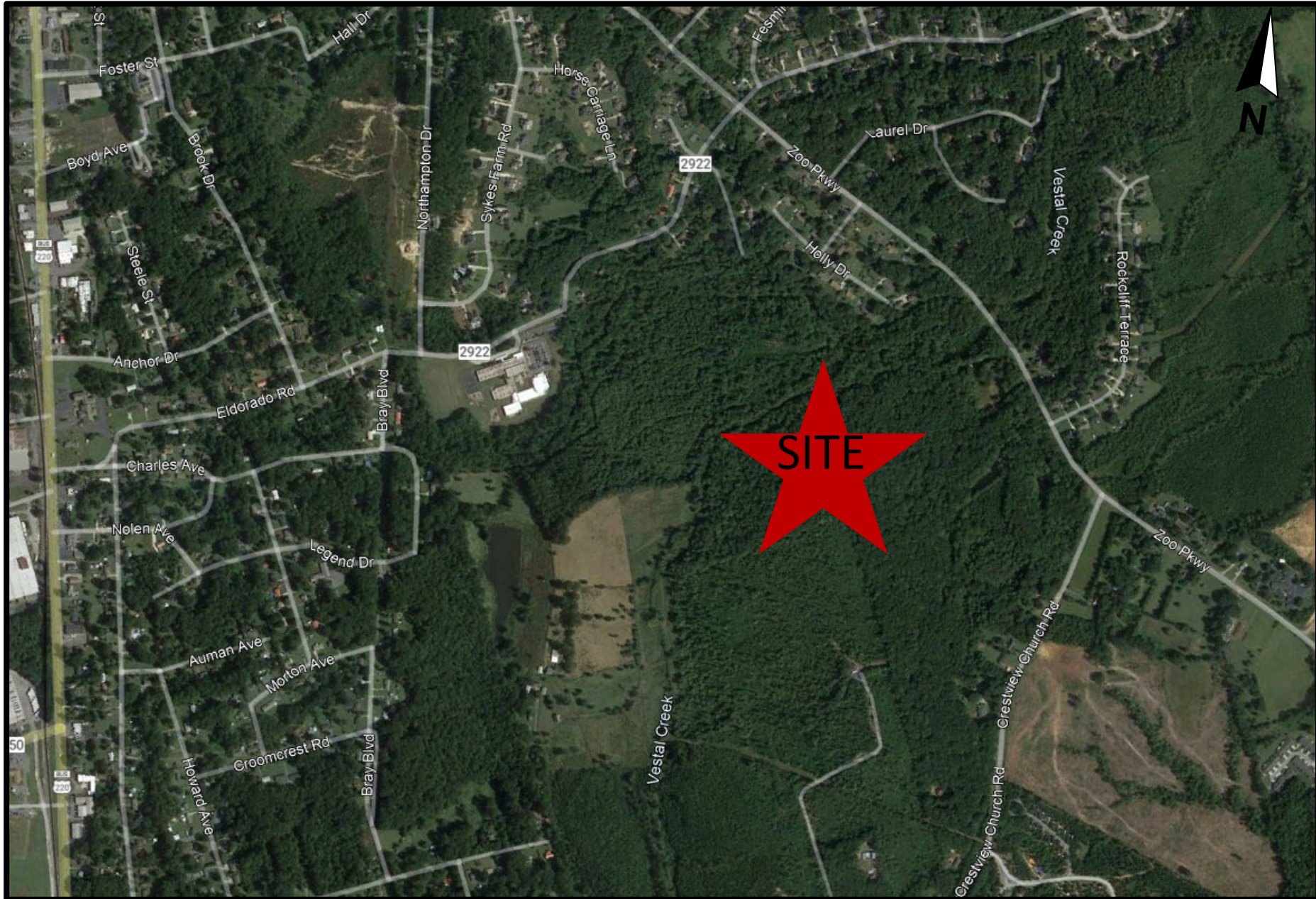




FIGURE 2B
PROPOSED STUDY
INTERSECTIONS

STUDY INTERSECTIONS
EXISTING
PROPOSED

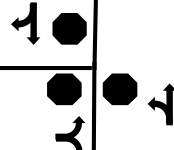




SPEED
LIMIT
35

1,000*

Eldorado
Road



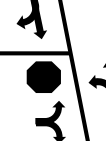
Teachy School
Access

Newbern
Avenue

~1,700'

SPEED
LIMIT
55

Zoo
Parkway
6,100



SPEED
LIMIT
55

4,300

LEGEND



SIGNAL



STOP



ROADWAY



TRAFFIC MOVEMENT

BLACK = EXISTING

XXXX

2021 AADT
VOLUMES

XXXX*

2018 AADT
VOLUMES

FIGURE 3 EXISTING LANE GEOMETRY

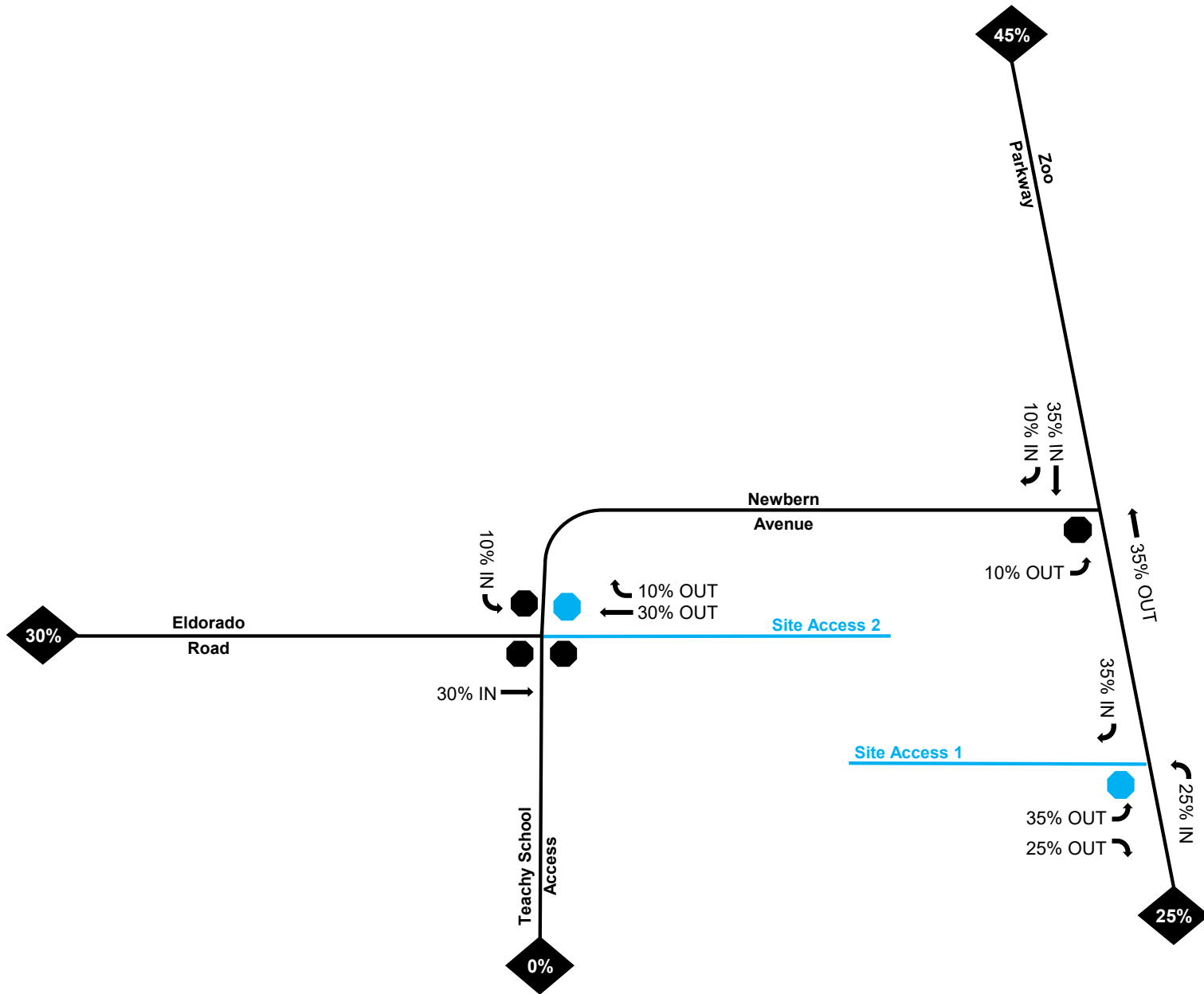
HILLCREST FARM SUBDIVISION
ASHEBORO, NC

PROJECT NUMBER 230054



*** NOT TO SCALE ***

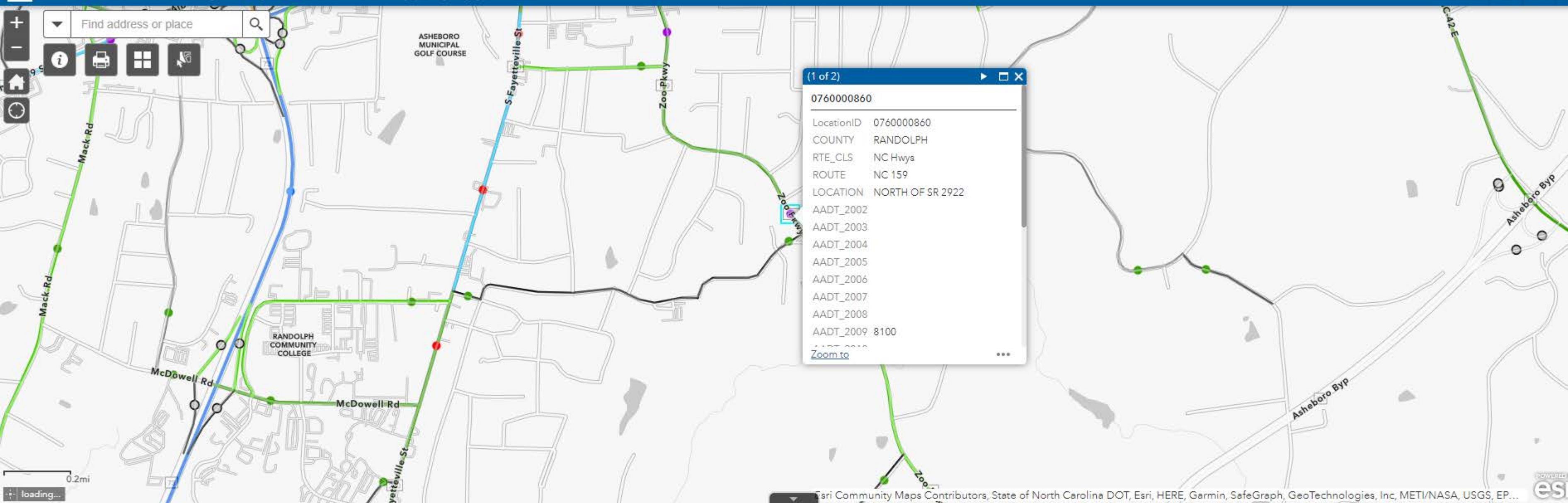
This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of, or improper reliance on, this document by others without written authorization and adaptation by DAVENPORT, shall be without liability to DAVENPORT, and shall be a violation of the agreement between DAVENPORT and the client.



*** NOT TO SCALE ***

This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of, or improper reliance on, this document by others without written authorization and adaptation by DAVENPORT, shall be without liability to DAVENPORT, and shall be a violation of the agreement between DAVENPORT and the client.

NCDOT_AADT_Traffic_Segmentation - NCDOT_AADT_Stations		NCDOT_AADT_Traffic_Segmentation - NCDOT_AADT_Traffic_Segments_Secondary_Non-System				NCDOT_AADT_Traffic_Segmentation - NCDOT_AADT_Traffic_Segments_Primitives				NCDOT_AADT_Traffic_Segmentation - NCDOT_AADT_Traffic_Segments_Interstates								
Options ▾		Filter by map extent		Zoom to		Clear selection		Refresh										
AADT_2003	AADT_2004	AADT_2005	AADT_2006	AADT_2007	AADT_2008	AADT_2009	AADT_2010	AADT_2011	AADT_2012	AADT_2013	AADT_2014	AADT_2015	AADT_2016	AADT_2017	AADT_2018	AADT_2019	AADT_2020	AADT_2021
	710		920						600						1000			



NCDOT_AADT_Traffic_Segmentation - NCDOT_AADT_Traffic_Segments_Primitives																		
AADT_2003	AADT_2004	AADT_2005	AADT_2006	AADT_2007	AADT_2008	AADT_2009	AADT_2010	AADT_2011	AADT_2012	AADT_2013	AADT_2014	AADT_2015	AADT_2016	AADT_2017	AADT_2018	AADT_2019	AADT_2020	AADT_2021
						8100				7300	7300		6500			7800	6700	6100

A screenshot of the Google Maps mobile app interface. The top navigation bar contains several icons: a minus sign for zoom out, an information icon (i), a car icon for navigation, a four-square icon for layers, and a compass icon. Below the navigation bar, a map is visible with a green line indicating a route. The map shows a street labeled 'N. Holl' and a building labeled 'Holl'.

(1 of 2)

LocationID	0760000261
COUNTY	RANDOLPH
RTE_CLS	NC Hwys
ROUTE	NC 159
LOCATION	SOUTH OF SR 2820
AADT_2002	5800
AADT_2003	7500
AADT_2004	6400
AADT_2005	6600
AADT_2006	6700
AADT_2007	7200
AADT_2008	
AADT_2009	5900
AADT_2010	6000

[Zoom to](#)

AADT_2003	AADT_2004	AADT_2005	AADT_2006	AADT_2007	AADT_2008	AADT_2009	AADT_2010	AADT_2011	AADT_2012	AADT_2013	AADT_2014	AADT_2015	AADT_2016	AADT_2017	AADT_2018	AADT_2019	AADT_2020	AADT_2021
7500	6400	6600	6700	7200		5900	6300	6100	8400	6000		6500	5900	6900		5800		4300

Table 4.2 - ITE 11th Edition Trip Generation											
Average Weekday Driveway Volumes					24-Hour	AM Peak Hour			PM Peak Hour		
					Two-Way						
Land Use	ITE Land Use Code	Size		Data Source	Volume	Enter	Exit	Total	Enter	Exit	Total
Single-Family Detached Housing	210	282	Dwelling Units	Adjacent-Equation	2619	48	143	191	166	97	263
Single-Family Attached Housing	215	64	Dwelling Units	Adjacent-Equation	437	7	21	28	20	14	34
Total Trips					3,056	55	164	219	186	111	297

Query

Filter

DATA SOURCE:

Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:

210



LAND USE GROUP:

(200-299) Residential

LAND USE :

210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Dwelling Units

TIME PERIOD:

Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:

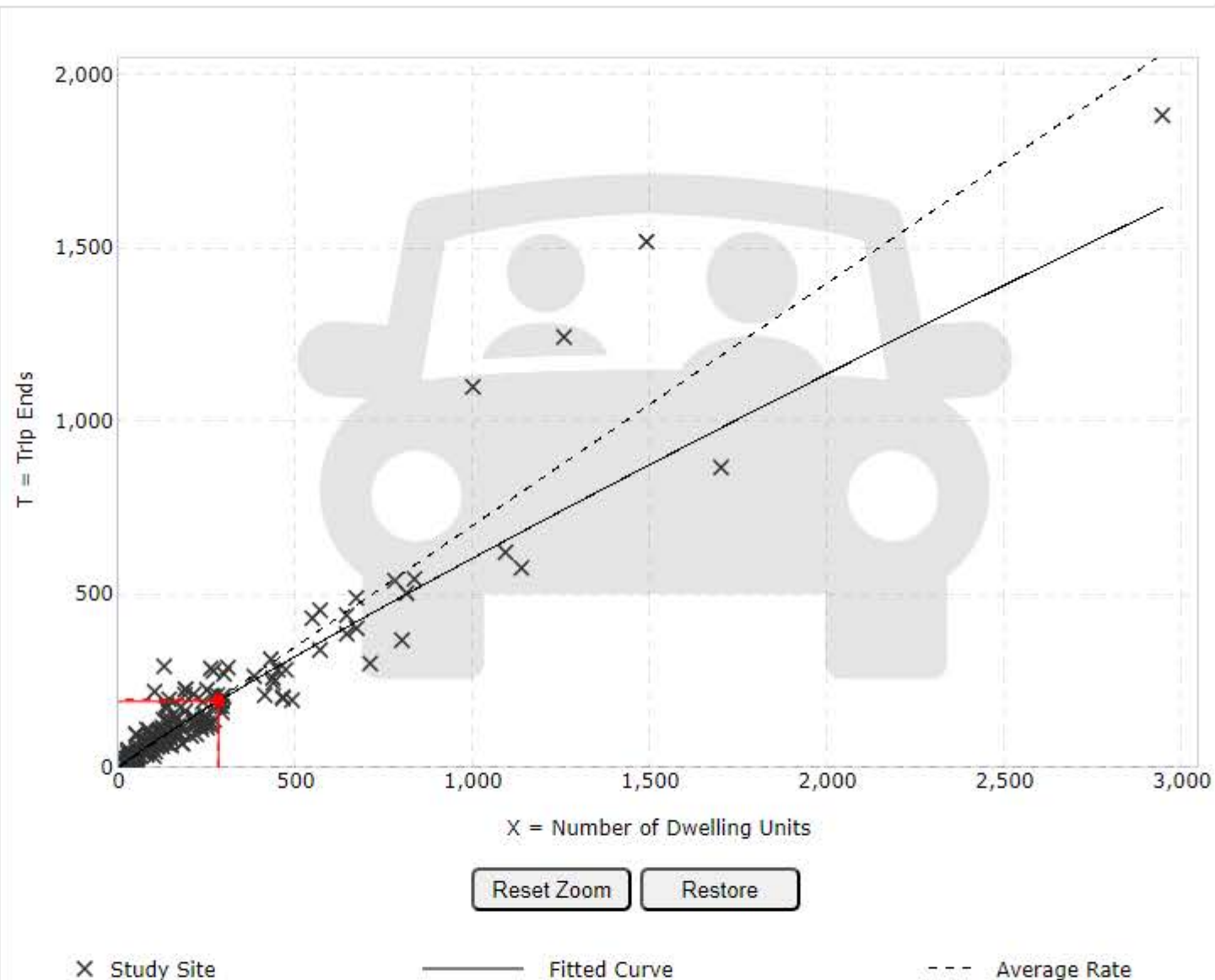
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

282

Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:

Single-Family Detached Housing (210) [Click for Description and Data Plots](#)

Independent Variable:

Dwelling Units

Time Period:

Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:

General Urban/Suburban

Trip Type:

Vehicle

Number of Studies:

192

Avg. Num. of Dwelling Units:

226

Average Rate:

0.70

Range of Rates:

0.27 - 2.27

Standard Deviation:

0.24

Fitted Curve Equation:

 $\ln(T) = 0.91 \ln(X) + 0.12$ R²:

0.90

Directional Distribution:

25% entering, 75% exiting

Calculated Trip Ends:

Average Rate: 197 (Total), 49 (Entry), 148 (Exit)

Fitted Curve: 191 (Total), 48 (Entry), 143 (Exit)

Query

Filter

DATA SOURCE:

Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:

210



LAND USE GROUP:

(200-299) Residential

LAND USE :

210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Dwelling Units

TIME PERIOD:

Weekday

TRIP TYPE:

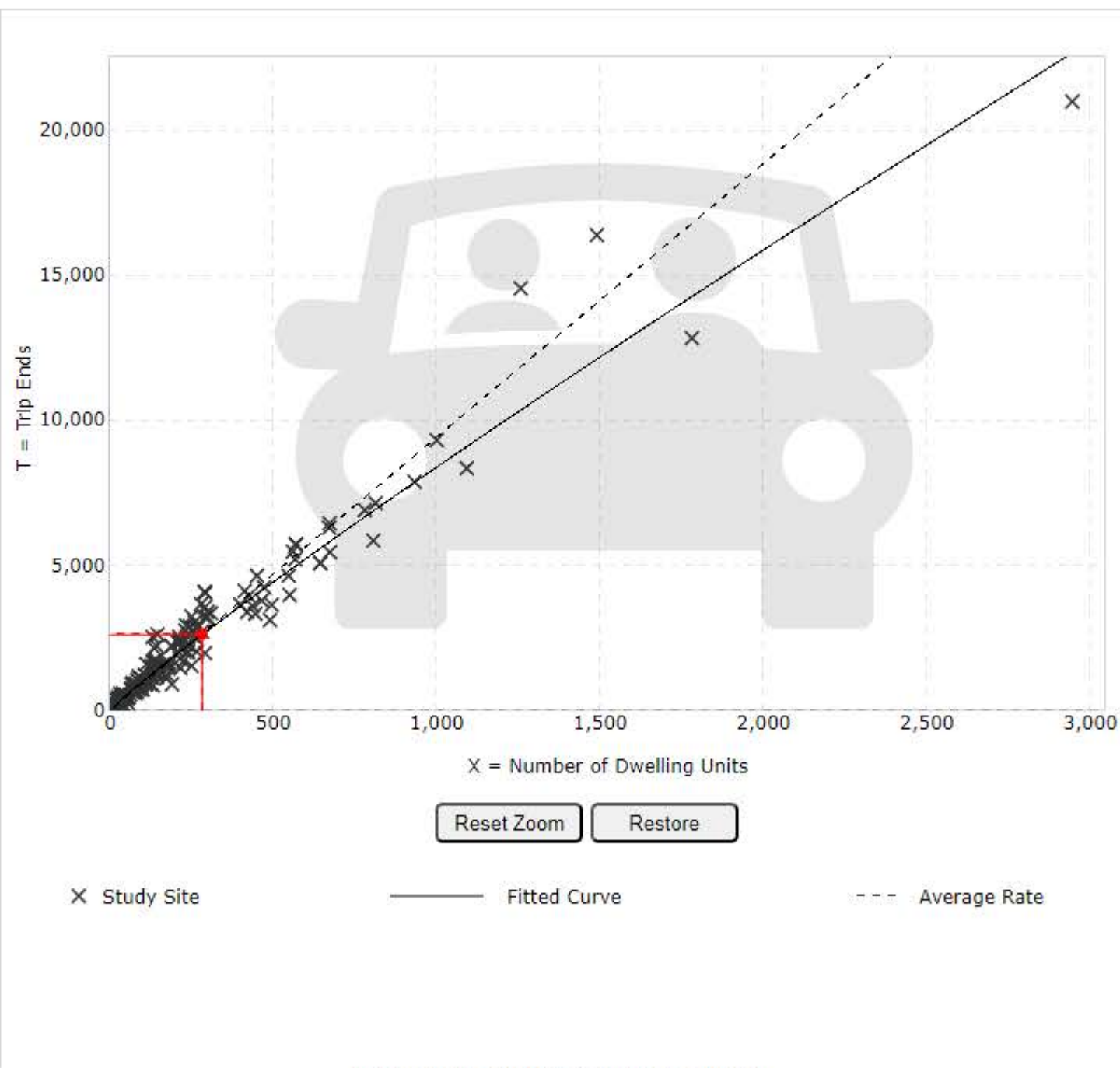
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

282

Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:

Single-Family Detached Housing (210) [Click for Description and Data Plots](#)

Independent Variable:

Dwelling Units

Time Period:

Weekday

Setting/Location:

General Urban/Suburban

Trip Type:

Vehicle

Number of Studies:

174

Avg. Num. of Dwelling Units:

246

Average Rate:

9.43

Range of Rates:

4.45 - 22.61

Standard Deviation:

2.13

Fitted Curve Equation:

 $\ln(T) = 0.92 \ln(X) + 2.68$ R^2 :

0.95

Directional Distribution:

50% entering, 50% exiting

Calculated Trip Ends:

Average Rate: 2659 (Total), 1330 (Entry), 1329 (Exit)

Fitted Curve: 2619 (Total), 1310 (Entry), 1309 (Exit)

Query

Filter

DATA SOURCE:

Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:

210



LAND USE GROUP:

(200-299) Residential

LAND USE :

210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Dwelling Units

TIME PERIOD:

Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:

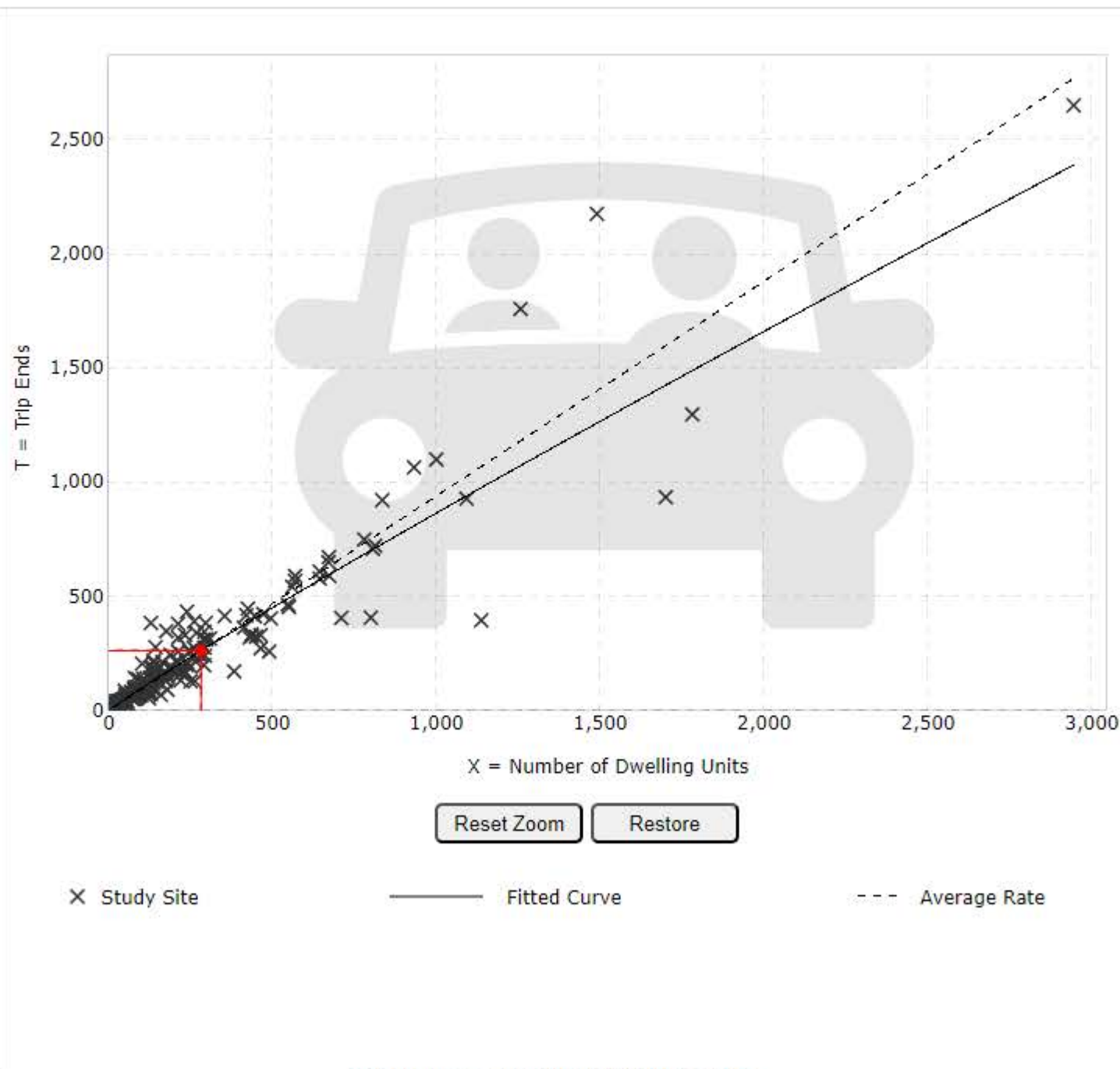
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

282

Calculate

Data Plot and Equation



DATA STATISTICS

Land Use:

Single-Family Detached Housing (210) [Click for Description and Data Plots](#)

Independent Variable:

Dwelling Units

Time Period:

Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:

General Urban/Suburban

Trip Type:

Vehicle

Number of Studies:

208

Avg. Num. of Dwelling Units:

248

Average Rate:

0.94

Range of Rates:

0.35 - 2.98

Standard Deviation:

0.31

Fitted Curve Equation:

 $\ln(T) = 0.94 \ln(X) + 0.27$ R^2 :

0.92

Directional Distribution:

63% entering, 37% exiting

Calculated Trip Ends:

Average Rate: 265 (Total), 167 (Entry), 98 (Exit)
Fitted Curve: 263 (Total), 166 (Entry), 97 (Exit)

Query

Filter

DATA SOURCE:

Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:

215



LAND USE GROUP:

(200-299) Residential

LAND USE :

215 - Single-Family Attached Housing

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Dwelling Units

TIME PERIOD:

Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:

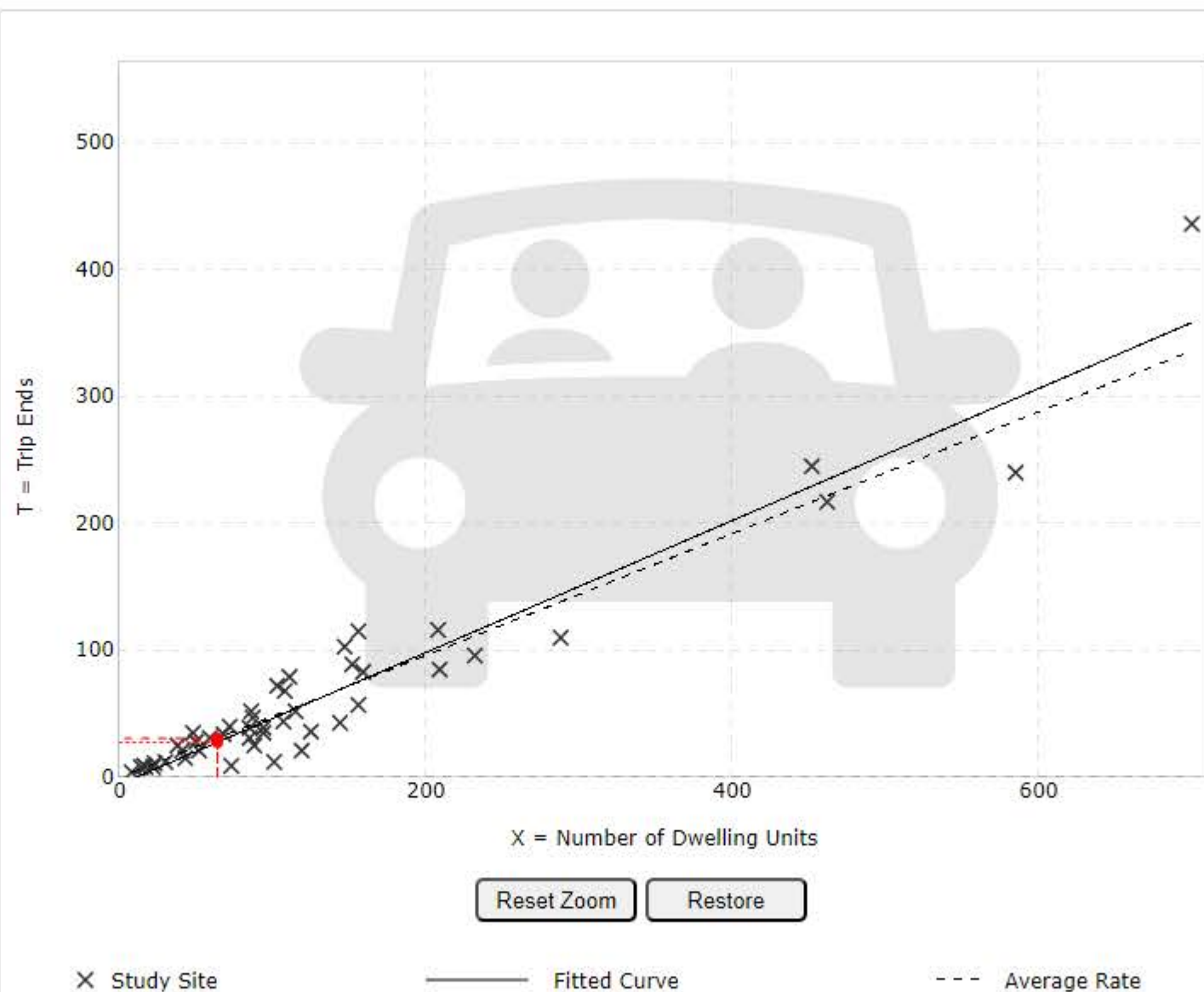
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

64

Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:

Single-Family Attached Housing (215) [Click for Description and Data Plots](#)

Independent Variable:

Dwelling Units

Time Period:

Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:

General Urban/Suburban

Trip Type:

Vehicle

Number of Studies:

46

Avg. Num. of Dwelling Units:

135

Average Rate:

0.48

Range of Rates:

0.12 - 0.74

Standard Deviation:

0.14

Fitted Curve Equation:

 $T = 0.52(X) - 5.70$ R^2 :

0.92

Directional Distribution:

25% entering, 75% exiting

Calculated Trip Ends:

Average Rate: 31 (Total), 8 (Entry), 23 (Exit)
Fitted Curve: 28 (Total), 7 (Entry), 21 (Exit)

Query

Filter

DATA SOURCE:

Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:

215



LAND USE GROUP:

(200-299) Residential

LAND USE:

215 - Single-Family Attached Housing

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Dwelling Units

TIME PERIOD:

Weekday

TRIP TYPE:

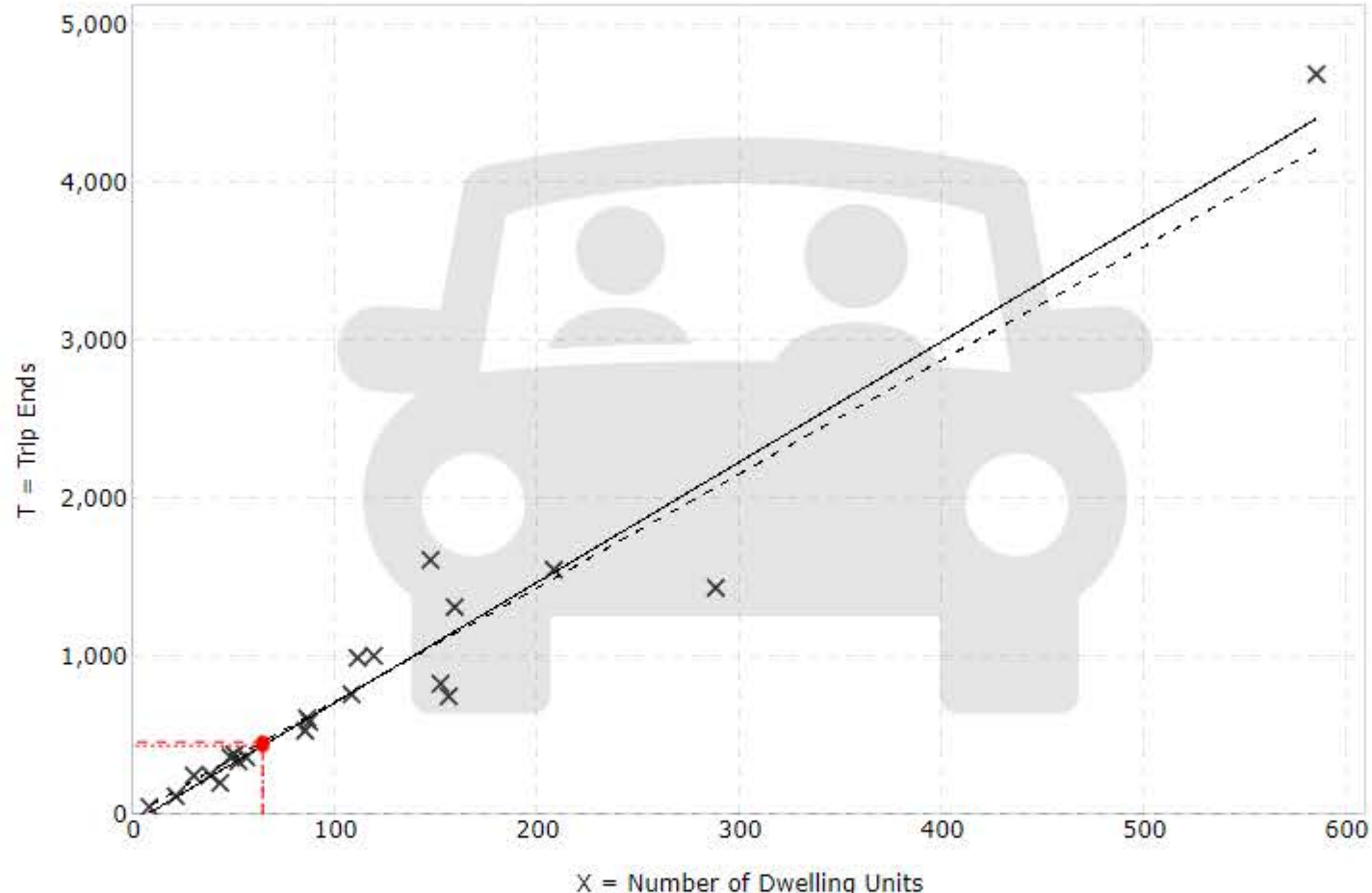
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

64

Calculate

Data Plot and Equation



Reset Zoom

Restore

X Study Site

— Fitted Curve

- - - Average Rate

Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:

Single-Family Attached Housing (215) [Click for Description and Data Plots](#)

Independent Variable:

Dwelling Units

Time Period:

Weekday

Setting/Location:

General Urban/Suburban

Trip Type:

Vehicle

Number of Studies:

22

Avg. Num. of Dwelling Units:

120

Average Rate:

7.20

Range of Rates:

4.70 - 10.97

Standard Deviation:

1.61

Fitted Curve Equation:

 $T = 7.62(X) - 50.48$ R^2 :

0.94

Directional Distribution:

50% entering, 50% exiting

Calculated Trip Ends:

Average Rate: 461 (Total), 230 (Entry), 231 (Exit)

Fitted Curve: 437 (Total), 219 (Entry), 218 (Exit)

Query

Filter

DATA SOURCE:

Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:

215



LAND USE GROUP:

(200-299) Residential

LAND USE :

215 - Single-Family Attached Housing

LAND USE SUBCATEGORY:

All Sites

SETTING/LOCATION:

General Urban/Suburban

INDEPENDENT VARIABLE (IV):

Dwelling Units

TIME PERIOD:

Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:

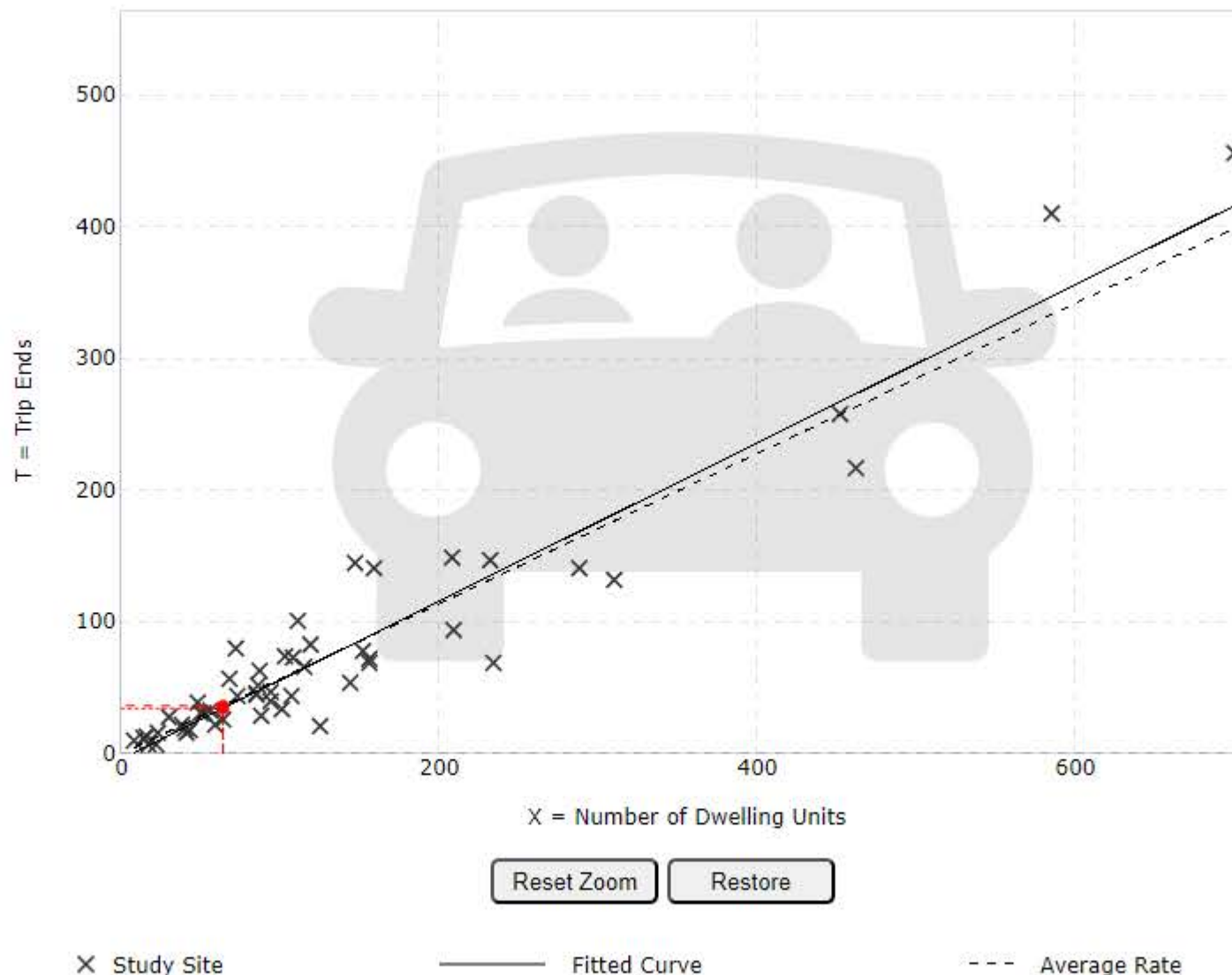
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:

64

Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:

Single-Family Attached Housing (215) [Click for Description and Data Plots](#)

Independent Variable:

Dwelling Units

Time Period:

Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:

General Urban/Suburban

Trip Type:

Vehicle

Number of Studies:

51

Avg. Num. of Dwelling Units:

136

Average Rate:

0.57

Range of Rates:

0.17 - 1.25

Standard Deviation:

0.18

Fitted Curve Equation:

 $T = 0.60(X) - 3.93$ R^2 :

0.91

Directional Distribution:

59% entering, 41% exiting

Calculated Trip Ends:

Average Rate: 36 (Total), 22 (Entry), 14 (Exit)
Fitted Curve: 34 (Total), 20 (Entry), 14 (Exit)

Capacity Analysis Synchro Worksheets

Existing Conditions

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	59	4	18	9	4	41	21	196	4	10	147	69
Future Vol, veh/h	59	4	18	9	4	41	21	196	4	10	147	69
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	66	4	20	10	4	46	23	218	4	11	163	77
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	515	492	202	502	528	220	240	0	0	222	0	0
Stage 1	224	224	-	266	266	-	-	-	-	-	-	-
Stage 2	291	268	-	236	262	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	470	478	839	480	456	820	1327	-	-	1347	-	-
Stage 1	779	718	-	739	689	-	-	-	-	-	-	-
Stage 2	717	687	-	767	691	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	431	464	839	455	442	820	1327	-	-	1347	-	-
Mov Cap-2 Maneuver	431	464	-	455	442	-	-	-	-	-	-	-
Stage 1	763	711	-	724	675	-	-	-	-	-	-	-
Stage 2	659	673	-	737	684	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	14.1		10.8		0.7		0.3					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1327	-	-	485	685	1347	-	-				
HCM Lane V/C Ratio	0.018	-	-	0.186	0.088	0.008	-	-				
HCM Control Delay (s)	7.8	0	-	14.1	10.8	7.7	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.3	0	-	-				

Intersection

Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	120	133	72	87	15
Future Vol, veh/h	4	120	133	72	87	15
Peak Hour Factor	0.75	0.50	0.50	0.50	0.50	0.75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	240	266	144	174	20
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	10.2	14	9.8
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	65%	3%	0%
Vol Thru, %	35%	0%	85%
Vol Right, %	0%	97%	15%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	205	124	102
LT Vol	133	4	0
Through Vol	72	0	87
RT Vol	0	120	15
Lane Flow Rate	410	245	194
Geometry Grp	1	1	1
Degree of Util (X)	0.557	0.326	0.266
Departure Headway (Hd)	4.89	4.784	4.939
Convergence, Y/N	Yes	Yes	Yes
Cap	730	743	718
Service Time	2.967	2.859	3.029
HCM Lane V/C Ratio	0.562	0.33	0.27
HCM Control Delay	14	10.2	9.8
HCM Lane LOS	B	B	A
HCM 95th-tile Q	3.5	1.4	1.1

Intersection

Int Delay, s/veh 2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	47	67	506	48	35	482
Future Vol, veh/h	47	67	506	48	35	482
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	350	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	74	562	53	39	536

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1203	589	0
Stage 1	589	-	-
Stage 2	614	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	204	508	-
Stage 1	554	-	-
Stage 2	540	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	196	508	-
Mov Cap-2 Maneuver	196	-	-
Stage 1	554	-	-
Stage 2	518	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.7	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	307	965
HCM Lane V/C Ratio	-	-	0.413	0.04
HCM Control Delay (s)	-	-	24.7	8.9
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.9	0.1

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	81	20	28	38	53
Future Vol, veh/h	26	81	20	28	38	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	525	-	-	-	0	250
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	90	22	31	42	59
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	53	0	-	0	186	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	148	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1553	-	-	-	803	1034
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	880	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1553	-	-	-	788	1034
Mov Cap-2 Maneuver	-	-	-	-	788	-
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	880	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.8	0		9.2		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1553	-	-	-	788	1034
HCM Lane V/C Ratio	0.019	-	-	-	0.054	0.057
HCM Control Delay (s)	7.4	-	-	-	9.8	8.7
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	0.2

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	5	19	5	4	24	12	258	2	28	289	20
Future Vol, veh/h	12	5	19	5	4	24	12	258	2	28	289	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	6	21	6	4	27	13	287	2	31	321	22
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	724	709	332	722	719	288	343	0	0	289	0	0
Stage 1	394	394	-	314	314	-	-	-	-	-	-	-
Stage 2	330	315	-	408	405	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	341	359	710	342	354	751	1216	-	-	1273	-	-
Stage 1	631	605	-	697	656	-	-	-	-	-	-	-
Stage 2	683	656	-	620	598	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	315	344	710	317	339	751	1216	-	-	1273	-	-
Mov Cap-2 Maneuver	315	344	-	317	339	-	-	-	-	-	-	-
Stage 1	623	587	-	688	647	-	-	-	-	-	-	-
Stage 2	646	647	-	578	580	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	13.7		12		0.4		0.7					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1216	-	-	453	554	1273	-	-				
HCM Lane V/C Ratio	0.011	-	-	0.088	0.066	0.024	-	-				
HCM Control Delay (s)	8	0	-	13.7	12	7.9	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.3	0.2	0.1	-	-				

Intersection

Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	37	4	4	4	4	28
Future Vol, veh/h	37	4	4	4	4	28
Peak Hour Factor	0.75	0.50	0.50	0.50	0.50	0.75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	8	8	8	8	37
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.5	7.3	6.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	50%	90%	0%
Vol Thru, %	50%	0%	12%
Vol Right, %	0%	10%	88%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	8	41	32
LT Vol	4	37	0
Through Vol	4	0	4
RT Vol	0	4	28
Lane Flow Rate	16	57	45
Geometry Grp	1	1	1
Degree of Util (X)	0.019	0.066	0.044
Departure Headway (Hd)	4.169	4.161	3.521
Convergence, Y/N	Yes	Yes	Yes
Cap	857	862	1013
Service Time	2.202	2.179	1.555
HCM Lane V/C Ratio	0.019	0.066	0.044
HCM Control Delay	7.3	7.5	6.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1

Intersection

Int Delay, s/veh 0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	27	481	43	39	545
Future Vol, veh/h	10	27	481	43	39	545
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	350	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	30	534	48	43	606

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1250	558	0
Stage 1	558	-	-
Stage 2	692	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	191	529	-
Stage 1	573	-	-
Stage 2	497	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	183	529	-
Mov Cap-2 Maneuver	183	-	-
Stage 1	573	-	-
Stage 2	476	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.7	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	350	992
HCM Lane V/C Ratio	-	-	0.117	0.044
HCM Control Delay (s)	-	-	16.7	8.8
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	55	21	135	68	36	34
Future Vol, veh/h	55	21	135	68	36	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	525	-	-	-	0	250
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	23	150	76	40	38
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	226	0	-	0	333	188
Stage 1	-	-	-	-	188	-
Stage 2	-	-	-	-	145	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1342	-	-	-	662	854
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	882	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1342	-	-	-	632	854
Mov Cap-2 Maneuver	-	-	-	-	632	-
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	882	-
Approach	EB	WB		SB		
HCM Control Delay, s	5.7	0		10.3		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1342	-	-	-	632	854
HCM Lane V/C Ratio	0.046	-	-	-	0.063	0.044
HCM Control Delay (s)	7.8	-	-	-	11.1	9.4
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	0.1

Future No Build Conditions

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	64	4	19	10	4	44	23	216	4	11	163	75
Future Vol, veh/h	64	4	19	10	4	44	23	216	4	11	163	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	71	4	21	11	4	49	26	240	4	12	181	83
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	568	543	223	553	582	242	264	0	0	244	0	0
Stage 1	247	247	-	294	294	-	-	-	-	-	-	-
Stage 2	321	296	-	259	288	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	434	447	817	444	425	797	1300	-	-	1322	-	-
Stage 1	757	702	-	714	670	-	-	-	-	-	-	-
Stage 2	691	668	-	746	674	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	394	432	817	418	411	797	1300	-	-	1322	-	-
Mov Cap-2 Maneuver	394	432	-	418	411	-	-	-	-	-	-	-
Stage 1	740	694	-	698	655	-	-	-	-	-	-	-
Stage 2	629	653	-	714	667	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Control Delay, s	15.3		11.1		0.7			0.3				
HCM LOS	C		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1300	-	-	446	653	1322	-	-				
HCM Lane V/C Ratio	0.02	-	-	0.217	0.099	0.009	-	-				
HCM Control Delay (s)	7.8	0	-	15.3	11.1	7.7	0	-				
HCM Lane LOS	A	A	-	C	B	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.3	0	-	-				

Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	130	144	78	94	16
Future Vol, veh/h	4	130	144	78	94	16
Peak Hour Factor	0.75	0.50	0.50	0.50	0.50	0.75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	260	288	156	188	21
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	10.9	16.2	10.4
HCM LOS	B	C	B

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	65%	3%	0%
Vol Thru, %	35%	0%	85%
Vol Right, %	0%	97%	15%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	222	134	110
LT Vol	144	4	0
Through Vol	78	0	94
RT Vol	0	130	16
Lane Flow Rate	444	265	209
Geometry Grp	1	1	1
Degree of Util (X)	0.626	0.369	0.3
Departure Headway (Hd)	5.075	5.009	5.166
Convergence, Y/N	Yes	Yes	Yes
Cap	715	719	697
Service Time	3.09	3.03	3.193
HCM Lane V/C Ratio	0.621	0.369	0.3
HCM Control Delay	16.2	10.9	10.4
HCM Lane LOS	C	B	B
HCM 95th-tile Q	4.4	1.7	1.3

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	51	73	548	52	38	522
Future Vol, veh/h	51	73	548	52	38	522
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	350	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	81	609	58	42	580
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1302	638	0	0	667	0
Stage 1	638	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	177	477	-	-	923	-
Stage 1	526	-	-	-	-	-
Stage 2	512	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	169	477	-	-	923	-
Mov Cap-2 Maneuver	169	-	-	-	-	-
Stage 1	526	-	-	-	-	-
Stage 2	488	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	30.9	0		0.6		
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	273	923	-	
HCM Lane V/C Ratio	-	-	0.505	0.046	-	
HCM Control Delay (s)	-	-	30.9	9.1	-	
HCM Lane LOS	-	-	D	A	-	
HCM 95th %tile Q(veh)	-	-	2.6	0.1	-	

Intersection

Int Delay, s/veh 4.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	31	88	22	33	44	60
Future Vol, veh/h	31	88	22	33	44	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	525	-	-	-	0	250
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	98	24	37	49	67

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	61	0	0 209 43
Stage 1	-	-	- 43 -
Stage 2	-	-	- 166 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1542	-	- 779 1027
Stage 1	-	-	- 979 -
Stage 2	-	-	- 863 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1542	-	- 762 1027
Mov Cap-2 Maneuver	-	-	- 762 -
Stage 1	-	-	- 957 -
Stage 2	-	-	- 863 -

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1542	-	-	-	762	1027
HCM Lane V/C Ratio	0.022	-	-	-	0.064	0.065
HCM Control Delay (s)	7.4	-	-	-	10	8.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	0.2

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	5	21	5	4	26	13	317	4	30	341	22
Future Vol, veh/h	13	5	21	5	4	26	13	317	4	30	341	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	6	23	6	4	29	14	352	4	33	379	24
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	856	841	391	854	851	354	403	0	0	356	0	0
Stage 1	457	457	-	382	382	-	-	-	-	-	-	-
Stage 2	399	384	-	472	469	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	278	301	658	279	297	690	1156	-	-	1203	-	-
Stage 1	583	568	-	640	613	-	-	-	-	-	-	-
Stage 2	627	611	-	573	561	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	253	286	658	255	282	690	1156	-	-	1203	-	-
Mov Cap-2 Maneuver	253	286	-	255	282	-	-	-	-	-	-	-
Stage 1	574	548	-	630	604	-	-	-	-	-	-	-
Stage 2	587	602	-	528	541	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	15.5		13		0.3		0.6					
HCM LOS	C		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1156	-	-	387	490	1203	-	-				
HCM Lane V/C Ratio	0.012	-	-	0.112	0.079	0.028	-	-				
HCM Control Delay (s)	8.2	0	-	15.5	13	8.1	0	-				
HCM Lane LOS	A	A	-	C	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.4	0.3	0.1	-	-				

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	4	4	4	4	30
Future Vol, veh/h	40	4	4	4	4	30
Peak Hour Factor	0.75	0.50	0.50	0.50	0.50	0.75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	8	8	8	8	40
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.5	7.3	6.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	50%	91%	0%
Vol Thru, %	50%	0%	12%
Vol Right, %	0%	9%	88%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	8	44	34
LT Vol	4	40	0
Through Vol	4	0	4
RT Vol	0	4	30
Lane Flow Rate	16	61	48
Geometry Grp	1	1	1
Degree of Util (X)	0.019	0.071	0.047
Departure Headway (Hd)	4.179	4.172	3.524
Convergence, Y/N	Yes	Yes	Yes
Cap	854	860	1012
Service Time	2.215	2.19	1.56
HCM Lane V/C Ratio	0.019	0.071	0.047
HCM Control Delay	7.3	7.5	6.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1

Intersection

Int Delay, s/veh 0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	29	521	47	42	590
Future Vol, veh/h	11	29	521	47	42	590
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	350	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	32	579	52	47	656

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1355	605	0
Stage 1	605	-	-
Stage 2	750	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	165	498	-
Stage 1	545	-	-
Stage 2	467	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	157	498	-
Mov Cap-2 Maneuver	157	-	-
Stage 1	545	-	-
Stage 2	444	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.4	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	312	951
HCM Lane V/C Ratio	-	-	0.142	0.049
HCM Control Delay (s)	-	-	18.4	9
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.5	0.2

Intersection						
Int Delay, s/veh	4.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	77	23	146	95	68	61
Future Vol, veh/h	77	23	146	95	68	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	525	-	-	-	0	250
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	26	162	106	76	68
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	268	0	-	0	413	215
Stage 1	-	-	-	-	215	-
Stage 2	-	-	-	-	198	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1296	-	-	-	595	825
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	835	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1296	-	-	-	556	825
Mov Cap-2 Maneuver	-	-	-	-	556	-
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	835	-
Approach	EB	WB		SB		
HCM Control Delay, s	6.1	0		11.2		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1296	-	-	-	556	825
HCM Lane V/C Ratio	0.066	-	-	-	0.136	0.082
HCM Control Delay (s)	8	-	-	-	12.5	9.8
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5	0.3

Future Build Conditions

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	97	4	19	10	4	44	23	241	4	11	171	86
Future Vol, veh/h	97	4	19	10	4	44	23	241	4	11	171	86
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	108	4	21	11	4	49	26	268	4	12	190	96
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	611	586	238	597	632	270	286	0	0	272	0	0
Stage 1	262	262	-	322	322	-	-	-	-	-	-	-
Stage 2	349	324	-	275	310	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	406	422	801	415	398	769	1276	-	-	1291	-	-
Stage 1	743	691	-	690	651	-	-	-	-	-	-	-
Stage 2	667	650	-	731	659	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	367	407	801	390	384	769	1276	-	-	1291	-	-
Mov Cap-2 Maneuver	367	407	-	390	384	-	-	-	-	-	-	-
Stage 1	725	683	-	673	635	-	-	-	-	-	-	-
Stage 2	605	634	-	699	652	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	18.3		11.5		0.7		0.3					
HCM LOS	C		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1276	-	-	403	622	1291	-	-				
HCM Lane V/C Ratio	0.02	-	-	0.331	0.104	0.009	-	-				
HCM Control Delay (s)	7.9	0	-	18.3	11.5	7.8	0	-				
HCM Lane LOS	A	A	-	C	B	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	1.4	0.3	0	-	-				

Intersection

Intersection Delay, s/veh 15.2

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	11	130	4	32	33	144	78	4	11	94	16
Future Vol, veh/h	4	11	130	4	32	33	144	78	4	11	94	16
Peak Hour Factor	0.75	0.90	0.50	0.50	0.75	0.90	0.50	0.50	0.50	0.90	0.50	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	12	260	8	43	37	288	156	8	12	188	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.3	10.2	19.6	11.7
HCM LOS	B	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	64%	3%	6%	9%
Vol Thru, %	35%	8%	46%	78%
Vol Right, %	2%	90%	48%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	226	145	69	121
LT Vol	144	4	4	11
Through Vol	78	11	32	94
RT Vol	4	130	33	16
Lane Flow Rate	452	278	87	222
Geometry Grp	1	1	1	1
Degree of Util (X)	0.685	0.417	0.147	0.347
Departure Headway (Hd)	5.457	5.406	6.055	5.646
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	660	661	588	634
Service Time	3.511	3.473	4.142	3.715
HCM Lane V/C Ratio	0.685	0.421	0.148	0.35
HCM Control Delay	19.6	12.3	10.2	11.7
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	5.4	2.1	0.5	1.5

Intersection

Int Delay, s/veh 5.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	67	89	548	57	44	522
Future Vol, veh/h	67	89	548	57	44	522
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	350	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	99	609	63	49	580

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1319	641	0
Stage 1	641	-	-
Stage 2	678	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	173	475	-
Stage 1	525	-	-
Stage 2	504	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	164	475	-
Mov Cap-2 Maneuver	164	-	-
Stage 1	525	-	-
Stage 2	477	-	-

Approach	WB	NB	SB
HCM Control Delay, s	42	0	0.7
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	262	919
HCM Lane V/C Ratio	-	-	0.662	0.053
HCM Control Delay (s)	-	-	42	9.1
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	4.2	0.2

Intersection						
Int Delay, s/veh	5.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	42	88	22	47	85	93
Future Vol, veh/h	42	88	22	47	85	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	525	-	-	-	0	250
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	98	24	52	94	103
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	76	0	-	0	242	50
Stage 1	-	-	-	-	50	-
Stage 2	-	-	-	-	192	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1523	-	-	-	746	1018
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	841	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1523	-	-	-	723	1018
Mov Cap-2 Maneuver	-	-	-	-	723	-
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	841	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.4	0		9.8		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1523	-	-	-	723	1018
HCM Lane V/C Ratio	0.031	-	-	-	0.131	0.102
HCM Control Delay (s)	7.4	-	-	-	10.7	8.9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4	0.3

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	74	25	241	192	8
Future Vol, veh/h	25	74	25	241	192	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	82	28	268	213	9
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	542	218	222	0	-	0
Stage 1	218	-	-	-	-	-
Stage 2	324	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	501	822	1347	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	733	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	489	822	1347	-	-	-
Mov Cap-2 Maneuver	489	-	-	-	-	-
Stage 1	798	-	-	-	-	-
Stage 2	733	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.1	0.7		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1347	-	701	-	-	
HCM Lane V/C Ratio	0.021	-	0.157	-	-	
HCM Control Delay (s)	7.7	0	11.1	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-	

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	5	21	5	4	26	13	334	4	30	369	59
Future Vol, veh/h	35	5	21	5	4	26	13	334	4	30	369	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	6	23	6	4	29	14	371	4	33	410	66
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	927	912	443	925	943	373	476	0	0	375	0	0
Stage 1	509	509	-	401	401	-	-	-	-	-	-	-
Stage 2	418	403	-	524	542	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	249	274	615	250	263	673	1086	-	-	1183	-	-
Stage 1	547	538	-	626	601	-	-	-	-	-	-	-
Stage 2	612	600	-	537	520	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	226	259	615	227	249	673	1086	-	-	1183	-	-
Mov Cap-2 Maneuver	226	259	-	227	249	-	-	-	-	-	-	-
Stage 1	538	518	-	616	591	-	-	-	-	-	-	-
Stage 2	572	590	-	492	500	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	20.9		13.6		0.3		0.5					
HCM LOS	C		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1086	-	-	293	456	1183	-	-				
HCM Lane V/C Ratio	0.013	-	-	0.231	0.085	0.028	-	-				
HCM Control Delay (s)	8.4	0	-	20.9	13.6	8.1	0	-				
HCM Lane LOS	A	A	-	C	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.9	0.3	0.1	-	-				

