

**AMENDED AGENDA
REGULAR MEETING
CITY COUNCIL, CITY OF ASHEBORO
THURSDAY, JULY 10, 2025 6:00 PM**

1. Call to Order
2. Silent Prayer and Pledge of Allegiance
3. Mayor Smith and Fire Chief Cockman will recognize retired Fire Senior Captain Robert King for his dedicated service to the city.
4. Presentation of the Central Business District Parking Study and Strategy by Jim Corbett, Director of Municipal Planning Services for Walker Consultants.
5. Downtown Development Manager Addie Corder will provide an update on the recently adopted Downtown Asheboro Inc 2025-2030 work plan.
6. Public Comment Period
7. Consent Agenda
 - (a) Approval of the meeting minutes for the regular city council meeting held on June 5, 2025.
 - (b) Acknowledgement of the receipt of the meeting minutes for the Asheboro ABC Board meeting on May 6, 2025.
 - (c) Acknowledgement of the receipt of the meeting minutes for the Asheboro ABC Board meeting on June 3, 2025.
 - (d) Acknowledgement of the receipt of the Asheboro ABC Board's adopted budget for fiscal year 2025-2026.
 - (e) Acknowledgement of the receipt of the Asheboro ABC Board's meeting schedule for fiscal year 2025-2026.
 - (f) Adoption of a resolution approving an updated law enforcement services contract with the Asheboro ABC Board.
 - (g) Acknowledgement of the receipt of the monthly report detailing major subdivisions administratively approved. (*There have been none approved.*)

(h) Approval of the Community Development Division's request to schedule for the city council meeting on August 7, 2025, and to advertise, a legislative hearing on an application (Case No. RZ-25-13) to rezone a parcel of land at 1315 Cliff Road (Randolph County Parcel Identification Number 7760066599) from R15 Low-Density Single-Family Residential zoning to B2 General Commercial zoning.

(i) Acknowledgement of the receipt from the Planning and Zoning Director of certification that the final decision document for land use case number SUP-25-02 has been served.

(j) Approval of a resolution designating deputy finance officers for the purpose of preauditing obligations incurred by departments in amounts under the purchase order threshold.

(k) Approval of a resolution adopting the 2025-2035 capital improvement plan for Water & Sewer Operations.

(l) Approval of a resolution declaring the official intent of the City of Asheboro to purchase municipal vehicles and equipment and to reimburse the water and sewer fund and the general fund with installment financing proceeds.

(m) Adoption of a resolution expressing concurrence with revisions to the special separation allowance for law enforcement officers section in the employee policies and procedures manual.

(n) Adoption of required plans and policies specific to the Jarrell Center City Garden project requested to be funded with CDBG-Coronavirus funds.

(o) Adoption of a resolution establishing the City of Asheboro Schedule of Fees for Fiscal Year 2025-2026.

(p) Approval of an ordinance amending the Code of Asheboro to implement the adopted City of Asheboro Schedule of Fees.

(q) Approval of an ordinance converting three signalized intersections to all-way stop intersections.

(r) Approval of a budget amendment to account for funding to a nonprofit corporation fulfilling a public purpose.

- (s) Approval of a water and sewer fund budget amendment to account for a sanitary sewer lift station and force main installation project pertaining to the Randolph County Farm, Food, and Family Education Center.
- 8. Community Development Director John Evans will present the initial testimony for a legislative hearing (Case No. RZ-25-12) on an application to amend an existing R15 (CZ) conditional zoning district and allow a residential planned unit development on approximately 234.6 acres of land at the intersection of Old Cox Road and Old Humble Mill Road and on the west side of Old Cox Road.
- 9. Water Resources Director Michael Rhoney, PE will present proposals received for the Randolph County Farm, Food, and Family Education Center sanitary sewer lift station and force main installation project.
- 10. City Engineer Michael Leonard, PE will discuss parking options and considerations for North Randolph Avenue.
- 11. Asheboro Regional Airport Issues
 - (a) Hangar Lease Amendments – Expanded Subleasing Options
 - (i) City Engineer Michael Leonard, PE will discuss the amendments granting expanded subleasing options.
 - (ii) Invitation for public comment on the amendments.
 - (iii) Council action on a resolution authorizing the proposed amendments to the lease agreements.
 - (b) New Terminal Building (Design/Bid) – City Engineer Michael Leonard, PE will request council action on Amendment #1 under Work Authorization No. 3 for the added professional services needed for the archaeological testing required by the North Carolina State Historic Preservation Office.
- 12. Assistant City Manager Trevor Nuttall will request council action on a resolution adopting the Davidson-Randolph Regional Hazard Mitigation Plan.

Amended Agenda

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July 10, 2025

13. Mayor Smith will lead the discussion of upcoming events and items not on the agenda.
14. Adjournment.



Prepared for the City of Asheboro

Phase 1: Analysis and Evaluation of Existing Conditions

January 17, 2025



WALKER
CONSULTANTS



3545 Whitehall Park Drive, Suite 425
Charlotte, NC 28273
704.247.6230

January 17, 2025

Trevor Nuttall
Community Development Director
City of Asheboro
146 North Church Street
P.O. Box 1106
Asheboro, NC 27204-1106

Re: *Report for Central Business District Parking Study and Strategy*
Asheboro, North Carolina
Walker Consultants Project #10-001579.00

Dear Trevor:

For your review, Walker Consultants is pleased to submit this summary detailing our initial findings for Phase 1 of the Central Business District Study and Strategy in Asheboro, North Carolina. This document summarizes our findings related to the analysis and evaluation of existing conditions and initial stakeholder meetings as indicated in the City's request for proposal. The information herein is intended to assist in evaluating various issues associated with developing a downtown parking plan.

We appreciate the opportunity to serve you on this project. If you have any questions or comments, please do not hesitate to call.

Sincerely,

WALKER CONSULTANTS

A handwritten signature in blue ink, appearing to read "Jim Corbett".

Jim Corbett
Director, Municipal Planning Services

A handwritten signature in blue ink, appearing to read "DeWein Pelle".

DeWein Pelle
Parking and Mobility Planner

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Executive Summary

The Analysis and Evaluation of Existing Conditions is an independent quantitative and qualitative baseline assessment of the parking characteristics in Asheboro's Central Business District during design day conditions. This Phase 1 analysis provides critical information upon which the subsequent analyses will build. The results of the existing conditions analysis will be used to inform stakeholders of the actual parking conditions and opportunities. They may either confirm or challenge perceptions of parking in the City of Asheboro. The following tasks have been performed and evaluated in this deliverable:

Historical Planning Documents – Review and Summary

Walker representatives requested information (RFI) from the City for pertinent reports, analyses, and planning documents. Upon receipt of six (6) relevant documents, a review and summary of the data have been provided to communicate current parking conditions and baseline operating policies and practices for all public off-street and on-street parking assets.

- City of Asheboro Comprehensive Pedestrian Transportation Plan (Piedmont Triad Council of Governments - January 2008). The plan recommends policies and programs to encourage, educate, and promote increased use of a more accessible, walkable environment.
- City of Asheboro Comprehensive Transportation Plan (N.C. Department of Transportation - May 2014): This long-range multimodal transportation plan covers transportation needs through 2040 and considers bike and pedestrian goals and objectives within and leading to the downtown district.
- City of Asheboro 2018-2023 Central Business District Redevelopment Plan (Redevelopment Commission – June 2018). The Plan describes potential activities in the Redevelopment Area to facilitate property rehabilitation, conservation, and reconditioning.
- Regional Coordinated Area Transportation System (RCATS) Community Connectivity Plan 2017 – 2022 (May 2019). A key result of the CCP for Randolph County has been creating two specific transportation-related goals: 1) To support implementing deviated and public transportation fixed route services for RCATS and 2) To prioritize transportation projects to secure State Transportation Improvement Program funding along key corridors.
- City of Asheboro 2011 City Center/Downtown Community Revitalization Plan (CRP). This CRP targets the reuse of important neighborhood assets, particularly the B&H Panel Company buildings, as appropriate infill as part of the City's downtown housing diversification strategy.
- Sustainable Design and Development Asheboro, North Carolina – Next Steps Memorandum August 2012. This memorandum describes the Sustainable Design and Development Workshop held on May 21st and 22nd of 2012. It focuses on the workshop's outcomes and recommends the next steps that the community can take to advance key smart growth goals.

Parking Inventory Supply and Demand

Walker representatives worked with sub-consultants (*Quality Counts and Kestrel Imaging*) to identify and document all public parking in the study area. The efforts documented the location and utilization of on-street and off-street spaces managed by government and private entities.

The results of this effort detailed **920± publicly available off-street parking spaces** controlled by the City and the County and **1,227± privately held off-street parking spaces** available for the patrons of the businesses represented by the control of this inventory. Lastly, as many as **321± curbside parking spaces** are available on the streets within the downtown study boundaries for a **comprehensive public and private parking inventory of 2,468± parking spaces**.

Utilization levels of this parking inventory reflect peak capacity challenges along the Sunset Avenue, Church Street, and North Street corridors and the portion of Worth Street just east of Fayetteville Street. Off-street capacity challenges were typically found at the Farmer's Market parking lot, the City Hall parking lot, the privately owned parking lot at Trade Street (next to the Full Moon Oyster Bar), the Bicentennial Park parking lots, and the Times Square Pizza parking lot. Much of this peak capacity utilization occurred during the evening meal period and may be associated with employee and patron parking needs. The Randolph County Courthouse parking inventory is heavily utilized during the earlier portions of the business work week. Still, it tends to have substantially more availability during the evenings and latter part of the work week, including weekends.

Stakeholder and Open House Discovery Meetings

In coordination with the City and as part of the discovery and existing conditions analysis, Walker representatives interviewed stakeholders and hosted one open house meeting to understand the issues and items unique to Asheboro's downtown. These meetings were held in person from November 19th through November 21st, with an additional virtual meeting conducted with Asheboro Hosier, LLC representatives on the Monday after the Thanksgiving break.

Meeting topics and concerns were related to the perceived impacts of several redevelopment projects planned for the upcoming years, particularly the effects on available public parking inventory. Attendees were also concerned about the safety of pedestrian crossings at the main vehicular corridors and the need for additional lighting along these pedestrian corridors.

It's believed that downtown employees are parking in the prime parking areas, prohibiting frequent parking space turnover due to employees parking for longer periods. The current time-limited signs are not enforced consistently, and some stakeholders believe curbside regulations are not enforced. Enforcement representatives with the City expressed concerns that parking citations are frequently voided. Stakeholders believe the \$5.00 fine for a parked overtime parking citation is insubstantial.

The need for short-term loading and unloading spaces is becoming a growing concern for carryout businesses and downtown residents needing quick access to their properties.

The special event application process suggests greater coordination is needed between all managing and operational parties, and more advanced communication with business owners is warranted before the event.

A concern has been raised about food truck operators occupying prime curbside parking inventory during peak activity periods, sometimes conflicting with available parking inventory needed for brick-and-mortar restaurants.

Stakeholders believe all public parking locations should be branded with hours of operation that will help residents and users identify parking inventory locations. A vehicular wayfinding program would also enable greater utilization of public parking locations.

01 Historical Planning Documents

01 Historical Planning Documents

Walker representatives prepared a request for information document to help understand the background of the City of Asheboro's historical planning and redevelopment efforts. The following documents were received and reviewed. A summary of the material provided in each document follows with Walker's professional comments related to the overall goals of the Parking Study and Strategy report.

- City of Asheboro Comprehensive Pedestrian Transportation Plan – (Piedmont Triad Council of Governments - January 2008)
- City of Asheboro Comprehensive Transportation Plan – (N.C. Department of Transportation - May 2014)
- City of Asheboro 2018-2023 Central Business District Redevelopment Plan (Redevelopment Commission – June 2018)
- Regional Coordinated Area Transportation System (RCATS) Community Connectivity Plan 2017 – 2022 (May 2019)
- City of Asheboro 2011 City Center/Downtown Community Revitalization Plan (CRP)
- Sustainable Design and Development Asheboro, North Carolina – Next Steps Memorandum August 2012.

City of Asheboro Comprehensive Pedestrian Transportation Plan

Adopted by the Asheboro City Council on May 30, 2008, this plan provides a broad vision and specific goals and strategies to improve the City's pedestrian transportation system. Small-area plans prioritize projects strategically to ensure the most critical projects are constructed first while phasing in lower-priority projects based on cost and feasibility.

The plan also provides a set of recommended policies and programs to encourage, educate, and promote increased use of a more accessible and walkable environment. Implementation of the plan's recommended projects, policies, and programs will strengthen the City's ongoing efforts to develop a comprehensive and user-friendly pedestrian transportation system in Asheboro. Before this plan, the City had never developed a comprehensive pedestrian transportation plan. Consequently, this planning effort is a major step forward for walking in Asheboro.

City of Asheboro Comprehensive Transportation Plan

In April 2012, the Transportation Planning Branch of the North Carolina Department of Transportation (NCDOT) and the City of Asheboro initiated a study to develop the Asheboro Comprehensive Transportation Plan (CTP) cooperatively. This is a long-range multi-modal transportation plan that covers transportation needs through 2040. Specific sections reference topics related to public transportation and rail, bicycle, and pedestrian.

City of Asheboro 2018-2023 Central Business District Redevelopment Plan

This plan was developed by the Redevelopment Commission and approved by the Asheboro City Council on June 7, 2018. The Plan describes potential activities in the Redevelopment Area to facilitate property rehabilitation,

conservation, and reconditioning. The plan has been prepared in accordance with the North Carolina Urban Redevelopment Law.

On October 2, 2017, the City of Asheboro Planning Board deliberated and certified the area identified by Randolph County Parcel Identification Numbers 7751726479, 7751725650, 7751738346, 7751831174 and 7751733983, and inclusive of all adjacent streets and rights-of-way, a Redevelopment Area and directed the City of Asheboro Redevelopment Commission to prepare a redevelopment plan. The Plan outlines actions that the city and business community can take to strengthen downtown further and build on twenty-plus years of success.

Regional Coordinated Area Transportation Service (RCATS) Community Connectivity Plan 2017 – 2022

The North Carolina Department of Transportation, Division of Public Transportation (NCDOT) provides grants management, planning support, and oversight duties for subrecipients of Federal Section 5311 rural transit funds in the state. An important component of this role is providing planning assistance for local subrecipients, including guidance and funding to help complete five-year plans for the transit programs. The Division of Public Transportation (PTD) has recently updated the methodology used to develop the five-year plan and changed the name to “Community Connectivity Plan” (CCP).

The Randolph County Strategic Plan was among the valuable available resources for understanding the local transportation needs and vision for the future. RLS & Associates, Inc., the consulting team hired by NCDOT PTD to complete the CCP, reviewed the Strategic Plan and RCATS Success Plan to ensure that this CCP is congruent with the previously completed planning efforts and to emphasize established areas of need. A key result of the Randolph County Strategic Plan was the creation of two specific transportation-related goals.

RCATS Strategic Plan Goal #1: To support implementing deviated and public transportation fixed route services for RCATS and Piedmont Authority for Regional Transportation (PART) to serve county and municipal residents.

RCATS Strategic Plan Goal #2: To continue to prioritize transportation projects to secure State Transportation Improvement Program funding along key corridors (e.g., I-85, I-73, I-74, US 421, US 64, NC 49, NC 22, NC 42, NC 705, Norfolk Southern Railroad, etc.).

These goals are key to the CCP planning process because they emphasize the focus of local transportation service enhancements that will serve Randolph and Montgomery Counties and incorporate PART, the larger region.

2011 City Center/Downtown Community Revitalization Plan (CRP)

This eight-page document comprises a narrative about the process that led to its adoption, a report on ongoing community revitalization plans (CRP) and programs, and a section on goals and strategies toward the adaptive reuse of the B&H Panel Company building Asheboro Mill Lofts.

In addition to the vision and framework of which it is a part, this CRP targets the reuse of important neighborhood assets, particularly the B&H Panel Company buildings, as appropriate infill as part of the City’s downtown housing diversification strategy. In addition to building on vacant lots between buildings, appropriate infill includes

adaptive reuse (“refill”) of existing larger-scale buildings that, if left to vacancy, could become sites of vagrancy and vandalism, if not crime.

Sustainable Design and Development Asheboro, North Carolina

The U.S. Environmental Protection Agency (EPA) selected the Piedmont Triad Sustainable Communities Planning Project (SCPP) and the City of Asheboro, North Carolina, for Sustainable Communities Building Blocks technical assistance focused on identifying smart growth approaches to incorporating mixed-income housing, redevelopment, and revitalization for the downtown area of Asheboro. This technical assistance focused on exploring sustainable design concepts to support broader community goals. It also is being used as a model for developing similar engagement activities around the region as a part of the SCPP.

This memorandum describes the Sustainable Design and Development Workshop held on May 21st and 22nd of 2012. It focuses on the workshop's outcomes and recommends the next steps that the community can take to advance key smart growth goals. EPA Contractors Alan Steinbeck, AICP, and Vlad Gavrilovic, AICP of Renaissance Planning Group, led the technical assistance effort in partnership with EPA Region 4, Piedmont Authority for Regional Transportation, Piedmont Triad Regional Council, and City of Asheboro staff.

The workshop discussion focused on identifying opportunities to leverage and expand public investments to support existing community assets and development. The suggested actions and next steps identified the need to strengthen connections in the transportation network, expand and enhance green and public space, engender new uses and business in downtown, and take advantage of the market forces leading to more housing in the immediate area. The Acme McCrary buildings and Chandler Concrete property were given special consideration given their potential for adaptive reuse or change over the medium and long term. A next step identified at the workshop is to consider strategies to maximize the walkability of the four streets that create the edge of the study area and the internal streets, including Academy Street, Sunset Avenue, North Street and Trade Street.



02 Parking Inventory Supply and Demand

02 Parking Inventory Supply and Demand

The City of Asheboro, located in central North Carolina, is recognized for its rich history in the textile industry, the presence of the North Carolina Zoo, and its role as a regional hub for commerce, education, and recreation in Randolph County. The city has engaged Walker Consultants to conduct a parking supply and demand study for the downtown area to support cultural attractions.

The study area focuses on roughly 15 city blocks, bordered to the north by Salisbury Street, to the south by Academy Street, to the east by Cox Street, and generally to the west by Park Street. Most parking in this downtown core is available for the city's commercial and entertainment attractions. The street grid in the downtown area is relatively well-connected, facilitating access to local businesses, public facilities, and cultural attractions. Key thoroughfares such as Fayetteville Street and Sunset Avenue are essential corridors supporting vehicular and pedestrian traffic.

Sidewalk connectivity is strongest in the downtown core, where pedestrian-friendly pathways and crosswalks, marked with zoo-inspired designs, are easily identifiable. The city has significantly improved walkability by implementing streetscape enhancements and adding curb ramps to ensure ADA compliance. These pathways are necessary as they facilitate the connection of citywide parking inventory to the desired destinations of visitors to the downtown area.

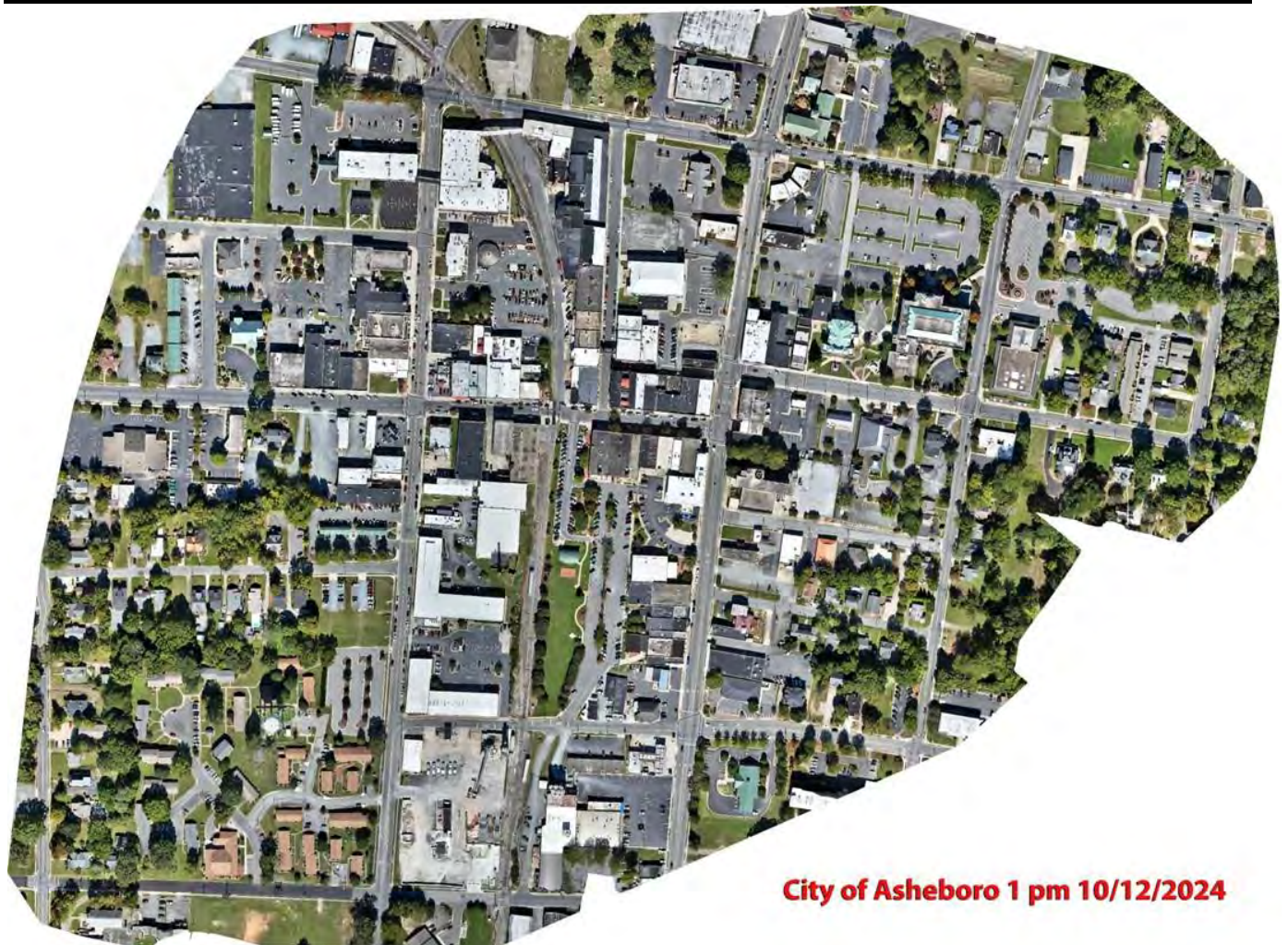
Figure 1: Asheboro's Zoo City Social District Branded Sidewalk



Source: Walker Consultants, 2024

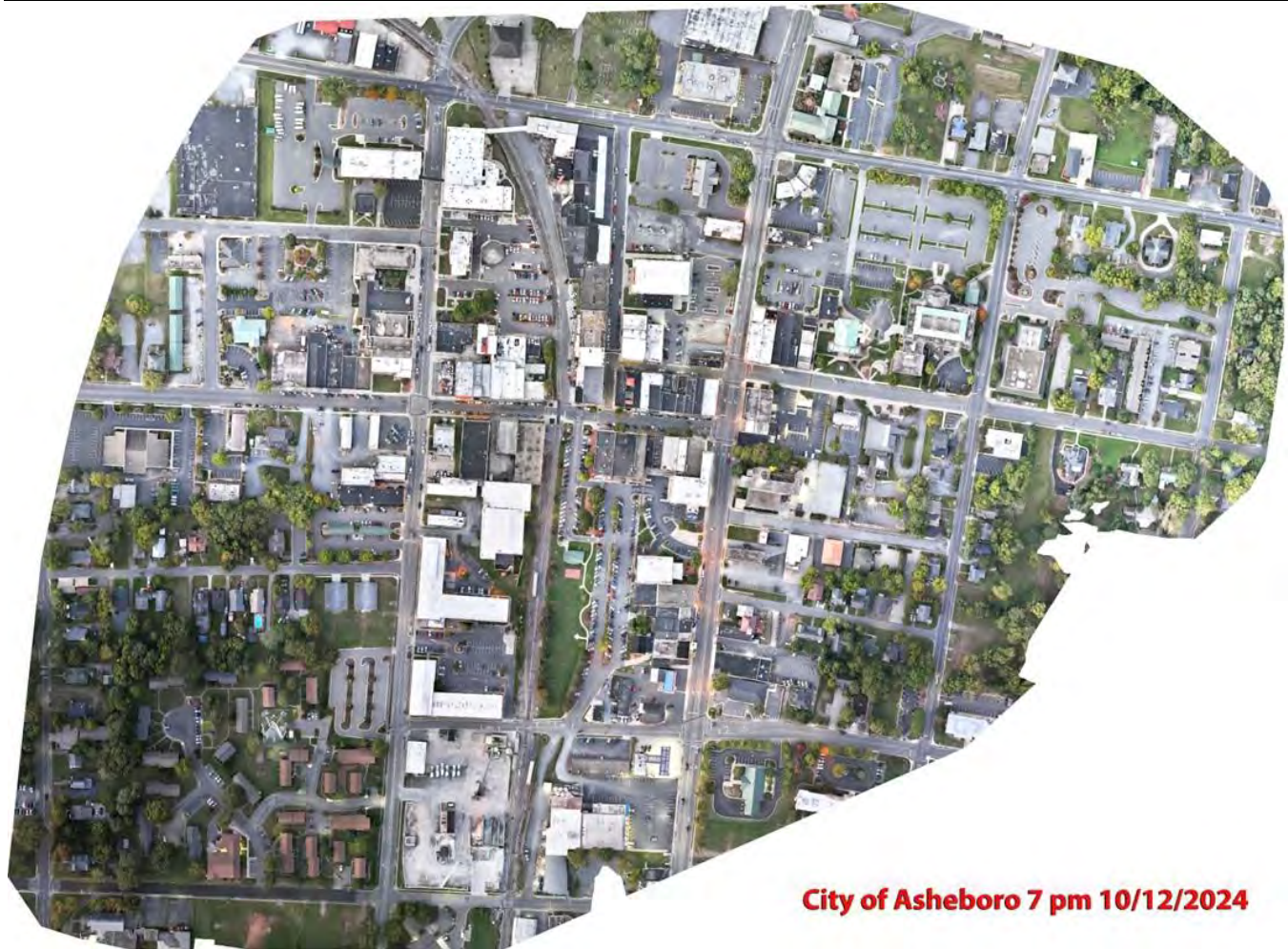
Generally, Walker Consultants surveys a municipality and determines, with input from city staff, locations for public (on -and off-street parking) and private inventory (off-street parking). However, for this study area, as much of the infrastructure is low-rise and mid-rise structures, Walker Consultant representatives were able to engage a contractor to provide drone imagery of the downtown study area during several observation periods on Friday, October 7, 2024, and Saturday, October 8, 2024. Six observations were completed each day, totaling 12 observation periods. This exercise captured parking activity within the study area boundaries in real time and authenticated the available parking inventory usable by visitors to downtown Asheboro. View **Figure 2** for a capture of a midday observation and **Figure 3** for an evening observation. Note that shadows cast during the midday capture are visible, and lighting is less available for the evening capture as the sun begins to set.

Figure 2: Downtown Asheboro Aerial Data Collection, Saturday Midday Observation



Source: Walker Consultants, 2024

Figure 3: Downtown Asheboro Aerial Data Collection, Saturday Evening Observation



Source: Walker Consultants, 2024

In addition, the exercise, as described beforehand, determined that the eight public inventory sites reported by City representatives (see **Table 1**) had 920 parking spaces, accounting for 37.3% of the public inventory. Curbside inventory accounted for the remaining 13% (321 spaces). As for off-street privately operated spaces (see **Table 2**), these parking spaces total 1,227, which accounts for 49.7% of all parking spaces in downtown Asheboro.

Public inventory, west of Fayetteville Street, includes Asheboro City Hall, the City of Asheboro Recreation Center, Asheboro Downtown Farmers Market, 319 Hill Street (Housing Authority-owned property), 230 South Church Street (Tiered lots), and the Bicentennial Park lots. Additional publicly operated inventory east of Fayetteville Street includes Randolph County Courthouse-associated lots, Randolph County Public Library, and the Randolph County Register of Deeds. The available parking inventory is visually represented in **Figure 4**.

Table 1: List of Public Parking Inventory in Downtown Asheboro

ID	Name	Total
01	Asheboro City Hall	114
02	Asheboro Downtown Farmers Market	66
03a	319 Hill Street Lot (Housing Authority)	28
03b	230 South Church Street Lots (Tiered Lots)	41
04a	Bicentennial Park Lot (West)	39
04b	Bicentennial Park Lot (East)	109
05	City of Asheboro Recreation Center	41
06a	Randolph County – Public Use	30
06b	Randolph County Courthouse	296
06c	Randolph County (reserved/gated)	17
07	Randolph County Public Library	104
08	Randolph County Register of Deeds	35
Total		920

Source: Walker Consultants, 2024

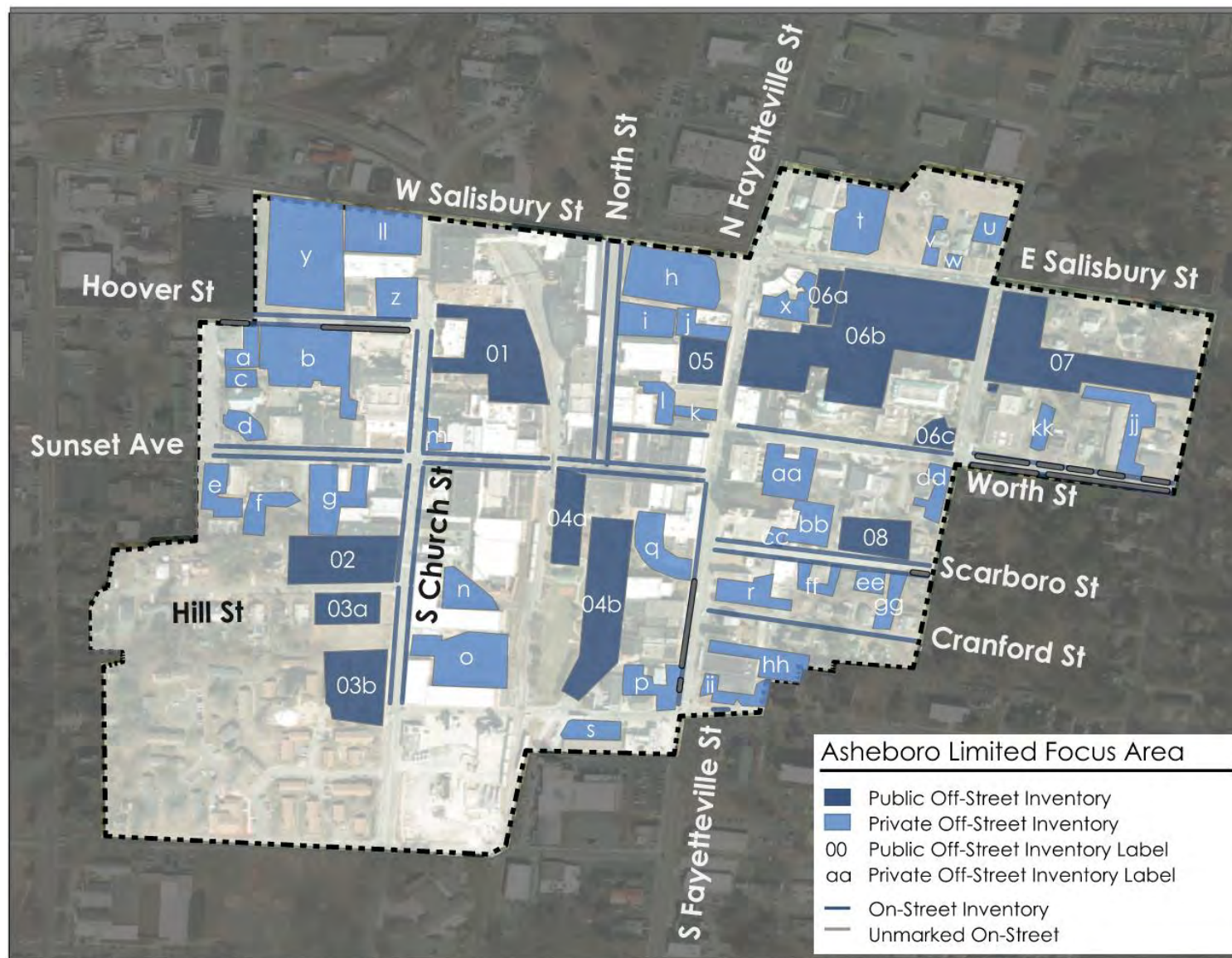
Table 2: List of Private Parking Inventory in Downtown Asheboro

ID	Location Name	Parking Spaces	ID	Location Name	Parking Spaces
a	Carolina Headache Center	24	u	Clark Bell Attorney	11
b	First Baptist Church	101	v	Jason Goins Attorney	8
c	Allergy & Asthma Center	14	w	Megerian & Wells Attorney	5
d	Sunset Ave. Medical Park	22	x	Randolph County EDC	22
e	Pugh Funeral Home	38	y	Senior Adults Center	101
f	Prevo Drug Company	25	z	First Baptist Church	31
g	Asheboro Masonic Lodge	48	aa	Keaton's Place	52
h	Pinnacle Financial Partners	42	bb	Vacant Former PNC Bank Building	50
i	Former Acme-McCrory	25	cc	Vacant Former PNC Bank Building	5
j	Bell & Browne P.A.	13	dd	Brightside Gallery	11
k	Downtown Asheboro, Inc. Lot	9	ee	Morgan Law/One-Way Dental Care	11
l	Trade Street Parking Lot	23	ff	Brubaker & Associates	16
m	Hop's Bar-B-Q	10	gg	ASP Rentals	15
n	Asheboro Mill Lofts Northern Lot	25	hh	HPT Accountants	39
o	Asheboro Mill Lofts Southern Lot	96	ii	REMAX Realty	17
p	Time Square Pizza	26	jj	Towne Manor	47
q	First Horizon Bank	38	kk	Edward Jones	16
r	Chamber of Commerce	39	ll	Church Street Lofts	64
s	Professional Services Lot	28			
t	First United Methodist Church	60			
Total		706	Total		521

Source: Walker Consultants, 2024

The combined number of privately controlled parking spaces shown above equals 1,227± parking spaces.

Figure 4: Downtown Asheboro Parking Inventory Map



Source: Walker Consultants, 2024

Downtown Asheboro, as referenced in **Figure 4**, has many attractions for locals that are accessible by the regionally known thoroughfares. This includes staples along South Church Street, such as Hop's Bar-B-Q, the Asheboro Farmer's Market, Positano, The Table, and various retail and professional services. Church Street also houses Asheboro City Hall, access to the Asheboro Senior Center, senior residences, recreational shops, and the First Baptist Church along the northern part of the corridor.

The Sunset Avenue corridor offers various local dining and cafes, recreational hobbies, antique shops, professional services, and access to Bicentennial Park. Just north of the Worth Street/Trade Street intersection, Fayetteville Street offers access to financial and professional services, the Randolph County Economic Development Corporation, and the Asheboro Recreation Center. Just south of the Worth Street/Trade Street intersection, Fayetteville Street accommodates businesses with various professional services, including the First Horizon Bank, the Asheboro/Randolph Chamber of Commerce, the Exchange Event Center, and Four Saints Brewing Company, among other popular food service establishments.

Despite the abundance of attractions available to visitors of Downtown Asheboro, parking at private businesses is only sometimes readily available or limited. As a result, patrons often rely on access to on-street public inventory. In cases where on-street spaces are occupied, patrons were observed parking illegally in any available on-street space.

Parking Demand Observation

Drone-aerial observations were collected on Friday, October 11th, and Saturday, October 12th. These dates were selected to reference peak parking demand in downtown Asheboro for a typical end-of-week and weekend scenario. The following summary has been provided to demonstrate observed activity within the focused study areas for each of the previously mentioned twelve (12) observation periods. Heat intensity graphics have been provided to reflect peak utilization days. Walker describes parking utilization or intensities in four categories. These categories are as follows:

-  **Green:** reflects that parking areas are being utilized below 50% of the available parking capacity.
-  **Yellow:** reflects a usage level of more than 50% but below 75% of the available parking.
-  **Orange:** reflects a usage level of 75% to 84% of the available parking.
-  **Red:** reflects high usage of at least 85% or more of the available parking inventory

Friday, October 11th Utilization

The drone operators conducted several flights, the first occurring at 10:00 a.m. Additional flights were conducted at 11:00 a.m., 12:00 p.m., 1:00 p.m., 6:00 p.m., and 7:00 p.m. During the start of the observations, the weather conditions were fair and remained so through the evening. The temperature reached a high of 69°F and a low of 43°F. No city-sponsored events occurred on this day, as project representatives wanted to capture a typical activity day in downtown Asheboro.

Peak Demand Observation Summary – Friday, October 11, 2024

The first demand observation occurred at 10:00 a.m., projecting an overall parking utilization of 33%. Specifically, on-street street parking was utilized at 35%, off-street public parking at 35%, and off-street private parking at 28%. The highest demand for street parking occurred along Worth Street, between Fayetteville Street and Cox Street, where 90% of on-street spaces were occupied. Much of the morning activity can be attributed to the area's professional services and the proximity to the Randolph County Historic Courthouse. On Fayetteville Street, between Academy Street and Sunset Avenue, the parking utilization reached 64%. This corridor section is busy due to eateries, markets, craft shops, and residences. The most utilized lots, whether public or private, included Sunset Avenue Medical Park parking lot (lot 'd') at 86%, Pinnacle Financial Partners lot (lot 'j') at 69%, Asheboro Downtown Farmers Market lot (lot '02') at 59%, and Asheboro City Hall lot (lot '01') at 61%.

Demand had increased by noon, and this observation period recorded the highest overall utilization across all 12 sessions at 38%. Worth Street (100%) between Fayetteville and Cox Streets, Sunset Avenue (89%) from Church Street to the railroad crossing (RR Xing), Church Street (85%) between Hill Street and Sunset Avenue, and Sunset Avenue (76%) from the RR Xing to Fayetteville were among the most occupied corridors. For public lots, Asheboro City Hall (66%), Asheboro Downtown Farmers Market (83%), and Bicentennial Park West Lot (95%) were the most utilized. These trends were likely influenced by the shopping and eateries nearby along South Church Street, Sunset Avenue, South Fayetteville Street, and West Academy Street. The most utilized private lots included Asheboro Mill Lofts northern lot ('n') at 52%, Trade Street lot ('I') at 65%, and the Professional Services lot on West Academy Street ('s') at 67%. See **Figure 5** for an illustration of the peak daytime demand at 12:00 p.m.

After the noon peak, demand gradually decreased until picking back up during the 6:00 p.m. observation period. Sunset Avenue (84%) between Church and the RR Xing, Sunset Avenue (80%) from Davis Street to Church Street, and Sunset Avenue (86%) from RR Xing to Fayetteville Street were the only public streets to maintain more than 80% parking utilization by the 7:00 p.m. observation. The Asheboro City Hall lot (52%), Bicentennial Park West lot (87%), and Bicentennial Park East lot (100%) were the only public lots to exceed 20-30% utilization. In terms of private lots, the Trade Street lot ('I') was at 61%, Asheboro Mill Lofts northern lot ('n') at 52%, and the First Horizon Bank lot ('q') at 74% was the highest utilizations among the private inventories. Both public and private lots are conveniently located near various eateries and entertainment venues in Asheboro, primarily along South Fayetteville Street, West Academy Street, South Church Street, North Church Street, and Sunset Avenue. See **Figure 6** for an illustration of the peak evening demand at 6:00 p.m.

For a summary of the parking activity during the Friday observations, refer to **Table 3**: below for a snapshot of the utilization statistics by inventory classification. Peak demand periods are shown in the grey highlighted columns.