Intersection

Intersection Delay, s/veh 7.6

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	37	4	4	22	22	4	4	4	37	4	30
Future Vol, veh/h	40	37	4	4	22	22	4	4	4	37	4	30
Peak Hour Factor	0.75	0.90	0.50	0.50	0.75	0.90	0.50	0.50	0.50	0.90	0.50	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	41	8	8	29	24	8	8	8	41	8	40
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	7.3	7.4	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	49%	8%	52%
Vol Thru, %	33%	46%	46%	6%
Vol Right, %	33%	5%	46%	42%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	12	81	48	71
LT Vol	4	40	4	37
Through Vol	4	37	22	4
RT Vol	4	4	22	30
Lane Flow Rate	24	102	62	89
Geometry Grp	1	1	1	1
Degree of Util (X)	0.028	0.121	0.068	0.101
Departure Headway (Hd)	4.258	4.246	3.95	4.086
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	846	836	893	863
Service Time	2.258	2.315	2.034	2.175
HCM Lane V/C Ratio	0.028	0.122	0.069	0.103
HCM Control Delay	7.4	7.9	7.3	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.4	0.2	0.3

Intersection

Int Delay, s/veh 1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	40	521	66	61	590
Future Vol, veh/h	22	40	521	66	61	590
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	350	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	44	579	73	68	656

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1408	616	0
Stage 1	616	-	-
Stage 2	792	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	153	491	-
Stage 1	539	-	-
Stage 2	446	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	142	491	-
Mov Cap-2 Maneuver	142	-	-
Stage 1	539	-	-
Stage 2	413	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.6	0	0.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	262	935
HCM Lane V/C Ratio	-	-	0.263	0.072
HCM Control Delay (s)	-	-	23.6	9.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1	0.2

Intersection						
Int Delay, s/veh	5.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	114	23	146	142	96	83
Future Vol, veh/h	114	23	146	142	96	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	525	-	-	-	0	250
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	127	26	162	158	107	92
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	320	0	-	0	521	241
Stage 1	-	-	-	-	241	-
Stage 2	-	-	-	-	280	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1240	-	-	-	516	798
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	767	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1240	-	-	-	463	798
Mov Cap-2 Maneuver	-	-	-	-	463	-
Stage 1	-	-	-	-	718	-
Stage 2	-	-	-	-	767	-
Approach	EB	WB		SB		
HCM Control Delay, s	6.9	0		12.8		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1240	-	-	-	463	798
HCM Lane V/C Ratio	0.102	-	-	-	0.23	0.116
HCM Control Delay (s)	8.2	-	-	-	15.1	10.1
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.9	0.4

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	50	84	333	367	28
Future Vol, veh/h	17	50	84	333	367	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	56	93	370	408	31
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	980	424	439	0	-	0
Stage 1	424	-	-	-	-	-
Stage 2	556	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	277	630	1121	-	-	-
Stage 1	660	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	248	630	1121	-	-	-
Mov Cap-2 Maneuver	248	-	-	-	-	-
Stage 1	591	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14.5	1.7		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1121	-	453	-	-	
HCM Lane V/C Ratio	0.083	-	0.164	-	-	
HCM Control Delay (s)	8.5	0	14.5	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.3	-	0.6	-	-	

Future Build Conditions with Improvements

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	74	25	241	192	8
Future Vol, veh/h	25	74	25	241	192	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	82	28	268	213	9
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	542	218	222	0	-	0
Stage 1	218	-	-	-	-	-
Stage 2	324	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	501	822	1347	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	733	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	490	822	1347	-	-	-
Mov Cap-2 Maneuver	490	-	-	-	-	-
Stage 1	801	-	-	-	-	-
Stage 2	733	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.1	0.7		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1347	-	702	-	-	
HCM Lane V/C Ratio	0.021	-	0.157	-	-	
HCM Control Delay (s)	7.7	-	11.1	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-	

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	50	84	333	367	28
Future Vol, veh/h	17	50	84	333	367	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	56	93	370	408	31
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	980	424	439	0	-	0
Stage 1	424	-	-	-	-	-
Stage 2	556	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	277	630	1121	-	-	-
Stage 1	660	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	254	630	1121	-	-	-
Mov Cap-2 Maneuver	254	-	-	-	-	-
Stage 1	605	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14.4	1.7		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1121	-	458	-	-	
HCM Lane V/C Ratio	0.083	-	0.163	-	-	
HCM Control Delay (s)	8.5	-	14.4	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0.3	-	0.6	-	-	

Queueing Analysis SimTraffic Worksheets

Queuing and Blocking Report
2023 Existing AM

10/17/2023

Intersection: 100: Zoo Parkway & Newbern Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	64	60	88	19
Average Queue (ft)	29	17	9	1
95th Queue (ft)	50	37	39	6
Link Distance (ft)	718	2253	1830	973
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 200: Tracey School Access/Newbern Avenue & Eldorado Road

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	53	89	72
Average Queue (ft)	32	48	36
95th Queue (ft)	47	72	59
Link Distance (ft)	890	1521	796
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 300: US 220 Business & Charles Avenue

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	139	28
Average Queue (ft)	51	9
95th Queue (ft)	93	29
Link Distance (ft)	227	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	350	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 400: Zoo Connector & Wildlife Way

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	24	22	56
Average Queue (ft)	1	11	10
95th Queue (ft)	8	24	29
Link Distance (ft)	2837		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	525	250	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
2023 Existing PM

10/17/2023

Intersection: 100: Zoo Parkway & Newbern Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	48	15	26	49
Average Queue (ft)	16	8	3	5
95th Queue (ft)	36	17	17	26
Link Distance (ft)	718	2253	1830	973
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 200: Tracey School Access/Newbern Avenue & Eldorado Road

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	50	31	46
Average Queue (ft)	20	5	22
95th Queue (ft)	44	24	44
Link Distance (ft)	890	1521	796
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 300: US 220 Business & Charles Avenue

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	53	53
Average Queue (ft)	24	9
95th Queue (ft)	48	33
Link Distance (ft)	227	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	350	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 400: Zoo Connector & Wildlife Way

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	29	34	38
Average Queue (ft)	6	11	9
95th Queue (ft)	24	25	26
Link Distance (ft)	2837		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	525	250	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
2031 FNB AM

10/17/2023

Intersection: 100: Zoo Parkway & Newbern Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	68	60	70	95
Average Queue (ft)	27	16	14	8
95th Queue (ft)	47	39	47	41
Link Distance (ft)	718	2253	1830	973
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 200: Tracey School Access/Newbern Avenue & Eldorado Road

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	74	99	78
Average Queue (ft)	34	53	44
95th Queue (ft)	54	78	69
Link Distance (ft)	890	1521	796
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 300: US 220 Business & Eldorado Road

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	122	53
Average Queue (ft)	52	15
95th Queue (ft)	90	40
Link Distance (ft)	227	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	350	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 400: Zoo Connector & Wildlife Way

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	24	20	56
Average Queue (ft)	1	11	12
95th Queue (ft)	8	23	30
Link Distance (ft)	2837		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	525	250	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
2031 FNB PM

10/17/2023

Intersection: 100: Zoo Parkway & Newbern Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	66	37	26	68
Average Queue (ft)	23	9	3	8
95th Queue (ft)	42	23	17	35
Link Distance (ft)	718	2253	1830	973
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 200: Tracey School Access/Newbern Avenue & Eldorado Road

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	47	30	48
Average Queue (ft)	26	7	23
95th Queue (ft)	41	27	46
Link Distance (ft)	890	1521	796
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 300: US 220 Business & Charles Avenue

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	73	53
Average Queue (ft)	23	19
95th Queue (ft)	56	42
Link Distance (ft)	227	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	350	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 400: Zoo Connector & Wildlife Way

Movement	EB	WB	SB	SB
Directions Served	L	TR	L	R
Maximum Queue (ft)	53	22	45	28
Average Queue (ft)	10	1	16	10
95th Queue (ft)	34	7	33	20
Link Distance (ft)		1739	2837	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	525		250	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
2031 Future Build AM

10/17/2023

Intersection: 100: Zoo Parkway & Newbern Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	73	81	50	114
Average Queue (ft)	42	16	8	7
95th Queue (ft)	66	43	32	44
Link Distance (ft)	1565	2249	2175	982
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 200: Teachy School Access/Newbern Avenue & Eldorado Road/Site Access 2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	72	52	74	79
Average Queue (ft)	35	28	48	38
95th Queue (ft)	54	52	72	58
Link Distance (ft)	2882	1103	1511	1565
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 300: US 220 Business & Charles Avenue

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	115	53
Average Queue (ft)	60	21
95th Queue (ft)	102	47
Link Distance (ft)	302	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	350	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 400: Zoo Connector & Wildlife Way

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	29	38	37
Average Queue (ft)	3	18	15
95th Queue (ft)	16	29	30
Link Distance (ft)	2837		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	525	250	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 500: Zoo Parkway & Site Access 1

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	73	54
Average Queue (ft)	36	4
95th Queue (ft)	61	27
Link Distance (ft)	1451	973
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Intersection: 100: Zoo Parkway & Newbern Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	54	81	48	76
Average Queue (ft)	29	11	7	22
95th Queue (ft)	51	36	33	65
Link Distance (ft)	1565	2249	2175	982
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 200: Tracey School Access/Newbern Avenue & Eldorado Road/Site Access 2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	53	53	27	31
Average Queue (ft)	30	23	8	28
95th Queue (ft)	52	44	28	37
Link Distance (ft)	2882	1103	1511	1565
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 300: US 220 Business & Charles Avenue

Movement	WB	NB	SB
Directions Served	LR	TR	L
Maximum Queue (ft)	95	22	55
Average Queue (ft)	36	2	20
95th Queue (ft)	78	13	47
Link Distance (ft)	302	1812	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			350
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 400: Zoo Connector & Wildlife Way

Movement	EB	WB	SB	SB
Directions Served	L	TR	L	R
Maximum Queue (ft)	53	41	44	56
Average Queue (ft)	22	3	22	17
95th Queue (ft)	50	17	41	36
Link Distance (ft)		1739	2837	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	525		250	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 500: Zoo Parkway & Site Access 1

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	68	90
Average Queue (ft)	27	20
95th Queue (ft)	50	61
Link Distance (ft)	1451	973
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Intersection: 500: Zoo Parkway & Site Access 1

Movement	EB	NB	SB
Directions Served	LR	L	TR
Maximum Queue (ft)	62	32	2
Average Queue (ft)	31	4	0
95th Queue (ft)	54	21	2
Link Distance (ft)	1444		2174
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Intersection: 500: Zoo Parkway & Site Access 1

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	70	55
Average Queue (ft)	29	18
95th Queue (ft)	54	44
Link Distance (ft)	1444	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Turning Movement Counts

119 Brookstown Ave., Suite PH1,
Winston Salem NC, 27101
Ph: (336)744-1636

File Name : Newbern_Avenue_and_Teachey_School_Entrance_5MIN
Site Code : 2300541
Start Date : 9/27/2023
Page No : 1

Groups Printed- Cars - Buses - Trucks

[illegible]

119 Brookstown Ave., Suite PH1,
Winston Salem NC, 27101
Ph: (336)744-1636

Groups Printed- Cars - Buses - Trucks

[illegible]

119 Brookstown Ave., Suite PH1,
Winston Salem NC, 27101
Ph: (336)744-1636

Groups Printed- Cars - Buses - Trucks

	Newbern Avenue Southbound					T-Intersection Westbound					Teachey School Entrance Northbound					Newbern Avenue and Eastbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
12:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DAVENPORT

119 Brookstown Ave., Suite PH1,
Winston Salem NC, 27101
Ph: (336)744-1636

File Name : Newbern_Avenue_and_Teachey_School_Entrance_5MIN
Site Code : 2300541
Start Date : 9/27/2023
Page No : 4

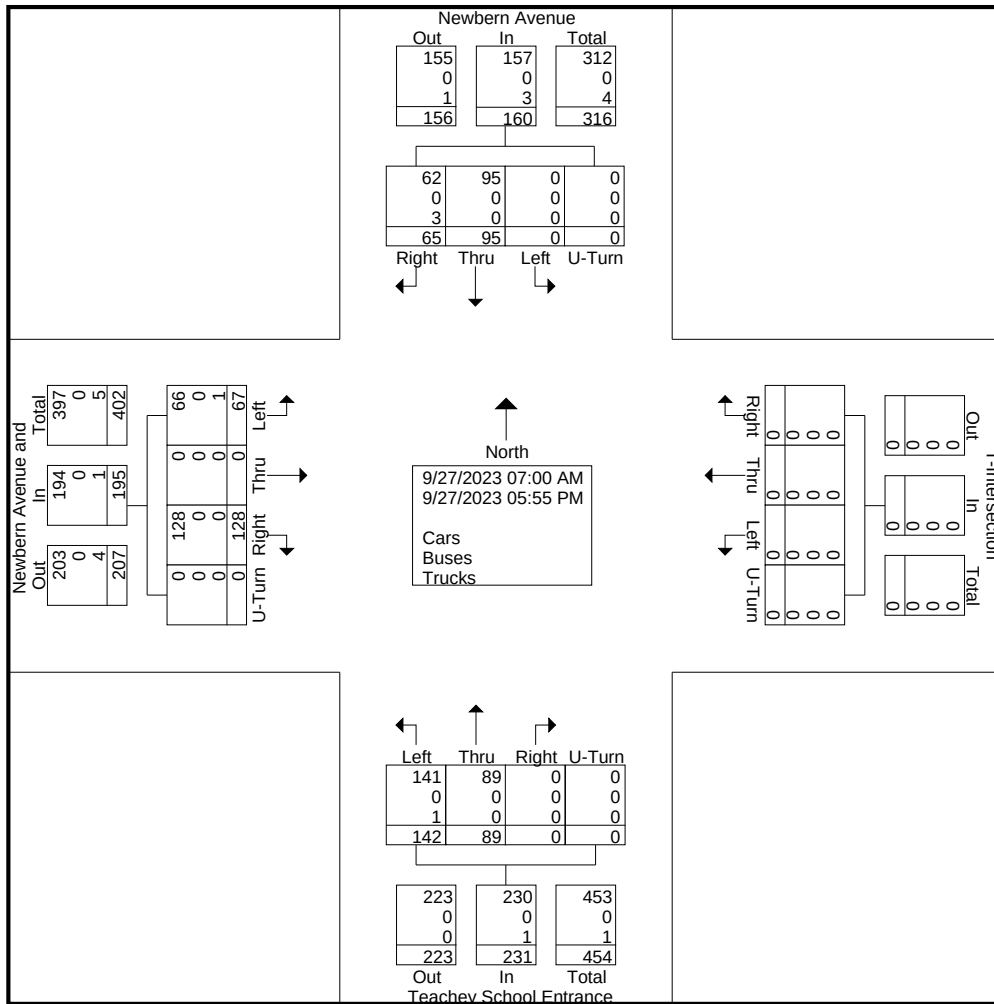
Groups Printed- Cars - Buses - Trucks

	Newbern Avenue Southbound					T-Intersection Westbound					Teachey School Entrance Northbound					Newbern Avenue and Eastbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
03:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:05 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2	0	0	0	0	4
04:10 PM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	4	0	0	0	0	7
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:20 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
04:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
04:30 PM	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	4	0	0	0	4	8
04:35 PM	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	5
04:40 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	3
04:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
04:55 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	5
Total	0	0	10	0	10	0	0	0	0	0	1	8	0	0	9	26	0	1	0	27	46
05:00 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	6
05:05 PM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	13
05:10 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	5
05:15 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
05:20 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:25 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	6
05:30 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	7
05:35 PM	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	7
05:40 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	4
05:45 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:50 PM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	7
05:55 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
Total	0	0	29	0	29	0	0	0	0	0	0	1	0	0	1	35	0	0	0	35	65
Grand Total	0	95	65	0	160	0	0	0	0	0	142	89	0	0	231	67	0	128	0	195	586
Apprch %	0	59.4	40.6	0		0	0	0	0		61.5	38.5	0	0		34.4	0	65.6	0		
Total %	0	16.2	11.1	0	27.3	0	0	0	0	0	24.2	15.2	0	0	39.4	11.4	0	21.8	0	33.3	
Cars	0	95	62	0	157	0	0	0	0	0	141	89	0	0	230	66	0	128	0	194	581
% Cars	0	100	95.4	0	98.1	0	0	0	0	0	99.3	100	0	0	99.6	98.5	0	100	0	99.5	99.1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	3	0	3	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	5
% Trucks	0	0	4.6	0	1.9	0	0	0	0	0	0.7	0	0	0	0.4	1.5	0	0	0	0.5	0.9

DAVENPORT

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File Name : Newbern_Avenue_and_Teachey_School_Entrance_5MIN
Site Code : 2300541
Start Date : 9/27/2023
Page No : 5



DAVENPORT

119 Brookstown Ave., Suite PH1,
Winston Salem NC, 27101
Ph: (336)744-1636

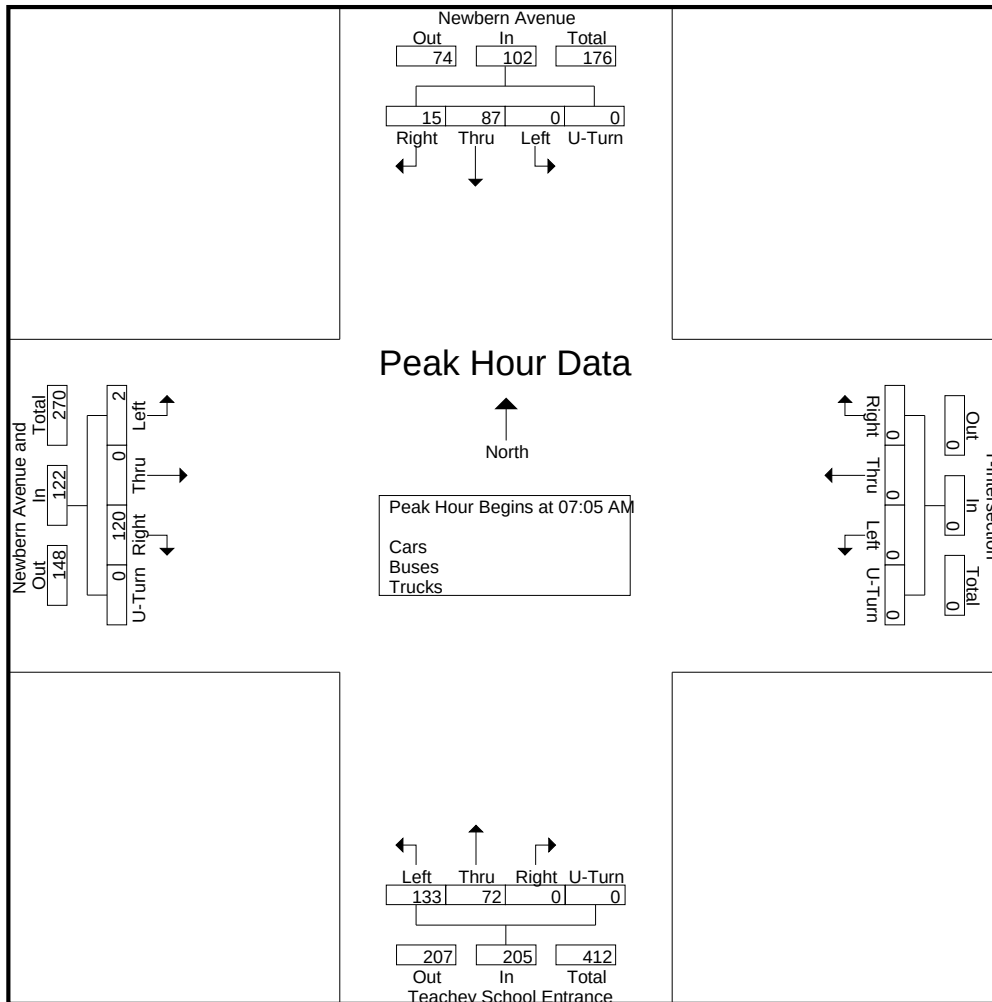
File Name : Newbern_Avenue_and_Teachey_School_Entrance_5MIN
Site Code : 2300541
Start Date : 9/27/2023
Page No : 6

	Newbern Avenue Southbound					T-Intersection Westbound					Teachey School Entrance Northbound					Newbern Avenue and Eastbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:55 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:05 AM																					
07:05 AM	0	2	1	0	3	0	0	0	0	0	1	0	0	0	1	0	0	2	0	2	6
07:10 AM	0	4	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	9
07:15 AM	0	4	2	0	6	0	0	0	0	0	0	0	0	0	0	1	0	6	0	7	13
07:20 AM	0	12	0	0	12	0	0	0	0	0	12	5	0	0	17	0	0	12	0	12	41
07:25 AM	0	10	0	0	10	0	0	0	0	0	28	13	0	0	41	0	0	15	0	15	66
07:30 AM	0	19	1	0	20	0	0	0	0	0	15	14	0	0	29	0	0	25	0	25	74
07:35 AM	0	21	1	0	22	0	0	0	0	0	23	19	0	0	42	0	0	26	0	26	90
07:40 AM	0	13	0	0	13	0	0	0	0	0	32	15	0	0	47	0	0	25	0	25	85
07:45 AM	0	1	0	0	1	0	0	0	0	0	18	5	0	0	23	0	0	0	0	0	24
07:50 AM	0	1	1	0	2	0	0	0	0	0	3	0	0	0	3	0	0	3	0	3	8
07:55 AM	0	0	4	0	4	0	0	0	0	0	1	1	0	0	2	1	0	1	0	2	8
08:00 AM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
Total Volume	0	87	15	0	102	0	0	0	0	0	133	72	0	0	205	2	0	120	0	122	429
% App. Total	0	85.3	14.7	0		0	0	0	0		64.9	35.1	0	0		1.6	0	98.4	0		
PHF	.000	.345	.313	.000	.386	.000	.000	.000	.000	.000	.346	.316	.000	.000	.363	.167	.000	.385	.000	.391	.397

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File Name : Newbern_Avenue_and_Teachey_School_Entrance_5MIN
Site Code : 2300541
Start Date : 9/27/2023
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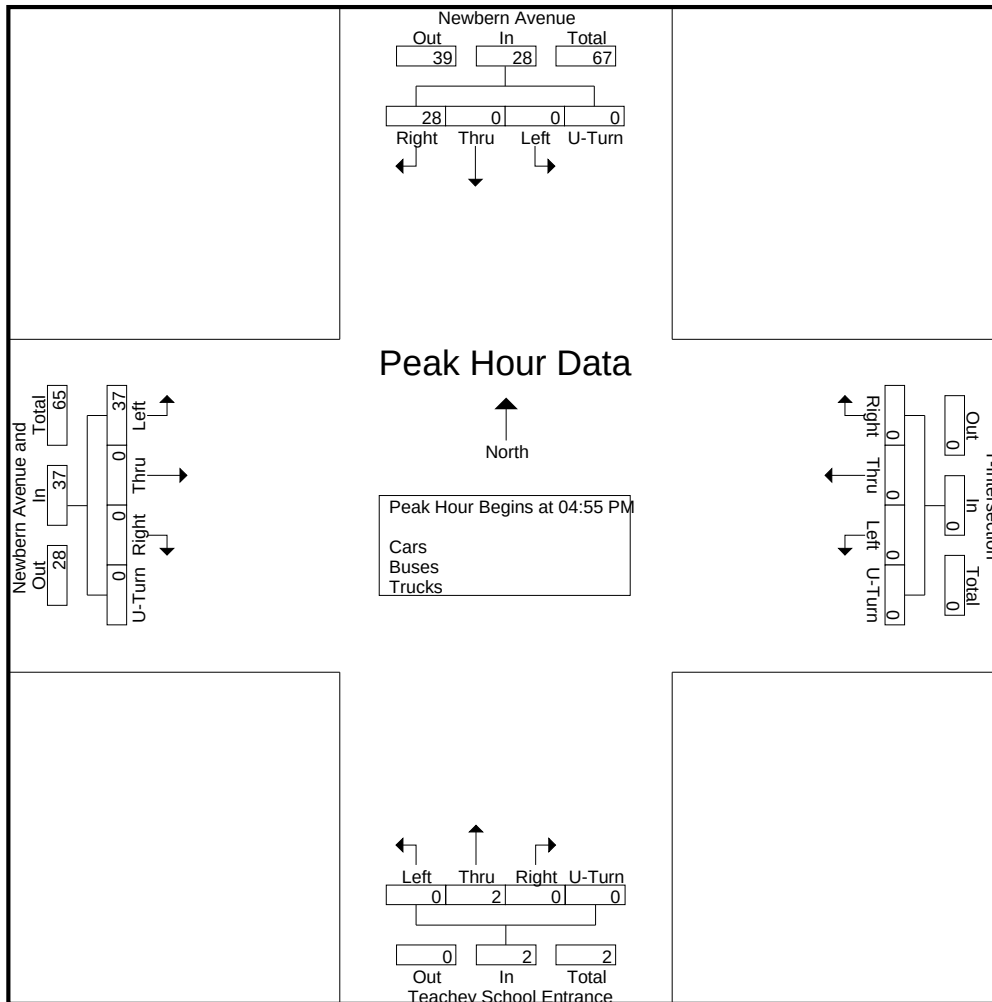
File Name : Newbern_Avenue_and_Teachey_School_Entrance_5MIN
Site Code : 2300541
Start Date : 9/27/2023
Page No : 8

	Newbern Avenue Southbound					T-Intersection Westbound					Teachey School Entrance Northbound					Newbern Avenue and Eastbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:55 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:55 PM																					
04:55 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	5
05:00 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	6
05:05 PM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	13
05:10 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	5
05:15 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
05:20 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:25 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	6
05:30 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	7
05:35 PM	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	7
05:40 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	4
05:45 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:50 PM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	7
Total Volume	0	0	28	0	28	0	0	0	0	0	0	2	0	0	2	37	0	0	0	37	67
% App. Total	0	0	100	0		0	0	0	0		0	100	0	0		100	0	0	0		
PHF	.000	.000	.467	.000	.467	.000	.000	.000	.000	.000	.000	.167	.000	.000	.167	.343	.000	.000	.000	.343	.429

DAVENPORT

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File Name : Newbern_Avenue_and_Teachey_School_Entrance_5MIN
Site Code : 2300541
Start Date : 9/27/2023
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119 Brookstown Ave., Suite PH1,
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Ph: (336)744-1636

File Name : US_220_and_Charles_Avenue
Site Code : 2300542
Start Date : 9/27/2023
Page No : 1

Groups Printed- Cars - Buses - Trucks

[illegible]

DAVENPORT

119 Brookstown Ave., Suite PH1,
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Ph: (336)744-1636

File Name : US_220_and_Charles_Avenue
Site Code : 2300542
Start Date : 9/27/2023
Page No : 2

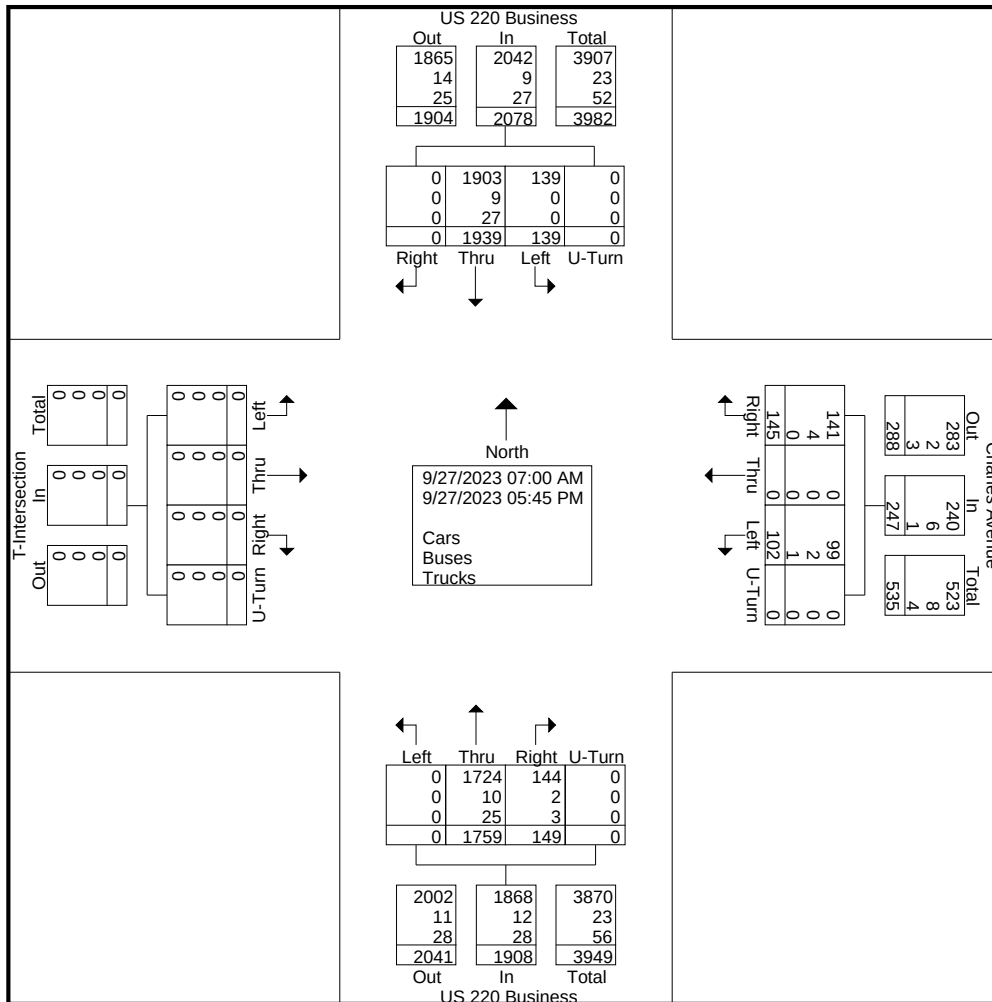
Groups Printed- Cars - Buses - Trucks

	US 220 Business Southbound					Charles Avenue Westbound					US 220 Business Northbound					T-Intersection Eastbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	12	143	0	0	155	5	0	4	0	9	0	140	9	0	149	0	0	0	0	0	313
04:15 PM	7	127	0	0	134	5	0	11	0	16	0	101	4	0	105	0	0	0	0	0	255
04:30 PM	13	126	0	0	139	5	0	7	0	12	0	130	2	0	132	0	0	0	0	0	283
04:45 PM	10	126	0	0	136	0	0	6	0	6	0	111	10	0	121	0	0	0	0	0	263
Total	42	522	0	0	564	15	0	28	0	43	0	482	25	0	507	0	0	0	0	0	1114
05:00 PM	10	127	0	0	137	2	0	2	0	4	0	152	15	0	167	0	0	0	0	0	308
05:15 PM	7	158	0	0	165	0	0	14	0	14	0	100	9	0	109	0	0	0	0	0	288
05:30 PM	12	134	0	0	146	8	0	5	0	13	0	118	9	0	127	0	0	0	0	0	286
05:45 PM	4	131	0	0	135	4	0	6	0	10	0	99	6	0	105	0	0	0	0	0	250
Total	33	550	0	0	583	14	0	27	0	41	0	469	39	0	508	0	0	0	0	0	1132
Grand Total	139	1939	0	0	2078	102	0	145	0	247	0	1759	149	0	1908	0	0	0	0	0	4233
Apprch %	6.7	93.3	0	0		41.3	0	58.7	0		0	92.2	7.8	0		0	0	0	0		
Total %	3.3	45.8	0	0	49.1	2.4	0	3.4	0	5.8	0	41.6	3.5	0	45.1	0	0	0	0	0	
Cars	139	1903										1724									
% Cars	100	98.1	0	0	98.3	97.1	0	97.2	0	97.2	0	98	96.6	0	97.9	0	0	0	0	0	98
Buses	0	9	0	0	9	2	0	4	0	6	0	10	2	0	12	0	0	0	0	0	27
% Buses	0	0.5	0	0	0.4	2	0	2.8	0	2.4	0	0.6	1.3	0	0.6	0	0	0	0	0	0.6
Trucks	0	27	0	0	27	1	0	0	0	1	0	25	3	0	28	0	0	0	0	0	56
% Trucks	0	1.4	0	0	1.3	1	0	0	0	0.4	0	1.4	2	0	1.5	0	0	0	0	0	1.3

DAVENPORT

119 Brookstown Ave., Suite PH1,
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Ph: (336)744-1636

File Name : US_220_and_Charles_Avenue
Site Code : 2300542
Start Date : 9/27/2023
Page No : 3

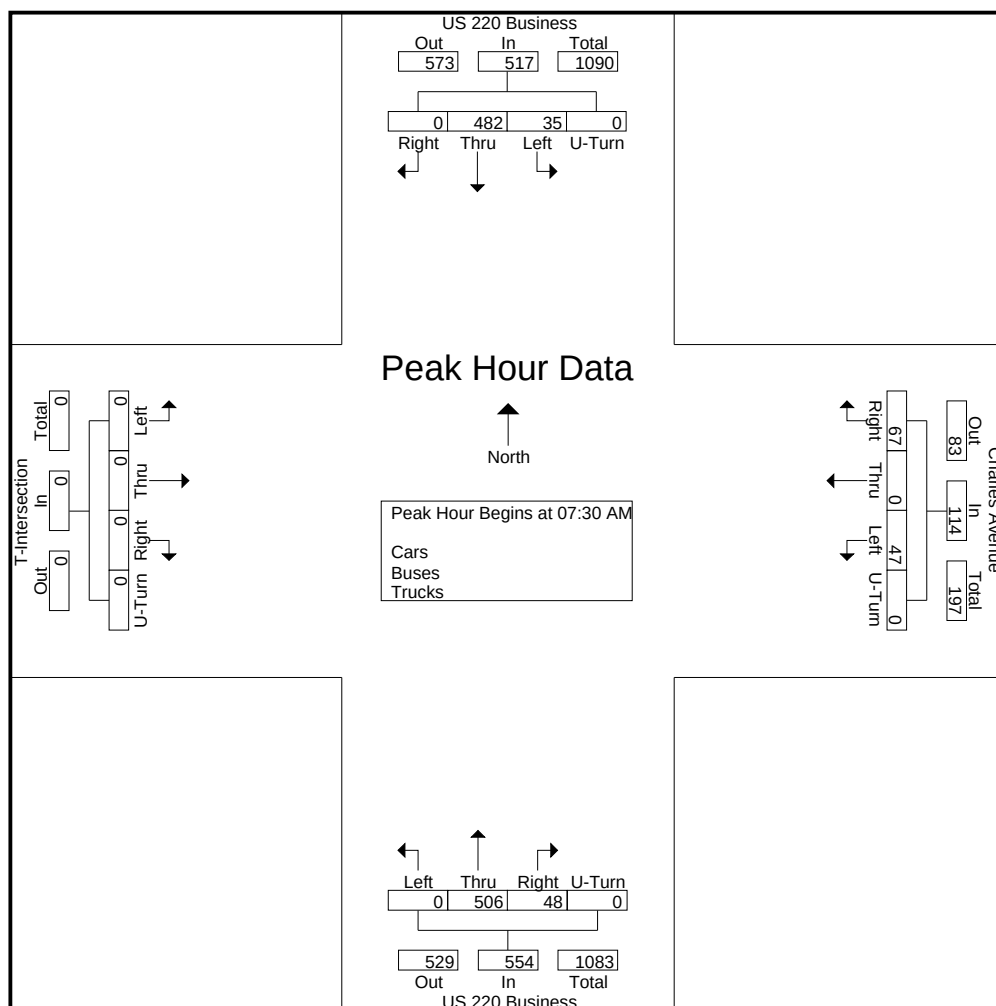


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119 Brookstown Ave., Suite PH1,
Winston Salem NC, 27101
Ph: (336)744-1636

File Name : US_220_and_Charles_Avenue
Site Code : 2300542
Start Date : 9/27/2023
Page No : 4

	US 220 Business Southbound					Charles Avenue Westbound					US 220 Business Northbound					T-Intersection Eastbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	23	103	0	0	126	15	0	32	0	47	0	90	33	0	123	0	0	0	0	0	296
07:45 AM	4	133	0	0	137	13	0	22	0	35	0	164	9	0	173	0	0	0	0	0	345
08:00 AM	3	125	0	0	128	11	0	11	0	22	0	134	5	0	139	0	0	0	0	0	289
08:15 AM	5	121	0	0	126	8	0	2	0	10	0	118	1	0	119	0	0	0	0	0	255
Total Volume	35	482	0	0	517	47	0	67	0	114	0	506	48	0	554	0	0	0	0	0	1185
% App. Total	6.8	93.2	0	0		41.2	0	58.8	0		0	91.3	8.7	0		0	0	0	0		
PHF	.380	.906	.000	.000	.943	.783	.000	.523	.000	.606	.000	.771	.364	.000	.801	.000	.000	.000	.000	.000	.859



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119 Brookstown Ave., Suite PH1,

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Ph: (336)744-1636

File Name : US_220_and_Charles_Avenue

Site Code : 2300542

Start Date : 9/27/2023

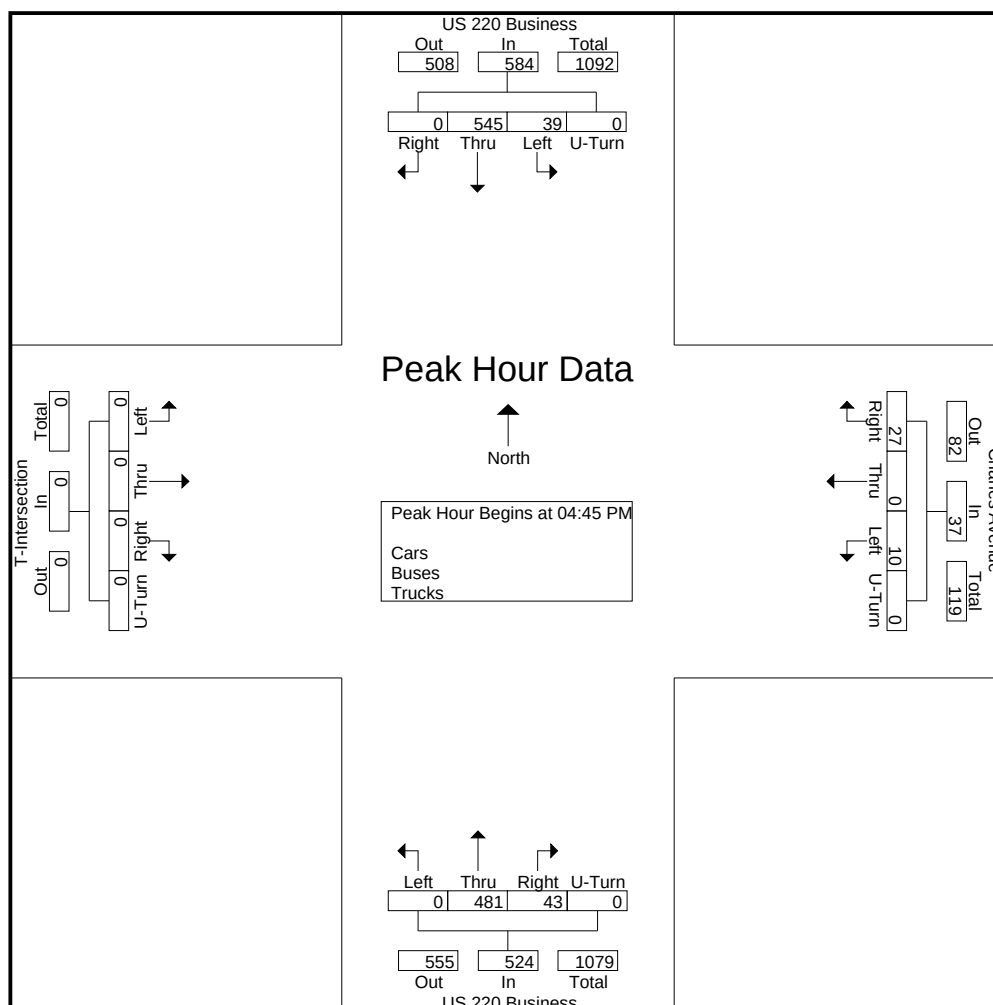
Page No : 5

	US 220 Business Southbound					Charles Avenue Westbound					US 220 Business Northbound					T-Intersection Eastbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	10	126	0	0	136	0	0	6	0	6	0	111	10	0	121	0	0	0	0	0	263
05:00 PM	10	127	0	0	137	2	0	2	0	4	0	152	15	0	167	0	0	0	0	0	308
05:15 PM	7	158	0	0	165	0	0	14	0	14	0	100	9	0	109	0	0	0	0	0	288
05:30 PM	12	134	0	0	146	8	0	5	0	13	0	118	9	0	127	0	0	0	0	0	286
Total Volume	39	545	0	0	584	10	0	27	0	37	0	481	43	0	524	0	0	0	0	0	1145
% App. Total	6.7	93.3	0	0		27	0	73	0		0	91.8	8.2	0		0	0	0	0		
PHF	.813	.862	.000	.000	.885	.313	.000	.482	.000	.661	.000	.791	.717	.000	.784	.000	.000	.000	.000	.000	.929



119 Brookstown Ave., Suite PH1,
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File Name : Zoo_Connector_and_Wildlife_Way
Site Code : 2300543
Start Date : 9/27/2023
Page No : 1

Groups Printed- Cars - Buses - Trucks

[illegible]

DAVENPORT

119 Brookstown Ave., Suite PH1,
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Ph: (336)744-1636

File Name : Zoo_Connector_and_Wildlife_Way
Site Code : 2300543
Start Date : 9/27/2023
Page No : 2

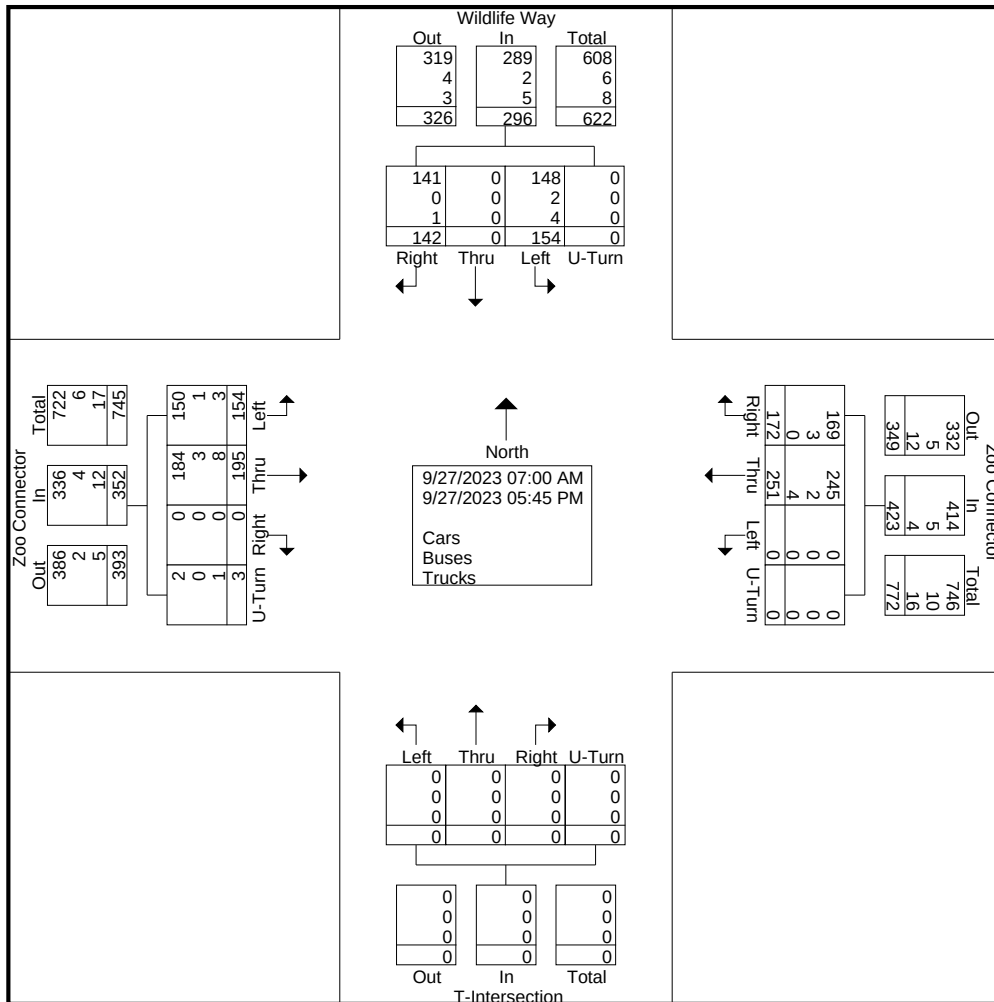
Groups Printed- Cars - Buses - Trucks

	Wildlife Way Southbound					Zoo Connector Westbound					T-Intersection Northbound					Zoo Connector Eastbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	13	0	6	0	19	0	27	8	0	35	0	0	0	0	0	10	6	0	1	17	71
04:15 PM	11	0	7	0	18	0	15	19	0	34	0	0	0	0	0	9	8	0	1	18	70
04:30 PM	14	0	7	0	21	0	40	17	0	57	0	0	0	0	0	7	5	0	0	12	90
04:45 PM	9	0	6	0	15	0	28	15	0	43	0	0	0	0	0	12	3	0	0	15	73
Total	47	0	26	0	73	0	110	59	0	169	0	0	0	0	0	38	22	0	2	62	304
05:00 PM	7	0	11	0	18	0	33	21	0	54	0	0	0	0	0	18	5	0	1	24	96
05:15 PM	6	0	10	0	16	0	34	15	0	49	0	0	0	0	0	18	8	0	0	26	91
05:30 PM	5	0	8	0	13	0	24	10	0	34	0	0	0	0	0	12	4	0	0	16	63
05:45 PM	9	0	2	0	11	0	18	11	0	29	0	0	0	0	0	18	3	0	0	21	61
Total	27	0	31	0	58	0	109	57	0	166	0	0	0	0	0	66	20	0	1	87	311
Grand Total	154	0	142	0	296	0	251	172	0	423	0	0	0	0	0	154	195	0	3	352	1071
Apprch %	52	0	48	0		0	59.3	40.7	0		0	0	0	0		43.8	55.4	0	0.9		
Total %	14.4	0	13.3	0	27.6	0	23.4	16.1	0	39.5	0	0	0	0	0	14.4	18.2	0	0.3	32.9	
Cars	148	0	141	0	289	0	245	169	0	414	0	0	0	0	0	150	184	0	2	336	1039
% Cars	96.1	0	99.3	0	97.6	0	97.6	98.3	0	97.9	0	0	0	0	0	97.4	94.4	0	66.7	95.5	97
Buses	2	0	0	0	2	0	2	3	0	5	0	0	0	0	0	1	3	0	0	4	11
% Buses	1.3	0	0	0	0.7	0	0.8	1.7	0	1.2	0	0	0	0	0	0.6	1.5	0	0	1.1	1
Trucks	4	0	1	0	5	0	4	0	0	4	0	0	0	0	0	3	8	0	1	12	21
% Trucks	2.6	0	0.7	0	1.7	0	1.6	0	0	0.9	0	0	0	0	0	1.9	4.1	0	33.3	3.4	2

DAVENPORT

119 Brookstown Ave., Suite PH1,
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Ph: (336)744-1636

File Name : Zoo_Connector_and_Wildlife_Way
Site Code : 2300543
Start Date : 9/27/2023
Page No : 3

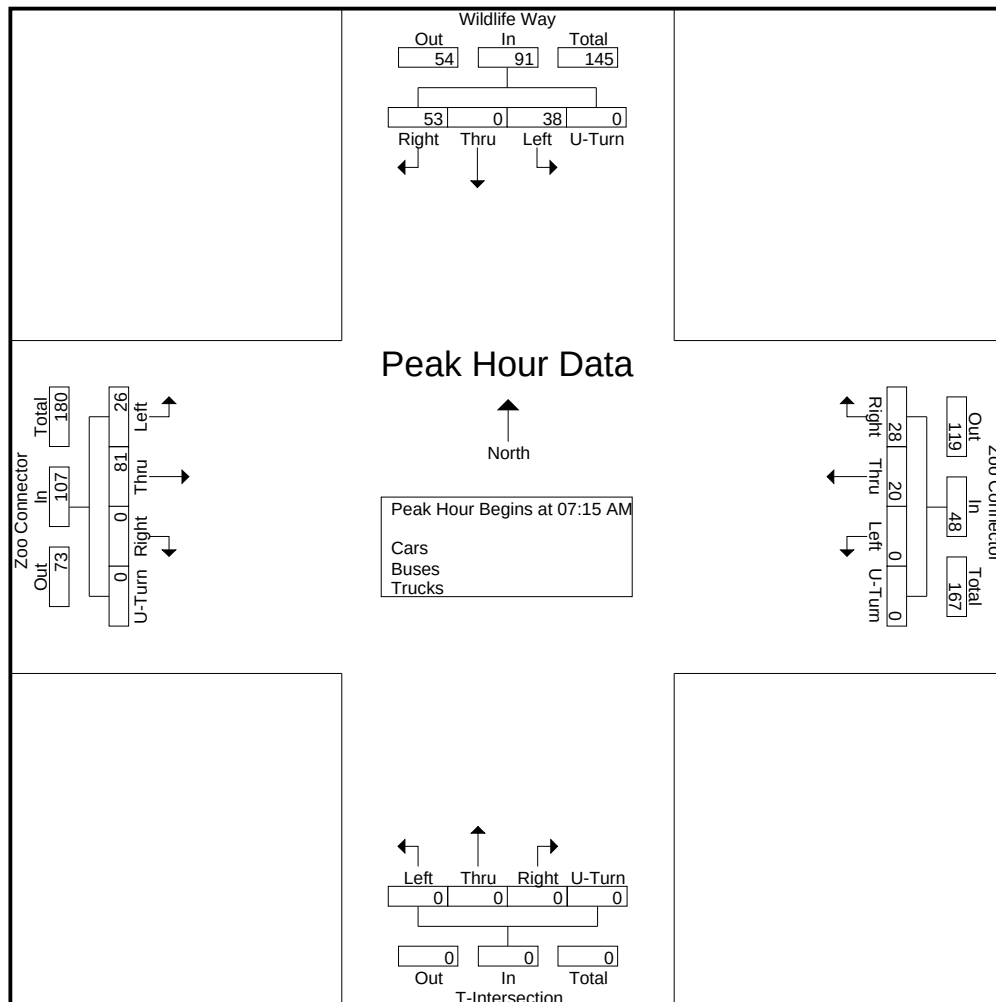


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Page No : 4

	Wildlife Way Southbound					Zoo Connector Westbound					T-Intersection Northbound					Zoo Connector Eastbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	7	0	20	0	27	0	4	2	0	6	0	0	0	0	0	5	29	0	0	34	67
07:30 AM	9	0	14	0	23	0	4	7	0	11	0	0	0	0	0	6	11	0	0	17	51
07:45 AM	17	0	10	0	27	0	6	9	0	15	0	0	0	0	0	10	17	0	0	27	69
08:00 AM	5	0	9	0	14	0	6	10	0	16	0	0	0	0	0	5	24	0	0	29	59
Total Volume	38	0	53	0	91	0	20	28	0	48	0	0	0	0	0	26	81	0	0	107	246
% App. Total	41.8	0	58.2	0		0	41.7	58.3	0		0	0	0	0		24.3	75.7	0	0		
PHF	.559	.000	.663	.000	.843	.000	.833	.700	.000	.750	.000	.000	.000	.000	.000	.650	.698	.000	.000	.787	.891



DAVENPORT

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Site Code : 2300543

Start Date : 9/27/2023

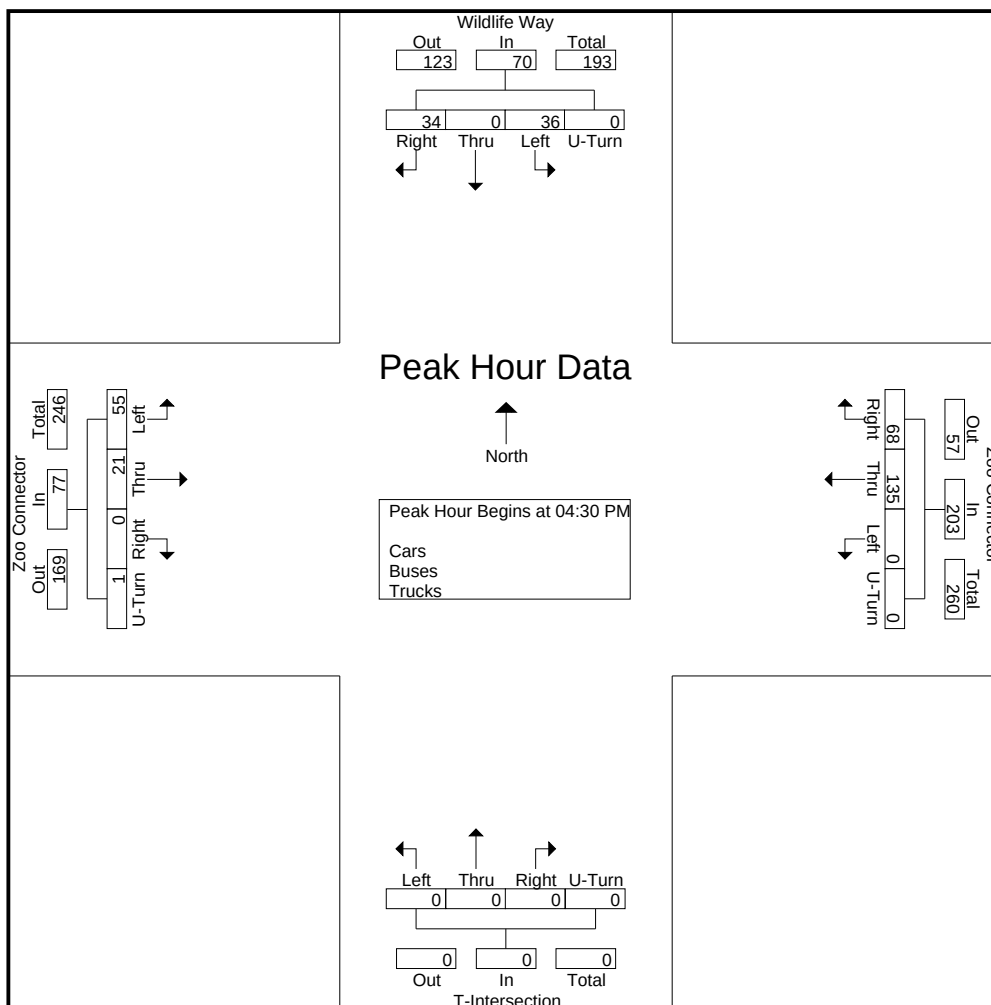
Page No : 5

	Wildlife Way Southbound					Zoo Connector Westbound					T-Intersection Northbound					Zoo Connector Eastbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total

Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	14	0	7	0	21	0	40	17	0	57	0	0	0	0	0	7	5	0	0	12	90
04:45 PM	9	0	6	0	15	0	28	15	0	43	0	0	0	0	0	12	3	0	0	15	73
05:00 PM	7	0	11	0	18	0	33	21	0	54	0	0	0	0	0	18	5	0	1	24	96
05:15 PM	6	0	10	0	16	0	34	15	0	49	0	0	0	0	0	18	8	0	0	26	91
Total Volume	36	0	34	0	70	0	135	68	0	203	0	0	0	0	0	55	21	0	1	77	350
% App. Total	51.4	0	48.6	0		0	66.5	33.5	0		0	0	0	0	0	71.4	27.3	0	1.3		
PHF	.643	.000	.773	.000	.833	.000	.844	.810	.000	.890	.000	.000	.000	.000	.000	.764	.656	.000	.250	.740	.911



119 Brookstown Ave., Suite PH1,
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Ph: (336)744-1636

File Name : Zoo Parkway and Newbern Avenue

Site Code : 2300544

Start Date : 9/27/2023

Page No : 1

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119 Brookstown Ave., Suite PH1,
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Ph: (336)744-1636

File Name : Zoo_Parkway_and_Newbern_Avenue

Site Code : 2300544

Start Date : 9/27/2023

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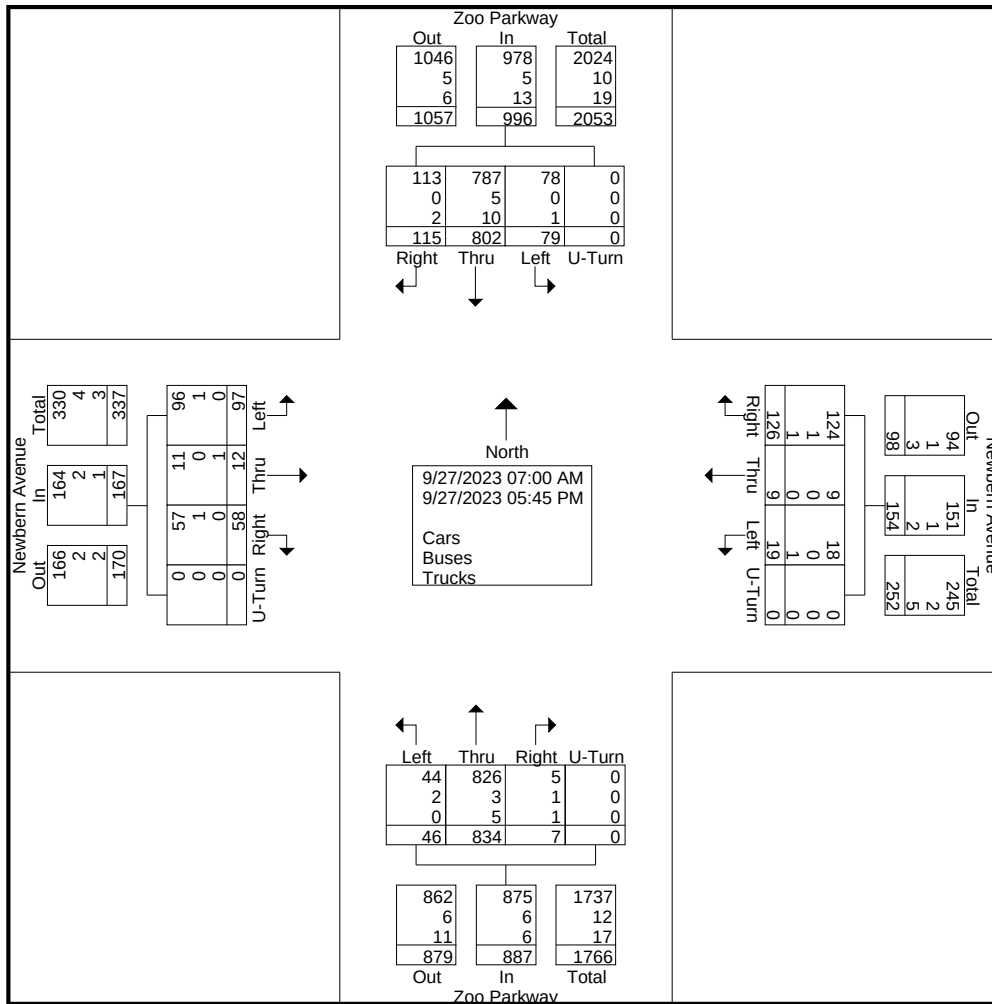
Groups Printed- Cars - Buses - Trucks

	Zoo Parkway Southbound					Newbern Avenue Westbound					Zoo Parkway Northbound					Newbern Avenue Eastbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	10	58	2	0	70	1	1	8	0	10	2	50	1	0	53	5	0	5	0	10	143
04:15 PM	11	59	6	0	76	1	0	6	0	7	2	51	1	0	54	1	0	4	0	5	142
04:30 PM	5	54	3	0	62	1	0	6	0	7	2	47	0	0	49	4	2	7	0	13	131
04:45 PM	6	58	4	0	68	2	0	6	0	8	0	55	0	0	55	6	2	3	0	11	142
Total	32	229	15	0	276	5	1	26	0	32	6	203	2	0	211	16	4	19	0	39	558
05:00 PM	7	58	8	0	73	2	0	2	0	4	3	71	1	0	75	2	3	8	0	13	165
05:15 PM	8	71	2	0	81	1	0	7	0	8	2	70	1	0	73	3	0	4	0	7	169
05:30 PM	8	81	5	0	94	1	1	8	0	10	3	59	0	0	62	1	2	4	0	7	173
05:45 PM	5	79	5	0	89	1	0	7	0	8	4	58	0	0	62	6	0	3	0	9	168
Total	28	289	20	0	337	5	1	24	0	30	12	258	2	0	272	12	5	19	0	36	675
Grand Total	79	802	115	0	996	19	9	126	0	154	46	834	7	0	887	97	12	58	0	167	2204
Apprch %	7.9	80.5	11.5	0		12.3	5.8	81.8	0		5.2	94	0.8	0		58.1	7.2	34.7	0		
Total %	3.6	36.4	5.2	0	45.2	0.9	0.4	5.7	0	7	2.1	37.8	0.3	0	40.2	4.4	0.5	2.6	0	7.6	
Cars	78	787	113	0	978	18	9	124	0	151	44	826	5	0	875	96	11	57	0	164	2168
% Cars	98.7	98.1	98.3	0	98.2	94.7	100	98.4	0	98.1	95.7	99	71.4	0	98.6	99	91.7	98.3	0	98.2	98.4
Buses	0	5	0	0	5	0	0	1	0	1	2	3	1	0	6	1	0	1	0	2	14
% Buses	0	0.6	0	0	0.5	0	0	0.8	0	0.6	4.3	0.4	14.3	0	0.7	1	0	1.7	0	1.2	0.6
Trucks	1	10	2	0	13	1	0	1	0	2	0	5	1	0	6	0	1	0	0	1	22
% Trucks	1.3	1.2	1.7	0	1.3	5.3	0	0.8	0	1.3	0	0.6	14.3	0	0.7	0	8.3	0	0	0.6	1

DAVENPORT

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File Name : Zoo_Parkway_and_Newbern_Avenue
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Start Date : 9/27/2023
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DAVENPORT

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Ph: (336)744-1636

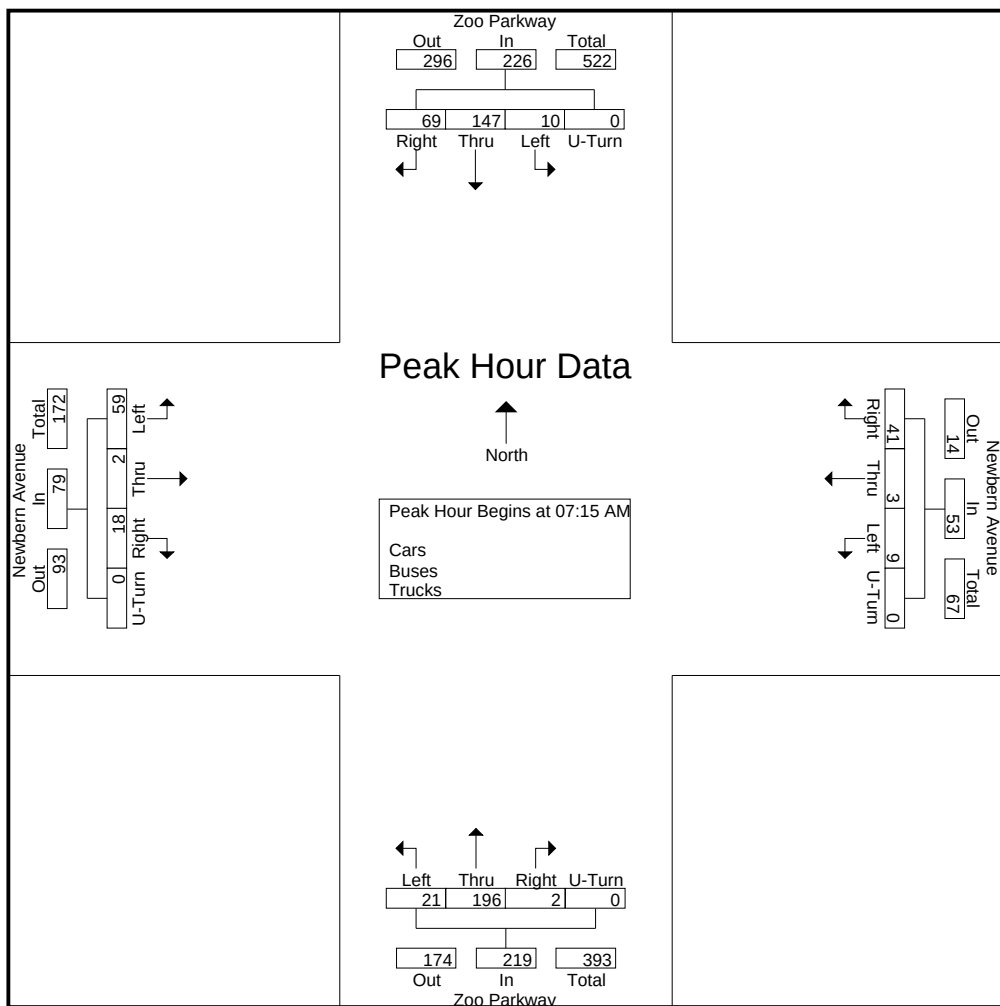
File Name : Zoo_Parkway_and_Newbern_Avenue

Site Code : 2300544

Start Date : 9/27/2023

Page No : 4

	Zoo Parkway Southbound					Newbern Avenue Westbound					Zoo Parkway Northbound					Newbern Avenue Eastbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	3	25	23	0	51	3	1	7	0	11	5	40	1	0	46	9	0	4	0	13	121
07:30 AM	1	36	40	0	77	3	2	12	0	17	11	54	0	0	65	36	1	9	0	46	205
07:45 AM	1	47	2	0	50	1	0	8	0	9	3	48	1	0	52	11	1	5	0	17	128
08:00 AM	5	39	4	0	48	2	0	14	0	16	2	54	0	0	56	3	0	0	0	3	123
Total Volume	10	147	69	0	226	9	3	41	0	53	21	196	2	0	219	59	2	18	0	79	577
% App. Total	4.4	65	30.5	0		17	5.7	77.4	0		9.6	89.5	0.9	0		74.7	2.5	22.8	0		
PHF	.500	.782	.431	.000	.734	.750	.375	.732	.000	.779	.477	.907	.500	.000	.842	.410	.500	.500	.000	.429	.704

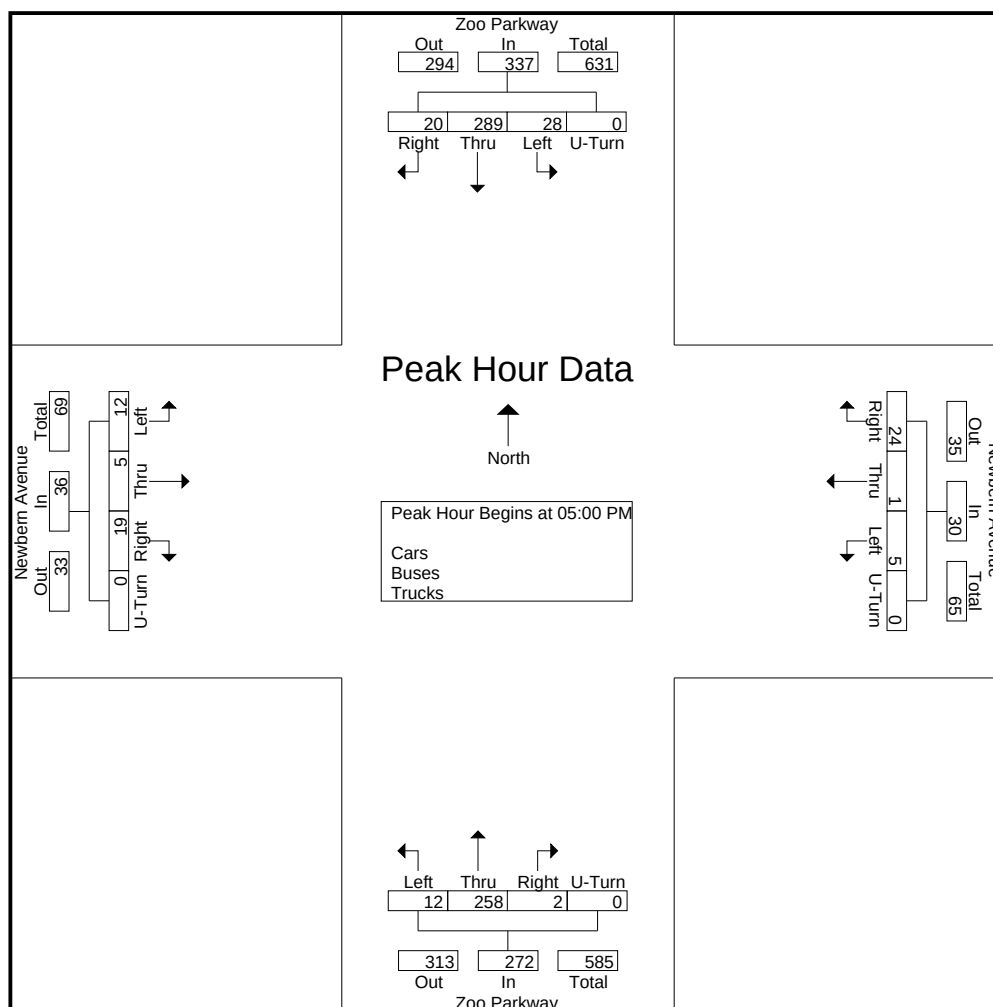


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Page No : 5

	Zoo Parkway Southbound					Newbern Avenue Westbound					Zoo Parkway Northbound					Newbern Avenue Eastbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	7	58	8	0	73	2	0	2	0	4	3	71	1	0	75	2	3	8	0	13	165
05:15 PM	8	71	2	0	81	1	0	7	0	8	2	70	1	0	73	3	0	4	0	7	169
05:30 PM	8	81	5	0	94	1	1	8	0	10	3	59	0	0	62	1	2	4	0	7	173
05:45 PM	5	79	5	0	89	1	0	7	0	8	4	58	0	0	62	6	0	3	0	9	168
Total Volume	28	289	20	0	337	5	1	24	0	30	12	258	2	0	272	12	5	19	0	36	675
% App. Total	8.3	85.8	5.9	0		16.7	3.3	80	0		4.4	94.9	0.7	0		33.3	13.9	52.8	0		
PHF	.875	.892	.625	.000	.896	.625	.250	.750	.000	.750	.750	.908	.500	.000	.907	.500	.417	.594	.000	.692	.975



Supporting Documentation

Zoo City Sportsplex TIA

Table 3-1: Trip Generation Summary

ITE LUC	Proposed Land Use	Size	Units	Daily	Daily Entering	Daily Exiting	AM	AM Entering	AM Exiting	PM	PM Entering	PM Exiting
488	Soccer Complex	9	Fields	642	321	321	19	10	9	165	69	96
488	Soccer Complex	9	Fields	-	-	-	273*	131*	142*	-	-	-

*Represents peak hour of generator on Saturday.

TRIP DISTRIBUTION AND ASSIGNMENT

Based on the land use, existing traffic flow patterns, new traffic patterns due to the Asheboro Southern Bypass and surrounding roadway network, trip distribution was estimated for the proposed development. The trip distributions are illustrated in Figure 6. It is estimated that:

- 40% of trips generated will travel to/from the north on NC 159 (Zoo Parkway)
- 55% of trips generated will travel to/from the south on NC 159 (Zoo Parkway)
- 5% of trips generated will travel to/from the south on SR 2834 (Old Cox Rd.)

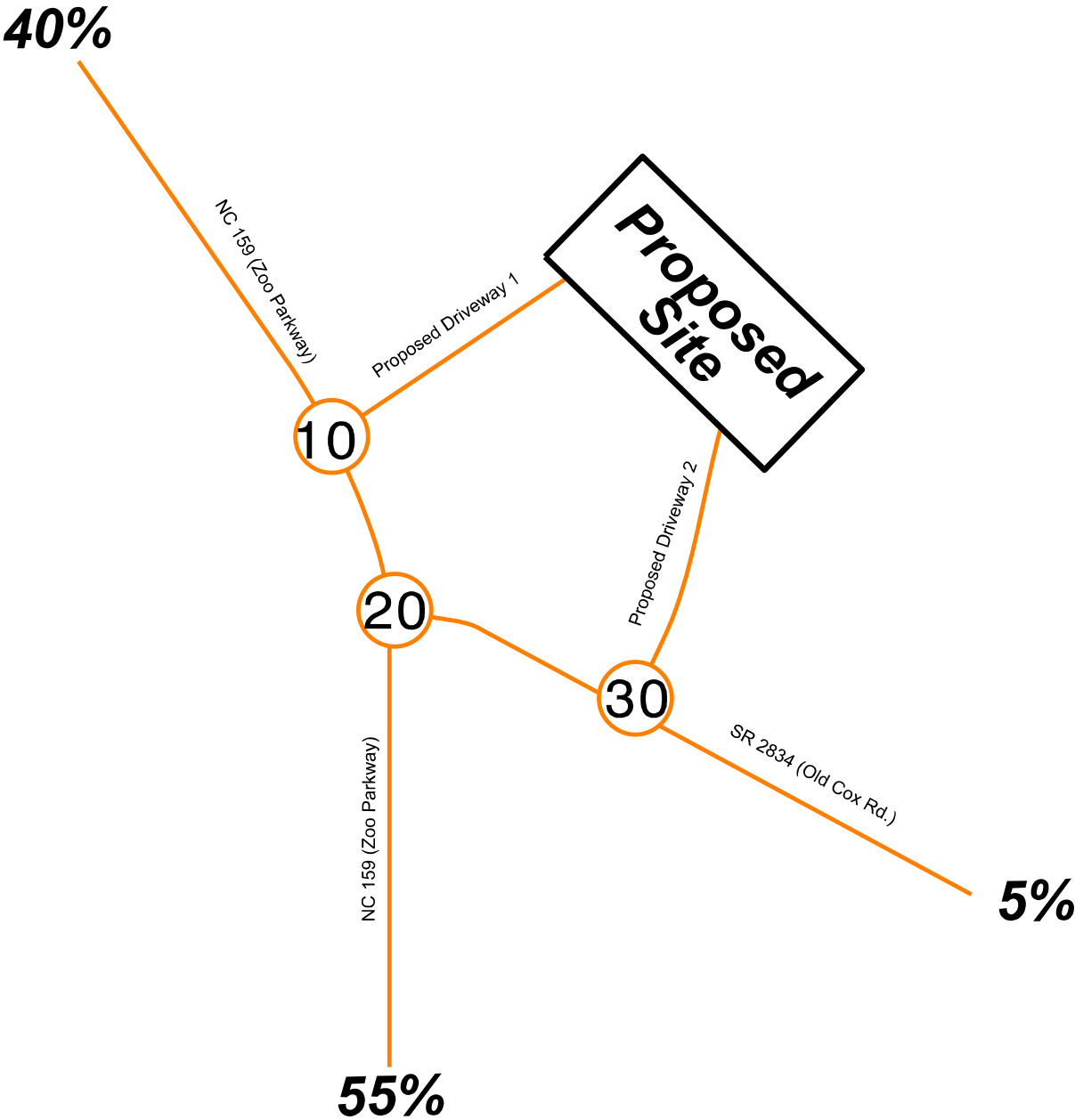
There are two points of entry/exit at this site. Based on the proximity of the site parking to the driveways and the overall trip distribution above, an overall distribution of the trips was determined. See table 3-2 below for base assumptions.

Table 3-2: Driveway Distribution

Destination	Proportion	Driveway 1	Driveway 2
North NC159 (to/from)	40.00%	75%	25%
South NC159 (to/from)	55.00%	50%	50%
Old Cox RD (to/from)	5.00%	0%	100%
TOTAL	100.00%	58.00%	42.00%

Based on the trip distribution and proximity of parking to the exits, it was determined that 58% of the traffic would utilize Driveway 1 onto NC 159 (Zoo Parkway) and 42% of traffic would utilize Driveway 2 onto SR 2834 (Old Cox Road).

The total traffic volumes for 2022 build conditions were determined by adding the 2022 background traffic to the site traffic. These traffic volumes can be seen in Figures 5 and 7, respectively. See Figure 8 for 2022 Build Traffic Volumes.



LEGEND

- XX AM (XX) (PM) (XX) (SAT) Stop-Controlled
- Full Lane
- Existing Turn Bay
- Existing Storage Length
- Proposed Turn Bay
- Mitigated Storage Length

Plans Prepared By:



DRMP, Inc.
8000 Regency Parkway, Suite 110
Cary, NC 27518
NC License No. C-2213 (919) 650-1038

Zoo City
Sportsplex
Asheboro, NC

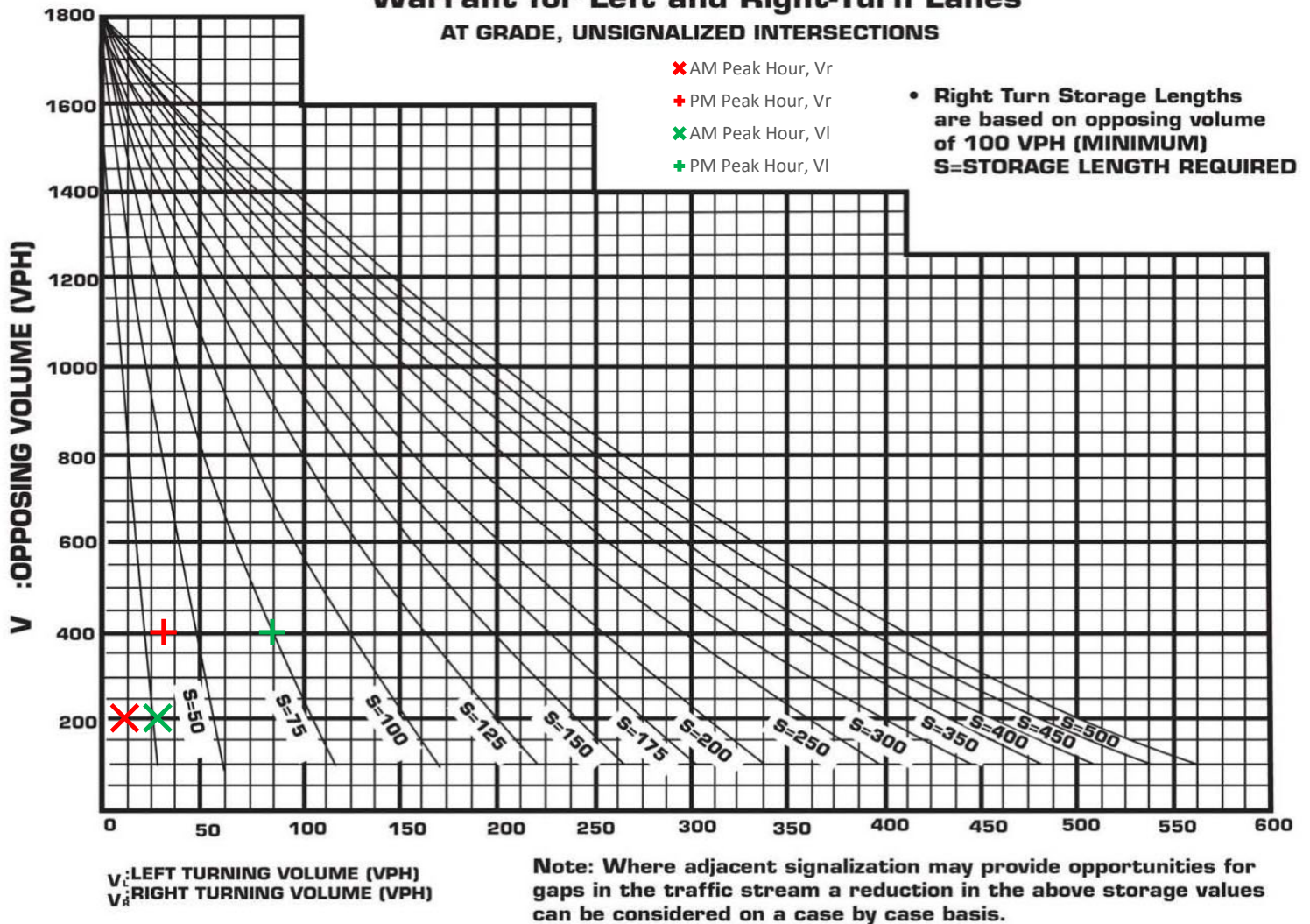
Site Primary Trip
Distribution
Percentages

Scale: Not to Scale

Figure 6

Peak Hour	Volumes		Peak Hour	Volumes	
	Opposing	Lefts		Opposing	Rights
AM	200	25	AM	200	8
PM	395	84	PM	395	28

Warrant for Left and Right-Turn Lanes AT GRADE, UNSIGNALIZED INTERSECTIONS



TURN LANE WARRANT SUMMARY

SITE ACCESS 1 AT ZOO PARKWAY



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

December 21, 2023

AJ Anastopoulos, P.E.
Davenport
119 Brookstown Ave, Suite PH1
Winston-Salem, NC 27101

SUBJECT: NCDOT Review of TIA to Assess Required Improvements Associated with Hillcrest Farm Subdivision

Dear Mr. Anastopoulos,

The NC Department of Transportation has reviewed the Traffic Impact Analysis (TIA) dated November 6, 2023, as submitted to this office for the Hillcrest Farm Subdivision in Asheboro, NC. The TIA studied the development's site driveway on NC 159 (Zoo Parkway) and SR 2919 (Newbern Ave), and other surrounding intersections. Based on comments from the District Engineer's office, Division Traffic Engineer's office, and the Congestion Management unit, the following stipulations and recommendations are offered:

1. Construct a right turn lane with 75' storage on NC 159 at Newbern Ave.
2. Construct a right turn lane with 50' storage on NC 159 at Site Drive 1.
3. Construct a left turn lane with 100' storage on NC 159 at Site Drive 1.
4. Construct a right turn lane with 100' storage on Zoo Connector at Wildlife Way.

Please see the attached drawing of the proposed improvements/incorporation of TIA recommendations for the subject site.

All work associated with the above-mentioned improvements shall be carried out through an approved Encroachment Agreement issued by the NCDOT Division 8 Engineer. In addition, any traffic signal timing modifications required (determined during driveway permitting process) will

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
DIVISION 8, DISTRICT 1
300 DOT DRIVE
ASHEBORO, NC 27205

Telephone: (336) 318-4000
Fax: (336) 318-4010
Customer Service: 1-877-368-4968

Website: www.ncdot.gov

Location:
300 DOT DRIVE
ASHEBORO, NC 27205

need to be coordinated through the Division Traffic Engineer's Office (Attn: David Willett, 150 DOT Drive, Carthage, NC, 28327) before work may commence.

If you have any further questions regarding this matter, please do not hesitate to call our office at (336) 318-4000.

Sincerely,

DocuSigned by:

746DFD671EFA474...

R. J Monroe
District Supervisor

Attachment

Cc: Mr. Reuben Blakley, PE, Division Engineer
Mr. David Willett, Division Traffic Engineer
Mr. Nicholas Lineberger, PE, Congestion Management Regional Engineer
File

Hillcrest Farm SC-2023-254

	Existing Laneage
	Recommended Laneage
	Laneage Built By Others
	NCDOT Recommendation
	Existing Signal
	Signal Proposed By Others
	Developer Proposed Signal
	Storage
	NCDOT Recommended Storage
	Distance Between Intersections
	IPS
	Internal Protected Stem
	All Distances in Feet
	Drawing Not to Scale



US-220 BUS

Zoo Pkwy

Newbern Ave

Eldorado Rd

Charles Ave

Teachy School Access

Site Drive 2

100 IPS

SITE

Site Drive 1

100 IPS

50

75

Wildlife Way

Zoo Connector

100



100





RZ-23-14: Request to rezone property located along the west side of Zoo Parkway and the south side of Newbern Avenue from R40 Low-Density Residential, R15 Low-Density Single-Family Residential, and R10 Medium-Density Residential to R7.5 (CZ) Medium-Density Residential Conditional Zoning for a Residential Planned Unit Development

Building Renderings provided by applicant

Note: A full set of the building elevations are included in the electronic copy of this staff report.















TrueHomes

IT'S ALL ABOUT U

THE HUNTLEY MASTERS SET ELEMENTS / TRADITIONS

ELECTRICAL LEGEND		GENERAL NOTES				KEY NOTES ELEVATIONS		TABLE OF CONTENTS	
	EXT. CARRIAGE LIGHT	1. PLANS PERMITTED IN NORTH CAROLINA ARE DESIGNED TO MEET THE 2018 NORTH CAROLINA RESIDENTIAL BUILDING CODE, AS ISSUED BY THE STATE OF NORTH CAROLINA, AND PLANS PERMITTED IN SOUTH CAROLINA DESIGNED TO MEET 2015 INTERNATIONAL RESIDENTIAL BUILDING CODE AS ISSUED BY THE STATE OF SOUTH CAROLINA, WITH MODIFICATIONS AS REQUIRED TO MEET LOCAL BUILDING CODES FOR EACH APPLICABLE JURISDICTION. 2. DO NOT SCALE DIMENSIONS FROM PRINTS. USE DIMENSIONS GIVEN OR CONSULT PRODUCTION CAD DEPARTMENT FOR FURTHER CLARIFICATION. 3. ALL DIMENSIONS ARE FROM WALL FRAMING. NO FINISHED DIMENSIONS ARE GIVEN. 4. PROVIDE 2 STUDS BETWEEN ALL WINDOWS. 5. ACCESS DOORS BETWEEN HOUSE AND GARAGE AREAS TO BE 20-MINUTE FIRE RATED.	6. ALL EXTERIOR WALLS & INTERIOR WALLS TO BE 2X4 STUDS 16" O.C. (U.N.O.). INTEGRITY COLLECTION INTERIOR NON-LOAD BEARING WALLS 24" O.C. (U.N.O.) 7. ALL STRUCTURAL FRAMING LUMBER EXPOSED DIRECTLY TO THE WEATHER OR BEARING DIRECTLY ON MASONRY OR CONCRETE SHALL BE TREATED. ALL WOOD IN CONTACT WITH THE GROUND MUST BE GROUND-CONTACT APPROVED. ALL WOOD EXPOSED DIRECTLY TO THE WEATHER SHALL BE PROTECTED TO PREVENT THE OCCURRENCE OF ROT. 8. ALL ANGLED WALLS ARE AT 45 DEGREES UNLESS NOTED OTHERWISE. 9. USE WINDOW NOMINAL SIZES FOR RAUGH OPENINGS. APPLIES TO TWIN AND TRIPLE WINDOWS. SEE ELEVATIONS FOR WINDOW HEADER HEIGHTS. 10. DIMENSIONS ARE FROM FACE OF STUDS. 11. PROVIDE BLOCKING ABOVE WINDOWS AND DOORS 16" O.C. 12. PROVIDE EXTRA STUDS AS INDICATED AT BEAM BEARING LOCATIONS.	13. WALLS TO BE FRAMED WITH STUDS AT 16" O.C. AT KITCHEN WALLS WITH CABINETS AND AT TUB/SHOWER LOCATIONS (PER MANUF.). 14. ALL COMMON CEILING BETWEEN GARAGE TO HOUSE PROVIDE 5/8" TYPE X GWB PER GARAGE SEPARATION REQUIREMENTS PER IRC. ALL JOINTS TO BE TAPED & MUDDERED FOR FIRE SEPARATION. ALL STRUCTURES SUPPORTING FLOOR/CEILING ASSEMBLIES USED FOR SEPARATION REQUIRE NOT LESS THAN 3/4 GYP OR EQ. PER SECTION R302.6 15. SEPARATE GARAGE FROM ATTIC WITH 5/8" TYPE X GWB SCUTTLE MINIMUM AND 2X SCUTTLE FRAMING MATERIAL. 16. HEEL HEIGHTS. SEE ELEVATIONS SHEETS FOR TOP OF FASCIA DIMENSIONS TO GATHER PROPER HEEL HEIGHT REQUIREMENTS. 17. PROVIDE AND INSTALL LOCALLY CERTIFIED SMOKE DETECTORS AND CARBON MONOXIDE DETECTORS AS REQUIRED BY NATIONAL FIRE PROTECTION ASSOCIATION AND	MEETING THE REQUIREMENTS OF ALL GOVERNING CODES AND PER MANUFACTURER SPECS. 18. STAIR TREAD DESIGN TO BE VERIFIED WITH SELECTIONS AND P.O.S. 19. PROVIDE 1 1/2" FLAT WALL FRAMING FOR ALL HVAC CHASES UNLESS NOTED OTHERWISE. SEE FRAMING SHEETS/CS2 FOR ADDITIONAL NOTES PER LOCAL CODES. 20. FOR TRADITIONS, ELEMENTS, INTEGRITY, AND TRIBUTE SERIES, DOORS SHOULD BE LOCATED 4" OFF ADJACENT WALLS OR CENTERED IN THE WALL UNLESS NOTED OTHERWISE. DESIGNER SERIES SHOULD BE LOCATED 6" OFF ADJACENT WALLS OR CENTERED IN THE WALL UNLESS NOTED OTHERWISE. 21. ALL HOMES TREATED WITH BORA-CAFE TERMITE TREATMENT. 22. SHURY DOORS ARE 2 1/2" x 39" NOMINAL (R.O. 22 1/2" x 40"). 23. SHEATH WALLS AND CEILINGS w/ OSB PER SPECS. IN FURN. ROOM LOCATIONS	(10) CORNER TRIM (105) FLUSH RAKE (105) HORIZONTAL SIDING (107) BOARD-N-BATTEN SIDING (108) SCALLOPED SIDING (109) SHAKE SIDING (11) COMPOSITE SHINGLES (112) METAL ROOFING (113) SHINGLED RETURN (114) SUBFASCIA (115) FLASHING (117) VINYL SHUTTER (118) TRIM BOARD AT OVERHEAD DOOR JAMB (123) BRICKMOLD TRIM (124) 1X4 TRIM BOARD (125) 1X6 TRIM BOARD (126) SYNTHETIC CROSS HEAD (127) 1X4 FRIEZE TRIM BOARD (128) 1X6" FASCIA (13) 1-1/2" THICK STONE CAP (135) 5" FACE BRICK VENEER (135) ROWLOCK SILL (137) BRICK JACK ARCH (139) SOLDIER COURSE (141) PRECAST KEYSTONE (143) THRU-SET STONE VENEER	CS COVER SHEET R1 REVISION SHEET A1 FOUNDATION & OPTIONS A2 FIRST FLOOR PLANS & OPTIONS A3 SECOND FLOOR PLAN & OPTIONS A4 EXTERIOR ELEVATIONS & OPTIONS GSN GENERAL STRUCTURAL NOTES A5 FLOOR FRAMING & OPTIONS A6 ROOF FRAMING & OPTIONS A7 STAIR SECTIONS E1 FIRST FLOOR ELECTRICAL PLANS E2 SECOND FLOOR ELECTRICAL PLANS D DETAILS C CABINET PLANS		
	OUTLET 220V								
	OUTLET 110V								
	OUTLET 110V WATER PROOF								
	OUTLET 110V GFI								
	SWITCHED RECEPTACLE								
	PHONE								
	SMOKE / CO DETECTOR								
	SMOKE DETECTOR								
	SWITCH								
	3-WAY SWITCH								
	4-WAY SWITCH								
	SPEAKER SWITCH								
	THERMOSTAT								
	CABLE TV								
	CEILING LIGHT								
	COMPACT FLUORESCENT LIGHT G224 SOCKET								
	JUNCTION LIGHT								
	SPEAKER								
	EXHAUST FAN								
	EXHAUST FAN / LIGHT								
	FLOOD LIGHT								
	UNDER CABINET LIGHT								
	PUSH BUTTON								
	ELECTRIC PANEL								
	CAN LIGHT								
	MINI-CAN LIGHT								
	PENDANT LIGHT								
	PREWIRE								
	CEILING FAN PRE-WIRE								
ELECTRICAL TO BE PLACED PER CODE IN THE FIELD.									

INTERIOR HINGED DOOR SCHEDULE		EXTERIOR HINGED DOOR SCHEDULE		KING / JACK SCHEDULE		SQUARE FOOTAGE	
DOOR WIDTH DOOR HEIGHT R.O.		DOOR WIDTH DOOR HEIGHT R.O.		DOOR WIDTH DOOR HEIGHT R.O.		DOOR WIDTH DOOR HEIGHT R.O.	
PLAN I.D. R.O. WIDTH	8FT CEILING 9FT CEILING 10FT CEILING	PLAN I.D. R.O. WIDTH	8FT CEILING 9FT CEILING 10FT CEILING	PLAN I.D. R.O. WIDTH	8FT CEILING 9FT CEILING 10FT CEILING	PLAN I.D. R.O. WIDTH	8FT CEILING 9FT CEILING 10FT CEILING
1/4 1'-6"		3/0 3'-2 1/2"		1/4 1'-6"		1/4 1'-6"	
1/6 1'-8"		2/8 2'-10 1/2"		1/6 1'-8"		1/6 1'-8"	
1/8 1'-10"		5/0 5'-3 5/8"		1/8 1'-10"		1/8 1'-10"	
2/0 2'-2"		5/4 5'-7 5/8"		2/0 2'-2"		2/0 2'-2"	
2/4 2'-6"		6/0 6'-3 5/8"		2/4 2'-6"		2/4 2'-6"	
2/6 2'-8"				2/6 2'-8"		2/6 2'-8"	
2/8 2'-10"				2/8 2'-10"		2/8 2'-10"	
3/0 3'-2"				3/0 3'-2"		3/0 3'-2"	
4/0 4'-2"				4/0 4'-2"		4/0 4'-2"	
5/0 5'-2"				5/0 5'-2"		5/0 5'-2"	
6/0 6'-2"				6/0 6'-2"		6/0 6'-2"	
82-1/2" NOMINAL DOOR HEIGHT + 2 1/2"		82-1/2" NOMINAL DOOR HEIGHT + 2 1/2"		82-1/2" NOMINAL DOOR HEIGHT + 2 1/2"		82-1/2" NOMINAL DOOR HEIGHT + 2 1/2"	
16-5/8" NOMINAL DOOR HEIGHT + 2 1/2"		16-5/8" NOMINAL DOOR HEIGHT + 2 1/2"		16-5/8" NOMINAL DOOR HEIGHT + 2 1/2"		16-5/8" NOMINAL DOOR HEIGHT + 2 1/2"	
18-7/8" NOMINAL DOOR HEIGHT + 2 1/2"		18-7/8" NOMINAL DOOR HEIGHT + 2 1/2"		18-7/8" NOMINAL DOOR HEIGHT + 2 1/2"		18-7/8" NOMINAL DOOR HEIGHT + 2 1/2"	
LOAD BEARING (Diamond) NON-LOAD BEARING (Circle)		LOAD BEARING (Diamond) NON-LOAD BEARING (Circle)		LOAD BEARING (Diamond) NON-LOAD BEARING (Circle)		LOAD BEARING (Diamond) NON-LOAD BEARING (Circle)	

INTERIOR PASS THRU SCHEDULE		POST SCHEDULE	
FRAMED OPENING DIMENSIONS		FRAMED OPENING DIMENSIONS	
WALL HEIGHT	R.O. WIDTH R.O. HEIGHT	WALL HEIGHT	R.O. WIDTH R.O. HEIGHT
0'-1 1/8"	PLAN I.D. + 2" 82-1/2"	0'-1 1/8"	PLAN I.D. + 2" 82-1/2"
0'-1 1/8"	PLAN I.D. + 2" 94-1/2"	0'-1 1/8"	PLAN I.D. + 2" 94-1/2"
10'-1 1/8"	PLAN I.D. + 2" 95-1/2"	10'-1 1/8"	PLAN I.D. + 2" 95-1/2"
ROUGH OPENING HEIGHTS ARE FOR DO, CO, & AO OPENINGS. SHIM HEIGHTS AS NEEDED TO MATCH INTERIOR HINGED DOOR CASING		ROUGH OPENING HEIGHTS ARE FOR DO, CO, & AO OPENINGS. SHIM HEIGHTS AS NEEDED TO MATCH INTERIOR HINGED DOOR CASING	
INTERIOR DOORWAY OPENINGS:		INTERIOR DOORWAY OPENINGS:	
DO = DRYWALL OPENING		DO = DRYWALL OPENING	
CO = CASING OPENING		CO = CASING OPENING	
AO = ARCHED OPENING		AO = ARCHED OPENING	

REVISION LOG	
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2. DATE:	DRAWN BY:
3. DATE:	DRAWN BY:
4. DATE:	DRAWN BY:

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COVER SHEET
MASTER SET

THE HUNTLEY

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SHEET:
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v1.2



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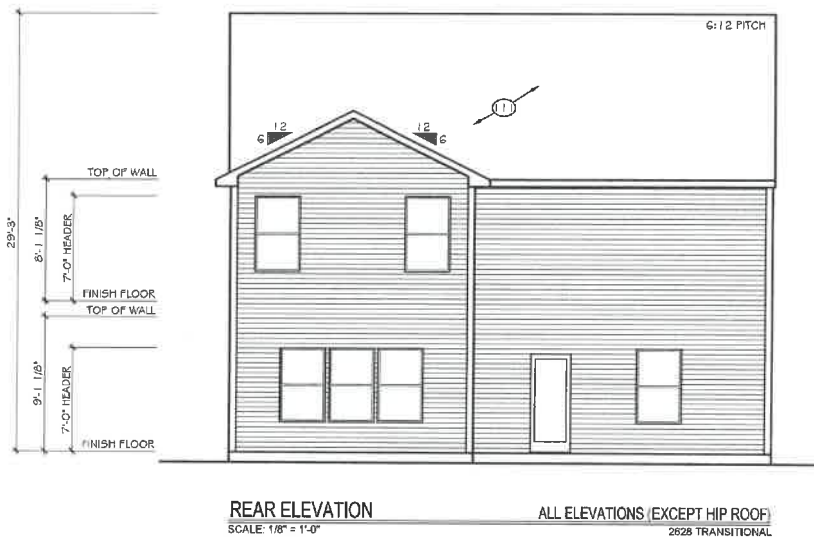
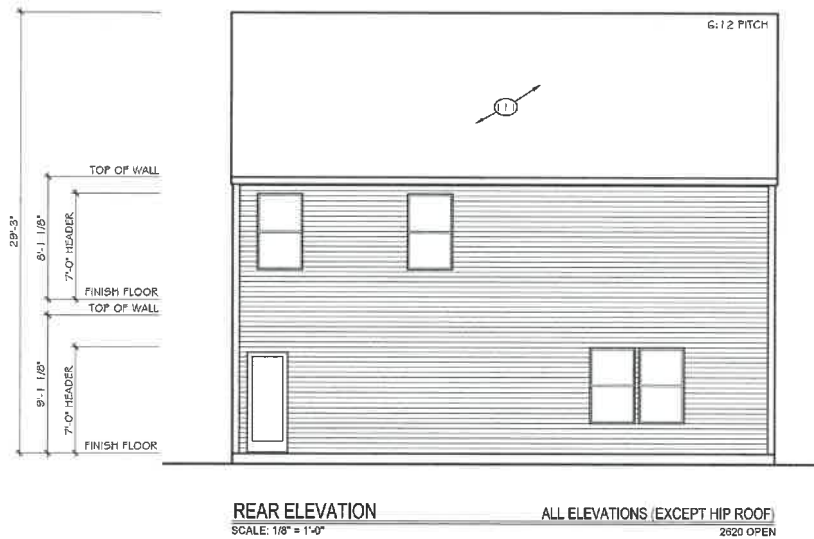
FRONT ELEVATION
ELEVATION E-A1

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REAR ELEVATION
ALL ELEVATIONS (EXCEPT HIP ROOF)

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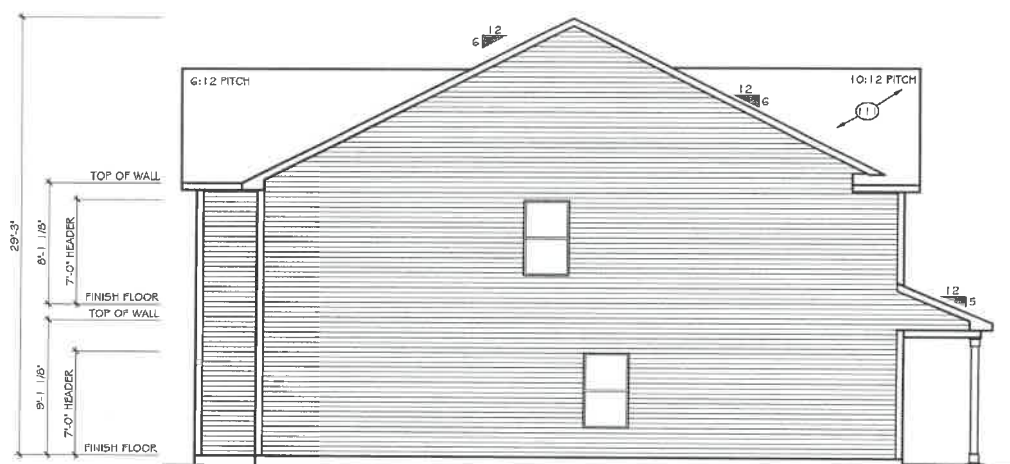
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BFS / DJP

SHEET:
A4.1



RIGHT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATIONS E-A1 to E-A4, E-B1 to E-B4
2620 OPEN



RIGHT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATIONS E-A1 to E-A4, E-B1 to E-B4
2628 TRANSITIONAL

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RIGHT ELEVATION
ELEVATION E-A1 to E-A4, E-B1 to E-B4

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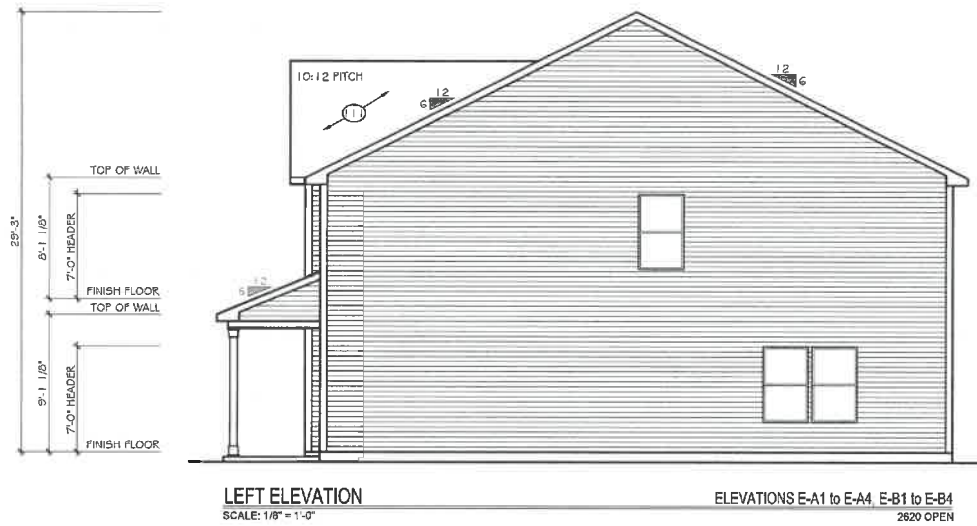
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SHEET:

A4.2



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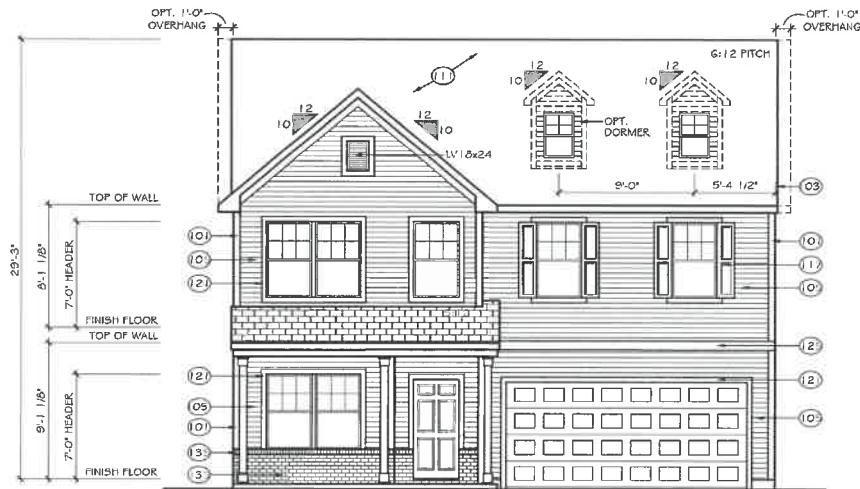
LEFT ELEVATION
ELEVATION E-A1 to E-A4, E-B1 to E-B4

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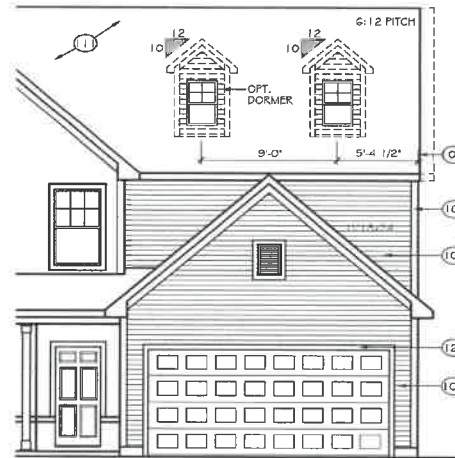
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SHEET:
A4.3
v1.2

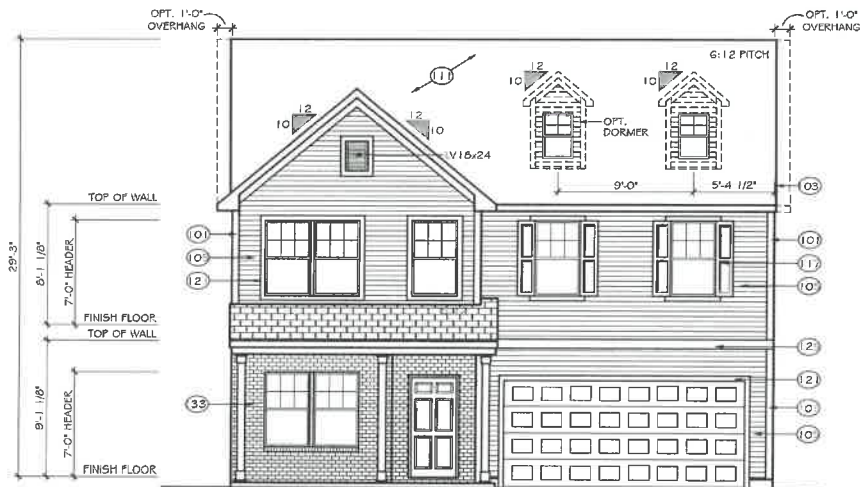


FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION E-A2

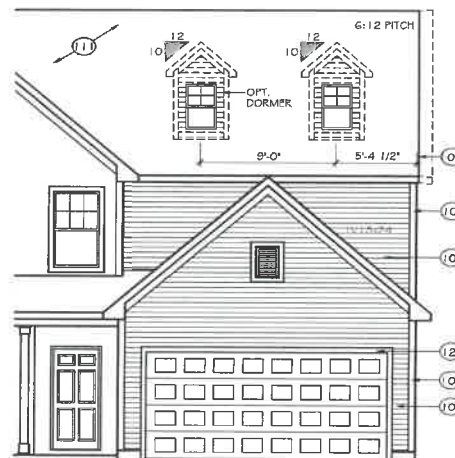


8' GARAGE BUMP OPTION



FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION E-A3



8' GARAGE BUMP OPTION

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FRONT ELEVATION
ELEVATION E-A2, E-A3

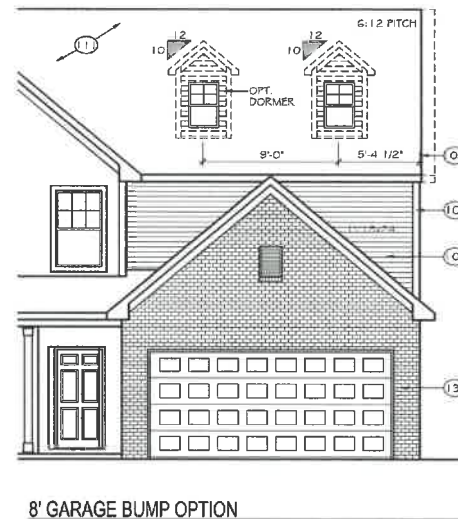
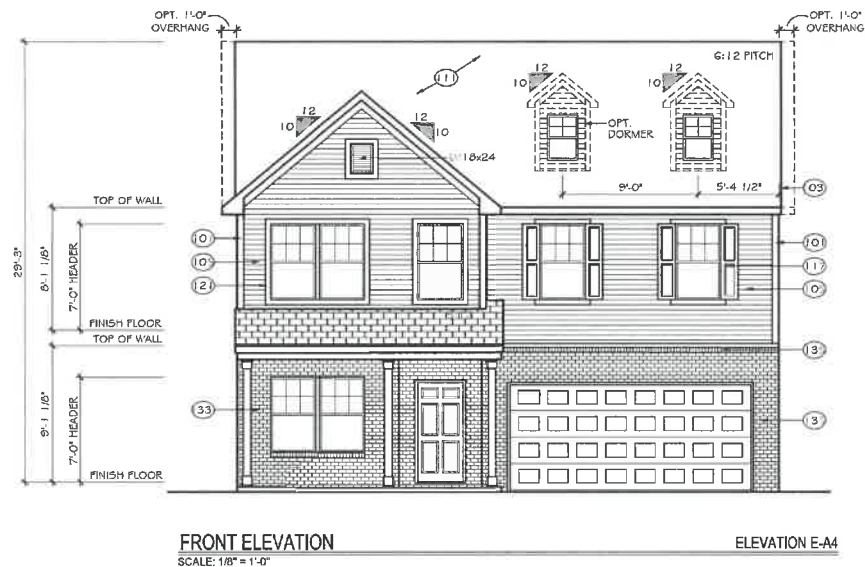
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SHEET:

A4.4



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FRONT ELEVATION
 ELEVATION E-A4

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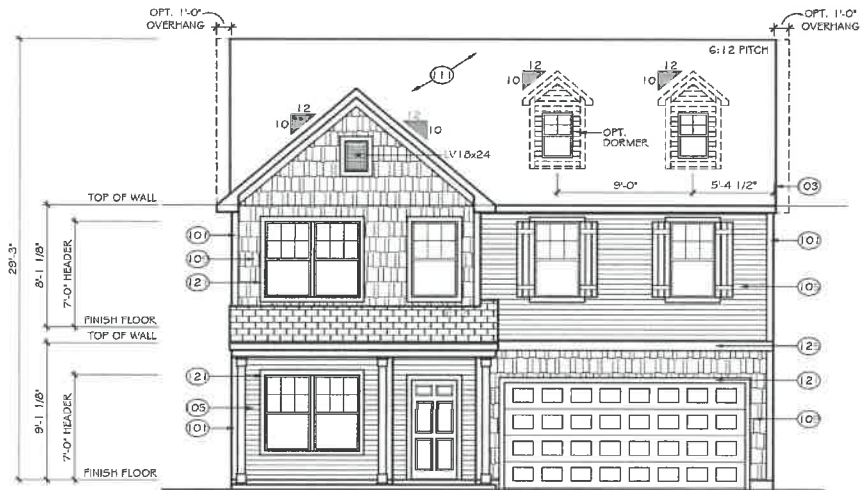
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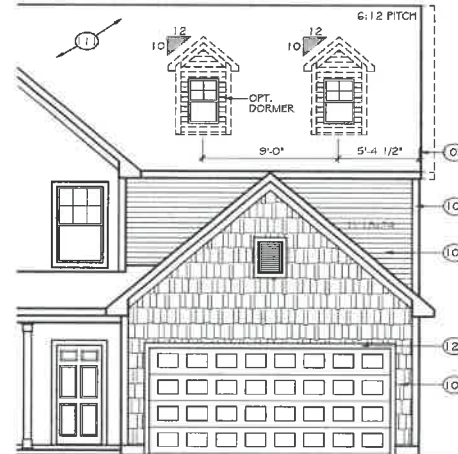
CHECKED BY:
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SHEET:
A4.5
 v1.2

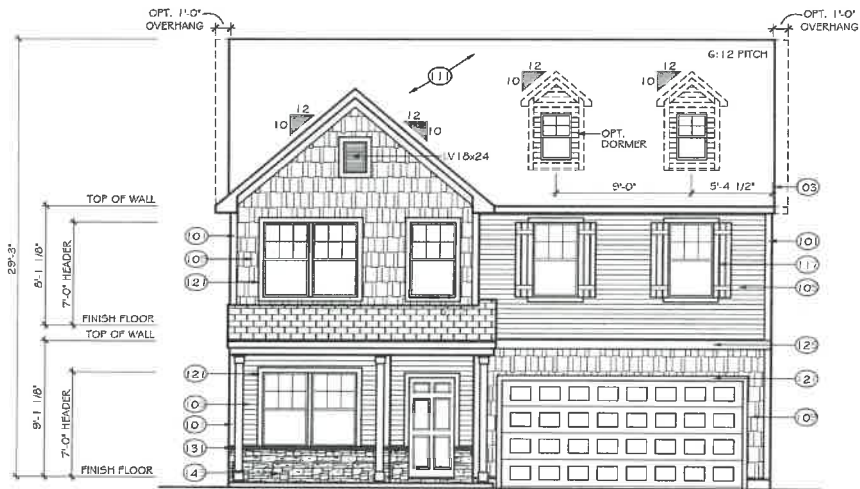


FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION E-B1

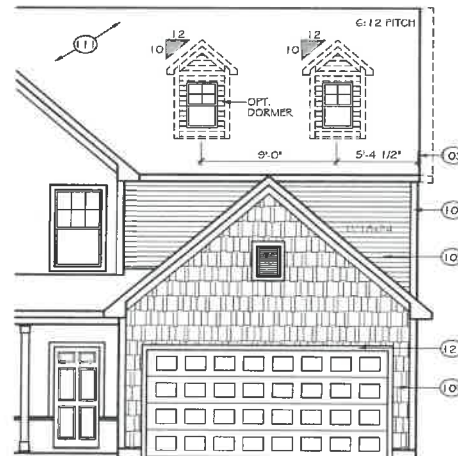


8' GARAGE BUMP OPTION



FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION E-B2



8' GARAGE BUMP OPTION

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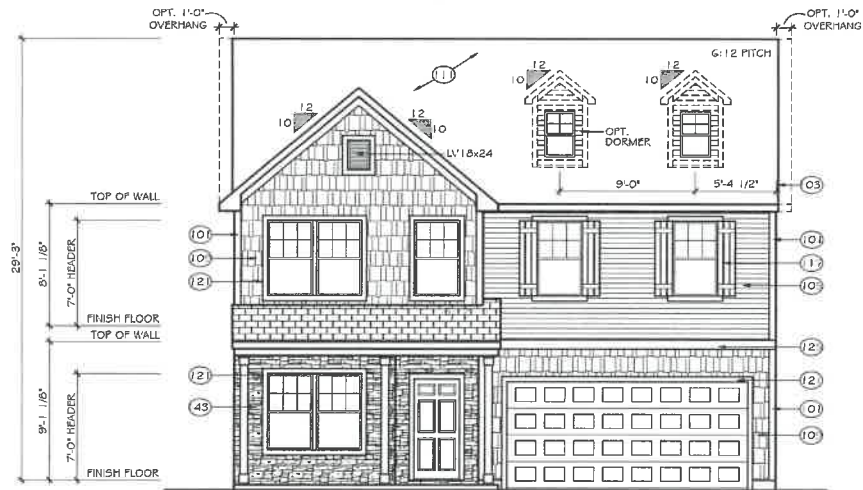
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FRONT ELEVATION
ELEVATIONS E-B1, E-B2

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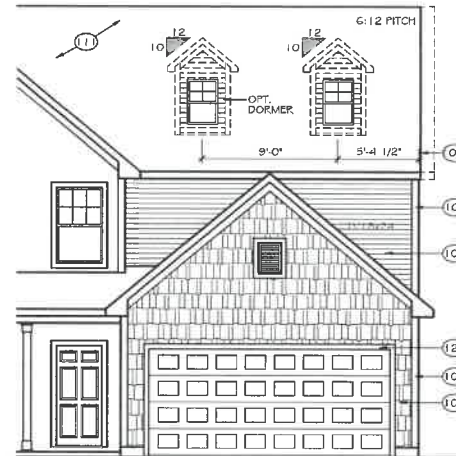
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A4.6

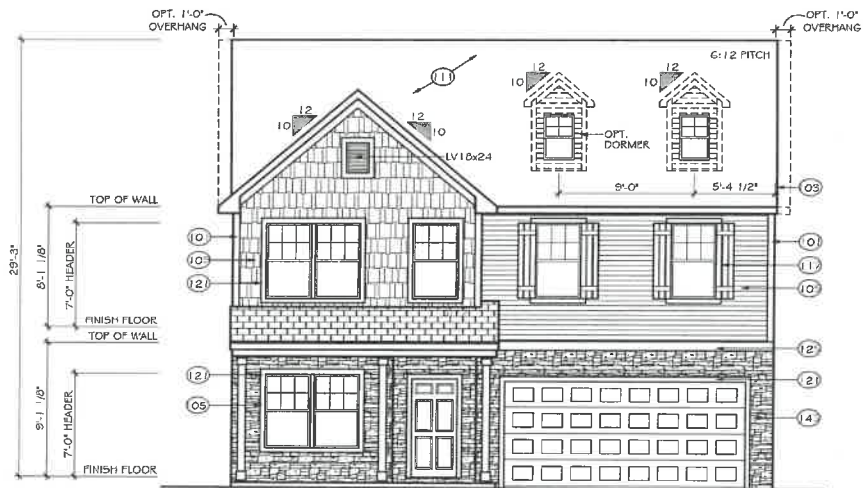


FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION E-B3

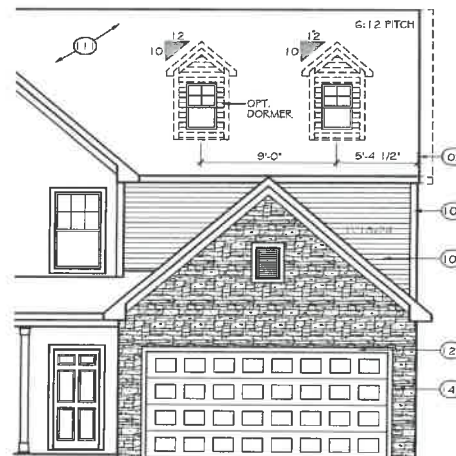


8' GARAGE BUMP OPTION



FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION E-B4



8' GARAGE BUMP OPTION

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FRONT ELEVATION
ELEVATIONS E-B3, E-B4

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SHEET:
A4.7
v1.2



v1.2



RIGHT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATIONS E-EC1 to E-EC5, E-D1 to E-ED5
2620 OPEN



RIGHT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATIONS E-EC1 to E-EC5, E-D1 to E-ED5
2626 TRANSITIONAL

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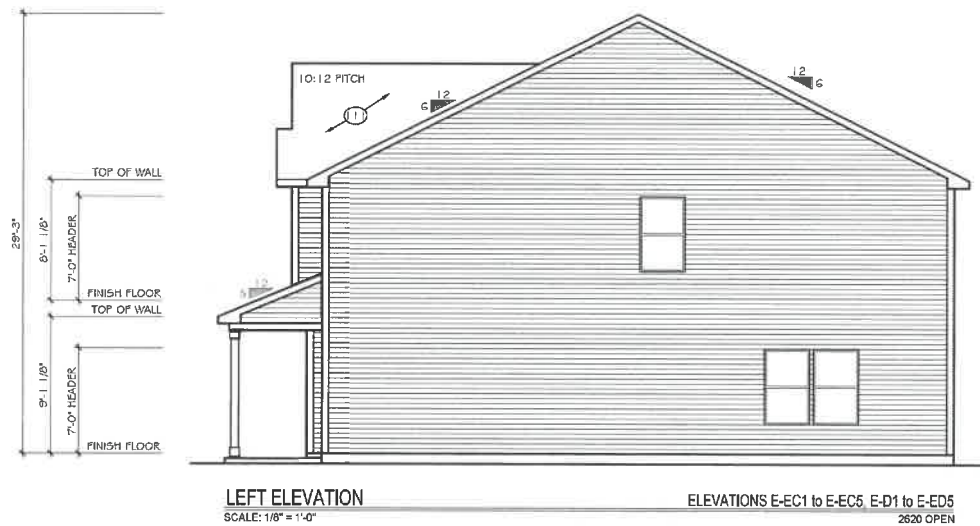
RIGHT ELEVATION
ELEVATION E-C1 to E-C5, E-D1 to E-D5

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SHEET:
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v1.2



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LEFT ELEVATION
ELEVATION E-C1 to E-C5, E-D1 to E-D5

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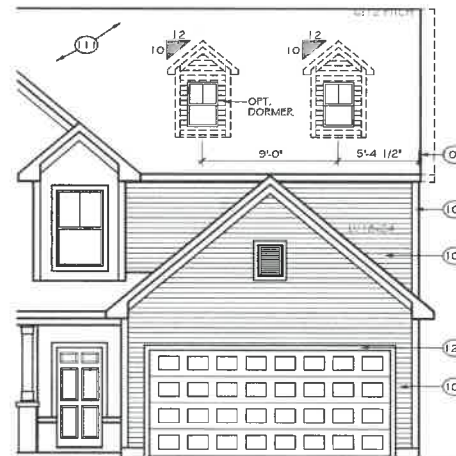
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SHEET:
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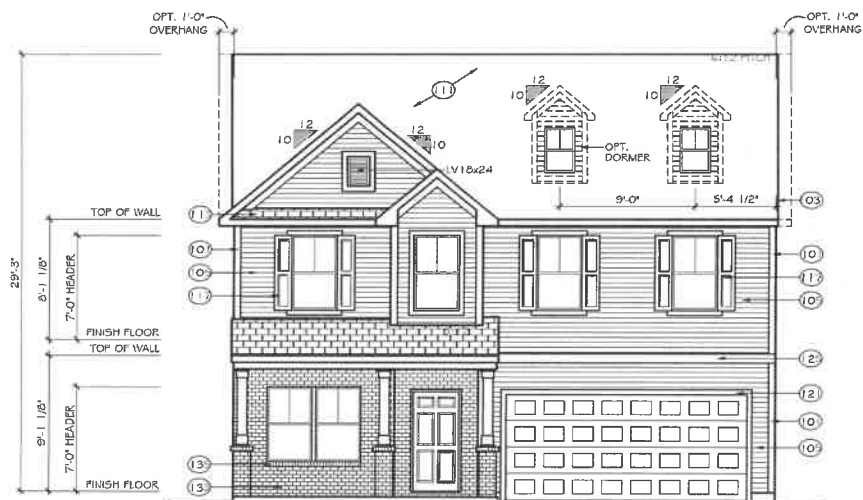


FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION E-C2

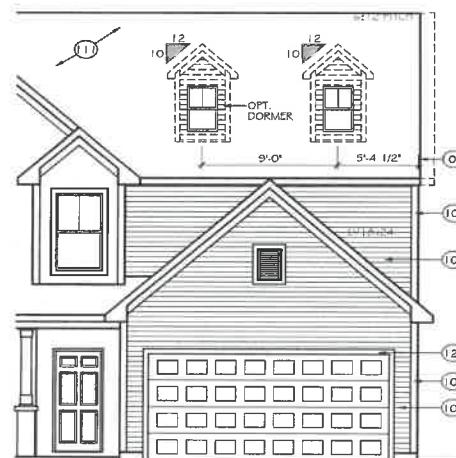


8' GARAGE BUMP OPTION



FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION E-C3



8' GARAGE BUMP OPTION

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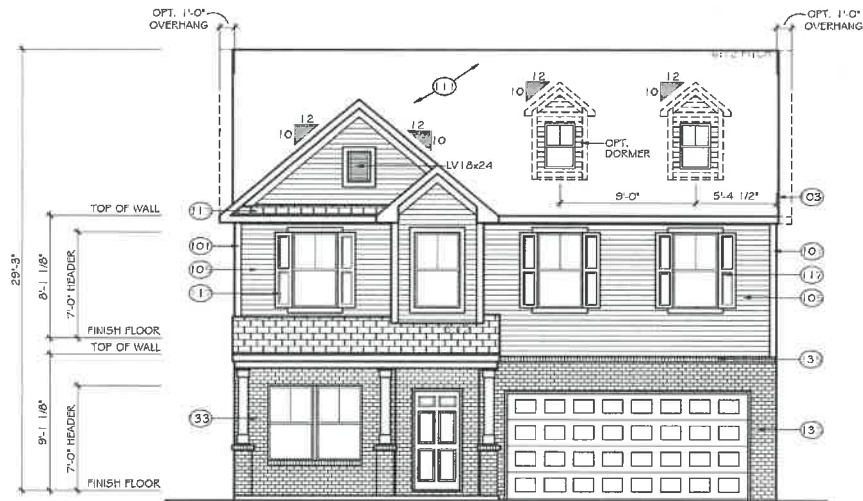
FRONT ELEVATION
ELEVATION E-C2, E-C3