Table 3: Friday, October 11, 2024, Downtown Asheboro Parking Demand Summary Table

Inventory	10:00 a.m.	11:00 a.m.	12:00 p.m.	1:00 p.m.	6:00 p.m.	7:00 p.m.
Street	35%	44%	49%	48%	43%	40%
Off-Street Public	35%	37%	38%	36%	26%	25%
Off-Street Private	28%	30%	29%	27%	21%	19%
Overall	33%	35%	37%	35%	26%	25%

Source, Walker Consultants 2024

Saturday, October 12th Utilization

The drone operators conducted several flights, the first occurring at 11:00 a.m. Additional flights were conducted at 12:00 p.m., 1:00 p.m., 4:00 p.m., 6:00 p.m., and 7:00 p.m. The City's interest in seeing midday through evening activity on a typical Saturday influenced the difference in periods selected for Friday and Saturday. During the start of the observations, the weather conditions were fair and remained so through the evening. The temperature reached a high of 76°F and a low of 42°F. Post Consumer Brands and the United Way of Randolph County hosted their 2024 Drive-Thru Cereal Sale on Saturday, October 12, from 8:00 a.m. to 12:00 p.m., or until sold out, at Bicentennial Park. This annual event attracted many visitors to downtown Asheboro for the free cereal distribution and concluded before the midday demand observations.

Peak Demand Observation Summary – Saturday, October 12, 2024

The first demand observation occurred at 11:00 a.m., and the overall utilization of the available parking inventory was 22%. Specifically, on-street parking was utilized at 40%, off-street public parking at 21%, and private parking at 19%. The highest demand for street parking occurred along Sunset Avenue (74%) between Church Street and the railroad crossing (RR Xing), on Sunset Avenue (95%) between RR Xing and Fayetteville, and Church Street (77%) between Hill Street and Sunset Avenue. Much of the activity along these corridors includes eateries, the Asheboro Cultural & Recreational Services, entertainment venues, hobby and antique stores, and other merchants. The Asheboro Downtown Farmers Market (67% demand) was the only public lot with a demand exceeding 50%, while the Asheboro City Hall lot was utilized at 49%. Among the private lots, the Hop's Bar-B-Q lot ('m') had the highest utilization at 90%, followed by the Asheboro Mill Lofts northern lot ('n') at 52%, and the First Horizon Bank lot ('q') at 63%. Most other private lots experienced a demand of 30% or less.

By the 1:00 p.m. observation, which marked the midday peak for Saturday, the demand in downtown Asheboro increased. Notable utilization rates included Sunset Avenue (95%) between Church Street and RR Xing, Church Street (92%) between Hill Street and Sunset Avenue, Church Street (82%) between Sunset Avenue and Hoover Street, Church Street (70%) between Academy Street and Hill Street, and the northern portion of Sunset Avenue (82%) between RR Xing and Fayetteville Street. The activity in these corridors primarily involved eateries, cafes, hobby and antique stores, and personal care services. In terms of off-street parking, the highest demands were observed at the Asheboro City Hall lot ('01') at 63%, the Asheboro Downtown Farmers Market lot ('02') at 71%, the 219 Hill Street lot ('03a') at 71%, the Bicentennial Park West lot ('04a') at 95%, Trade Street lot ('l') at 78%, the Hop's Bar-B-Q lot ('m') at 80%, and the Asheboro Mill Lofts northern lot ('n') at 56%. See **Figure 7** for an illustration of the peak daytime demand at 1:00 p.m.

After the 1:00 p.m. peak observation, activity in downtown Asheboro experienced fluctuations, with the highest activity occurring during the 7:00 p.m. observation. The corridors with the highest demand included Sunset Avenue (100%) between Church Street and RR Xing, Sunset Avenue (97%) between Davis Street and Church Street, Sunset Avenue (95%) between the RR Xing and Fayetteville, Church Street (85%) between Hill Street and Sunset Avenue, and North Street (88%) between Sunset Avenue and Salisbury Street. As many retail and hobby stores were closed by the evening observations, most activity along these corridors can be attributed to dining and entertainment options along Sunset Avenue, particularly between Davis Street and Fayetteville Street, as well as along South Church Street and South Fayetteville Street.

The highest demands for off-street parking were observed at the Asheboro City Hall lot ('01') at 71%, the Bicentennial Park West lot ('04a') at 100%, the Bicentennial Park East lot ('04b') at 97%, the Trade Street lot ('l') at 57%, and the Asheboro Mill Lofts northern lot ('n') at 60%. While much of the demand for the Trade Street lot is

likely influenced by the surrounding local businesses, the off-street parking demand at the other previously mentioned facilities can be attributed to various venues along Sunset Avenue, Church Street, and Fayetteville Street. Lot '04b' provides access to many eateries, entertainment venues, and bars along Fayetteville Street, aligning with typical Saturday evening social behavior. See **Figure 8** for an illustration of the peak activity demand at 7:00 p.m.

For a summary of the parking activity during the Saturday observations, refer to **Table 4** below for a snapshot of the utilization statistics by inventory classification. Peak demand periods are shown in the grey highlighted columns.

Table 4: Saturday, October 12, 2024, Downtown Asheboro Parking Demand Summary Table

Inventory	11:00 AM	12:00 PM	1:00 PM	4:00 PM	6:00 PM	7:00 PM
Street	40%	36%	44%	35%	45%	48%
Off-Street Public	21%	21%	25%	22%	22%	27%
Off-Street Private	19%	17%	17%	15%	15%	17%
Overall	22%	21%	25%	21%	23%	26%

Source, Walker Consultants 2024

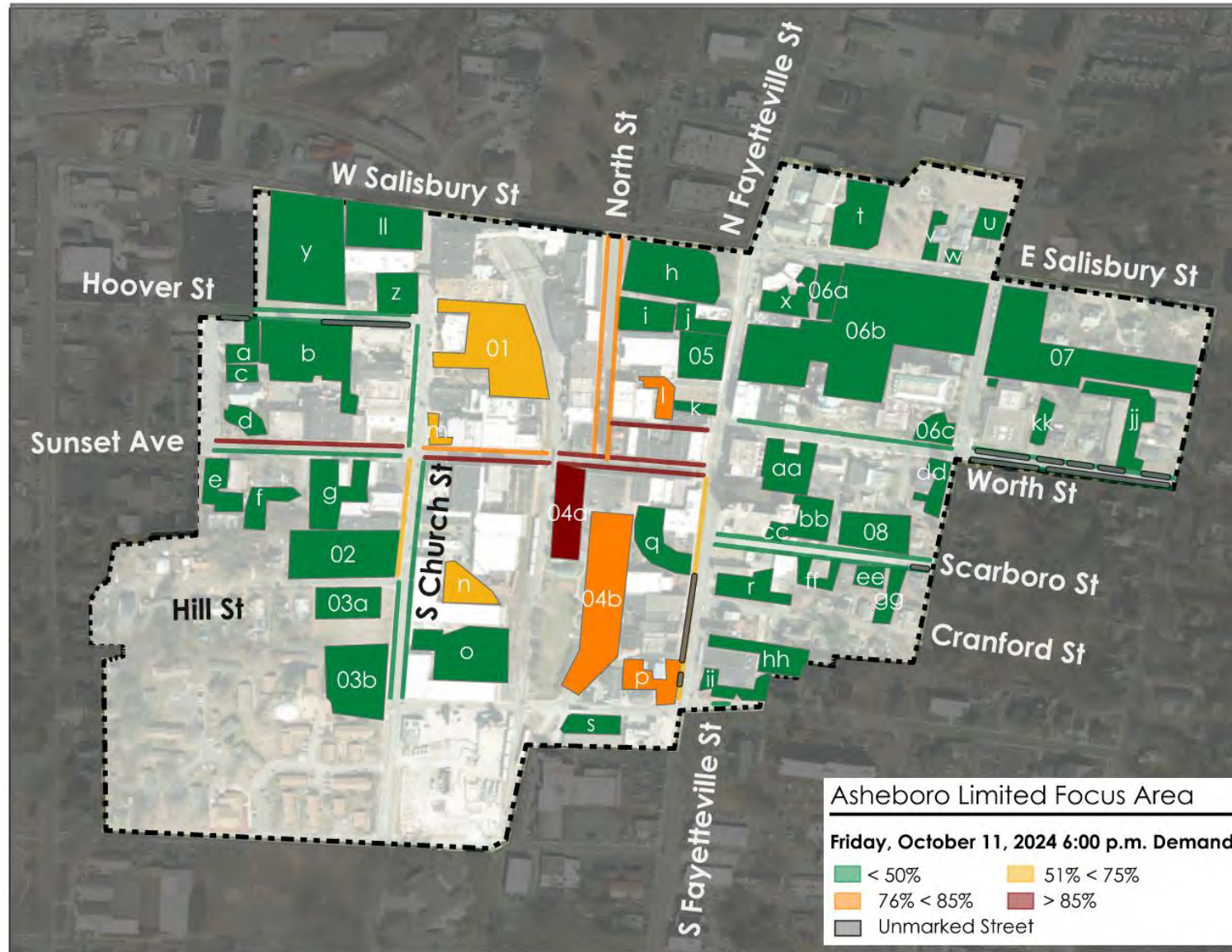
Asheboro Limited Focus Area

Friday, October 11, 2024 12:00 p.m. Demand

- < 50%
- 51% < 75%
- 76% < 85%
- > 85%
- Unmarked Street

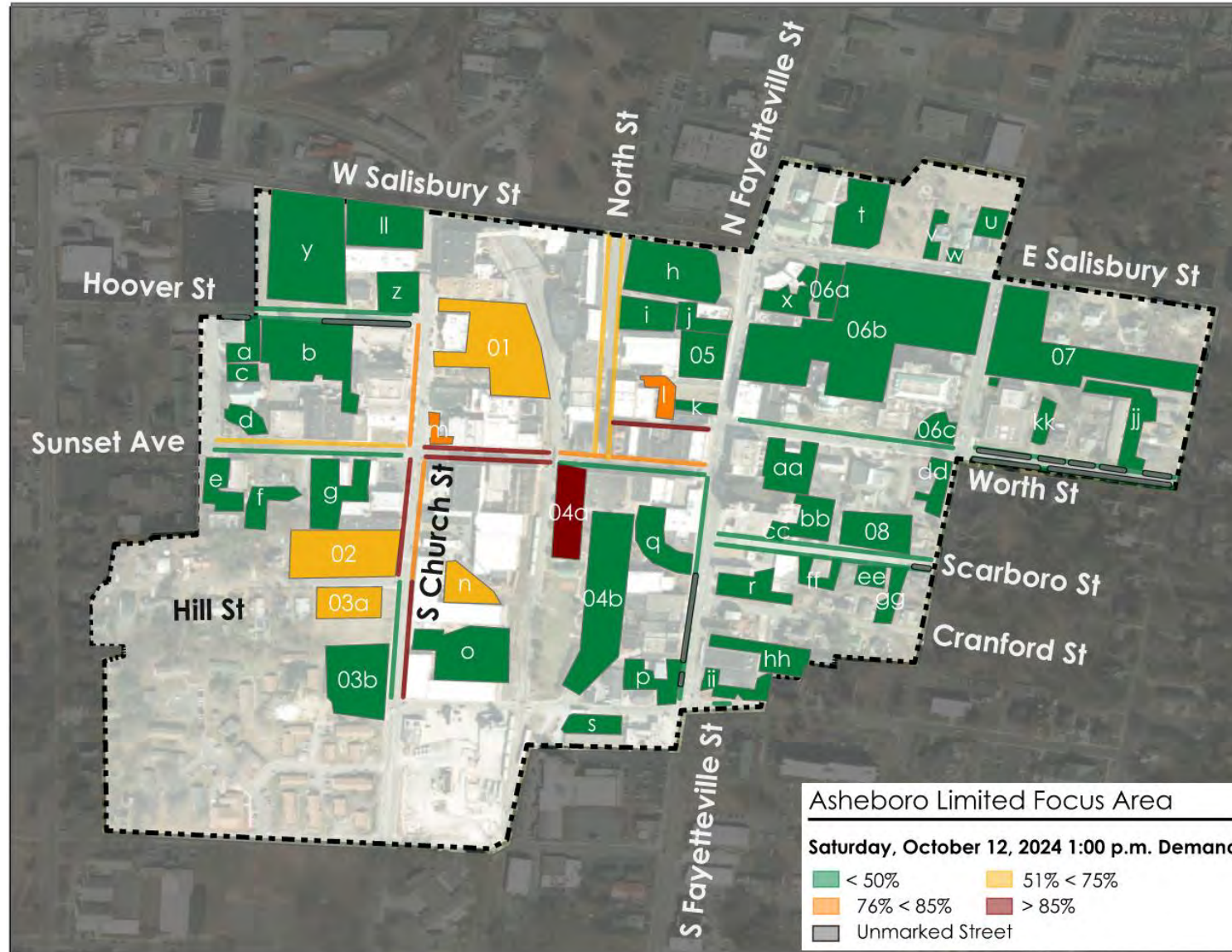
WALKER
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Figure 6: Downtown Asheboro Parking Demand Map, Friday Evening, 6:00 p.m.



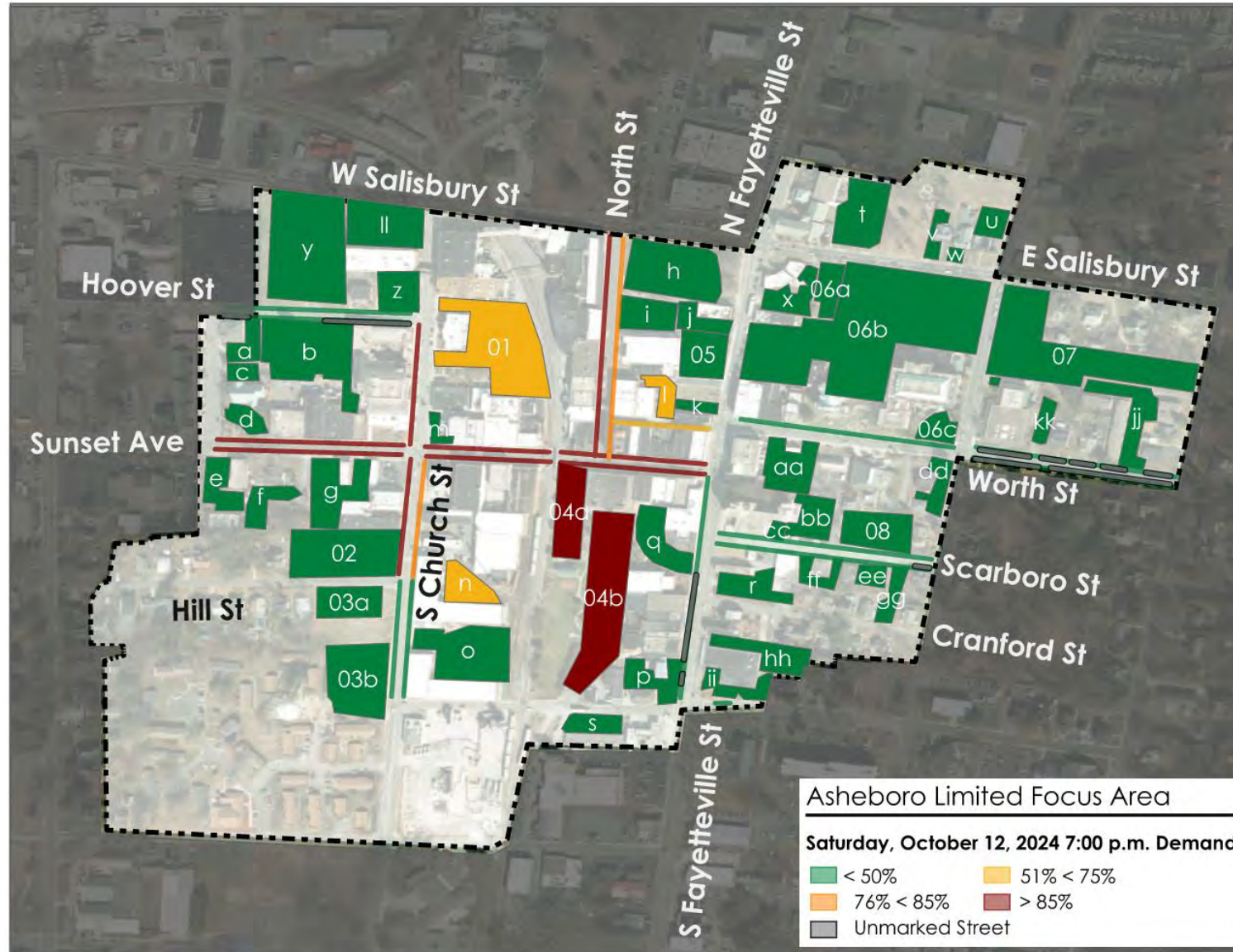
Source: Walker Consultants, 2024

Figure 7: Downtown Asheboro Parking Demand Map, Saturday Midday, 1:00 p.m.



Source: Walker Consultants, 2024

Figure 8: Downtown Asheboro Parking Demand Map, Saturday Evening, 7:00 p.m.



Source: Walker Consultants, 2024

03 Stakeholder Discovery Meetings

03 Stakeholder Discovery Meetings

The following summarized meeting notes highlight various discussion topics covered in the scheduled stakeholder meetings and intake sessions on Tuesday, November 19th, and Wednesday, November 20th. The summary also includes a written account of the Open House meeting held at the Harry and Jeannette Weinberg Adult Resource and Education Center located at 347 West Salisbury Street on the evening of Wednesday, November 20th. Before soliciting input from each stakeholder group, Walker representatives provided a brief PowerPoint presentation detailing the goals and objectives of the Strategic Downtown Parking Study effort. It should be understood that while the summarized notes provided herein may not accurately reflect the current conditions, they reflect the stakeholder groups' and individuals' perceptions and experiences.

Tuesday, November 19, 2024

Downtown Business Representatives

Tuesday, November 19th (1:00 p.m. In-Person)

Attendees included business operators from various professional services and retail establishments.

- Concerns about downtown service employees parking in individual business parking lots during business operating hours.
- Employees of local restaurants are believed to park in the angled parking spaces on Sunset Avenue, which take away available patron parking from the immediate area.
- Suggest working with the Masonic Lodge to design additional parking inventory on their property to meet employee and patron parking demand.
- Expressed concerns about the former McCrary Mill redevelopment, where resident parking would be provided, and how this redevelopment will affect the parking inventory downtown.
- Concerns expressed about public parking branding opportunities for parking demand during evening and weekend hours of operation.
- On-street parking inventory should be time-limited and enforced regularly.

General Interested Parties

Attendees included representatives from governmental facilities and a former Governing Board member.

Tuesday, November 19th (2:00 p.m. In-Person)

- Housing Development forthcoming on Sunset and Cherry. Attendees understand that the ordinance designated parking at 104 spaces, but development only followed through with 84.
- The perception was shared that available parking near the Asheboro Recreation Center/gymnasium along North St will be set aside for tenants of the Acme McCrary redevelopment project (80+ apartments). It was also perceived the Bell & Browne PA Building will likely also go away.

- It was shared that the potential for redevelopment could occur in a building along 100 block of Sunset Avenue.
- The potential for redevelopment of the Mill behind the Table restaurant.
- Attendees suggest that Chandler Concrete replace Bicentennial Park and create parking at the park.

Downtown Property Owners

Tuesday, November 19th (3:00 p.m. In-Person)

Attendees included property owners, rental operators, and a representative of a local government agency.

- 50 Units for Public Housing and 40 Multifamily Units as well.
- Residents do not feel parking is enforced; the fine is only \$5.
- Urges an interest from law enforcement.
- No issues with the current loading truck infrastructure
- Interested in Unloading /Loading Zones
- Employee parking for businesses along Church Street is requested. A participant cited the need for better lighting, especially for employees at night.

City Public Works, Facilities, and Parks and Rec

Representatives from city departments, including Public Works and Cultural & Recreation Services, and a former Governing Board Member attended.

Tuesday, November 19th (4:00 p.m. In-Person)

- Interested in traffic and parking feedback for events.
- May utilize Bicentennial Park and other lots for large-scale events.
- Christmas Event, which shuts down all of downtown. Before 6:00, parking will still be open.
- "People don't want to walk anymore," which is a belief as to why people don't utilize parking lots.
- Event promoters usually seek approval from City Hall for street-based events.
- Some staff would appreciate more input into special event scheduling.
- DOT needs 3 months' notice for Fayetteville closure approval.
- Special Event workflow process be refined to ensure all relevant departments receive information.
- Sunset and Trade Street closure for extending restaurant seating and service into public rights of way.

Downtown Residents

Attendees included residents and a representative from the media.

Tuesday, November 19th (5:00 p.m. In-Person)

- Some coffee shops are often considered destinations for repeat parking on adjacent streets.
- Loading Zones: some business staff typically park in front of their business.
- Issues with lighting in lots (especially for employees) as it becomes a safety hazard, especially in the fall and winter with darker evenings.
- It is perceived that parking for emergency vehicles is typically set aside for emergency needs during events on the south side of the 152 N Fayetteville Street building.

Wednesday, November 20, 2024

City Management Team

Wednesday, November 20th (9:00 a.m. In-Person)

A member of the city's senior leadership team was the sole attendee.

- Interested in improvements to Trade Street, underground power, slowed traffic for pedestrian pathway
- A lot near Asheboro Recreation Center (Gymnasium) is being constructed (7 spaces)
- Mainly to get the transformers and trash bins off the street. This will assist with deliveries and generate a pedestrian-friendly nature of the thoroughfare.
- Understands that the Acme McCrary redevelopment project may have 102 to 105 units (the original count was perceived to be 140 units). Also, it was perceived that a 20-room boutique hotel near the Table restaurant suggested a need for valet services as part of the redevelopment project.
- The redeveloped Mill 133 project is expected to have mixed uses.
- The Zoo is a big attraction (Likely to open in 2026, Asia Exhibit)
- An Australian exhibit is possible in the future, too.
- Cone Health Zoo City Sportsplex (in the week of 11/11) hosted 4,000 kids, a multi-sports complex, volleyball, pickleball, lacrosse
- It's observed that many business owners park in front of their stores.
- Parking fines are recommended to be \$25 to \$50. Drivers parked 'overtime' have no issue paying \$ 5 as turnover is unenforced.
- Limited-time parking is suggested to start at 6 a.m.
- A salary of \$48,000 for APD staff to issue citations.

Downtown Asheboro Inc. (Board Members)

Wednesday, November 20th (10:00 a.m. In-Person)

Attendees included board members of the Downtown Asheboro Inc.

- United Way Fundraiser 5:00 a.m. to 11:30 a.m. (advertised to end at noon) with Post Cereal on 10/12
- A previous drop-off zone on Sunset Avenue was a drop-off location for household items. It was initially striped for a loading zone due to the nature of the business, but now it operates as a loading zone for the companies in the immediate area.
- It is perceived the city does not have the workforce capacity for enforcement.
- Signage improvements are needed as visitors may not understand available parking.
- Parking post signs are of high interest.
- Interested in developing a parking sign/wayfinding plan
- Attendees interested in the survey question: Awareness of public parking
- Employers are concerned with the safety of their employees (especially females). Service employees work 8, 10, and 12-hour shifts.
- Updated ordinances for people parked over extended sessions (resident parking permit).
- People commonly park along areas with yellow curbs.

Downtown Property Owners

Wednesday, November 20th (11:00 a.m. In-Person)

Attendees included residential and commercial property owners.

- The perceived behavior in Asheboro is that residents are not inclined to walk distances of 50 feet or more.
- Encourage greater pedestrian pathways and encourage better use of streetscapes.
- Employees want the best lit/safe parking for employees of their stores, which often is nearer to the store.
- Stakeholders are interested in independent parking contractors.
- Removes the impression that the city is using exhaustive practices (the bad taste in the mouth is on the contractor and not the city).
- Many downtown businesses are zoned for no parking requirements.
- It is perceived that the Acme McCrary redevelopment project may not have ground-level retail

Downtown Non-Profit

Wednesday, November 20th (1:00 p.m. In-Person)

Attendees included representatives of two county government entities.

- Some businesses often rely upon using private parking inventory for after-hours parking.
- Believe that 2 hours is an acceptable duration of parking.

- Believe parking citation fine should be much higher (\$5 too low, \$20+).
- Brand lots in a more digestible manner.
- Parking lot safety is a big concern.

Downtown Business Representatives

Wednesday, November 20th (2:00 p.m. In-Person)

Attendees included business operators of various private businesses and a faith-based institution.

- Safety features for pedestrian traffic.
- Especially near South Church Street, where no raised crosswalk or lights exist.
- There are not sufficient crosswalks on Fayetteville Street. Pedestrians will sometimes park on the east side of the street and cross over the street. Someone was recently hit doing so.
- The consensus is for free parking but wants regulations.
- Loading zones should be reevaluated: Trucks often park for extended periods of time in front of businesses, which can affect customers needing access to certain businesses.
- Interested in a remote lot and trolley system.
- Most businesses along Sunset at North Church don't have parking.

General Interested Parties

Residents and representatives from the county and city planning board attended.

Wednesday, November 20th (3:00 p.m. In-Person)

- Interested in P3 relationships with city government and private owners
- Believes that most residents are against paid parking.
- A meeting participant is interested in seeing parking privileges for low-income (subsidized parking).
- Interested in covered parking

Open House Meeting

Wednesday, November 20th (3:30 p.m. and 6:00 p.m.)

- Parties are interested in improving parking at City Hall, possibly adding a structure. Norfolk Southern controls a portion of the property for railroad rights of way.
- North Street: Food trucks have been parked and occupying spaces. Some businesses have been operating both the storefront and their mobile service.
- Believe that store owners and employees should not be occupying spaces along their respective corridors (Sunset, Church, etc.)
- Would like to see the survey available in Spanish format
- Concerned with the anticipated impacts of the Acme McCrary redevelopment project.

Thursday, November 21, 2024

Asheboro Police Command

Monday, November 25th (11:00 a.m. In-Person)

The attendees included the local police force, several officers, and APD leadership positions.

- Complaints drive enforcement. City leadership primarily shares these complaints for the police department to enforce.
- Civil complaints are commonly either related to parking or animals. Animal control was once removed from APD but returned to their control.
- Do not object to an external enforcement operator.
- Paper citations; state citations are ADA and fire hydrant.
- Two LPR technologies in use.
- 15 to 20 LPR cameras were approved for camera enforcement but were rejected by NCDOT (most ROWs are state-operated); They are still investigating their 2025 - 2026 budget.
- APD operates collections. No escalation/scofflaw practices are in play.
- Would like to see a stronger ordinance and escalation practices for parking fines.
- '21 - 079 citations, 21 unpaid
- '22 - 219 citations, 86 unpaid
- '23 - 024 citations,
- '24 - 016 citations, 5 unpaid

Monday, November 25, 2024

Asheboro Hosiery, LLC

Monday, November 25th (11:00 a.m. Virtual)

Representatives from the likely developer were in attendance.

- Plans for 5,000-10,000 sq ft office space, which is motivated by the interest of the historic preservation
- 3,000 sq ft of food and beverage (Along Sunset ~ near the railroad)
- 139 parking spaces (conditional on the railroad site)
- Parking spaces, 35 with alley, 41 Demolish PA Building
- Lower-level surface parking with construction plans for a \$1M platform parking level has been discussed
- Projected need for 125-129 parking spaces if a structure is produced, 27 spaces on the railroad, 45 on the railroad easement
- Working with Norfolk Southern to get a long-term parking easement. Which is also transferable. NS has provided only a month-to-month agreement.
- 20 Spaces on North Street that they are interested in collecting.

- 1 story tabletop parking structure with an entry on the north side has been considered
- Interested in benchmarking of parking. The redevelopment representatives believe rail operators overestimate the value of parking spaces along the easement.



Prepared for the City of Asheboro

Phase 2: Evaluation of Future Parking Needs

March 31, 2025



WALKER
CONSULTANTS



3545 Whitehall Park Drive, Suite 425
Charlotte, NC 28273
704.247.6230

March 31, 2025

Trevor Nuttall
Community Development Director
City of Asheboro
146 North Church Street
Asheboro, NC 27204-1106

Re: *Report for Central Business District Parking Study and Strategy*
Asheboro, North Carolina
Walker Consultants Project #19-001579.00

Dear Trevor:

For your review, Walker Consultants is pleased to submit this final report for Phase 2 of the Central Business District Parking Study and Strategy in Asheboro, North Carolina. This document summarizes our projections on the future parking needs in Asheboro based on known and potential development project sites shared by Asheboro's Community Development staff in November 2024. The information herein is intended to assist in evaluating various issues associated with developing a strategic downtown parking plan.

We appreciate the opportunity to serve you on this project. If you have any questions or comments, please do not hesitate to call.

Sincerely,

WALKER CONSULTANTS

A handwritten signature in blue ink, appearing to read "Jim Corbett", is written over a light blue circular background.

Jim Corbett
Director, Municipal Planning Services

Cc: Jack Casterella, Walker Consultants

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Executive Summary

Several factors need to be considered when evaluating future parking needs. These include future population growth, urbanization trends, transportation alternatives, and land use patterns. It is important to analyze these factors to predict how parking demand will change. The way land is developed and used can impact parking demand. For example, land development can either increase or decrease parking demand based on the type of development, its density, accessibility to transportation options, and the integration of technology and user preferences. Thoughtful planning and design can help create environments that minimize reliance on parking while promoting sustainable walking and transportation alternatives.

An initial series of meetings with the city's community development staff was organized to understand build-out projections of active projects within the downtown area and identify reasonable projections for new development, change of use, and redevelopment that may occur in the next five years.

Walker representatives typically suggest reviewing development projections within a 5-year plan, as development plans and trends beyond a 5-year window may significantly be impacted by the unknown factors mentioned in Section 1 of this report. We recommend reviewing the 5-year plan every two years to make any course corrections as the latest trends and growth patterns become available. Overbuilding parking can be costly and difficult to maintain should economic development trends change frequently. We caution the reader that the numbers herein reflect the unlikely probability that 100% maximum and highest and best use buildout descriptions will occur within the 5-year projection window.

2030 Population Growth Impact

When the estimated 5-year population growth (0.805% yearly) is applied to the peak parking utilization on a typical weekday at noon, Walker representatives recognize a nominal increase of fifty-one (51±) vehicles using the remaining available public parking inventory across both on-street and off-street inventory. Despite this nominal increase, we still report as many as 457± (37%) public parking spaces for available use.

2030 Population Growth Impact with Remaining Available Public On- and Off-Street Inventory

Inventory	(-) Peak Utilization	(-) Growth Impact	Available Inventory
1,241±	(733±)	(51±)	457±

Walker representatives recognize that this often-available public parking inventory is likely underutilized due to its distance from Asheboro's demand-generating properties and public realm spaces.

Active Redevelopment Project Impacts

When the redevelopment impact of the four active sites (shown in Section 2 of this report) is factored into the future needs equation, we do not anticipate a need for additional parking spaces to accommodate these changes. The graphics below reflect two scenarios, the low-end and high-end projections for each redevelopment site. This adjusted number assumes the use of all development-associated parking parcels designed to meet the current parking needs of the building site(s).

Low-End Active Redevelopment Impact with Remaining Available Public On- and Off-Street Inventory

Available Inventory	(-) Redevelopment Impact - Low	Adjusted Available Inventory
457±	(174±)	283±

High-End Active Redevelopment Impact with Remaining Available Public On- and Off-Street Inventory

Available Inventory	(-) Redevelopment Impact - High	Adjusted Available Inventory
457±	(246±)	211±

Potential Redevelopment Project Impacts

The list of potential redevelopment projects also suggests a range of projected parking needs associated with the development sites. Similar to the impact of the active redevelopment project, we have developed a low-end and high-end projection for these potential redevelopment projects. The potential redevelopment impact graphic begins with the available parking inventory after the population growth and active redevelopment project impacts have been calculated. The low-end range continues to reflect the availability of 214± public parking spaces after the potential buildouts occur, while the high-end projection reflects a net deficit of 168± parking spaces.

Low-End Active and Potential Redevelopment Impact with Remaining Available Public On- and Off-Street Inventory

Available Inventory	(-) Redevelopment Impact - Low	Adjusted Available Inventory
283±	(69±)	214±

High-End Active and Potential Redevelopment Impact with Remaining Available Public On- and Off-Street Inventory

Available Inventory	(-) Redevelopment Impact - High	Adjusted Available Inventory
211±	(379±)	(168±)

It should be noted that these potential redevelopment sites are speculative based on limited conversations and available information at the time of this report. The intent is to provide a rough order of magnitude for future redevelopment initiatives should these specific buildouts occur within the 5-year projected window.



01 Future Parking Needs

01: Future Parking Needs

Walker representatives have worked to develop overlay maps showing the parking demand impacts of active and potential redevelopment projects compared to the current supply and demand totals prepared in the *Phase 1: Existing Conditions* report. While several active and potential project sites listed and detailed in Section 2 of this analysis suggest a net impact increase in future parking needs, it's essential to recognize that these projections are merely based on the potential for redevelopment using the existing building infrastructure at these sites. The actual parking impact needs may increase or decrease depending on the final plan submittal and site plan approval.

The modeling projections should consider several factors when projecting future parking needs in a central business district. While Walker representatives do not believe all of these factors relate to the City of Asheboro, we believe they should be recognized as best practice considerations.

1. **Population Growth and Demographics:** Changes in the population size and demographic trends can significantly impact parking demand. Increasing residents or demographic shifts (e.g., younger, more urban populations) may affect transportation preferences and parking needs.
2. **Land Use Changes:** Anticipated developments, such as new residential, commercial, or mixed-use projects, should be evaluated. The land use type can influence parking demand, with retail and entertainment requiring more parking than professional services or retail uses.
3. **Transportation Trends:** The rise of alternative transportation options (public transit, biking, walking, ridesharing) can reduce reliance on personal vehicles and alter parking requirements. Consideration of planned transit improvements is also essential.
4. **Economic Factors:** Economic conditions can impact parking demand. A booming economy may increase demand for parking, while economic downturns could reduce it.
5. **Event and Seasonal Variations:** Downtown areas often experience fluctuations in parking demand due to special events, festivals, or seasonal activities. Anticipating these variations is crucial for accurate projections.
6. **Technological Advances:** Innovations such as autonomous vehicles, smart parking solutions, and mobile apps can influence parking behavior and needs. Understanding how technology will change transportation can help forecast future requirements.
7. **Parking Policies and Regulations:** Existing and proposed parking regulations, such as pricing strategies, time limits, and zoning laws, can significantly affect parking demand. Evaluating potential changes to these policies is essential.
8. **Sustainability Goals:** Many cities are pursuing sustainability initiatives that may affect parking demand, such as promoting green transportation options and reducing vehicle emissions.
9. **Urban Design and Walkability:** The design of the downtown area, including pedestrian-friendly infrastructure, can encourage less reliance on cars and reduce parking needs.
10. **Community Engagement:** Input from local businesses, residents, and stakeholders can provide insights into parking needs and preferences, helping to create a more accurate projection.

Considering these factors can provide a comprehensive understanding of future parking needs and help plan a more efficient and accessible downtown district.

Asheboro Population Growth and Demographics

Asheboro, North Carolina's current population is estimated at 27,894 based on projections of the latest US Census estimates (released May 2024). The last official US Census in 2020 recorded the population at 27,222. Historical population growth metrics have Asheboro growing at a rate of 0.61% annually, even though its population has increased by 2.47% since the most recent census.¹

City representatives have shared that they expect increased growth due to significant surrounding industrial investment. It is understood that the city's utility systems staff have even used a 1% annual growth rate when projecting outwards for infrastructure planning purposes. The North Carolina Office of State Budget and Management has projected that Asheboro's population may potentially decrease to levels below today's estimates in 2030 and stabilize through 2040. On the other hand, tourism and visitor populations may increase due to potential and planned expansion plans for the North Carolina Zoo² and increasing activity at the nearby Cone Health ZooCity Sportsplex.³

For the purpose of this analysis, Walker and city staff representatives have agreed upon an annual growth rate of 0.805% per year for the next five years, or a combined 4.025% for the five-year period. For comparison, North Carolina is expected to see a combined 6.65% growth for the same five-year period and is expected to be the seventh most populous state in the country.⁴

Walker representatives met with the City of Asheboro's Community Development staff on Thursday, November 21st, to learn about many of Asheboro's active and proposed development projects planned for the limited focus study area. During the meeting, staff offered a high-level discussion on potential particulars for each project. It was shared that many of the proposed details are not yet available due to the ongoing planning and development process. Walker representatives recognize this typical challenge and understand that some projects may be affected by zoning approval, available funding, and physical constraints outside a developer's control. With these unanticipated factors in mind, Walker representatives have prepared a future parking needs analysis based on active and potential development projects. The following figure and table have been provided to demonstrate these projects' location, name, and status.

2030 Population Growth Impact

When the estimated 5-year population growth (0.805% yearly) is applied to the peak parking utilization on a typical weekday at noon, Walker representatives recognize a nominal increase of forty-five (45) vehicles utilizing the remaining available off-street public parking inventory. Despite this nominal increase, we still report as many as 298± (32%) off-street public parking spaces for available use, a number by itself that shouldn't necessarily raise concern amongst city officials. **Figure 1** on the following page shows a visual impact of parking utilization in 2030, should no redevelopment changes occur over the next five years. In the figures that follow, we have added a fourth color ("oxblood/dark red") reflecting parking inventory areas, which are projected to be utilized at levels greater than ninety-five (95%) percent. Parking assets are considered insufficient for the city's parking inventory

¹ www.worldpopulationreview.com

² The North Carolina Zoo is expanding with a new 12.5-acre Asia Continent exhibit expected to open in 2026.

³ The Cone Health ZooCity Sportsplex is 80 acres and boasts amenities, including beach volleyball courts, a fitness court, multipurpose fields, pickleball courts, an inclusive playground, and walking paths.

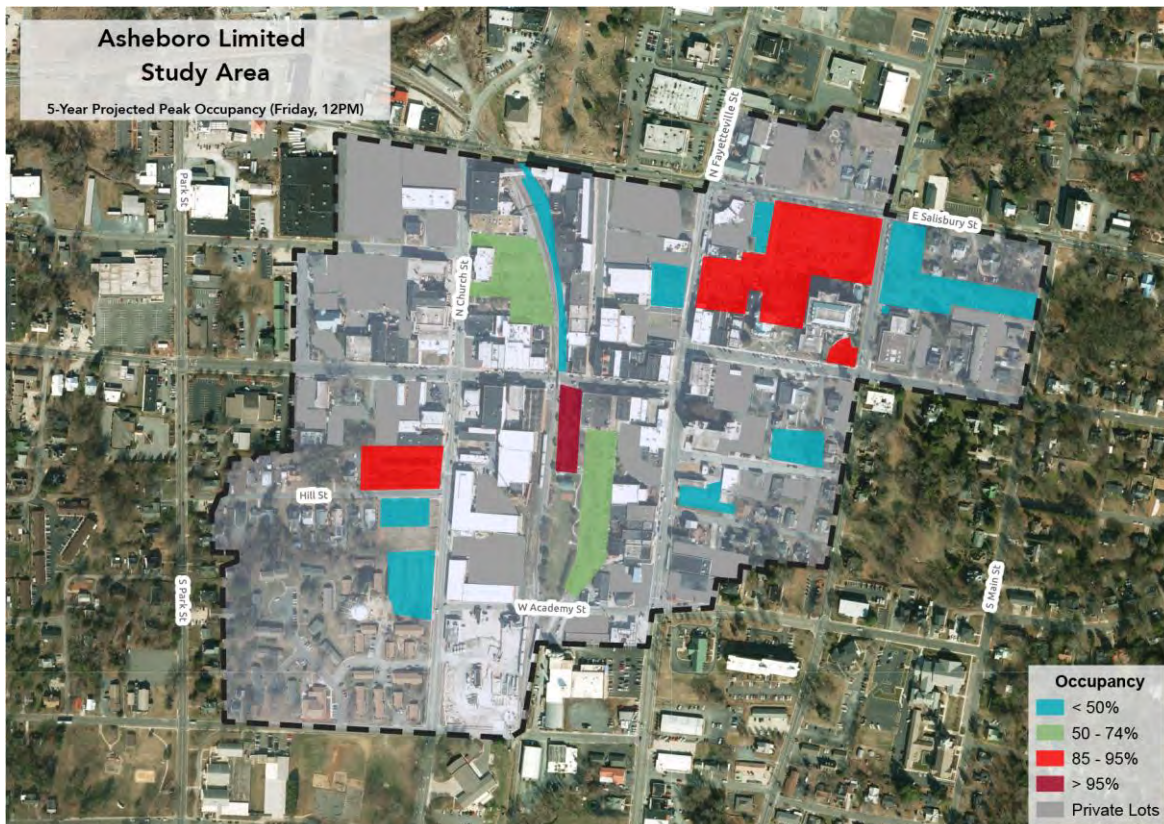
⁴ North Carolina Office of State Budget and Management 2025

needs at this utilization level. After applying growth projections, the new utilization levels can be found detailed in the following table and visualized in **Figure 1**. The privately owned and operated lots have not been configured with the publicly owned and operated parking growth projections and have been shown in grayed-out color.