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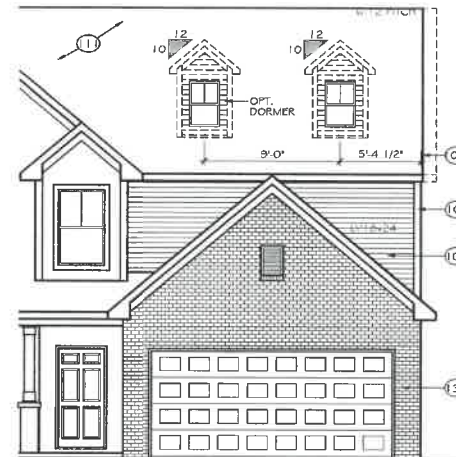
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CHECKED BY:
BPS / DJP

SHEET:
A4.11
v1.2

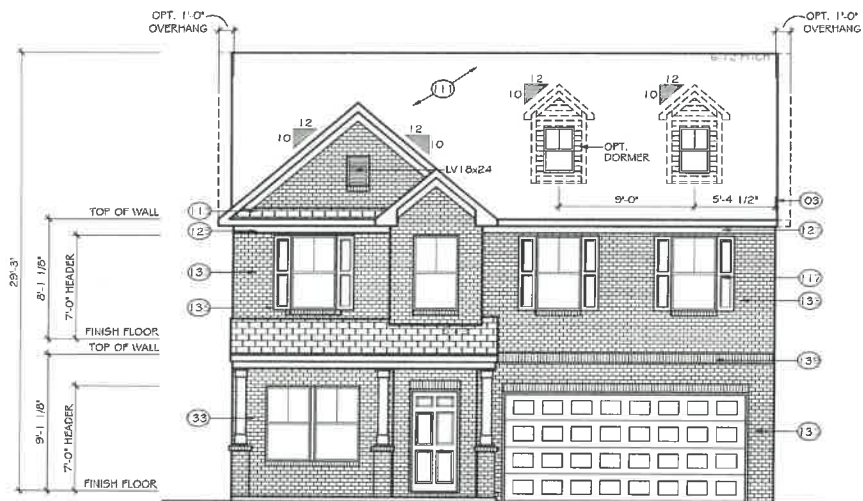


FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION E-C4

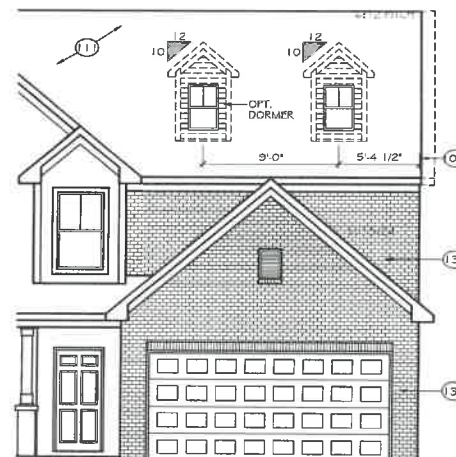


8' GARAGE BUMP OPTION



FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION E-C5



8' GARAGE BUMP OPTION

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FRONT ELEVATION
ELEVATION E-C4, E-C5

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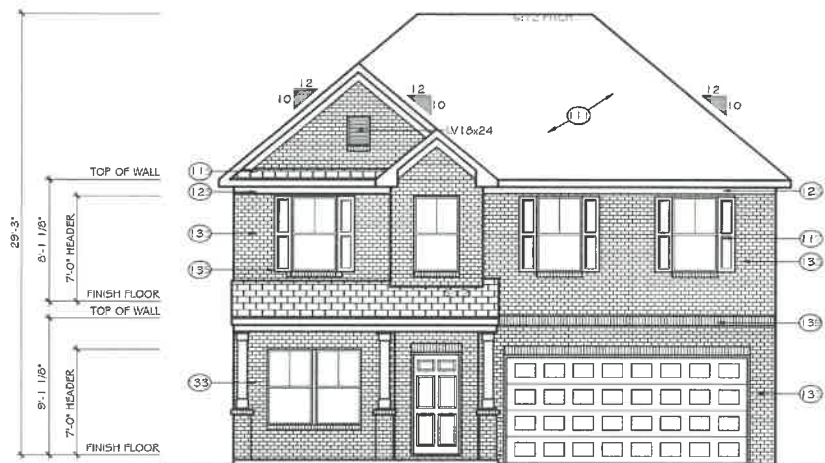
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11-29-18

SCALE:
1/8" = 1'-0"

CHECKED BY:
DPS / DJP

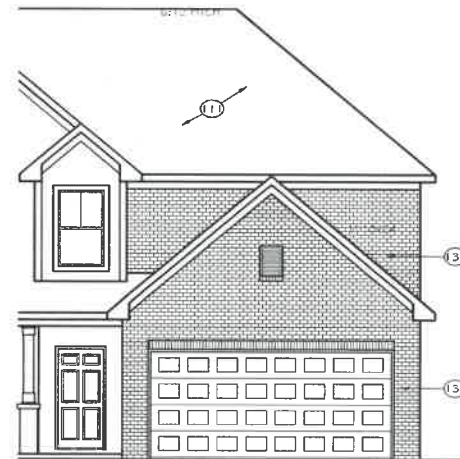
SHEET:

A4.12



FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION E-C6



8' GARAGE BUMP OPTION

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FRONT ELEVATION
ELEVATION E-C6

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SCALE:

1/8" = 1'-0"

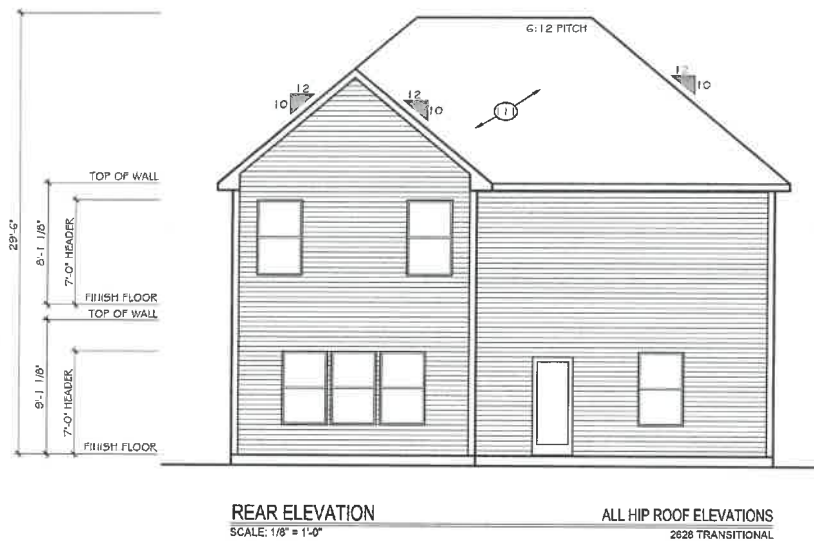
CHECKED BY:

BPS / DJP

SHEET:

A4.13

11/29



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REAR ELEVATION
 ELEVATION E-C6, E-D6

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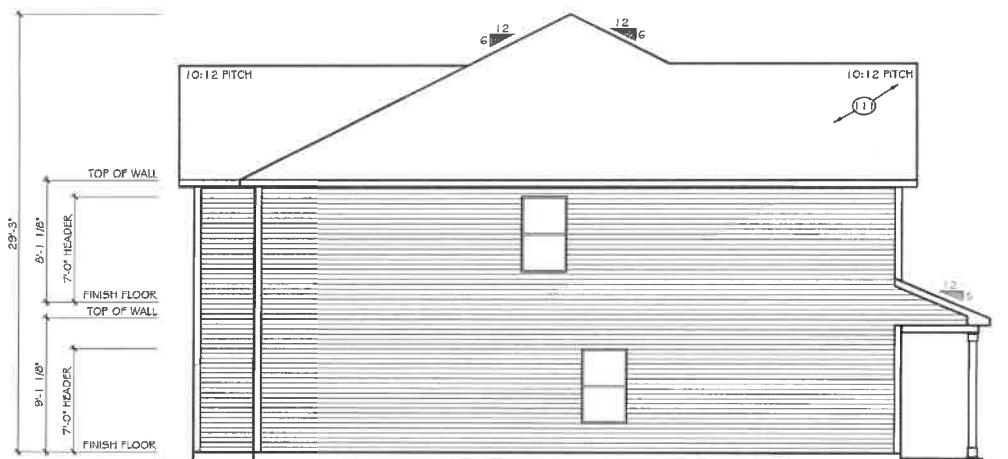
DRAWN BY: CLC
 DATE: 11-29-18
 SCALE: 1/8" = 1'-0"
 CHECKED BY: DJS / DJP

SHEET:
A4.14
 v1.2



RIGHT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATIONS E-C6, E-D6
2620 OPEN



RIGHT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATIONS E-C6, E-D6
2628 TRANSITIONAL

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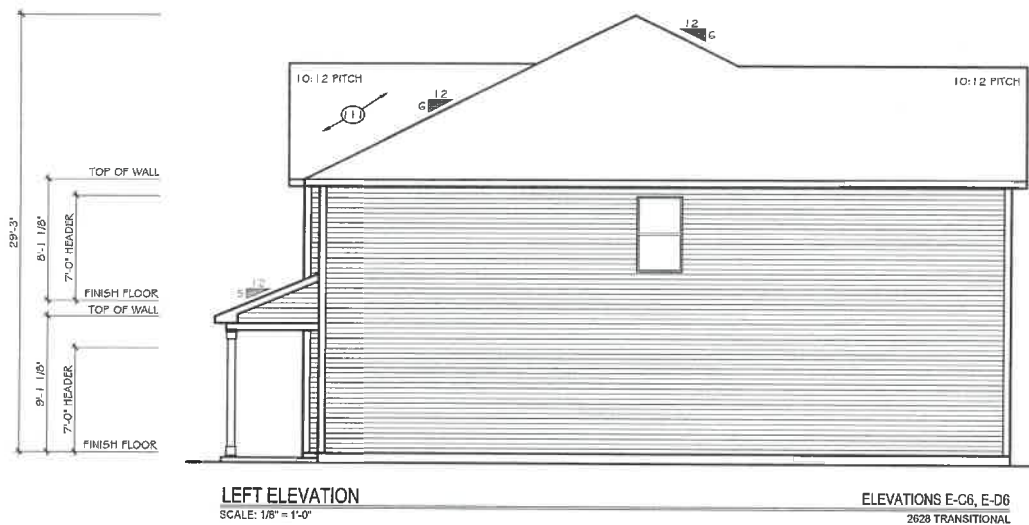
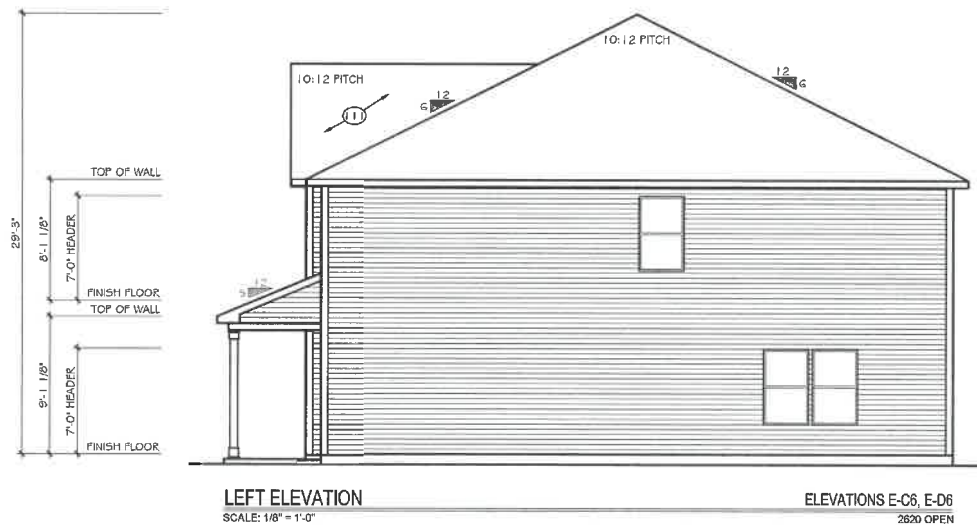
RIGHT ELEVATION
ELEVATION E-C6, E-D6

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SCALE:
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CHECKED BY:
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SHEET:
A4.15
v1.2



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LEFT ELEVATION
 ELEVATION E-C6, E-D6

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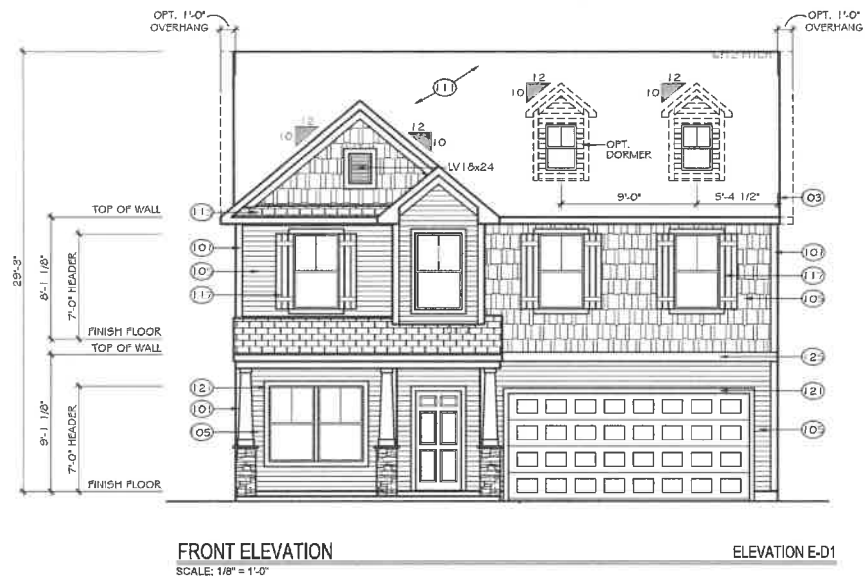
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SCALE:
 1/8" = 1'-0"

CHECKED BY:
 BPS / DJP

SHEET:
A4.16
 v1.2



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FRONT ELEVATION
ELEVATION E-D1, E-D2

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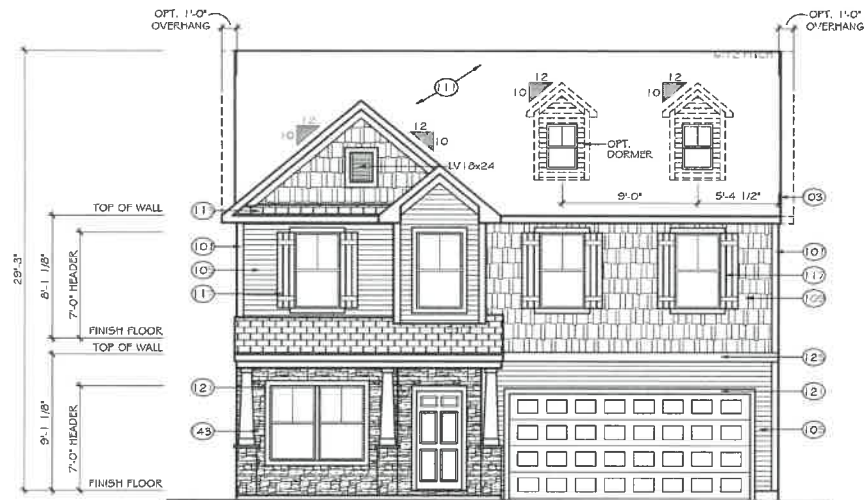
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BPS / DJP

SHEET:

A4.17

v1.2

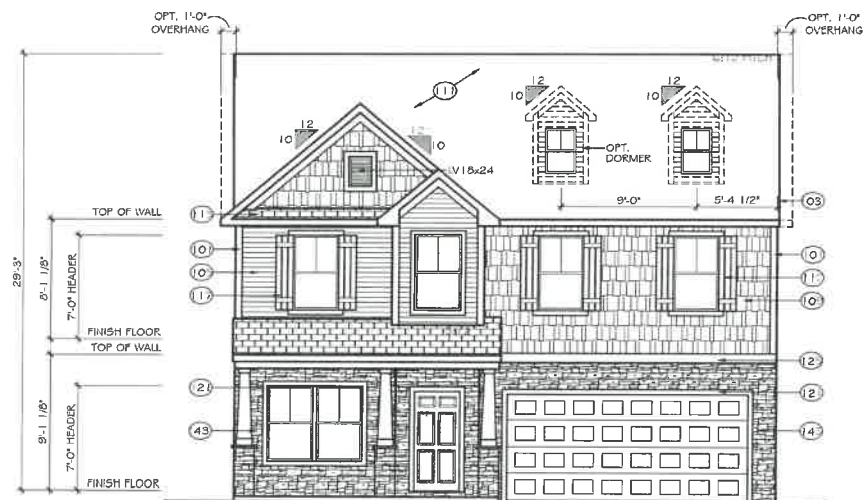


FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION E-D3

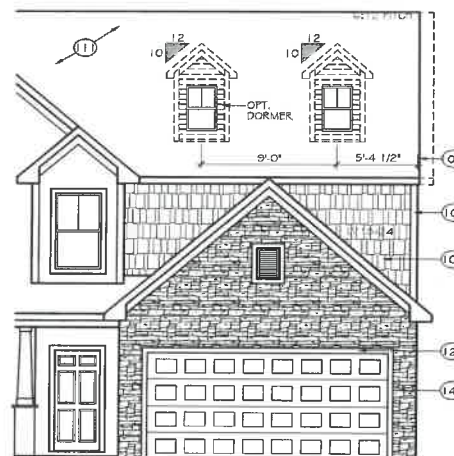


8' GARAGE BUMP OPTION



FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION E-D4



8' GARAGE BUMP OPTION

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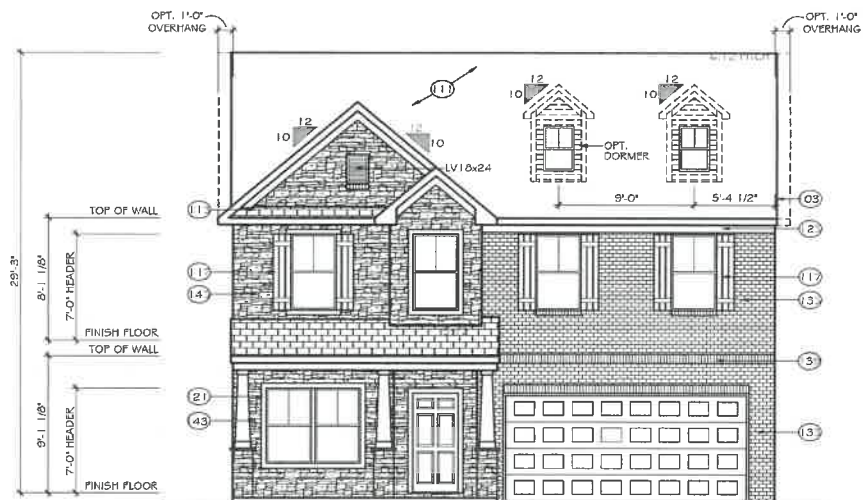
FRONT ELEVATION
ELEVATION E-D3, E-D4

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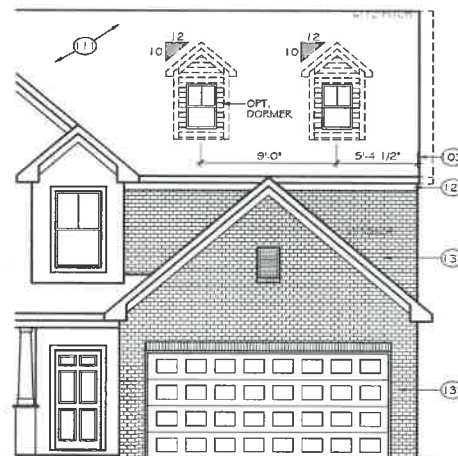
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OLC
DATE:
11-29-18
SCALE:
1/8" = 1'-0"
CHECKED BY:
BPS / DJP

SHEET:
A4.18

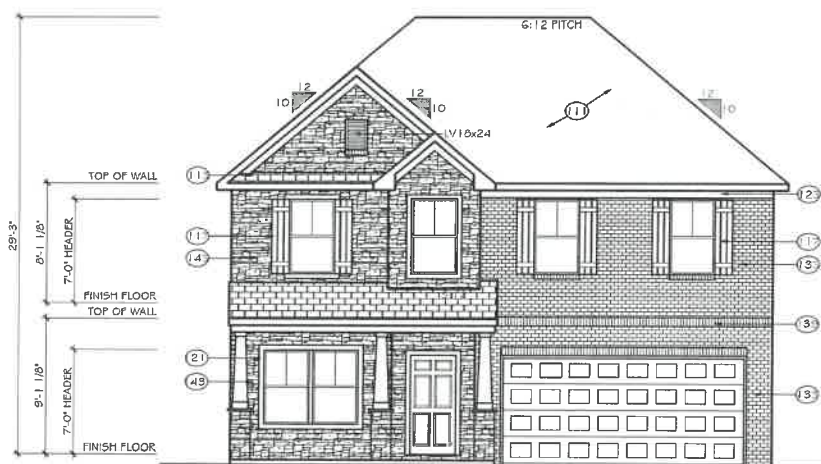


FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION E-D5

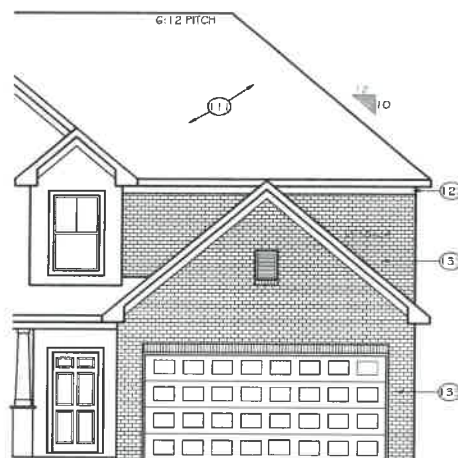


8' GARAGE BUMP OPTION



FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION E-D6



8' GARAGE BUMP OPTION

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FRONT ELEVATION
ELEVATION E-D5, E-D6

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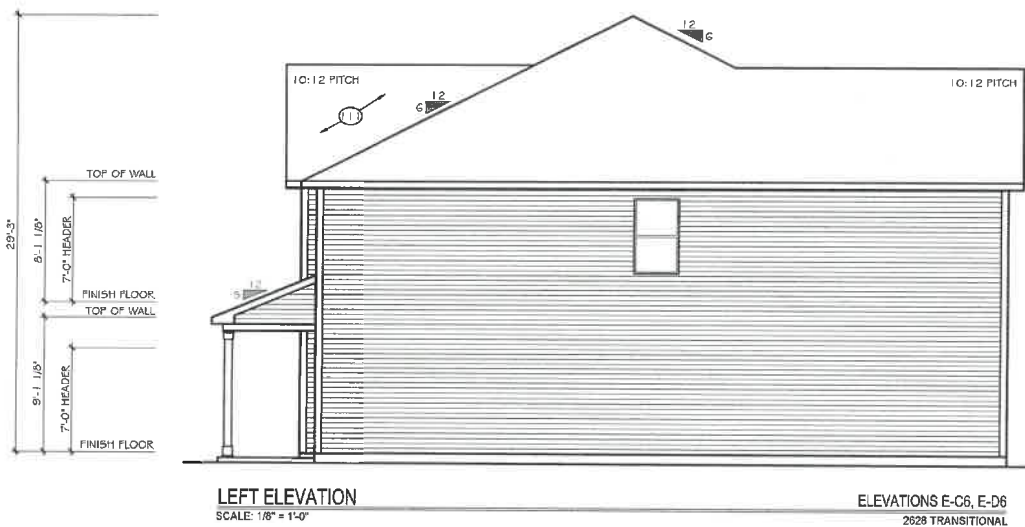
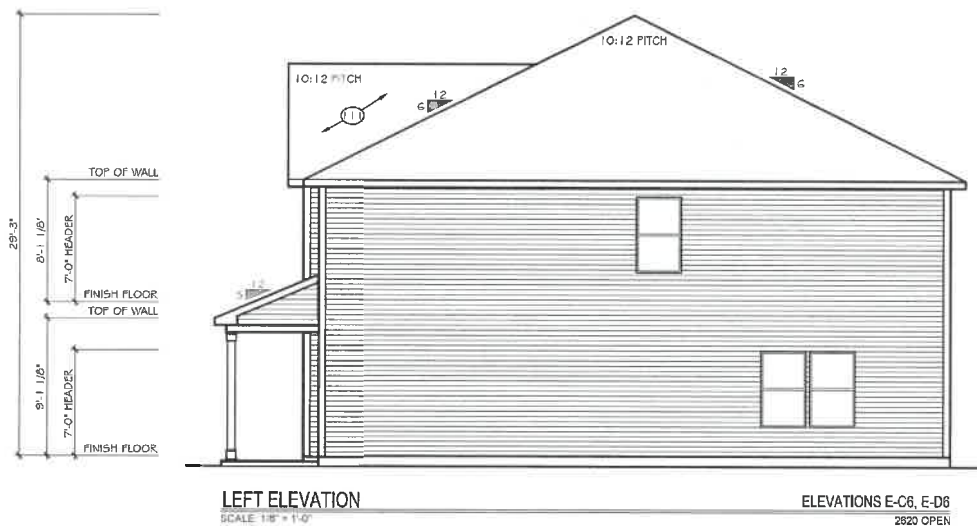
1/8" = 1'-0"

CHECKED BY:

BP5 / DJP

SHEET:

A4.19



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LEFT ELEVATION
 ELEVATION E-E6, E-F6

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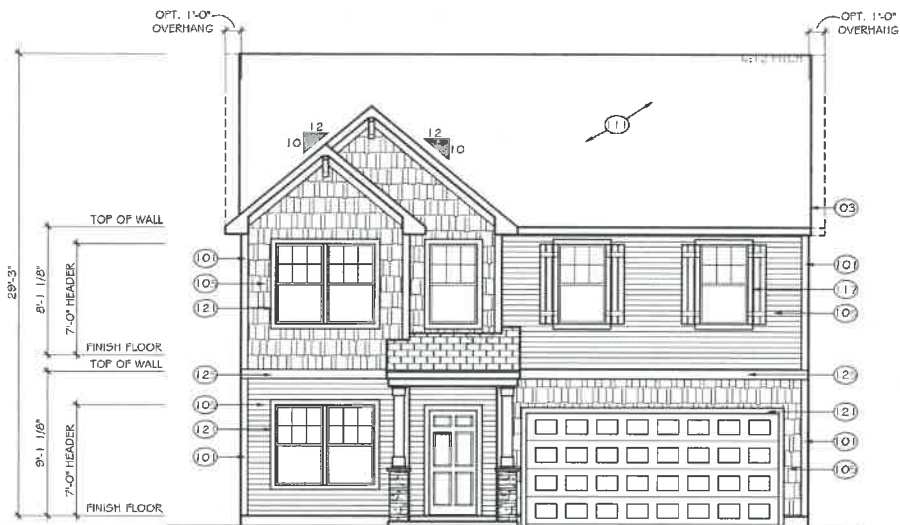
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 CLC

DATE:
 11-29-18

SCALE:
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CHECKED BY:
 BPS / DJP

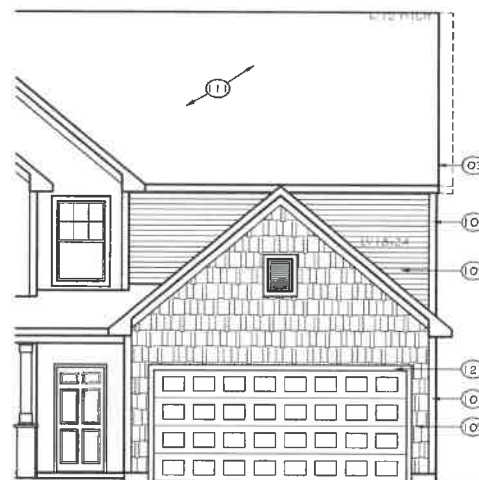
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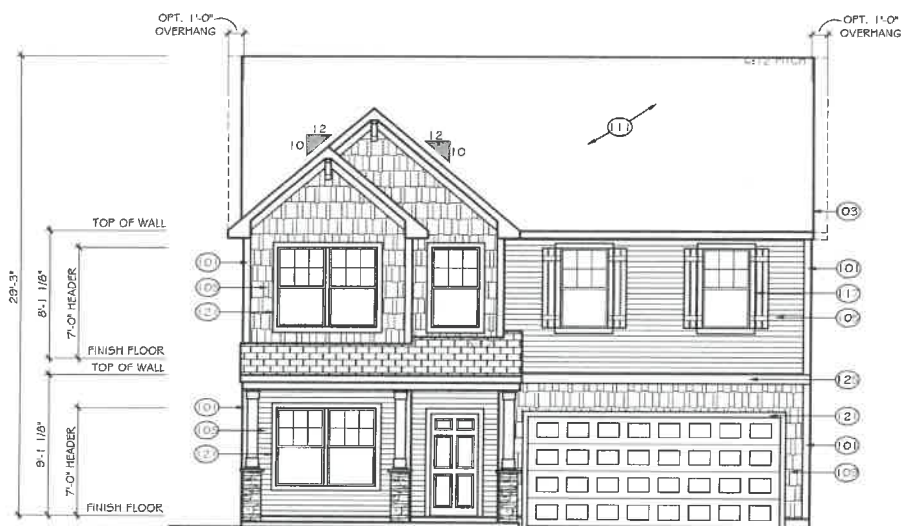
FRONT ELEVATION

SCALE: 1/8" = 1'-0"

ELEVATION E-F1



8' GARAGE BUMP OPTION



FRONT ELEVATION

SCALE: 1/8" = 1'-0"

ELEVATION E-F1P

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FRONT ELEVATION
ELEVATION E-F1

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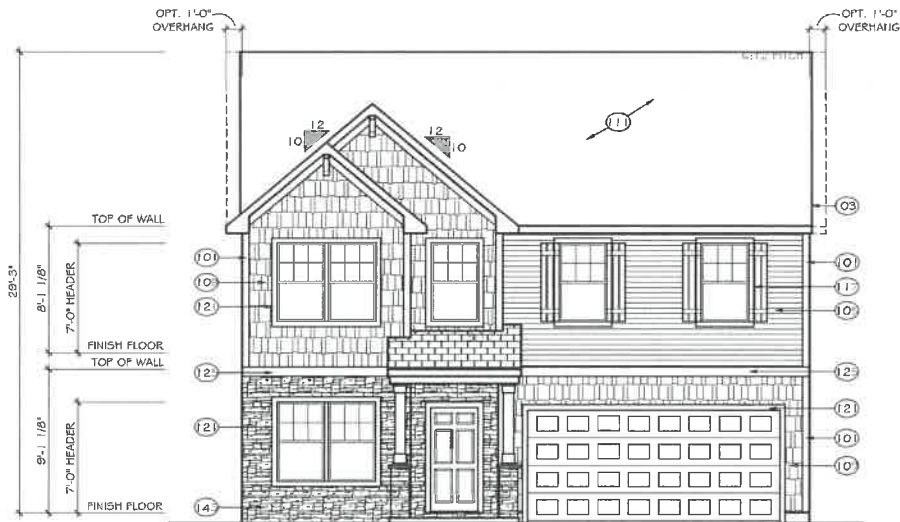
SHEET:

A4.30

v1.2



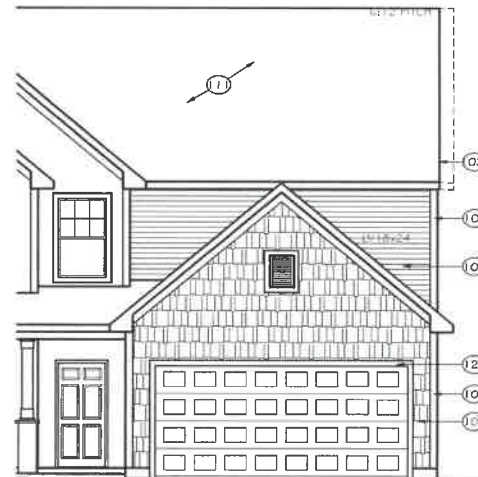
v1.2



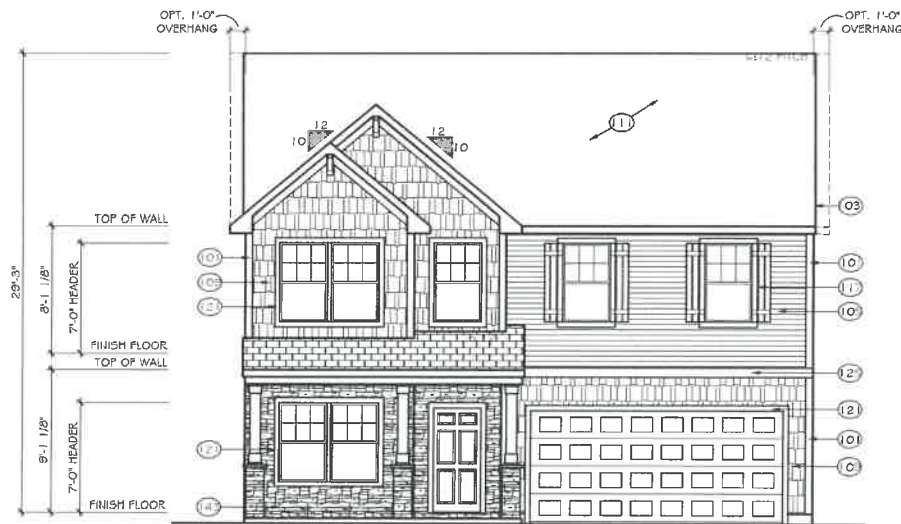
FRONT ELEVATION

SCALE: 1/8" = 1'-0"

ELEVATION E-F3



8' GARAGE BUMP OPTION



FRONT ELEVATION

SCALE: 1/8" = 1'-0"

ELEVATION E-F3P

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FRONT ELEVATION
ELEVATION E-F3

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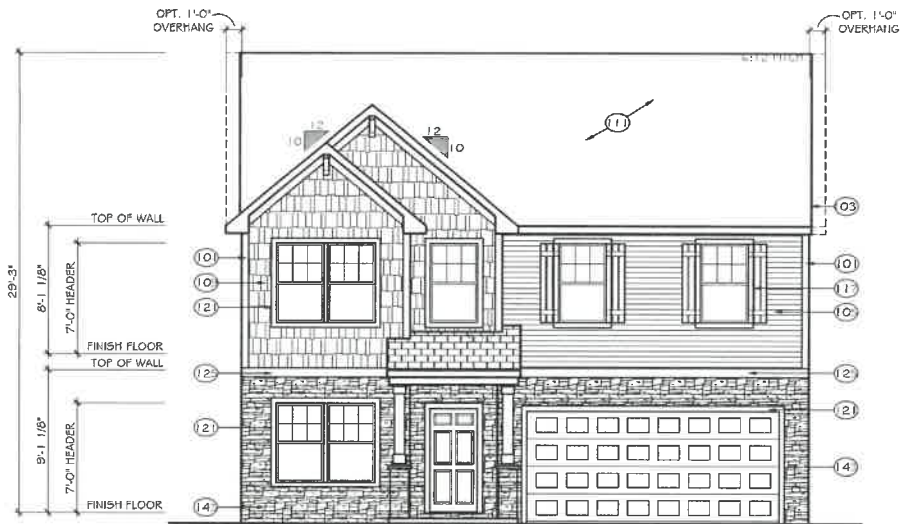
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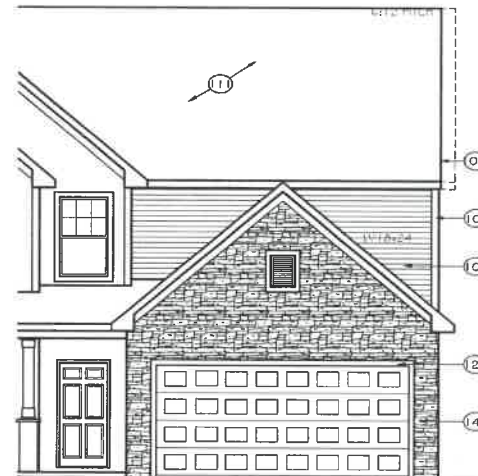
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x1.2

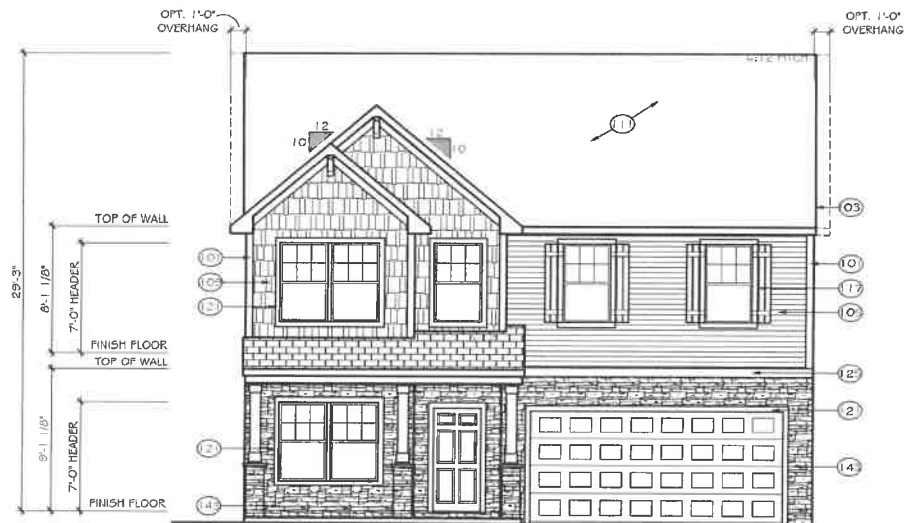


FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION E-F4



8' GARAGE BUMP OPTION



FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION E-F4P

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FRONT ELEVATION
ELEVATION E-F4

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SCALE:

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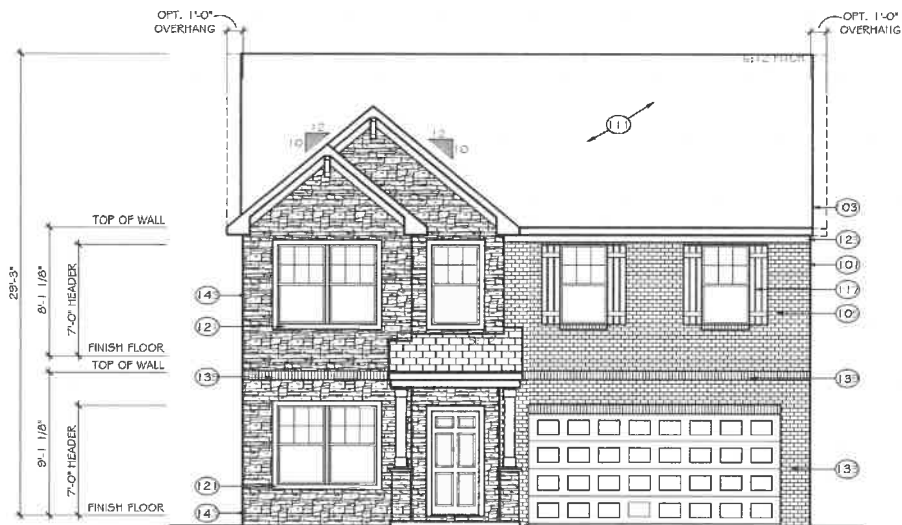
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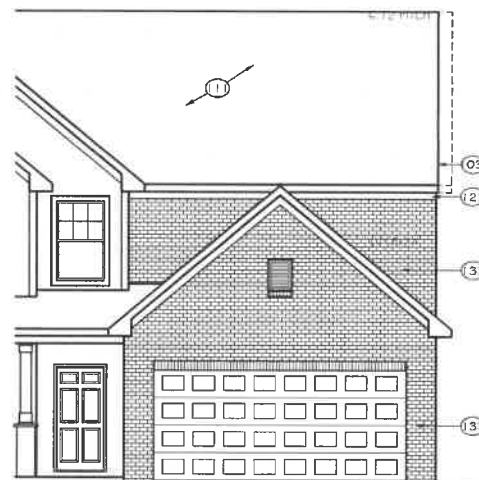
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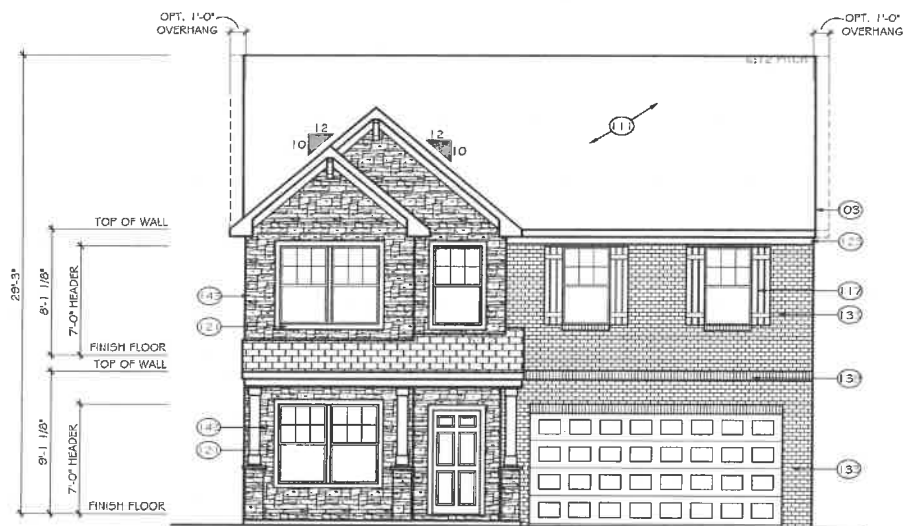
FRONT ELEVATION

SCALE: 1/8" = 1'-0"

ELEVATION E-F5



8' GARAGE BUMP OPTION



FRONT ELEVATION

SCALE: 1/8" = 1'-0"

ELEVATION E-F6P

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FRONT ELEVATION
ELEVATION E-F5

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SCALE:

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CHECKED BY:

BP5 / DJP

SHEET:

A4.34

v1.2



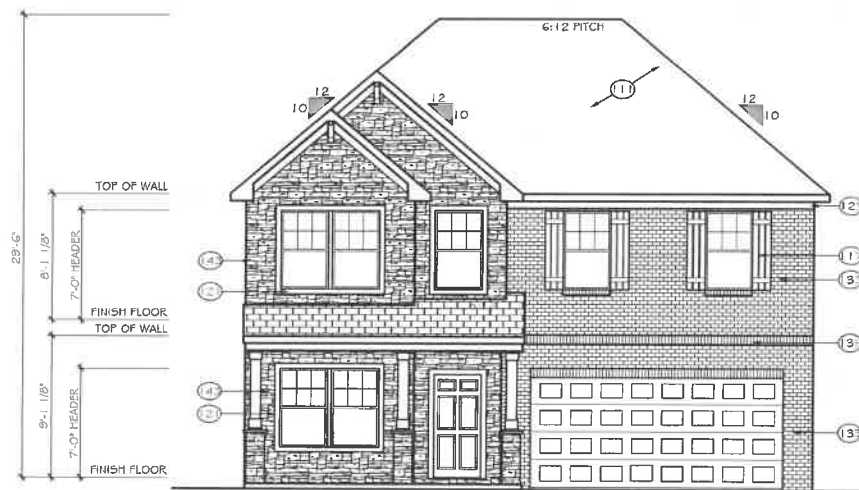
FRONT ELEVATION

SCALE: 1/8" = 1'-0"

ELEVATION E-F6



8' GARAGE BUMP OPTION



FRONT ELEVATION

SCALE: 1/8" = 1'-0"

ELEVATION E-F6P

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FRONT ELEVATION
ELEVATION E-F6

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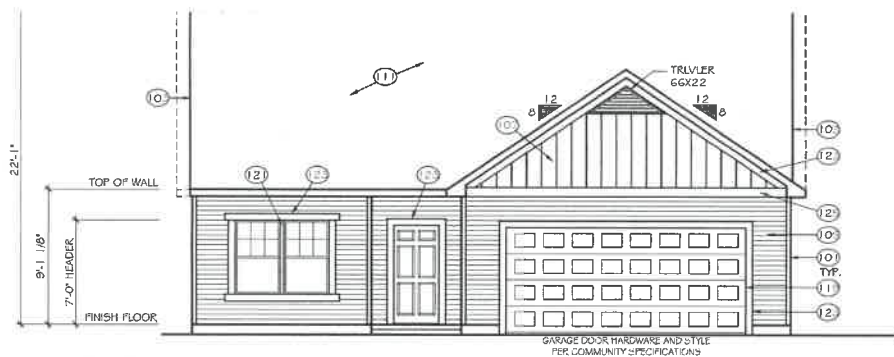
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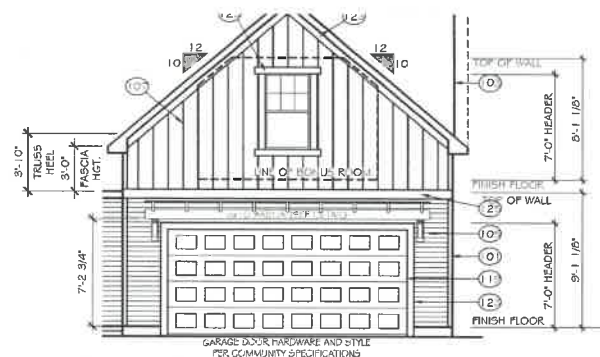
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v1.2



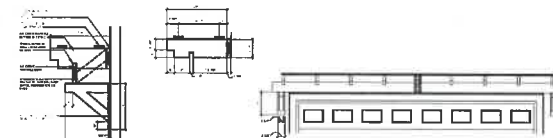
FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-A1'

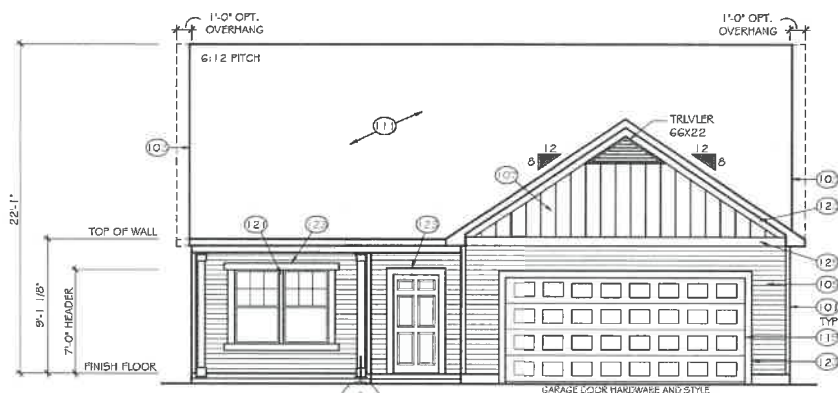


GARAGE BONUS ROOM
SCALE: 1/8" = 1'-0"

ELEVATION 'E-A1B'



ARBOR DETAIL



REAR ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-A1-A3'

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FRONT & REAR ELEVATIONS
ELEVATION E-A1

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SCALE: 1/8" = 1'-0"
CHECKED BY: BPS

SHEET:
A3.1
v1.19



RIGHT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-A1-A3'



LEFT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-A1-A3'

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LEFT & RIGHT ELEVATION
ELEVATION E-A1

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SCALE:

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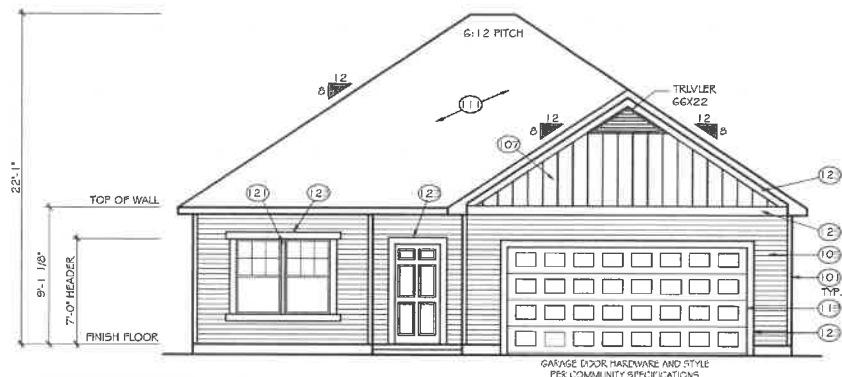
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BPS

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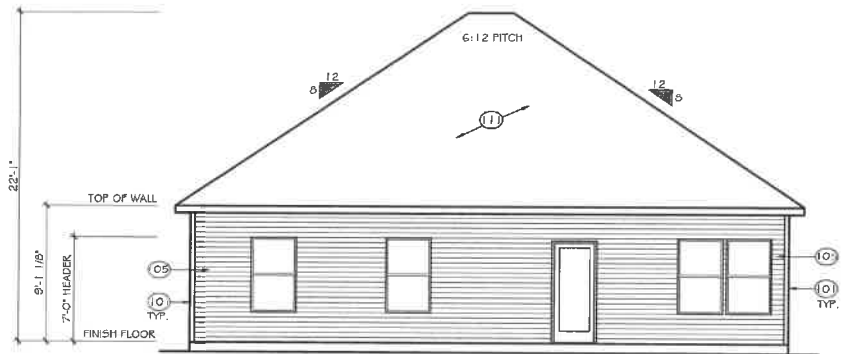
A3.2

v1.19



FRONT ELEVATION w/ HIP ROOF
SCALE: 1/8" = 1'-0"

ELEVATION 'E-A1H'
GARAGE BONUS ROOM NOT
AVAILABLE WITH HIP ROOFS



REAR ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-AH1'

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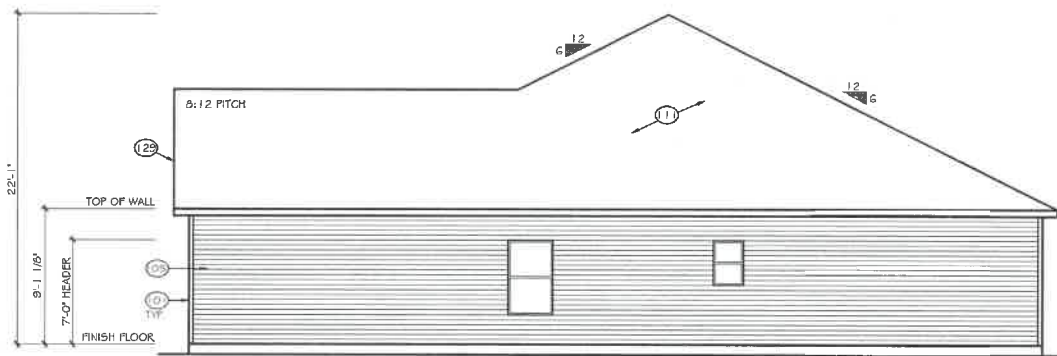
FRONT & REAR ELEVATIONS
ELEVATION E-AH1

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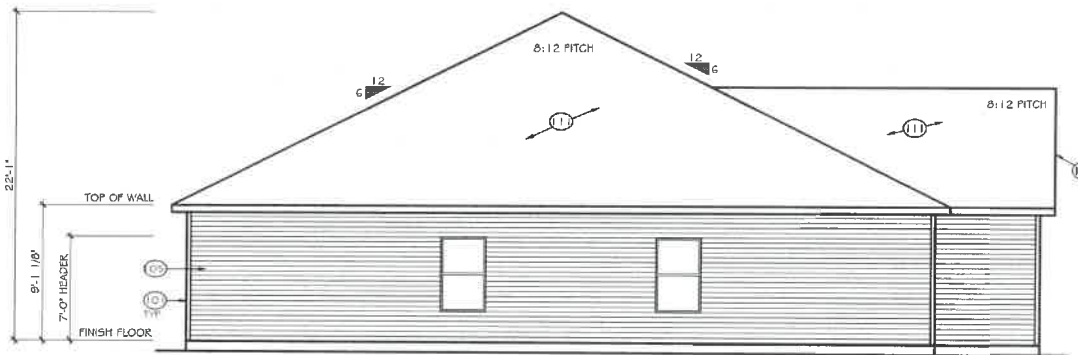
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MLM
DATE:
04-22-19
SCALE:
1/8" = 1'-0"
CHECKED BY:
BPS

SHEET:
A3.3
v1.19



RIGHT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-A1'



LEFT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-A1'

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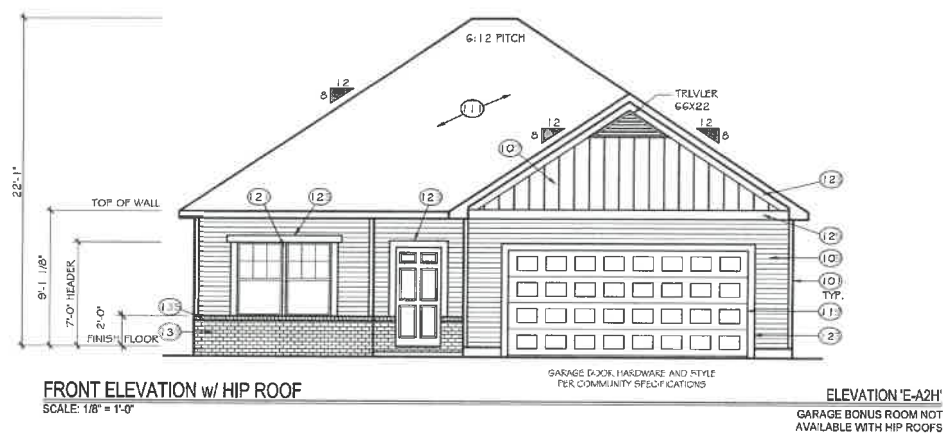
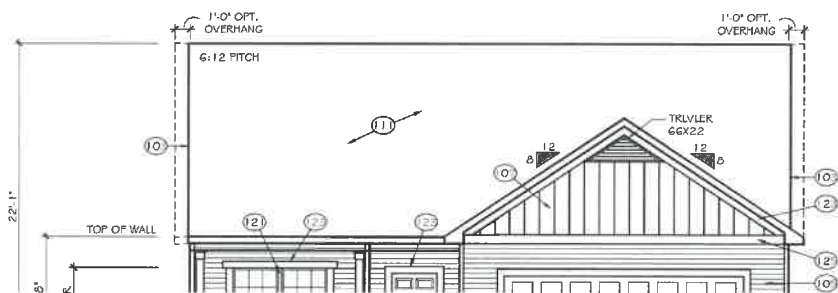
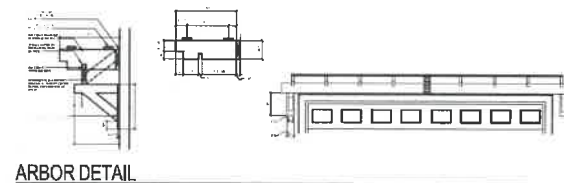
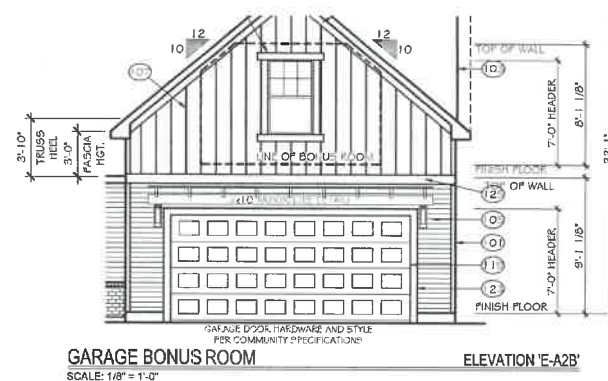
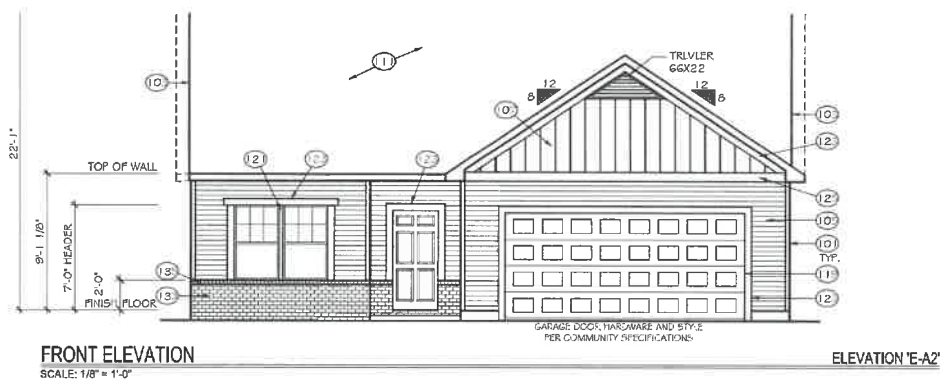
RIGHT & LEFT ELEVATIONS
ELEVATION E-AH1

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SHEET:
A3.4
v.1.19



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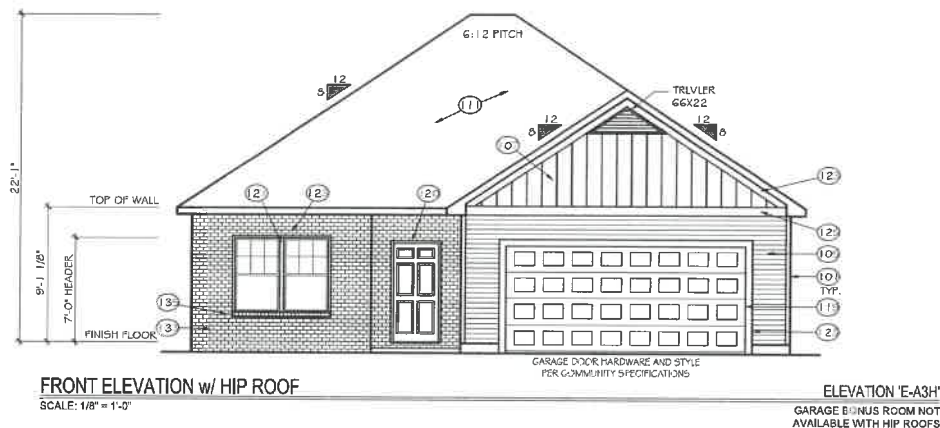
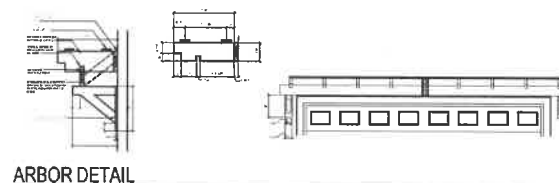
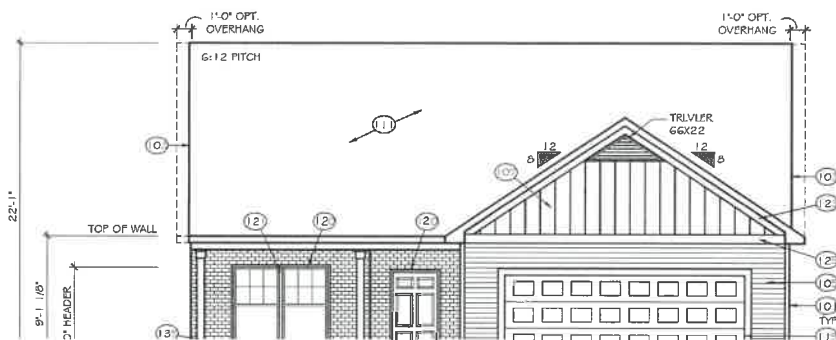
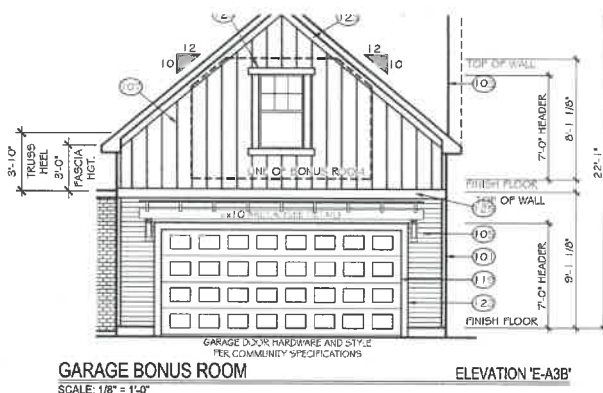
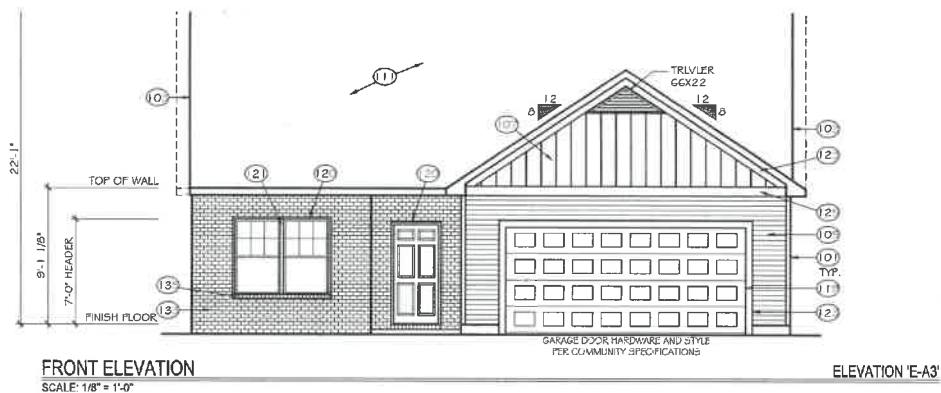
ELEVATION OPTIONS
ELEVATION E-A2

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SHEET:
A3.5
v1.19



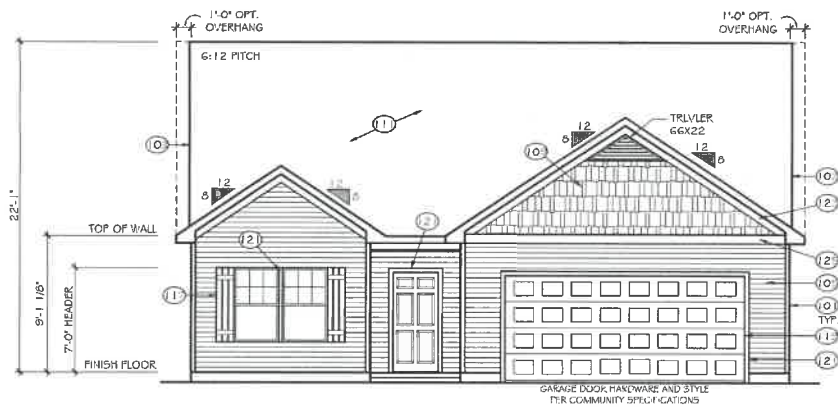
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ELEVATION OPTIONS
ELEVATION E-A3