Public Parking Asset	Utilization Level	Remaining Available Inventory
02 - Asheboro City Hall	68.48%	36
03 - Asheboro Downtown Farmers Market	86.74%	9
04a - Hill St	18.59%	23
04b - Tiered Parking	0.00%	41
05a - Bicentennial Park	98.75%	0
05b - Bicentennial Park	51.57%	53
06 - City of Asheboro Recreation Center	35.54%	26
07 - Randolph County Courthouse	93.68%	19
08 - Randolph County Public Library	27.55%	74
09 - Randolph County Register of Deeds	28.02%	17
Total Remaining Available Off-Street		298

Applying the same estimated population growth to the peak on-street utilization levels, we report a reduction from 165± to 159± (50% of total) remaining on-street spaces for available use. It should be noted that much of this combined remaining on- and off-street 457± available public parking inventory is likely underutilized due to its proximity to Asheboro's demand-generating properties and public realm spaces.

Figure 1: Peak Period Parking Demand Impacts of 2030 Population Growth Percentage



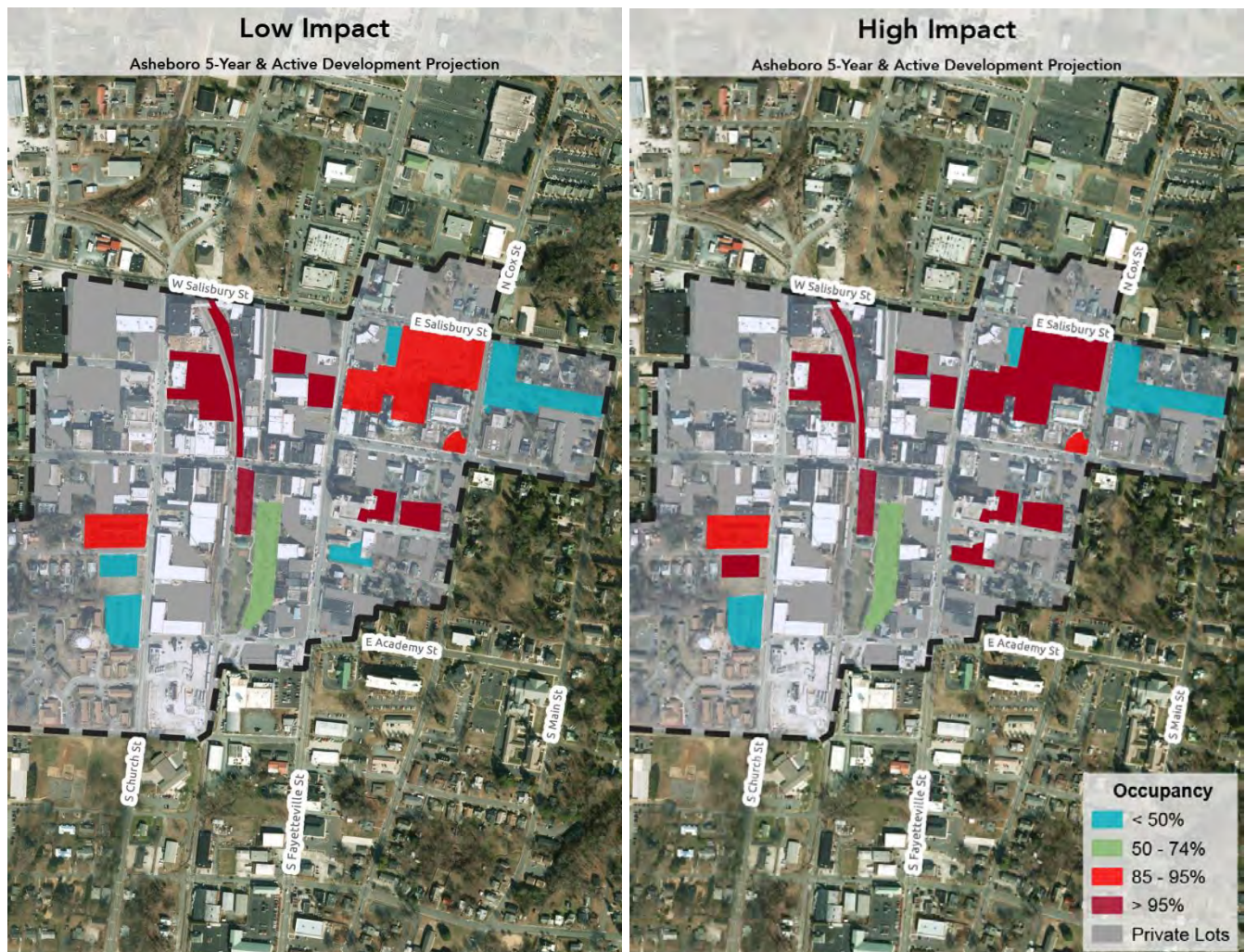
Source: Walker Consultants, 2025

Should no redevelopment opportunities occur, creating substantial parking demand impacts within the downtown study area, Walker representatives acknowledge that the existing public parking inventory is sufficient for the city's 5-year needs. Managing user group allocation by the duration of stay will be required to lessen the perception that parking inventory is unavailable. Longer-term parking needs should be less-proximate to curbside, quick-service businesses while promoting more significant motorist turnover at the curb.

Active Redevelopment Project Impacts

Using the 2030 population growth impact map shown in the previous figure, Walker representatives have developed an overlay map of the parking demand impacts from the active redevelopment projects. For a realistic projection, we have considered the location of the redevelopment project to depict the increased demand most closely aligned with the site.

Figure 2: Peak Period Parking Demand Impacts of Active Redevelopment Projects



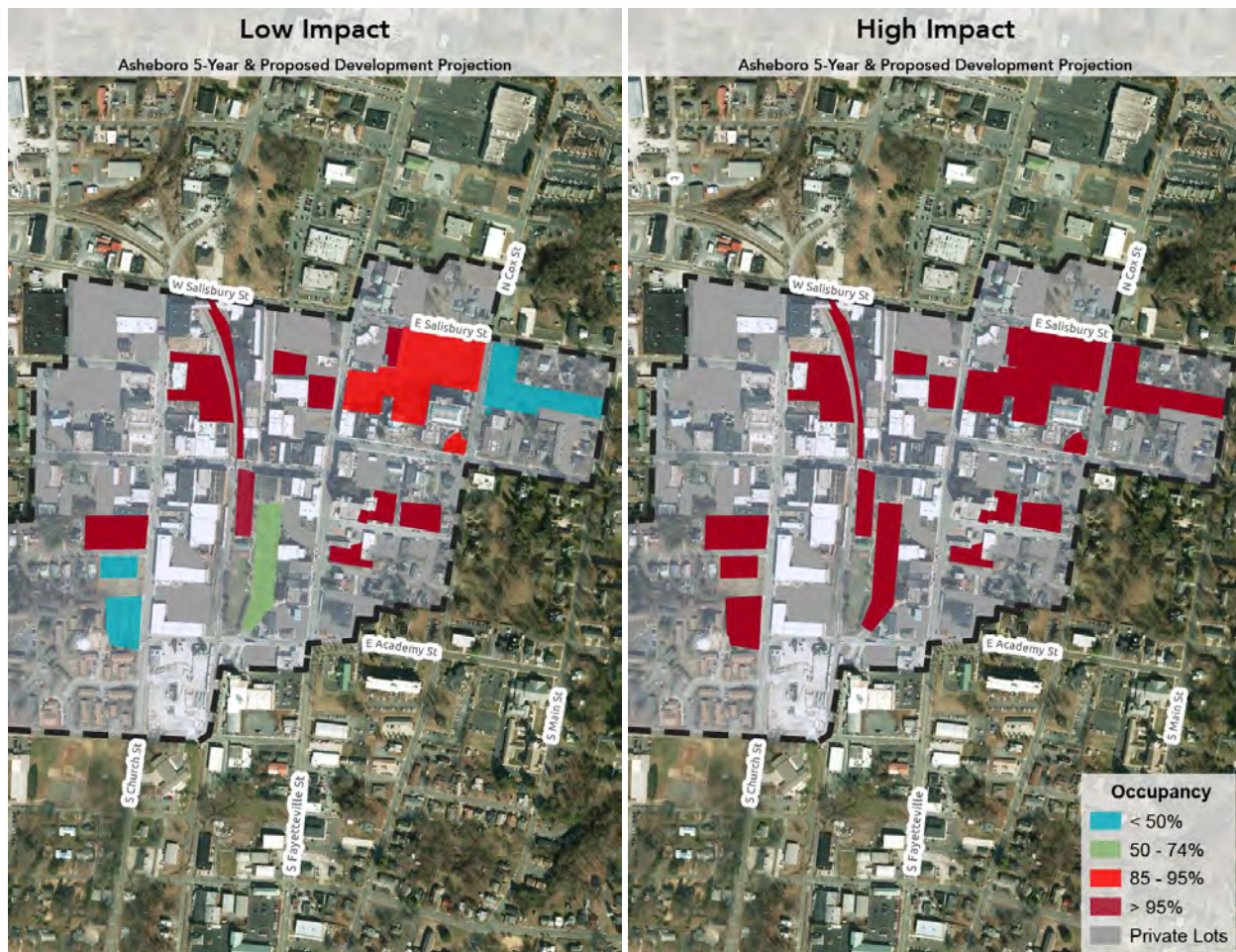
Source: Walker Consultants, 2025

When the redevelopment impact of the four active sites (shown in Section 2 of this report) is factored into the future needs equation, we do not anticipate a need to accommodate these changes with additional parking inventory. It is important to recognize that the remaining inventory may not ideally be located next to high-demand destinations. However, public parking inventory will remain available in the downtown study area. This adjusted number assumes the use of development-associated parking parcels designed to meet the current parking needs of the building site.

Potential Redevelopment Project Impacts

Continuing to use the 2030 population growth impact map shown in **Figure 1**, Walker representatives have developed an overlay map combining the active and potential redevelopment project and their parking demand impacts. For a realistic projection, we have considered the location of the redevelopment project and its impact on the off-street public or private lot expected to receive increased demand. The results of this effort suggested a range of 214± available public parking spaces required to satisfy the active and potential redevelopment projects to a deficit of 168± public parking spaces.

Figure 3: Peak Period Parking Demand Impacts of Potential Redevelopment Projects



Source: Walker Consultants, 2025

It should be noted that the land use type for each authorized redevelopment may have a separate effect on the adjusted weekday demand projections. This idea suggests a potential for lesser demand during weekday professional service or office hours in exchange for evening and weekend demand generated from retail and food and beverage businesses. In this case, a more significant opportunity to share privately owned inventory exists during the evenings and weekends, suggesting the potential for an alternate scenario where more parking inventory does exist to meet the redevelopment needs of more retail and food and beverage businesses in areas associated with the Church and Fayetteville Street corridors.

Other Redevelopment Considerations

Walker representatives recognize an opportunity for shared parking agreements between the city and some private landowners and between neighboring businesses with underutilized real estate. Some businesses have made local arrangements to lease or share unused surface real estate with nearby businesses to resolve employee parking needs. Others, like the Randolph Chamber of Commerce, have made their parking inventory available after hours for patrons and employees of local businesses along the Fayetteville Street corridor.

Several institutions and businesses, including the First Baptist Church, the First Horizon Bank, Pinnacle Financial Partners, and the Randolph County Economic Development locations, have sufficient private parking inventory to share outside business operating hours with the public. We encourage the initial exploration of these types of operating arrangements before considering using public funds to design and build more substantial and costly inventory. Oftentimes, the agreements may remain in place after the decision to design and build more inventory to help with the dispersal of available inventory throughout downtown versus a single parking collector site.

Walker representatives recognize the Randolph County Housing Authority as a viable land use partner for the city. The temporary use of the Hill Street surface parking area suggests the willingness of both parties to work towards practical solutions to enhance the parking options for the downtown study area. Considering the potential combination of the tiered parking lots and the temporary Hill Street surface parking, we believe an opportunity exists to enhance the public parking inventory needs in the 200 block of South Church Street, across from the Asheboro Mill Lofts. Additional discussions with the Housing Authority should reveal the potential for master plan projections and the feasibility of such an initiative.

Current vacated and underutilized property sites in the downtown study area may also offer an opportunity for temporary or interim public parking solutions. To protect property owners, we have omitted specific organization names from this report. We are available to assist city representatives with conversations regarding partnerships with these property owners.



02 Development Site Details

02: Development Site Details

Walker representatives initially met with the City of Asheboro's Community Development staff on Thursday, November 21st to learn about many of Asheboro's active and proposed development projects planned for the limited focus study area. During the meeting, staff offered a high-level discussion on potential particulars for each project. It was shared that many of the proposed details are not yet available due to the ongoing planning and development process. Walker representatives recognize this typical challenge and understand that some projects may be affected by zoning approval, available funding, and physical constraints outside a developer's control. With these unanticipated factors in mind, Walker representatives have prepared a future parking needs analysis based on active and potential development projects. The following figure and table have been provided to demonstrate these projects' location, name, and status.

Figure 4: Future Development Sites



Source: Walker Consultants, 2025

The potential development sites represent locations where redevelopment may occur. It should be noted that these sites are not definitive development sites at this time but rather potential areas where development and redevelopment may be considered. Walker representatives and the city's community development staff

recognize that there may be other potential development and redevelopment sites not currently reflected in this analysis. It has been jointly decided to remove these potential sites from this list until further information becomes available through discussions with landowners and interested developers.

Table 1: Future Development Sites

Location I.D.	Site Address	Status
01	Asheboro Hosiery, LLC (159 North Street)	Active
02	City of Asheboro Trade Street Renovation	Active
03	Worth Street PNC Bank Drive-Thru/DLAA LLC (142 Worth Street)	Potential
04	PNC Bank Boutique Hotel (115 South Fayetteville Street)	Active
05	David and Pauline Jarrell Center City Garden	Active
06	112 and 114 Sunset Avenue	Potential
07	LaPrade Investments Building (135 Sunset Avenue)	Potential
08	VSR, LLC (133 South Church Street)	Potential
09	Chandler Concrete	Potential

Source: Walker Consultants, 2025

The following limited details demonstrate a number of the site development attributes and projected parking needs associated with each site. In some instances, an adjusted impact for non-residential land use has been created to reflect a lower-end redevelopment projection. The projects have been listed using the ID numbers in the previous table.

01: Asheboro Hosiery, LLC (159 North Street)

- As many as 150 residential units (mostly 1- and 2-bedroom; possibly 4 studio apartments)
- Potential 7,000 sq. ft non-residential (commercial/retail)
- Looking at 69± spaces in the railroad right-of-way under a lease agreement; use of 28± of 40 available spaces on North Street on a first-come, first-served basis⁵; 35± spaces in the former Acme McCrary surface lot, for a total projected 132± available parking spaces. If additional parking is secured, opportunities for additional parking may be available.

Projected Impact: 150 residential units suggest a range of 1 to 1.65 parking spaces per residential unit, plus 0.1 visitor parking space per residential unit (150 residential units * 1.25 parking ratio⁶ = 188 parking spaces plus 150 residential units * 0.1 parking ratio = 15 visitor spaces), for a maximum potential need of 203 parking spaces. Without a detailed plan, Walker representatives anticipate that the visitor parking space needs will be met with the general public parking inventory. If it is determined that the 7,000 square feet of non-residential land is developed into a restaurant land use, then we could expect as many as 123± additional parking spaces to be required at peak meal periods. (17.75 spaces/ksf at peak meal period)⁷ It is also important to recognize that peak meal periods at restaurant development projects will almost always be limited to less than five to six hours per

⁵ The City does not have a policy for reserving parking spaces in the public right-of-way.

⁶ Walker representatives have used a blended 1.25 base parking ratio in the absence of the known residential unit mix. This blended rate assumes a more significant number of studio and one-bedroom units versus two-bedroom units.

⁷ Walker representatives understand the project's city code will dictate one space per unit. If non-residential uses are developed, parking demands and requirements will vary based on the particular use.

day because the average person prefers the same midday and evening periods for food and beverage consumption.

Adjusted Impact (Non-residential land use): Walker representatives acknowledge the potential for as much as a twenty percent (20%) reduction in square footage may be commonly applied to redevelopment plans, providing an adjusted land use of 5,600 sq. ft. for the non-residential space in this redevelopment scenario. This 20% reduction may be explained as “dead or uninhabitable” space when final redevelopment plans are prepared for the zoning approval process. Often, this can result from storing materials and goods on site, benefitting a business's shipping and operational costs. Adjusting the land use type to commercial retail goods and services would also reduce the parking ratio per each 1,000 sq. ft. of the 5,600 sq. ft. of non-residential space. In this case, the adjusted base parking ratio would equal 5 spaces per each 1,000 sq. ft. Given this potential adjustment, we could expect a sizable reduction in the projected parking demand from 100± (restaurant) to 28± (retail) parking spaces to meet the needs of patrons and employees for each land use type. (17.75 parking ratio x 5.6 ksf = 100 parking spaces; 5 parking ratio x 5.6 ksf = 28 parking spaces)

02: City of Asheboro Trade Street Renovation

- The City of Asheboro maintains the Trade Street right-of-way and owns the adjacent parcel that now contains an environmental services collection site for garbage and recyclables.
- Downtown Asheboro, Inc. owns the adjacent parcel containing parking and a real-estate building.
- Plan calls for a transition to underground utilities and promoting a walkable corridor.

Projected Impact: Loss of 8± on-street parking spaces and relocation of bagged garbage station from the right of way.

03: Worth Street PNC Bank Drive-Thru/DLAA LLC (142 Worth Street)

- Potential bar (potentially self-parked using drive-thru lanes)
- Building Structure 1,636 square feet

Projected Impact: Parking space is net neutral, as customers are expected to use available reconfigured real estate for on-site parking needs.

04: PNC Bank Boutique Hotel (115 South Fayetteville Street)

- Planned 38 to 40 rooms with a ground-floor lobby restaurant
- Restaurant square footage is unavailable, but parking deck spaces should cover demand. It's anticipated that a percentage of users will be captive hotel guests.

The existing 99-space parking deck will be used for hotel guests, restaurant patrons, and employees.

Projected Impact: 1.15 per hotel room for guests and employees (40 rooms * 1.15 parking ratio = 46 spaces). Under these projected conditions, the remaining unused 53± parking spaces in the deck would serve the parking needs of the ground-floor lobby restaurant as well as offer an overflow parking potential for adjacent businesses.

05: David and Pauline Jarrell Center City Garden

- Located on 3.5 acres adjacent to South Cox Street, the anticipated paved parking lot will accommodate 30 cars. Parking is at the same elevation as the Welcome Center Plaza, making access easy and convenient.

Projected Impact: Walker’s planning methodology for public parks and public open space destinations anticipates a need for as many as 5.50 parking spaces per planned acre of development. (5.50 base parking ratio * 3 acres = 17 parking spaces) No additional impact is anticipated for daily use needs.

06: 112 and 114 Sunset Avenue (Betty Foust - Owner)

- Possible restaurant developments
- Includes adjacent property fronting on Trade Street

Projected Impact: Without a detailed redevelopment plan, Walker representatives estimate a projection of 17.75 spaces/ksf at peak meal periods for a combined 8,200 square feet of restaurant land use, suggesting a need for 146± parking spaces during peak weekend meal periods. (17.75 base parking ratio * 8.2ksf = 146 parking spaces)

Adjusted Impact (Non-residential land use): As a result of this site potentially requiring extensive renovations, it is a reasonable expectation that only 75% of the 8,200 sq. ft. may be redeveloped within the five-year projection window. Similar to the calculations used with the Asheboro Hosiery redevelopment site, we could expect to assume the same twenty percent (20%) reduction in square footage “dead or uninhabitable” space, adjusting the 8,200 sq. ft. to 4,920 sq. ft. of usable space. Adjusting the land use type to commercial retail goods and services (today’s authorized land use type) would also reduce the parking ratio per each 1,000 sq. ft. of the 4,920 sq. ft. of non-residential space. Given this potential adjustment, we could expect a sizable reduction in the projected parking demand from 88± (restaurant) to 25± (retail) parking spaces to meet the needs of patrons and employees for each land use type. (17.75 parking ratio x 4.92 ksf = 88 parking spaces; 5 parking ratio x 4.92 ksf = 25 parking spaces)

07: LaPrade Investments Building (135 Sunset Avenue)

- First floor - two 10-person classrooms at 800 sq ft each
- Upstairs 2,500 sq ft – storage or active use space

Projected Impact: Eighty percent of the 20-person classroom capacity plus an instructor for each classroom would suggest a typical need of 18± parking spaces during peak academic classroom scheduled needs.

08: VSR, LLC (133 South Church Street)

- The project plans for a boutique hotel (20 rooms) with retail, a restaurant, and a salon.
- Currently, 12-15 cars are parked for Table restaurant use
- Total building structure: 68,000 sq ft.

Projected Impact: The boutique hotel suggests a need for as many as 23 overnight vehicles for guests and staff, leaving approximately 60,000 square feet of development for the remaining land uses⁸. Additional parking needs serving retail, restaurant, and salons should be anticipated using typical base parking ratios for mixed-use development projects. A modest 5 spaces/ksf at peak would suggest a projected need for 300± parking spaces. Confirmation of the development plans would enable a more accurate projection of the parking needed to support the development.

Adjusted Impact (Non-residential land use): Walker representatives understand this redevelopment site is being marketed as 50,000 sq ft of non-residential land use before subtracting 8,000 sq. ft. of boutique hotel space. Similar to the previous non-residential calculations in the other comparable development projects, we could expect to assume the same twenty percent (20%) reduction in square footage “dead or uninhabitable” space, adjusting the remaining non-residential land use of 42,000 sq. ft. to 33,600 sq. ft. of usable space. Given this potential adjustment, we could expect a reduction in the projected parking demand from the original parking demand projection of 300± to 168± retail parking spaces to meet the needs of patrons and employees for each land use type. (5 parking ratio x 60 ksf = 300 parking spaces; 5 parking ratio x 33.6 ksf = 168 parking spaces)

Walker representatives have also come to understand the potential for alternate redevelopment plans could require as few as 75± parking spaces depending upon the land use type and capacity crowd limitations per the site. As previously shared in this analysis, the potential development sites represent locations where redevelopment may occur. It should be noted that these sites are not definitive development sites at this time but rather potential areas where development and redevelopment may be considered.

09: Chandler Concrete

Walker representatives recognize the Chandler Concrete site as a key redevelopment opportunity with an approach to anchoring the southern portion of the downtown study area. It is one of the limited sites where the design and construction of a structured parking inventory could make sense. Relocating this iconic Asheboro landmark to another, more suitable location within the city or the county would help foster an opportunity to expand the downtown commercial and residential footprint while enhancing the city’s walkability score.

If this property is publicly controlled, it could complement Bicentennial Park with additional parking and/or recreational elements. It has been estimated that as many as 50± parking spaces could be reasonable design for surface parking at this site.

⁸ Walker representatives have estimated an approximate 8,000-sf need for 20 boutique hotel rooms. For 20 boutique hotel rooms, you would typically need between 4,000 and 8,000 square feet, as a standard boutique hotel room ranges from 200 to 400 square feet per room, depending on the design and location.

Future Parking Demand Impact Summary

The following summary tables reflecting net impact parking needs have been developed to reflect the low- and high-impact projections based on the previous information shared in the details for each development site.

Active Development Parking Impact Needs

Location I.D.	Site Address	Net Impact Needs (Low)	Net Impact Needs (High)
01	Asheboro Hosiery, LLC (159 North Street)	166*	238*
02	City of Asheboro Trade Street Renovation	8	8
04	PNC Bank Boutique Hotel (115 South Fayetteville Street)	0	0
05	David and Pauline Jarrell Center City Garden	0	0
	Total	174	246

*Assumes the deduction of dedicated inventory available to the original Acme McCrary manufacturing site.

Potential Development Parking Impact Needs

Location I.D.	Site Address	Net Impact Needs (Low)	Net Impact Needs (High)
03	Worth St. PNC Bank Drive-Thru/DLAA LLC (142 Worth St)	0	0
06	112 and 114 Sunset Avenue	26	88
07	LaPrade Investments Building (135 Sunset Avenue)	18	18
08	VSR, LLC (133 South Church Street)	75	323
09	Chandler Concrete	(-50)	(-50)
	Total	69	379



Prepared for the City of Asheboro

Phase 3: Identification of Recommendations and Priorities

July 3, 2025



WALKER
CONSULTANTS



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July 3, 2025

Trevor Nuttall
Community Development Director
City of Asheboro
146 North Church Street
Asheboro, NC 27204-1106

Re: *Report for Central Business District Parking Study and Strategy*
Asheboro, North Carolina
Walker Consultants Project #19-001579.00

Dear Trevor:

For your review, Walker Consultants is pleased to submit this draft report for Phase 3 of the Central Business District Parking Study and Strategy in Asheboro, North Carolina. This document summarizes our recommendations and action plan priorities for the study. The information herein is intended to assist in evaluating various issues associated with implementing a strategic downtown parking plan.

We appreciate the opportunity to serve you on this project. If you have any questions or comments, please do not hesitate to call.

Sincerely,
WALKER CONSULTANTS

DRAFT

Jim Corbett
Director, Municipal Planning Services

CC: Micah Maani, AICP, Walker Consultants

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Executive Summary

The identification of recommendations and priorities provided in this report has been designed to address a best practice approach toward enabling the city's public parking system to meet the needs of the community and its valued visitors. At the conclusion of this report, we have provided a detailed action plan to assist the city with a road map to implement our recommendations and priority needs.

Parking Inventory Control and Allocation

Walker representatives have developed a recommendation for short-term and long-term parking designations in downtown Asheboro. Our goal with this exercise was to identify premium curbside parking areas where parking turnover is best suited to accommodate small business storefront activities, including retail goods and food and beverage services. In addition, we identified off-street parking areas where longer-term parking needs would be better served. A few of these areas remain proximate to existing demand centers; however, other off-street areas may require the use of additional mobility services to move people to and from these parking destinations. We recommend the use of these off-street parking locations for employees and visitors who require parking sessions greater than the prescribed short-term limits. This recommended approach addresses the community survey findings that parking should remain affordable and easy to find, regardless of convenience. In the case of Asheboro, we recommend short-term parking limits equivalent to two or three-hour durations. For a detailed understanding of these designated parking areas, please refer to the parking allocation map in **Appendix A**.

Ordinance Recommendations

Upon reviewing the city's parking ordinances, Walker representatives recognize that much of the required language already exists to move forward with the development of a strategic downtown parking plan, including provisions for time-limited parking, commercial loading zones, and 15-minute parking, which could serve the need for passenger and package pick-up and drop-off activities. Please refer to the suggested commercial loading zone areas in the maps in **Appendix C**. We recommend a loading zone strategy that allows the on-street loading zone spaces to be converted to short-term parking spaces after 5:00 p.m. each day. At a minimum, we recommend that the City of Asheboro increase its civil citation penalty amounts to match the range for North Carolina municipalities. Additionally, we recommend limiting the B3 zoning initiatives to the downtown central business district and implementing a vehicle immobilization ordinance to minimize parking scofflaw activity.

Shared Parking and Parking Expansion

As recognized in our earlier deliverables for this strategic plan recommendation, we've identified several convenient locations within the downtown area where existing private parking inventory may be shared with the intent to increase parking inventory in areas where parking inventory is inefficient to support local parking demand needs. Much of this inventory could be shared outside of private business hours to support evening and weekend parking demand. Beyond potential shared parking opportunities, Asheboro's parking system expansion opportunities may be limited based on the existing density in the central business district. In the absence of land acquisition or public/private development opportunities, parking expansion efforts may be limited to vertical expansion options when warranted.

Branding Enhancements

Walker’s review of the city’s branding efforts suggests that the city expand its branding options to separate pedestrian wayfinding from vehicular wayfinding. While the current branding information combines messaging for both user groups, we prefer the simplicity of branding each message opportunity separately, to address community survey comments related to the lack of parking lot arrival signs at the entrances to public parking lots with parking-specific information. To enhance the brand visibility of the city’s public parking inventory, we recommend restriping the on- and off-street parking spaces with a high-visibility paint solution. Pedestrian branding should be displayed along walking corridors and key crosswalk intersections.

Shuttle Circulator Service

Walker representatives recommend that the city continue to monitor its parking demand needs and listen to input from its local businesses and employment centers. Typically, input from these factors will identify when it is appropriate to consider a shuttle circulator service program. Funding options for this service may involve a combination of transit grants, employer contributions, or proceeds from a financially solvent enterprise parking program.

Paid Parking Considerations

At this time, Walker representatives do not support the immediate implementation of paid parking in Asheboro. We recognize that several policy and operational practices must be introduced before evaluating the need for a paid parking solution. Such initial steps include identifying, implementing, and enforcing short- and long-term parking areas for visitors, residents, and downtown employees. It is recommended that curbside short-term parking limits, identified in the body of the report, focus on 2-hour or 3-hour parking¹, and long-term parking limits be limited to 24 hours or the limits identified by an overnight parking ordinance. We believe establishing time-limit durations with the appropriate addition of minimal passenger and material loading and unloading zones will enhance the credibility of the parking system’s offerings.

Technology Enhancements

A basic parking guidance system will complement the previously identified branding enhancements and enable Asheboro’s parking system users to understand parking space availability before and upon arrival in downtown. Installing in-ground threshold sensors at the entrances and exits of each parking asset will allow the city to count vehicles as they enter and leave a parking lot. Pushing this data to a digital display at the entrance of the surface parking lot will provide useful information to motorists as they choose where to park.

Enforcement

Parking hours within the City of Asheboro should mirror those of the businesses in Asheboro. Few businesses are open before 10:00 a.m. on most days, except for breakfast eateries, coffee houses, and commercial entities that provide their own off-street parking inventory. These businesses may create localized parking demand near their locations but

¹ Walker representatives recommend a separate discussion on the need for establishing a 2-hour versus 3-hour short-term parking policy. We recognize the 2-hour limit as a best practice initiative; however, some communities prefer a longer duration to support a combination of dining and shopping opportunities. Regardless, the policy should be consistent in the central business district.

often do not impact the need to enforce turnover at this time of the morning. Many small retail businesses open their doors after 10:00 a.m., thus creating significantly more parking demand when added to the early morning activity and approaching the midday food and beverage period.

Walker recommends deploying designated community service officers to consistently enforce the design of on-street parking regulations during the aforementioned recommended operating hours. We anticipate that enforcing the focus area would require minimal staff to cover the hours Monday through Friday, with an additional part-time resource available to cover the weekend hours. In the absence of consistent enforcement, the parking program will struggle to achieve respect and success. The mere presence of enforcement officers in vehicular and pedestrian corridors could help mitigate some of the personal safety concerns addressed in the community survey responses. Initially enforcing on-street parking regulations with an in-house resource will enable the city to understand the associated operating costs and enforcement protocols before considering a contract service provider.

Pedestrian Safety

To address several of the pedestrian safety concerns identified in the Asheboro community survey, we recommend enhancing pedestrian crossing areas with high-visibility markings, active crossing lights, and countdown timers.

Two such options should be considered: a raised crosswalk elevated above the roadway level, similar to a speed bump or speed table, and/or a High-Intensity Activated Crosswalk (HAWK), officially known as a Pedestrian Hybrid Beacon (PHB). The purpose and benefits of these options have been shared in the body of this report.

01 Introduction and Background

01: Introduction and Background

The City of Asheboro's Central Business District (CBD) is identified by the Asheboro Zoning Ordinance's Center City Planning Area Map and is the historic commercial core of the community. The Center City Planning Area, including the CBD, has seen extensive investment and experienced significant redevelopment over the last twenty years. Public on-street and off-street parking availability, essential to maintaining the CBD's vibrancy, has grown increasingly scarce as downtown's popularity and limited public transportation options have increased the demand for such parking. The Parking Study and Strategy is a comprehensive approach to identify opportunities to improve public parking availability and options for all users.

Initial Discovery Work Performed

In the fall of 2024, Walker representatives and their sub-consultants completed an Analysis and Evaluation of Existing Conditions of Asheboro's Central Business District, providing an independent quantitative and qualitative baseline assessment of the parking characteristics during design day conditions. The results of the existing conditions analysis were then used to inform stakeholders of the actual parking conditions and opportunities. Walker representatives:

1. Obtained and reviewed parking data, financial reports, and planning documents,
2. Identified and documented public and private parking inventory,
3. Documented pedestrian and parking patterns,
4. Observed and analyzed parking and circulation usage,
5. Performed stakeholder group and open house discovery meetings,
6. Administered and evaluated the results of a public online survey,
7. Reviewed current curb and right-of-way management policies and procedures and
8. Reviewed event parking policies and practices.

Evaluation of Future Parking Needs

In the winter of 2025, Walker representatives completed an Evaluation of Future Parking Needs. Using information from the City's economic development planners, we developed a series of overlay maps showing the active and proposed projected parking demand compared to the current supply and demand totals prepared in the fall's existing conditions report.

The final analysis reflected a range of low-end and high-end parking needs dependent upon potential and active redevelopment projects. Walker representatives typically suggest reviewing development projections within a 5-year plan, as development plans and trends beyond a 5-year window may be significantly impacted by unknown factors relative to population growth, urbanization trends, transportation alternatives, and land use patterns.

Identification of Recommendations and Priorities

Several recommendations may be made to address the growing demand for parking spaces based on evaluating future parking needs. These recommendations can help ensure adequate parking infrastructure is in place to meet the needs of Asheboro residents, employees, and visitors. Some of the best practice key recommendations

and priorities will often include implementing a comprehensive parking management plan, investing in innovative parking technology, prioritizing parking for mobility hubs and high-demand areas, promoting alternative mobility options, and implementing flexible parking policies. This final milestone report has been produced with the goal of identifying and recommending priorities related to several areas of concern. In the recommendations that follow, Walker representatives will have:

1. Evaluated current and projected parking deficiencies,
2. Identified opportunities to realign, redesign, and reuse existing parking inventory,
3. Evaluated enforcement strategies,
4. Identified regulatory ordinance amendments,
5. Identified the need for certain types of parking and mobility technology and
6. Considered alternate sites for potential parking inventory expansion.





02 Parking Inventory Control and Allocation

02: Parking Inventory Control and Allocation

Regulating on- and off-street parking is essential for maintaining orderly and efficient use of limited urban space. As cities grow and more vehicles take to the roads, unregulated parking can lead to congestion, safety hazards, and decreased accessibility for residents and businesses. Implementing regulations such as time limits, permit systems, designated parking zones, and paid parking can help manage the demand for inventory. When it comes to paid parking, technology such as parking pay stations and mobile apps can facilitate smoother transactions and enhance compliance. Effective regulation improves traffic flow and contributes to the overall quality of urban life by ensuring that parking is available for those who need it most, whether residents, employees, or visitors. Municipalities can foster a more sustainable and navigable urban environment by balancing convenience and control.

On-Street Premium Curbside Spaces

Walker representatives recommend a strategic plan encouraging the designation of short- and long-term parking areas. A best practices approach to establishing this type of strategic plan suggests that premium curbside parking be designated for short-term use. It is essential to recognize that not all on-street or curbside parking is considered premium. Premium curbside parking is typically defined as on-street parking serving adjacent small businesses and active commercial retail uses. For example, on-street parking adjacent to a jeweler or sandwich shop should be considered premium as most interactions with jewelers and sandwich shops require short-term parking needs of less than two hours. On-street parking adjacent to an office or industrial building may not be considered premium or desirable for short-term activity needs. Many users of this inventory may require parking for more than two hours. Still, some on-street parking may be located next to surface parking lots or even undeveloped land parcels. On-street parking in these areas will rarely be regulated for duration or parking fees until the adjacent land use is redeveloped or repurposed for short-term activity needs.

Walker Recommends

Using this criterion for establishing a strategic parking plan, Walker representatives recommend the following streets (by block designation) be designated for short-term regulation within Asheboro's Central Business District.

Table 01: On-Street Parking Regulation Designations

Street	Boundary	Spaces
100 North Street	Sunset to Salisbury	40 Spaces
300 Sunset Avenue	Davis to Church	30 Spaces
200 Sunset Avenue	Church to RR crossing	19 Spaces
100 Sunset Avenue	RR crossing to Fayetteville	21 Spaces
100 South Church Street	Hill to Sunset	13 Spaces
100 North Church Street	Sunset to Hoover	22 Spaces
100 Worth Street	Cox to Fayetteville	21 Spaces
100 South Fayetteville	Academy to Sunset	14 Spaces
Total		180 Spaces

Source: Walker Consultants 2025

Off-Street Public Parking Spaces

The City has operational control over several off-street surface parking lots in Asheboro’s Central Business District, including the Hill Street gravel parking lots, which the Asheboro Housing Authority owns and shares the use of parcels with the City for parking overflow needs near the Farmer’s Market site. For the most part, parking privileges in these surface lots are available on a first-come, first-served basis without condition. Two of the surface parking lots, the Farmer’s Market and the Asheboro Recreation Center surface parking lots, have conditions whereby these parking lots are subject to the available operating hours of the Farmer’s Market and the recreation center. The Farmer’s Market operates thrice weekly from 7:00 a.m. to 1:00 p.m. The recreation center operates six days from 8:00 a.m. to 6:30 p.m. or 7:00 p.m. (depending on the day) while closing early on Fridays at 4:00 p.m. Parking in these lots during these hours of operation should be available for patrons of these Asheboro-sponsored venues.

Randolph County also has operational control over several off-street parking lots in the Central Business District. Like the City’s operated surface parking lots, parking privileges in these surface lots are available on a first-come, first-served basis without condition. However, the lots have been designed to serve the public parking needs of patrons accessing the County Courthouse, the County Library, and the Register of Deeds. Public parking is generally available to any user outside of the posted hours of operation for these County-operated venues.

Walker Recommends

Walker representatives do not recommend regulating the use of the City’s operated surface parking lots (beyond what is already reserved or set aside for special use) except for the Asheboro Recreation Center surface parking lot. Due to its prime location in the center of the downtown district, motorists may seek to use this off-street surface parking lot when neighboring parking is at capacity. For these reasons, we recommend allowing public parking access but limiting the use of the parking privilege to less than three hours per parking session. Should the recreation center offer programs requiring extended periods of stay beyond three hours at a time, we suggest the time-limited hours be adjusted accordingly. In any event, the time-limited hours should be consistent regardless of the day of the week, and the primary goal should remain access for its facility patrons.

Table 02: City of Asheboro Off-Street Parking Regulation Designations

Off-Street Lot	# of Spaces	Regulation (Yes/No)	Regulation Conditions
Asheboro City Hall Lot	114	No	No time limits
Asheboro Farmer’s Market ²	66	Yes (during operating hours)	See Market Day Conditions
Hill Street & Tiered Parking Lots	69	No	No time limits
Bicentennial Park Lots	148	No	No time limits
City of Asheboro Recreation Center	41	Yes (during operating hours)	3-Hour Time Limit
Total	438		

Source: Walker Consultants 2025

² Operates seasonally, thrice weekly

To mitigate the desire for business owners and residents to store vehicles in city-owned and operated parking lots, we recommend that the city pursue the development of an **overnight parking ordinance** with an option to lease parking spaces to downtown residents upon qualified need of a parking option. Several key objectives for establishing an overnight parking ordinance suggest improved public safety as it relates to the identification of abandoned or stolen vehicles, reduced crime and loitering, and increased availability of “next-day” parking for downtown business patrons and employees. Allowing residents and business owners to store unauthorized vehicles in city-controlled parking areas takes away from the available parking inventory for downtown visitors. On the contrary, establishing an overnight parking ordinance may impact residents in multi-unit housing or without access to private parking, raising concerns about equity.