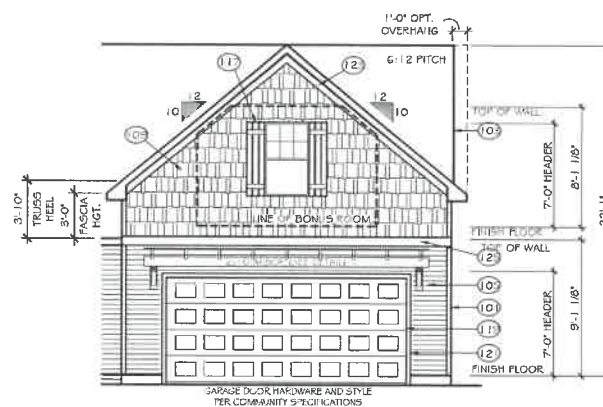
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SHEET:	A3.6 v1.19



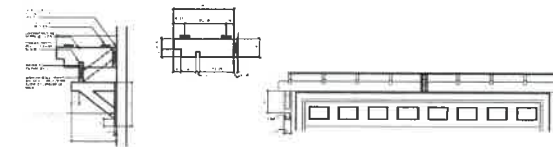
FRONT ELEVATION
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ELEVATION 'E-C1'

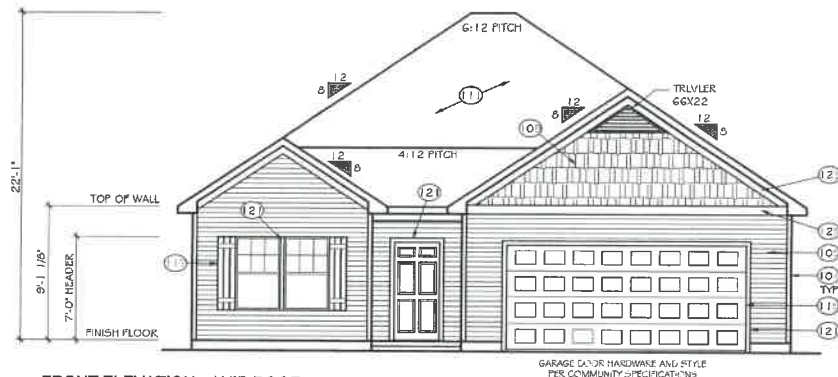


GARAGE BONUS ROOM
SCALE: 1/8" = 1'-0"

ELEVATION 'E-C1B'



ARBOR DETAIL



FRONT ELEVATION w/ HIP ROOF
SCALE: 1/8" = 1'-0"

ELEVATION 'E-C1H'

GARAGE BONUS ROOM NOT
AVAILABLE WITH HIP ROOFS

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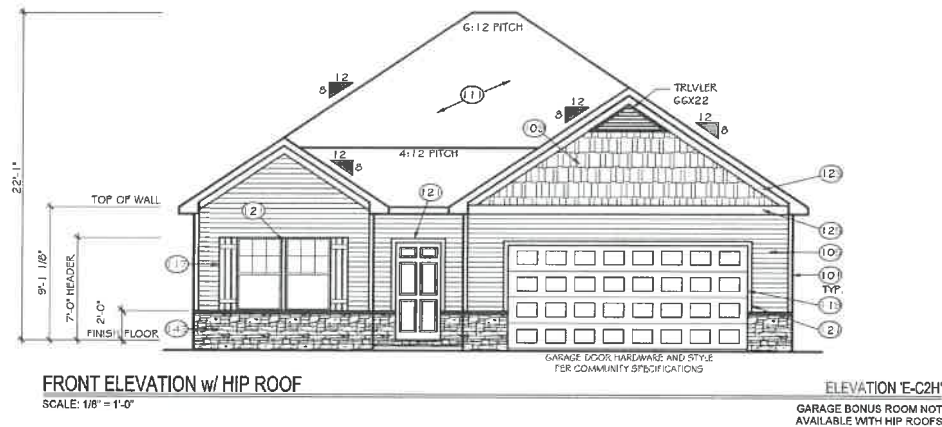
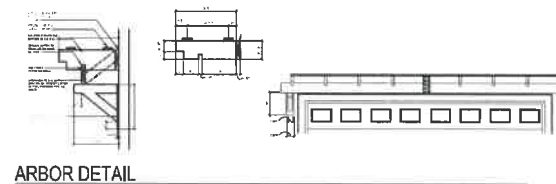
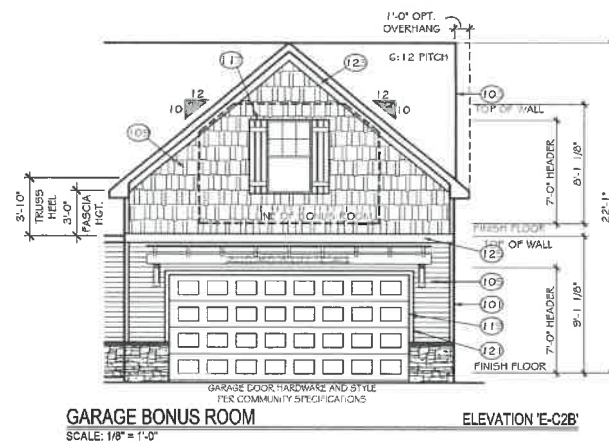
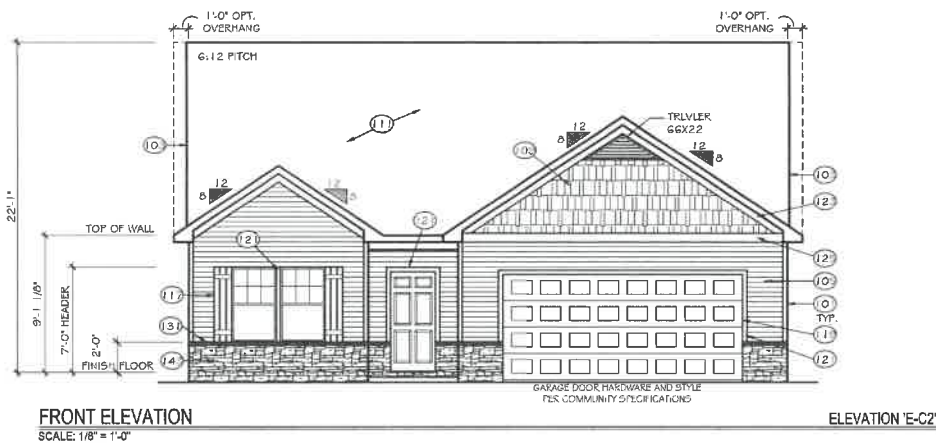
ELEVATION OPTIONS
ELEVATION E-C1

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SHEET:
A3.10
v1.19



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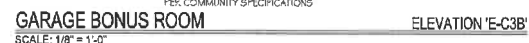
ELEVATION OPTIONS
ELEVATION E-C2

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SHEET:
A3.11
v1.19



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FRONT & REAR ELEVATIONS
ELEVATION E-C3

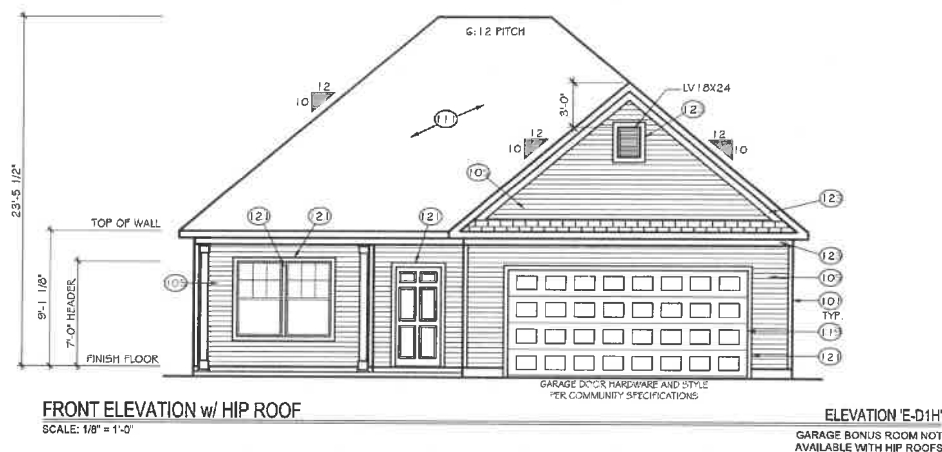
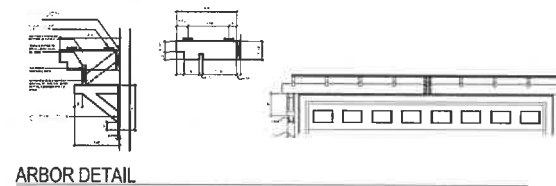
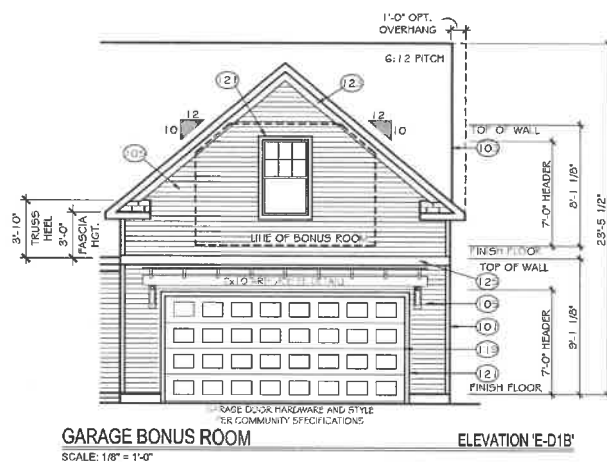
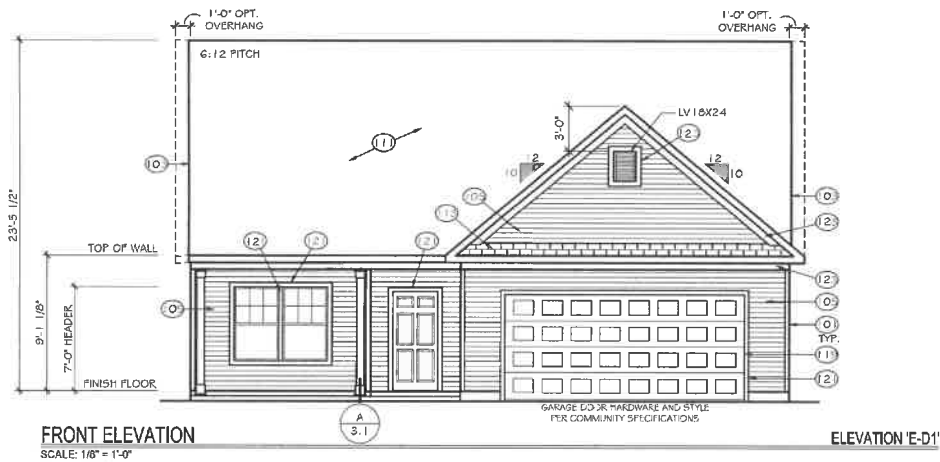
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SHEET:

A3.12



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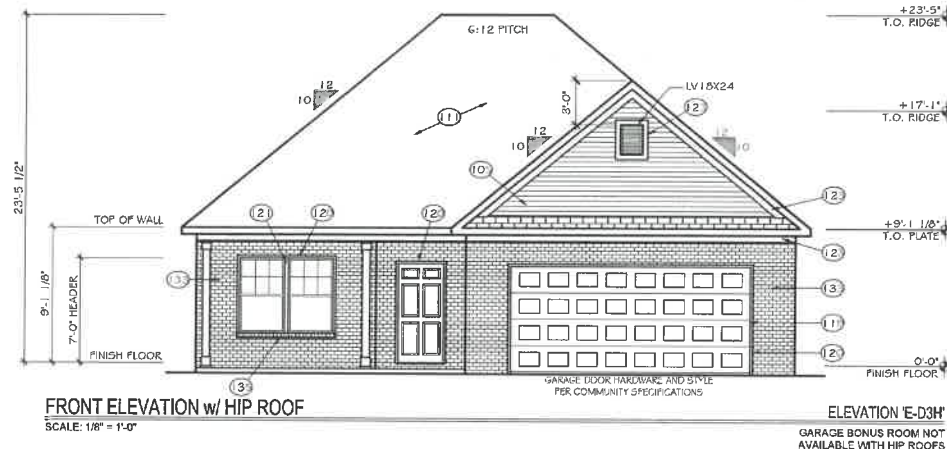
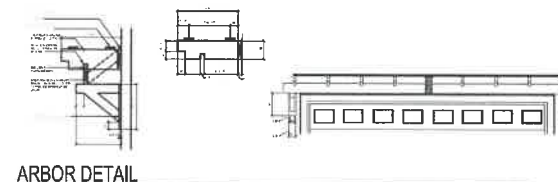
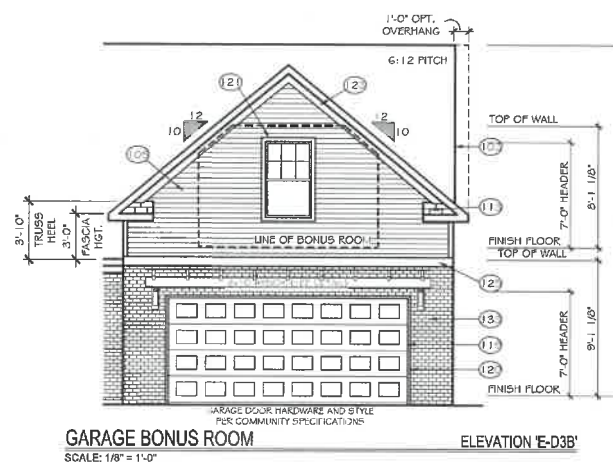
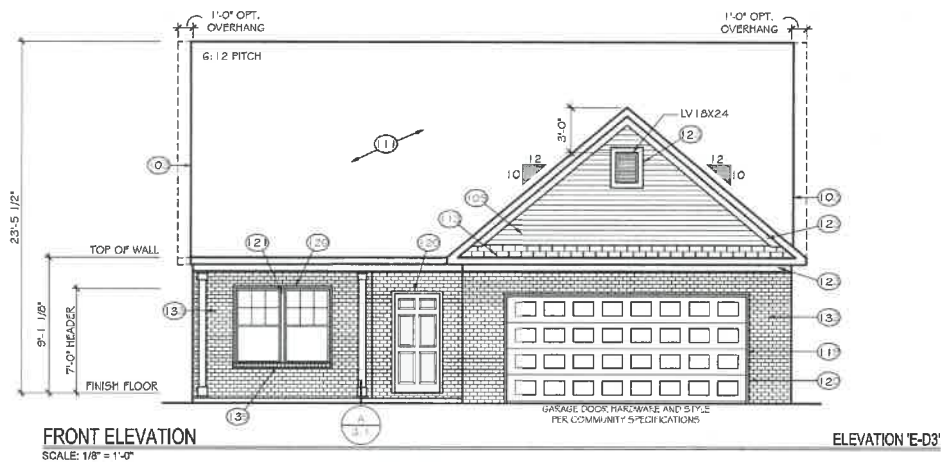
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ELEVATION OPTIONS
ELEVATION E-D1

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SHEET:
A3.13
v1.19



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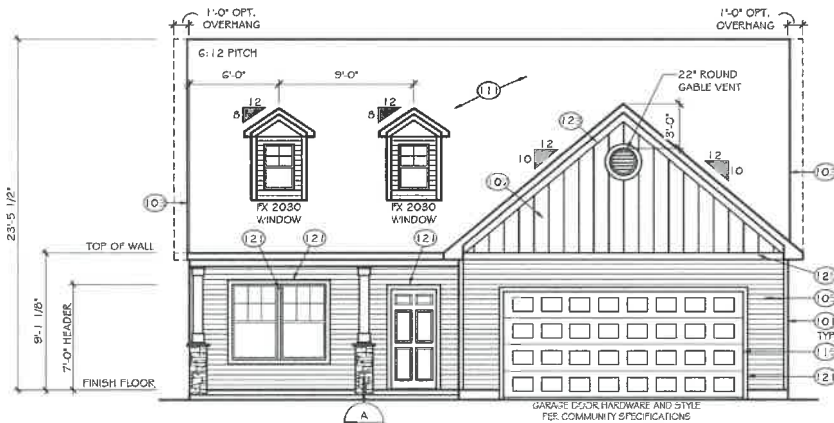
ELEVATION OPTIONS
ELEVATION E-D3

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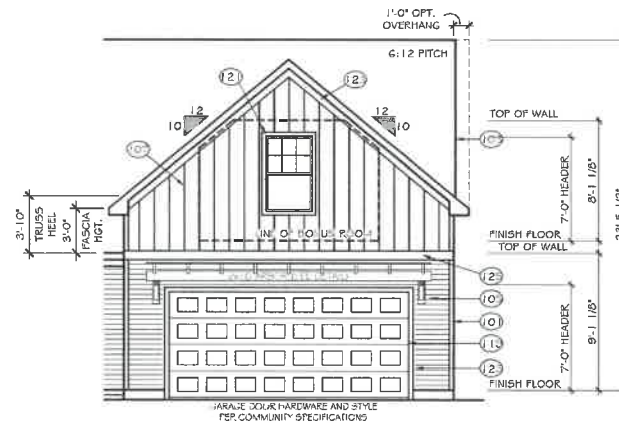
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SHEET:
A3.15
v1.19



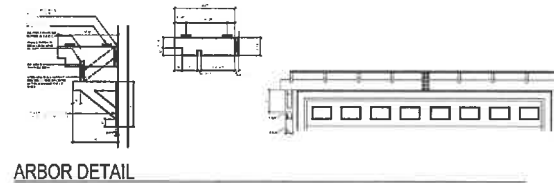
FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-E1'

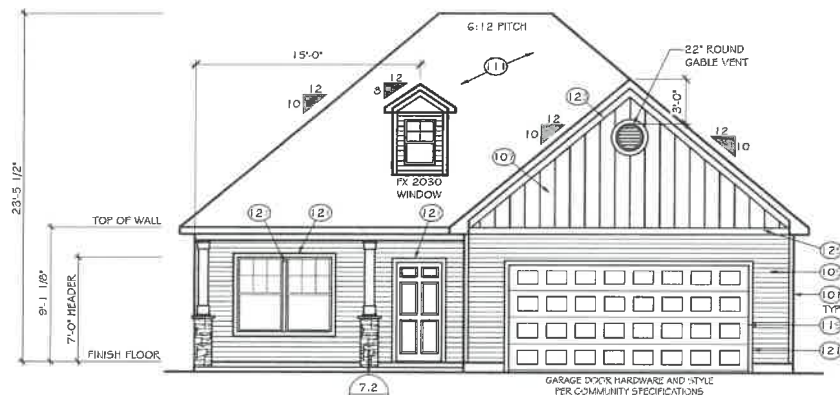


GARAGE BONUS ROOM
SCALE: 1/8" = 1'-0"

ELEVATION 'E-E1B'



ARBOR DETAIL



FRONT ELEVATION w/ HIP ROOF
SCALE: 1/8" = 1'-0"

7.2 A

ELEVATION 'E-E1H'

GARAGE BONUS ROOM NOT
AVAILABLE WITH HIP ROOFS

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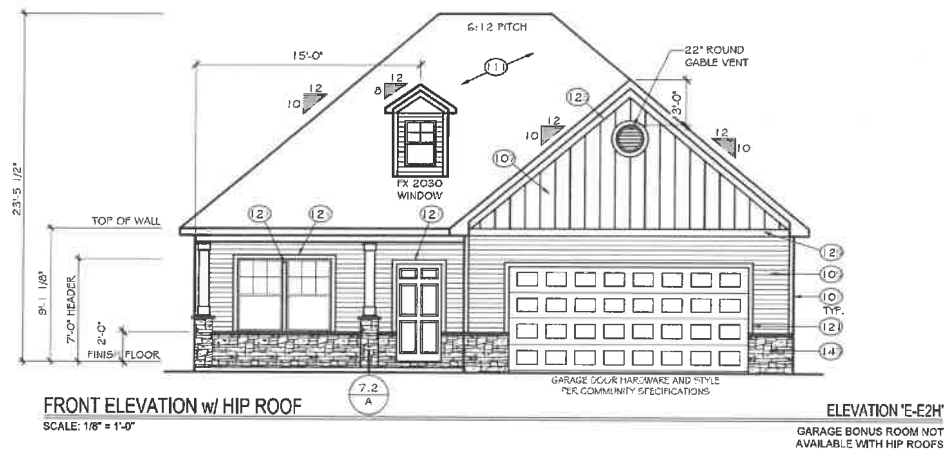
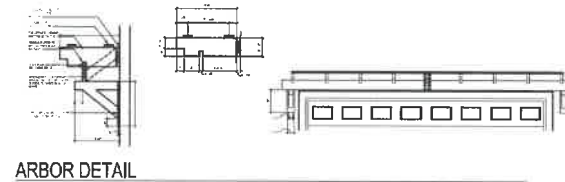
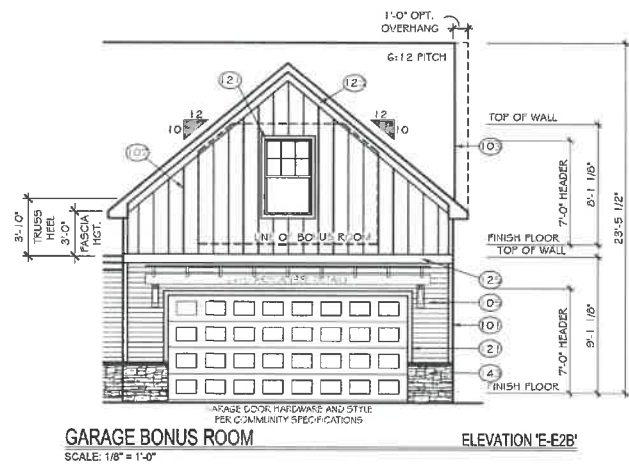
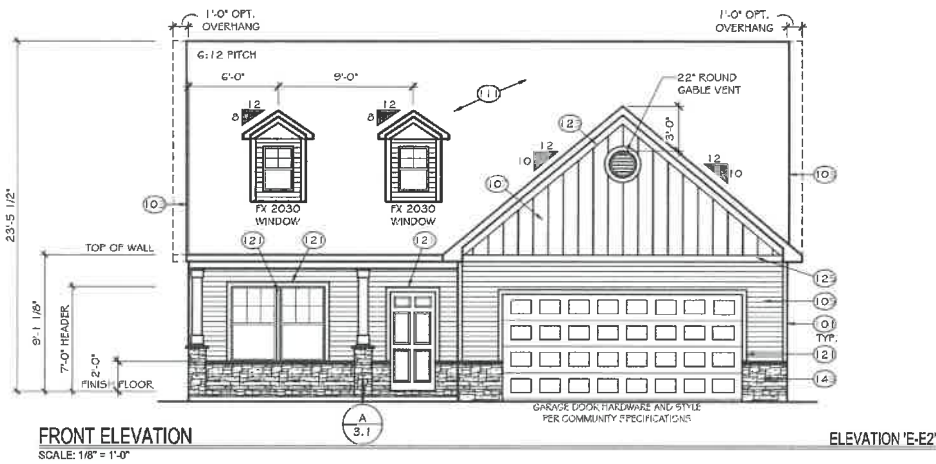
ELEVATION OPTIONS
ELEVATION E-E1

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SHEET:
A3.16
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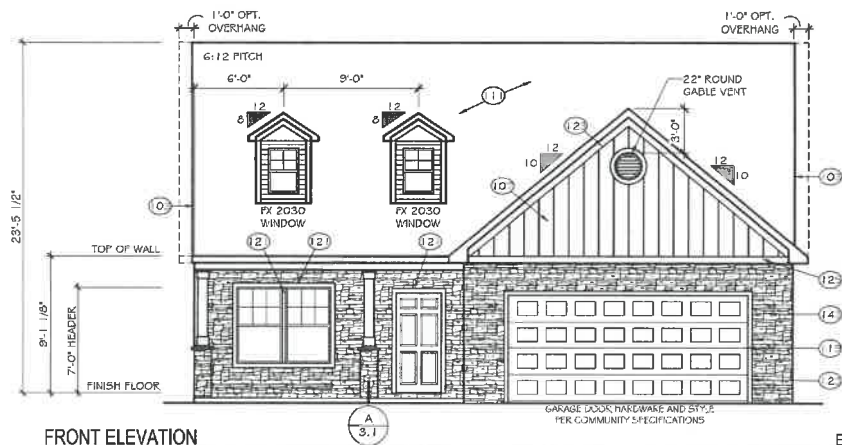
ELEVATION OPTIONS
ELEVATION E-E2

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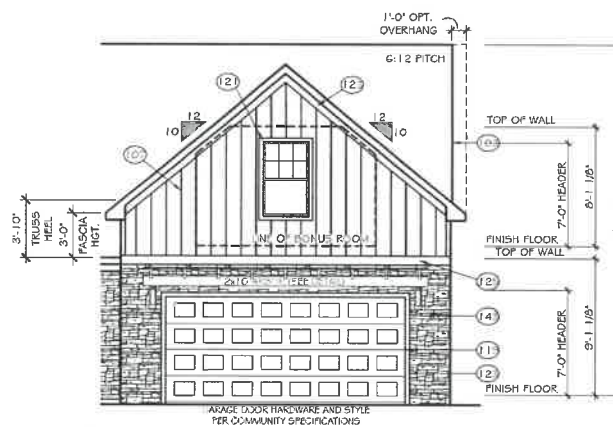
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FRONT ELEVATION

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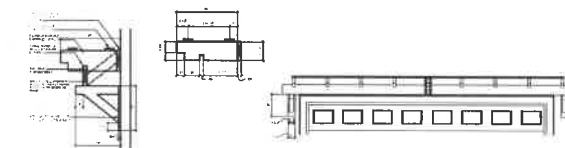
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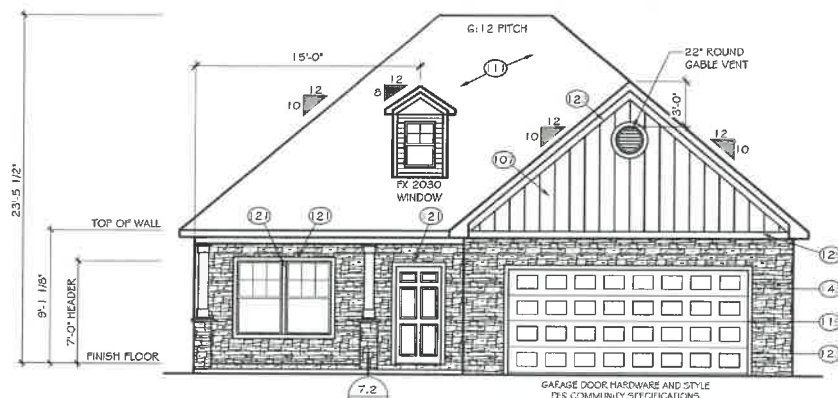
GARAGE BONUS ROOM

SCALE: 1/8" = 1'-0"

ELEVATION 'E-E3B'



ARBOR DETAIL



FRONT ELEVATION w/ HIP ROOF

SCALE: 1/8" = 1'-0"

7-2
A

ELEVATION 'E-E3H'

GARAGE BONUS ROOM NOT AVAILABLE WITH HIP ROOFS

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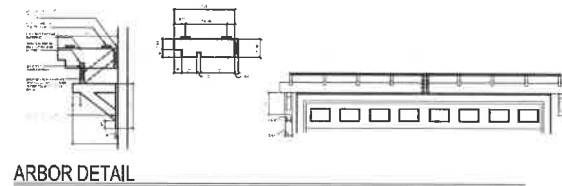
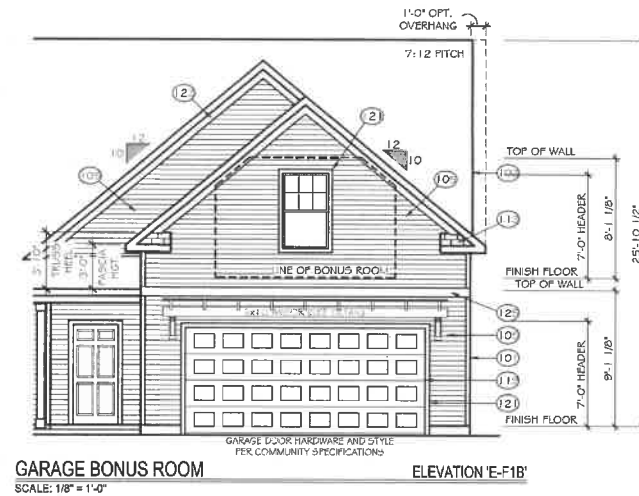
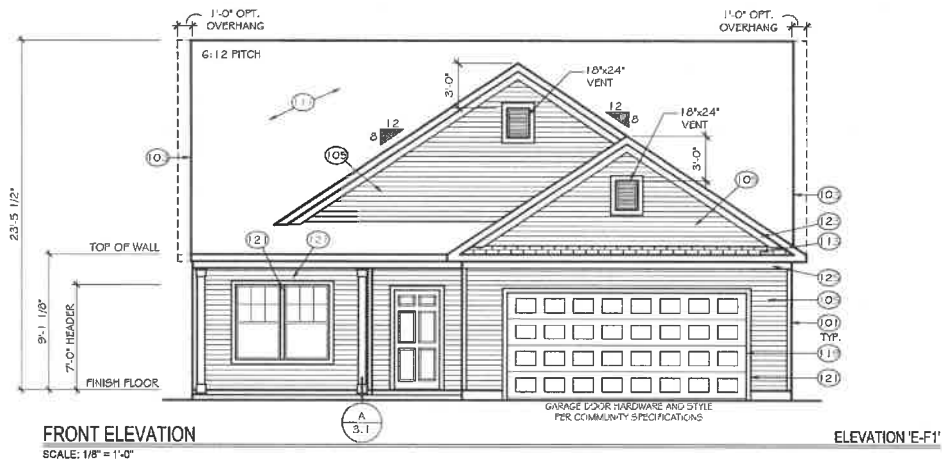
ELEVATION OPTIONS
ELEVATION E-E3

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SHEET:
A3.18
v1.19



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ELEVATION OPTIONS
ELEVATION E-F1

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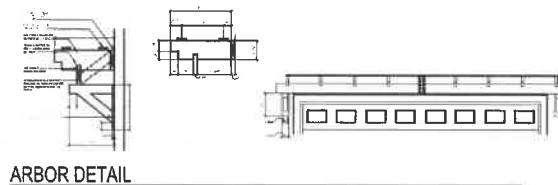
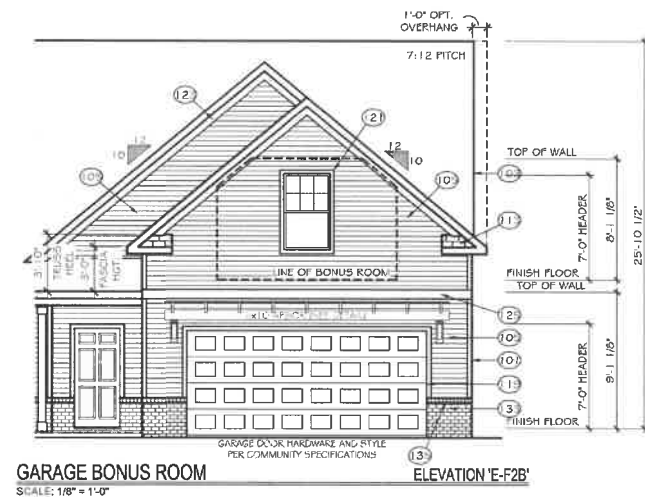
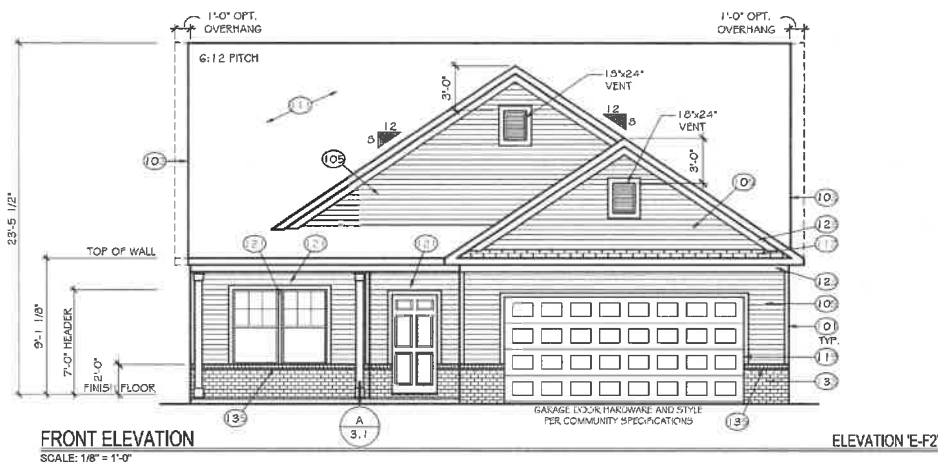
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SHEET:
A3.19
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ELEVATION OPTIONS
ELEVATION E-F2

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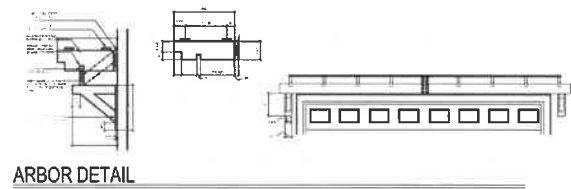
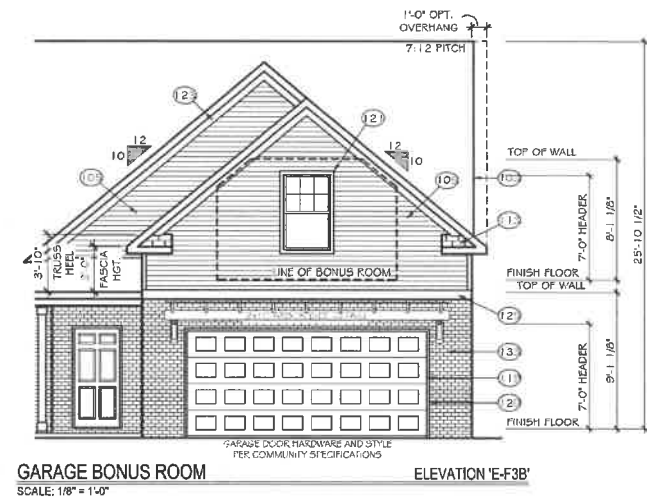
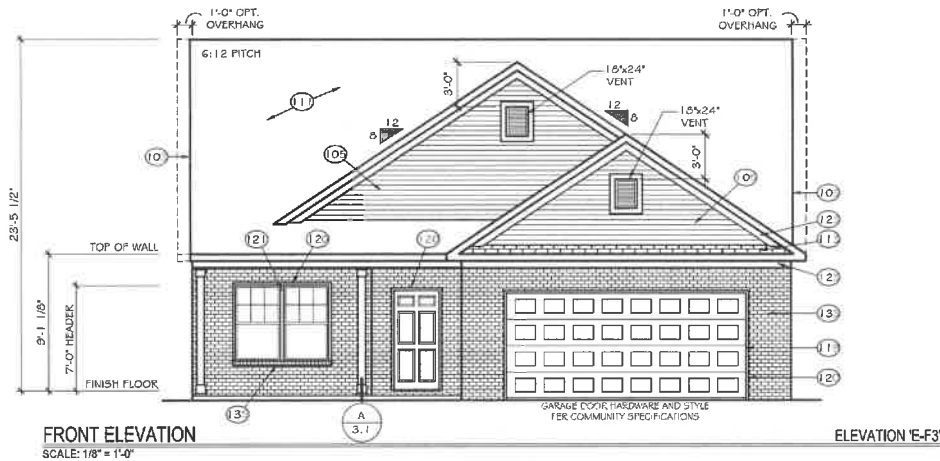
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SHEET:
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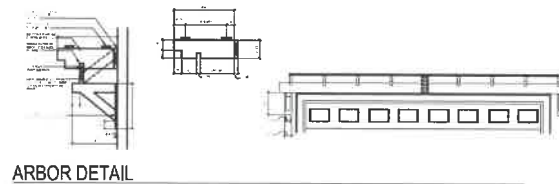
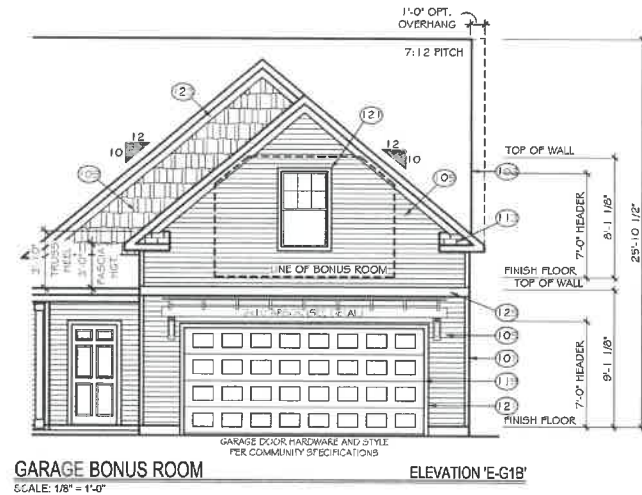
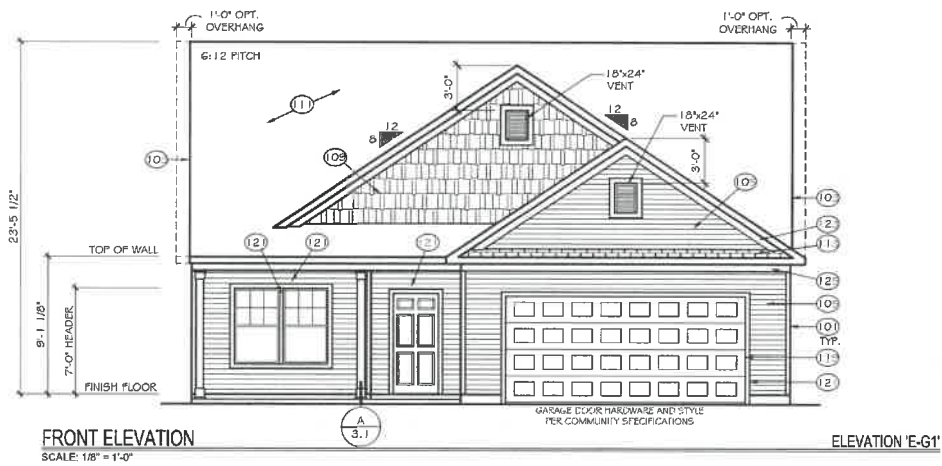
ELEVATION OPTIONS
ELEVATION E-F3

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A3.21
v1.19



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ELEVATION OPTIONS
ELEVATION E-G1

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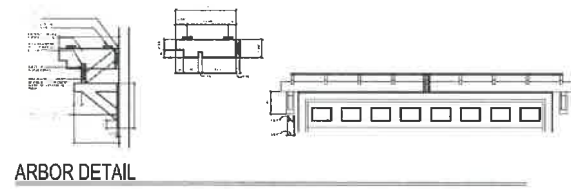
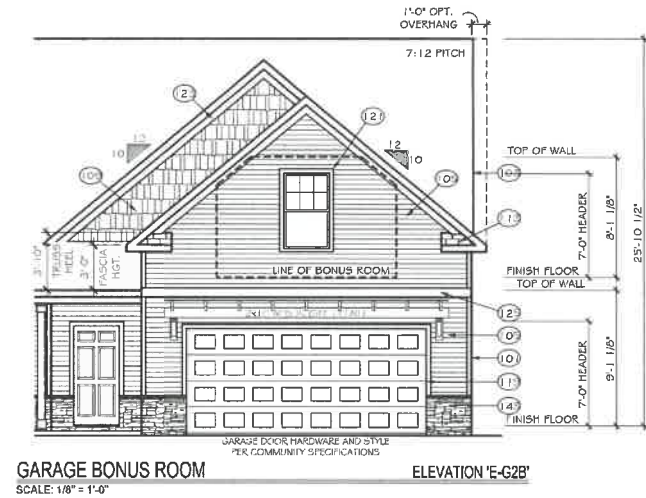
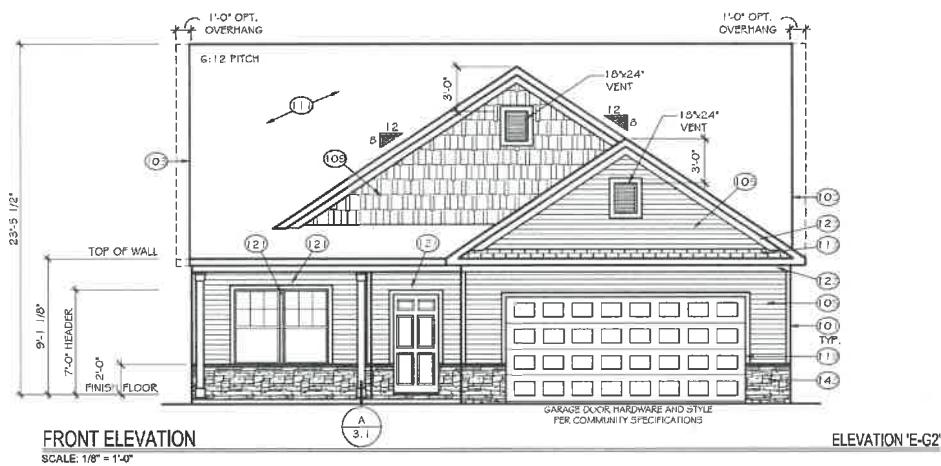
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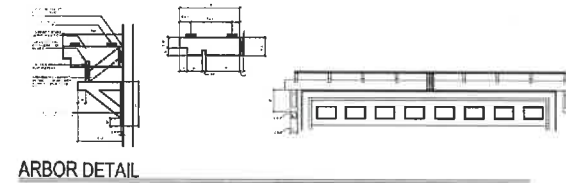
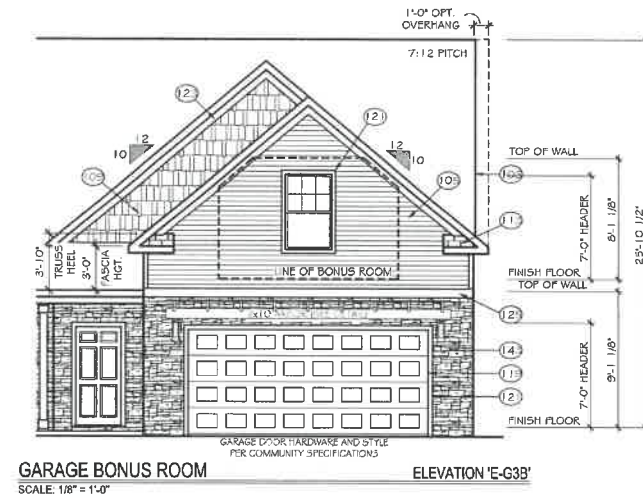
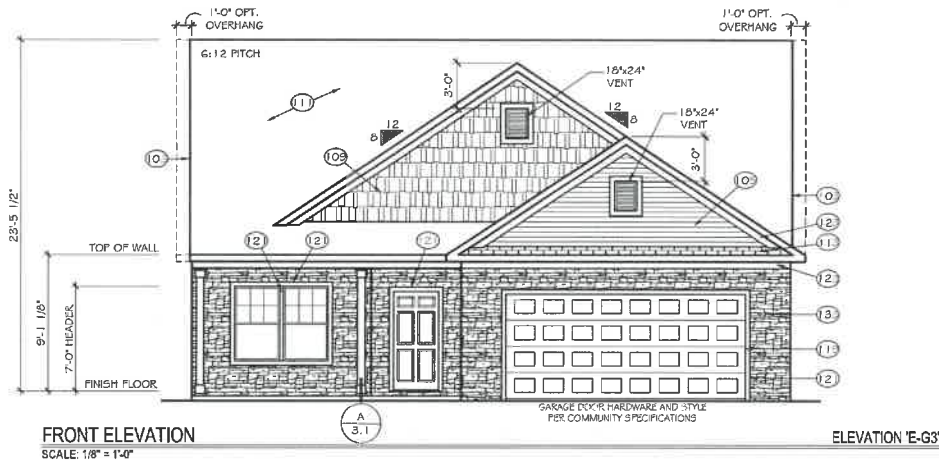
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ELEVATION OPTIONS
ELEVATION E-G2

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SHEET:
A3.23
v1.19



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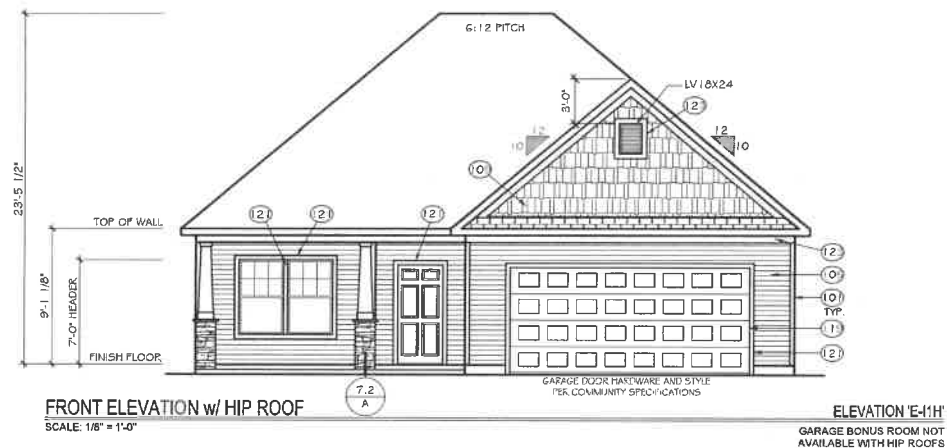
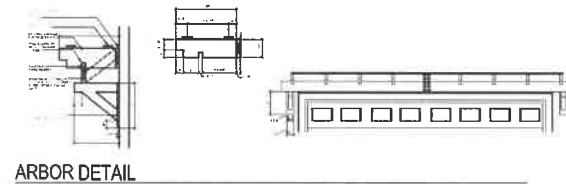
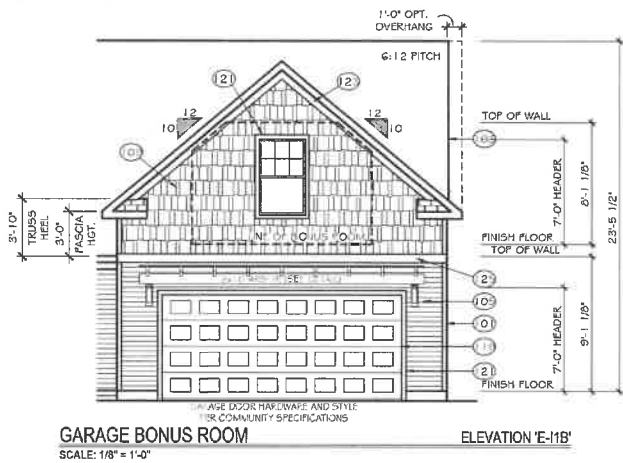
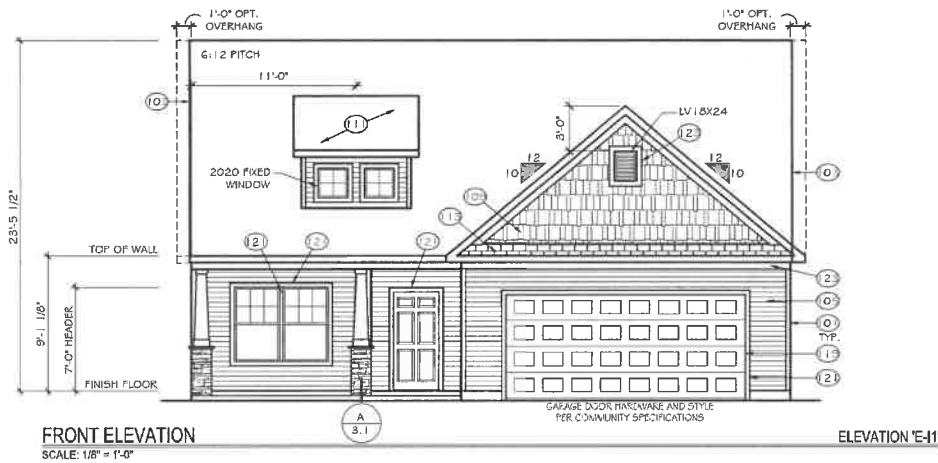
ELEVATION OPTIONS
ELEVATION E-G3

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SHEET:
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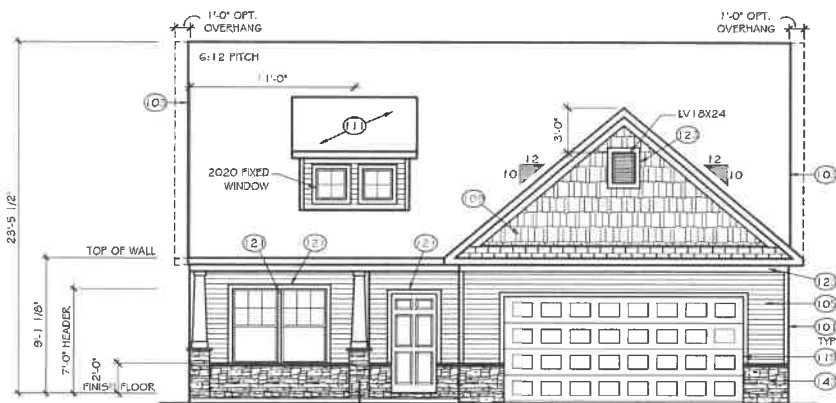
ELEVATION OPTIONS
ELEVATION E-11

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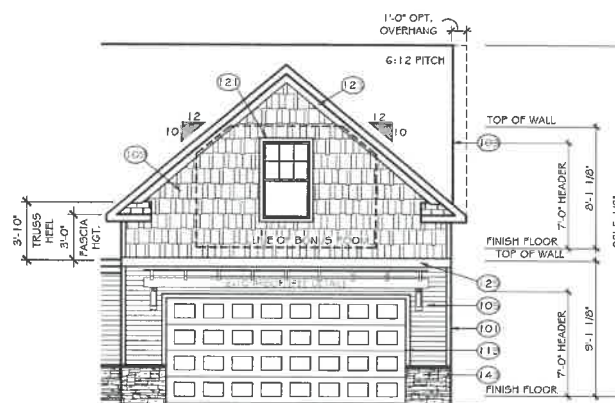
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DATE: 04-22-19
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SHEET:
A3.28
v1.19



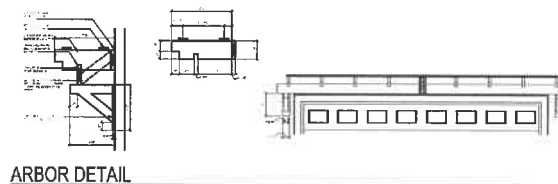
FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-I2'



GARAGE BONUS ROOM
SCALE: 1/8" = 1'-0"

ELEVATION 'E-I2B'



ARBOR DETAIL



FRONT ELEVATION w/ HIP ROOF
SCALE: 1/8" = 1'-0"

ELEVATION 'E-I2H'
GARAGE BONUS ROOM NOT
AVAILABLE WITH HIP ROOFS

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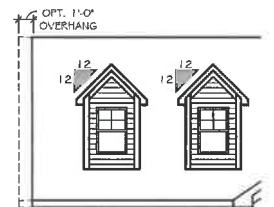
ELEVATION OPTIONS
ELEVATION E-I2

THE BAYSIDE

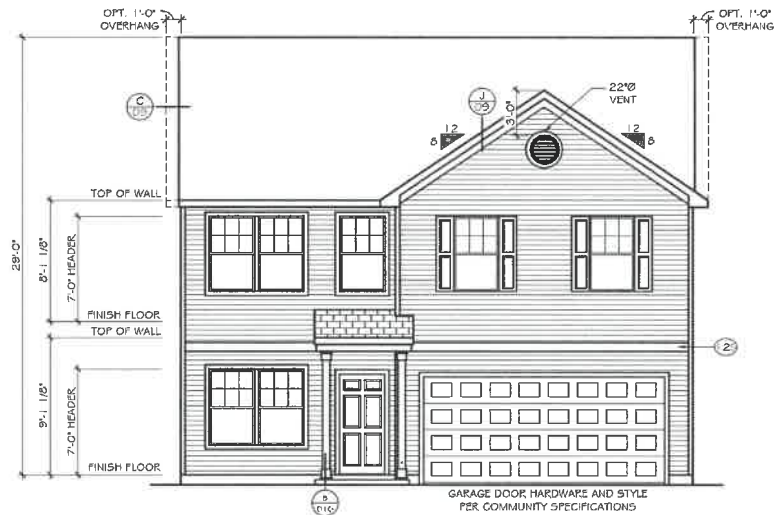
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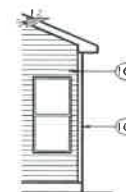


OPT. DORMERS ELEV. E-A1 thru E-B4
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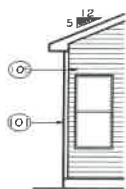


FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-01'
3'-5" DEEP PORCH



OPT. NOOK ALL ELEVATIONS
SCALE: 1/8" = 1'-0"

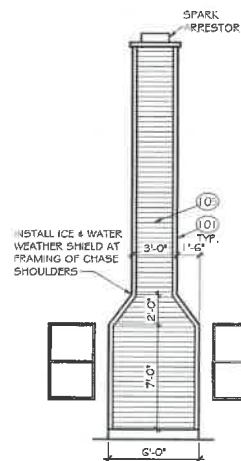


NOOK OPT. ALL ELEVATIONS
SCALE: 1/8" = 1'-0"



REAR ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-01' thru E-04'



OPT. WOOD FIREPLACE ALL ELEVATIONS
SCALE: 1/8" = 1'-0"

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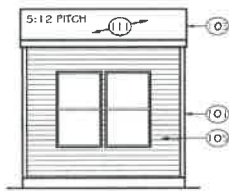
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FRONT & REAR ELEVATIONS
ELEVATION E-01

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SHEET:
A4.01
v. 5.4

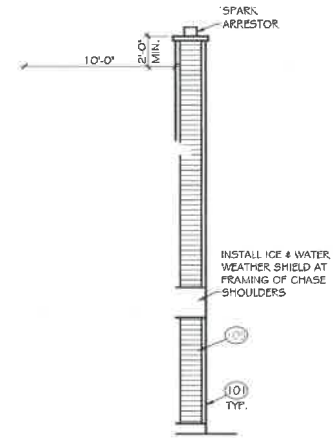


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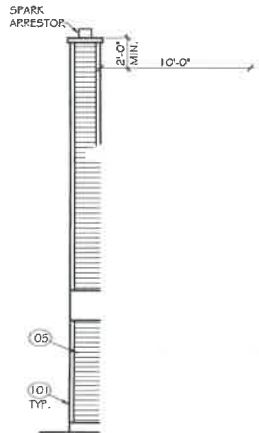


RIGHT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-01 thru E-04'



OPT. WOOD FIREPLACE ALL ELEVATIONS
SCALE: 1/8" = 1'-0"

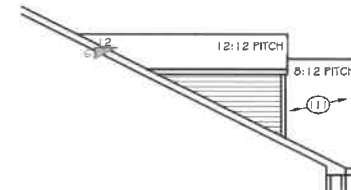


OPT. WOOD FIREPLACE ALL ELEVATIONS
SCALE: 1/8" = 1'-0"



LEFT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-01 thru E-04'



OPT. DORMERS ELEV. E-A1 thru E-B4
SCALE: 1/8" = 1'-0"

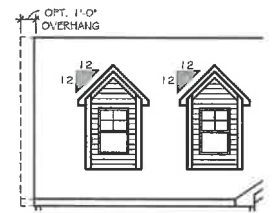
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RIGHT & LEFT ELEVATIONS
ELEVATION E-01-04

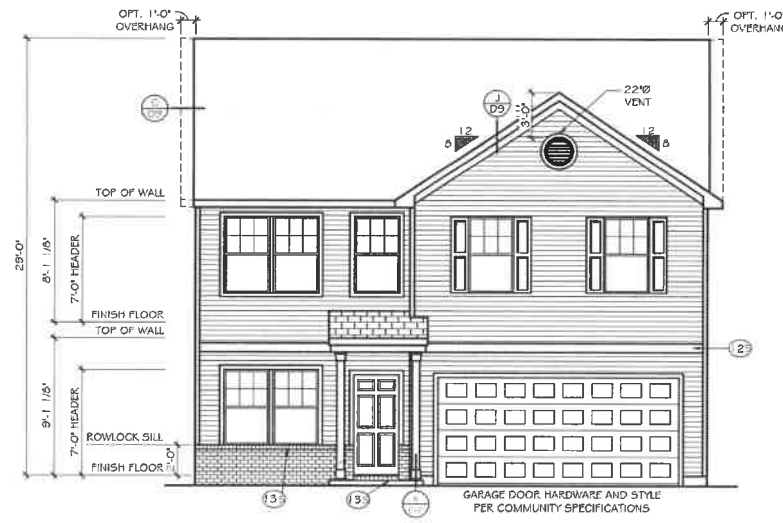
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SHEET:
A4.01a
v.54

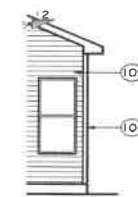


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SCALE: 1/8" = 1'-0"

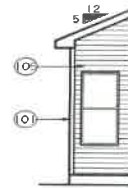


FRONT ELEVATION
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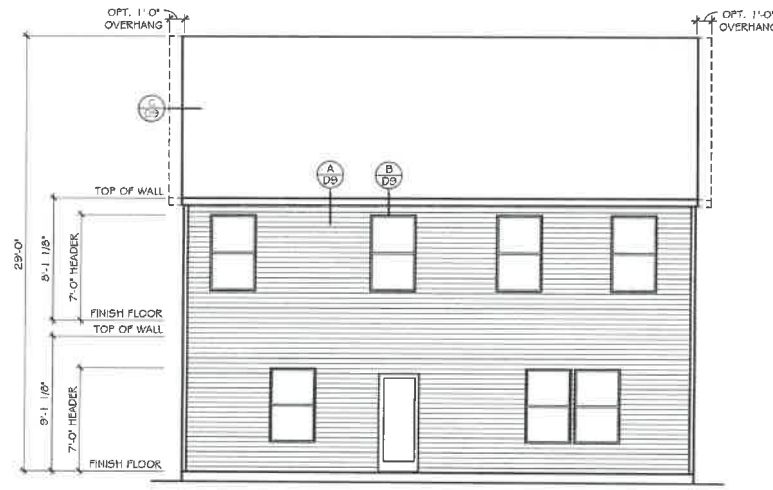
ELEVATION 'E-02'
3'-5" DEEP PORCH



OPT. NOOK ALL ELEVATIONS
SCALE: 1/8" = 1'-0"

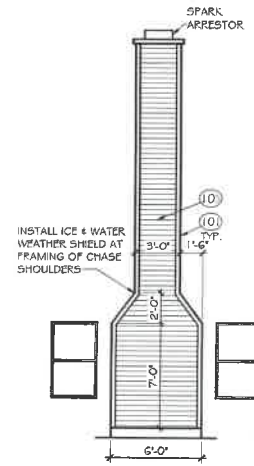


NOOK OPT. ALL ELEVATIONS
SCALE: 1/8" = 1'-0"



REAR ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-01 thru E-04'



OPT. WOOD FIREPLACE ALL ELEVATIONS
SCALE: 1/8" = 1'-0"

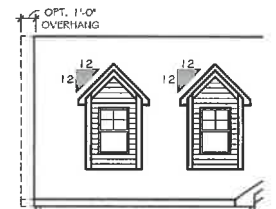
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FRONT & REAR ELEVATIONS
ELEVATION E-02

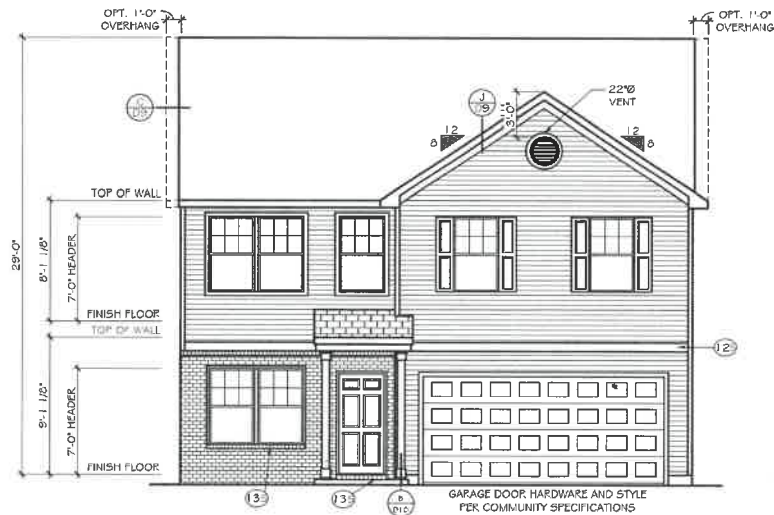
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SHEET:
A4.02
v.5.4

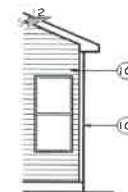


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SCALE: 1/8" = 1'-0"

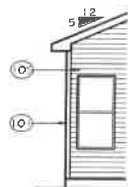


FRONT ELEVATION
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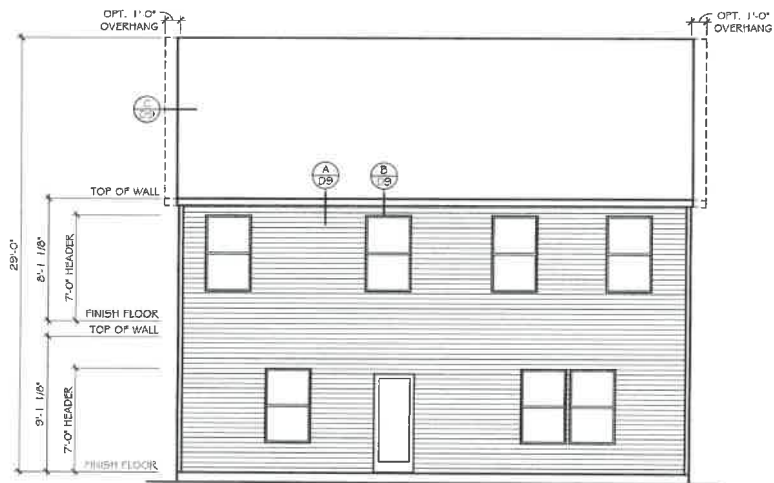
ELEVATION 'E-03'
3'-5" DEEP PORCH



OPT. NOOK ALL ELEVATIONS
SCALE: 1/8" = 1'-0"

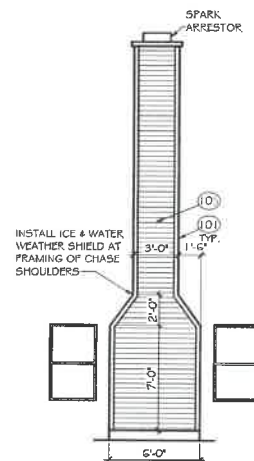


NOOK OPT. ALL ELEVATIONS
SCALE: 1/8" = 1'-0"



REAR ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-01 thru E-04'



OPT. WOOD FIREPLACE ALL ELEVATIONS
SCALE: 1/8" = 1'-0"

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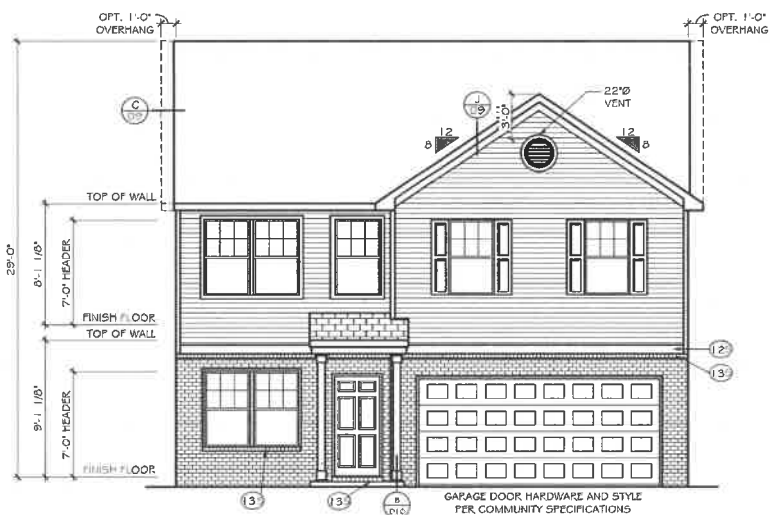
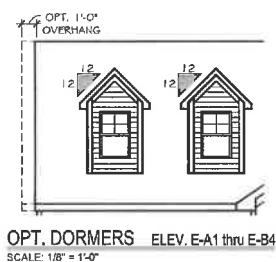
FRONT & REAR ELEVATIONS
ELEVATION E-03

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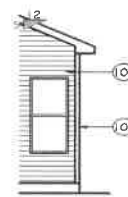
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SCALE:
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SHEET:
A4.03
v.5.4

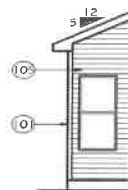


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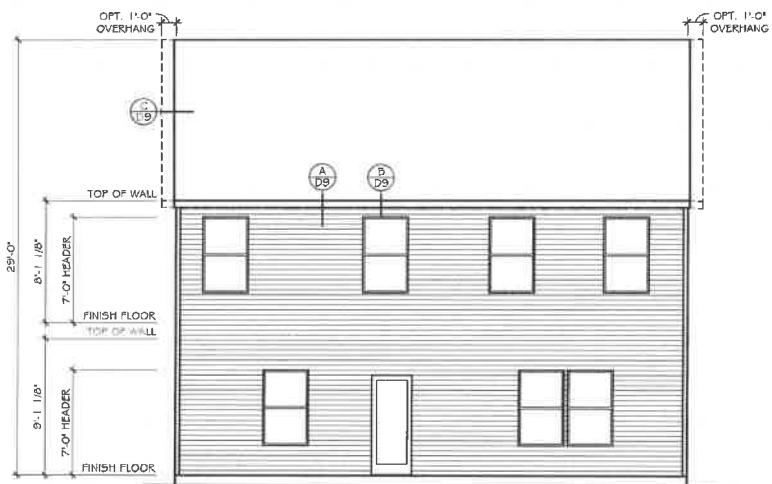
ELEVATION 'E-04'
3'-5" DEEP PORCH



OPT. NOOK ALL ELEVATIONS
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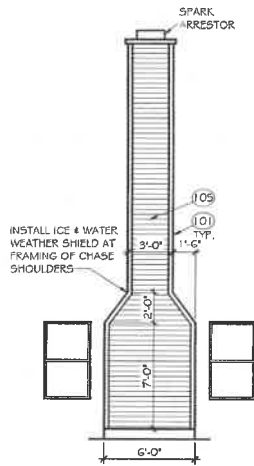


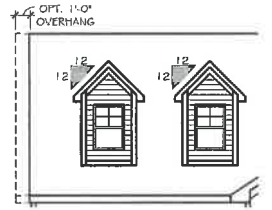
NOOK OPT. ALL ELEVATIONS
SCALE: 1/8" = 1'-0"



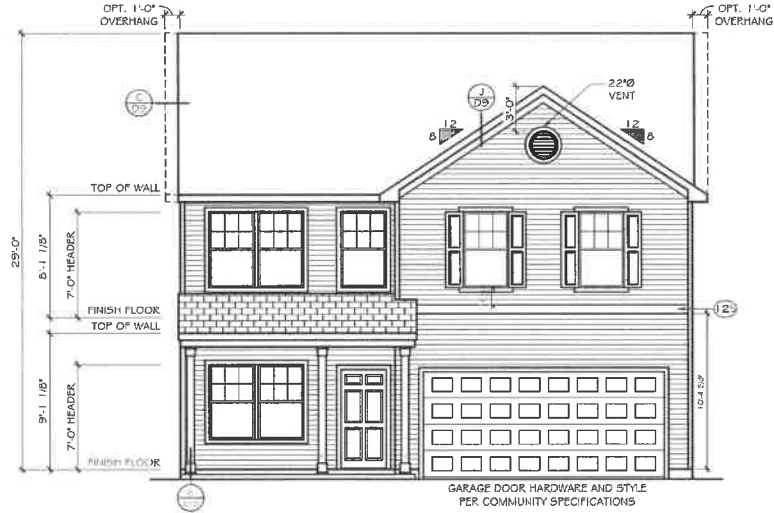
REAR ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-01 thru E-04'



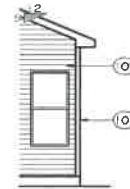


OPT. DORMERS ELEV. E-A1 thru E-B4
SCALE: 1/8" = 1'-0"

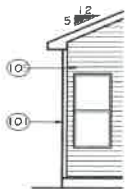


FRONT ELEVATION
SCALE: 1/8" = 1'-0"

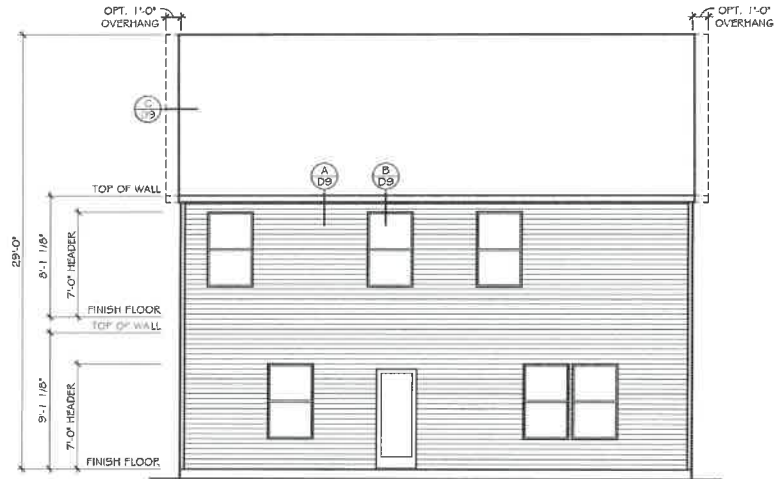
ELEVATION 'E-A1'



OPT. NOOK ALL ELEVATIONS
SCALE: 1/8" = 1'-0"

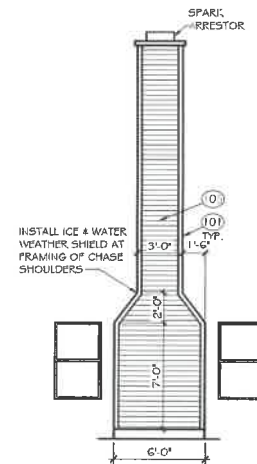


NOOK OPT. ALL ELEVATIONS
SCALE: 1/8" = 1'-0"



REAR ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-A1 thru E-B4'



OPT. WOOD FIREPLACE ALL ELEVATIONS
SCALE: 1/8" = 1'-0"

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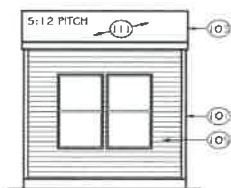
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FRONT & REAR ELEVATIONS
ELEVATION E-A1

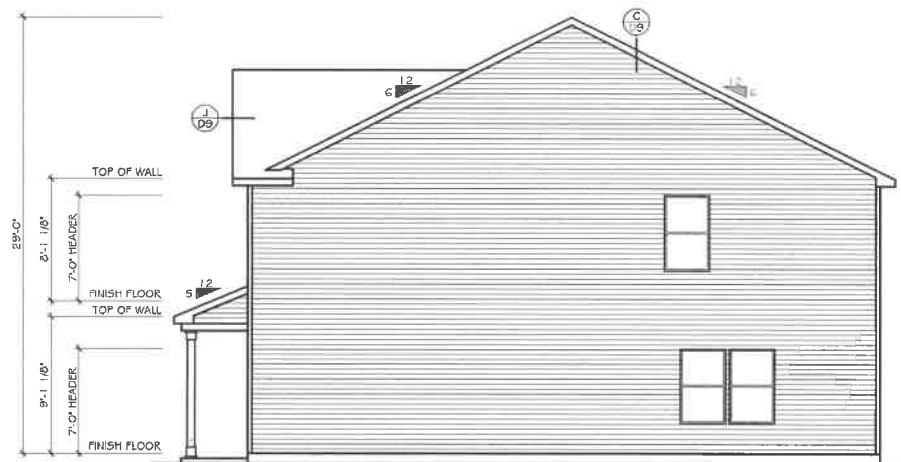
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SHEET:
A4.1
v. 5.4

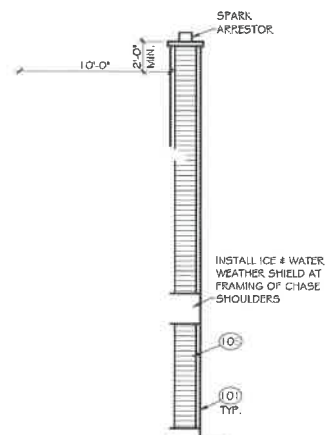


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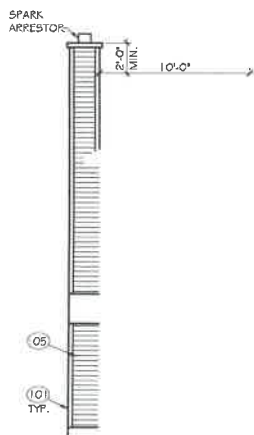


RIGHT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-A1 thru E-B4'



OPT. WOOD FIREPLACE ALL ELEVATIONS
SCALE: 1/8" = 1'-0"

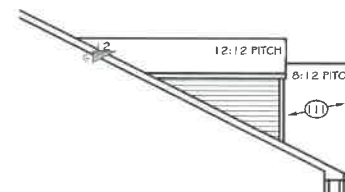


OPT. WOOD FIREPLACE ALL ELEVATIONS
SCALE: 1/8" = 1'-0"



LEFT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-A1 thru E-B4'



OPT. DORMERS ELEV. E-A1 thru E-B4
SCALE: 1/8" = 1'-0"

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RIGHT & LEFT ELEVATIONS
ELEVATION E-A1

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A4.2
v. 5.4



ELEVATION 'E-A2'



ELEVATION 'E-A3'

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ELEVATION OPTIONS FRONT ELEVATIONS

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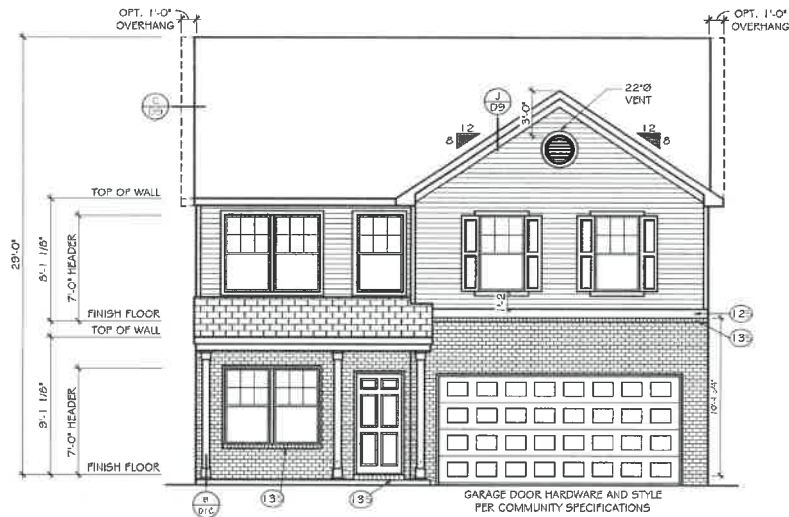
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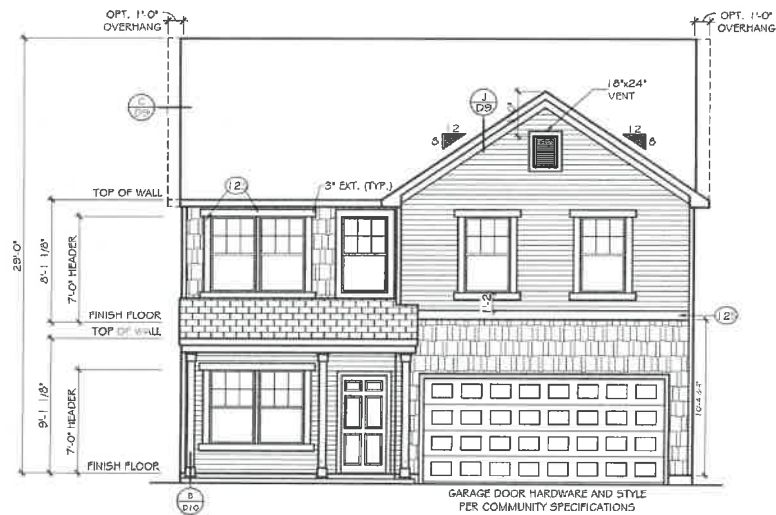
v. 5.4



FRONT ELEVATION

SCALE: 1/8" = 1'-0"

ELEVATION 'E-A4'



FRONT ELEVATION

SCALE: 1/8" = 1'-0"

ELEVATION 'E-B1'

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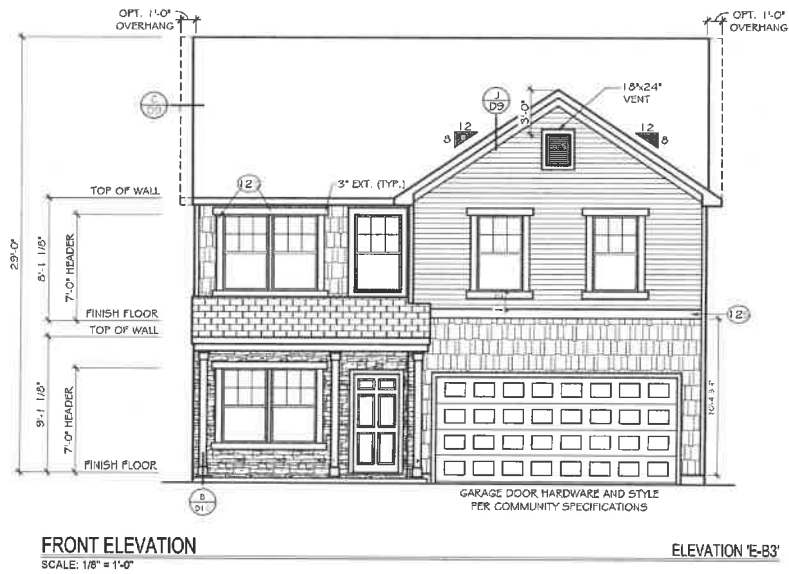
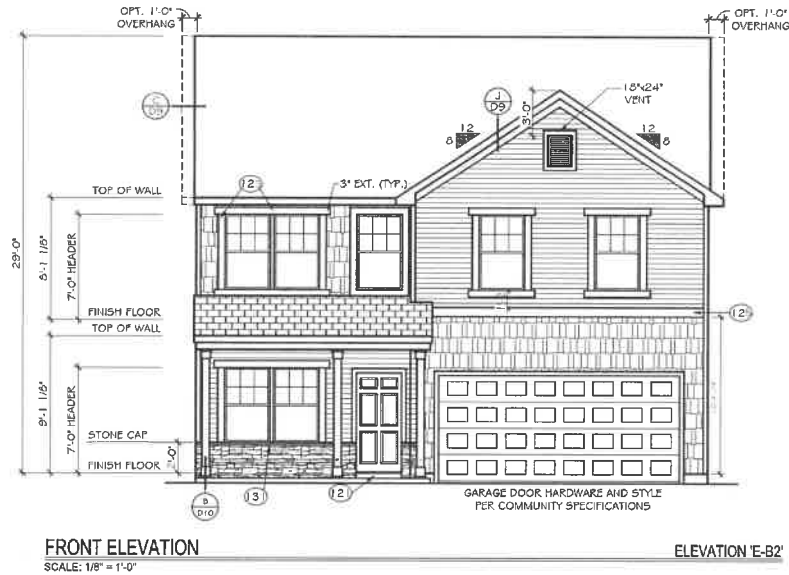
ELEVATION OPTIONS
FRONT ELEVATIONS

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SHEET:
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v. 5.4



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ELEVATION OPTIONS
 FRONT ELEVATIONS

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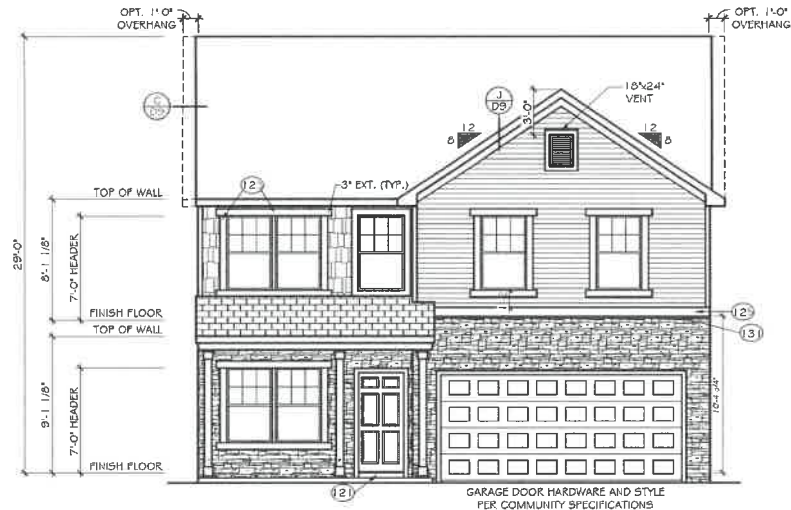
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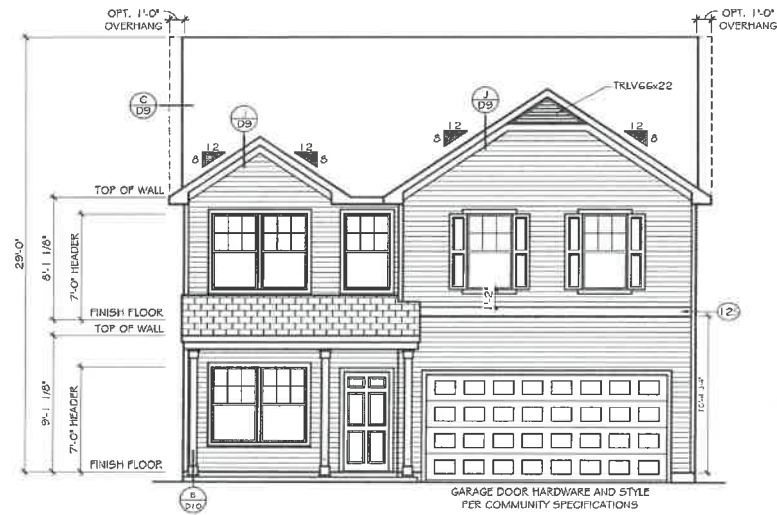
CHECKED BY:
 RS / DS

SHEET:
A4.5
 v. 5.4



FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-B4'



FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-C1'

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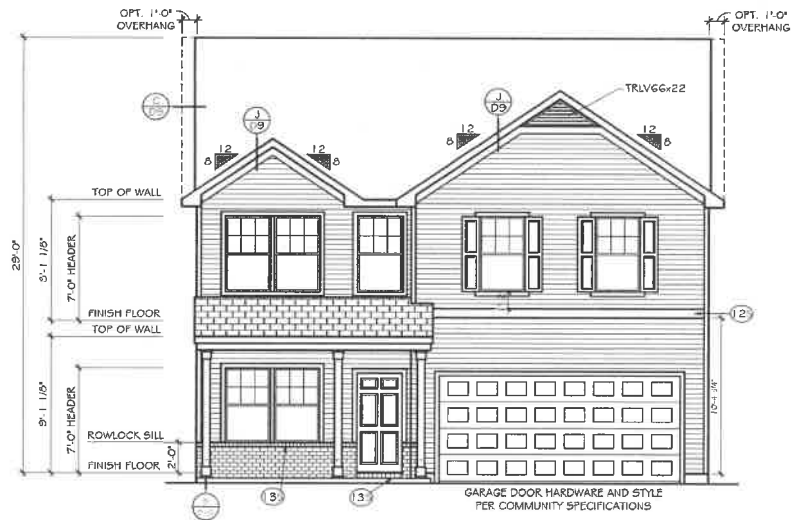
ELEVATION OPTIONS
FRONT ELEVATIONS

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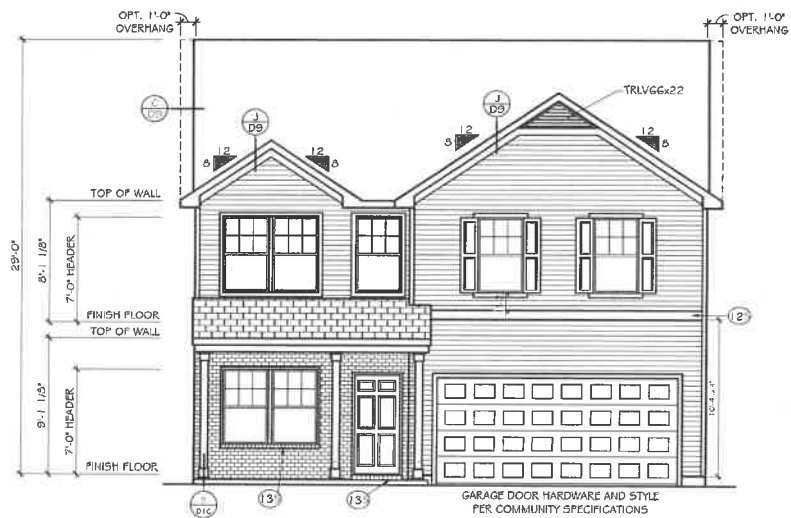
SHEET:
A4.6
v.5.4



FRONT ELEVATION

SCALE: 1/8" = 1'-0"

ELEVATION 'E-C2'



FRONT ELEVATION

SCALE: 1/8" = 1'-0"

ELEVATION 'E-C3'

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ELEVATION OPTIONS
FRONT ELEVATIONS

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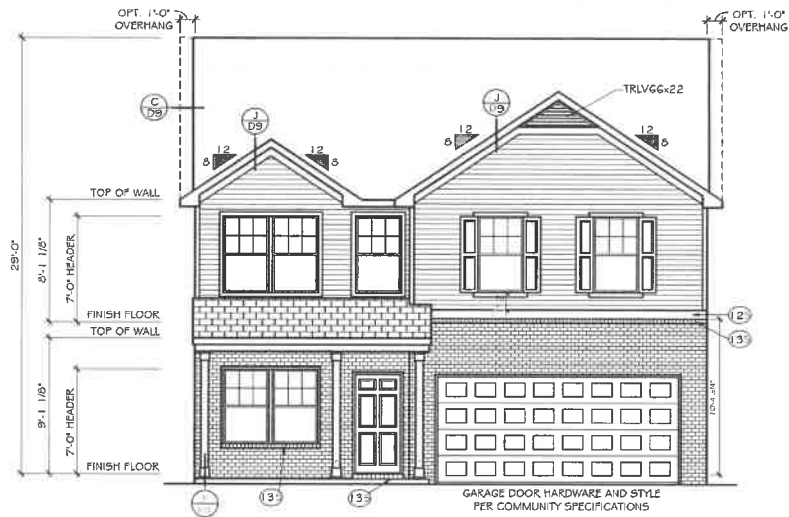
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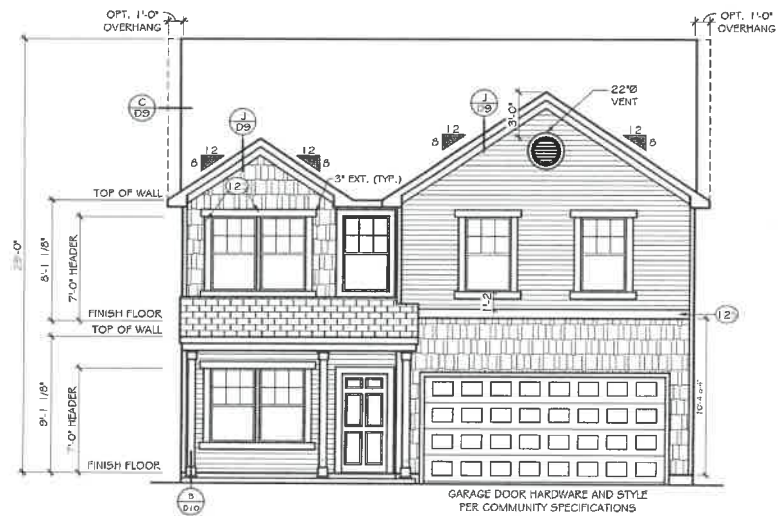
A4.7

v. 5.4



FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-C4'



FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-D1'

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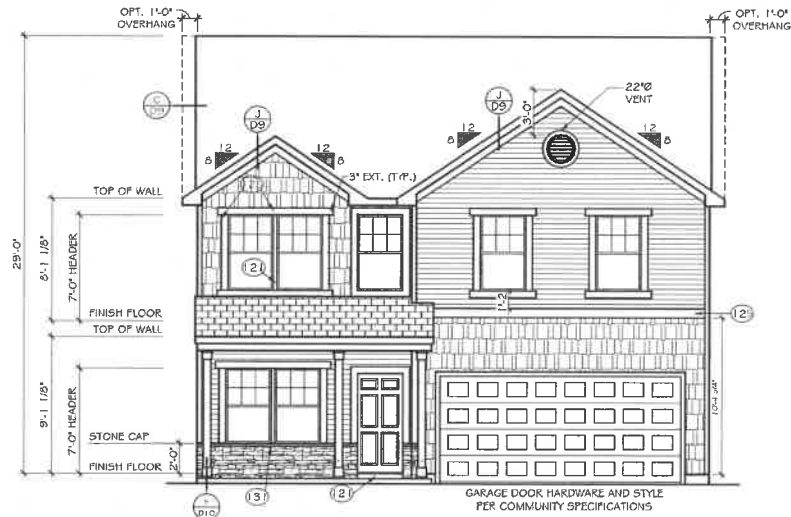
ELEVATION OPTIONS
FRONT ELEVATIONS

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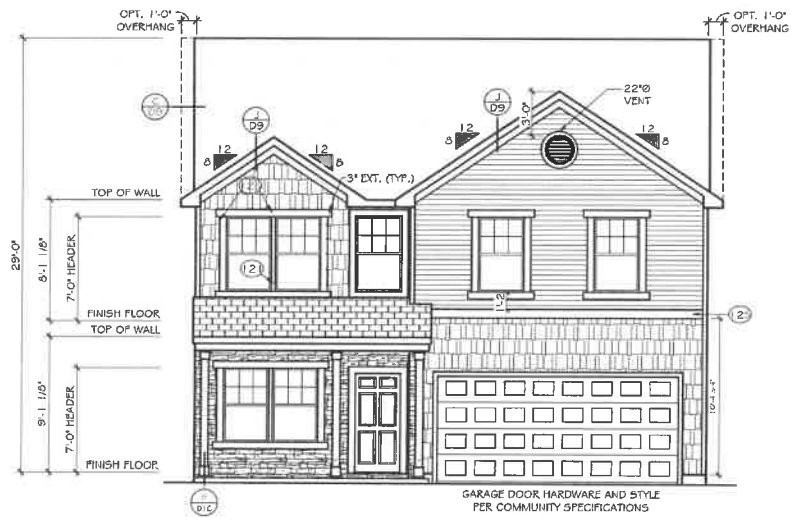
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DATE:
06.22.21
SCALE:
3/16" = 1'-0"
CHECKED BY:
RS / DS

SHEET:
A4.8
v. 5.4



FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-D2'



FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-D3'

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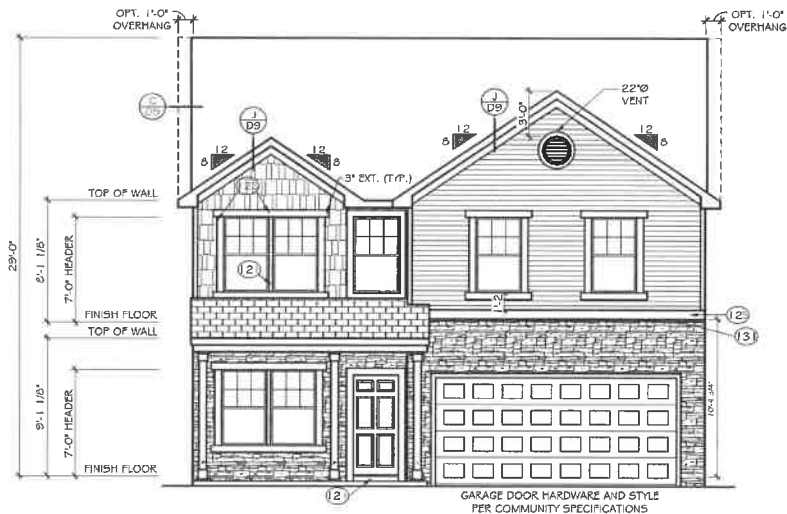
ELEVATION OPTIONS
FRONT ELEVATIONS

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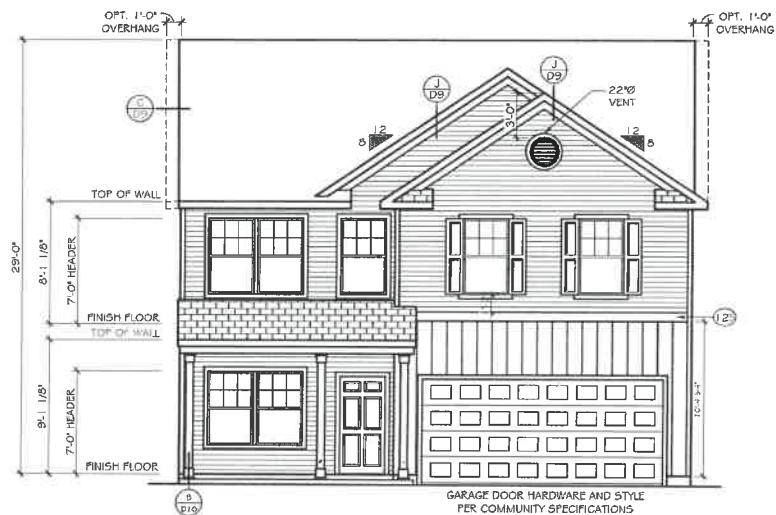
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DATE:
06.22.21
SCALE:
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CHECKED BY:
RS / DS

SHEET:
A4.9
v. 5.4



FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-D'



FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-E'

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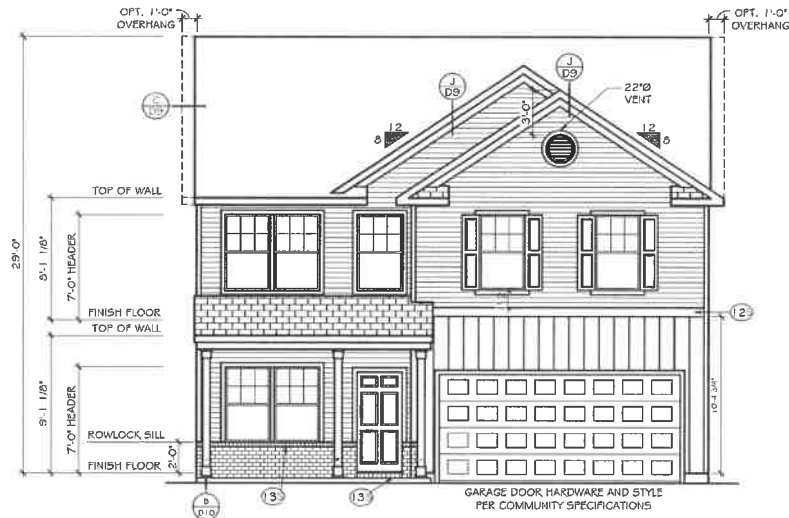
ELEVATION OPTIONS
FRONT ELEVATIONS

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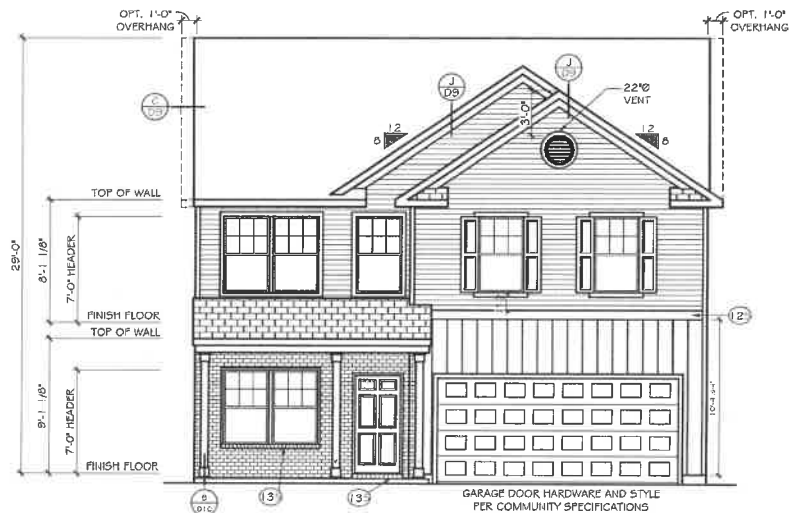
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SCALE:
3/16" = 1'-0"
CHECKED BY:
RS / BS

SHEET:
A4.10
v.5.4



FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-E2'



FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-E3'

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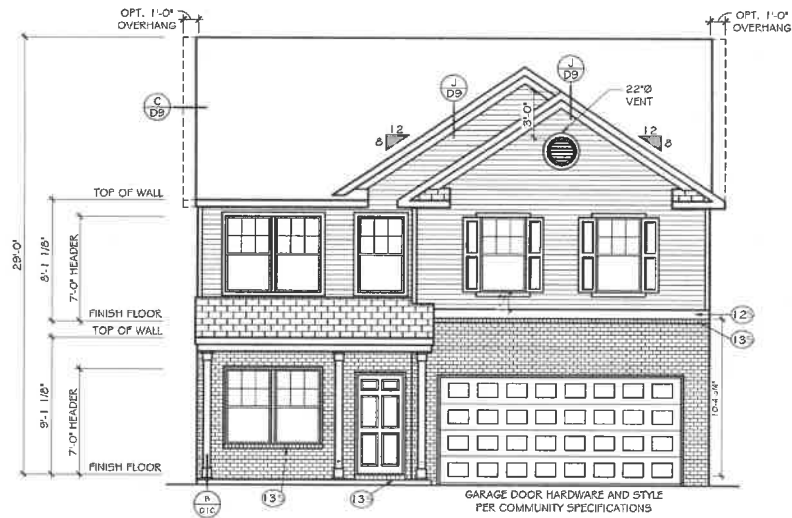
ELEVATION OPTIONS
FRONT ELEVATIONS

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SCALE:
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CHECKED BY:
RS / BS

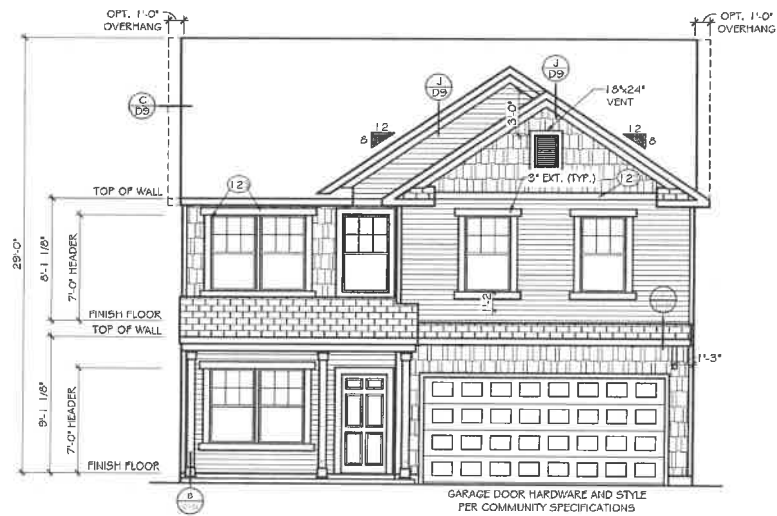
SHEET:
A4.11
v. 3.4



FRONT ELEVATION

SCALE: 1/8" = 1'-0"

ELEVATION 'E-E4'



FRONT ELEVATION

SCALE: 1/8" = 1'-0"

ELEVATION 'E-F1'

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ELEVATION OPTIONS
FRONT ELEVATIONS

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SCALE:

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CHECKED BY:

R5 / B5

SHEET:

A4.12

v. 5.4



ELEVATION 'E-F2'



ELEVATION 'E-F3'

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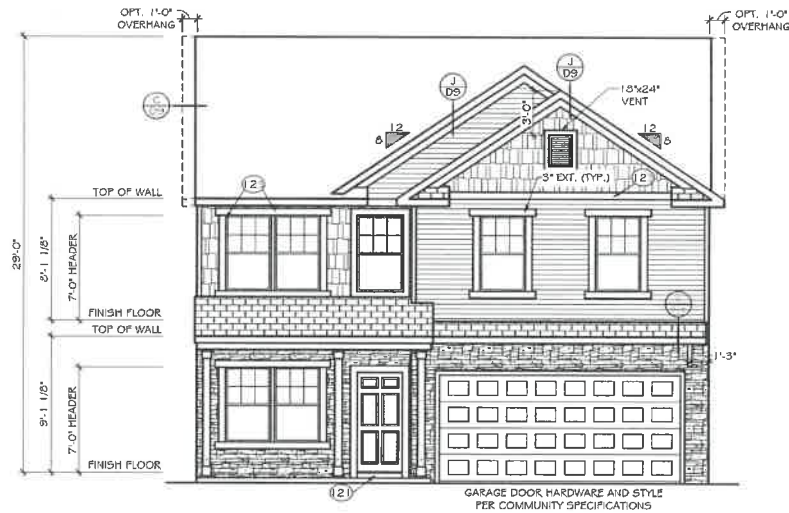
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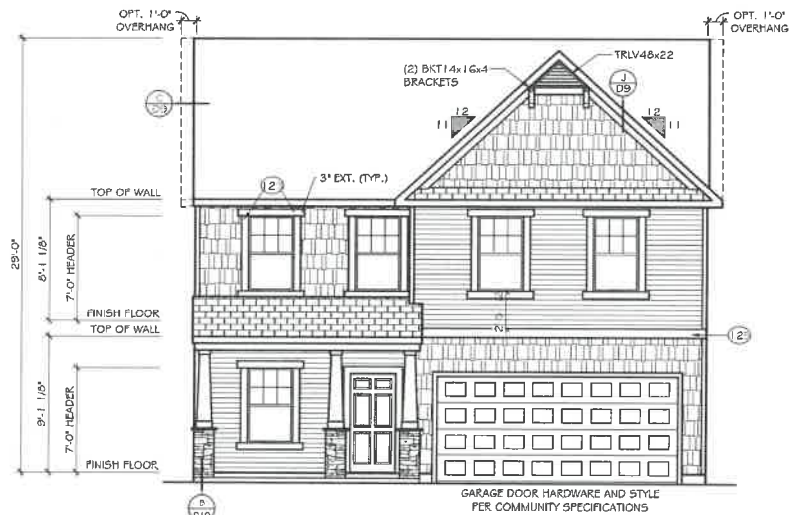
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DATE: 06.22.21
SCALE: 3/16" = 1'-0"
CHECKED BY: RS / DS

SHEET:
A4.13
v. 5.4



FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-F4'



FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-G1'

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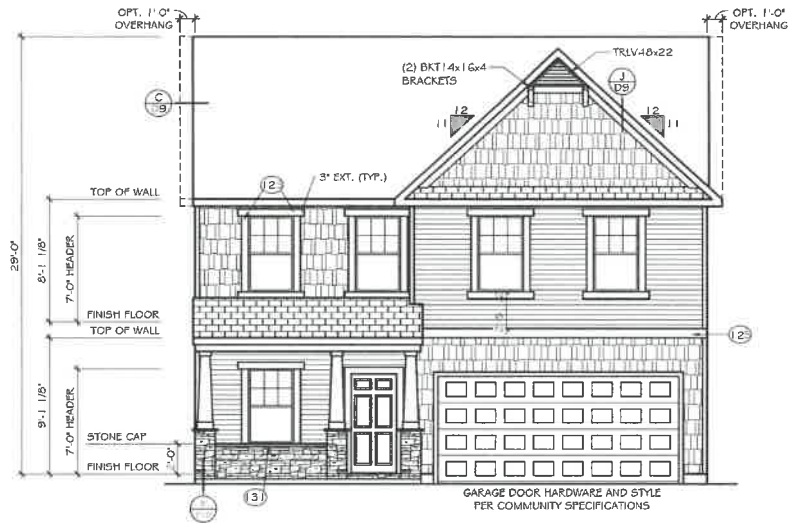
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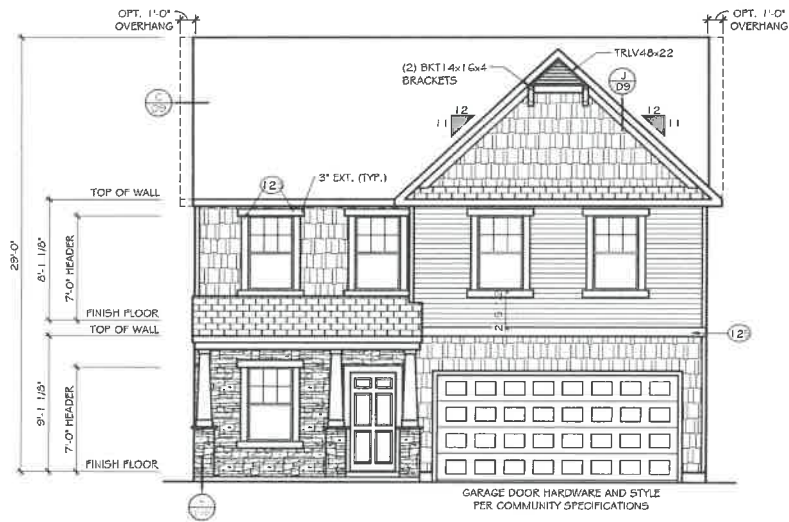
DRAWN BY:
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DATE:
06.22.21
SCALE:
3/16" = 1'-0"
CHECKED BY:
RS / BS

SHEET:
A4.14
v. 5.4



FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-G2'



FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-G3'

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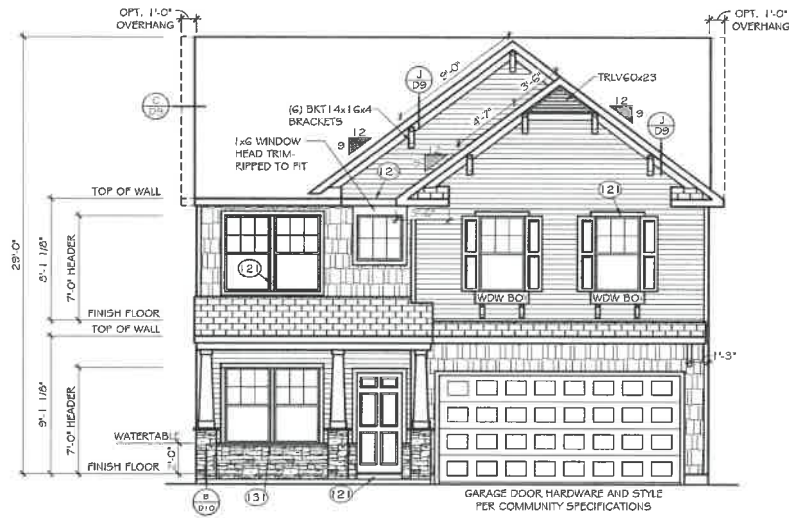
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ELEVATION OPTIONS
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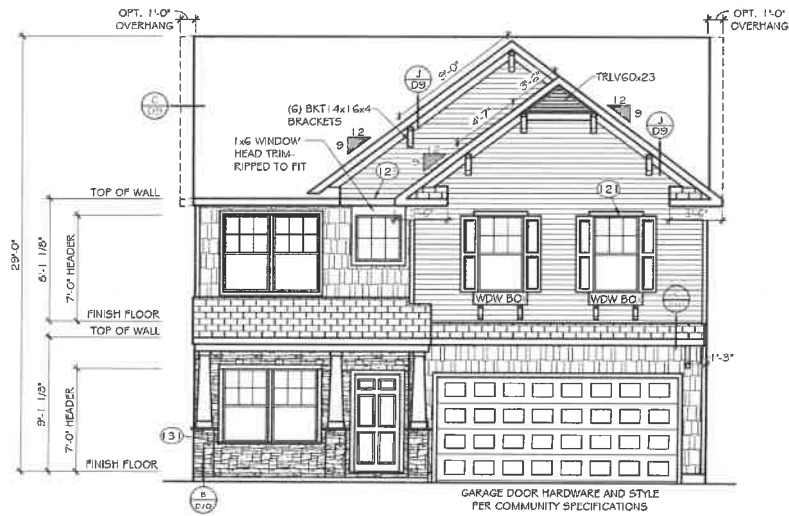
SHEET:
A4.15
v. 5.4



FRONT ELEVATION

SCALE: 1/8" = 1'-0"

ELEVATION 'E-H2'



FRONT ELEVATION

SCALE: 1/8" = 1'-0"

ELEVATION 'E-H3'

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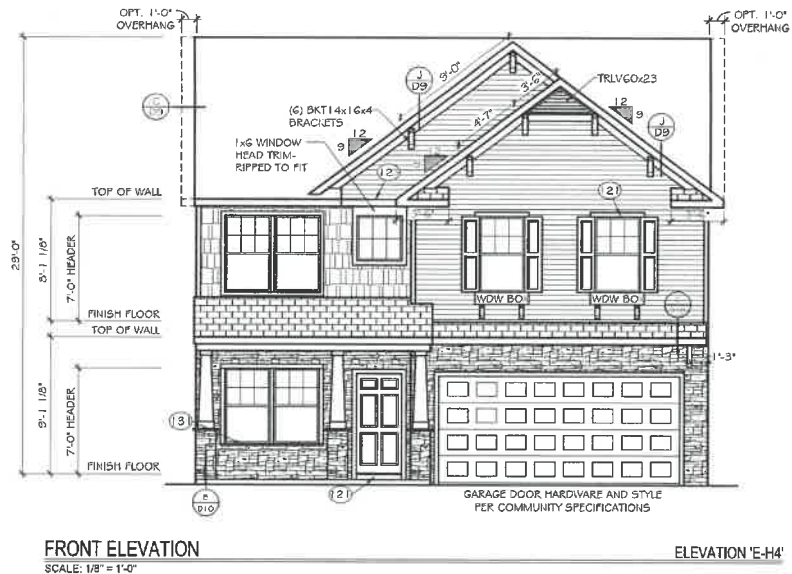
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CHECKED BY:
RS / BS

SHEET:
A4.17
v. 5.4



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ELEVATION OPTIONS
FRONT ELEVATIONS
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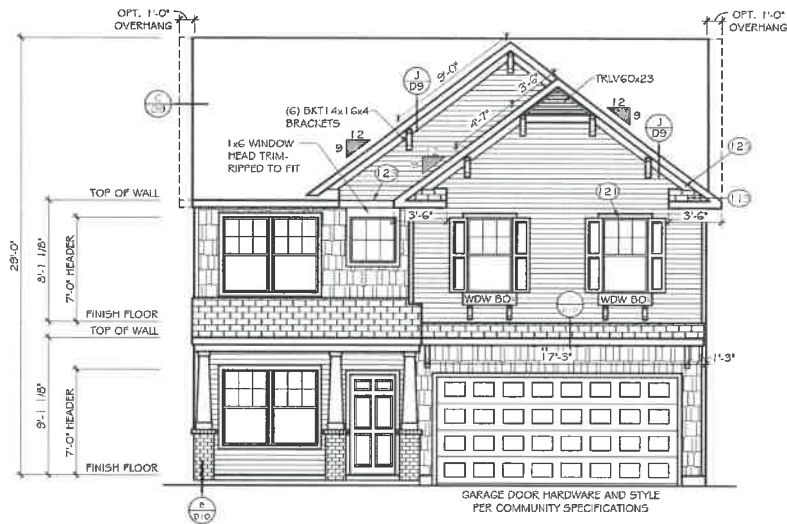
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DATE:
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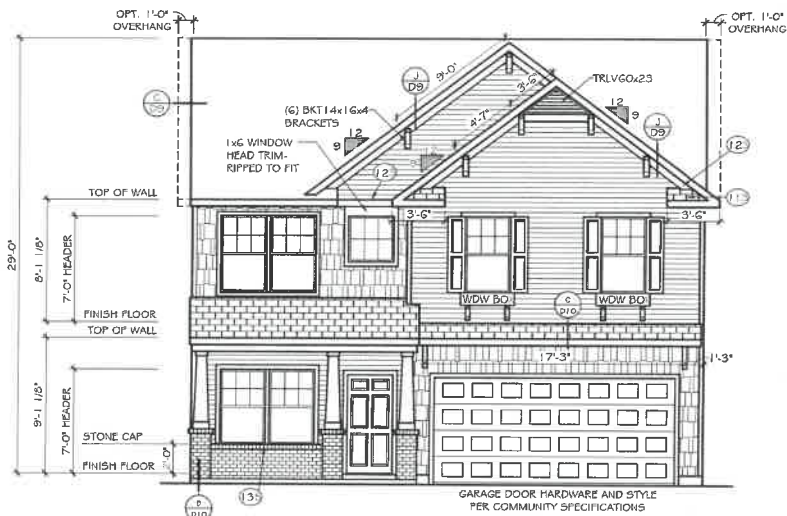
SHEET:
A4.18
v. 3.4



FRONT ELEVATION

SCALE: 1/8" = 1'-0"

ELEVATION 'E-H5'



FRONT ELEVATION

SCALE: 1/8" = 1'-0"

ELEVATION 'E-H6'

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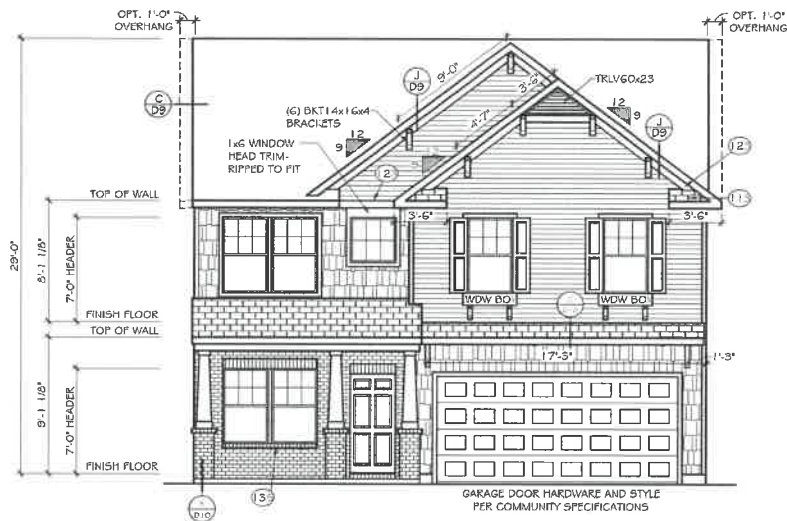
ELEVATION OPTIONS
FRONT ELEVATIONS

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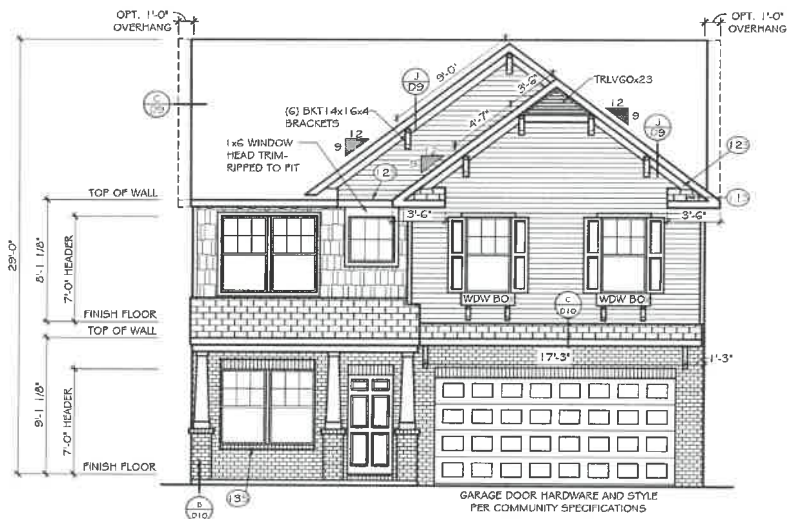
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DATE:
06.22.21
SCALE:
3/16" = 1'-0"
CHECKED BY:
RS / BS

SHEET:
A4.19
v.5.4



FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-H7'



FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-H8'

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ELEVATION OPTIONS
FRONT ELEVATIONS

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SCALE:

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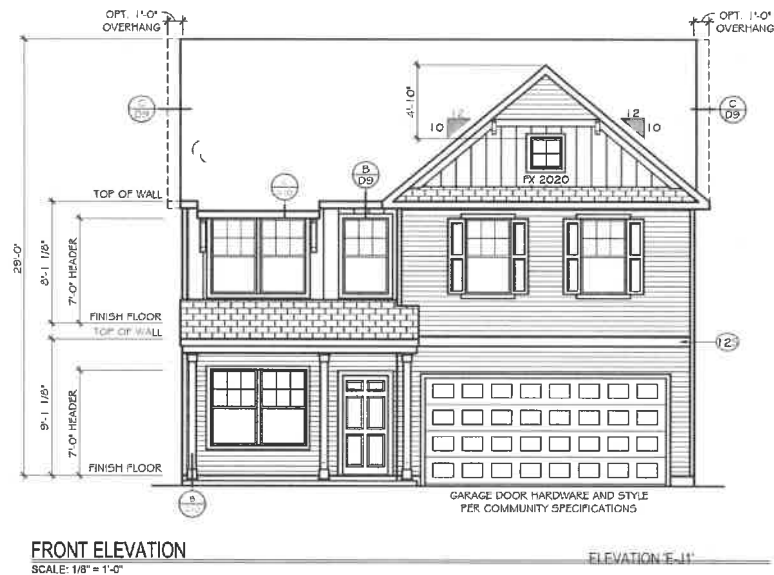
CHECKED BY:

R5 / B5

SHEET:

A4.20

v. 5.4



EXTERIOR MATERIAL LEGEND			
	B-N-B SIDING		STONE
	SHAKE SIDING		METAL ROOF
	HORIZONTAL SIDING		ROOF SHINGLE
	BRICK		SCALLOP SIDING

KEY NOTES	
(15) FLASHING	
(17) VINYL SHUTTER	
(20) BRICKMOLD TRIM	
(21) 1X4 TRIM BOARD	
(23) 1X6 TRIM BOARD	
(25) 1X8 TRIM BOARD	
(29) 1X10 FRIEZE BOARD	
(31) 1-1/2" THICK STONE CAP	
(35) ROWLOCK SILL	
(37) BRICK JACK ARCH	
(39) SOLDIER COURSE	
(41) PRECAST KEYSTONE	

1x4 TRIM WHERE SHOWN AT WINDOWS AND DOORS UNLESS OTHERWISE NOTED
--

SEE ROOF FRAMING PLANS FOR OVERHANG DIMENSIONS AND DORMER LOCATIONS

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ELEVATION 'J'
FRONT ELEVATION

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CHECKED BY:
RS / BS

SHEET:
A4.21
v. 5.4



EXTERIOR MATERIAL LEGEND			
	B-N-S SIDING		STONE
	SHAKE SIDING		METAL ROOF
	HORIZONTAL SIDING		ROOF SHINGLE
	BRICK		SCALLOP SIDING

KEY NOTES	
(13)	FLASHING
(17)	VINYL SHUTTER
(20)	BRICKMOLD TRIM
(21)	1X4 TRIM BOARD
(23)	1X6 TRIM BOARD
(25)	1X8 TRIM BOARD
(29)	1X10 FRIEZE BOARD
(31)	1-1/2" THICK STONE CAP
(35)	ROWLOCK SILL
(37)	BRICK JACK ARCH
(39)	SOLDIER COURSE
(41)	PRECAST KEYSTONE

1X4 TRIM WHERE SHOWN AT WINDOWS AND DOORS UNLESS OTHERWISE NOTED
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ELEVATION 'J'
RIGHT ELEVATION

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CHECKED BY:
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SHEET:
A4.22
v. 5.4



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ELEVATION 'J'
RIGHT ELEVATION

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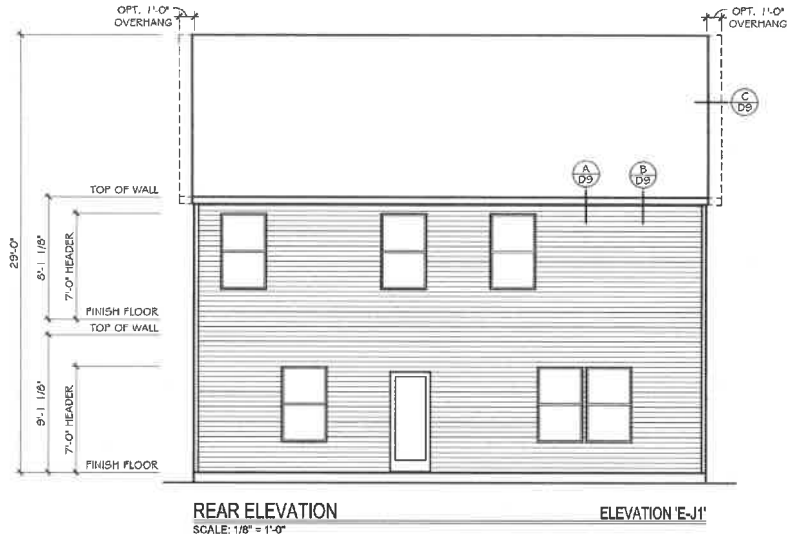
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DATE:
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SCALE:
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CHECKED BY:
RS / BS

SHEET:
A4.23
v. 5.4



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ELEVATION 'J'
REAR ELEVATION

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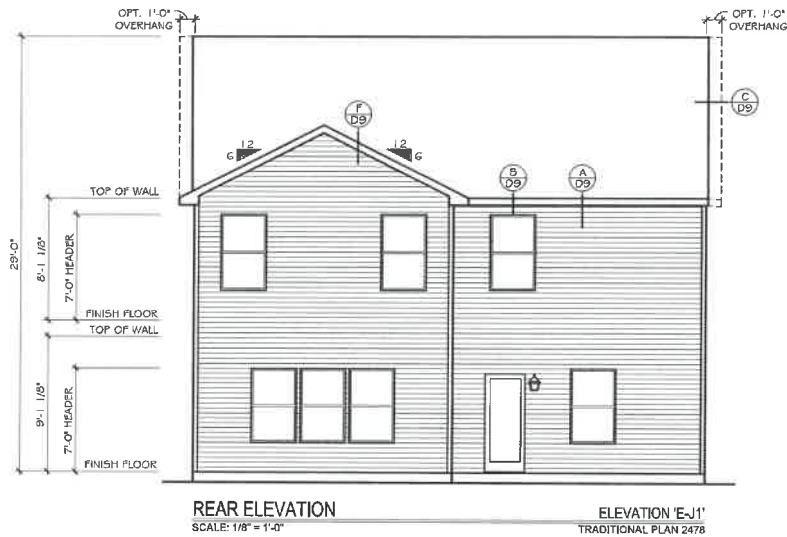
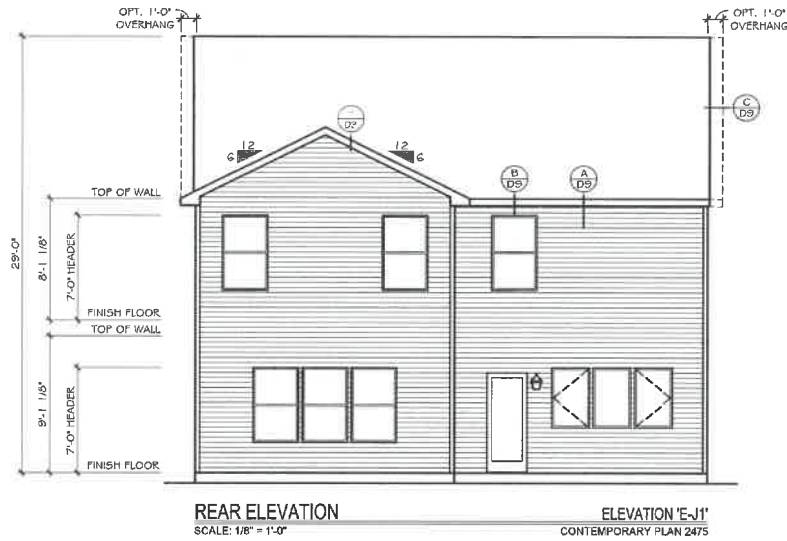
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SCALE:
3/16" = 1'-0"