Ordinance Review and Recommendations

Walker representatives have identified the need to address several sections within the City’s municipal code of ordinances under **Chapter 71: Parking Regulations**. During an initial request from the City’s clerk, Walker received photocopies of the schedules adopted by the ordinance listed under Section 72.01, Schedules Adopted. The schedules in this collection of records are dated from 1943 to 2010. No adopted dates have been provided since 2010.

We recommend the following schedules serve as points of focus during our strategic plan recommendations:

-  Schedule 3: Where parking is limited to two hours
-  Schedule 4: Where parking is limited to 15 minutes
-  Schedule 5: Places reserved for stands for specific purposes (loading zones)
-  Schedule 18: Where parking is limited to 30 minutes at any time

We recognize the following charter stipulations merely to understand their intent. Except for the language provided in § 71.01, the others are enforceable and punishable by infraction.

Under **§ 71.01**, we note that the City Manager has the authority to determine the locations of marked and regulated parking areas and spaces pursuant to direction provided by the City Council. This includes areas designated for loading zones, limited-purpose parking areas, and proposed recommendations for Schedules 1 through 21.

Under **§ 71.02**, storing vehicles and trailers on the street is not permitted and is punishable by a \$25 civil citation. The time limit for storing vehicles and trailers is not defined beyond the bona fide use and operation of such vehicles.

Under **§ 71.04**, parking is prohibited while facing oncoming traffic and double parking next to a parallel-parked vehicle.

Under **§ 71.18**, Loading zones are limited to 20 minutes. Anyone can use them for expedited unloading and delivery or the pickup and loading of material.

Under **§ 71.19**, overtime parking beyond posted sign limits is prohibited.

Under **§ 71.35**, no person shall move a vehicle from one parking space directly to another parking space within the same city block to evade parking regulations. The movement of a vehicle from one parking space directly to another within the same block shall be deemed a continuous parking period.

Under **§ 71.36**, each such police officer shall attach to such vehicle a notice to the owner or operator thereof that such vehicle has been parked in violation of a provision of this chapter and instructing such owner or operator to report to the City Police Department regarding such violation for payment of a civil penalty.

Under **§ 71.53**, with the exception of Saturdays, Sundays, and legal holidays, the regulation of parking within city parking lots shall be effective and enforceable daily between 7:00 a.m. and 7:00 p.m.

§ 71.53 (1) The parking of motor vehicles, other than city-owned motor vehicles, in the Downtown Farmers' Market facility parking lot for a time period in excess of 24 consecutive hours is prohibited.

§ 71.53 (2) On the days of the week when the Downtown Farmers' Market is in operation (Tuesday, Thursday, and Saturday), it is unlawful for any motor vehicle, other than city-owned motor vehicles, to be parked in the Downtown Farmers' Market facility parking lot between the hours of 4:30 a.m. and 6:00 a.m. With the exception of city-owned motor vehicles, any and all motor vehicles found in the parking lot of the Downtown Farmers' Market facility between the hours of 4:30 a.m. and 6:00 a.m. may be removed from the parking lot at the direction of a city police officer to a place of storage and the registered owner of the motor vehicle shall become liable for the removal and storage fees/charges.

Under **§ 71.99**, there shall be an established civil penalty in the amount of \$5 for each violation specified in this chapter. This civil penalty may be recovered by the city in a civil action in the nature of debt if the offender does not pay the penalty within the time period prescribed by this section. When the city receives proper payment of a parking ticket within seven days of the issuance of the ticket, the owner's liability thereunto shall be discharged. If payment is not received within seven days of the issuance of the parking ticket, such ticket shall be considered delinquent and shall be subject to an additional penalty of \$5 plus court costs necessary to ensure collection. The parking citation shall have printed upon its face a statement that "payment is due within seven days from the date of issuance; failure to comply will result in an additional penalty of \$5 and court costs." Acceptance and payment of the additional penalty by the vehicle's owner shall be deemed a full and final release of any and all claims or right of action arising out of the parking violation.

Walker Recommends

Walker representatives recommend the following ordinance modifications to meet our proposed strategic plan recommendations:

1. Develop a new Schedule 22 designed to implement a 3-hour parking limit for on- and off-street parking locations that require longer parking than the 2-hour limits. Ideally, this duration limit would be implemented at the Asheboro Recreation Center parking lot, accessed from Fayetteville Street.
2. Increase loading zone durations to 30 minutes from 20 minutes under Chapter 71.18 to allow for the possibility of commercial delivery operators to deliver to multiple locations within a designed loading zone location.
3. Consider the inclusion of Saturday hours of operation for Chapter 71.53. Continue to allow Sundays and holidays to be free regulation of parking.

Walker notes that parking citation fines in North Carolina municipalities typically range from \$15 to \$250 for initial violations, with late penalties significantly increasing total costs. Standard violations, such as parked overtime crosswalk blocking, expired meters, etc., generally range from \$15 to \$25; see Greensboro and Hendersonville in **Appendix D** of this report.

4. We recommend increasing the civil penalty for parking violations to match the ranges for other North Carolina municipalities, preferably a minimum of \$15 per violation.

North Carolina State law sets a base maximum penalty of \$50 for parking ordinance violations. Still, local ordinances can exceed this cap through statutory exceptions for violations like blocking a fire lane or hydrant, and parking in a handicap space. At a minimum, we recommend that the City of Asheville increase its civil citation penalty amounts to match the range for North Carolina municipalities.

Immobilization Ordinance

Cities use immobilization to enforce compliance with parking regulations. This method is commonly used to immobilize vehicles for outstanding parking citations, commonly using a boot or barnacle device. In most instances, immobilization is triggered after multiple unpaid tickets remain outstanding and compels vehicle owners to resolve outstanding fines before regaining use of their vehicle, ensuring that habitual violators are held accountable. A booted vehicle is highly visible and sends a clear message to others that parking violations are taken seriously.

Once a vehicle is immobilized, the owner must contact the city department responsible for overseeing parking enforcement. To have the immobilization device removed, the vehicle owner must typically pay all outstanding fines and any additional fees within 24 hours. Failure to do so may result in the vehicle being towed at the owner's expense, as we do not recommend leaving immobilized vehicles unattended overnight on city streets.

To establish an immobilization ordinance, municipalities must first ensure they have the legal authority under state law to immobilize vehicles. For example, in North Carolina, cities like Raleigh and Charlotte are authorized by state legislation (e.g., S.L. 1995-381) to use wheel locks on vehicles with three or more unpaid parking tickets that are at least 90 days overdue. In conjunction with the city's legal department, city staff drafts the ordinance language, which typically includes criteria for immobilization (e.g., number and age of unpaid tickets), procedures for notice and warning, fees for immobilization and removal, appeals process, and provisions for towing if fines remain unpaid.

Once the proposed ordinance is presented at a public meeting or hearing, residents and stakeholders will have the opportunity to provide feedback before it is formally adopted by the city council through a majority vote.

Walker Recommends

To meet parking enforcement compliance objectives, Walker representatives recommend establishing a vehicle immobilization ordinance that will address parking scofflaws. A parking scofflaw is generally defined as a vehicle or owner with three or more unpaid parking citations that are overdue (often 60–90 days past issuance).

B3 Zoning Ordinance

The City of Asheboro’s B3 zoning ordinance supports the application and approval of commercial districts within the city limits. Under the B3 zoning language and requirements, parking minimums and maximums are not required of commercial developments within commercial district boundaries. B3 zoning typically allows for intensive commercial uses, such as retail, restaurants, offices, and entertainment venues, which can also impact adequate road access, water and sewer capacity, and emergency services. Authorizing additional B3 zoning districts suggests and often requires the city to provide infrastructure in support of the district.

Walker Recommends

Walker representatives recommend limiting new B3 districts beyond the downtown commercial business district until the downtown infrastructure needs are financially supported for any projected future growth scenario. A proposal for a new B3 zoning district should only be considered on a case-by-case basis and should factor in the level of impact required of the city to support the proposed B3 district.

Shared Parking and Parking Expansion

Walker representatives have identified a few reasonable areas where shared parking opportunities may be opportunistic. While several of these areas may have already been identified through our previous report effort, we want to revisit them, as many of the locations will support the limited on-street inventory available within several roadway corridors. From a point of visual reference, we feel areas west of Church Street and East of Fayetteville Street could easily support a number of the demand destinations between these two north/south roadways. For example:

1. The visitor parking inventory serving the **First Baptist Church** at Church and Hoover streets could augment inventory needs on various days of the week and at different times of day.
2. The parking inventory serving the **Pinnacle Financial Partners** could augment the parking inventory needs in the evenings and weekends, as could the parking inventory across the street serving the **Randolph County Economic Development Corporation**.
3. The parking inventory serving the **Asheboro Masonic Lodge** on Sunset Avenue could augment inventory needs on various days of the week and at different times of day.
4. The parking inventory serving the **Chamber of Commerce** at South Fayetteville Street could augment inventory needs on various days of the week and at different times of day.
5. The parking inventory serving the **Randolph County Register of Deeds** could augment the parking inventory needs in the evenings and weekends.

The following table identifies the parking inventory for each of these locations.³ While shared parking opportunities may exist at these locations, the potential days and times of use will be subject to the property

³ During one of the follow-up stakeholder meeting sessions on June 26, the Courier Tribune site (west of the downtown study area) was mentioned as an additional shared parking site for the city to consider having discussions with the owner. It’s understood that this may not be an immediately available option to consider, but the city should continue to periodically check in with the property owner to see if interest changes.

owner's needs for its members, customers, and associates. Should the city desire a shared-use relationship with these venues, we suggest designing a program that clearly states the hours of operation and conditional use for public parking. As an example, use of the First Baptist Church visitor parking lot at North Church Street and Hoover Street will most likely be subject to after-hours during the evenings and weekends when church services are not in play. We should also understand that the church's operational needs may change from week to week depending on its schedule of events and programs.

Table 03: Potential Shared Parking Sites

#	Off-Street Lot	# of Spaces
1	First Baptist Church	31
2	Pinnacle Financial Partners	42
3	Randolph County Economic Development Corporation	22
4	Asheboro Masonic Lodge	48
5	Chamber of Commerce	39
6	Randolph County Register of Deeds	35
Total		217

Source: Walker Consultants 2025

Beyond potential shared parking opportunities, Asheboro's parking system expansion opportunities may be limited based on the existing density in the central business district. Few, if any, undeveloped sites have been identified in the central business district for parking inventory expansion. We recommend the city continue to work with its prospective developers to incentivize the addition of public parking inventory within each development or redevelopment proposal as necessary. We caution that not all development proposals should be incentivized for the purpose of adding public parking; however, in areas where public parking inventory is inadequate, we encourage this discussion to take place.

Branding Enhancements

A key component of branding enhancements includes pedestrian and vehicular wayfinding signs. Under a typical best practice for municipal branding, designated gateway signs at each primary vehicular corridor of the central business district will inform motorists of their arrival in downtown Asheboro. Regardless of the branding theme or logo, additional signs located downtown should both guide motorists at key junctions and inform them of their arrival at public parking locations. Coordinating the location of these signs within a downloadable electronic map from the city's website will allow for easier navigation and identification of key amenities within a district.

It should be noted that wayfinding signage must be scaled for its intended audience. Often, the three main modes of transportation that require wayfinding signage are pedestrians, bicyclists, and motorists. The size of a sign designed for someone traveling by car does not have the same characteristics and needs as a size intended for someone walking on a sidewalk.

In addition to the location and intended audience of wayfinding signage, consistent and cohesive branding is equally important. A common color scheme, font, and logos will create a sense of place and uniqueness, as well as provide visitors with confidence when choosing where to park. The city's brand should signify a well-maintained, reliable, and safe resource for motorists, whether it's a first-time or repeat experience. It also allows

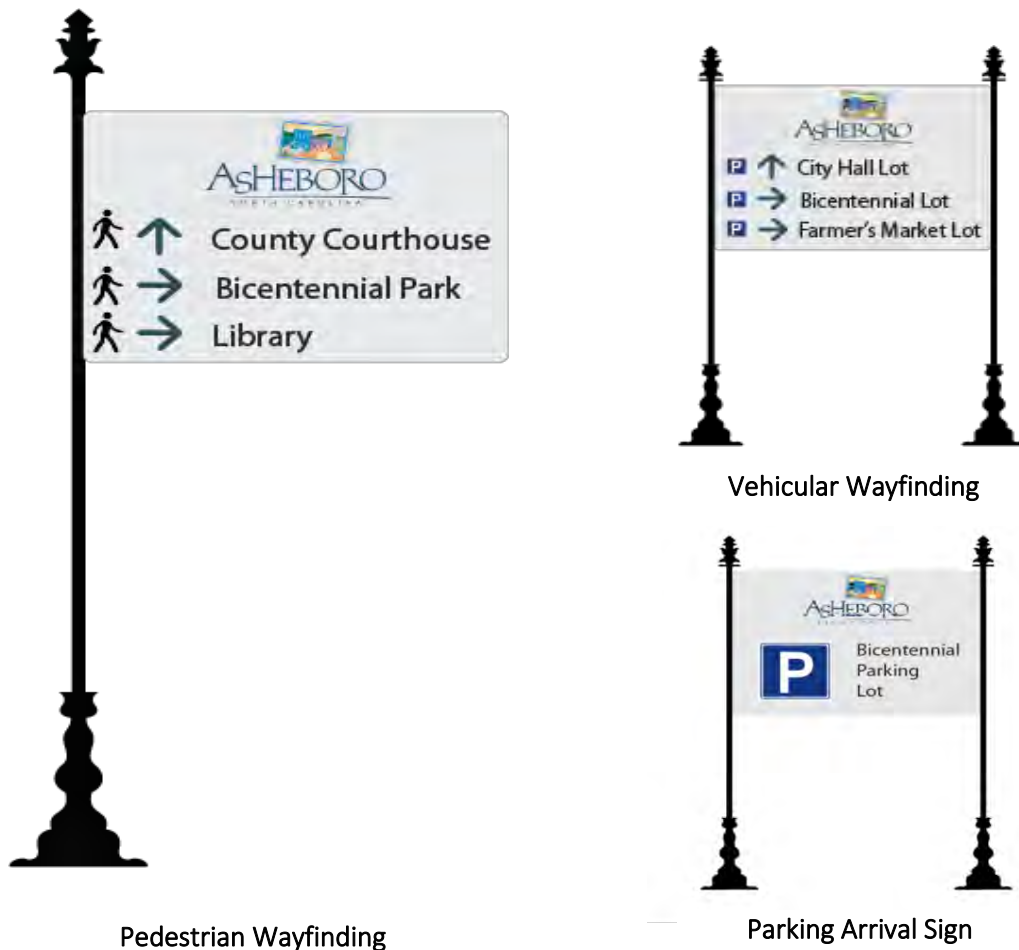
motorists to make informed decisions quickly. Lastly, well-branded parking facilities can serve as marketing platforms for local businesses. For example, promotions or partnerships that feature local shops can be integrated into the branding strategy, encouraging motorists to visit nearby establishments.

Walker Recommends

Walker representatives suggest that designated wayfinding signs for pedestrian and vehicular traffic be designed and implemented to address the wayfinding needs of downtown users, both motorists and pedestrians. While highly effective, the current wayfinding signs combine information for both motorists and pedestrians and may overwhelm a motorist when all they're seeking is a parking option. We note that often, public parking is listed at the bottom of the sign yet appropriately highlighted in an alternate red text. Example signs have been provided in **Figure 01**.

Additionally, we recommend that branding enhancements at the Randolph County parking assets be designed using a similar general wayfinding and branding approach used throughout downtown Asheboro. Potentially shared parking assets should follow a similar approach as well. Maintaining a unified branding approach toward the promotion of public parking in the central business district will enhance downtown Asheboro's overall image.

Figure 01: Example Vehicular and Pedestrian Wayfinding Signs



Circulator Service

As the parking demand continues to increase and become more consistent throughout the week in the central business district, a downtown circulator is suggested for the City of Asheboro to meet parking demand and to increase mobility. The downtown circulator could be a shuttle bus function of the Randolph County Area Transit Service (RCATS) that follows a fixed route and schedule. The purpose of this shuttle is to provide predictable and consistent mobility to and from the central business district and surface parking located further from the core along major thoroughfares.

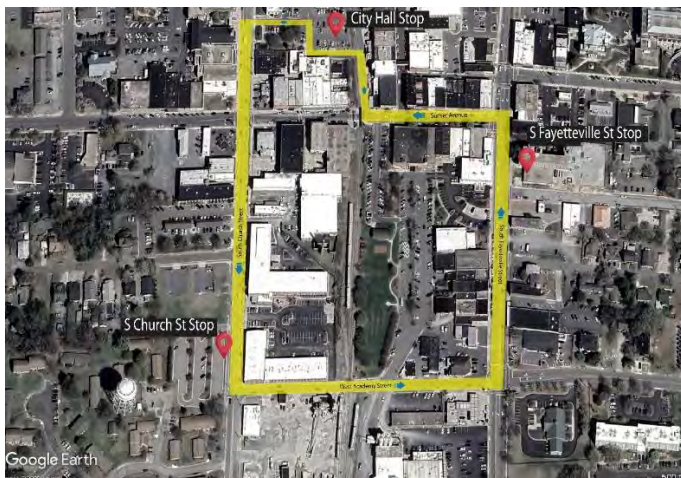
The shuttle would move people between surface parking and the central business district, reducing the demand for new parking assets and equally dispersing the demand to all of the available public parking areas while increasing mobility options between Asheboro’s frequented areas. The circulator would be ideal for long-term parking customers and employees working downtown, freeing up spaces in the center of downtown on peak operating days.

Walker Recommends

Walker representatives recommend that the city continue to monitor its parking demand needs and listen to input from its local businesses and employment centers. Typically, input from these factors will identify when it is appropriate to consider a circulator service program. Funding options for this service may involve a combination of transit grants, employer contributions, or proceeds from an eventual paid parking program.

The following conceptual design figure illustrates the basis for a downtown Asheboro shuttle circulator route. The concept behind this proposed circulator route suggests an opportunity to move vehicular passengers from the tiered lots on South Church Street to points north and east within the downtown study area. Creating additional shuttle stops at the City Hall lot and a designation on South Fayetteville Street will allow passengers to gain access to each of the commercial activity areas within the district. Minimizing the number of stops will ensure reasonable shuttle headway times and support consistent route times.

Figure 02: Downtown Asheboro Conceptual Shuttle Circulator Route



Source: Walker Consultants and Google Earth

Paid Parking Considerations

Implementing municipal paid parking has a long history, with various cities adopting this approach for multiple reasons. Some key historical viewpoints and motivations behind implementing municipal paid parking are almost always focused on revenue generation. One of the primary reasons cities introduce paid parking is to generate revenue. Should the city decide upon this course of action, Walker recommends allocating funds from parking fees to infrastructure and transportation or mobility improvements. Developing a parking system enterprise fund ensures that parking fees remain within the parking system and are not used for other purposes, such as balancing the general fund budget within the city.

Fairness and equity play a large part in the consideration of revenue generation. Some viewpoints argue that paid parking creates a fair system where those who use the parking spaces contribute to their maintenance and the overall city infrastructure, rather than relying on taxpayers who may not use those facilities. Outside visitors to the city will play a significant role in this process. It has become a more commonplace expectation for visitors to pay when visiting a unique and vibrant downtown.

Most notably, the introduction of paid parking leverages behavioral economics principles, suggesting that pricing can influence parking demand and usage patterns. Studies show that when parking prices are adjusted, driver behavior often changes. We recommend a paid parking system that establishes a higher-priced parking threshold for convenient curbside spaces and a significantly lower-priced threshold for off-street spaces, particularly in remote areas.

Ultimately, motorists want to be directed to a parking space that meets the needs of their destination visit. A clear and easily understandable program will make the parking options intuitive for most users. A payment platform with minimal payment steps will ensure a successful implementation. Surprisingly, motorists don't mind paying a reasonable parking fee if it guarantees access and availability. Having the emergency ability to extend a paid parking session for an additional half-hour beyond the initial constraints will also show goodwill toward the system's users.

Walker Recommends

At this time, Walker representatives do not support the immediate implementation of paid parking in Asheboro. We recognize that several policy and operational steps must be implemented before moving toward a paid parking solution. Such initial steps include identifying short- and long-term parking areas for visitors, residents, and downtown employees. For the purpose of our recommendations, we recommend that curbside short-term parking limits focus on 2-hour or 3-hour parking, and long-term parking limits be limited to 24 hours or an overnight parking ordinance limit.

We believe establishing time-limit durations with the appropriate addition of minimal passenger and material loading and unloading zones will enhance the credibility of the parking system's offerings. Sample images of passenger and material loading and unloading signs have been provided in **Figure 03** on the following page. Lastly, establishing a consistent enforcement program (see **Section 3** of this report) with dedicated resources will support compliance needs.

Figure 03: Sample Passenger and Material Loading and Unloading Signs



Source: Walker Consultants and Google Images 2025

Implementing a strategy of passenger loading zones will enable motorists to pick up and drop off passengers within the densely populated commercial activity centers within the downtown central business district before and after parking in other designated parking areas. Passenger loading zones should not be designed for individual businesses but rather established for a grouping of adjacent businesses or restaurants. We encourage the use of these limited spaces for active passenger loading and unloading only, not for vehicle staging or standing.

As shown in **Appendix C** of this report, we recognize the need for commercial loading zones to apply during daytime business hours when commercial delivery companies are most likely to operate and make their scheduled deliveries. After 5:00 p.m., this inventory should be turned over for vehicular parking needs during evening meals and entertainment periods.

Technology Enhancements

Too many technological options can complicate the parking experience, leading to confusion, especially for those who are not tech-savvy. While parking technology can improve efficiency and convenience, it is essential to balance its implementation with the needs and capabilities of all users to avoid these potential negative consequences.

Additionally, excessive reliance on technology for parking management can lead to challenges if the technology fails. Systems can crash or malfunction, causing confusion and frustration for drivers. Over-automation can lead to a lack of human interaction, affecting customer service quality. For instance, if drivers have issues with automated systems, they may find it difficult to get help.

Some of the more popular technology enhancements for municipal jurisdictions looking to improve efficiency, revenue collection, and user experience include low-cost options like mobile app solutions, license plate recognition, and parking guidance systems.

While we do not initially recommend a paid parking solution for Asheboro, parking apps allow users to initiate their time-limited parking session and pay a modest hourly fee for parking after their time-limited session has expired. This technology often includes features like expiration reminders and the ability to extend time remotely.

License plate recognition systems use cameras to read license plates for enforcement and monitoring. This technology allows for more efficient enforcement resources, can integrate with time-limited monitoring of curbside parking spaces, and communicates violations to a back-office adjudication platform.

Parking guidance systems suggest using digital displays and apps to provide real-time information about available parking spots in municipal lots. This technology reduces congestion by guiding drivers to open spaces.

Walker Recommends

Should the City of Asheboro seek to implement reasonable technology solutions to enhance customer service and upgrade operational efficiencies, Walker recommends exploring license plate recognition and parking guidance systems as an initial step.

A basic parking guidance system will complement the previously identified branding enhancements and enable Asheboro's parking system users to understand parking space availability before and upon arrival downtown. Installing in-ground threshold sensors at the entrances and exits of each parking asset will allow the city to count vehicles as they enter and leave a parking lot. Pushing this data to a digital display at the entrance of the surface parking lot will provide useful information to motorists as they choose where to park.

Some arrival display signs can show up to three surface parking locations by name and availability count. As a suggestion, the city might show counts for the City Hall lot, the Bicentennial Park lot, and the Farmer's Market lot. Alternatively, the collection of city-owned lots located on South Church Street could be combined and labeled "South Church Street lots" to include the Farmer's Market, Hill Street, and Tiered lots.

Sample images of the recommended technology options have been provided in the photos on the following page.

Photo 1. LPR Enforcement Vehicle



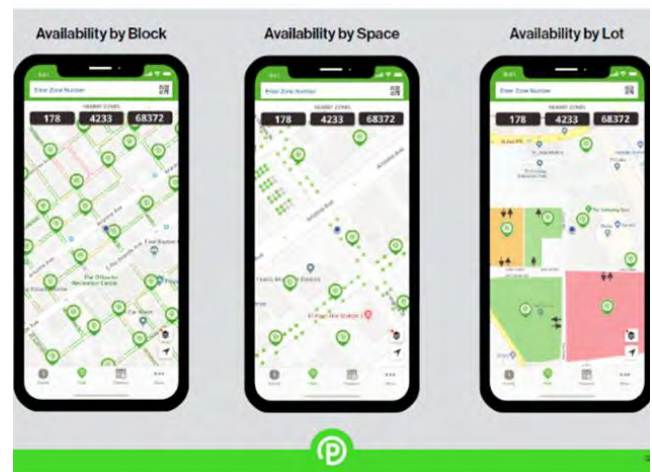
Photo 2. LPR Enforcement Equipment



Photo 3. Parking Availability



Photo 4. Mobile Phone Apps



Photos 1 and 2 demonstrate a typical license plate enforcement vehicle with vehicle-mounted sensors used to capture license plate information for vehicles parked illegally or beyond prescribed time limits. Images are then stored and tracked through an in-vehicle software solution that communicates with a back-office parking citation database.

Photo 3 details a sample parking availability sign showing available parking spaces at multiple locations. The sign alerts the motorist to other available parking locations when the motorist's preferred parking location reaches capacity. Vehicle counts are monitored by surface-mounted magnetic loop systems communicating wirelessly to a server and ultimately displaying a visual on each sign.

Photo 4 details the same parking availability through the use of a mobile phone application.



03 Enforcement and Pedestrian Safety

03: Enforcement and Pedestrian Safety

Parking hours within the City of Asheboro should mirror those of the businesses in Asheboro. Few businesses are open before 10:00 a.m. on most days, except for breakfast eateries, coffee houses, and commercial entities that provide their own off-street parking inventory. These businesses may create localized parking demand near their locations, but often do not impact the need to enforce turnover at this time of the morning. Many small retail businesses open their doors after 10:00 a.m., thus creating significantly more parking demand when added to the early morning activity and approaching the midday food and beverage period.

Historically, key areas of Asheboro's downtown on-street spaces have been signed with a two-hour parking limitation from 7:00 a.m. to 7:00 p.m., Monday through Friday, and in a few cases, seven days per week. While these limitations are somewhat typical for downtown main street destinations, today's activity no longer requires early morning limitations in exchange for constraints lasting later in the day, and even on weekends. With the advent of destination retail and downtown dining options becoming more popular in the afternoons and early evening hours, we often recommend a delayed need to manage the on-street inventory after 9:00 a.m. Relaxing the morning hours allows for the community to take advantage of the downtown amenities before activity picks up, while ensuring parking space turnover before the start of the midday food and beverage period. By many standards, Saturdays are no different from many weekdays in downtown Asheboro when it comes to tourism and peak season visitors. Extending the hours to include Saturdays will ensure an opportunity to find on-street parking for short-term needs when parking activity is prevalent. Consideration for Sunday enforcement should be consistent with the business needs. Under Asheboro's current time-limited suggestion, motorists may secure long-term parking on the street regardless of the location.

Enforcement Staffing and Operations

We anticipate that enforcing the focus area would require minimal staff to cover the hours Monday through Friday, with an additional part-time resource available to cover the weekend hours. Initially enforcing on-street parking regulations with an in-house resource will enable the city to understand the associated operating costs and enforcement protocols before considering a contract service provider.

Walker Recommends

Walker recommends deploying designated community service officers to enforce the design of on-street parking regulations during operating hours. The staffing levels of such designated officers should be met initially with the use of in-house resources (Asheboro Police Department or Community Development/Code Enforcement) before considering outsourcing to a certified third-party organization.

Should the city desire to move directly to a third-party service provider, we suggest conducting a feasibility analysis to understand the financial impacts on the city under each consideration. Under a service provider contract, performance measures are often implemented as part of the contract. We caution the city when considering citation fine revenues as the sole source for covering staffing needs and operational costs. Establishing enforcement fines for cost recovery should not be considered a best practice initiative. Instead, parking user fees should be generated to recover these costs. In an ideal environment in which parking system

users are compliant with parking regulations, the city, as a result, would not be reliant on parking citation fines to offset operating costs, maintenance, and payroll costs.

Lastly and most importantly, a change to the city's enforcement posture should be accompanied by a reasonable transitional period that educates and raises awareness among all parties prior to the re-initiation of more consistent parking citation issuance or vehicle immobilization processes.

Pedestrian Safety

During our initial stakeholder intake meetings in November 2024, as well as responses from the community survey, we learned of a number of concerns related to pedestrian safety needs within crosswalks and well-traveled corridors where vehicles and pedestrians may come into contact. Several concerns were related to the safety of employees walking back to their vehicles during the winter months when the sun sets earlier in the evening, as well as employees attempting to cross non-signalized intersections and mid-block crossing areas, specifically Church Street and Fayetteville Street.

The posted speed limit on Church and Fayetteville streets in downtown Asheboro is 35 miles per hour. However, some residents have expressed concerns about drivers exceeding this limit, prompting discussions about traffic calming measures in the area.

Walker Recommends

To address several of the pedestrian safety concerns identified in the Asheboro community survey, we recommend enhancing pedestrian crossing areas with high-visibility markings, active crossing lights, and countdown timers.

Two such options should consider a raised crosswalk that is elevated above the level of the roadway, similar to a speed bump or speed table, and/or a High-Intensity Activated Crosswalk (HAWK), officially known as a Pedestrian Hybrid Beacon (PHB).

Raised Crosswalk Design Features

- **Elevated Surface:** The crosswalk is built higher than the road, typically 3 to 6 inches above the pavement.
- **Flat Top:** Unlike a rounded speed bump, it has a flat surface where pedestrians walk.
- **Ramped Edges:** Vehicles ascend and descend gently, which helps slow them down.
- **Marked Clearly:** Often painted with high-visibility stripes and may include signage or flashing lights.

Purpose and Benefits

- **Traffic Calming:** Slows down vehicles, especially in pedestrian-heavy areas like downtowns, school zones, or near parks.
- **Improved Safety:** Makes pedestrians more visible to drivers and encourages safer crossing behavior.
- **Accessibility:** Often designed to be ADA-compliant with smooth transitions for wheelchairs and strollers.

High Intensity Activated Crosswalk Design Features

1. **Dark Until Activated:** The signal remains off (dark) until a pedestrian presses the button.
2. **Flashing Yellow:** Once activated, it starts with a flashing yellow light to alert drivers.
3. **Solid Yellow:** Then it turns solid yellow, signaling drivers to prepare to stop.
4. **Solid Red:** Next, both lights turn solid red, requiring drivers to stop completely.
5. **Flashing Red:** Finally, the lights flash red, allowing drivers to proceed only if the crosswalk is clear.

Purpose and Benefits⁴

- **Increases pedestrian safety** on roads without traditional traffic signals.
- **Minimizes traffic disruption** by only activating when needed.
- **Highly visible** to drivers, especially in areas with high pedestrian traffic.

Figure 04: Sample Rendering of a Raised Crosswalk Environment

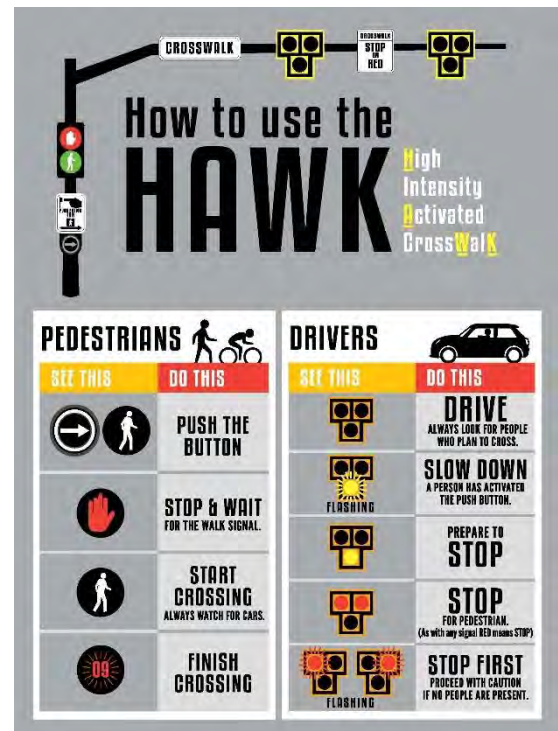


Source: Arlington County, Virginia, 2025

⁴ It should be noted that raised crosswalks may slow down emergency response times, as fire trucks, ambulances, and police vehicles must reduce speed to cross them safely. Additionally, if not properly marked or if the transition is too abrupt, raised crosswalks can damage vehicles or cause discomfort to drivers and passengers.

This raised crosswalk rendering suggests the added feature of sidewalk bump-outs, or curb extensions, which extend the curb line into the street at intersections or mid-block crossings and serve as an added traffic calming measure. The cost to design and install a raised crosswalk with sidewalk extensions (bump-outs) can vary significantly depending on materials, location, and site-specific conditions like drainage or traffic control needs. Our research has informed a cost range of \$7K to \$30K, with an average cost of \$8,000 for a basic design and installation process.

Figure 05: High Intensity Activated Crosswalk Example



Source: Google Images and Town of Davidson, NC, 2025

The imagery shown here provides an internet-based example of a HAWK crossing environment with an accompanying instruction sign found in the Town of Davidson, NC. It is estimated that a typical HAWK crossing environment may cost an average of \$75K to \$150K to design and install in a non-signalized or mid-block crossing location.

04 Action Plan - Priorities

04: Action Plan – Priorities

The following Action Plan has been created to demonstrate a priority status of implementing our list of recommended topics. In this table, the implementation timeframe has been defined as short-term (less than six months), mid-term (six to twelve months), and long-term (one year and longer). The relative cost may be explained as “\$” = less than \$25,000 or the use of internal staff salaries; “\$\$” = \$25,000 to \$100,000; “\$\$\$” = greater than \$100,000.

#	Recommendation Topic	Description	Priority	Implementation Timeframe			Relative Cost
				1-6 Mos	6-12 Mos	1+ Year	\$-\$\$\$
1	Modify Ordinance	Review and modify Chapter 71 to reflect proposed parking regulation practice upgrades and policies to support Walker’s strategic plan.	Short Term	✓			\$
2	Short-Term Regulations	Designate and implement short-term parking regulations (time limits) for selected streets downtown.	Mid Term		✓		\$
3	Long-Term Parking	Designate and implement long-term parking locations.	Mid Term		✓		\$
4	Increase Citation Amounts	Increase civil citation penalty amounts to match the regional averages in North Carolina.	Mid Term		✓		\$
5	Shared Parking Opportunities	Continue to develop relationships with private businesses in the downtown area for the purpose of sharing private parking inventory.	Mid Term		✓		\$
6	Enforcement	Identify consistent parking enforcement personnel resources through the Asheboro Police Department and the Community Development Department.	Mid Term		✓		\$\$
7	Signage, Branding, and Wayfinding	Modify signage branding and wayfinding with City of Asheboro branding, and implement parking lot arrival signs at the entrance of each parking lot.	Mid Term		✓		\$\$
8	Pedestrian Safety Measures	Design and implement pedestrian crossing areas with high-visibility markings, active crossing lights, and countdown timers.	Mid Term		✓		\$\$
9	License Plate Recognition (LPR) and Parking Guidance Technology	Implement LPR enforcement practices and digital parking guidance for parking space availability.	Long Term			✓	\$\$
10	Circulator (Connector) Service	Continue to monitor parking demand activity and work with downtown businesses and merchants to consider implementing a fixed-route circulator service to connect remote parking locations with downtown commercial activity centers. (To mitigate costs, seek alternate funding measures.)	Long Term			✓	\$\$
11	Future Parking Inventory	Identify future real estate parcels that would support the development of additional parking inventory.	Long Term			✓	\$\$\$

Appendices

Appendix A: Proposed Parking Allocation Map

Figure 06: Downtown Asheboro Recommended On- and Off-Street Parking Designation Areas with Optional Shared Parking Locations



Source: Walker Consultants, 2025

Appendix B: Existing Parking Allocation Map

Figure 07: Downtown Asheboro Existing On- and Off-Street Parking Designation Areas



Source: City of Asheboro and Walker Consultants, 2025

Appendix C: Proposed Commercial Loading Zone Maps

Figure 08: South Church Street Proposed Loading Zone

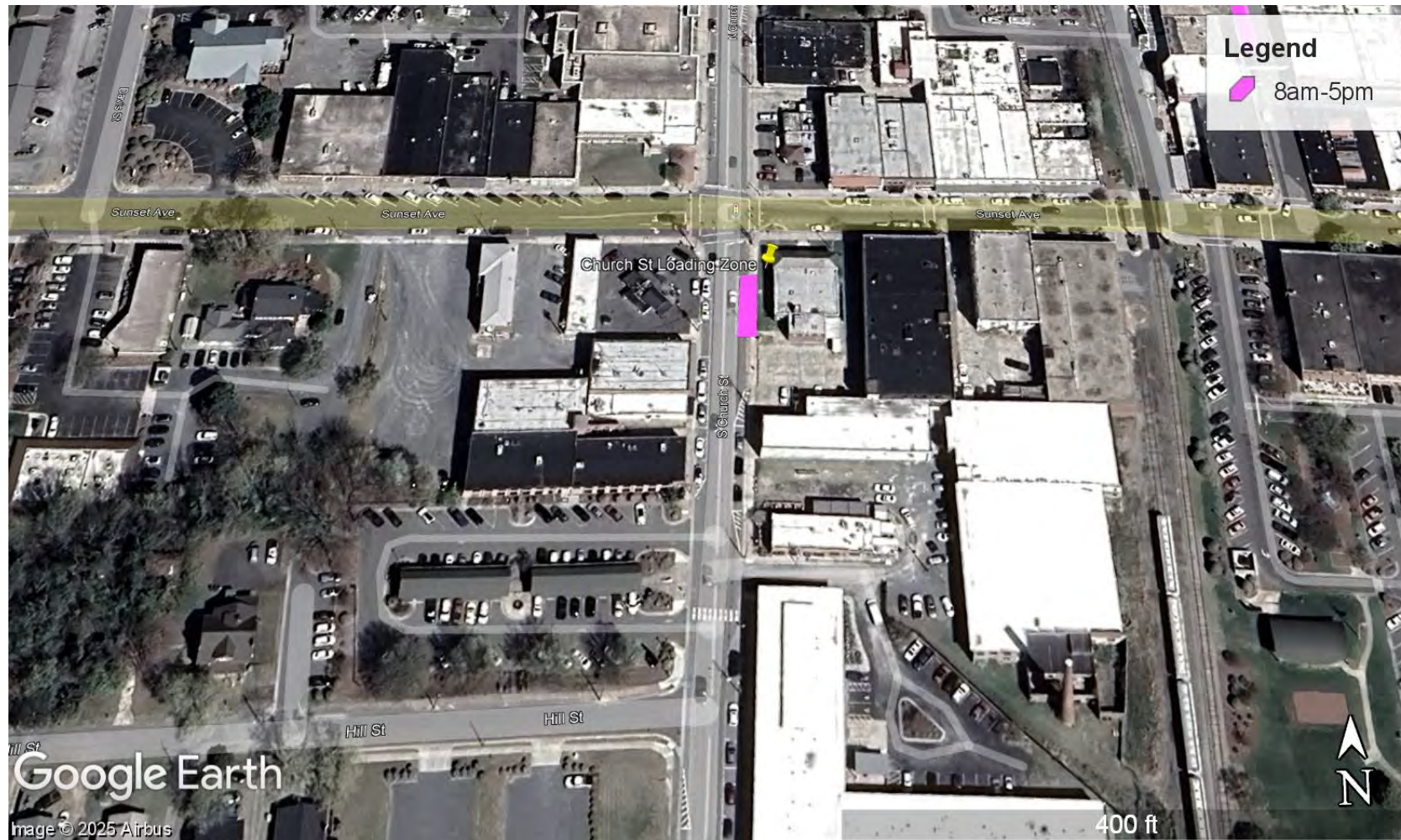
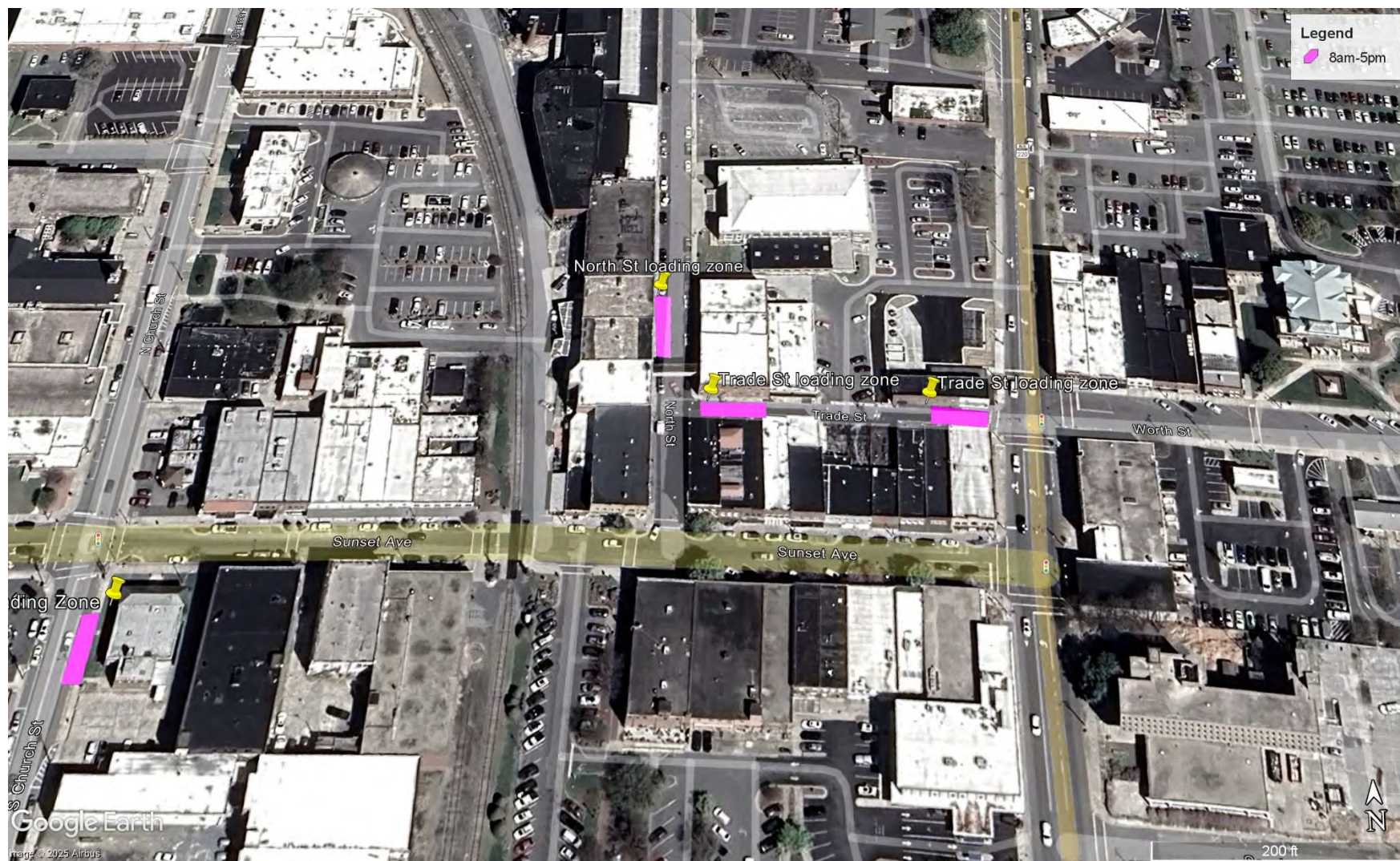


Figure 09: North Street Proposed Loading Zone



Source: City of Asheboro and Walker Consultants, 2025

Figure 10: South Fayetteville Street Proposed Loading Zone



Appendix D: Peer City Parking Ordinances

As referenced in the body of this report, the following has been provided to detail parking ordinances relative to the City of Greensboro, NC, and the City of Hendersonville, NC.