CHECKED BY:
RS / DS

SHEET:
A4.24
v.5.4



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ELEVATION 'J'
REAR ELEVATION

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SHEET:
A4.25
v. 5.4



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ELEVATION 'J'
 LEFT ELEVATION

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SCALE:
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CHECKED BY:
 RS / BS

SHEET:
A4.26
 v. 5.4



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ELEVATION 'J'
LEFT ELEVATION

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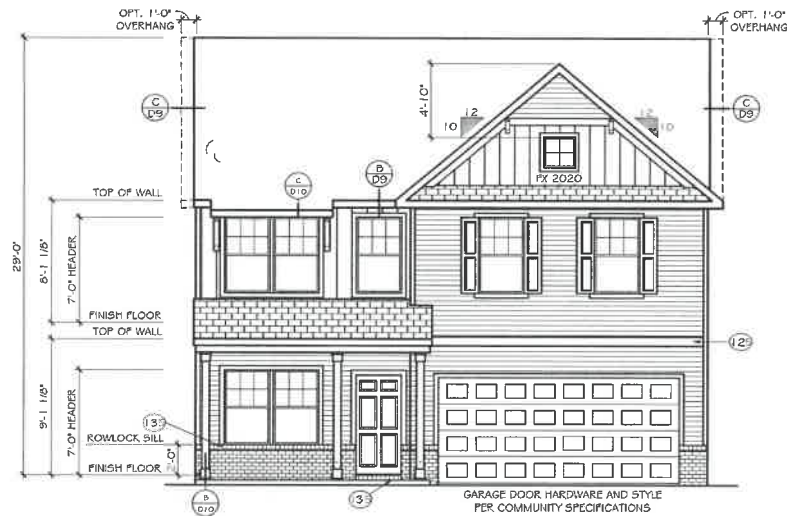
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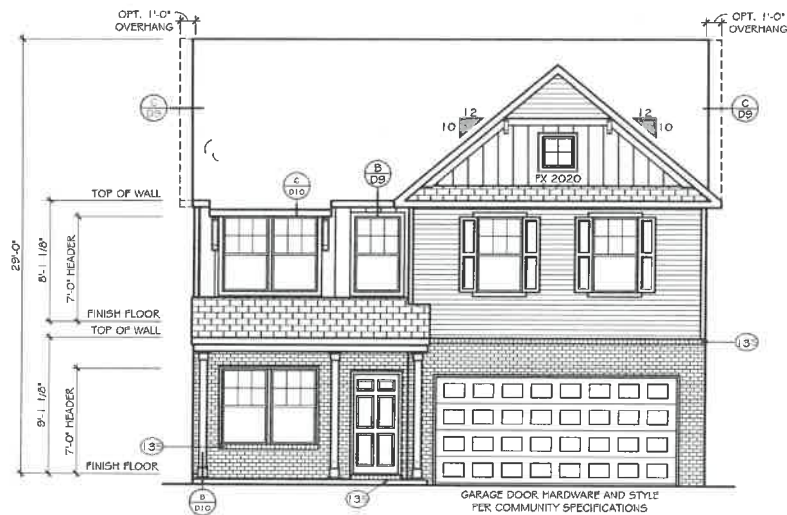
CHECKED BY:
R5 / B5

SHEET:
A4.27
v. 5.4



FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'F-J7'



FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'F-J7'

EXTERIOR MATERIAL LEGEND			
	B-N-B SIDING		STONE
	SHAKE SIDING		METAL ROOF
	HORIZONTAL SIDING		ROOF SHINGLE
	BRICK		SCALLOP SIDING

KEY NOTES	
(15) FLASHING	
(17) VINYL SHUTTER	
(20) BRICKMOLD TRIM	
(21) 1X4 TRIM BOARD	
(23) 1X6 TRIM BOARD	
(25) 1X8 TRIM BOARD	
(28) 1X10 FRIEZE BOARD	
(31) 1-1/2" THICK STONE CAP	
(35) ROWLOCK SILL	
(37) BRICK JACK ARCH	
(39) SOLDIER COURSE	
(41) PRECAST KEYSTONE	

1x4 TRIM WHERE SHOWN AT WINDOWS AND DOORS UNLESS OTHERWISE NOTED
--

SEE ROOF FRAMING PLANS FOR OVERHANG DIMENSIONS AND DORMER LOCATIONS

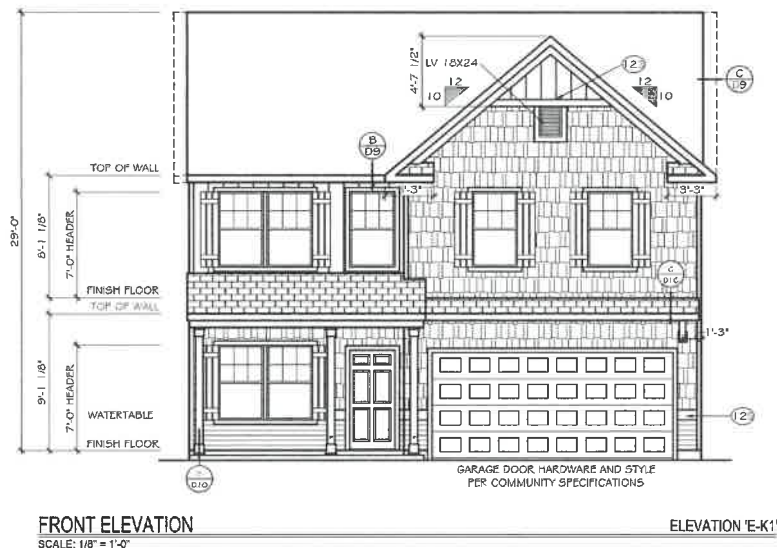
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ELEVATION 'J'
FRONT ELEVATION

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SHEET:
A4.28
v. 5.4



EXTERIOR MATERIAL LEGEND			
	B-N-S SIDING		STONE
	SHAKE SIDING		METAL ROOF
	HORIZONTAL SIDING		ROOF SHINGLE
	BRICK		SCALLOP SIDING

KEY NOTES	
(15)	FLASHING
(17)	VINYL SHUTTER
(20)	BRICKMOLD TRIM
(21)	1X4 TRIM BOARD
(23)	1X6 TRIM BOARD
(25)	1X8 TRIM BOARD
(29)	1X10 FRIEZE BOARD
(31)	1-1/2" THICK STONE CAP
(35)	ROWLOCK SILL
(37)	BRICK JACK ARCH
(39)	SOLDIER COURSE
(41)	PRECAST LESTONE

1X4 TRIM WHERE SHOWN AT WINDOWS AND DOORS UNLESS OTHERWISE NOTED
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ELEVATION 'K'
FRONT ELEVATION

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3/16" = 1'-0"

CHECKED BY:
RS / DS

SHEET:
A4.29
v. 5.4



EXTERIOR MATERIAL LEGEND			
	B-N-B SIDING		STONE
	SHAKE SIDING		METAL ROOF
	HORIZONTAL SIDING		ROOF SHINGLE
	BRICK		SCALLOP SIDING

KEY NOTES	
(13)	FLASHING
(17)	VINYL SHUTTER
(20)	BRICKMOLD TRIM
(2)	1X4 TRIM BOARD
(23)	1X6 TRIM BOARD
(25)	1X8 TRIM BOARD
(28)	1X10 FRIEZE BOARD
(31)	1-1/2" THICK STONE CAP
(33)	ROWLOCK SILL
(37)	BRICK JACK ARCH
(39)	SOLDIER COURSE
(4)	PRECAST KEYSTONE

1 x4 TRIM WHERE SHOWN AT WINDOWS AND DOORS UNLESS OTHERWISE NOTED

SEE ROOF FRAMING PLANS FOR OVERHANG DIMENSIONS AND DORMER LOCATIONS

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ELEVATION 'K'

RIGHT ELEVATION

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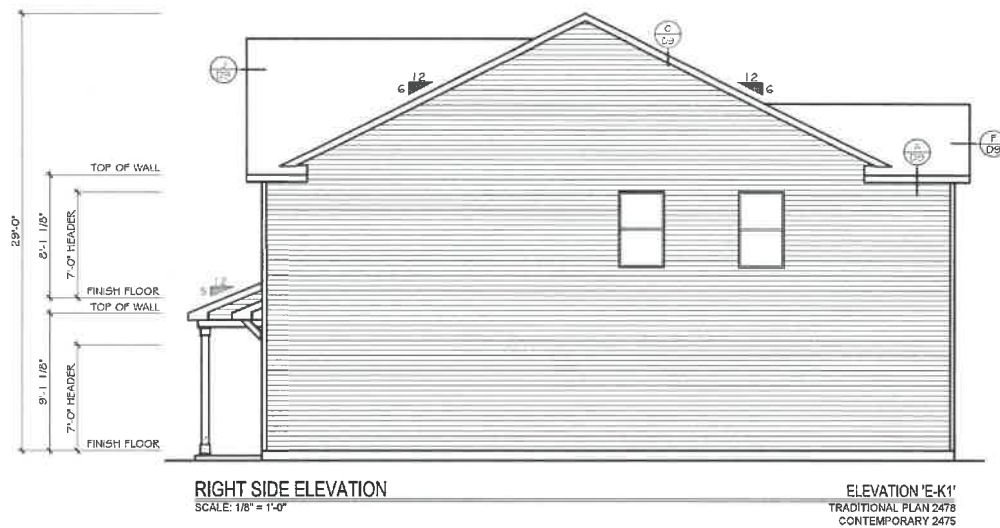
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SCALE: 3/16" = 1'-0"

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SHEET: **A4.30**
v. 5.4



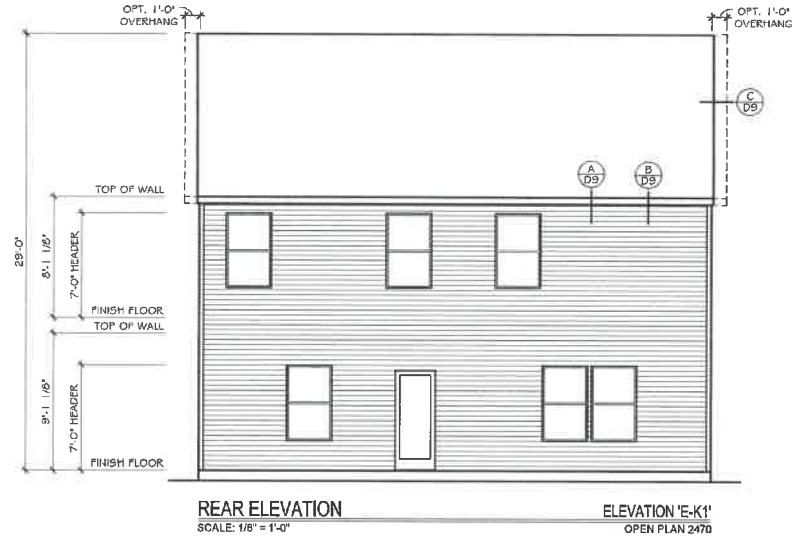
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SHEET:
A4.31
v. 5.4



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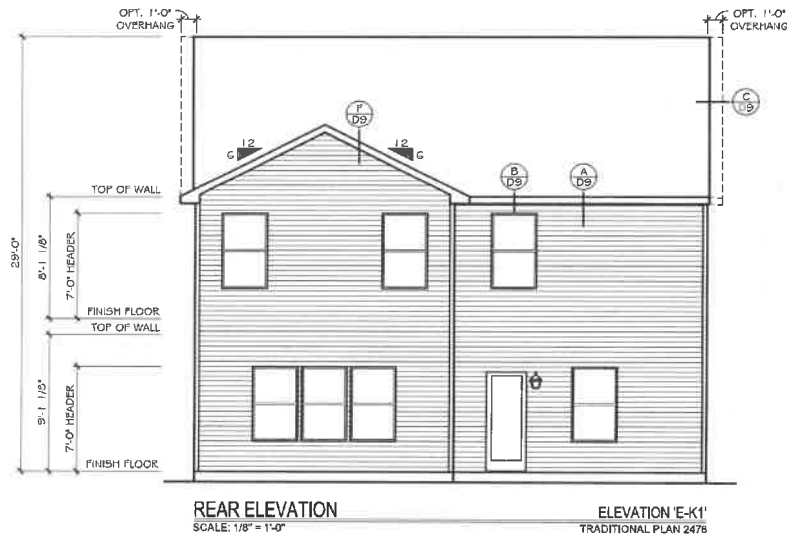
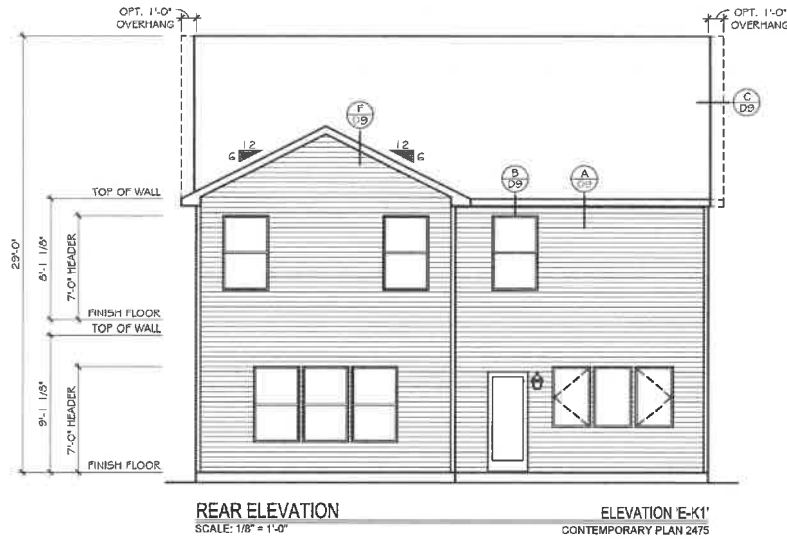
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SHEET:
A4.32
v. 5.4



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SHEET:
A4.33
v. 5.4



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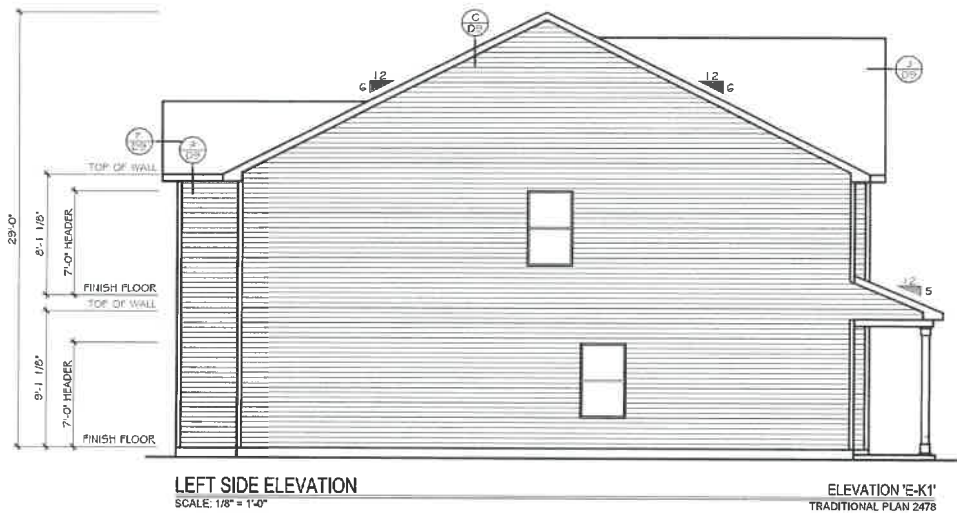
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SHEET:
A4.34
v. 5.4



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ELEVATION 'K'
LEFT ELEVATION

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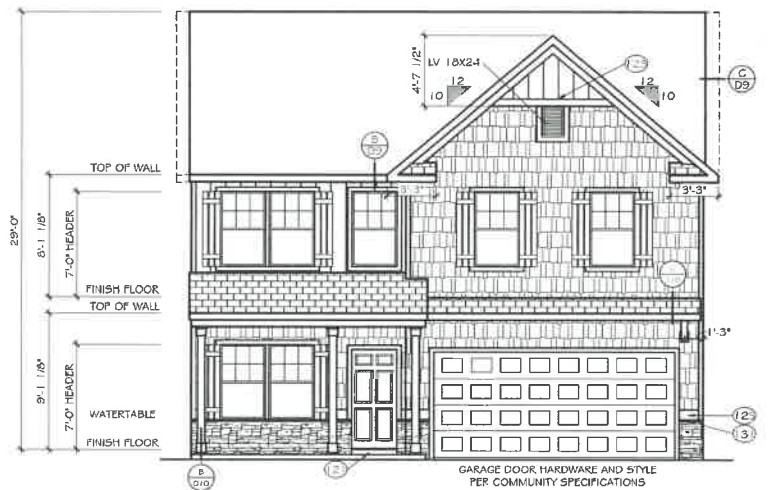
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SHEET:
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v. 5.4



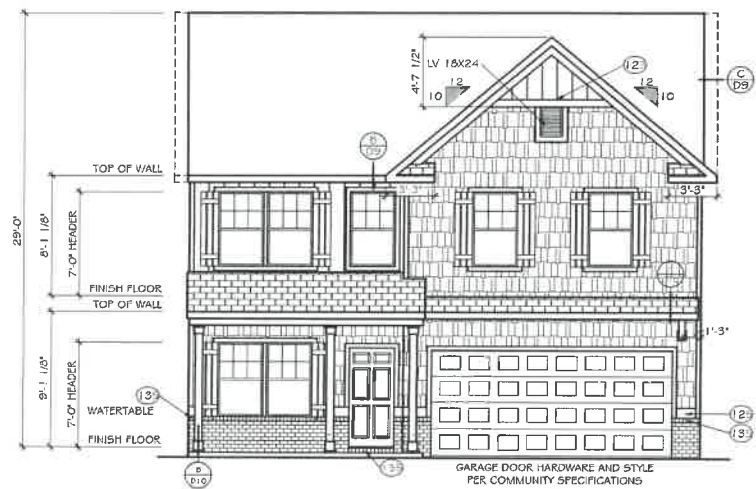
FRONT ELEVATION
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ELEVATION 'E-K2'



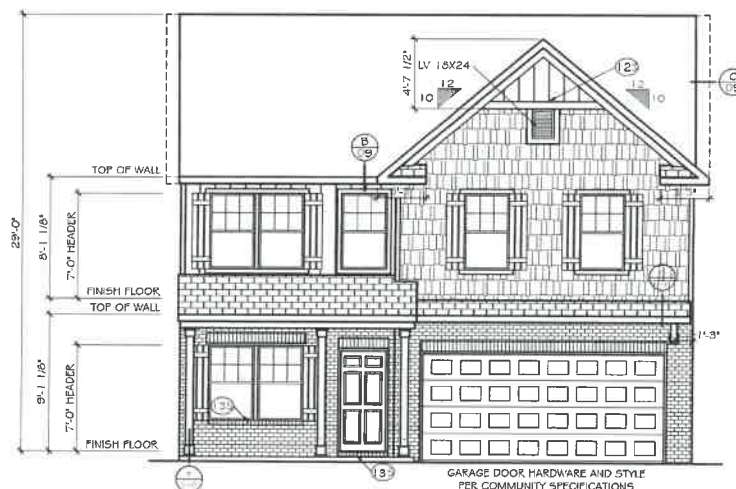
FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-K3'



FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-K4'



FRONT ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-K5'

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ELEVATION 'K'
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CHECKED BY:
RS / BS

SHEET:
A4.36
v. 5.4



EXTERIOR MATERIAL LEGEND			
	D-N-B SIDING		STONE
	SHAKE SIDING		METAL ROOF
	HORIZONTAL SIDING		ROOF SHINGLE
	BRICK		SCALLOP SIDING

KEY NOTES	
(1) FLASHING	
(17) 1/4" x 1/4" SHUTTER	
(20) BRICKMOLD TRIM	
(21) 1X4 TRIM BOARD	
(23) 1X6 TRIM BOARD	
(25) 1X8 TRIM BOARD	
(29) 1X10 FRIEZE BOARD	
(31) 1-1/2" THICK STONE CAP	
(35) ROWLOCK SILL	
(37) BRICK JACK ARCH	
(39) SOLDIER COURSE	
(41) PRECAST LEYSTONE	

1x4 TRIM WHERE SHOWN AT WINDOWS AND DOORS UNLESS OTHERWISE NOTED
--

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ELEVATION 'L'
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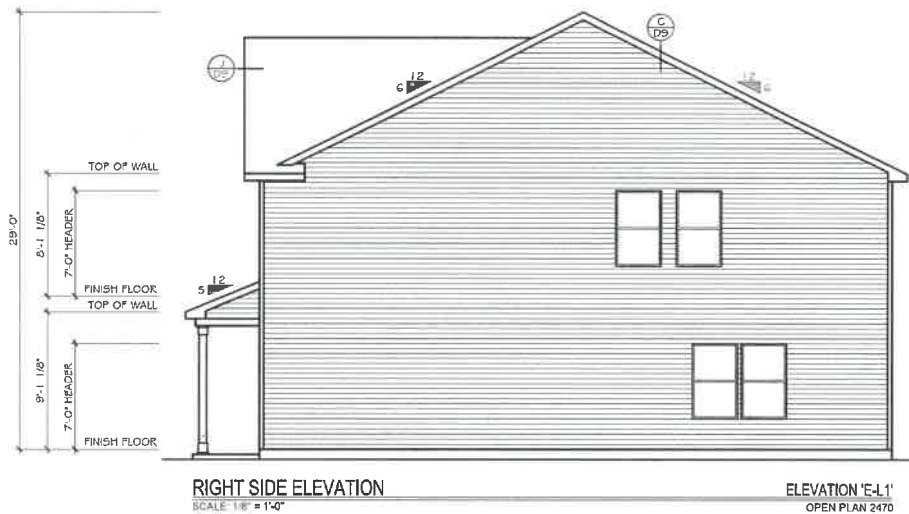
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06.22.21

SCALE:
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CHECKED BY:
RS / DS

SHEET:
A4.37
v. 5.4



EXTERIOR MATERIAL LEGEND			
	B-N-B SIDING		STONE
	SHAKE SIDING		METAL ROOF
	HORIZONTAL SIDING		ROOF SHINGLE
	BRICK		SCALLOP SIDING

KEY NOTES	
(1) FLASHING	
(17) 1"X4" SHUTTER	
(20) BRICKMOLD TRIM	
(2) 1X4 TRIM BOARD	
(23) 1X6 TRIM BOARD	
(23) 1X8 TRIM BOARD	
(23) 1X10 FRIEZE BOARD	
(3) 1- 1/2" THICK STONE CAP	
(33) ROWLOCK SILL	
(37) BRICK JACK ARCH	
(39) SOLDIER COURSE	
(4) PRECAST KEYSTONE	

1 x4 TRIM WHERE SHOWN AT WINDOWS AND DOORS UNLESS OTHERWISE NOTED

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ELEVATION 'L'
RIGHT ELEVATION

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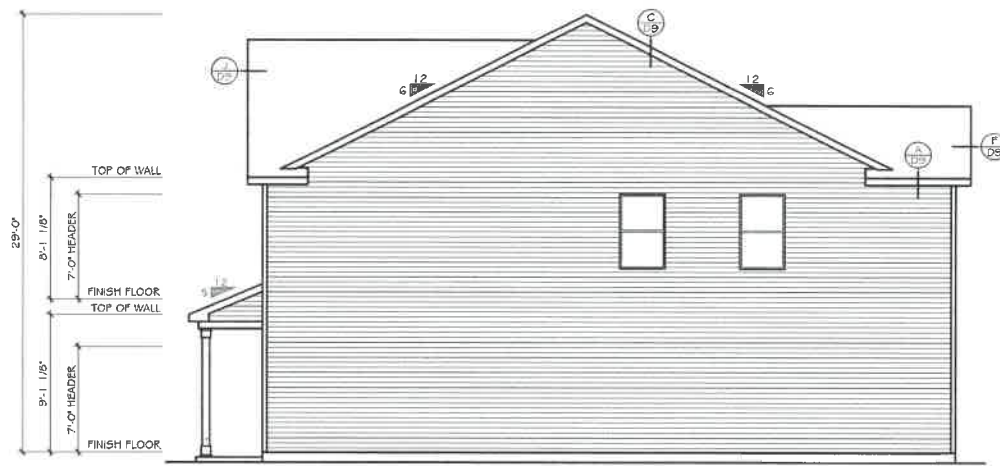
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SCALE:
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CHECKED BY:
RS / DS

SHEET:
A4.38
v. 5.4



RIGHT SIDE ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'L'
TRADITIONAL PLAN 2478
CONTEMPORARY 2475

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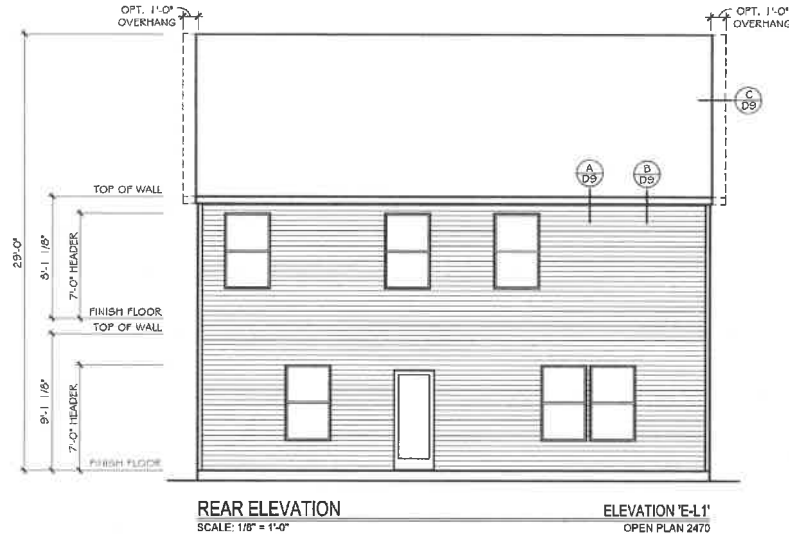
ELEVATION 'L'
RIGHT ELEVATION

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RS / BS

SHEET:
A4.39
v. 5.4



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ELEVATION 'L'
REAR ELEVATION

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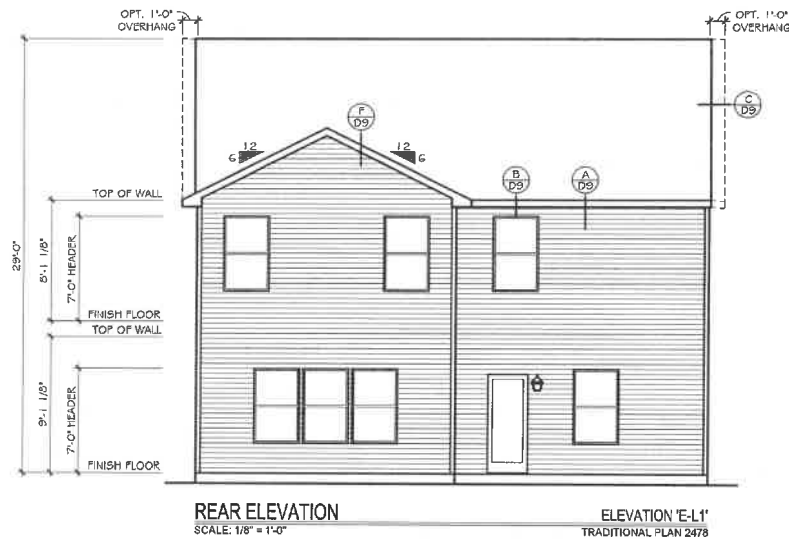
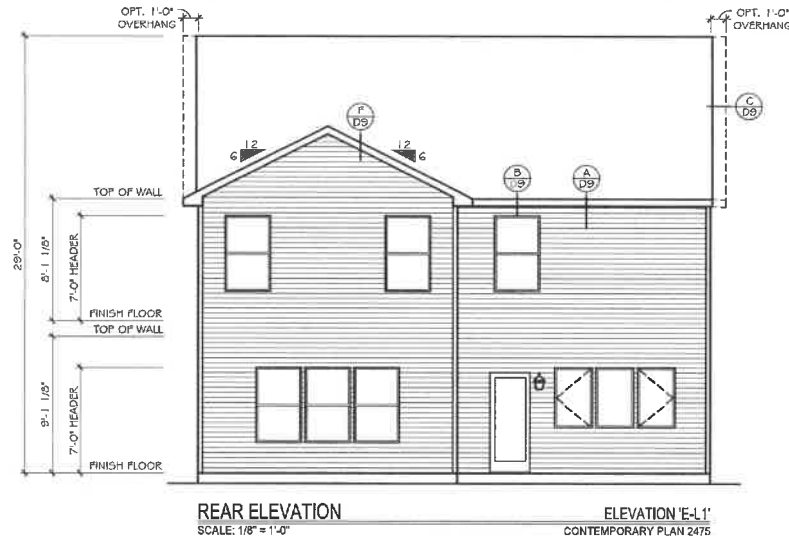
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CHECKED BY:
RS / BS

SHEET:
A4.40
v. 5.4



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ELEVATION 'L'
REAR ELEVATION
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SHEET:
A4.41
v. 5.4



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ELEVATION 'L'
LEFT ELEVATION

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SCALE:
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CHECKED BY:
RS / BS

SHEET:
A4.42
v. 5.4



LEFT SIDE ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-L1'
CONTEMPORARY PLAN 2475



LEFT SIDE ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION 'E-L1'
TRADITIONAL PLAN 2478

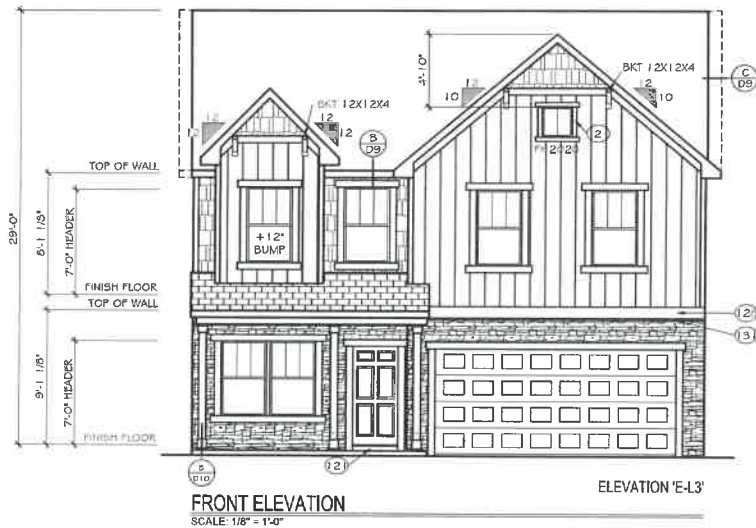
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ELEVATION 'L'
LEFT ELEVATION

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CHECKED BY:
RS / DS

SHEET:
A4.43
v. 5.4



EXTERIOR MATERIAL LEGEND		
	D-N-B SIDING	 STONE
	SHAKE SIDING	 METAL ROOF
	HORIZONTAL SIDING	 ROOF SHINGLE
	BRICK	 SCALLOP SIDING

KEY NOTES
(1) FLASHING
(17) VINYL SHUTTER
(20) BRICKMOLD TRIM
(21) 1x4 TRIM BOARD
(23) 1x6 TRIM BOARD
(25) 1x8 TRIM BOARD
(28) 1x10 PRICED BOARD
(3) 1-1/2" THICK STONE GAP
(39) KOWLOCK SILL
(37) BRICK JACK ARCH
(39) SOLDIER COURSE
(41) PRECAST KEYSTONE

1x4 TRIM WHERE SHOWN AT WINDOWS AND DOORS UNLESS OTHERWISE NOTED
--

SEE ROOF FRAMING PLANS FOR OVERHANG DIMENSIONS AND DORMER LOCATIONS

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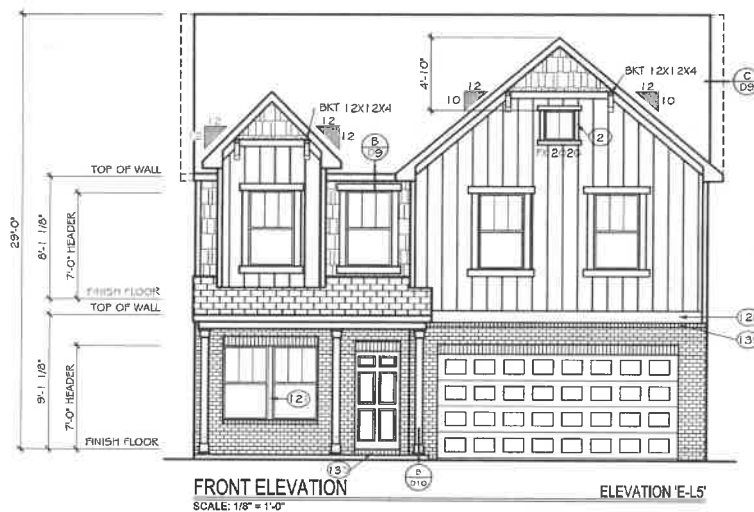
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SHEET:
A4.44
v. 5.4



EXTERIOR MATERIAL LEGEND

B-1/8 SIDING

STONE

SHAKE SIDING

METAL ROOF

HORIZONTAL SIDING

ROOF SHINGLE

BRICK

SCALLOP SIDING

KEY NOTES

(1)9 FLASHING

(1)7 VINYL SHUTTER

(2)0 BRICK/OLD TRIM

(2)1 1x4 TRIM BOARD

(2)3 1x6 TRIM BOARD

(2)5 1x8 TRIM BOARD

(2)6 1x10 PRICE BOARD

(3)1 1-1/2" THICK STONE CAP

(3)5 ROWLOCK SILL

(3)7 BRICK JACK ARCH

(3)9 SOLDIER COURSE

(4)1 PRECAST KEYSTONE

1x4 TRIM WHERE SHOWN AT
WINDOWS AND DOORS
UNLESS OTHERWISE NOTED

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FOR OVERHANG DIMENSIONS
AND DORMER LOCATIONS

ELEVATION 'L'
FRONT ELEVATION

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SHEET:
A4.45
v.5.4

limitation, the North Carolina Department of Transportation and the North Carolina Department of Environmental Quality.

APPLICANT INFORMATION

Applicant Ridge Road Partners, LLC *Applicant's Phone #* 980-722-1010

Applicant's Address PO Box 1609
Monroe NC 2811

Applicant email address jerry@fitzcomm.net

PROPERTY INFORMATION

Property Owner's Name Hillcrest Farm Estates, LLC

Location of Property Zoo Parkway *Property Size (ac. or s.f.)* 102.76

Randolph County Property Identification Number (PIN#) 7760008593

Current Zoning District R10, R15, R40 *Requested Zoning District* R7.5 CZ

Date Property Title Acquired _____ *Deed Book* 2214 *Page* 1281

Subdivision _____ *Section* _____ *Lot #* _____

Plat Book _____ *Page* _____

CONDITIONAL ZONING DISTRICT INFORMATION (Attach additional sheets if necessary)

1. Application is hereby made to the City of Asheboro for a Conditional Zoning District for the following purpose:

To construct 400 new residences to help supply the growing residential needs
of this area.

2. In what manner will the proposed amendment carry out the intent of the Land Development Plan?

Residential growth using the clustering of homes in area most suitable for development.

This development balances the need for residential growth in areas that are supported by the NC zoo and city sportsplex

For questions (3) and (4), if either of these questions apply, please state a reason. If you believe these do not apply, please check "does not apply".

3. Are there alleged errors in this Ordinance that would be corrected by the proposed amendment? If so, give a detailed explanation of such error and detailed reasons how the proposed amendment will correct the errors.

Does not apply ☒

4. What are the changed or changing conditions, if any, in the jurisdiction of the City of Asheboro generally, which would make the proposed amendment reasonably necessary to the promotion of the public health, safety, and general welfare?

Coming growth from nearby industrial facilities.

Promoted neighborhood setting with nearby sportsplex and NC Zoo.

Does not apply ☐

5. Are there any other circumstances, factors, or reasons that the applicant offers in support of the proposed amendment?

APPLICATION SIGNATURES

It is understood by the undersigned that while this application will be carefully reviewed and considered, the burden of proving the need for a Conditional Zoning District rests with the applicant.

No application for a Conditional Zoning District will be advertised for public hearing until the Planning and Zoning Department has received all required materials. If all required materials are not received prior to the specified deadlines, hearings for the case may be delayed.

Per Section 4.05 of the zoning ordinance, it is intended that property will be reclassified to a Conditional Zoning District only in the event of firm plans to develop the property. Accordingly, subject to any specific durational limits imposed by the ordinance applying conditional zoning to the Zoning Lot, if no action has been taken to obtain a Zoning Compliance Permit in conformance with the conditional zoning ordinance within 36 months of the City Council's approval of conditional zoning for the Zoning Lot, the Community Development Director or his or her designee shall initiate appropriate action to rezone the Zoning Lot to a general zoning classification that is consistent with the adopted comprehensive plan.

Applicant Signature

Drew Boggs

Printed Name of Authorized Signatory (if different from Applicant)

Drew Boggs

Position/Relationship of Authorized Signatory to Applicant

Member-Manager

HILLCREST FARM ESTATES, LLC BY:

Owner Signature (if different than Applicant)

Charles C. Chandler Robert G. Chandler

DocuSigned by: 18048D37A8514FB...

Owner Address

Telephone Number

703-628-9366

Printed Name of Authorized Signatory (if different from Owner)

Position/Relationship of Authorized Signatory to Owner

Rec'd 8/11/23
TWTAN

Legal Description

Application for Conditional Zoning District

A 92.76 +/- acre portion of the 102.76 +/- acre tract, belonging to Hillcrest Farm Estates, LLC located between Zoo parkway and Newbern Ave. An eastern portion of the property runs along Zoo parkway between Rockliff Terrace and Holly Drive. A North Western portion of the property is located between 294 Newbern Ave (Teachey School) and 360 Newbern Ave. The parcel contains 102.76 acres +/- more specifically identified by Randolph County PIN 7760008593, Deed Book 2214 PG 1281. Additionally, a 1.51 +/- acre tract abutting Newborn Ave beside Teachy School and farther identified by Randolph County PIN 7760013008, Deed Book 2251 PG 896 is included in the land description.



RZ-23-21: Request to rezone property (Parcel Identification Number 7764011937) located at 115 South Fayetteville Street and 142 Worth Street and identified by a portion of Randolph County Parcel Identification Number and 7751823582 and all of PIN 7751825638) from OA6 Office-Apartment to B3 Central Commercial zoning.

This case is continued from the December 4, 2023 Planning Board meeting.

Staff Report

Rezoning Staff Report

RZ Case # RZ-23-21

Date 1/8/2024 Planning Board
continued from 12/4/2023

General Information

Applicant Al LaPrade

Address 220 Sunset Avenue

City Asheboro NC 27203

Phone 336-610-3001

Location 115 South Fayetteville Street and 142 Worth Street

Requested Action Rezone from OA6 Office-Apartment to B3 Central Commercial

Existing Zone OA6

Size 0.93 acres +/- of 1.46 acres +/-

Existing Land Use Former bank (currently vacant), including associated surface parking and parking structure

Pin # 7751825638 and 7751823582

Applicant's Reasons as stated on application

Property is in the Central Business District which is within the Center City Planning. To contiguously zone the property complex which includes multiple parcels.

Surrounding Land Use

North Central Business District/Governmental

East Governmental

South Office

West Central Business District

Zoning History N/A

Legal Description

The property of DLAA, LLC, located at 142 Worth Street and 115 S. Fayetteville Street, consisting of a total of 0.93 acres +/- of 1.46 acres +/- identified as a portion of Randolph County Parcel Identification Numbers 7751825638 and 7751823582.

Analysis

1. The property is inside the city limits and is split zoned. Much of 115 S. Fayetteville Street already is zoned B3.
2. North Fayetteville Street (US 220 Business) is a state-maintained major thoroughfare. Worth Street is a city-maintained collector street. Scarboro Street is a one-way (west to east), local city-maintained street.
3. The existing OA6 zoning district is described by the zoning ordinance as "intended to produce moderate intensity office and residential development to serve adjacent residential areas and to provide a transition from residential to commercial uses. Land designated OA6 shall normally be located with access to a minor thoroughfare or higher classification street with access to local residential streets discouraged." The requested B3 district is described by the zoning ordinance statement of intent as "intended to be applied to the traditional commercial, governmental, administrative and service core of Asheboro, commonly known as the Central Business District."
4. The B3 rezoning district request for the general district. No specific use or site plan is reviewed with this application. Certain uses not permitted in the OA6 district, such as restaurants and retail, are permitted in a B3 district.
5. The property is located within Tier 1 (Central Business Planning Area) of the designated Center City, which is described by the ordinance as "established to strengthen Asheboro's Center City Planning Area by incorporating a mix of commercial, office, institutional, residential and public open space uses. Design standards for revitalization and new development in the Central Business Planning Area encourage a pedestrian oriented mix of multi-story buildings located close to the street and containing an attractive mix of first-story storefronts, ample sidewalks and street trees."
6. A key distinction between the B3 district and other non-residential district is that the B3 district does not require off-street parking and relies on public parking and on-street parking to meet those needs. On-street parking is available along Worth and Scarboro Streets, and there are surface parking lots available within 700 feet on the same side of N. Fayetteville Street, and within 300 feet on the opposite side of N. Fayetteville Street. There is also a Piedmont Authority for Regional Transportation (PART) bus stop in front of 115 S. Fayetteville Street.
7. The property is located within the National Register Asheboro Downtown Historic District. 115 South Fayetteville Street is classified as a contributing structure built in 1963, displaying modernist characteristics. Contributing structures may be eligible for favorable tax treatment in some circumstances, but such classification does not impose restrictions beyond zoning requirements.
8. This case was continued from the 12-4-23 Planning Board meeting due to a notification issue.

Rezoning Staff Report

RZ Case # RZ-23-21

Consistency with the 2020 LDP Growth Strategy designations

In reviewing this request, careful consideration is given to each Goal and Policy as outlined in the Land Development Plan. Some Goals and Policies will either support or will not support the request, while others will be neutral or will not apply. Only those Goals and Policies that support or do not support the request will be shown.

Proposed Land Use Map Designation City Activity Center

Small Area Plan Central

Growth Strategy Map Designation Primary Growth

LDP Goals/Policies Which Support Request

Checklist Item 1: Rezoning is compliant with the Proposed Land Use Map.

Checklist Item 5: Complies with Growth Strategy Map

Checklist Item 7: The proposed rezoning is compatible with the applicable Small Area Plan.

Checklist Items 12-14: 12.) Property is located outside of the watershed area, Special Hazard Flood Area, and area with steep slopes

Rezoning Staff Report

RZ Case # RZ-23-21

LDP Goals/Policies Which Do Not Support Request

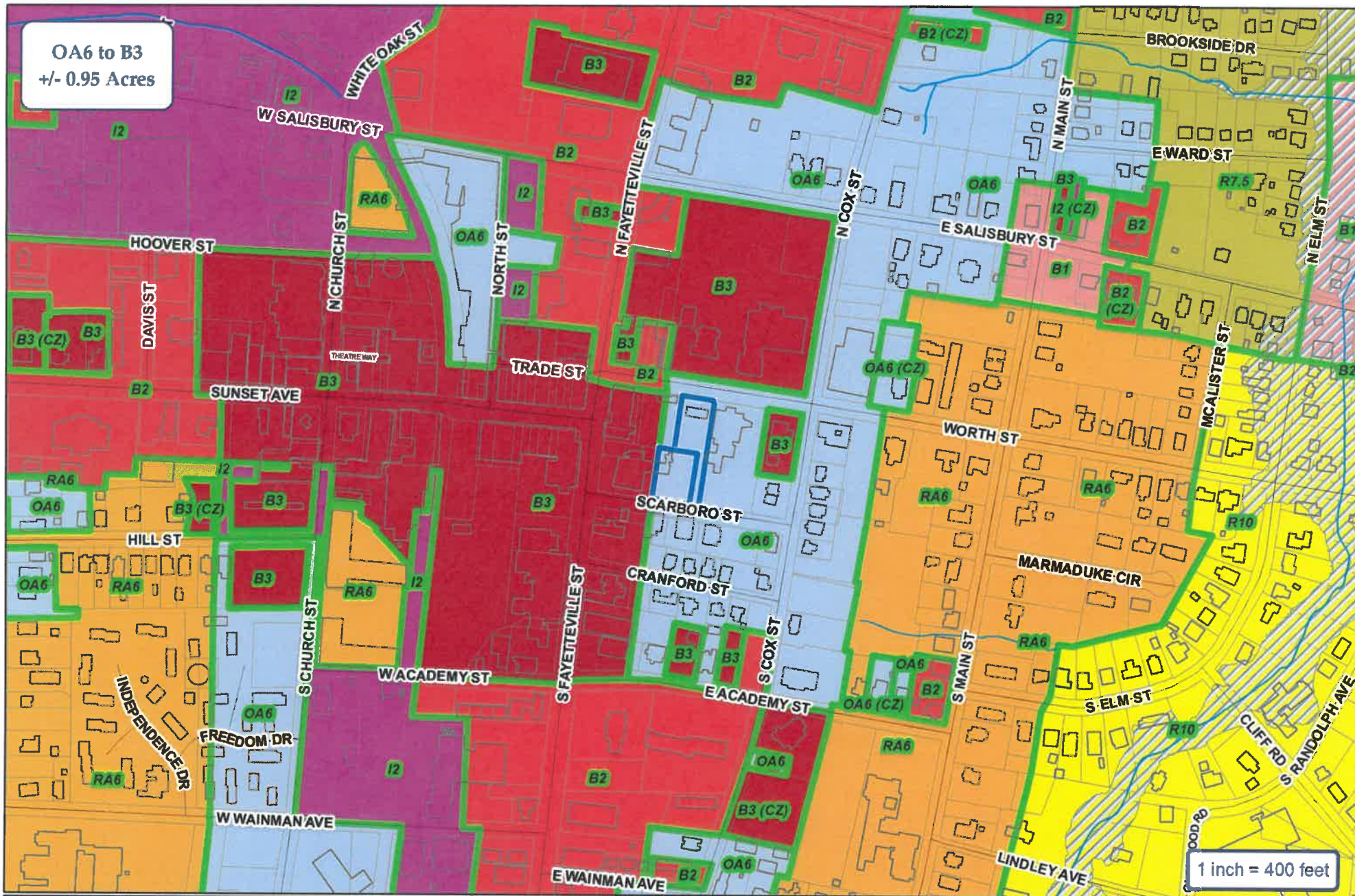
Staff's Final Analysis Concerning Consistency with Adopted Comprehensive Plans, Reasonableness and Public Interest

The subject properties function consistent with the intent of the B3 district and a significant portion of one of the existing structures already is zoned B3. Its functionality as contributing to the Central Business District (CBD) is validated by the property's inclusion in Tier 1 of the Center City Planning Area and the city's Downtown Historic District. The present OA6 zoning, however, limits the property's use in a manner that is inconsistent with the CBD; retail and restaurant uses, for instance, are not permitted.

Care should be taken when applying B3 zoning in order to prevent exacerbating parking availability issues downtown. Accessibility to on and off-street parking is an important consideration, as is the development potential of sites seeking the B3 designation. For this application, staff believes that the proximity to public parking combined with the size of the property and its development characteristics, which include an existing parking structure that is under the control of the applicant, mitigate most of staff's concerns related to parking availability.

Recommendation Considering the aforementioned analysis, staff believes that the proposed zoning map amendment is reasonable and in the public interest and recommends approval of the request.

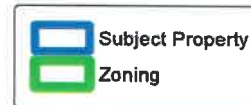
OA6 to B3
+/- 0.95 Acres



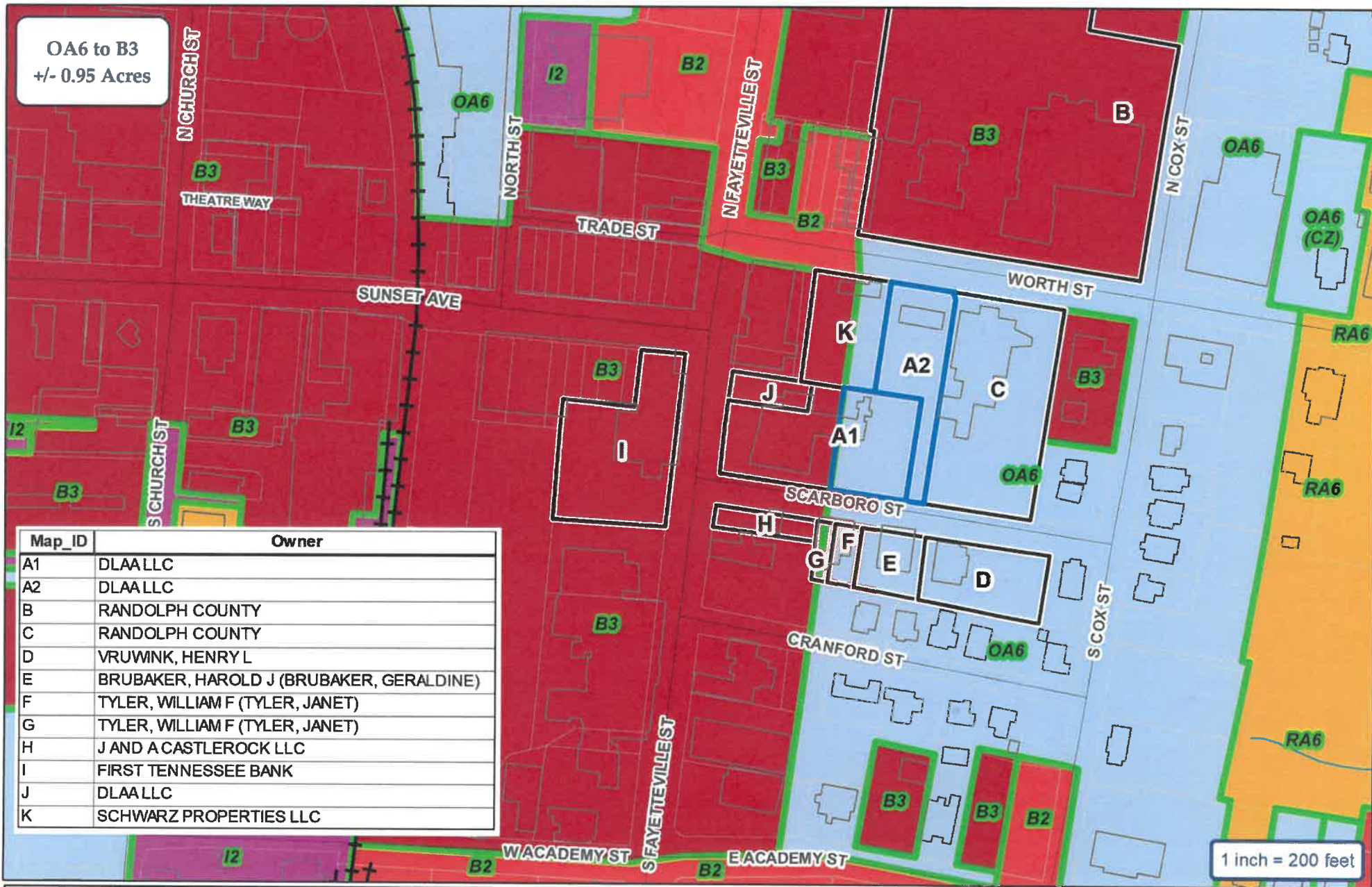
City of Asheville Planning & Zoning Department

Rezoning Case: RZ-23-21

Parcels: 7751823582 (pt.) & 7751825638



OA6 to B3
+/- 0.95 Acres

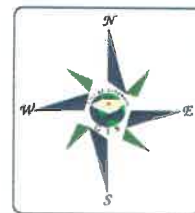
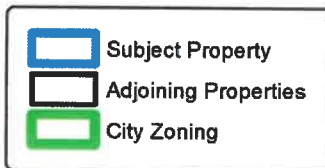


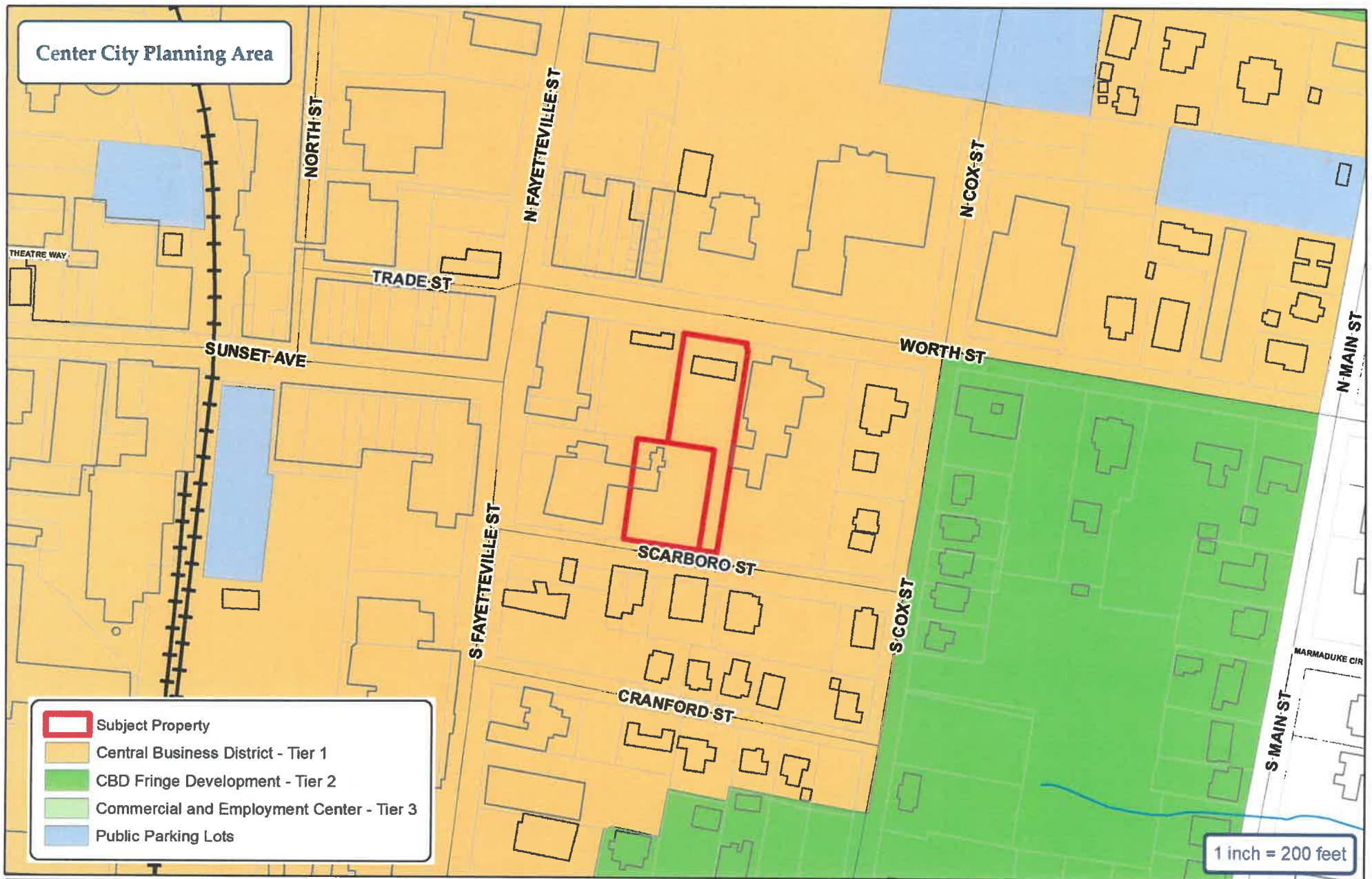
Map_ID	Owner
A1	DLA LLC
A2	DLA LLC
B	RANDOLPH COUNTY
C	RANDOLPH COUNTY
D	VRUWINK, HENRY L
E	BRUBAKER, HAROLD J (BRUBAKER, GERALDINE)
F	TYLER, WILLIAM F (TYLER, JANET)
G	TYLER, WILLIAM F (TYLER, JANET)
H	J AND A CASTLEROCK LLC
I	FIRST TENNESSEE BANK
J	DLA LLC
K	SCHWARZ PROPERTIES LLC

City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-23-21

Parcels: 7751823582 (pt.) & 7751825638





City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-23-21

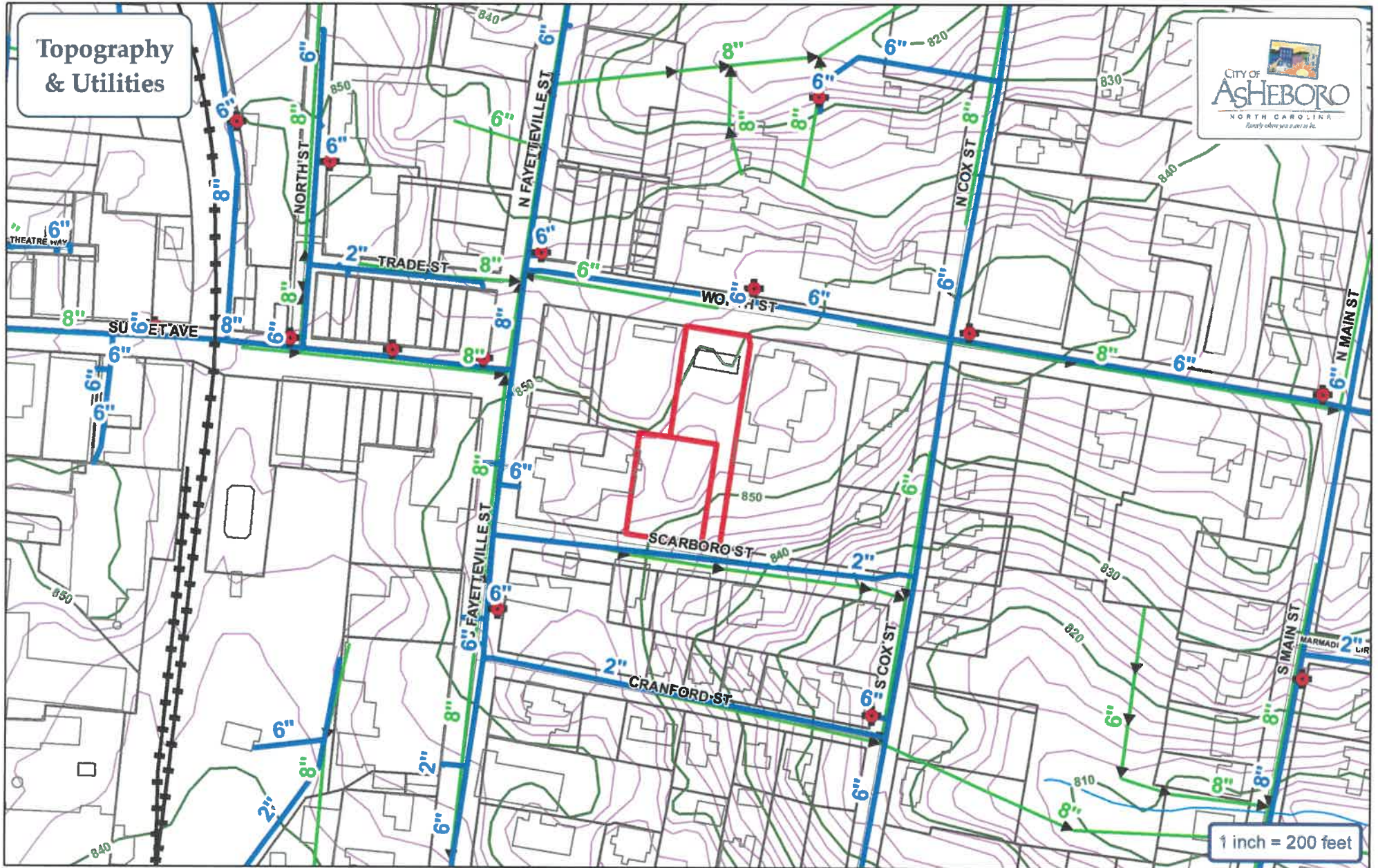
Parcels: 7751823582 (pt.) & 7751825638



ETJ



Topography & Utilities



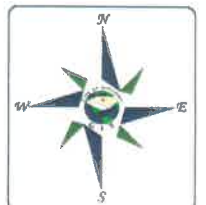
- | | |
|---|--|
|  Water Main |  Fire Hydrant |
|  Sewer Main |  Pump Station |
|  Force Main |  Watershed |

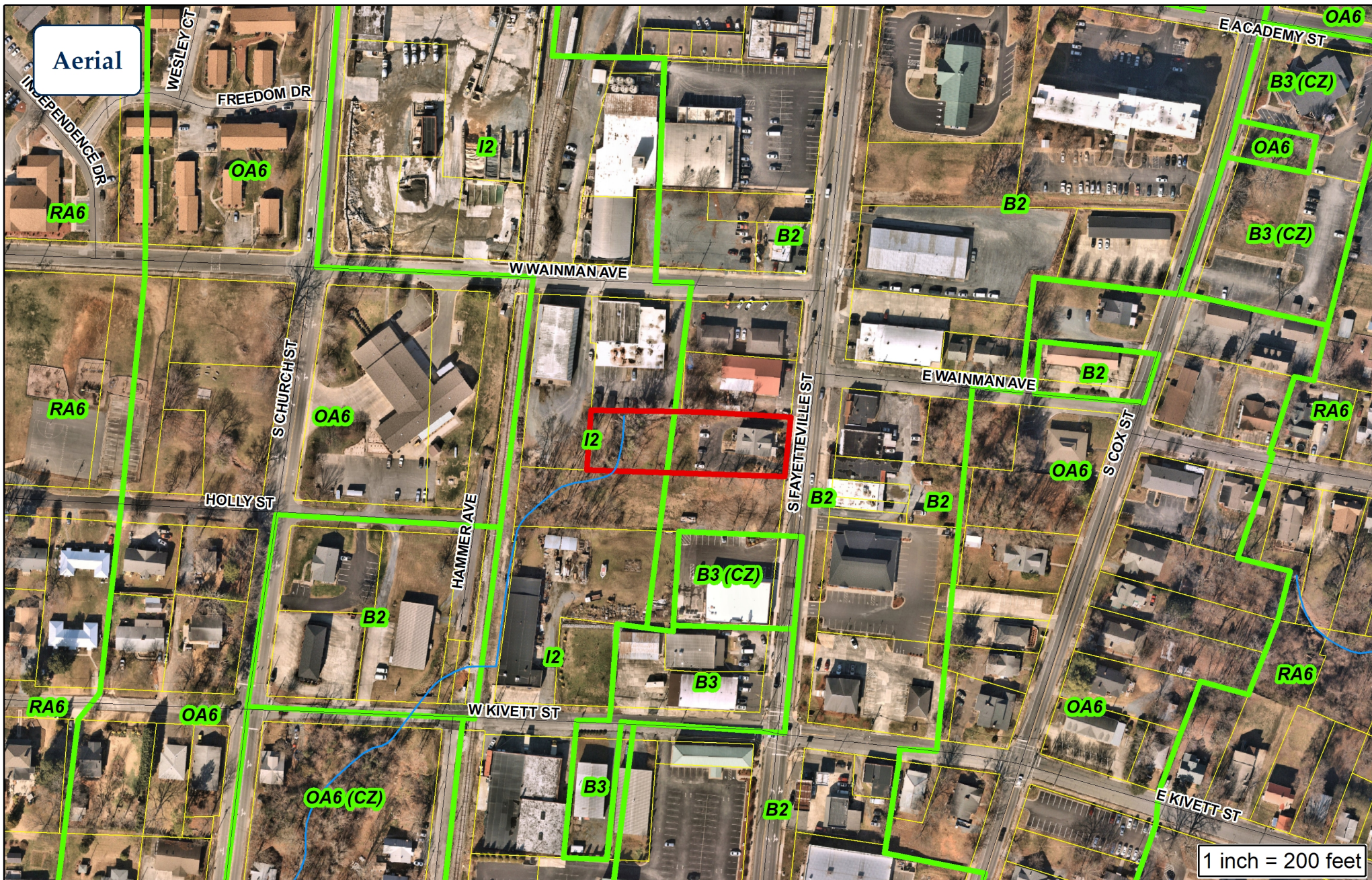
City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-23-21

Parcels: 7751823582 (pt.) & 7751825638

 Subject Property

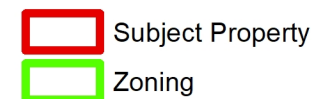




City of Asheboro Planning & Zoning Department

Board of Adjustment Case: BOA-24-01
Variance

Parcel: 7751718165



APPLICANT INFORMATION

Applicant AI LaPrade
Applicant's Phone # 336-610-3001
Applicant's Address 220 Sunset Ave.
Asheboro NC 27203
Applicant Email Address laprade@readytelecom.com

PROPERTY INFORMATION FOR MAP AMENDMENTS

Property Owner's Name DLAA LLC
Location of Property 142 Worth St., 115 S. Fayetteville St
Property Size (ac. or s.f.) 0.52 ac, 0.94 ac
Randolph County Property Identification Number (PIN#) 7751825638, 7751823582
Current Zoning District OA6
Requested Zoning District B3
Date Property Title Acquired 4-13-23
Deed Book 002853 Page 01312
Subdivision _____ Section _____ Lot # _____
Plat Book _____ Page _____

ORDINANCE AMENDMENT INFORMATION

1. In what manner will the proposed amendment carry out the intent of the Land Development Plan? property is in the

Central Business district which is within
the center city planning

For questions (2) and (3), if either of these questions apply, please state a reason. If you believe these do not apply, please check "does not apply".