Greensboro, North Carolina

Chapter 16: Motor Vehicle and Traffic

Sec. 16-71. Civil penalty.

(a) Except as hereinafter provided, for each violation as set forth in section 16-73, there shall be a fixed civil penalty charge in the amount of fifteen dollars (\$15.00). For subsection 16-73(a)(21), expired meter parking, there shall be a fixed civil penalty charge in the amount of fifteen dollars (\$15.00). For unlawful parking in a restricted handicapped space, there shall be a fixed civil penalty charge in the amount of two hundred fifty dollars (\$250.00); provided that if the person charged furnishes proof that at the time the parking ticket was issued, he/she/they was assigned a valid distinguishing handicap license plate or placard but had failed to display it on the vehicle, the fixed civil penalty shall be in the amount of thirty-five dollars (\$35.00). For unlawful parking by protruding beyond a designated parking space (subsection 16-73(a)(5)) or parking in a manner that blocks or in any manner interferes with the placing of a motor vehicle in a regular designated public space or the removal of a motor vehicle for any such designated parking space (subsection 16-73(a)(12) but only to the extent it relates to a violation of subsection 16-154(a)) there shall be a fixed civil penalty of fifteen dollars (\$15.00). For unlawful parking within five (5) feet of a fire hydrant, there shall be a fixed civil penalty charge in the amount of fifty dollars (\$50.00). For any person who shall park a vehicle or permit it to stand, whether attended or unattended, upon any public vehicular area, street, highway or roadway in any area designated as a fire lane there shall be a fixed civil penalty charge in the amount of fifty dollars (\$50.00). This prohibition includes designated fire lanes in shopping center or mall parking lots and all other public vehicular areas. Provided, however, persons loading or unloading supplies or merchandise may park temporarily in a fire lane located in a shopping center or mall parking lot as long as the vehicle is not left unattended. For unlawful front yard parking (subsection 16-73(a)(22)), there shall be a fixed civil penalty charge in the amount of fifty dollars (\$50.00). For unlawful parking of oversized vehicles (subsection 16-161), there shall be a warning for the first offense, a fixed civil penalty charge in the amount of seventy-five dollars (\$75.00) for a second offense committed by the same vehicle within twelve (12) months of the first offense, notwithstanding whether the operator or owner of the vehicle is the same for both offenses, and for a third offense and any additional offenses committed by the same vehicle within twelve (12) months of the second offense or within twelve (12) months of the most recent offense, notwithstanding whether the operator or owner of the vehicle is the same for any of the previous offenses, the city shall cause the vehicle to be towed pursuant to subsection 16-39. For each violation as set forth below, there shall be a fixed civil penalty charge in the amount of thirty-five dollars (\$35.00) for unlawful parking, said violations being set forth as follows:

- (1) Vehicles parked so as to obstruct sidewalk, private driveway, crosswalk, safety zone or railroad crossing.
- (2) Vehicles parked in commercial and passenger loading zones.

- (3) Vehicles parked in front of, in the entrance to, or within five (5) feet in either direction of a public or private alley.
- (4) Vehicles parked in front of or within five (5) feet in either direction of a private driveway or road.
- (5) Vehicles other than buses parked in a bus stop.
- (6) Vehicles parked within twenty-five (25) feet of an intersection.
- (7) Vehicles parked on medians.
- (8) Vehicles parked overtime in controlled residential parking areas without permits.
- (9) Vehicles parked in city-owned parking lot or garage without permit.
- (10) Vehicles parked in "No Parking Anytime" zones.

When the owner of a vehicle, or his/her/their agent, makes proper payment of a parking ticket within forty-five (45) days following the date of issuance of the ticket, the obligation thereunto shall be discharged. If such charge has not been paid within the forty-five-day period set out above, the parking violation ticket shall be deemed to be delinquent and subject to the additional penalties provided for in subsection (b). The parking violation shall have stated thereon that payment is due within forty-five (45) days from date of issue to avoid an additional penalty of twenty-five dollars (\$25.00) and court costs. If such charge has not been paid within ninety (90) days, the delinquent parking violation ticket shall be subject to an additional penalty provided for in subsection (b). The parking violation shall have stated thereon that payments delinquent more than ninety (90) days after the date of issue are subject to a penalty of thirty-five dollars (\$35.00) and court costs.

(b) The city tax collector may accept payments in full and final settlement of the claim or claims, rights or rights of action which the city may have to enforce such penalties, by civil action in the nature of debt. A failure to pay the penalty within the prescribed time shall subject the offender to a civil action in the nature of debt for the stated penalty plus additional penalties for each separate parking violation ticket, as follows:

(1) A penalty of twenty-five dollars (\$25.00) per ticket together with the costs of the action to be taxed by the court if the parking ticket is not paid within forty-five (45) days following the date of issuance of the ticket.

(2) An additional penalty of ten dollars (\$10.00) for a total penalty of thirty-five dollars (\$35.00) per ticket together with the costs of the action to be taxed by the court if the parking ticket is not paid within ninety (90) days following the date of issuance of the ticket.

(c) A violation listed in section 16-73 shall not constitute a misdemeanor or infraction punishable under G.S. § 14-4, but instead shall be subject to the civil penalties fixed by subsection (a) of this section and the civil remedies provided by G.S. § 160A-175. Any properly designated city official is authorized to take legal action in the nature of a civil suit for the collection of a debt when the civil penalty, including the delinquent civil penalty, has not been paid.

(d) The civil penalties imposed by this section and the proceeds therefrom, as collected by payment, civil action, or otherwise, shall belong to the city and shall be paid into the general fund of the city under such conditions as prescribed by the annual budget.

(e) Each hour a vehicle is parked in the same space following the issuance of a parking ticket shall constitute a separate violation subject to issuance of a new parking ticket and additional civil penalty to be applied to such vehicle.

(Code 1961, § 12-21(a)–(c), (e), (f); Ord. No. 87-50, § 2, 5-4-87; Ord. No. 87-92, § 1, 7-16-87; Ord. No. 90-130, § 2, 10-11-90; Ord. No. 91-127, § 1, 10-17-91; Ord. No. 93-127, § 1, 10-28-93; Ord. No. 97-123, § 1, 7-15-97; Ord. No. 97-138, § 1, 8-5-97; Ord. No. 00-31, § 1, 2-1-00; Ord. No. 10-79, § 1, 6-15-10; Ord. No. 11-125, § 1, 6-21-11; Ord. No. 12-63, § 1, 6-19-12; Ord. No. 13-89, § 1, 6-18-13; Ord. No. 16-11, § 1, 1-19-16; Ord. No. 20-163, § 3, 12-15-20; Ord. No. 21-173, § 1, 11-17-21)

Hendersonville, North Carolina

Chapter 50 – Traffic. Division 4. Civil Penalties for Parking Violations

Sec. 50-342. Citations for parking violations; review of parking citations.

- (a) Owners or operators of vehicles parked in violation of this article shall be issued a parking citation in accordance with sec. 50-288. As used herein, for parking violations the word "citation" shall not refer to a citation governed by G.S. § 15A-302.
- (b) Any person receiving a parking citation may request an informal review of the parking citation by the city police department by submitting a request to review form online at <https://www.hendersonvillenc.gov/parking/parking-enforcement> or by mailing or delivering (in person or by commercial carrier) a request to review form to the following address:

Hendersonville Police Department

c/o Parking Enforcement

630 Ashe Street

Hendersonville, NC 28792

The request for informal review must include a statement as to why the requestor believes that they were in compliance with this article when the citation was issued, or otherwise why they believe the parking citation was issued in error. Requestors may include with the request to review form any information, photographs, or other documents supporting their assertion that the parking citation was issued in error.

- (c) Requests for review must be submitted within five days of the date of issuance and service of the parking citation upon the owner or operator (whichever occurs last). An request for review is deemed submitted:
- (1) Upon receipt by the city if the appeal is submitted in person, in an online portal on the city's website, or by email; or
 - (2) Upon due depository with postage or freight charges pre-paid in the U.S. mail or with other commercial carrier.

- (d) The requesting party should receive confirmation of receipt by the city police department within 24 hours, if the review request is received online, or otherwise within two business days of receipt by the city if the review request is submitted in person or through the mail or commercial carrier.
- (e) The request for review shall be considered and decided upon by the chief of police or his/her designee. Upon review of the information provided by the requesting party the Chief (or designee) may set aside the parking citation if he/she determines that the requestor was in compliance with this article at the time the citation was issued or that parking citation was issued in error. Examples of a citation being issued in error include, but are not limited to:
 - (1) The ticket was issued for parking without the required payment and requestor has a parking receipt which shows that, at the time the citation was issued, the parking was, in fact, paid for.
 - (2) The vehicle was not parked at the location listed on the parking citation at the time the citation was issued.
 - (3) The wrong license plate number was mistakenly entered into the parking kiosk and the requestor has a receipt showing that their parking was actually paid for as required.

The person requesting review of a parking citation will be notified of the chief's (or designee's) decision within five business days of the request for review being received by the city. If the parking citation is not set aside, payment of the civil penalty assessed by the parking citation will still be due within 30 days of the date that the citation was originally issued and served pursuant to section 50-288(c). If the parking citation is set aside, no payment will be owed for the civil penalty originally assessed by the parking citation.

(Ord. No. 23-22, § 2, 3-2-23)

The City of Hendersonville adopts a fee schedule each year with the annual budget. Unlike the tax levy, these fees may be amended at any formal meeting of the City Council throughout the fiscal year. In the following figure, fees are listed alphabetically under their respective department.

Figure 11: City of Hendersonville Fee Schedule

PARKING	
FEES	
Lost Ticket Fee (Parking Deck)	\$20.00
Lost/Replacement/2nd Parking Deck Puck	\$25.00
Monthly Parking Space - Deck Permit	\$80.00
Monthly Parking Space - Exterior Lot Permit	\$25.00
Monthly Parking Space - Interior Lot Permit	\$60.00
Special Event Rate	\$10.00 per session
Parking Meter - Main St. and Avenues	\$0.50 per 15-minutes (5-hour maximum)
Parking Meter - Surface Lots and Decks	\$0.75 per 30-minutes (\$10 max. per session)
PENALTIES	
Illicit Crosswalk Parking	\$25.00
Illicit Fire Hydrant Parking	\$100.00
Illicit Fire Lane Parking	\$100.00
Habitual Offender (3 Tickets or more in 30 days)	\$100.00
Illicit Handicapped Parking	\$250.00
Illicit Loading Zone Parking	\$25.00
Overtime/Expired Meter Parking	\$25.00
Penalty after 30 days additional	\$50.00
Penalty after 60 days additional	\$100.00
Construction parking permit (per day)	\$15.00
All Other Parking Violations Chapter 50	\$25.00

Source: www.hendersonvillenc.gov/budget/fee-schedule#Parking

210

Minutes of the meeting of the Asheboro Alcoholic Beverage Control Board held on May 6, 2025

The Asheboro ABC Board met on Monday, May 6, 2025, at 5:30 PM, in the Board office, 700 South Fayetteville Street, Asheboro, NC. Present at the meeting were Chairman Steve Knight, Board Member Bob Morrison, Board Member Curtis Shipley, and General Manager Amy Welch (GM). A quorum being present, the Chair called the meeting to order for the transaction of business and business transacted as follows:

The Chair inquired as to any known conflict of interest, appearance of a conflict of interest, or objections concerning agenda items before the Board; after Board member(s) voiced having no conflict, and there being no objection, the agenda was adopted.

Board Minutes from the April 1, 2025, meeting were reviewed and approved by the Board.

Steve Knight and the GM reviewed Board finances and reported all finances remain consistent (sales and expenses).

The Board heard reports from the General Manager concerning the following issues:

1. Asheboro ABC sales statistics comparing:

- April 2025 sales with the previous month indicate:
 - An overall -3.0% change (all sales and tax collections)
- April 2025 sales with sales from the same month last year indicate:
 - Retail Sales +0.2%
 - Mixed Beverage Sales: -12.4%
 - Sales Tax Collections: +.2%
 - Overall Collections: -2.0%
- April 2025 bottle sales with bottle sales from the same month last year indicate:
 - Retail Bottle Sales: +.1%
 - Mixed Beverage Bottle Sales: -2.8%
 - Overall Bottle Sales: -.2%

The next regular Asheboro ABC Board meeting will be held Monday, June 3, 2025, at 5:30 p.m.

There being no further business, the meeting was adjourned.

Prepared by Amy Welch, GM, and Approved by the Board A. Welch am
GM

Stephen R Knight
Curtis Shipley
Robert Morrison

211

Minutes of the meeting of the Asheboro Alcoholic Beverage Control Board held on June 3, 2025

The Asheboro ABC Board met on Monday, June 3, 2025, at 5:30 PM, in the Board office, 700 South Fayetteville Street, Asheboro, NC. Present at the meeting were Chairman Steve Knight, Board Member Bob Morrison, Board Member Curtis Shipley and General Manager Amy Welch (GM). A quorum being present, the Chair called the meeting to order for the transaction of business and business transacted as follows:

The Chair inquired as to any known conflict of interest, appearance of a conflict of interest, or objections concerning agenda items before the Board; after Board member(s) voiced having no conflict, and there being no objection, the agenda was adopted.

Board Minutes from the May 6, 2025, meeting were reviewed and approved by the Board.

Steve Knight and the GM reviewed Board finances and reported all finances remain consistent (sales and expenses).

Eric McClary, an ABC Auditor with the NC ABC Commission presented the results of his Performance Audit Report via telephone. In sum, the audit reviewed the Board's compliance with laws and regulations and reviewed the Board's last annual audit completed by an independent auditor. The performance audit found no discrepancies in the Board's operation, but did require an updated law enforcement contract.

Budget Hearing (18B-702): Board members acknowledged receipt of the Budget Message and Proposed Budget for Fiscal Year 2025-2026. The GM confirmed public notice of the Board's June 3, 2025, budget hearing was submitted to the media as required by 18B-702(e). No members of the public attended the Budget Hearing.

The Board reviewed the Proposed Budget for Fiscal Year 2025-2026. Contributions to the City of Asheboro will continue at \$20,000 per month with additional distributions as excess capital permits. The budget includes a 5% maximum merit raise based on employee performance. The need for additional benefits in the future was discussed in order to both retain current employees and compete with other employers when seeking new hires. Upon motion by Bob Morrison, the Board approved the budget (a copy of which is attached hereto and incorporated herein by reference as Asheboro ABC Board Budget for Fiscal Year 2025-2026).

The Board discussed and upon motion by Curtis Shipley, approved the Board meeting schedule for fiscal year 2025-2026.

After review of current Board finances, the Chair moved to disburse an additional \$500,000 in excess capital to the City of Asheboro. The Board approved the motion.

The Board heard reports from the General Manager concerning the following issues:

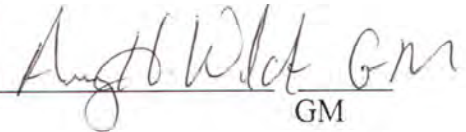
1. Asheboro ABC sales statistics comparing:

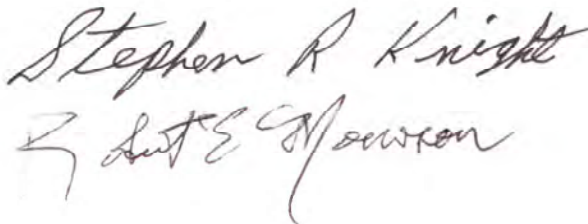
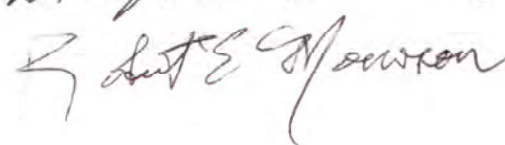
- May 2024 sales with the previous month indicate:
 - An overall +12.4% change (all sales and tax collections)
- May 2024 sales with sales from the same month last year indicate:
 - Retail Sales -1.9%
 - Mixed Beverage Sales: -1.6%
 - Sales Tax Collections: +.2%
 - Overall Collections: -1.88%
- May 2024 bottle sales with bottle sales from the same month last year indicate:
 - Retail Bottle Sales: -4.8%
 - Mixed Beverage Bottle Sales: +5.6%
 - Overall Bottle Sales: -3.9%

The next regular Asheboro ABC Board meeting will be held Tuesday, July, 1, 2025, at 5:30 p.m.

There being no further business, the meeting was adjourned.

Prepared by Amy Welch, GM, and Approved by the Board

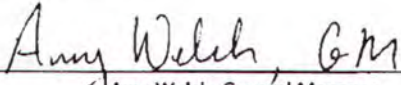

GM

ASHEBORO ABC BOARD
Budget for Fiscal Year 2025-2026

Sales	6,154,000.00
Other Income (interest)	22,000.00
Gross Revenue	<u>6,176,000.00</u>
Less Spirit Taxes	1,415,420.00
Net Sales	<u>4,760,580.00</u>
Less Cost of Spirit Sales	3,222,234.40
Gross Profit	<u>1,538,345.60</u>
Less	
Salaries, benefits and fees	480,000.00
Payroll taxes	38,400.00
Rent	64,800.00
Repairs and maintenance	10,500.00
Utilities	15,500.00
Insurance - general and bonds	20,000.00
Supplies and janitorial	20,000.00
Travel and training	2,600.00
Professional services	12,000.00
Dues and subscriptions	2,000.00
Bank fees and charges	73,700.00
Miscellaneous & Contingencies	2,500.00
Capital Outlay	<u>28,000.00</u>
Total Expenditures	<u>770,000.00</u>
Operating Income	<u>768,345.60</u>
Less:	
<u>Capital Expenditures</u>	
Capital Improvements	<u>-</u>
Net Income before Distributions	<u>768,345.60</u>
Less:	
<u>Distributions</u>	
Law Enforcement	38,417.28
Alcohol Education and Rehab	53,784.19
City of Asheboro General Fund	586,144.13
Total Distributions	<u>678,345.60</u>
Net Income after Distributions	<u>90,000.00</u>
Less:	
Retained Working Capital (Future Facility Fund)	40,000.00
Retained for Capital Improvements	50,000.00
Total Retained	<u>90,000.00</u>
Net Income	<u>-</u>

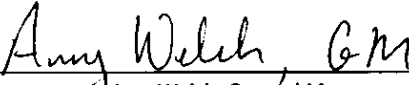
Adopted by the Asheboro ABC Board this 3rd day of June, 2025


Amy Welch, General Manager

ASHEBORO ABC BOARD
Budget for Fiscal Year 2025-2026

Sales	6,154,000.00
Other Income (interest)	22,000.00
Gross Revenue	<u>6,176,000.00</u>
Less Spirit Taxes	1,415,420.00
Net Sales	<u>4,760,580.00</u>
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Salaries, benefits and fees	480,000.00
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Supplies and janitorial	20,000.00
Travel and training	2,600.00
Professional services	12,000.00
Dues and subscriptions	2,000.00
Bank fees and charges	73,700.00
Miscellaneous & Contingencies	2,500.00
Capital Outlay	<u>28,000.00</u>
Total Expenditures	<u>770,000.00</u>
Operating Income	<u>768,345.60</u>
Less:	
<u>Capital Expenditures</u>	
Capital Improvements	<u>-</u>
Net Income before Distributions	<u>768,345.60</u>
Less:	
<u>Distributions</u>	
Law Enforcement	38,417.28
Alcohol Education and Rehab	53,784.19
City of Asheboro General Fund	<u>586,144.13</u>
Total Distributions	<u>678,345.60</u>
Net Income after Distributions	<u>90,000.00</u>
Less:	
Retained Working Capital (Future Facility Fund)	40,000.00
Retained for Capital Improvements	<u>50,000.00</u>
Total Retained	<u>90,000.00</u>
Net Income	<u>-</u>

Adopted by the Asheboro ABC Board this 3rd day of June, 2025



Amy Welch, General Manager



Phone (336) 629-2530 • Fax (336) 629-2704
700 South Fayetteville Street, Asheboro, NC 27203

ASHEBORO ABC BOARD MEETING SCHEDULE
FOR FISCAL YEAR 2025-2026

REGULAR MONTHLY MEETINGS OF THE ASHEBORO ABC BOARD WILL BE HELD AT 5:30 PM,
IN THE ABC STORE BOARD MEETING ROOM, 700 SOUTH FAYETTEVILLE STREET, ASHEBORO,
NC, ON THE FOLLOWING DATES:

Tuesday, July 1, 2025

Tuesday, August 5, 2025

Tuesday, August 26, 2025 (September Regular Meeting)

Tuesday, October 7, 2025

Tuesday, November 4, 2025

Tuesday, December 2, 2025

Tuesday, January 6, 2026

Tuesday, February 3, 2026

Tuesday, March 3, 2026

Tuesday, April 7, 2026

Tuesday, May 5, 2026

Tuesday, June 2, 2026

Stephen R. Knight, Chair
Asheboro ABC Board
June 3, 2025

RESOLUTION NUMBER _____

CITY COUNCIL OF THE CITY OF ASHEBORO, NORTH CAROLINA

**RESOLUTION APPROVING AN UPDATED LAW ENFORCEMENT
SERVICES CONTRACT WITH THE ASHEBORO ABC BOARD**

WHEREAS, the term “**ABC laws**” means (a) the statutory provisions found in Chapter 18B of the General Statutes of North Carolina pertaining to the regulation of alcoholic beverages; (b) the statutory provisions found in Article 2C of Chapter 105 of the General Statutes of North Carolina pertaining to alcoholic beverage license and excise taxes; and (c) the rules issued by the North Carolina Alcoholic Beverage Control Commission under the authority of Chapter 18B of the General Statutes of North Carolina; and

WHEREAS, pursuant to Section 18B-501 of the General Statutes of North Carolina, the Asheboro ABC Board (the “**ABC Board**”) must either hire one or more ABC enforcement officers or contract with a local law enforcement agency for the enforcement of the ABC laws within the local law enforcement agency’s territorial jurisdiction; and

WHEREAS, on November 10, 2008, the city and the ABC Board entered into an *ABC LAW ENFORCEMENT SERVICES* contract; and

WHEREAS, on November 11, 2016, the city and the ABC Board entered into a modified *ABC LAW ENFORCEMENT SERVICES* contract that superseded the contract executed in 2008; and

WHEREAS, the ABC Board is of the opinion that continuing the contractual relationship with the city under the terms and conditions of an updated *CONTRACT FOR ABC LAW ENFORCEMENT SERVICES* (the “**2025 Contract**”) would constitute the most efficient use of the local board’s ABC law enforcement funds; and

WHEREAS, the city council is of the opinion that the public health and safety goals of the city and its municipal police department would be furthered by entering into the 2025 Contract to continue providing, on behalf of the ABC Board, ABC law enforcement services in accordance with the terms and conditions of the updated contract; and

WHEREAS, the 2025 Contract has been attached hereto as EXHIBIT 1 and is hereby incorporated into this Resolution by reference as if copied fully herein.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Asheboro that the 2025 Contract attached hereto as EXHIBIT 1 is hereby approved; and

BE IT FURTHER RESOLVED by the City Council of the City of Asheboro that the city manager is hereby authorized and directed to execute the 2025 Contract on behalf of the city.

This Resolution was adopted by the Asheboro City Council in open session during a regular meeting on July 10, 2025.

David H. Smith, Mayor

ATTEST:

Holly H. Doerr, CMC, NCCMC, City Clerk

CERTIFICATE OF SERVICE

This Certificate of Service is provided to certify that the undersigned has this day served via first-class mail, in compliance with 160D-406, the attached Final Decision Document on the parties listed below by depositing a copy hereof in a postage-paid wrapper, addressed as follows, in a post office depository under the exclusive care and custody of the United States Postal Service:

Southend Market, L.L.C.
3023 US Hwy. 64 West
Asheboro, NC 27205

Tella Billboards, LLC
PO Box 3207
Asheboro, NC 27204

This the 24th day of June 2025.



Justin P. Luck, Planning & Zoning Director
City of Asheboro
Post Office Box 1106
Asheboro, North Carolina 27204-1106
Telephone: (336) 626-1201, Extension 2392
Email: jluck@ci.asheboro.nc.us

**IN THE MATTER OF AN APPLICATION FOR A
SPECIAL USE PERMIT AUTHORIZING A BILLBOARD**

**FINDINGS OF FACT, CONCLUSIONS OF LAW, AND ORDER GRANTING
THE REQUESTED SPECIAL USE PERMIT**

THIS SPECIAL USE PERMIT APPLICATION was brought before the City Council of the City of Asheboro (the “City Council”) for a quasi-judicial hearing that was conducted during a regular meeting on May 8, 2025. After receiving documentary evidence and sworn testimony, the City Council, on the basis of competent, material, and substantial evidence, hereby enters the following:

FINDINGS OF FACT

1. By and through an authorized representative (Tom Schneider), Tella Billboards, LLC, a North Carolina limited liability company, applied for a special use permit (“SUP”) authorizing the installation of a billboard on a single parcel of land owned by Southend Market, L.L.C. Along with the prescribed application, the applicant has submitted design plans for the construction of a 12' X 24' single-monopole sign with a double-sided static vinyl display, with the opportunity for a digital LED display on the northbound side of the billboard. The application was received by city planning department staff on March 14, 2025.

2. The billboard is proposed for a single parcel of land with a street address at 2112 S. Fayetteville Street, Asheboro, North Carolina 27205. As noted above, the parcel of land at issue (the “Zoning Lot”) is owned by Southend Market, L.L.C., a North Carolina limited liability company. Susan M. Delk, who is general manager for the owner of the Zoning Lot, joined in signing the land use application to indicate the property owner’s consent to the filing of this land use case.

3. The Zoning Lot is 0.14 of an acre, more or less, in size.

4. The Zoning Lot is more specifically identified by Randolph County Parcel Identification Number 7750626365.

5. City of Asheboro Community Development Director John Evans was placed under oath and presented testimony focused on the information in the written city staff report discussed during the hearing. This testimony included the following items:

- (A) The existing and principal land use on the Zoning Lot is a commercial development with multiple uses and/or structures;
- (B) The billboard land use proposed for the Zoning Lot is classified under the City of Asheboro Zoning Ordinance (the “AZO”) as a “Signs, Off Premise Billboard & Poster Panel, etc.” land use;
- (C) The specific billboard land use proposed by the applicant is a monopole designed billboard with a height of 35' above grade, 12' X 24' dimensions, and the possibility for a digital LED display on the northbound side of the billboard only;
- (D) United States Highway 220 Business South (South Fayetteville Street) is a state-maintained major thoroughfare;
- (E) Billboards are also subject to review and approval by the North Carolina Department of Transportation (“NCDOT”);
- (F) The Zoning Lot is located in an I2 zoning district, and the proposed new land use is permitted in this zoning district;
- (G) The billboard is subject to the general lighting requirements of the AZO;
- (H) The Growth Strategy Map indicates that the Zoning Lot is in a primary growth area, and the Proposed LDP Map designates the area as commercial;
- (I) The immediate area along United States Highway 220 Business South contains primarily commercial and institutional uses, although the I2 zoning would permit industrial uses;
- (J) In compliance with the AZO, the applicant has submitted the required site plan; and
- (K) As required by the AZO, the site plan shows three Helleri Holly shrubs for landscaping.

6. The land uses surrounding the Zoning Lot are listed as follows:

North: Commercial

East: Commercial

South: Commercial

West: Railroad/Single-Family

7. Billboards are subject to special use regulations that are specified for "Signs, Off Premise" in AZO Section 5.05(19). This subsection is quoted below in italics.

Off premise signs may be permitted in I1, I2, and I3 Districts in accordance with Chapter 7: Sign Regulations, provided the following additional regulations are met.

- (1) Off premise signs may only be located along existing major thoroughfares or freeways as identified by the adopted Asheboro Thoroughfare Plan.*
- (2) The zoning district shall have at least 1,000 linear feet frontage along the major thoroughfare or freeway in question.*
- (3) Off premise sign structures shall be located a minimum of 1,000 linear feet apart as measured along the center line of the major thoroughfare or freeway. Only one off premise sign structure may occur every 1,000 linear feet.*
- (4) Off premise signs shall not exceed thirty-five (35) feet in height.*
- (5) Off premise signs shall be rectangular in shape and no part of the advertising face or copy shall extend or protrude beyond the outer limits of the rectangle.*
- (6) No portion of the off premise sign supporting structure shall be visible above the rectangular sign face.*
- (7) Off premise signs shall be limited to freestanding ground signs, only.*
- (8) No additional signs shall be permitted on any part of the supporting structure or bracing of an off premise sign.*
- (9) A billboard sign face area shall not exceed three-hundred (300) square feet in size.*
- (10) Off premise signs may only be single-faced, double-faced (back to back) or multi-faced provided that:*
 - (a) The total sign faces in any one direction do not exceed size requirements set forth in (9) above.*

- (b) *There is a definite distinction (such as a border or trim) between the individual sign faces to separate advertising copy.*
 - (c) *The backs of back-to-back/double-faced signs are not separated by more than thirty-six (36) inches.*
 - (d) *Double-faced or multi-faced signs when constructed in the form of a "V" when viewed from above or below, shall not exceed an angle (as measured at the apex) greater than forty-five (45) degrees.*
 - (e) *Double-faced or multi-faced signs shall be structurally tied together to be considered as one structure.*
 - (f) *Multi-faced signs shall not have more than two (2) sign faces per structure.*
- (11) *Landscaping and screening shall be provided subject to the approval of the Planning Department. No undue undercutting of existing vegetation shall be permitted.*
- (12) *No billboard shall be permitted within 100 linear feet of any residential district (R40, R15, R10, R7.5, and RA6).*
- (13) *Off premise signs as provided for under Chapter 7 shall not be required to comply with the provisions set forth in this Section.*
- (14) *Off premise signs must comply with regulations established by the N.C. Board of Transportation. However, the State or city requirement that is more stringent or restrictive shall apply. It is the responsibility of the sign owner to insure compliance with State and city regulations.*
- (15) *An application for a Special Use Permit as required under this Section shall be accompanied by plans showing the following information:*
 - (a) *Location of the proposed billboard, including setback from public right-of-way.*
 - (b) *Location of any existing buildings or structures within 100 feet of the proposed billboard.*

- (c) *Location of proposed billboard in relation to any residential district (R40, R15, R10, R7.5, and RA6) to enable a determination of compliance with this Section.*
- (d) *Size of the proposed billboard including the number of sign faces and their dimensions, as well as the proposed height of said billboard.*
- (e) *Proposed method of landscaping and screening.*
- (f) *Proposed removal of any existing vegetation.*
- (g) *Type of construction material and method of construction.*

8. Mr. Evans offered uncontroverted testimony that, with the inclusion of the staff recommended supplemental conditions, the applicant's proposal, specifically including the required site plan, complied with the applicable AZO conditions and specifications.

9. One key LDP policy related to signs is 3.2.3, which provides, "The City will require signs that blend harmoniously with the surrounding streetscape and other architectural elements of a site, such as requiring monument style signs that match building architecture, landscaping around signs, and unified sign plans for large-scale developments."

10. The supplemental conditions proposed by city staff were entered into the record by Mr. Evans. These proposed conditions were stated as follows in italics.

- (A) *In addition to any use permitted by right in the I2 zoning district, the use approved shall be one off-premises billboard, classified as "Signs, Off Premise Billboard & Poster Panel, etc." and consistent with the approved plan and the requirements of AZO Section 5.05(19).*
- (B) *Prior to the issuance of a zoning compliance permit, the following must be completed:*
 - (i) *The applicant shall obtain any required NCDOT permits; and*
 - (ii) *A final decision document authorizing the SUP must be approved by the City Council.*
- (C) *Electronic changeable copy shall operate on a five-second minimum delay.*

- (D) *Maximum brightness levels shall not exceed 5,000 nits during daylight hours and shall not exceed 500 nits between dusk and dawn, as measured from the sign face.*

11. Timberly Southerland, Esq. of Fox Rothschild offered testimony and submitted supplementary documentary evidence on behalf of the applicant. Ms. Southerland accepted the above-stated supplementary conditions on behalf of her client.

12. Molly Chisholm, who is a North Carolina State Certified Appraiser, provided sworn testimony during the hearing of this matter, and she submitted a market impact analysis of the proposed billboard site. Ms. Chisholm offered her professional opinion that the proposed construction of a billboard on the Zoning Lot meets the standard that “the use will not substantially injure the value of adjoining or abutting property.” Furthermore, her data indicated no adverse effect on adjoining properties at all. No testimony was offered in opposition to this expert opinion.

13. Additionally, no testimony of any kind was offered in opposition to the requested SUP.

14. AZO Section 2.03(B)(2)(b) provides, in pertinent part, the City Council must find that the following general standards have been met by an applicant for approval of a SUP to be granted:

- (i) *That the use will not materially endanger the public health or safety if located where proposed and developed according to the plan as submitted and approved.*
- (ii) *That the use meets all required conditions and specifications.*
- (iii) *That the use will not substantially injure the value of adjoining or abutting property, or that the use is a public necessity.*
- (iv) *That the location and character of the use if developed according to the plan as submitted and approved will be in harmony with the area in which it is to be located and in general conformity with the plan of development of Asheboro and its environs.*

Based on the foregoing findings of fact, the City Council hereby enters the following:

CONCLUSIONS OF LAW

1. When an applicant has produced competent, material, and substantial evidence tending to establish the existence of the facts and conditions required by the AZO for the issuance of a SUP, prima facie the applicant is entitled to the permit. A denial of the permit has to be based upon findings contra that are supported by competent, substantial, and material evidence appearing in the record.

2. In this case, the applicant has properly applied for the SUP needed to lawfully develop the billboard land use proposed for the Zoning Lot. All aspects of the application are compliant with the AZO.

3. On the basis of evidence and sworn testimony presented during the hearing, the City Council has concluded that the proposed land use meets the special use regulations applicable to billboards as well as the four general standards for issuing the requested SUP. More specifically, the proposed use will not materially endanger public health or safety; meets all required conditions and specifications of the AZO; will not substantially injure the value of adjoining or abutting property; and will be in harmony with the area in which it is to be located and is in general conformity with Asheboro's plan of development.

4. The applicant is entitled to the requested SUP.

Based on the above-recited findings of fact and conclusions of law, the City Council hereby enters the following:

ORDER

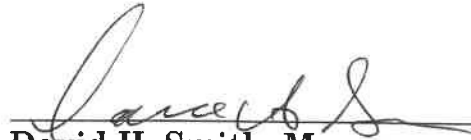
The applicant is hereby issued a SUP authorizing the billboard proposed for the Zoning Lot. This SUP shall be valid so long as, and only so long as, the applicant and the applicant's heirs, successors, and assigns develop and conduct the approved land use in compliance with the provisions of the Asheboro Zoning Ordinance, the approved site plan, and remain in compliance with the conditions listed below.

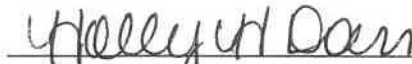
- (A) In addition to any use permitted by right in the I2 zoning district, the use approved shall be one off-premises billboard, classified as "Signs, Off Premise Billboard & Poster Panel, etc." and consistent with the approved plan and the requirements of AZO Section 5.05(19).
- (B) Prior to the issuance of a zoning compliance permit, the following must be completed:
 - (i) The applicant shall obtain any required NCDOT permits; and

- (ii) A final decision document authorizing the SUP must be approved by the City Council.
- (C) Electronic changeable copy shall operate on a five-second minimum delay.
- (D) Maximum brightness levels shall not exceed 5,000 nits during daylight hours and shall not exceed 500 nits between dusk and dawn, as measured from the sign face.

The foregoing final decision document was adopted by the Asheboro City Council in an open session during a regular meeting held on June 5, 2025.




David H. Smith, Mayor


Holly H. Doerr, CMC, NCCMC, City Clerk

RESOLUTION
Designating Deputy Finance Officers
for Preaudit Authorization
under Purchase Order Threshold

WHEREAS, North Carolina General Statutes 159-28 (a) requires the Finance Officer or Deputy Finance Officer, approved by the governing board, to sign all purchase orders, contracts, or agreements which includes a certificate stating that the instrument has been pre-audited to verify sufficient funds exist to meet the obligation.

WHEREAS, obligations more than \$1,000 are approved with a purchase order or a contract for service;

WHEREAS, department heads are responsible for the operations and budget management for their area of operation.

WHEREAS, On June 7th, 2018, the City of Asheboro City Council adopted a resolution designating certain positions as deputy finance officers, by position and name, to comply with the Local Government Budget and Fiscal Control Act.

WHEREAS, positions and individuals occupying positions have changed requiring the resolution designating deputy finance officers for the City of Asheboro to be updated.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Asheboro that:

Section 1: The following positions are hereby designated as deputy finance officers for the purpose of preauditing obligations incurred to their department's budgets in amounts totaling less than \$1000:

City Manager, Assistant City Manager, City Attorney; Deputy Finance Director, IT Director; Planning/Zoning Director, Community Development Director; Police Chief; Fire Chief; Chief Building Inspector; Chief Fire Inspector; Public Works Director; Assistant Public Works Director, Fleet Maintenance Superintendent; Public Services Superintendent; Human Resources Director, Recreation Services Director; Cultural Services Facility Manager, Sportsplex Facility Manager, Facilities Maintenance Director; Water Resources Director; Water/Sewer Maintenance Superintendent; Water Plant Manager; Wastewater Treatment Plant Manager; Technical Services Manager; System Maintenance Superintendent; and Water Quality Manager.

Section 2: The Facilities Maintenance Superintendent is hereby designated as deputy finance officer for the purpose of pre-auditing maintenance related obligations incurred by his department on behalf of the other departments during the course of their duties to maintain City Facilities.

RESOLUTION
Designating Deputy Finance Officers
for Preaudit Authorization
under Purchase Order Threshold

Adopted this the 10th day of July, 2025.

David H. Smith, Mayor

ATTEST:

Tammy M. Williams, CMC, Deputy City Clerk

RESOLUTION NUMBER _____

CITY COUNCIL OF THE CITY OF ASHEBORO, NORTH CAROLINA

Capital Improvement Plan for Water & Sewer Operations 2025-2035

WHEREAS, a Capital Improvement Plan is designated to provide governmental officials with a frame of reference within which they may anticipate and achieve goals, objectives and service delivery levels desired by the Mayor and City Council, and;

WHEREAS, North Carolina Department of Environment and Natural Resources currently requires that a Capital Improvement Plan be in place as part of the required Water & Sewer collection system permitting process, and;

WHEREAS, the City defines capital need/expenditure as costs incurred to construct, refurbish, or purchase property or equipment that is expected to be functional over an extended period of time and often relates to expenditures that are large outlays of money in comparison to those included in the normal operating budget, and;

WHEREAS, the firm Freese and Nichols Inc. was contracted to do a wastewater asset inventory and assessment to be used as a planning tool to guide improvements and maintenance for the City's existing wastewater structure in June 2020 and this analysis was completed and presented to City Council on April 7, 2022.

WHEREAS, the City of Asheboro contracted the firm Waterworth to help city staff develop a Capital Improvement Plan that integrates the information from the Freese and Nichols Inc. analysis.

WHEREAS, October 29, 2024, Waterworth and City staff distributed and presented a preliminary version of the Capital Improvement plan for the Water & Sewer Operations to City Council, refined the plan based on feedback, distributed and presented a final version of the plan to the City Council on April 3, 2025 and incorporated components of the plan in the 2025-2026 Budget Ordinance that was adopted on June 10, 2025.

WHEREAS, the plan outlines annual departmental allocations by year, over a 10 year period, along with the funding recommendations and proposed rate increases that were incorporated in the Waterworth plan followed by more specific departmental detail of these expenditures, and;

NOW, THEREFORE, BE RESOLVED that the City Council of the City of Asheboro, North Carolina does hereby adopt the 2025-2035 Capital Improvement Plan.

This resolution was adopted in open session by the Asheboro City Council during a regular meeting that was held on the 10th day of July 2025.

David H. Smith, Mayor

ATTEST:

Tammy M. Williams, CMC, Deputy City Clerk

RESOLUTION NUMBER _____

CITY COUNCIL OF THE CITY OF ASHEBORO, NORTH CAROLINA

**RESOLUTION DECLARING THE OFFICIAL INTENT OF THE CITY
OF ASHEBORO TO PURCHASE MUNICIPAL VEHICLES AND
EQUIPMENT AND TO REIMBURSE THE WATER AND
SEWER FUND AND THE GENERAL FUND WITH
INSTALLMENT FINANCING PROCEEDS**

WHEREAS, in order to maintain a satisfactory level of municipal services, the Asheboro City Council has adopted a budget ordinance for fiscal year 2025-2026 that allocates funding for the acquisition of vehicles and equipment deemed essential for maintaining uninterrupted high-quality municipal services; and

WHEREAS, the following appropriations have been made for the acquisition of vehicles and equipment by city departments that receive their funding from the City of Asheboro Water and Sewer Fund:

1. \$44,000.00 has been budgeted for vehicle and equipment acquisition by the meter department;
2. \$223,000.00 has been budgeted for vehicle and equipment acquisition by the water maintenance department;
3. \$75,000.00 has been budgeted for vehicle and equipment acquisition by the sewer maintenance department;
4. \$78,000.00 has been budgeted for vehicle and equipment acquisition by the systems maintenance department; and

WHEREAS, the following appropriations have been made for the acquisition of vehicles and equipment by city departments that receive their funding from the City of Asheboro General Fund:

1. \$503,062.00 has been budgeted for vehicle and equipment acquisition by the police department;
2. \$53,000.00 has been budgeted for vehicle and equipment acquisition by the building inspections department;

3. \$45,000.00 has been budgeted for vehicle and equipment acquisition by the operations department;
4. \$76,000.00 has been budgeted for vehicle and equipment acquisition by the fleet maintenance department;
5. \$561,500.00 has been budgeted for vehicle and equipment acquisition by the street maintenance department;
6. \$1,007,000.00 has been budgeted for vehicle and equipment acquisition by the environmental services department;
7. \$176,000.00 has been budgeted for vehicle and equipment acquisition by the facility maintenance department; and

WHEREAS, the budgeted amount for the above-described acquisition of vehicles and equipment needed for the listed city departments funded out of (a) the Water and Sewer Fund (\$420,000.00) and (b) the General Fund (\$2,421,562.00) to deliver essential municipal services totals \$2,841,562.00; and

WHEREAS, Section 160A-20 of the North Carolina General Statutes authorizes the city to finance the purchase of personal property by means of installment financing that creates a security interest in the purchased property; and

WHEREAS, in order to provide uninterrupted, high-quality municipal services, the above-referenced vehicles and equipment will be purchased and placed into service as soon as possible with available funds in the Water and Sewer Fund and in the General Fund; and

WHEREAS, the Asheboro City Council has decided that the above-stated expenditures are to be reimbursed to the Water and Sewer Fund and the General Fund during the current fiscal year with proceeds from an installment financing agreement that will create security interests in the above-referenced municipal vehicles and equipment acquired by the city during its 2025-2026 fiscal year; and

WHEREAS, more favorable financing terms can be obtained if the city takes the steps necessary to allow the lending institution from which financing is ultimately obtained to exclude the interest paid or payable under an installment financing agreement with the city from the gross income of the lending institution; and

WHEREAS, in accordance with the applicable treasury regulations, one of the steps necessary to avoid jeopardizing the ability of a lender to exclude from its gross income the interest paid or payable under an installment financing agreement is for

the city to declare its official intent to reimburse the Water and Sewer Fund and the General Fund for the expenditures used to purchase the needed vehicles and equipment.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Asheboro that, consistent with the city's budget ordinance for fiscal year 2025-2026, as amended, and with the explicit intent of seeking reimbursement for the expenditures from installment financing proceeds, a maximum sum of \$2,841,562.00 (\$420,000.00 from the Water and Sewer Fund plus \$2,421,562.00 from the General Fund) may be expended for the above-described acquisition of municipal vehicles and equipment prior to the execution of any installment financing agreement; and

BE IT FURTHER RESOLVED by the City Council of the City of Asheboro that the governing board does hereby formally and explicitly declare the official intent of the City of Asheboro to fully reimburse, with loan proceeds from an installment financing agreement to be executed prior to the end of the 2025-2026 fiscal year, any and all expenditures from the Water and Sewer Fund and the General Fund during the current fiscal year for the above-referenced vehicle and equipment acquisitions that are necessary for providing essential municipal services.

This Resolution was adopted by the Asheboro City Council in open session during a regular meeting held on July 10, 2025.

David H. Smith, Mayor

ATTEST:

Holly H. Doerr, CMC, NCCMC, City Clerk

RESOLUTION NUMBER _____

CITY COUNCIL OF THE CITY OF ASHEBORO, NORTH CAROLINA

RESOLUTION EXPRESSING CONCURRENCE WITH REVISIONS TO
THE CITY OF ASHEBORO EMPLOYEE POLICIES AND
PROCEDURES MANUAL

WHEREAS, the City of Asheboro Employee Policies and Procedures Manual (formerly known as the City of Asheboro Personnel Policies and Procedures Manual and sometimes referenced in this Resolution as the “Manual”) was originally promulgated by the city manager and approved by resolution of the Asheboro City Council on March 4, 2004; and

WHEREAS, in consultation with the human resources director, the city manager periodically updates the Manual to conform to the most recent legislative actions taken by the General Assembly of North Carolina; and

WHEREAS, Session Law 2025-8, with an effective date of July 1, 2025, has been enacted by the General Assembly of North Carolina to provide an additional special separation allowance option for state and local law enforcement officers with at least thirty years of creditable service; and

WHEREAS, city staff members have prepared revisions to Article V (Benefits), Section 6 (Special Separation Allowance for Law Enforcement Officers) of the City of Asheboro Employee Policies and Procedures Manual to conform city policies to Session Law 2025-8; and

WHEREAS, the revised Section 6 in Article V of the Manual is attached to this Resolution as EXHIBIT 1, which is hereby incorporated into this instrument by reference as if copied fully herein; and

WHEREAS, the Asheboro City Council has concluded that, in addition to conforming to a legislative enactment, the attached text amendments are supportive of the governing board’s goal to create a positive work environment for municipal employees and thereby facilitate excellence in the provision of municipal services.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Asheboro that the city council hereby concurs with the entirety of the text amendments found in EXHIBIT 1 and authorizes, with a retroactive effective date of July 1, 2025, the updating of the City of Asheboro Employee Policies and Procedures Manual to incorporate into the Manual the text amendments found in the attached exhibit; and

BE IT FURTHER RESOLVED by the City Council of the City of Asheboro that all articles, sections, and provisions contained within the Manual that are not clearly and unmistakably addressed by the text amendments in the attached exhibit are unaffected by this Resolution and remain, without alteration, in full force and effect.

This Resolution was adopted by the Asheboro City Council in open session during a regular meeting held on July 10, 2025.

David H. Smith, Mayor

ATTEST:

Holly H. Doerr, CMC, NCCMC, City Clerk

EXHIBIT 1

ARTICLE V. BENEFITS

SECTION 6. SPECIAL SEPARATION ALLOWANCE FOR LAW ENFORCEMENT OFFICERS

[The following text is applicable to eligible law enforcement officers employed by the City of Asheboro who retired prior to July 1, 2025.]

In accordance with N.C. Gen. Stat. § 143-166.42, on and after January 1, 1987, all eligible sworn law enforcement officers employed by the City of Asheboro shall receive, beginning on the last day of the month in which he/she retires on a basic service retirement, receive an annual special separation allowance beginning in the month in which the officer retires on a basic service retirement under the provisions of N.C. Gen. Stat. § 128-27(a). Consistent with N.C. Gen. Stat. § 143-166.42, the allowance shall be paid in equal installments on the payroll frequency used by the employer from which the officer retired (the City of Asheboro). The retiring officer's initial eligibility for the special separation allowance and the formula to be used in calculating the amount of the allowance shall be determined by city staff members in the finance and human resources departments in strict compliance with the applicable statutes and administrative regulations, specifically including without limitation the above-cited statutory provision.

The cessation of the above-described payments to a retired officer shall be governed by the provisions listed below.

- (1) Subject to the following subsection (2), payment to a retired officer under the provisions of this section shall cease at the first of the following occurrences:
 - (a) The death of the officer;
 - (b) The last day of the month in which the officer attains 62 years of age; or
 - (c) The first day of reemployment by a local government employer in any capacity.
- (2) Notwithstanding any other provision contained within this section, payments to a retired officer shall not cease when a unit of local government employs a retired officer for any of the following:

- (a) In a public safety position in a capacity not requiring participation in the Local Governmental Employees' Retirement System; or
 - (b) In service to a county board of elections on an election day or during the hours for early voting under Part 5 of Article 14A of Chapter 163 of the General Statutes in a capacity that complies with G.S. 128-21(19) and does not result in cessation or suspension of the retiree's benefit from the Local Governmental Employees' Retirement System.
- (3) If a retired officer's receipt of the special separation allowance is terminated because of the individual's reemployment with a local government employer, payment of the special separation allowance cannot be resumed at a later date.

[The following text applies to eligible law enforcement officers employed by the City of Asheboro who retire on or after July 1, 2025.]

- (A) Annual Special Separation Allowance – On and after January 1, 1987, every sworn law enforcement officer employed by the City of Asheboro who qualifies under N.C. Gen. Stat. § 143-166.42 shall receive an annual special separation allowance beginning in the month in which the officer retires on a basic service retirement under the provisions of N.C. Gen. Stat. § 128-27(a). Consistent with the legislative enactment providing for the annual special separation allowance, the allowance shall be paid in equal installments on the payroll frequency used by the employer from which the officer retired (the City of Asheboro).
- (B) Definitions – The following definitions apply in this section.
- (1) Allowance – The annual special separation allowance for local law enforcement officers provided for under N.C. Gen. Stat. § 143-166.42.
 - (2) Creditable Service – The service for which credit is allowed under the retirement system of which the officer is a member.
 - (3) Law Enforcement Officer – As defined in N.C. Gen. Stat. § 128-21 or N.C. Gen. Stat. § 143-166.50(a).
 - (4) Officer – Law enforcement officer.
- (C) Qualification for Allowance and Calculation of Allowance – To be eligible for an allowance under this section, an officer is required to meet one of the following sets of criteria, which shall also determine the allowance amount.

- (1) For officers meeting all of the following criteria, the annual special separation allowance to be paid is equal to eighty-five hundredths percent (0.85%) of the annual base rate of compensation most recently applicable to the officer for each year of that officer's creditable service:
- (a) The officer (i) has completed 30 or more years of creditable service or (ii) is 55 years of age or older and completed five or more years of creditable service;
 - (b) The officer is less than 62 years of age;
 - (c) The officer has completed at least five years of continuous service as a law enforcement officer immediately preceding the officer's service retirement. Any break in this required continuous service that is a result of disability retirement or disability salary continuation benefits shall not adversely affect an officer's qualification to receive an allowance under this subdivision so long as the officer returned to service within 45 days after the disability benefits had ceased and is otherwise qualified to receive the allowance; and
 - (d) At least fifty percent (50%) of the officer's creditable service is as a law enforcement officer.
- (2) For officers meeting all of the following criteria, the annual special separation allowance to be paid is equal to eighty-five hundredths percent (0.85%) of the annual equivalent of the base rate of compensation at the time the officer attained 30 years of service multiplied by 30:
- (a) Prior to attaining 62 years of age, the officer has completed 30 or more years of creditable service, at least fifty percent (50%) of which was as a law enforcement officer; and
 - (b) The officer has completed at least five years of continuous service as a law enforcement officer immediately preceding the officer's service retirement. Any break in this required continuous service that is a result of disability retirement or disability salary continuation benefits shall not adversely affect an officer's qualification to receive an allowance under this subdivision so long as the officer returned to service within 45 days after the disability benefits had ceased and is otherwise qualified to receive the allowance.

If an officer meets all of the criteria under each subdivision of this subsection (C), then the city as the employer making the allowance payments will allow the officer to choose which of the two calculation formulas to use for that officer's allowance. This election by the officer

is a one-time, irrevocable election and shall be made prior to the first allowance payment. If no election is made by the officer, then the calculation amount under subdivision (2) of this subsection (C) shall be used.

(D) Cessation of Payment – Payment of the allowance to a retired officer under the provisions of this section shall cease at the first occurrence of one of the following events.

(1) The death of the officer.

(2) The last day of the month in which either of the following applies:

(a) If the officer is receiving an allowance in an amount determined under subdivision (C)(1) of this section, the officer attains 62 years of age; or

(b) If the officer is receiving an allowance in an amount determined under subdivision (C)(2) of this section, there has been a period of receiving the allowance that is equivalent to the total of 62 years minus the age at which the officer first completed 30 years of creditable service.

(3) The first day of reemployment by a local government employer in any capacity.

(D1) Exceptions to the Cessation of Payments – Notwithstanding the provisions of subdivision (3) of subsection (D) of this section, payments to a retired officer shall not cease when a local government employer employs a retired officer in any of the following manners.

(1) In a public safety position in a capacity not requiring participation in the Local Governmental Employees' Retirement System.

(2) In service to a county board of elections on an election day or during the hours for early voting under Part 5 of Article 14A of Chapter 163 of the General Statutes in a capacity that complies with N.C. Gen. Stat. § 128-21(19) and does not result in cessation or suspension of the retiree's benefit from the Local Governmental Employees' Retirement System.

(D2) If a retired officer's receipt of the annual special separation allowance is terminated pursuant to the provisions of subdivision (3) of subsection (D) of this section, payment of the special separation allowance cannot be resumed at a later date.

RESOLUTION NUMBER _____

CITY COUNCIL OF THE CITY OF ASHEBORO, NORTH CAROLINA

Resolution Adopting the City of Asheboro Schedule of Fees

WHEREAS, the City of Asheboro strives to provide a high level of service to its citizens; and

WHEREAS, some services provided are used periodically and require an extensive amount of man hours and city resources; and

WHEREAS, the City of Asheboro charges fees for these various services and these fees are found throughout the municipal code; and

WHEREAS, the city council desires to consolidate these fees into one document, attached hereto, that may be amended from time to time at the council's sole discretion.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Asheboro that the attached fee schedule which is incorporated into this Resolution by reference, is hereby established and adopted as the City of Asheboro Schedule of Fees; and

BE IT FUTHER RESOLVED by the City Council of the City of Asheboro that, except as otherwise specifically noted within the adopted fee schedule, the fees listed within the attached schedule will be effective upon adoption of this Resolution; and

BE IT FURTHER RESOLVED by the City Council of the City of Asheboro that city staff shall, at a minimum, review the adopted fee schedule on an annual basis and provide updates to the city council on the results of the review process.

This Resolution was adopted by the Asheboro City Council in open session during a regular meeting on July 10, 2025.

David H. Smith, Mayor

ATTEST:

Holly H. Doerr, CMC, NCCMC, City Clerk

City of Asheboro Schedule of Fees

Fiscal Year
2025-2026



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Building Inspections

A Zoning Permit may be required before building permits can be issued. Drawings for projects need to be submitted at least two weeks prior to issuance of building permits. All subcontractors should obtain their own permits. Fees are based on the general construction portion only. Project costs should be rounded to the nearest thousand. Minimum permit fee for all permit types is \$50. The permit fee for all permit types when work is started prior to a required permit is double that standard permit fee or \$200, whichever is less.

DESCRIPTION	AMOUNT
Building Permit	Residential: \$5/\$1000 up to \$150,000; \$1.50/\$1,000 thereafter Commercial: \$10/\$1000 up to \$150,000; \$5.00/\$1,000 thereafter
Minimum Permit	\$50
Minimum Sign	\$50
Non-bid Jobs (new)	\$40/ sq. ft.
Habitable Space	\$20/ sq. ft.
Mobile Home	\$100
Swimming Pool	\$100
Demolition-Residential	\$75
Demolition-Commercial	\$150
Relocate Structure	\$120
Plumbing Permit	\$5 per fixture, \$50 minimum
Water/Sewer Line: House	\$50
Water/Sewer Line: Commercial/Large	\$100
Heating/ AC Permit	
Boiler	\$100
Gas Line-Residential	\$50
Gas Line-Commercial	\$50
Gas Furnace/Gas Pack	\$60
Gas Furnace / Gas Pack and AC up to 5 tons	\$100
Additional per ton over 5	\$10
Heat Pump	\$60
Mini Split	\$50
Oil Furnace	\$60
Refrigeration Units	
Minimum Permit	\$30
Per additional unit over 3	\$10
CHANGE OUTS	AMOUNT
Unit Change out (no duct work)	
Residential	\$50
Commercial	\$75
Commercial - greater than 5 ton	\$100
Commercial Grease Hood	\$100

Mobile Home Heating/ AC Unit	\$50
Gas Appliances	
Minimum Permit (up to 3 appliances)	\$50
Additional Per appliance	\$10

Electrical Permits

Temporary Service Residential	\$50
Temporary Service Commercial	\$100
Temp Pole/Saw Service	
Residential	\$50
Commercial	\$100
Residential	\$100
Commercial	\$100 first 5000 sq. ft. \$5/1000 sq. ft. thereafter
Service Change	\$50
Electric Repair	
Residential	\$50
Commercial	\$100
Generator Installation	\$50
Mobile Home Service	\$50
Sign	\$50
Duplex	\$200
Apartments (each)	\$50
Minimum Permit	\$50
*Fee for work started without permit	\$100 maximum

Reinspection Fee: \$50

A re-inspection fee may be assessed for a second and any subsequent failed inspections.

A Zoning Permit may be required before building permits can be issued. Drawings for projects need to be submitted at least two weeks prior to issuance of building permits. All subcontractors should obtain their own permits. Fees are based on the general construction portion only. Project costs should be rounded up to the nearest thousand.

Minimum permit fee for all permit types is \$50 unless otherwise provided. An additional fee will be assessed for all permit types when work is started prior to a required permit; that fee is double the applicable permit fee or \$500, whichever is less. A \$50 re-inspection fee may be assessed for a second and any subsequent failed inspection.

Permit fees are broken down into two (2) categories: Residential and Commercial. Residential includes single and two-family construction: single-family homes, duplexes and townhomes fall into this category. Commercial includes all other projects not considered Residential.

Building Permits:

Residential
<i>New Construction:</i>
\$100 + \$0.35 per sq. ft.
<i>Renovations and additions:</i>
\$50 + \$0.20 per sq. ft.
Minimum Fee: \$50

Commercial
<i>New Construction and Renovations:</i>
\$10 per \$1,000 up to \$150,000
\$5 per \$1,000 thereafter
Minimum Fee: \$100

Note: When fees are based on construction cost, any information provided may be reviewed against the most current International Code Council's "Building Valuation Data" (BVD). In the event of a disparity, the BVD may be used as a basis for project cost.

Demolition - Residential	\$75 per building
Demolition - Commercial	\$150 per building
Insulation – Residential	\$50
Insulation – Commercial	\$100
Manufactured Home	\$100
Minimum Sign Permit	\$50
Modular Home	\$500 (does not include trades)
Relocate Single-Family Residence	\$500
Swimming Pool, including Fence	\$125
Change of occupancy inspection	\$100

Plumbing Permits:

	\$5 per fixture, \$50 minimum
Water/Sewer Line: House	\$50
Water/Sewer Line: Commercial/Large	\$100
Residential Irrigation Sprinkler	\$50
Non-Residential Irrigation Sprinkler	\$100

Heating and Air Conditioning Permits:

Residential	
Gas Line	\$50
Furnace / Gas Pack.	\$75
Heat Pump:	\$75
Mini-Split	\$50
Oil Furnace	\$75
Unit Change Out (no duct work)	\$50
Manufactured Home Heating / AC Unit	\$75
Gas Appliances Up to 3	\$50
Each Additional Gas Appliance	\$10
Minimum Mechanical Fee	\$50

Commercial	
Gas Line	\$100
Furnace / Gas Pack & AC (≤ 5 tons)	\$100
Each Additional Ton over 5	\$10
Refrigeration Units (< 3 tons)	\$75
Each Additional Unit over 3	\$10
Commercial Grease Hood	\$100
Unit Change Out (no duct work)	\$100
Gas Appliances Up to 3	\$100
Each Additional Gas Appliance	\$10
Boiler Permit	\$100
Minimum Mechanical Fee	\$50

Electrical Permits:

Temporary Service Residential	\$50
Temporary Service Commercial	\$100
New Single-Family Residential/Modular	\$100
Temp Pole/Saw Service	
Residential	\$50
Commercial	\$100
Residential Repair	\$50
New Commercial Construction / Repair	\$100 first 5,000 s.f., \$5 per 1,000 s.f. thereafter
Service Change	\$50
Generator Installation	\$50
Manufactured Home Service	\$75
Apartments	\$50 each
Temporary power for Residential	\$50
Temporary power for commercial	\$100

***Return Check Fee** **\$25.00**

Cemeteries

Stone Permit Fee	\$10.00
Burial Permit Fee	\$10.00

City Clerk's Office

Local Malt Beverage and Wine Privilege License

Malt Beverage			Wine (Unfortified, Fortified, or Both)	
Location Number	On-Premises	Off-Premises	On-Premises	Off-Premises
1	\$15.00	\$5.00	\$15.00	\$10.00
2	\$16.50	\$5.50	\$16.50	\$11.00
3	\$18.15	\$6.05	\$18.15	\$12.10
4	\$19.97	\$6.66	\$19.97	\$13.31
5	\$21.97	\$7.33	\$21.97	\$14.64
6	\$24.17	\$8.06	\$24.17	\$16.10
7	\$26.59	\$8.87	\$26.59	\$17.71
8	\$29.25	\$9.76	\$29.25	\$19.48
9	\$32.18	\$10.74	\$32.18	\$21.43
10	\$35.40	\$11.81	\$35.40	\$23.57

Malt Beverage and Wine Wholesaler	
Malt Beverage and/or Wine Wholesaler	\$37.50

Illustration of Tax Calculations				
Retailer A Has Malt Beverage, On-Premises; Malt Beverage, Off-Premises; Wine, On-Premises; and Wine, Off-Premises Permits at One Location			Retailer B Has Malt Beverage, On-Premises; Malt Beverage, Off-Premises; Wine, On-Premises; and Wine, Off-Premises Permits at Two Locations	
Location	Retailer A (Single Location)		Retailer B (Two Locations)	
1	Malt Beverage, On-Premises	\$15.00	Malt Beverage, On-Premises	\$15.00
1	Malt Beverage, Off-Premises	\$5.00	Malt Beverages, Off-Premises	\$5.00
1	Wine, On-Premises	\$15.00	Wine, On-Premises	\$15.00
1	Wine, Off-Premises	\$10.00	Wine, Off-Premises	\$10.00
			Subtotal for Location 1 = \$45.00	
2			Malt Beverage, On-Premises	\$16.50
2			Malt Beverage, Off-Premises	\$5.50
2			Wine, On-Premises	\$16.50
2			Wine, Off-Premises	\$11.00
			Subtotal for Location 2 = \$49.50	
Total Tax for Retailer A = \$45.00			Total Tax for Retailer B = \$94.50	

Taxicabs

Taxicab Driver's Permit	\$3.00
Taxicab Driver's Permit Renewal	\$0.50

Cultural and Recreation Services

**City Resident/Non-Resident rates are established according to the residence of the individual. City Residents need to obtain a REC card to receive the City Resident Rate.

Lake Lucas		Rec Card	Non-Resident
	Daily Fishing Permit	\$3	\$4
	Annual Fishing Permit	\$35	\$50
	Daily Jon Boat Rental	\$8	\$12
	Daily Canoe / Kayak Rental	\$6	\$10
	Daily Kayak/Canoe Launch	\$2.50	\$3.50
	Annual Kayak/Canoe Launch	\$35	\$50
	Daily launch fee	\$7	\$9.50
	Annual launch fee	\$100	\$135
	Kayak Rental Spaces	\$60	\$85
	Boat Rental Spaces	\$150	\$200
Lake Reese		Rec Card	Non-Resident
	Daily launch fee	\$7	\$9.50
	Daily Kayak/Canoe Launch	\$2.50	\$3.50
	Annual Kayak/Canoe Launch	\$35	\$50
	Annual launch fee	\$100	\$135
	Daily Duck hunting (per boat)	\$12.50	\$16
Baseball/Softball Field Rental		Rec Card	Non-Resident
	Rental per Hour (no lights)	\$20	\$25
	Rental per Hour (with lights)	\$30	\$40
	Tournament rental per weekend		
	One Field	\$200	\$250
	Two Fields	\$350	\$450
	Concession Stand/Restroom	\$60	\$75
	Additional Field Preparation	\$45	\$65
Youth Sports Fees		Rec Card	Non-Resident
	Registration fee	\$30	\$50
	Late fee applied after registration deadline	\$10	\$10
Sunset Theatre Rentals- Applies to All		Rec Card	Non-Resident
	Security Deposit	\$100	\$100
	Dark/Rehearsal (Multi-day use, 4 hour max)	\$60	\$60
	Non-Profit- Single Day (8 hour max)	\$175	\$175
	General Meeting/Party Rental (4 hour max)	\$100	\$100
	Private Event (8 hours max)	\$300	\$300
	Commercial/ For Profit (8 hours max)	\$450	\$450

Rotary Pavilion at Bicentennial Park Rental	Rec Card	Non-Resident
Security Deposit (refundable)	\$100	\$100
Facility/Equipment Signage Rental (event optional)	\$20	\$20
Daily Rate	\$325	\$400
Non-Profit Government Rate	\$225	\$225
Skate Park	Rec Card	Non-Resident
Daily admission	\$1	\$2
15 admissions pass	\$10	\$25
1 year unlimited pass	\$150	\$300
Party Room Rental (per hour)	\$20	\$30
Shelter Rental	Rec Card	Non-Resident
Memorial Park (upper): 10am-3pm; 3:30pm-dark	\$18	\$35
Full day	\$35	\$70
All other Parks: 10am-3pm; 3:30pm-dark	\$10	\$20
Full day	\$20	\$40
Tennis Courts	Rec Card	Non-Resident
Lights per hour per court	\$3	\$4
Pools	Rec Card	<u>Non-Resident</u>
Public Swim (day)		
2 years & under w/ paying adult	\$0	\$0
3 years & older	\$3	\$3
Public Swim (night)		
2 years & under w/ paying adult	\$0	\$0
3 years & older	\$2	\$2
Public Lap Swim	\$2	\$2
Public Senior Swim	\$0	\$1
Swimming lessons (group)	\$25	\$30
Swimming lessons (private)	\$50	\$60
Lifeguard Training Class	\$225	\$225
Swim Pass (15 admissions)	\$30	\$40
Pool Rental (2 hrs.) 0-50 people	\$150	\$225
Includes 1 Manager & 2 Lifeguards		
Pool Rental (3 hrs.) 0-50 people	\$225	\$300
Includes 1 Manager & 2 Lifeguards		
Additional Lifeguard (each)	\$30	\$30
If a party exceeds 50 people, 1 additional lifeguard is REQUIRED for every 25 people.		

Golf Course	Rec Card	Non-Resident
Walking Only	\$8	\$10
Riding 9 holes- w/ green fees	\$15	\$18
Riding 18 holes- w/ green fees	\$21	\$25
Membership Fees		
Junior (Summer June-August)	\$80	\$130
Individual	\$400	\$475
Senior	\$325	\$400
Senior Couple	\$550	\$625
Family (up to 4 at same residence)	\$700	n/a
Member Cart Fees		
Nine holes	\$6	\$7
Eighteen holes	\$11	\$13
Fundraising Tournament Rate	\$18 per person	

Disk Golf Course	Rec Card	Non-Resident
Tournament Rental per day (8 hrs.)	\$100	\$175

Recreation Center	Rec Card	Non-Resident
Adult Lap Swim	\$2.00	\$2.00
Aquatic & Group Fitness Classes	\$2.00	\$3.00
Aquatic & Group Class Pass (15 admissions)	\$20.00	\$35.00
Open Gym Activities	\$1.00	\$2.00
Senior Programs:		
Aquatic & Group Fitness	Free	\$1.00
Lap Swim	Free	\$1.00
Open Gym Activities	Free	\$1.00
Senior Games Practice	Free	Free
Rentals:		
Security Deposit	\$100.00	\$100.00
Conference Room Rental/hr	\$20.00	\$30.00
Multipurpose Room Rental/hr	\$40.00	\$60.00
Gym Rental / hr	\$60.00	\$90.00
Pool Rental – 2 hours	\$120.00	\$180.00
Pool Rental – 3 hours	\$180.00	\$270.00
• All pool rentals are limited to a maximum capacity of 30 persons • Each pool rental includes 1 Manager, 2 Lifeguards and the use of the party room for food and beverages		

Gatekeeper's House	Rec Card	Non-Resident
Security Deposit (refundable)	\$100.00	\$100.00
Non-Profit/Government Rate (per hour)	\$15.00	\$15.00
Daily Rate (per hour)	\$25.00	\$35.00

Downtown Farmers' Market	Vendor
Daily Fee (1 space)	\$5
Daily Fee (2 Spaces)	\$15

Running/Walking Events	Non-Profit Fee	Event Fee
Bicentennial Park Certified 5K Course	\$225.00	\$300.00
Memorial Park Certified 5K Course	\$300.00	\$400.00
Memorial Park Certified 10K Course	\$375.00	\$500.00
Non-Conforming Courses (need approval)	\$525.00	\$700.00

***Return Check Fee** **\$25.00**

Note: Running/Walking Event fees are in addition to the Facility Rental Fees of each park.

Engineering

***Applications for Water and Sewer Taps are taken by the Engineering Department along with any fees.**

Service	Inside City	Outside City
Water Tap Rates		
¾" Complete Service	\$2,500	\$3,750
1" Complete Service	\$3,000	\$4,500
1 ½" Complete Service	\$6,500	\$9,750
2" Complete Service	\$7,000	\$10,500
¾" New Tap	\$1,250	\$1,875
1" New Tap	\$1,500	\$2,250
1 ½" New Tap	\$3,250	\$4,875
2" New Tap	\$3,500	\$5,250
¾" New Meter, Setter, Box	\$1,250	\$1,875
1" New Meter, Setter, Box	\$1,500	\$2,250
1 ½" New Meter, Setter, Box	\$3,250	\$4,875
2" New Meter, Setter, Box	\$3,500	\$5,250
¾" New Meter, existing svc.	\$350	\$525
1" New Meter, existing svc.	\$500	\$750
1 ½" New Meter, existing svc.	\$2,000	\$3,000
2" New Meter, existing svc.	\$2,250	\$3,375
Services not listed	Cost	Cost plus 50%
Sewer Tap Rates		
4" Complete Service	\$1,500	\$3,750
6" Complete Service	\$2,000	\$5,000
Services not listed	Cost	Cost plus 100%

***Return Check Fee** **\$25.00**

Environmental Services

Recycling Transfer Station

Tipping Fee per Ton- Municipal	\$38
90 Gallon Residential Garbage Can / per month	\$18
90 Gallon Commercial Can / per month	\$18
90 Gallon Residential Recycle Can / per month	\$5
90 Gallon Commercial Recycle Can / per month	\$5
Residential Dumpster / per pick-up	\$33
Commercial Dumpster / per pick-up	\$33
Dumpsters billed <u>monthly</u> based on annualized collection schedule	
Missed Residential Dumpster / per pick-up	\$40
Missed Commercial Dumpster / per pick-up	\$44
Compaction Dumpster / per pick-up	\$44
Missed Compaction Dumpster / per pick-up	\$54
Residential Dumpster Rent / per month	\$21
Commercial Dumpster Rent / per month	\$25
Dumpster Clean / Replace / each	\$100
Cardboard Dumpster / per pick-up	\$20
Recycling Dumpster / per pick-up	\$20
Yard Waste Collection per scoop	
First and Second scoop*	\$0
Each scoop thereafter*	\$15
*Applicable to brush that is within specifications	
Waste left in ditch, curb or street per scoop	\$24
Waste out of Specs per scoop	\$24
Waste after hours / emergency collection-	\$50
cost per scoop	
Tires Collection / each	\$5
C&D /Building Materials / per scoop	\$20
Curb side pick-up	\$10
Electronics Collection	\$10
White Goods Collection	\$10
12 yard roll off (property owner)	\$150 per 7 days
24 yard roll off (property owner)	\$150 per 7 days
• Only household trash and bulk items, no C&D/Yard Waste/Tires/White Goods/Electronics • Anything over 2 tons is an additional \$30 per ton	
12 yard roll off (rental property/business)	\$300 per 7 days
24 yard roll off (rental property/business)	\$300 per 7 days
• Only household trash and bulk items, no C&D/Yard Waste/Tires/White Goods/Electronics • Anything over 2 tons is an additional \$30 per ton	

Fire Prevention

The permit fee for all permit types when work is started prior to a required permit is double that standard permit fee or \$200.

Automatic Sprinkler System	up to 10,000 s.f.	\$100
	10,001 – 100,000 s.f.	\$200
	+100,001	\$300
Explosive Materials/Blasting	30-day	\$100
	60-day	\$200
	+61-day	\$300
Fire Alarm Detection System and Related Equipment	up to 10,000 sf.	\$100
	10,001 – 100,000 s.f.	\$200
	+100,001	\$300
Smoke Control or Exhaust Systems	up to 10,000 s.f.	\$100
	10,001 – 100,000 s.f.	\$200
	+100,001	\$300

All other construction and operational permits are \$100. The fee for all permits when work is started prior to a required permit is double the standard permit.

Penalties

Non-Life Safety / offense /day until corrected before re-inspection	\$50
Non-Life Safety/offense/day until corrected after re-inspection	\$100
Non-Occupancy Life Safety / offense /day until corrected before re-inspection	\$150
Non-Occupancy Life Safety/offense/day until corrected after re-inspection	\$300
Occupancy Life Safety / person over limit	\$100
Exit Life Safety/ locked, blocked, obstructed exit	\$500

A \$35 re-inspection fee may be assessed for a second and any subsequent failed routine inspection.

Hazardous Material Emergency Response

Fire Engine, Ladder Truck, Rescue Apparatus	\$200/hr
Support Vehicle(s) (as need to support operation)	\$50/hr
Response Staff (Each on scene)	\$35/hr
Supplies and Materials	Cost/plus 15%
Cost associated with extended operations (12 hours plus)	Cost/plus 15%

- Any rate not specified herein, will be billed at current FEMA rates.