2. Are there alleged errors in this Ordinance that would be corrected by the proposed amendment? If so, give a detailed explanation of such error and detailed reasons how the proposed amendment will correct the errors.

Does not apply ☒

3. What are the changed or changing conditions, if any, in the jurisdiction of the City of Asheboro generally, which would make the proposed amendment reasonably necessary to the promotion of the public health, safety, and general welfare?

Does not apply ☒

4. Are there any other circumstances, factors, or reasons that the applicant offers in support of the proposed amendment?

*to contiguously zone the property complex
which includes multiple parcels*

APPLICATION SIGNATURES

It is understood by the undersigned that while this application will be carefully reviewed and considered, the burden of proving the need for the proposed amendment rests with the applicant. The applicant for rezoning to any district other than a conditional use district shall be prohibited from offering any testimony or evidence concerning the specific manner in which he or she intends to use or develop the property.

Applicant Signature*Printed Name of Authorized Signatory (if different from Applicant)*Alfred C LaPrade Jr*Position/Relationship of Authorized Signatory to Applicant*Member Manager*Owner Signature (if different than Applicant)*

Owner Address

Telephone Number

Printed Name of Authorized Signatory (if different from Owner)

Position/Relationship of Authorized Signatory to Owner

STAFF USE

Received by: John Evans Date: 10-31-23 Case Number: TRD



RZ-24-01: Request to rezone property located at 1419 and 1425 Old Liberty Road from R10 Medium-Density Residential and B1 Neighborhood Commercial to R10 (CZ) Medium-Density Residential Conditional Zoning

Staff Report

Rezoning Staff Report

RZ Case # RZ-24-01

Date 1/8/2023 Planning Board

General Information

Applicant Christian Vestal

Address 2803 George York Road

City Randleman NC 27317

Phone 336-410-2221

Location 1419 and 1425 Old Liberty Road

Requested Action Rezone from R10 Medium Density Residential and B1 Neighborhood Residential to R10 (CZ) Medium-Density Residential Conditional Zoning to modify lot width standards.

Existing Zone R10/B1

Existing Land Use Single-family dwelling

Size 1.84 acres +/-

Pin # 7763939476 and 77639933912

Applicant's Reasons as stated on application

To allow lot frontage to be reduced from 75 feet to 70 feet per the attached sketch. The current R10 zoning promotes medium density residential growth, the reduced lot width for this medium density pattern to remain consistent in this area.

Surrounding Land Use

North Single-family residential/undeveloped

East Manufactured Home

South Single-family residential

West Commercial

Zoning History

Legal Description

The property of Christian D. Vestal and Taylor Saunders Vestal, located at 1419 and 1425 Old Liberty Road, totaling approximately 1.84 acres +/- and more specifically identified by Randolph County Parcel Identification Number 7763939476 and 77639933912.

Analysis

1. The property is inside the city limits.
2. Old Liberty Road is a minor thoroughfare at this location.
3. The property currently has R10 (Medium-Density Residential) zoning on the majority of the property at 1425 Old Liberty Road and B1 zoning at 1419 Old Liberty Road and a small portion of the property at 1425 Old Liberty Road.
4. The zoning ordinance describes the B1 district as "intended to provide for limited retail and personal service uses on free-standing parcels or for small centers to serve adjacent residential neighborhoods. These districts shall normally be located in nodes along minor thoroughfares or higher classification streets." The R10 district is described as producing a "moderate intensity of residential uses, usually single family or two family in character and served by central water supply and sewage disposal systems, plus the necessary governmental and other support facilities to service such urban intensity living."
5. The owner proposes retaining the single-family dwelling on one parcel and dividing the larger parcel into two lots, with a two-family dwelling on each of the new lots. Typical R10 minimum lot sizes are 10,000 square feet for a single-family dwelling and 15,000 for a two-family dwelling. Each lot exceeds the minimum lot size for the use proposed.
6. The zoning ordinance allows an applicant to propose a conditional zoning district that deviates from the zoning ordinance's pre-determined requirements. The primary deviation requested by the applicant is the reduction of the lot width from the standard R10 lot width of 75 feet to 70 feet.
7. The applicant proposes a shared driveway to serve both two-family dwellings. One driveway serving the single-family dwelling already exists. The applicant has indicated he has contacted NCDOT and a driveway permit will be required.
8. The property is in close proximity to the intersection of WOW Road and Old Liberty Road, which is designated as a proposed Neighborhood Activity Center. Such a designation advocates a small, pedestrian-oriented neighborhood activity center with a "mix of commercial, office and institutional, entertainment, open space, and residential uses and housing types". While that particular plan recommendation has not been realized, there are non-residential uses and zoning in close proximity, including industrial zoning across Old Liberty Road to the east.

Rezoning Staff Report

RZ Case # RZ-24-01

Consistency with the 2020 LDP Growth Strategy designations

In reviewing this request, careful consideration is given to each Goal and Policy as outlined in the Land Development Plan. Some Goals and Policies will either support or will not support the request, while others will be neutral or will not apply. Only those Goals and Policies that support or do not support the request will be shown.

Proposed Land Use Map Designation Neighborhood Residential

Small Area Plan Northeast

Growth Strategy Map Designation Primary Growth

LDP Goals/Policies Which Support Request

Checklist Item 1: Rezoning is compliant with the Proposed Land Use Map.

Checklist Item 5: Complies with Growth Strategy Map

Checklist Items 12-14: 12.) Property is located outside of the watershed area, Special Hazard Flood Area, and area with steep slopes

Rezoning Staff Report

RZ Case # RZ-24-01

LDP Goals/Policies Which Do Not Support Request

Staff's Final Analysis Concerning Consistency with Adopted Comprehensive Plans, Reasonableness and Public Interest

The application seeks to eliminate a small area of Neighborhood Commercial zoning that would be challenging to utilize, and instead proposes a conditional R10 district, similar to the surrounding residential zoning, that would allow single and two-family uses permitted by right in the R10. The request does include a slight modification to R10 lot width standards but offers to provide a shared driveway for the new development proposed, which helps to manage the number of driveways connecting to Old Liberty Road and promotes public safety. The number of dwellings and housing types requested are consistent with what would be expected in the R10 district.

Recommendation Considering the aforementioned analysis, staff believes that the proposed zoning map amendment is reasonable and in the public interest, subject to acceptance of the staff suggested conditions.

Rezoning Staff Report

Suggested Conditions for Conditional Zoning applications (subject to change prior to final report)

(A) The use approved shall be a single-family dwelling on PIN 77639933912 and one single or two-family dwelling on each new lot created through the subdivision of PIN 7763939476 as depicted on the site plan. Any accessory uses permitted by-right in the R10 district shall be authorized subject to compliance with general R10 district regulations.

(B) Development on the new lots to be created through the subdivision of PIN 7763939476 shall share a single-driveway connection to Old Liberty Road.

(C) All parties involved in this request, including the owner, successors, heirs, and assigns, agree to the conditions and approved site plan.

(D) Prior to the issuance of a Zoning Compliance Permit for the proposed land use, the owner shall provide city staff with written acceptance of any zoning district conditions discussed and accepted during the public hearing.

(E) Deviations from the Zoning Ordinance's pre-determined development requirements shall be strictly limited to the reduction in lot width to no less than 70 feet at a lot's front setback line.

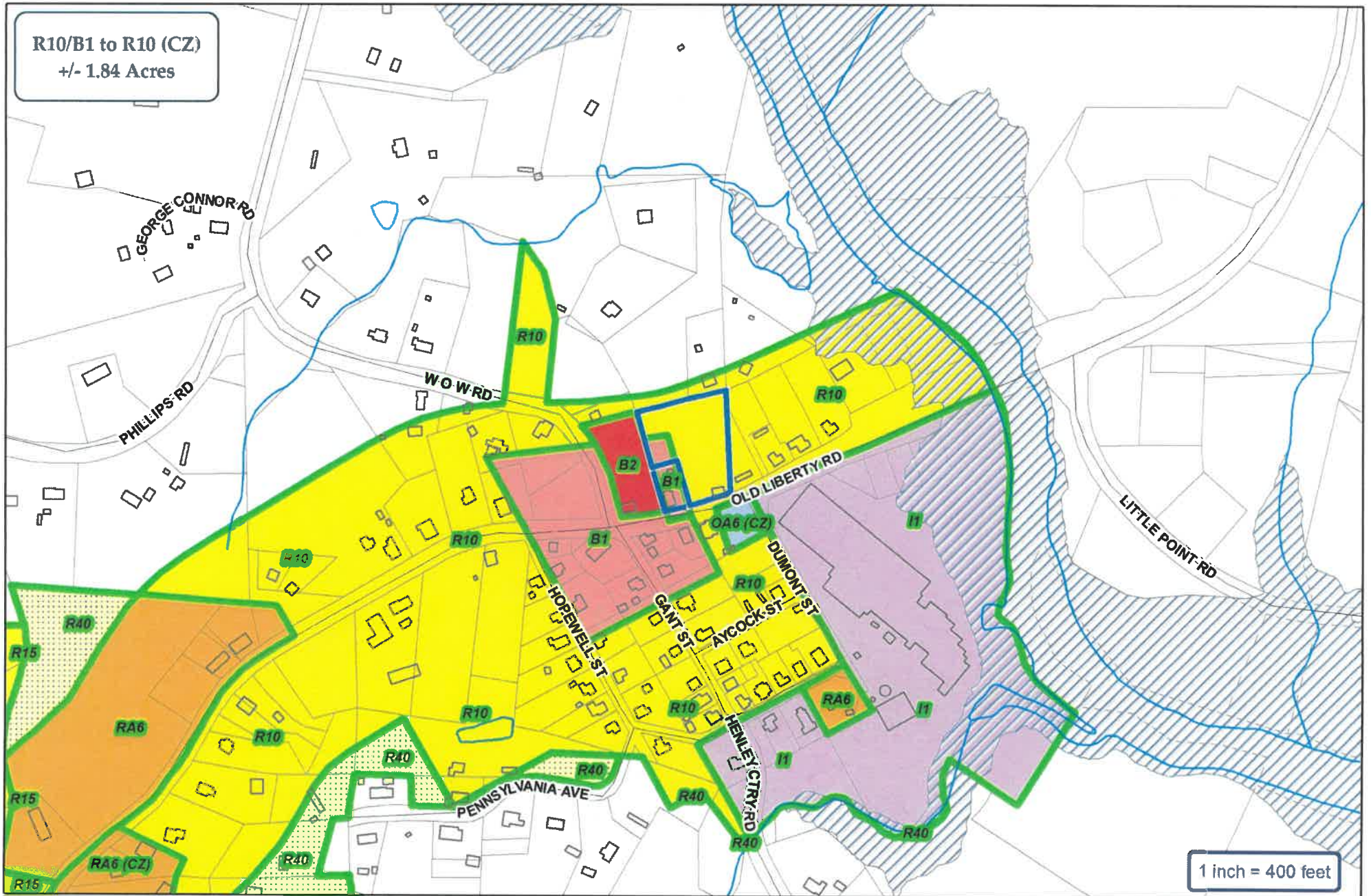
(F) Prior to issuance of a zoning permit for development depicted, the owner shall provide the following:

(i) NCDOT permit(s) and updates to the plan as necessary to obtain said permit.

(ii) Recordation of a survey plat creating the lots as shown on the site plan.

(G) The owner(s) of the Zoning Lot shall properly execute and deliver to the Zoning Administrator for recordation in the Office of the Randolph County Register of Deeds a Memorandum of Land Use Restrictions prepared by the city attorney for the purpose of placing notice of the conditions attached to the conditional zoning district in the chain of title for the Zoning Lot.

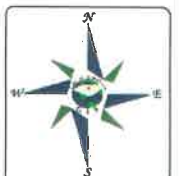
R10/B1 to R10 (CZ)
+/- 1.84 Acres



City of Asheboro Planning & Zoning Department

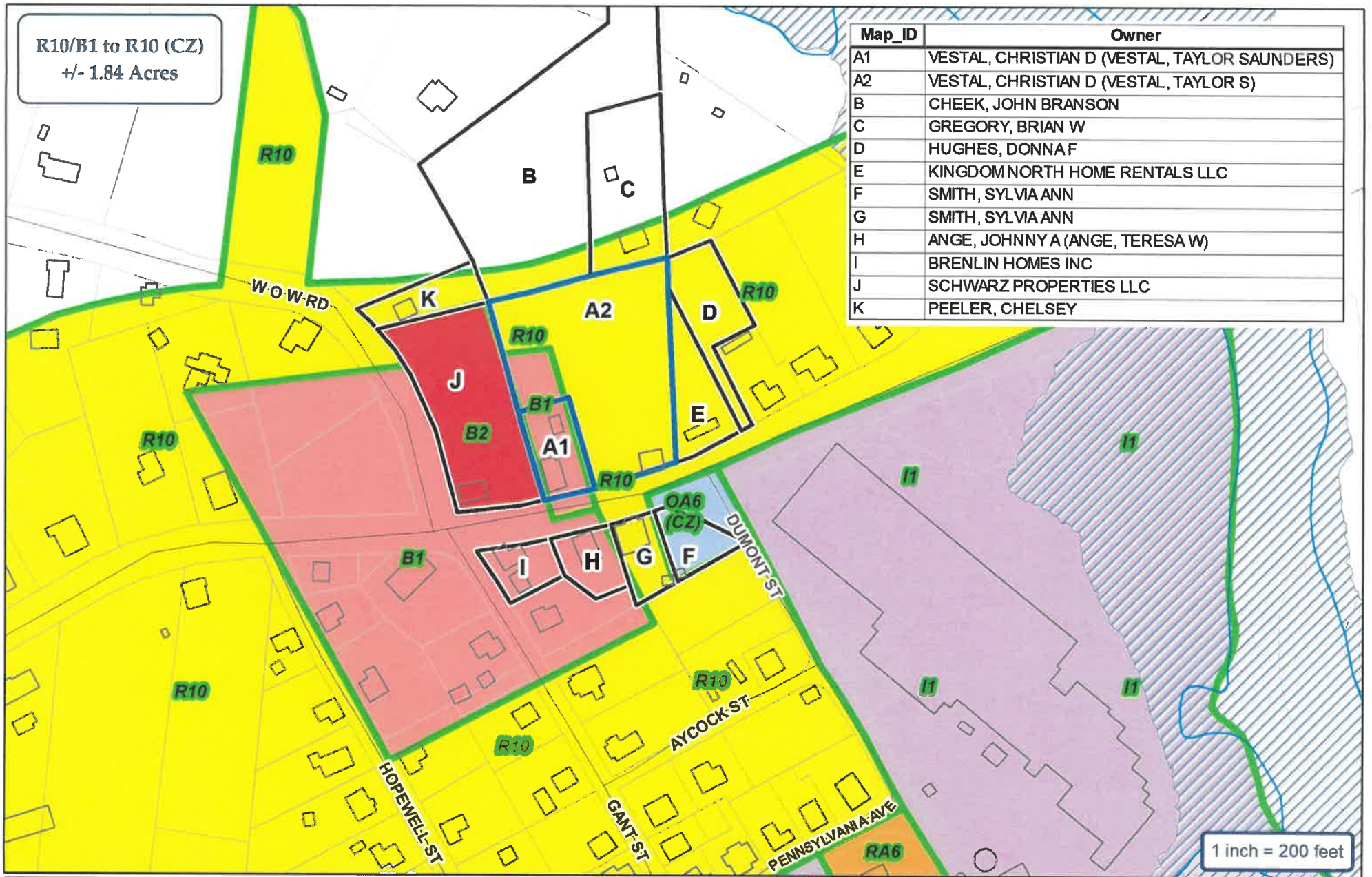
Rezoning Case: RZ-24-01

Parcels: 7763939476 & 7763939812



R10/B1 to R10 (CZ)
+/- 1.84 Acres

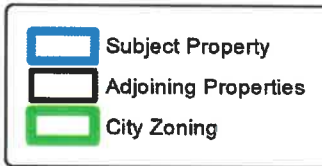
Map_ID	Owner
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A2	VESTAL, CHRISTIAN D (VESTAL, TAYLOR S)
B	CHEEK, JOHN BRANSON
C	GREGORY, BRIAN W
D	HUGHES, DONNA F
E	KINGDOM NORTH HOME RENTALS LLC
F	SMITH, SYLVIA ANN
G	SMITH, SYLVIA ANN
H	ANGE, JOHNNY A (ANGE, TERESA W)
I	BRENLIN HOMES INC
J	SCHWARZ PROPERTIES LLC
K	PEELER, CHELSEY



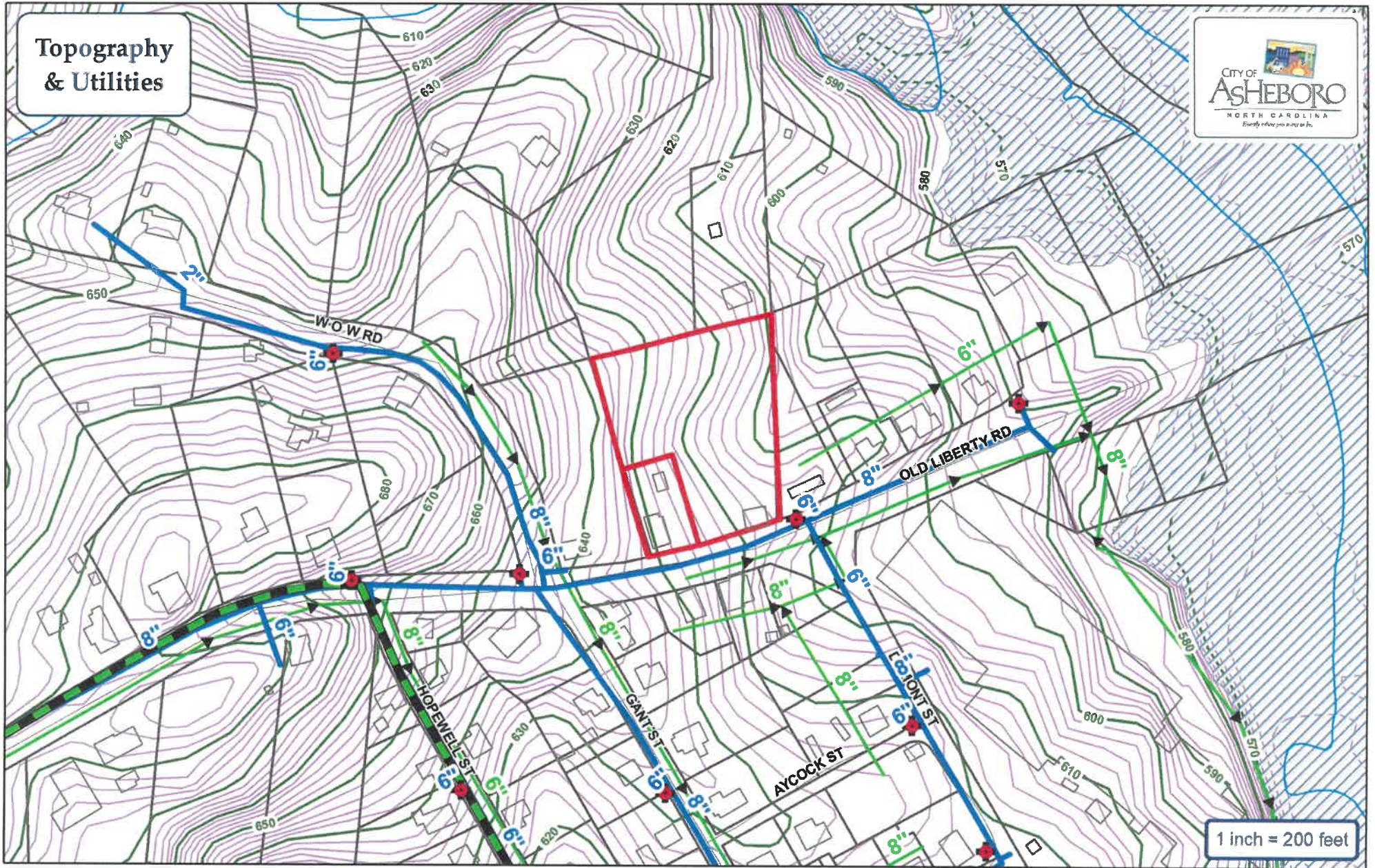
City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-24-01

Parcels: 7763989476 & 7763989312



Topography & Utilities



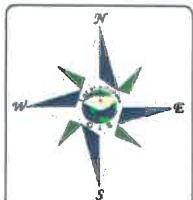
- | | | | |
|--|------------|---|--------------|
|  | Water Main |  | Fire Hydrant |
|  | Sewer Main |  | Pump Station |
|  | Force Main |  | Watershed |

City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-24-01

Parcels: 7763939476 & 7763939312

 Subject Property



Aerial



1 inch = 200 feet

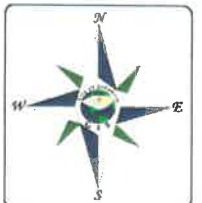
City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-24-01

Parcels: 7763939476 & 7763939312

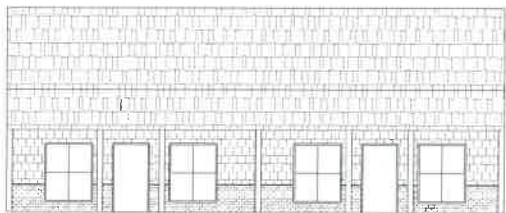


 Subject Property

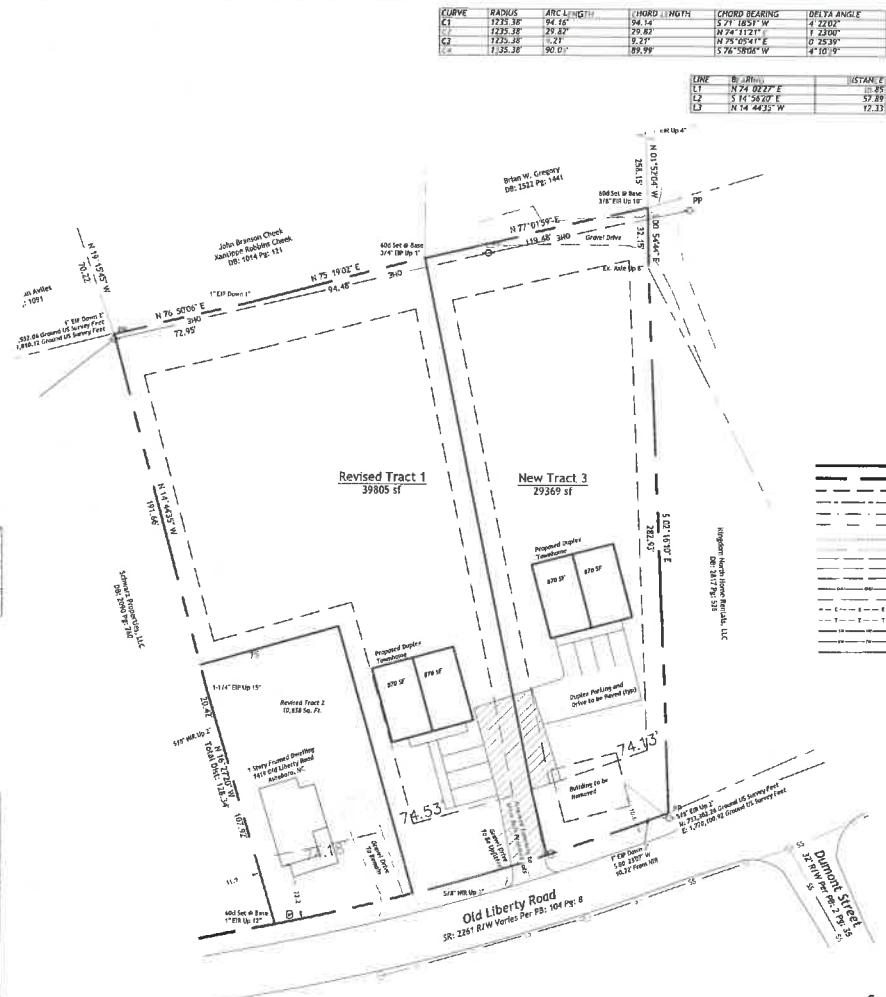




SIDE ELEVATION:
not to scale



FRONT ELEVATION:
not to scale



CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	7225.36'	94.16'	94.14'	S 71° 18.51' W	4° 22.02'
C2	7225.36'	29.29'	29.82'	N 74° 11' 21" E	1° 23.00'
C3	7225.36'	1.21'	9.21'	N 75° 05' 41" E	0° 25.39'
C4	7225.36'	90.07'	89.99'	S 76° 30' 06" W	4° 10.19'

LINE	B. (ft.)	STATION
C1	N 74° 02' 27" E	13.35
C2	N 74° 50' 09" E	57.89
C3	N 74° 44' 33" W	12.33



Location Map
(Not to Scale)

- Hardwood Tree
- Evergreen Tree
- Survey
- R/W - Right of Way Monument
- RES - Railroad Spike
- NIP - New Iron Pipe
- HC66 Monument
- DN - Existing Nail
- EN - Existing Iron Rod
- EP - Existing Iron Pipe
- Existing Concrete Monument
- Bench Mark
- Computed Point / Point Not Set
- Wall
- Property Line
- Computed Property Line
- Right of Way Line
- Facement Line
- The Line
- Setback Lines
- Gas Line
- Sanitary Sewer Line
- Storm Sewer Line
- Water Line
- Fence
- Overhead Utility Line
- Overhead Power Line
- Underground Electric Line
- Underground Comm. Line
- 100-Year Flood Hazard Line
- Right-of-Way
- C/L Railroad
- Catch Basin
- Yard Inlet
- Storm Sewer Manhole
- Ammonium Box
- Drop Inlet
- Irrigation Control Valve
- Water Valve
- Back Flow Preventer
- Water Manhole
- Water Meter
- Pipe Dept. Connection
- Pipe Hydrant
- Utility Pole
- Telephone Pedestal
- Telephone Pole
- Transformer
- Communications Manhole
- SS - Sanitary Sewer
- SS Manhole
- SS Cleanout
- UG Power Box
- PS
- Power Pole
- Light Pole
- Gas Pole
- Gas Valve
- Gas Meter
- Gas Manhole
- Electric Meter
- Electric Manhole
- Foot Elevation

Owners:
Christian D. Vestal
Taylor S. Vestal
1425 Old Liberty Rd.
Asheboro, NC 27205

Conditional Zoning Plan:
Christian Vestal
City of Asheboro
Franklinville Township
Randolph County
North Carolina
DB: 2875 PG: 1822
PB: 181 PG: 59
Scale: 1" = 40 US Survey Feet



APPLICANT INFORMATION

Applicant Christian Vestal *Applicant's Phone #* 336-410-2221

Applicant's Address 2803 George York Rd
Randleman NC 27317

Applicant email address christian@summeyengineering.com

PROPERTY INFORMATION

Property Owner's Name Christian Vestal

Location of Property 1419 and 1425 Old Liberty Rd *Property Size (ac. or s.f.)* 1.84

Randolph County Property Identification Number (PIN#) 7763939476, 7763939312

Current Zoning District R10 / B1 *Requested Zoning District* CZ R10

Date Property Title Acquired 9-15-23 *Deed Book* 2875 *Page* 1822, 1806

Subdivision _____ *Section* _____ *Lot #* _____

Plat Book 181 *Page* 59

CONDITIONAL ZONING DISTRICT INFORMATION (Attach additional sheets if necessary)

1. Application is hereby made to the City of Asheboro for a Conditional Zoning District for the following purpose:

To allow lot lot frontage to be reduced from 75 feet to 70 feet per the attached sketch

2. In what manner will the proposed amendment carry out the intent of the Land Development Plan?

The current R10 zoning promotes medium density residential growth, the reduced lot width allows
for this medium density pattern to remain consistent in this area.

For questions (3) and (4), if either of these questions apply, please state a reason. If you believe these do not apply, please check "does not apply".

3. Are there alleged errors in this Ordinance that would be corrected by the proposed amendment? If so, give a detailed explanation of such error and detailed reasons how the proposed amendment will correct the errors.

Does not apply ☐

4. What are the changed or changing conditions, if any, in the jurisdiction of the City of Asheboro generally, which would make the proposed amendment reasonably necessary to the promotion of the public health, safety, and general welfare?

Does not apply ☐

5. Are there any other circumstances, factors, or reasons that the applicant offers in support of the proposed amendment?

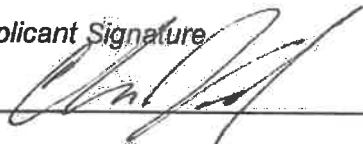
APPLICATION SIGNATURES

It is understood by the undersigned that while this application will be carefully reviewed and considered, the burden of proving the need for a Conditional Zoning District rests with the applicant.

No application for a Conditional Zoning District will be advertised for public hearing until the Planning and Zoning Department has received all required materials. If all required materials are not received prior to the specified deadlines, hearings for the case may be delayed.

Per Section 4.05 of the zoning ordinance, it is intended that property will be reclassified to a Conditional Zoning District only in the event of firm plans to develop the property. Accordingly, subject to any specific durational limits imposed by the ordinance applying conditional zoning to the Zoning Lot, if no action has been taken to obtain a Zoning Compliance Permit in conformance with the conditional zoning ordinance within 36 months of the City Council's approval of conditional zoning for the Zoning Lot, the Community Development Director or his or her designee shall initiate appropriate action to rezone the Zoning Lot to a general zoning classification that is consistent with the adopted comprehensive plan.

Applicant Signature



Printed Name of Authorized Signatory (if different from Applicant)

Position/Relationship of Authorized Signatory to Applicant

Owner Signature (if different than Applicant)

Owner Address

2803 George York Rd

Randleman NC, 27317

Telephone Number

336-410-2221

Printed Name of Authorized Signatory (if different from Owner)

Position/Relationship of Authorized Signatory to Owner

STAFF USE

Received by: JLE Date: 12-2-23 Case Number: RZ-24-01

Board of Adjustment Staff Report

Case: BOA 24-01

Date: January 8, 2024

Requested Action: Variance from the front required yard (setback), as required by Section 4.07(D)(2)(a)(iii) of the Asheboro Zoning Ordinance, strictly limited to the proposed ramp structure as shown on the site plan submitted.

GENERAL INFORMATION:

Applicant: Girlie, LLC – Donald W. Lanier

Applicant Address: PO Box 383 Asheboro, NC 27204

Location of Affected Property: 428 S. Fayetteville St., Asheboro, NC 27203
(Randolph County PIN# 7751718165)

Property Size: 0.66 Acres (28,704 sq.ft.)

Underlying Zone: B2 Commercial / I2 Industrial

Overlay Zone: Tier 2 Center City Planning Area

Existing Land Use: Commercial Development with Multiple Uses and/or Structures

Surrounding Land Use:

North: Commercial

East: Commercial

South: Vacant/Commercial

West: Industrial

Land Development Plan: City Activity Center/Primary Growth

ANALYSIS

428 S. Fayetteville St. (The Lot) is a legal, conforming lot that is zoned B2 and I2. The Lot is within the corporate limits and utilities are available. The Lot features an existing structure, located within the B2-zoned portion of the property, that contains two tenant spaces, currently occupied by a law office and beauty salon. The structure was constructed in 1930 according to Randolph County Tax Records, prior to current ADA accessibility standards and requirements. The construction of the proposed ramp is not required at this time by city ordinances or the North Carolina State Building Code. The applicant/property owner desires to construct an uncovered ramp to improve accessibility to the existing structure.

The Lot is in Tier 2 of the Center City Planning Area, which modifies the standard front required yard (setback) requirement of Table 4-1, which is included for reference. Section 4.07(D)(2)(a)(iii) states:

Commercial and Industrial Zones: A required front yard setback line shall be provided on the lot equal to average depth but not to exceed 30 feet, nor less than 10 feet. This measurement shall include the average of the front setbacks for all adjacent lots within the same block as the subject property.

There are five adjacent structures and one vacant B2 zoned lot on the same block as The Lot. Utilizing Randolph County GIS, a front yard setback of 29 feet has been calculated. Details on this calculation are below:

PIN	Apparent Existing Setback
7751719343	26.1'
7751719244	22.1'
7751718006	25'
7751709933	0'
7751709980	61.7'
7751709825	38'

The applicant is requesting a variance from the 29-foot front required yard (setback), as required by Section 4.07(D)(2)(a)(iii) of the Asheboro Zoning Ordinance, for the proposed ramp structure as shown on the site plan submitted. The plan identifies a 3.5' setback from the proposed ramp to the right-of-way; a variance of 25.5' therefore is requested.

The submitted site plan was emailed to NCDOT for their review. The location of the proposed ramp, as shown on the plan, was confirmed to be outside the NCDOT-maintained right-of-way and no revisions were requested.

The concurring vote of four-fifths of the Board shall be necessary to grant a variance.

When unnecessary hardships would result from carrying out the strict letter of the zoning ordinance, the board of adjustment shall vary any of the provisions of the ordinance upon a showing of all of the following:

- 1) Unnecessary hardship would result from the strict application of the ordinance. It shall not be necessary to demonstrate that, in the absence of the variance, no reasonable use can be made of the property.
- 2) The hardship results from conditions that are peculiar to the property, such as location, size, or topography. Hardships resulting from personal circumstances, as well as hardships resulting from conditions that are common to the neighborhood or the general public, may not be the basis for granting a variance.
- 3) The hardship did not result from actions taken by the applicant or the property owner. The act of purchasing property with knowledge that circumstances exist that may justify the granting of a variance shall not be regarded as a self created hardship.
- 4) The requested variance is consistent with the spirit, purpose, and intent of the ordinance, such that public safety is secured, and substantial justice is achieved.

All of these findings of fact shall be made in the indicated order by the Board of Adjustment, which is not empowered to grant a variance without an affirmative finding of fact on all four categories above. Each finding of fact shall be supported by substantial evidence in the record of proceedings before the Board.

The Board may impose appropriate conditions upon the granting of any variance provided that the conditions are reasonably related to the variance. Violation of such conditions shall be a violation of this Ordinance.

I have found all the findings of fact as listed above in favor of the applicant.

Board Action: Approve a variance from the front required yard (setback), as required by Section 4.07(D)(2)(a)(iii) of the Asheboro Zoning Ordinance. Provided, however, the variance is limited by any conditions stated in the final decision document.

Member's Vote: Yes _____ No _____ Yes with Conditions _____

Signature _____

Table 4-1
Table of Area, Height, Bulk and Placement Regulations

District	Minimum Lot Size in Sq. Ft.	Lot Width (Frontage) In Feet*	Front Required Yard in Feet*	Side Required Yard In Feet*	Rear Required Yard in Feet*	Maximum Height in Feet*	Maximum Floor Area Ratio*	Open Space Ratio*	Recreation Ratio*
R40	40,000 SF 80,000 Duplex 40,000 NonRes	100	30	15	25	35	22% 22% 22%		
			1 Single Family or 1 Duplex Only						
R15	15,000	100	30	15	25	35	22%		
			1 Single Family Only						
R10	10,000 SF 15,000 Duplex 10,000 NonRes	75	30	10	25	35	22% 22% 22%		
			1 Single Family or 1 Duplex Only						
R7.5	7,500 SF 11,500 Duplex 7,500 NonRes	60	25	10	20	35	22% 22% 22%		
			1 Single Family or 1 Duplex Only						
RA6	Residential (SF & Duplex) 6,000	60	25	10	20	35	22%		
	Multi Family: Maximum 4 Units Permitted Less than 45,000						17%	30%	
	Multi Family: Greater than 45,000						17%	52%	3.3%
	Multi Family: Greater than 45,000 with SUP						22%	52%	3.3%
	Multi Family: Greater than 45,000 with SUP authorized by Section 5.05(36)						43%	40%	6.6%
	Non-residential 6,000	60	25	10	20	35	22%		
OA6	Residential (SF & Duplex) 6,000	60	25	10	20	35	22%		
	Multi Family: Maximum 4 Units Permitted Less than 45,000						17%	30%	
	Multi Family: Greater than 45,000						17%	52%	3.3%
	Multi Family: Greater than 45,000 with SUP						22%	52%	3.3%
	Multi Family: Greater than 45,000 with SUP authorized by Section 5.05(36)						43%	40%	6.6%
	Non-residential 6,000	60	25	10	20	35	30%		
	Multi Use: Minimum 45,000 for 5 or more units						30%		
O&I	6,000	60	25	10	20	35	30%		
	Multi Use: Minimum 45,000 for 5 or more units						30%		
B1	6,000	60	25	15	15	25	33%		
M	10,000	75	25	10	10	25	33%		
B2	10,000	75	25	0 or 5	0 or 5	35	100%		
TH	40,000	100	30	10	10	35	100%		
B3	N/A	N/A	0	0 or 5	0 or 5	50	N/A		
I1	10,000	75	10	10	10	45	N/A		
I2	20,000	100	10	10	10	45	N/A		
I3	30,000	100	50	20	20	45	N/A		
A	N/A	N/A	0	0	0	N/A	N/A		

*Except as specifically modified by this Ordinance

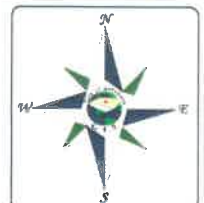
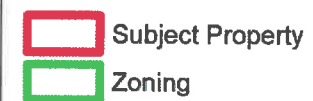
Revised 07/2021



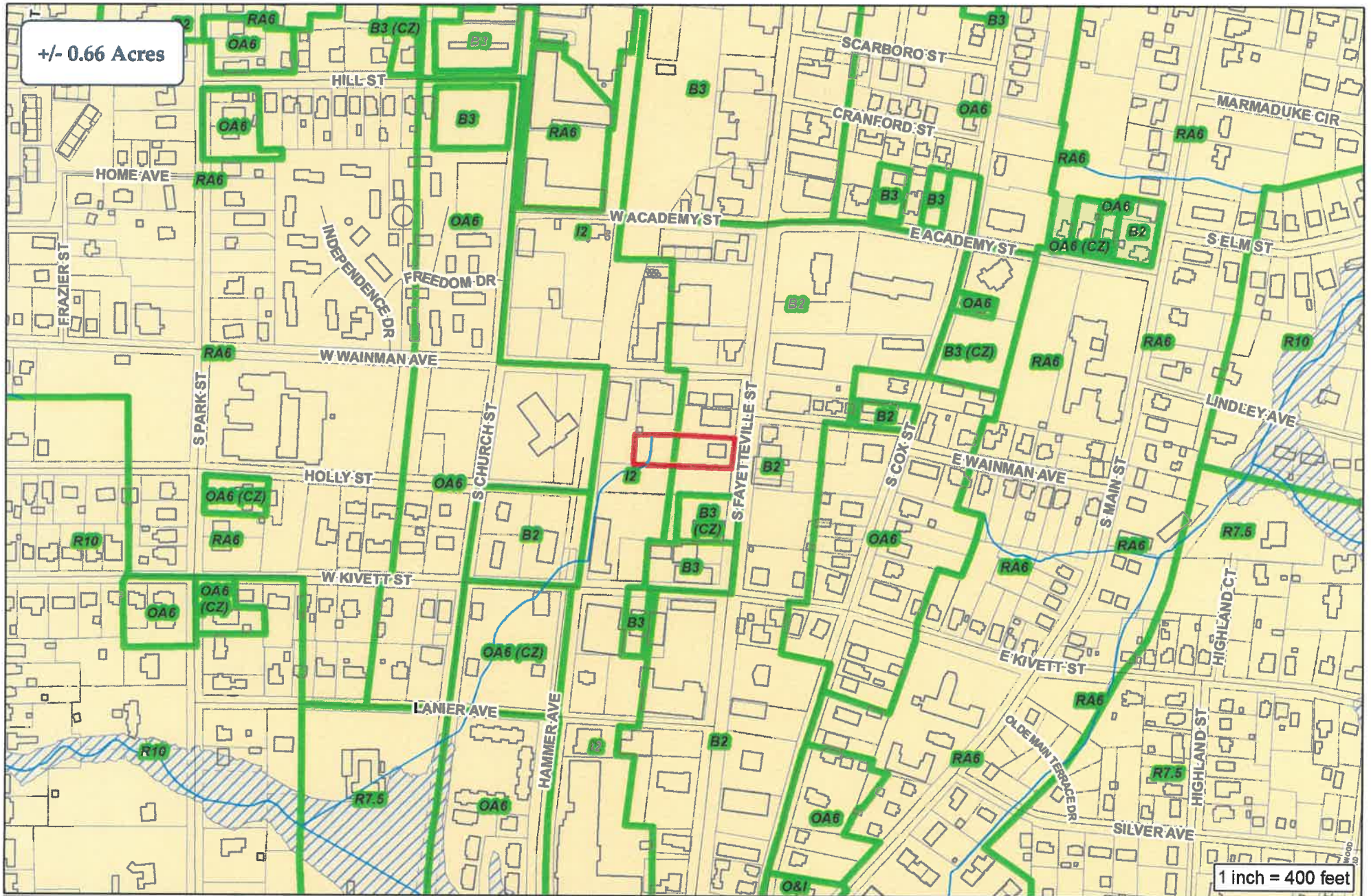
City of Asheboro Planning & Zoning Department

Board of Adjustment Case: BOA-24-01
Variance

Parcel: 7751718165



+/- 0.66 Acres

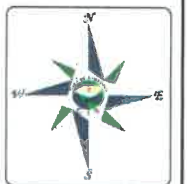


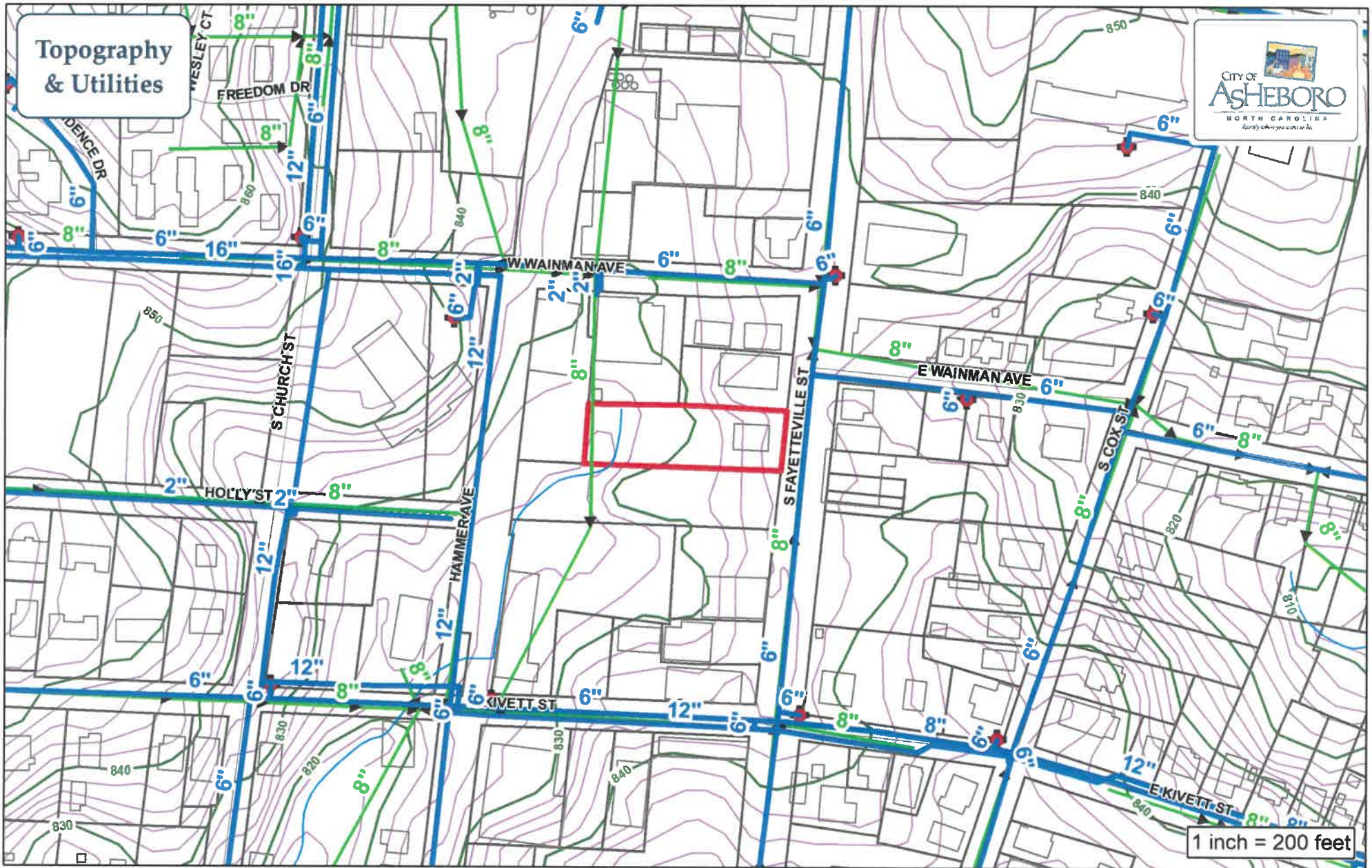
1 inch = 400 feet

City of Asheboro Planning & Zoning Department

Board of Adjustment Case: BOA-24-01
Variance

Parcel: 7751718165

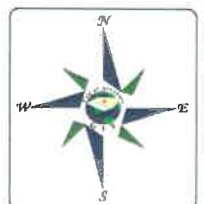


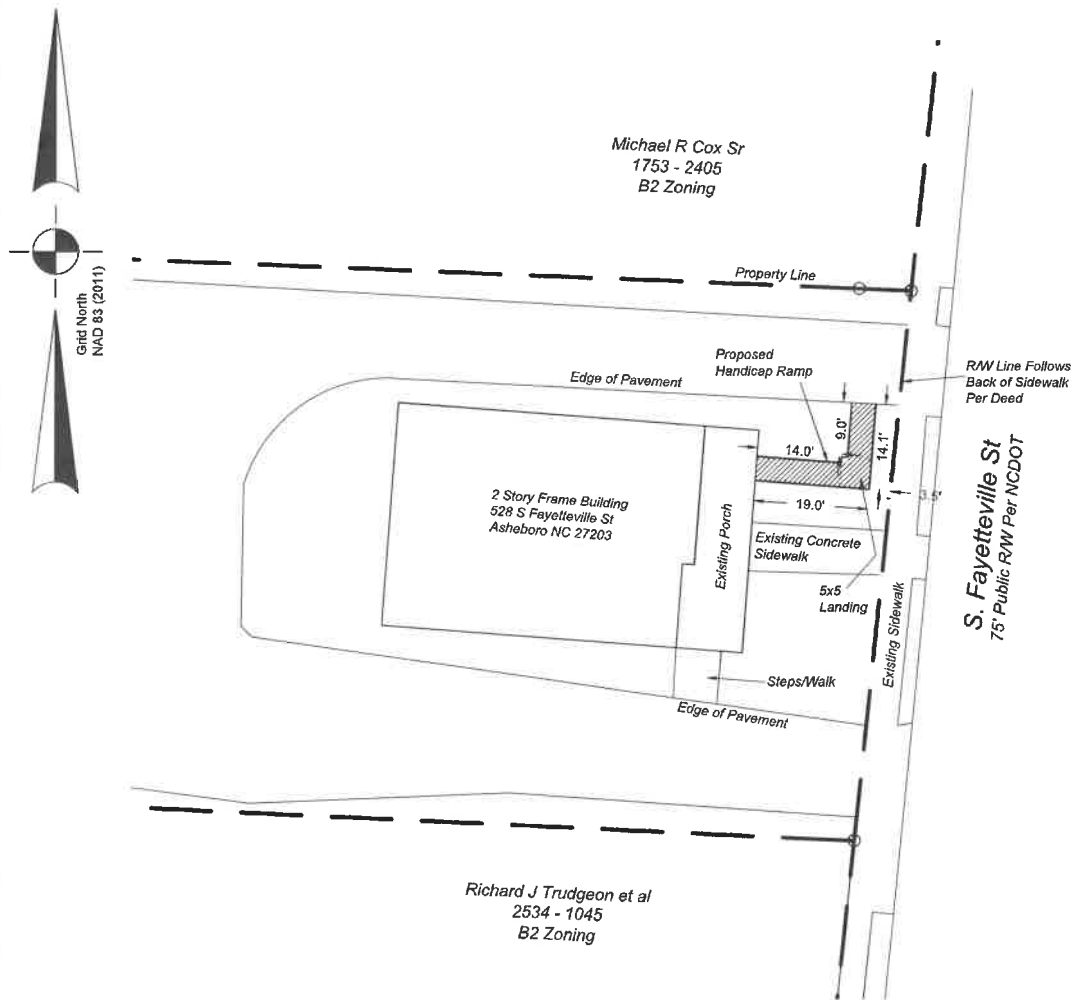


City of Asheboro Planning & Zoning Department

Board of Adjustment Case: BOA-24-01
Variance

Parcel: 7751718165





Notes:

1. This project is not located within a special flood hazard area.
2. Tax PIN: 7751718165
3. Zoning: B2
4. City Center Tier 2

THIS SITE PLAN IS NOT SUBJECT TO GS 47-30
AND IS NOT TO BE USED FOR RECORDING

**Site Plan For:
Girlie LLC**

City of Asheboro
Asheboro Township
North Carolina

Randolph County
November 10, 2023

Deed Book: 2870 Pg: 1221

Scale: 1" = 20 US Survey Feet

Bar Scale:



SURVEY CAROLINA, PLLC

154 S. Fayetteville St, Suite B, Asheboro, NC 27203
Phone Number: 336 625-8000
Email: mail@surveycarolina.com

Firm #: P-1110
Dan W Tanner II L-4787
© 2023 Survey Carolina, PLLC

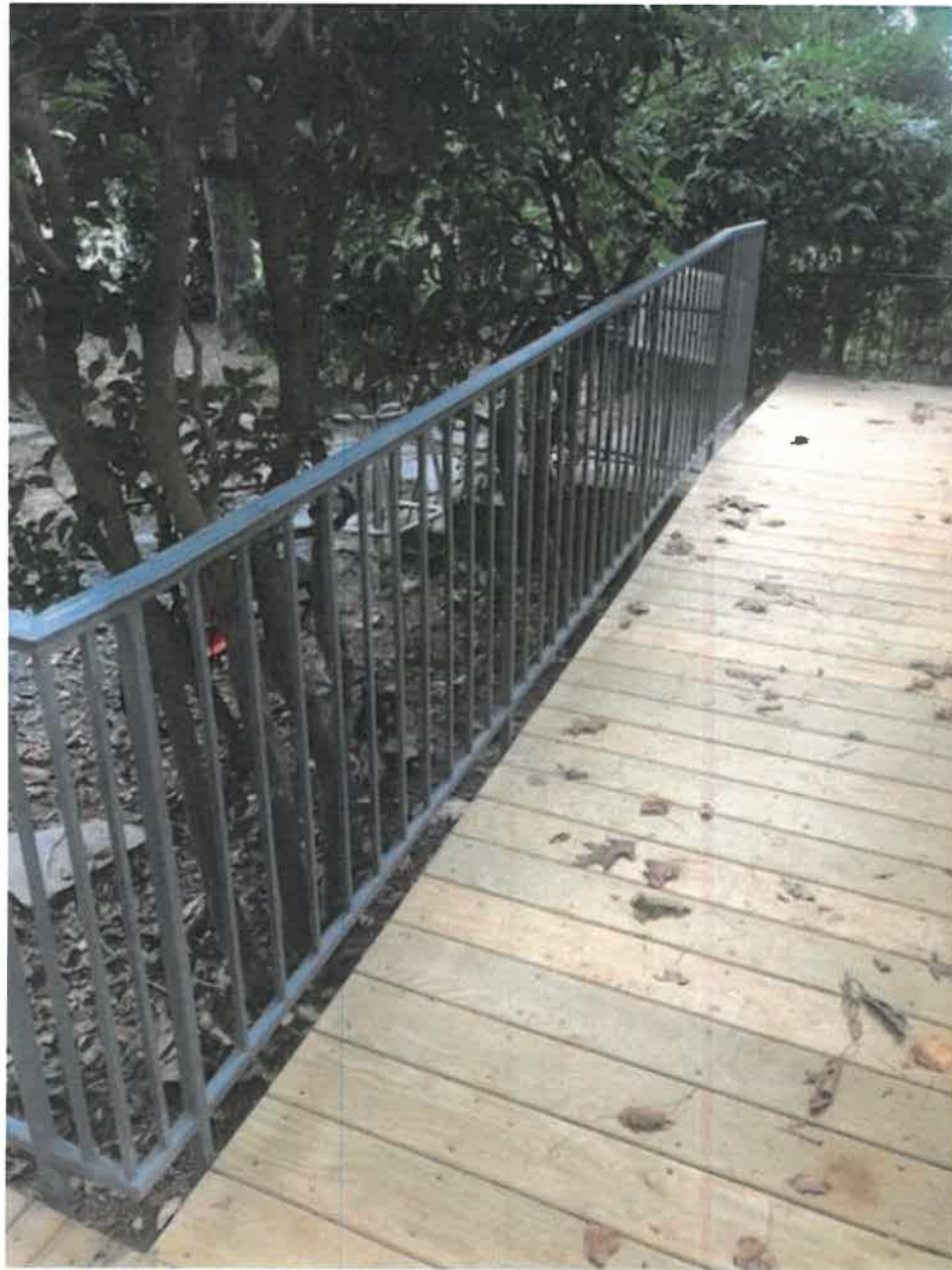
Job #: 14834

PRELIMINARY PLAT - NOT FOR RECORDATION, CONVEYANCES, OR SALES













Application for Board of Adjustment Hearing

APPLICATION FEE

A \$250 filing fee is required for a variance request.

APPLICATION INSTRUCTIONS

It is recommended that the applicant speak with Planning and Zoning Department staff prior to submitting the application and paying the hearing fee. Contact staff at (336) 626-1201 ext. 2392 to ensure application requirements are satisfied.

REQUIRED APPLICATION CONTENTS

1. A copy of the property deed(s)
2. Five copies of a surveyed plat and/or site plan

The application must be filed with the planning department by 5:00 p.m. on the day which is at least 30 days prior to the Board of Adjustment meeting at which the request will be considered (see below).

No application for a variance request will be advertised for public hearing until the planning department has received all required materials.

MEETING INFORMATION*

<i>Filing Date</i>	<i>BOA Meeting*</i>
Friday, December 2, 2022	Tuesday, January 3, 2023
Friday, January 6, 2023	Monday, February 6, 2023
Friday, February 3, 2023	Monday, March 6, 2023
Friday, March 3, 2023	Monday, April 3, 2023
Friday, March 31, 2023	Monday, May 1, 2023
Friday, May 5, 2023	Monday, June 5, 2023
Friday, June 9, 2023	Monday, July 10, 2023
Friday, July 7, 2023	Monday, August 7, 2023
Friday, August 4, 2023	Tuesday, September 5, 2023
Friday, September 1, 2023	Monday, October 2, 2023
Friday, October 6, 2023	Monday, November 6, 2023
Friday, November 3, 2023	Monday, December 4, 2023

**Dates are tentative and subject to change. Check with staff to verify meeting dates.*

CITY OF ASHEBORO
Application for Board of Adjustment Hearing

APPLICANT INFORMATION

Applicant Donald W Lanier Applicant's Phone # 336 460-0561

Applicant's Address PO Box 383, ASHEBORO, NC 27204

Applicant's Email Address dlanier861957@YAHOO.COM

PROPERTY INFORMATION

Property Owner's Name Girlye, LLC Donald W Lanier member/manager

Location of Property 428 S. Fay St, Asheboro NC 27203

Property Size (ac. or sq.ft.) 6.6 acres

Randolph County Property Identification Number (PIN#) 7751-71-8165

Current Zoning District B-2

Date Property Title Acquired 8-11-23 Deed Book 2870 Page 1221

Subdivision N/A Section _____ Lot # _____

Plat Book _____ Page _____

APPLICATION SIGNATURES

It is understood by the undersigned that while this application will be carefully reviewed and considered, the burden of proving the need for the proposed variance rests with the applicant.

Applicant Signature(s)

Girlye, LLC
Donald W Lanier member/manager

If Applicant is not the Property Owner, has Property Owner been notified?

☐ Yes ☐ No

Printed Name of Authorized Signatory (if different from Applicant)

Position/Relationship of Authorized Signatory to Applicant

CITY OF ASHEBORO
Application for Board of Adjustment Hearing

REQUEST FOR A VARIANCE

TO THE CITY OF ASHEBORO BOARD OF ADJUSTMENT:

I, Donald W. Lanier hereby petition the Board of Adjustment to grant the following variance from the Asheboro Zoning Ordinance (please specify the variance that is requested):

Front yard variance for a handicap ramp
to access a law office

In the space provided below and/or on the back of this form, please state the facts and line of argument that you believe support your request for a variance. In providing this information, please state the precise action that you would like to see taken by the Board of Adjustment.

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper appears to be a standard notebook page.

Donald W Lancia

Signature of Applicant

VARIANCE REQUEST - BASIC INFORMATION

The Board of Adjustment does not have unlimited discretion in deciding whether to grant a variance. Under the State Enabling Act, the Board is required to reach four conclusions as a prerequisite to issuance of a variance. Specifically, the four findings are as follows:

- 1) Unnecessary hardship would result from the strict application of the ordinance. It shall not be necessary to demonstrate that, in the absence of the variance, no reasonable use can be made of the property.
- 2) The hardship results from conditions that are peculiar to the property, such as location, size, or topography. Hardships resulting from personal circumstances, as well as hardships resulting from conditions that are common to the neighborhood or the general public, may not be the basis for granting a variance.
- 3) The hardship did not result from actions taken by the applicant or the property owner. The act of purchasing property with knowledge that circumstances exist that may justify the granting of a variance shall not be regarded as a self created hardship.
- 4) The requested variance is consistent with the spirit, purpose, and intent of the ordinance, such that public safety is secured, and substantial justice is achieved.

All of these findings of fact shall be made in the indicated order by the Board of Adjustment, which is not empowered to grant a variance without an affirmative finding of fact on all four categories above. Each finding of fact shall be supported by substantial evidence in the record of proceedings before the Board.

The Board may impose reasonable conditions upon the granting of any variance to insure that the public health, safety, and general welfare shall be protected and substantial justice done. Violation of such conditions shall be a violation of this Ordinance.

I received a copy of the above requirements outlining the conclusions required to be found for the granting of a Variance by a Board of Adjustment and have been informed that the burden of providing evidence to support such conclusions to obtain such variance rest with the applicant. I have also been advised of the application process by staff and received the opinion of the North Carolina Bar Association regarding legal representation in quasi-judicial proceedings.

Donald W. Lammie 11-13-23
Applicant Date

STAFF USE		
Received by: <u>JTL</u>	Date: <u>11-29</u>	Case Number: <u>23-01</u>