***Return Check Fee**

\$25.00

Planning & Zoning

Rezoning – General District

Less than 2 Acres	\$350
2 to 10 Acres	\$500
Over 10 Acres	\$800 + \$15/acre

Rezoning – Conditional District

Less than 2 Acres	\$600
2 to 10 Acres	\$800
Over 10 Acres	\$1,000 + \$15/acre

Special Use Permit

Less than 2 Acres	\$350
2 to 10 Acres	\$500
Over 10 Acres	\$750 + \$15/acre

Other

Zoning Ordinance Text Amendment	\$350
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Board of Adjustment

Appeal	\$0
Reasonable Accommodation	\$0
Interpretation	\$350
Variance	\$350

Construction

Single Family Residential	\$30
Single Family Residential Accessory	\$25
Two Family Residential	\$125
Two Family Residential Accessory	\$50
Multi-Family Residential	\$500 + \$15/acre disturbed
Multi-Family Residential Accessory	\$100
Non-Residential	\$500 + \$15/acre disturbed
Non-Residential Accessory	\$100
Land Disturbance Permit	\$150

Use

Change of Occupancy	\$100
Change of Use	\$150

Sign

Permanent Sign	\$35/sign type
Temporary Sign	\$25/30 days

Other

Seasonal/Produce Sales & Limited Duration Events	\$100
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Environmental Permit

Watershed Protection & Occupancy Permit	\$100
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Floodplain Development Permit	\$150
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Zoning Verification	
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Residential	\$50
Non-Residential	\$100
DMV	\$25

Subdivision	
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Minor Plat	\$100
Sketch Plat - Major	\$200
Preliminary Plat - Major	\$200 + \$30/lot
Final Plat – Major	\$200

*Return Check Fee	\$25.00
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Police Department

Parking:	\$5.00 penalty	
Animal Control Violation	\$35.00 fine 2 nd offense	
	\$50.00 fine 3 rd offense	
	\$100.00 fine 4 th offense	
	\$150.00 fine 5 th and subsequent offense	
Off-Duty Officer Employment	\$38.00/hour	
Off-Duty Officer Employment where alcohol is being served:		\$50.00/hour
Off-Duty Officer Employment during holidays:		\$50.00/hour
Off-Duty Officer Employment request on a short notice (seven days or less from the date needed):		\$50.00

Utility Billing and Collection

	<u>Inside</u>	<u>Outside</u>
Deposit for Service	\$140	\$160
Sewer Only Service (non-metered avg 300 cf.)	\$30.89	\$77.21

Deposits on accounts are applied to final bill upon termination of service

Low Pressure Sewer System (per pump)	\$66
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The fees noted below will be effective November 1, 2025.

Water Service Monthly Fees

Availability Fee

	<u>Inside</u>		<u>Outside</u>
	¾" 15.89		¾" 39.73
	1" 26.54		1" 66.35
	1.5" 52.91		1.5" 132.30
	2" 84.69		2" 211.76
	3" 158.90		3" 397.30
	4"+ 264.89		4"+ 662.30

Volumetric Charge (Per CCF)

	<u>Inside</u>		<u>Outside</u>
	0+ 3.29		0+ \$8.22

Other Monthly Fees:

Capital Fee (Per Bill)

	¾" \$5.00
	1" \$8.35
	1.5" \$16.65
	2" \$26.65
	3" \$50.00
	4"+ \$83.35

Wastewater Service Monthly Fees:

The fees noted below will be effective November 1, 2025.

Availability Fee (Monthly)

<u>Inside</u>		<u>Outside</u>	
¾"	\$23.84	¾"	\$59.59
1"	\$39.81	1"	\$99.52
1 ½"	\$79.39	1 ½"	\$198.43
2"	\$127.07	2"	\$317.61
3"+	\$238.40	3"+	\$595.90

Volumetric Charge (Per CCF)

<u>Inside</u>		<u>Outside</u>	
0+	\$4.84	0+	\$12.10

Sewer Only Service (non-metered avg. 300 cf.	<u>Inside</u>	<u>Outside</u>
	\$30.89	\$77.21

Miscellaneous Fees: (applies to all)

Cleaning/Inspection	\$10
Meter Test	\$20
Late payment charge* - tier 1	\$10
Late payment charge* - tier 2	\$20

* Payments must be received by 5:00 pm on the due date to avoid the late payment charge. Payments "in route" are subject to the late fee as they are not yet received.

*Return Check Fee	\$25.00
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Water Resources Division

Systems Maintenance

Grinder Pump Station Install for low pressure sewer system inside City Limits	\$10,500
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Water/Wastewater Parameter Analysis

Parameter	Cost/Analysis	Parameter	Cost/Analysis
Alkalinity	\$20.00	Total Kjeldahl Nitrogen	\$35.00
Ammonia Nitrogen	\$20.00	Phosphorus - Total	\$25.00
BOD (5-day)	\$30.00	Phosphorus - Ortho	\$65.00
Chlorine	\$20.00	pH & Temperature	\$10.00
ULR Chlorine	\$18.00	Total Solids	\$20.00
Chloride	\$25.00	Total Suspended Solids	\$20.00
COD	\$30.00	Settleable Solids	\$20.00
Conductivity	\$20.00	Sulfate	\$35.00
Cyanide	\$40.00	TOC	\$50.00
Dissolved Oxygen	\$10.00	Turbidity	\$15.00
DOC	\$55.00	UV254	\$65.00
Fluoride	\$35.00	Fecal Coliform	\$30.00
Hardness - Total	\$30.00	E-coli (P/A)	\$35.00
Hardness - Calcium	\$30.00	Total Coliform (P/A)	\$35.00
Hardness - Magnesium	\$30.00	Heterotrophic Plate Count	\$65.00
Nitrate Nitrogen	\$40.00	Source Water (Quanti-Tray)	\$65.00
Nitrite Nitrogen	\$30.00		

Metals Analysis

Parameter	Cost/Analysis	Parameter	Cost/Analysis
Aluminum	\$20.00	Mercury	\$45.00
Antimony	\$20.00	Molybdenum	\$20.00
Arsenic	\$20.00	Nickel	\$20.00
Cadmium	\$20.00	Selenium	\$20.00
Chromium	\$20.00	Silver	\$20.00
Cobalt	\$20.00	Tin	\$20.00
Copper	\$20.00	Titanium	\$20.00
Iron	\$20.00	Vanadium	\$20.00
Lead	\$20.00	Zinc	\$20.00
Manganese	\$20.00		
Hg1631 w/Field Blank	\$160.00		

Analysis fees not specified herein will be provided by commercial laboratory at contracted cost

Organics Analysis

Parameter	Cost/Analysis	Parameter	Cost/Analysis
1,4 Dioxane w/ Field Blank	\$250.00	EPA 624	\$140.00
EPA 625	\$250.00		
Analysis fees not specified herein will be provided by commercial laboratory at contracted cost			

Laboratory/Composite Sampling Analysis

Parameter	Cost/Analysis	Parameter	Cost/Analysis
Sampling Cost per day for sites requiring City provided flow proportional sampler	\$75.00	Sampling Cost per day for sites with customer provided flow proportional sampler	\$50.00

Hauled Wastewater Charge

Parameter	Cost/Analysis	Parameter	Cost/Analysis
Tanker Truck(excludes Recreational Vehicles)	\$125.00	Recreational Vehicle Tank	\$10.00

Industrial Subcharges

All industrial users of the POTW are subject to industrial waste surcharges on discharges, which exceed the following levels:

Parameter	First Limit	Charges per Pounds In Excess
BOD	300 mg/l	\$0.16
COD	750 mg/l	\$0.08
TSS	300 mg/l	\$0.48
TKN	45 mg/l	\$1.65

**City of Asheboro
Schedule of Fees**

Fiscal Year 2025-2026

Adopted July 10, 2025

ORDINANCE NUMBER _____

CITY COUNCIL OF THE CITY OF ASHEBORO, NORTH CAROLINA

**ORDINANCE DESIGNATING CERTAIN INTERSECTIONS
AS 4-WAY STOP INTERSECTIONS**

WHEREAS, Section 160A-296 of the North Carolina General Statutes provides that a city shall have general authority and control over all public streets, sidewalks, alleys, bridges, and other ways of public passage within its corporate limits; and

WHEREAS, Section 70.29(B) of the Code of Asheboro provides, in pertinent part, as follows:

Pursuant to instructions given to him by the City Council from time to time and entered in the council minute book, the City Manager shall:

(B) Cause all intersections designated as stop intersections when entered from designated streets to be posted accordingly. He shall then notify the City Clerk, who shall enter the description of such intersections and the streets of . . . (entry) thereto upon which stops are required in schedule 7 of § 72.02 (of the Code of Asheboro); and

WHEREAS, based on a review conducted by city personnel, specifically including personnel in the city engineering department, the conversion of three signalized intersections to all-way stop intersections has been recommended to the city council; and

WHEREAS, the Asheboro City Council concurs with the recommendation.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Asheboro as follows:

Section 1. The intersection of Worth Street and Main Street is hereby declared to be an all-way (4-way) stop intersection that shall be properly posted to cause all vehicles approaching the intersection from any direction to stop immediately before entering the intersection.

Section 2. The intersection of Worth Street and Elm Street is hereby declared to be an all-way (4-way) stop intersection that shall be properly posted to cause all vehicles approaching the intersection from any direction to stop immediately before entering the intersection.

Section 3. The intersection of Brewer Street and N. Elm Street is hereby declared to be an all-way (4-way) stop intersection that shall be properly posted to cause all vehicles approaching the intersection from any direction to stop immediately before entering the intersection.

Section 4. The city manager is hereby instructed to cause the proper placement of stop signs at the intersections listed in Section 1, Section 2, and Section 3 of this Ordinance to establish all-way stop intersections at the designated locations.

Section 5. The city clerk shall properly record the actions taken pursuant to this Ordinance in schedule 7 of Section 72.02 of the Code of Asheboro.

Section 6. All ordinances and clauses of ordinances in conflict with this Ordinance are hereby repealed to the extent such ordinances conflict with the intent of the Asheboro City Council to create all-way stop intersections at the locations designated herein.

Section 7. This Ordinance shall take effect and be in force from and after the date of its adoption.

This Ordinance was adopted by the Asheboro City Council in open session during a regular meeting on July 10, 2025.

David H. Smith, Mayor

ATTEST:

Holly H. Doerr, CMC, NCCMC, City Clerk

ORDINANCE TO AMEND
THE GENERAL FUND
FY 2025-2026

WHEREAS, The Shelter of Hope's housing program is transitioning into operations by the Place of Grace NC.

WHEREAS, the new organization has requested \$15,000 from Randolph County to assist with their initial operating costs.

WHEREAS, the City of Asheboro has been requested to match the contribution from Randolph County.

WHEREAS, the City of Asheboro believes that this request is a one-time request and that City funding will be combined with other funding to support the initial operating costs.

WHEREAS The City Council of the City of Asheboro desires to amend the budget as required by law to adjust for changes in expenditures in comparison to the current fiscal year adopted budget.

WHEREAS the City Council of the City of Asheboro wants to follow all generally accepted accounting principles.

THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ASHEBORO, NORTH CAROLINA:

That the following revenue line item be increased:

<u>Account #</u>	<u>Description</u>	<u>Increase</u>
10-000-399.0000	Fund Balance Allocation	\$15,000

That the following expense line item increased:

<u>Account #</u>	<u>Description</u>	<u>Increase</u>
10-610-602.XXXX	Place of Grace	\$15,000

Adopted the 10th day of July 2025.

David H. Smith, Mayor

ATTEST:

Holly H. Doerr, CMC, NCCMC, City Clerk

ORDINANCE TO AMEND
THE WATER AND SEWER FUND
FY 2025-2026

WHEREAS, The City of Asheboro budget accepted bids for the installation of the lift station that will service the Randolph County Agricultural Center, and the lowest responsive bid was \$522,285.

WHEREAS The City Council of the City of Asheboro desires to amend the budget as required by law to adjust for changes in expenditures in comparison to the current fiscal year adopted budget.

WHEREAS the City Council of the City of Asheboro wants to follow all generally accepted accounting principles.

THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ASHEBORO, NORTH CAROLINA:

That the following revenue line item be increased:

<u>Account #</u>	<u>Description</u>	<u>Increase</u>
30-000-399.0000	Fund Balance Allocation	\$397,285

That the following expense line item increased:

<u>Account #</u>	<u>Description</u>	<u>Increase</u>
30-870-545.0000	Contracted Services	\$397,285

Adopted the 10th day of July 2025.

David H. Smith, Mayor

ATTEST:

Holly H. Doerr, CMC, NCCMC, City Clerk



RZ-25-12

Application to rezone property located at the intersection of Old Cox Road and Old Humble Mill Road and on the west side of Old Cox Road (Randolph County Parcel Identification Numbers 7679024396, 7669905560, and 7679008885). The request is to amend an existing R15 (CZ) Single-Family Residential Conditional Zoning District to allow a residential planned unit development.

1. Request	
Applicant: Southeastern Site Acquisitions, LLC	Property Owner: Mary Ella Pugh, Barbara Pugh Marsh, Susan Pugh Hash, Joyce Pugh Morgan
Zoning <i>Existing:</i> R15 (CZ) Single Family Residential Conditional Zoning <i>Proposed:</i> R15 (CZ) Single Family Residential Conditional Zoning <i>History:</i> 2023: RZ-23-05: R15 (CZ) zoning approved for Residential Planned Unit Development with no more than 399 units on 399 lots, subsequent to annexation	
Required Notice <i>Mailed Notice by Applicant:</i> 5-23-25 <i>Mailed Notice by Staff:</i> 6-26-25 <i>Published Notice:</i> 6-19-25 & 6-26-25 <i>Posted Notice:</i> 6-20-25	

2. Site Information	
Location	Old Cox Road and Old Humble Mill Road
PIN	7679024396, 7669905560, and 7679008885
Size	234.6 acres +/-
Jurisdiction	Corporate Limits
Current Land Use	Undeveloped
Overlay Districts	None
Infrastructure	City utilities are available, subject to city policies and improvements as required.
Transportation <i>Street Classification:</i> Both streets are minor thoroughfares. <i>Maintenance:</i> Both streets are state-maintained. <i>Other Notes:</i> Old Humble Mill 2023 Annual Average Daily Traffic: 1,100 (2012 Capacity: 13,600) Old Cox Rd 2023 AADT: 2,400 vpd between Zoo Parkway and Walden Road (approximately 1.25 miles from the subject property), and a 2024 capacity of 10,200. A Traffic Impact Analysis (TIA) for this proposed development has been completed by an engineering firm on behalf of the applicant, and a copy has been provided to the City of Asheboro and NC Department of Transportation. Additional information on volumes and capacities is included. The street detail shows a “city street section” profile, indicating that new streets within the development will be requested to be city-maintained and built to city standards.	
Surrounding Land Use	

North: Low Density Residential, Agriculture, Undeveloped
South: Low Density Residential, Agriculture, Undeveloped
East: Low Density Residential, Agriculture, Undeveloped
West: Low Density Residential, Agriculture, Undeveloped

3. Staff Analysis

- 1) The proposed use is a Residential Planned Unit Development
- 2) The R15 Residential District Statement of Intent “to provide regulations which will produce a low intensity of single-family residential use with the necessary governmental and other support facilities to service such suburban intensity living.” The overall density of the development (excluding public rights-of-way) is approximately 2.15 dwellings per acre, which is consistent with an R15 designation.
- 3) **Relevant Zoning Ordinance Definitions:**
Dwelling/Residence, Detached Single Family
An individual dwelling unit for one family located on an independent lot containing no other dwelling units.
Planned Development
Land under unified control to be planned and developed as a whole in a single development operation or a definitely programmed series of development operations. A planned development includes principal and accessory structures and uses substantially related to the character and purposes of the planned development. A planned development is built according to general and detailed plans which include not only streets, utilities, lots and building location, and the like, but also site plans for all buildings as are intended to be located, constructed, used, and related to each other, and plans for other uses and improvements on the land as related to the buildings. A planned development includes a program for the provision, operation, and maintenance of such areas, facilities, and improvements as will be for common use by some or all of the occupants of the planned development district, but which will not be provided, operated, or maintained at general public expense.
- 4) This request plan differs from the previously approved development as follows:
 - (a) The previous plan authorized up to 399 dwelling units with 343 single-family dwellings and 56 attached townhome style dwellings. The current plan proposes 464 dwelling units with 312 single-family attached dwellings and 152 attached townhome style dwellings.
 - (b) The previous development had a roundabout providing two entrances into the development from Old Cox Road. In lieu of this roundabout, the developer has proposed left and right turning lanes from Old Cox Road into these two entrances into the development.
 - (c) A decrease in the linear footage of proposed streets from 21,556 to 15,847 LF.
 - (d) The previous plan included a Future Development Area, with the potential for either a Commercial or Residential component. The current plan does not include a commercial component.
 - (e) The overall amount of open space has increased (approximately 64.7% of this development compared to 39.2% of the previous development), with the impervious portion of the development compacted on a smaller footprint.

- (f) The previous plan showed recreation space that included a clubhouse, play court, and a private trail system throughout the development. The current plan includes an amenity center with a pool and athletic courts in the same location. The private trails are not provided with this request, but a network of sidewalks connecting dwellings and amenities is provided.
- (g) The previous plan included a 6' black acrylic or wooden fence along portions of the easternmost side of the property on Parcel Identification Number 7679024396. This fence is not shown on the current site plan. This was offered as a condition with the previous request, general ordinance requirements do not require such screening. However, a general note on the site plan indicates that, "Existing Vegetation to remain when possible."
- (h) The applicant's engineer has indicated that no permanent stormwater control measures are requested due to the increased amount of open space and the density being considered "low density" by NC Department of Environmental Quality. The engineer's statement related to stormwater is attached to the report.
- 5) Similar to the previous plan, a 30' street yard is proposed along both Old Cox and Old Humble Mill Roads. The site plan notes that the 30' street yard will have a minimum of 1 evergreen shrub per 10 linear feet and 1 canopy tree per 20 linear feet. The plan also notes "existing vegetation to be retained when possible." In addition, at least one street tree is proposed in front of each detached single-family dwelling.
- 6) A portion of the property is within a floodplain, however, no dwellings are proposed within the floodplain. Any utilities located in the floodplain will require applicable floodplain permitting.
- 7) One of the review comments related to utility capacity, indicating that upgrades to the City's Lift Station 6, approximately 2 miles northwest of the development, may be necessary to serve the number of units requested and that financial participation from the developer may be required to expand the utility capacity.
- 8) The applicant has indicated that RV parking will be prohibited on-site. During discussions with staff, the applicant indicated that each townhome dwelling will have a garage for at least one vehicle in addition to one driveway space, and each detached single-family dwelling will have either a one or two vehicle garage in addition to two driveway spaces. There are additional visitor spaces provided and some areas in which on-street parking may be permissible. In addition to other site plan comments noted in (9) below, staff has asked the applicant to provide additional detail on these items.
- 9) After receiving an updated site plan on June 24, 2025, staff returned comments on June 27, 2025. Comments included items related to phasing, clarification on accessory structure setbacks, clarification on perimeter buffer/landscaping detail, street detail clarifying the design of River Otter Road leading to the recreation area, detail on dwelling types and dwelling garage information, and utility/street detail information that would be needed prior to construction if the zoning district is approved.

4. Modifications to Ordinance Regulations

Staff returned comments related to the site plan and upon receipt of an updated plan will have more finalized information on any modifications of the zoning ordinance.

- 1) (+) 30' street yard buffer along Old Cox Road, and one street tree per dwelling for each detached single-family dwelling.

5. Summary of Proposed Zoning Conditions (subject to change prior to final report)

- A) The use approved shall be Residential Planned Unit Development with no more than 464 units on 464 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. Prior to the issuance of a Zoning Compliance Permit, the owner shall provide city staff with written acceptance of any zoning district conditions discussed and accepted during the public hearing.
- C) Enclosure of concrete pads or other additions to the rear of dwellings shall not be considered a modification requiring city council review so long as such additions are located on a recorded lot and receive applicable permitting.
- D) 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.
- E) Solid waste disposal for the project shall be consistent with city policies and codes.
- F) Prior to the preliminary plat approval, plans concerning water, including provisions for fire hydrants, streetlights, street and paving details and sanitary sewage that comply with city policies shall be submitted and approved.
- G) All dwellings shall be located on a subdivided lot that is recorded in the public registry in accordance with the city's land development requirements.
- H) Open space shall be created and recorded consistent with the conditional zoning district site plan.
- I) Every dwelling unit constructed shall have a garage and dedicated driveway leading to the street. Whether provided by a driveway and/or garage, every unit dwelling shall provide a minimum of two parking spaces.
- J) Passenger vehicle overflow parking, equivalent to the number of spaces and in locations generally consistent with the approved site plan, shall be built as shown on the site plan in a ratio equaling the number of such spaces required, in locations generally consistent with the approved site plan, and sized in compliance with the Asheboro zoning ordinance.
- K) Maintenance of all recreation areas, any utilities not publicly maintained, roads, and drainage facilities that are not specifically labeled on the approved site plan as publicly owned and maintained shall be the responsibility of the property owner and any successors in interest including, but not limited to, the homeowners association (HOA).
- L) Landscaping, including street trees, front yard landscaping, and preservation of existing vegetation, shall be installed or retained consistent with the details and specifications shown on the site plan and as modified by these conditions.
- M) All setbacks shall be no less than as provided by the site plan, except for accessory structures that may be permitted subject to general R15 requirements and located outside of buffers/screens shown on the approved site plan. Front yard averaging provisions shall not be applicable within any phase of the development.
- N) All terminations of public streets, whether permanent or temporary, shall comply with city ordinances and policies pertaining to turnaround and maneuvering area.

- O) The recreational amenities depicted on the site plan on Randolph County Parcel Identification Number 7679024396 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 on that parcel of land as ultimately shown on the preliminary plats to be presented.
- P) Sidewalks that meet ADA standards shall be provided along all streets to connect units and lots, parking areas, recreation facilities, trash facilities, community mailboxes, and shall extend to intersections with existing streets and along existing public streets where new curb and gutter is added. 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) Within the 30-foot buffer areas, shown along Old Cox Road and Old Humble Mill Road, existing vegetation shall be retained where present; where no vegetation is present, a street yard equivalent to 1 evergreen shrub per 10 linear feet and 1 canopy tree per 20 linear feet shall be provided within the buffer area.
- R) Changes related to locations of cluster box units (CBU) for mail delivery as required by USPS or NCDOT, 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 and applicable permitting.
- S) Solid waste disposal for the project shall be consistent with city policies and codes.
- T) No new driveways or roadway connections shall be made to Old Cox Road or Old Humble Mill Road except for those shown on the submitted site plan unless determined by city staff and NCDOT to be necessary for public or emergency service response(s).
- U) Final roadway names shall be subject to city and Randolph County approval.
- V) Floodplain development permits shall be issued by the city prior to any construction within regulated floodplain areas.
- W) Prior to recording a final plat for any phase of the development, homeowners' association documents, which contain provisions consistent with the terms of the adopted conditional zoning ordinance, shall be recorded in the Office of the Randolph County Register of Deeds and shall include, but not be limited to, maintenance responsibilities of the association, a release of the City of Asheboro from liability due to utility maintenance on any streets, indication that walls between units are party walls, and the prohibition of parking recreational vehicles (boats, campers, travel trailers, etc.) outdoors.
- X) Consistent with Chapter 71 of the Asheboro Code of Ordinances, parking on any public street in such a way that interferes with emergency or sanitation vehicles shall be prohibited.
- Y) Prior to the issuance of a Zoning Compliance Permit for the proposed land use, the Applicant shall submit documentation detailing the following approvals:

a.) Driveway permit approval from North Carolina Department of Transportation b.) Permitting from the North Carolina Department of Environmental Quality; and c.) Subdivision sketch design and preliminary plat showing compliance with zoning and subdivision ordinance requirements and submittal of required review fees. Z) 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. AA) Prior to the recording of the Memorandum of Land Use Restrictions outlined in supplemental condition (Z), the Applicant shall submit a site plan reflecting any revisions necessary to comply with city codes and conditions of approval.
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6. Land Development Plan Consistency and Reasonableness	
Proposed Land Use Map	Not Designated
Growth Strategy Map	Not Designated
Small Area Map	Not Designated
LDP Goals/Policies Supporting Request • Checklist Item 3. The property on which the rezoning district is proposed fits the description of the Zoning Ordinance. • Goal 2.3: Compact, interconnected and sustainable development patterns • Goal 3.2: Quality design demanding appropriate scale and context • Goal 4.1: Identification and protection of environmentally sensitive areas • Goal 5.3: Interconnected and multi-modal transportation networks • Checklist Item 12.) Property is located outside of watershed;	
LDP Goals/Policies Not Supporting Request • Checklist Item 6: Existing infrastructure is adequate to support the desired zone (<i>specifically related to existing infrastructure for public sewer described in Analysis</i>). • Checklist Item 13. The property is located outside of Special Hazard Flood Area; • Checklist Item 14. Rezoning is located on steep slopes of greater than 20%.	
Staff Proposed Plan Consistency and Reasonableness Statement	Although the Land Development Plan does not provide specific growth strategy and land use recommendations for the property and surrounding area, the request can be reviewed against general goals and policies. The LDP's Southeast Small Area Plan recognized that the US Hwy 64 Bypass likely would change development patterns in the vicinity of the highway but recommended balancing growth with the preservation of rural character and protecting gateways leading to the NC Zoo. The Plan's prediction has proven true; improved access provided by the Bypass, combined with recent economic development announcements and the proximity of municipal water and sewer service, has continued to generate development interest in the area. Similar to the previous plan, the request's proposed clustering of homes in areas most suitable for development, diversity of homeownership options, preservation of significant

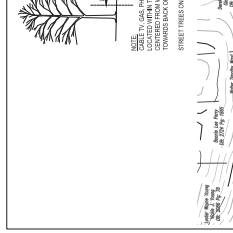
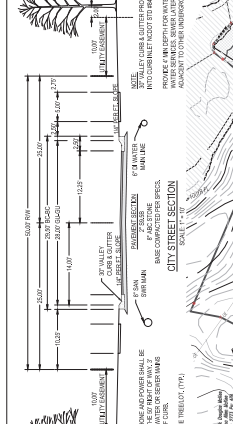
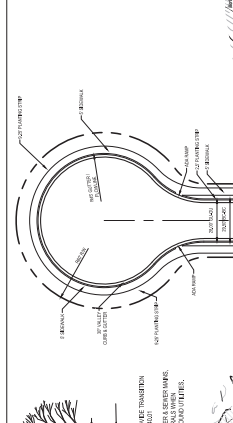
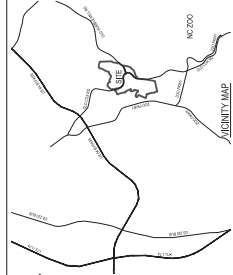
	natural areas for open space, and active recreational amenities and sidewalks strikes a reasonable balance between well-planned growth supported by Land Development Plan goals and policies and honoring the uniqueness of the area afforded by the NC Zoo. Staff believes the request is generally consistent with the Land Development Plan but is awaiting final details from the applicant that will advance additional Land Development Plan goals and policies before making a final recommendation.
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7. Recommendations and City Council Action Items	
Staff Recommendation	As of July 3, 2025, staff's recommendation is pending.
Planning Board Recommendation	The Planning Board continued this request during its June 2, 2025 meeting. A recommendation will be available after the July 7 Planning Board meeting.
Planning Board Plan Consistency and Reasonableness Statement	This statement will be available after the Planning Board's meeting on July 7, 2025.
City Council Action Items	1) Adopt Plan Consistency and Reasonableness Statement 2) a) Approve or deny zoning map amendment RZ-25-12; amend an existing R15 (CZ) Single-Family Residential Conditional Zoning District to allow a residential planned unit development. b) Attach zoning conditions as summarized or with modification.

NO	DATE	DESCRIPTION
PERIOD		
PROJECT NUMBER: 225 1065		
ISSUED BY:	TWO	
REVIEWED BY:	PAS	
ISSUED FOR: CONSTRUCTION		
DATE:	May 2025	
DRAWING NAME		

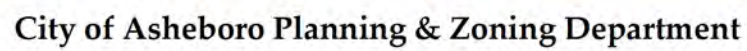
DRAWING NUMBER:

NO.	DATE	DESCRIPTION
1	05/20/2025	ISSUED FOR PERMIT
2	05/20/2025	ISSUED FOR PERMIT
3	05/20/2025	ISSUED FOR PERMIT
4	05/20/2025	ISSUED FOR PERMIT
5	05/20/2025	ISSUED FOR PERMIT
6	05/20/2025	ISSUED FOR PERMIT
7	05/20/2025	ISSUED FOR PERMIT
8	05/20/2025	ISSUED FOR PERMIT
9	05/20/2025	ISSUED FOR PERMIT
10	05/20/2025	ISSUED FOR PERMIT
11	05/20/2025	ISSUED FOR PERMIT
12	05/20/2025	ISSUED FOR PERMIT
13	05/20/2025	ISSUED FOR PERMIT
14	05/20/2025	ISSUED FOR PERMIT
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38	05/20/2025	ISSUED FOR PERMIT
39	05/20/2025	ISSUED FOR PERMIT
40	05/20/2025	ISSUED FOR PERMIT
41	05/20/2025	ISSUED FOR PERMIT
42	05/20/2025	ISSUED FOR PERMIT
43	05/20/2025	ISSUED FOR PERMIT
44	05/20/2025	ISSUED FOR PERMIT
45	05/20/2025	ISSUED FOR PERMIT
46	05/20/2025	ISSUED FOR PERMIT
47	05/20/2025	ISSUED FOR PERMIT
48	05/20/2025	ISSUED FOR PERMIT
49	05/20/2025	ISSUED FOR PERMIT
50	05/20/2025	ISSUED FOR PERMIT
51	05/20/2025	ISSUED FOR PERMIT
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76	05/20/2025	ISSUED FOR PERMIT
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81	05/20/2025	ISSUED FOR PERMIT
82	05/20/2025	ISSUED FOR PERMIT
83	05/20/2025	ISSUED FOR PERMIT
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90	05/20/2025	ISSUED FOR PERMIT
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92	05/20/2025	ISSUED FOR PERMIT
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100	05/20/2025	ISSUED FOR PERMIT



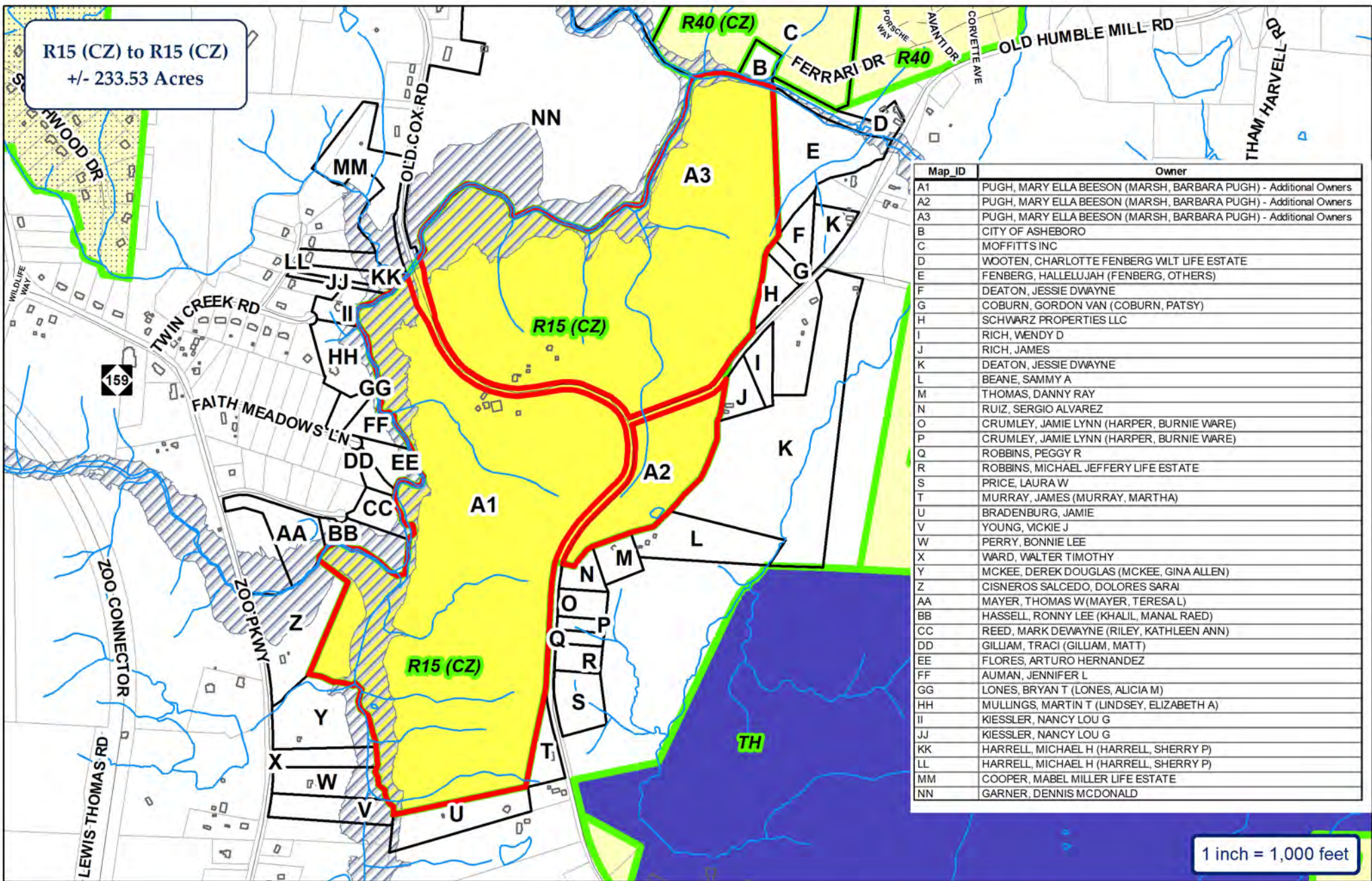
R15 (CZ) to R15 (CZ)
+/- 233.53 Acres

Map showing various land parcels and their zoning designations (R15 (CZ), R40, TH) in Cary, NC. The map includes major roads like US HWY 64, US HWY 159, and several local streets. A large yellow parcel in the center is outlined in red. A scale bar in the bottom right corner indicates 1 inch = 2,000 feet.



Parcels: 7669905560, 7679024396 & 7679008885

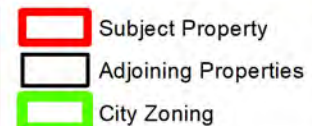




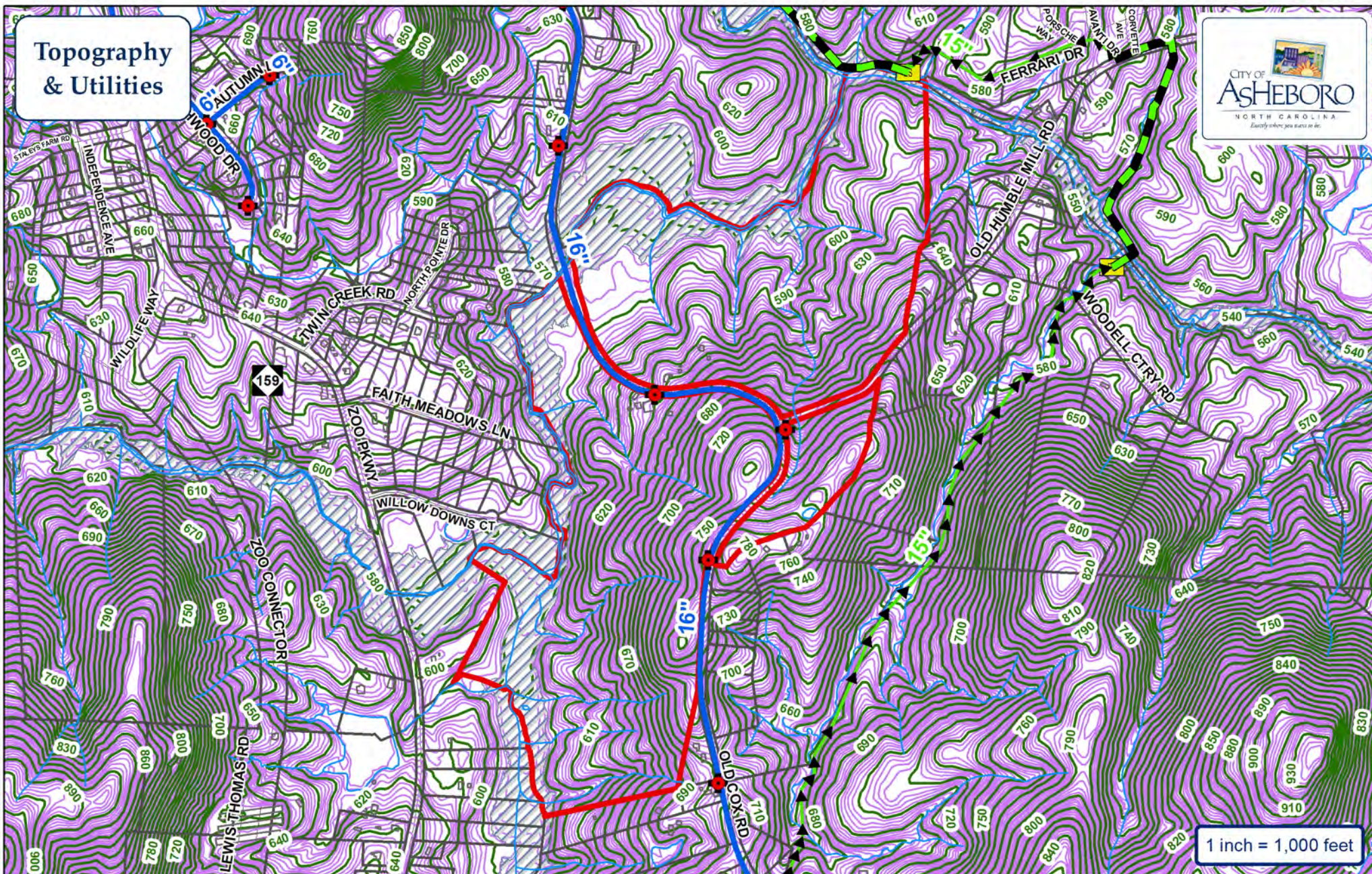
City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-25-12

Parcels: 7669905560, 7679024396 & 7679008885



Topography & Utilities



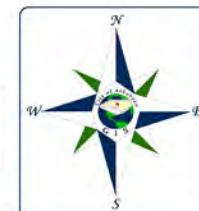
- | | |
|---|--|
|  Water Main |  Fire Hydrant |
|  Sewer Main |  Pump Station |
|  Force Main |  Watershed |

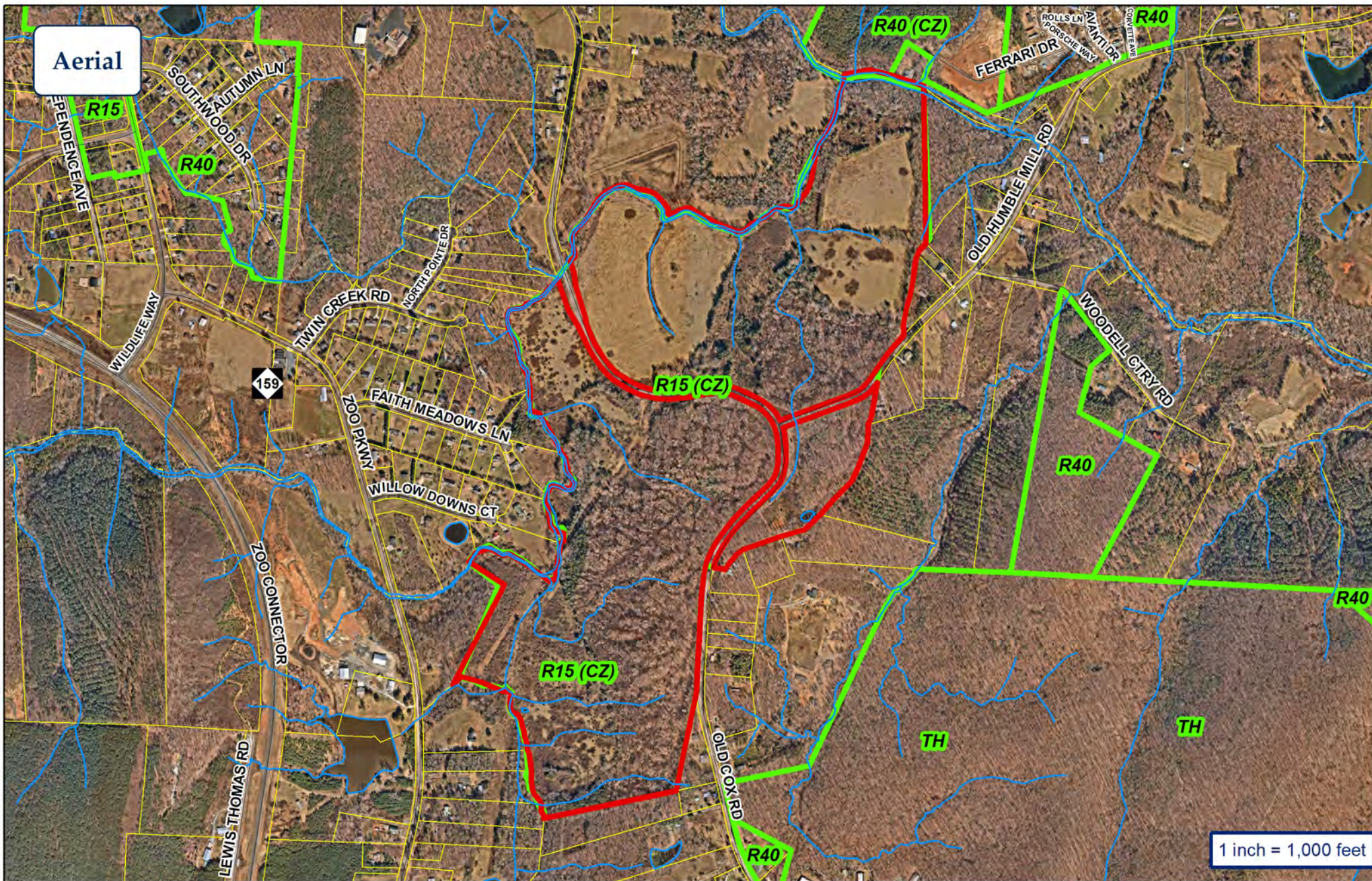
City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-25-12

Parcels: 7669905560, 7679024396 & 7679008885

 Subject Property

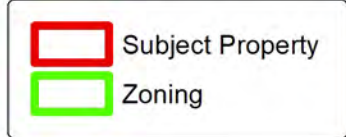




City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-25-12

Parcels: 7669905560, 7679024396 & 7679008885





RZ-25-12: The following is related to the Traffic Impact Analysis (TIA) for this project. The full TIA provided by the applicant is on file on the Planning and Zoning Department



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

May 8, 2026

Mr. Nathaniel J. Rhomberg, PE
Kimley-Horn and Associates, Inc.
421 Fayetteville St., Suite 600
Raleigh, NC 27601

SUBJECT: NCDOT Review of TIA to Assess Required Improvements Associated with the Asheboro Residential Development on SR 2834 (Old Cox Rd) and SR 2830 (Old Humble Mill Rd)

Mr. Rhomberg,

The NC Department of Transportation has reviewed the Traffic Impact Analysis (TIA) dated March 11, 2025, as submitted to this office for the Asheboro Residential Development on SR 2834 (Old Cox Rd) and SR 2830 (Old Humble Mill Rd). The TIA studied the development site driveways on Old Cox Rd and Old Humble Mill Rd along with the intersections of Lions Rest Rd/Old Cox Rd, Old Humble Mill Rd/Old Cox Rd, Pine Hill Rd/Old Cox Rd, Zoo Parkway/Old Cox Rd, and NC 42/Old Humble Mill Rd. 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 an EB left turn lane with 75' storage and appropriate tapers at Site Drive 2 on Old Cox Rd.
2. Construct an EB right turn lane with 50' storage and appropriate tapers at Site Drive 1 on Old Cox Rd.
3. All driveways shall have a minimum 100 IPS.
4. Maintain 12' through and turn lane widths throughout project limits.

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

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

Provide additional public right of way to measure a minimum of 15ft from proposed edge of pavement. Other easements may be required as determined through the driveway permitting process.

This analysis includes background improvements by others. If these improvements are not in place at the time of construction, the site developer should provide these improvements or analysis demonstrating mitigation is not necessary

All work associated with the above-mentioned improvements shall be carried out through an approved Encroachment Agreement issued by the NCDOT Division 8 Engineer.

If you have any further questions regarding this matter, please do not hesitate to call Tyler Kimes, Assistant District Supervisor, at (336) 318-4004

Sincerely,

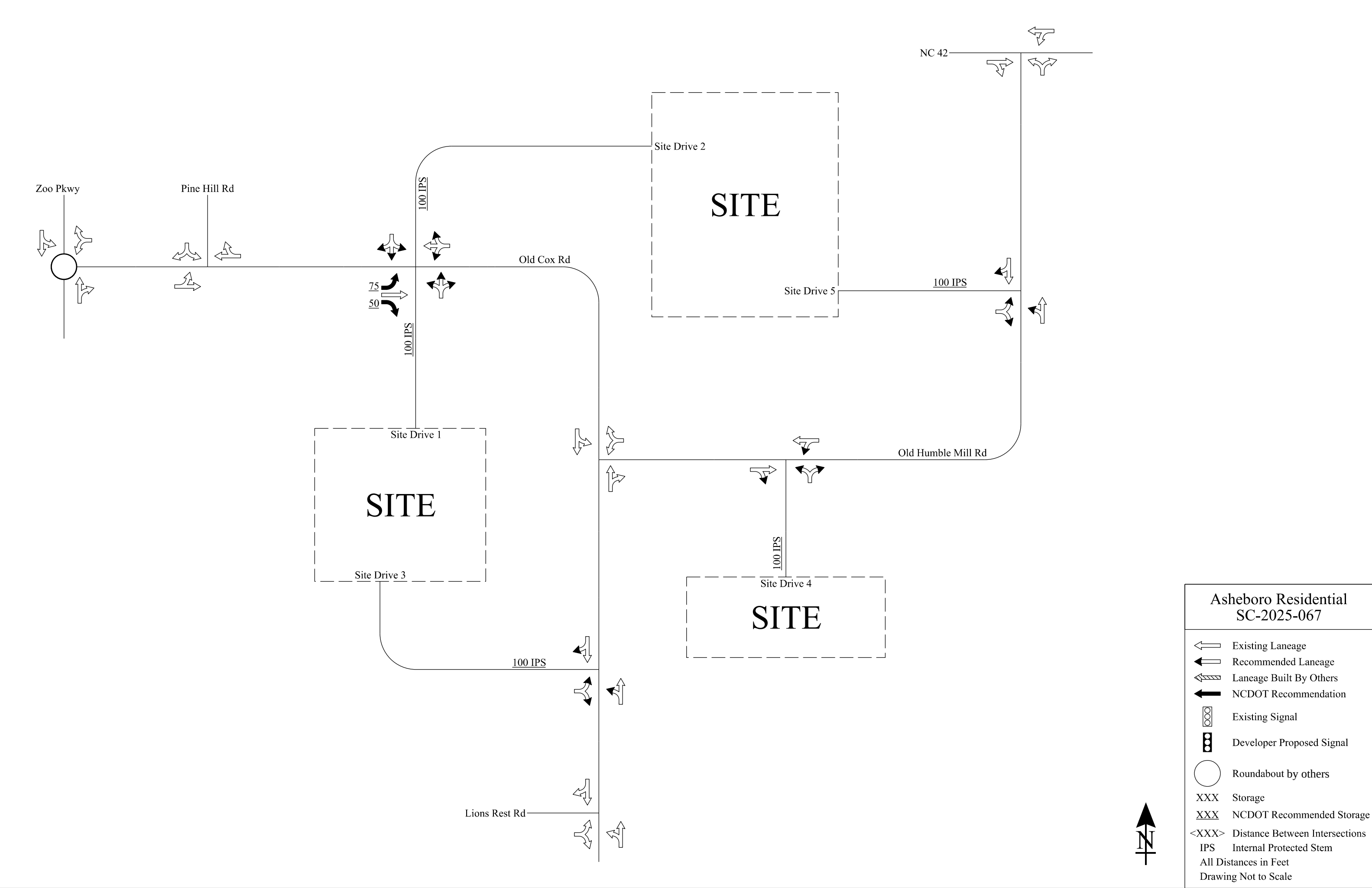
Signed by:

746DFD671EFA474...

R. J. Monroe
District Supervisor

Attachments

cc: Mr. Reuben Blakley, PE, Division Engineer
Mr. Zachary Hussey, Division Traffic Engineer
Mr. Nicholas Lineberger, PE, Congestion Management Regional Engineer



Asheboro Residential
SC-2025-067

Existing Laneage

Recommended Laneage

Laneage Built By Others

NCDOT Recommendation

Existing Signal

Developer Proposed Signal

Roundabout by others

XXX

Storage

XXX

NCDOT Recommended Storage

<XXX>

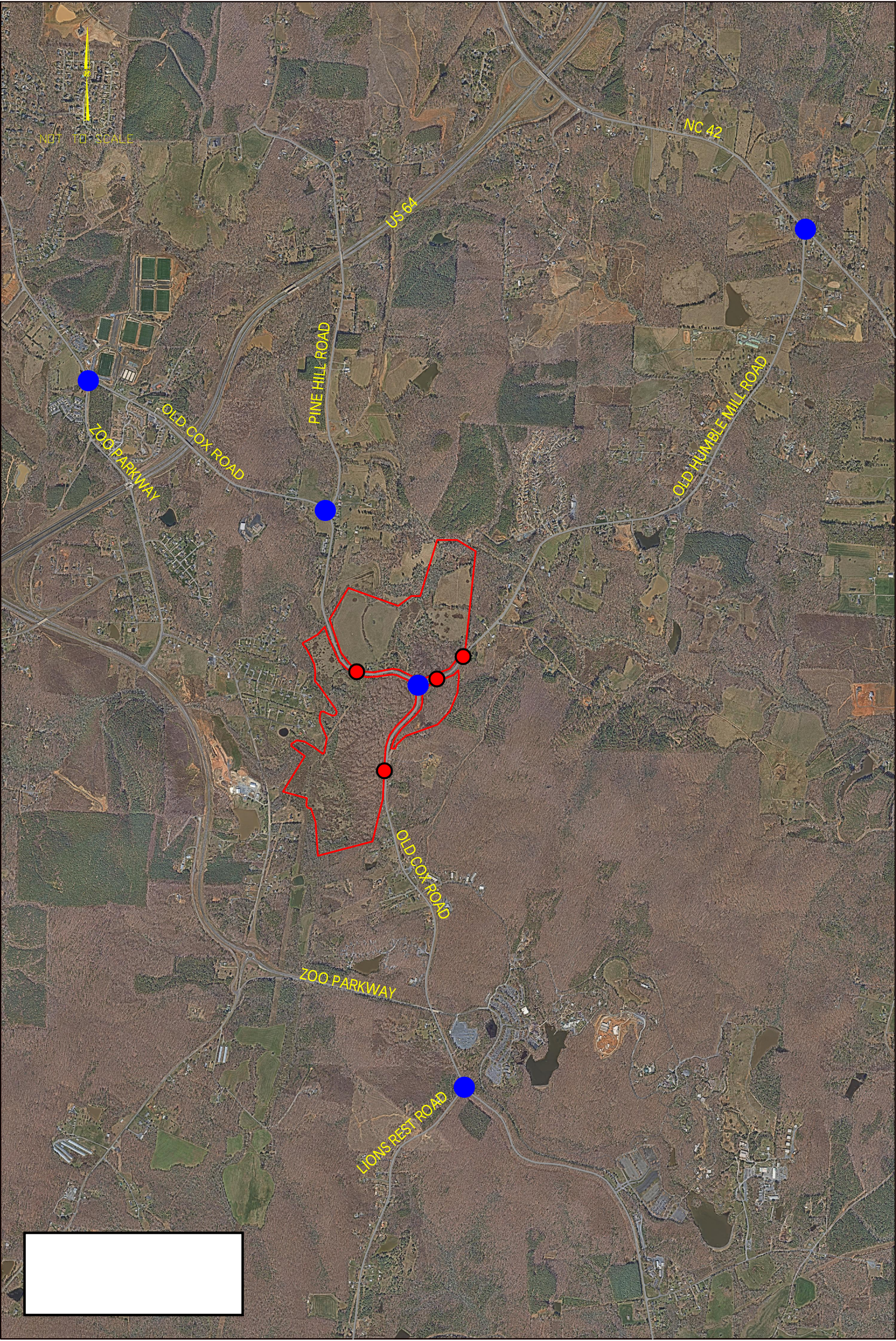
Distance Between Intersections

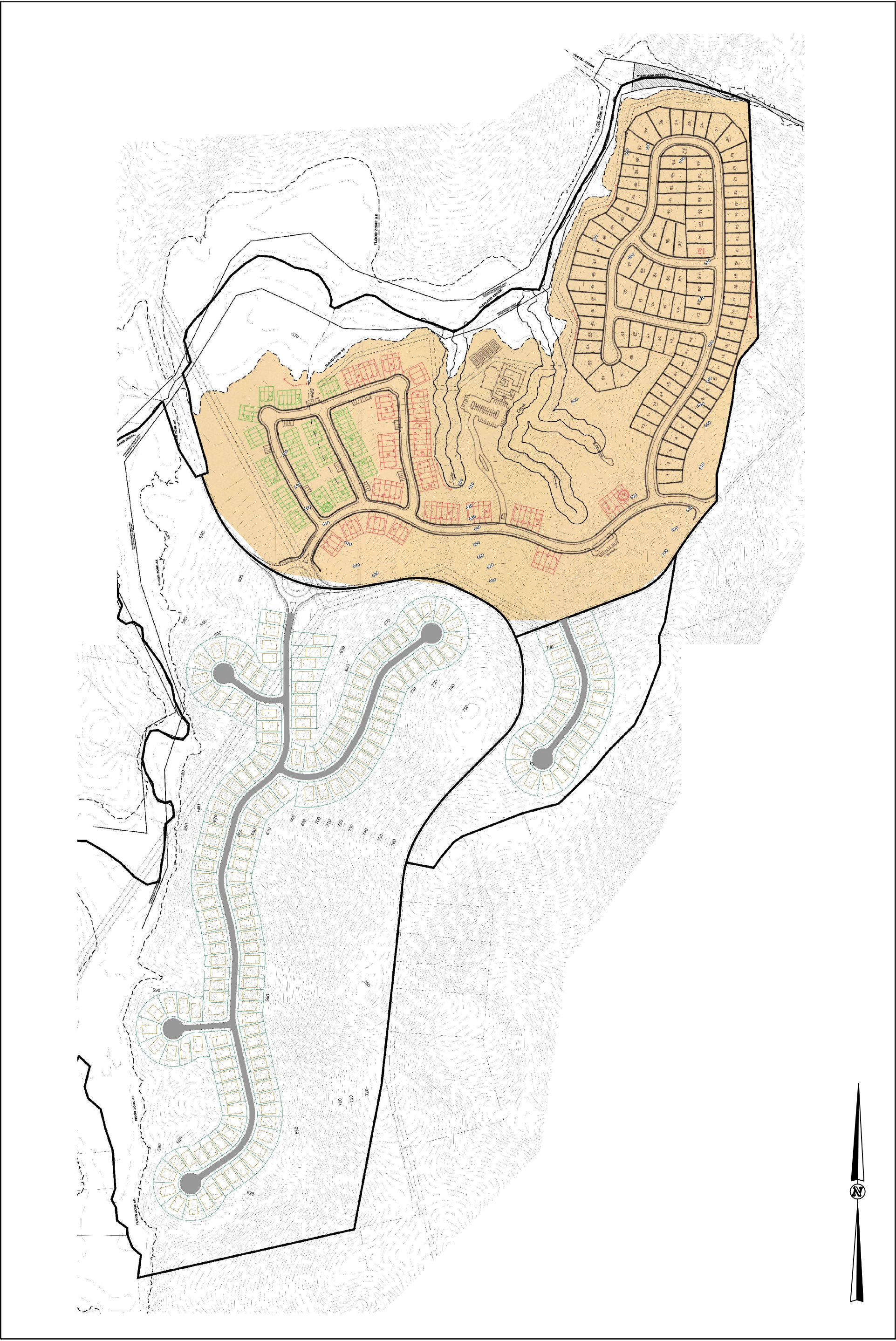
IPS

Internal Protected Stem

All Distances in Feet

Drawing Not to Scale





Traffic Impact Analysis Update
Asheboro Residential

Prepared for:
Blue Ridge Companies

Kimley»Horn

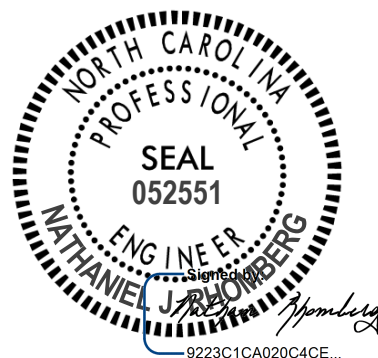
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Traffic Impact Analysis Update for
Asheboro Residential Development
Asheboro, North Carolina

Prepared for:
Blue Ridge Companies
High Point, North Carolina

Prepared by:
Kimley-Horn and Associates, Inc.
NC License #F-0102
421 Fayetteville Street, Suite 600
Raleigh, NC 27601
(919) 677-2000

July 2025
012822005



7/9/2025

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

Executive Summary

Kimley-Horn and Associates, Inc. previously performed and submitted a Traffic Impact Analysis (TIA) for the Asheboro Residential Development located in the vicinity of Old Cox Road and Old Humble Mill Road in Asheboro, NC (*Asheboro Residential Development*, Kimley-Horn and Associates, Inc., March 2025). At the time of this submittal, the proposed development was envisioned to consist of up to 260 single-family homes and 160 townhomes. Since the March 2025 TIA was submitted, the proposed development is now envisioned to consist of up to 312 single-family homes and 152 townhomes. Development will be split up into three tracts surrounding the intersection of Old Cox Road and Old Humble Mill Road. The first tract is located north of Old Cox Road and west of Old Humble Mill Road and is proposed to be accessed by a full movement site driveway on each roadway. The second tract is located south and west of Old Cox Road with a proposed full movement access on Old Cox Road across from the site driveway for the first tract and a second full movement site driveway on Old Cox Road, south of Old Humble Mill Road. The third tract is located south of Old Humble Mill Road and east of Old Cox Road with a proposed full movement site driveway on Old Humble Mill Road. Build-out of the development is anticipated to occur by 2029.

This report presents trip generation, distribution, traffic analyses, and recommendations for transportation improvements required to meet anticipated traffic demands in conjunction with the development. The traffic conditions studied include the existing (2025) traffic condition and the projected (2029) background and build-out traffic conditions. The weekday AM and PM peak hours were studied.

As shown in [Table ES-1](#), the proposed development has the potential to generate 3,982 new daily trips, 283 new trips during the AM peak hour, and 377 new trips during the PM peak hour on a typical weekday.

Table ES-1 ITE Traffic Generation (Vehicles)							
Land Use Code	Land Use	Intensity	Daily Total	AM Peak Hour		PM Peak Hour	
				In	Out	In	Out
210	Single Family Detached Housing	312 d.u.	2,874	53	157	183	107
215	Single Family Attached Housing	152 d.u.	1,108	18	55	51	36
Total New External Trips			3,982	71	212	234	143

Capacity analyses were performed using Synchro/SimTraffic Version 12 software. [Table ES-2](#) summarizes the operation of study intersections for the AM and PM peak hour traffic conditions.

Table ES-2 - Level of Service Summary							
Intersection and Approach/Movement	Traffic Control	Existing (2025) Traffic		Background (2029) Traffic		Build-out (2029) Traffic	
		AM	PM	AM	PM	AM	PM
Zoo Parkway at Old Cox Road	Unsignalized	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)
Westbound		B (10.1)	B (10.8)	B (10.3)	B (11.0)	B (12.2)	B (14.1)
Southbound Left		A (7.7)	A (7.8)	A (7.7)	A (7.8)	A (7.8)	A (8.2)
Old Cox Road at Pine Hill Road	Unsignalized	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)
Southbound		A (9.0)	A (9.5)	A (9.1)	A (9.6)	B (10.3)	B (11.7)
Eastbound Left		A (7.4)	A (7.4)	A (7.5)	A (7.4)	A (7.8)	A (7.7)
Old Cox Road at Old Humble Mill Road	Unsignalized	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)
Westbound		A (9.0)	A (9.3)	A (9.1)	A (9.4)	A (9.3)	A (9.7)
Southbound Left		A (7.3)	A (7.5)	A (7.4)	A (7.5)	A (7.4)	A (7.6)
Old Cox Road at Lions Rest Road	Unsignalized	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)
Eastbound		A (8.7)	A (8.9)	A (8.8)	A (8.9)	A (8.9)	A (9.4)
Northbound Left		A (7.3)	A (7.3)	A (7.3)	A (7.3)	A (7.3)	A (7.4)
NC 42 at Old Humble Mill Road	Unsignalized	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)
Northbound		B (14.3)	B (13.2)	B (14.7)	B (13.6)	C (17.5)	C (16.2)
Westbound Left		A (7.6)	A (8.4)	A (7.6)	A (8.5)	A (7.6)	A (8.7)
Old Cox Road at Site Driveway #1/ Site Driveway #2	Unsignalized	N/A		N/A		- (-)	- (-)
Northbound						B (11.1)	B (13.4)
Southbound						A (9.6)	B (10.2)
Eastbound Left						A (7.5)	A (7.6)
Westbound Left						A (7.4)	A (7.7)
Old Cox Road at Site Driveway #3	Unsignalized	N/A		N/A		- (-)	- (-)
Eastbound						A (8.8)	A (9.1)
Northbound Left						A (7.3)	A (7.4)
Old Humble Mill Road at Site Driveway #4	Unsignalized	N/A		N/A		- (-)	- (-)
Northbound						A (9.0)	A (9.2)
Westbound Left						A (7.3)	A (7.4)
Old Humble Mill Road at Site Driveway #5	Unsignalized	N/A		N/A		- (-)	- (-)
Eastbound						A (9.5)	A (9.8)
Northbound Left						A (7.4)	A (7.5)

Proposed Improvements

The following roadway laneage is recommended based on the capacity analysis presented herein:

Old Cox Road at Site Driveway #1/ Site Driveway #2:

- Construct the site driveway northbound approach as full movement with one ingress lane and one egress lane.
- Construct the site driveway southbound approach as full movement with one ingress lane and one egress lane.

Old Cox Road at Site Driveway #3:

- Construct the site driveway as full movement with one ingress lane and one egress lane.

Old Humble Mill Road at Site Driveway #4:

- Construct the site driveway as full movement with one ingress lane and one egress lane.

Old Humble Mill Road at Site Driveway #5:

- Construct the site driveway as full movement with one ingress lane and one egress lane.

Adequate sight distance and stopping sight distance should be provided for all driveway connections via clearing and grading along the respective site frontages or other measures, as necessary.

Analyses indicate that all existing and future study intersections and minor street approaches are expected to operate with short delays during the AM and PM peak hours with the development in place.

The recommended roadway laneage is shown on **Figure ES-1**.

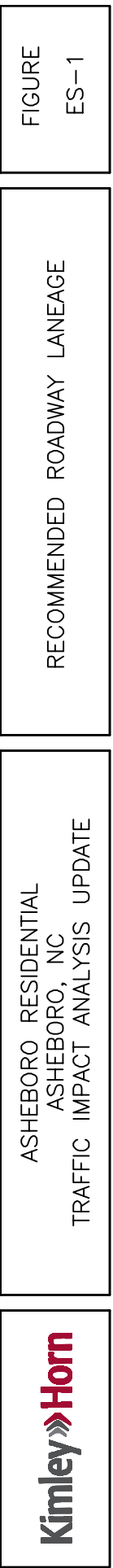


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1.0 Introduction

Kimley-Horn and Associates, Inc. previously performed and submitted a Traffic Impact Analysis (TIA) for the Asheboro Residential Development located in the vicinity of Old Cox Road and Old Humble Mill Road in Asheboro, NC (*Asheboro Residential*, Kimley-Horn and Associates, Inc., March 2025). At the time of this submittal, the proposed development was envisioned to consist of up to 260 single-family homes and 160 townhomes. Since the March 2025 TIA was submitted, the proposed development is now envisioned to consist of up to 312 single-family homes and 152 townhomes. Development will be split up into three tracts surrounding the intersection of Old Cox Road and Old Humble Mill Road. The first tract is located north of Old Cox Road and west of Old Humble Mill Road and is proposed to be accessed by a full movement site driveway on each roadway. The second tract is located south and west of Old Cox Road with a proposed full movement access on Old Cox Road across from the site driveway for the first tract and a second full movement site driveway on Old Cox Road, south of Old Humble Mill Road. The third tract is located south of Old Humble Mill Road and east of Old Cox Road with a proposed full movement site driveway on Old Humble Mill Road. Build-out of the development is anticipated to occur by 2029.

This report presents trip generation, distribution, traffic analyses, and recommendations for transportation improvements required to meet anticipated traffic demands in conjunction with the development. The traffic conditions studied include the existing (2025) traffic condition and the projected (2029) background and build-out traffic conditions. The weekday AM and PM peak hours were studied.

City of Asheboro and North Carolina Department of Transportation (NCDOT) staff were consulted regarding the methodology and assumptions to be included in this analysis. The approved Memorandum of Understanding is included in the Appendix of this report.

2.0 Inventory

2.1 Study Area

The study area for this development includes the following intersections:

- Zoo Parkway at Old Cox Road
- Old Cox Road at Pine Hill Road
- Old Cox Road at Old Humble Mill Road
- Old Cox Road at Lions Rest Road
- NC 42 at Old Humble Mill Road
- Old Cox Road at Site Driveway #1/ Site Driveway #2
- Old Cox Road at Site Driveway #3
- Old Humble Mill Road at Site Driveway #4
- Old Humble Mill Road at Site Driveway #5

Figure 2.1 shows the site location, and the conceptual site plan for the development is shown on **Figure 2.2**.

2.2 Existing Roadway Conditions

The proposed Asheboro Residential Development is located on all three sides of the intersection of Old Cox Road and Old Humble Mill Road in Asheboro, NC. Roadways in the study area include Old Cox Road, Old Humble Mill Road, Zoo Parkway, Pine Hill Road, NC 42, and Lions Rest Road. Recent annual average daily traffic (AADT) volumes were available from NCDOT for most of the study area roadways. Where NCDOT data were not available, 2025 average daily traffic (ADT) volumes were estimated by multiplying the average of the AM and PM peak hour link volumes by 10. The existing roadway laneage is shown in **Figure 2.3**.

Within the vicinity of the site, Old Cox Road is a two-lane undivided roadway with a statutory speed limit of 55 miles per hour (mph). The estimated 2025 ADT volume is 1,500 vehicles per day (vpd) in the vicinity of Old Humble Mill, and the 2023 AADT volume reported from NCDOT was 2,400 vpd east of Zoo Parkway. Per the NCDOT Functional Class Map, Old Cox Road is designated as a local road.

Old Humble Mill Road is a two-lane undivided roadway with a statutory speed limit of 55 mph. The 2023 AADT volume reported from NCDOT was 1,100 vpd east of Old Cox Road. Per the NCDOT Functional Class Map, Old Cox Road is designated as a local road.

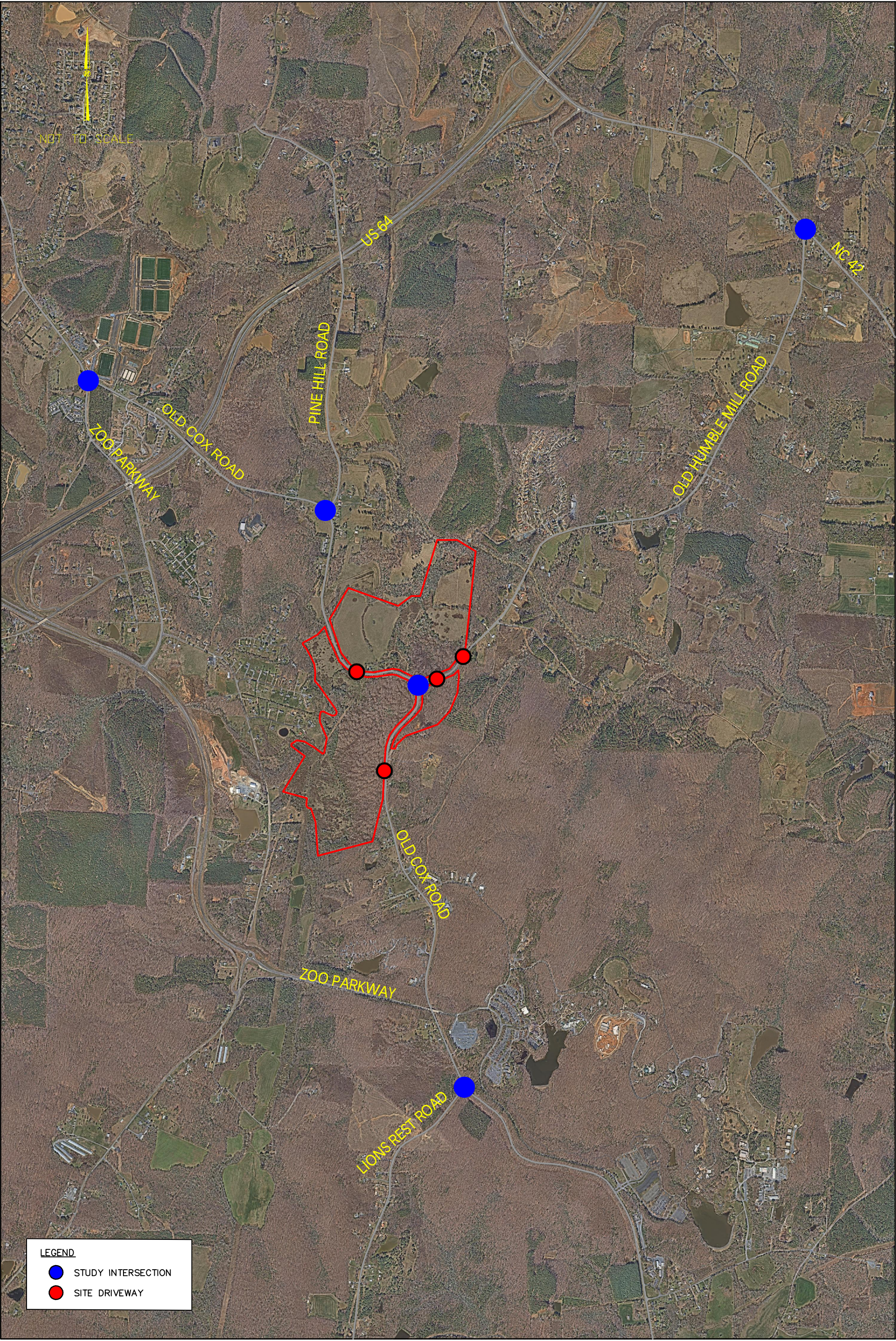
Zoo Parkway is a two-lane undivided roadway with a posted speed limit of 45 mph in the vicinity of Old Cox Road. The 2023 AADT volume reported from NCDOT was 4,500 vpd north of Old Cox Road and 2,700 vpd south of Old Cox Road. Per the NCDOT Functional Class Map, Zoo Parkway is designated as a minor arterial in the vicinity of Old Cox Road.

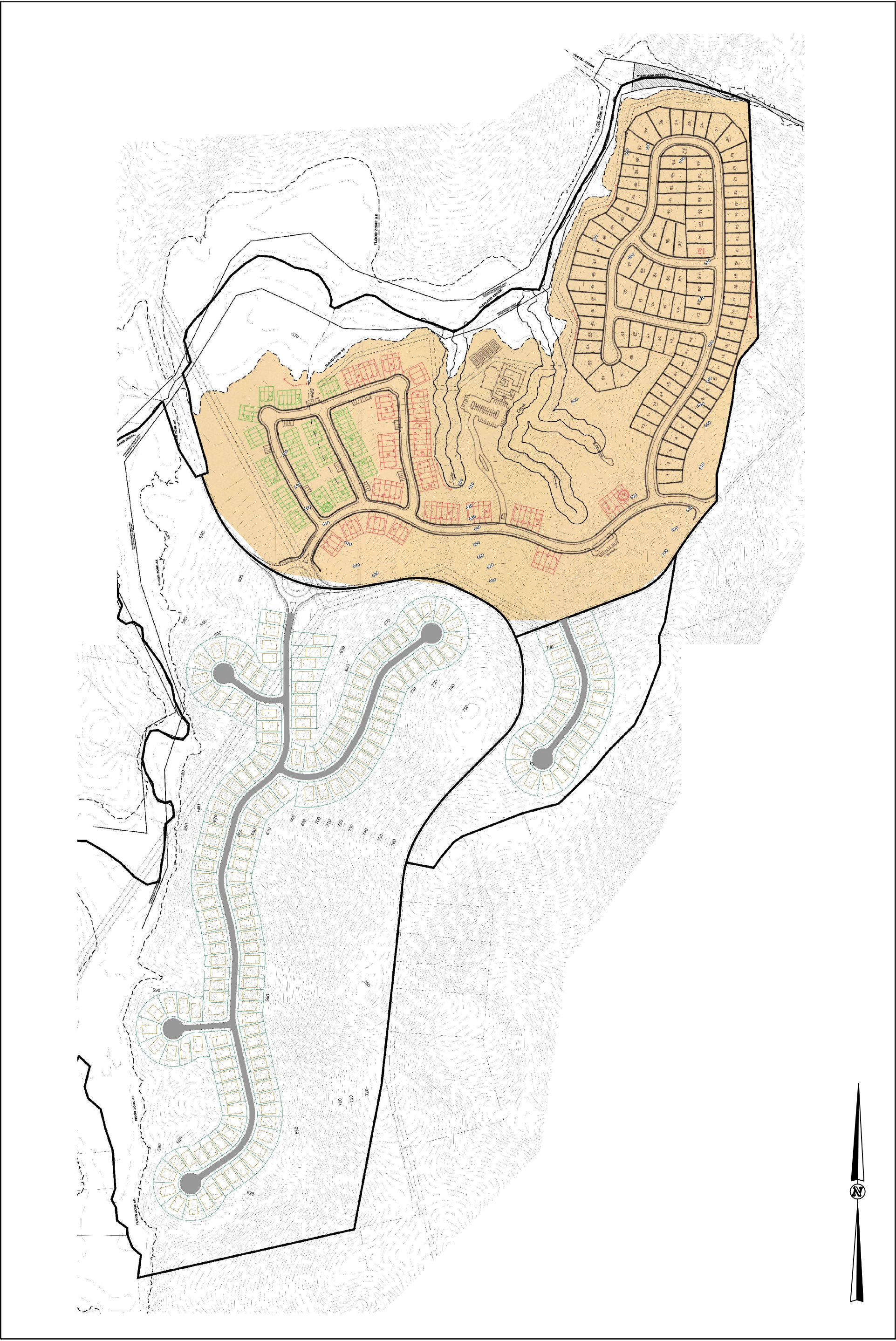


Pine Hill Road is a two-lane undivided roadway with a statutory speed limit of 55 mph. The estimated 2025 ADT volume is 600 vpd north of Old Cox Road. Per the NCDOT Functional Class Map, Pine Hill Road is designated as a local road.

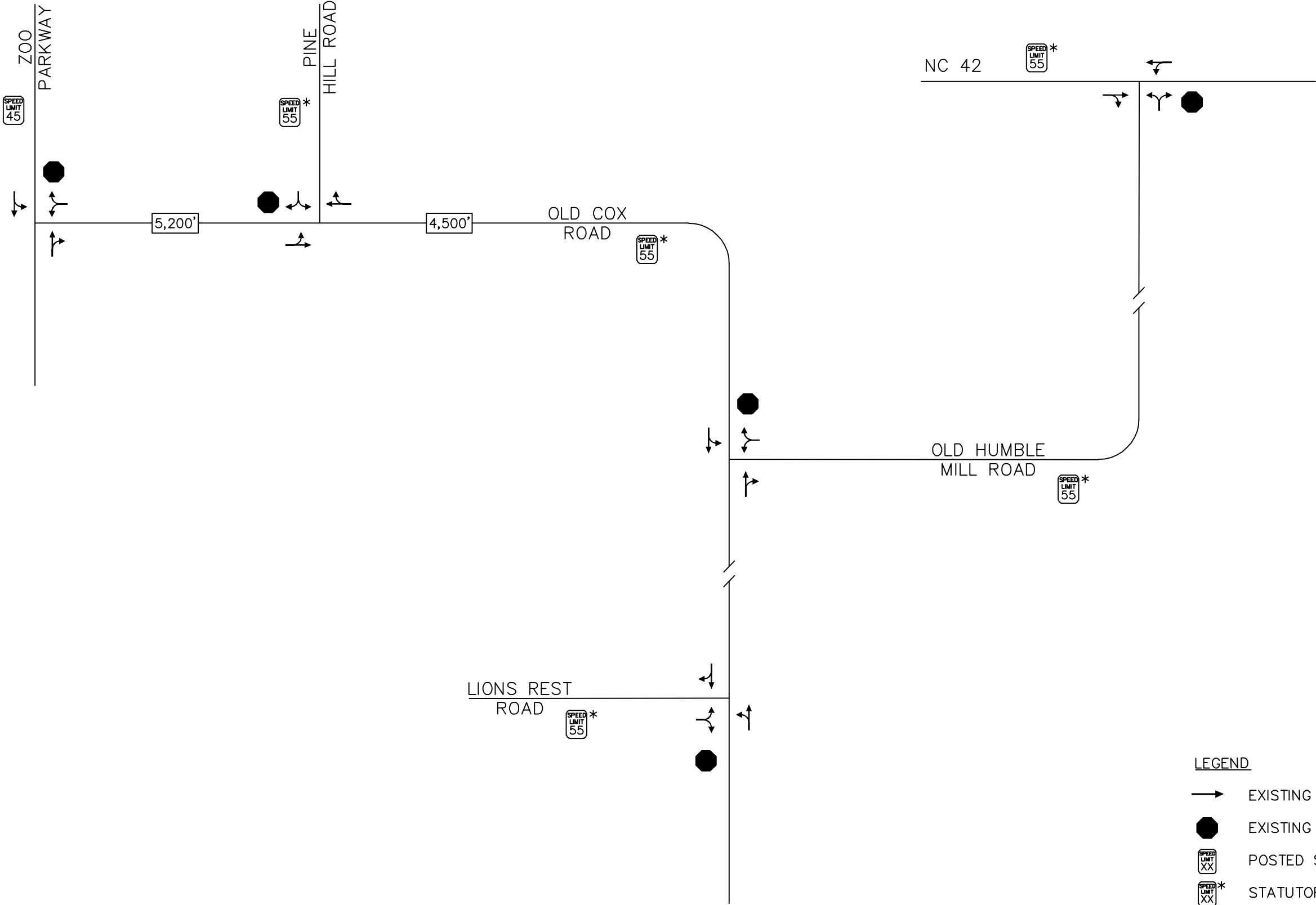
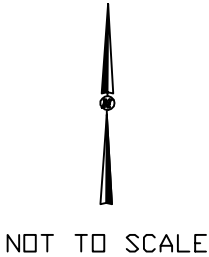
NC 42 is a two-lane undivided roadway with a statutory speed limit of 55 mph in the vicinity of Old Humble Mill Road. The 2023 AADT volume reported from NCDOT was 8,500 vpd west of Old Humble Mill Road. Per the NCDOT Functional Class Map, NC 42 is designated as a major collector.

Lions Rest Road is a two-lane undivided roadway with a statutory speed limit of 55 mph. The 2023 AADT volume reported from NCDOT was 300 vpd south of Old Cox Road. Per the NCDOT Functional Class Map, Lions Rest Road is designated as a local road.





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3.0 Traffic Generation

The traffic generation potential for the proposed development uses was determined using the traffic generation rates and equations published in *Trip Generation* (Institute of Transportation Engineers, 11th Edition, 2021). As currently envisioned, the development will include up to 312 single-family homes and 152 townhomes. Trip generation for the proposed development is shown on Table 3.1.

Table 3.1 ITE Traffic Generation (Vehicles)							
Land Use Code	Land Use	Intensity	Daily Total	AM Peak Hour		PM Peak Hour	
				In	Out	In	Out
210	Single Family Detached Housing	312 d.u.	2,874	53	157	183	107
215	Single Family Attached Housing	152 d.u.	1,108	18	55	51	36
Total New External Trips			3,982	71	212	234	143

As shown in Table 3.1, the proposed development has the potential to generate 3,982 new daily trips, 283 new trips during the AM peak hour, and 377 new trips during the PM peak hour on a typical weekday.

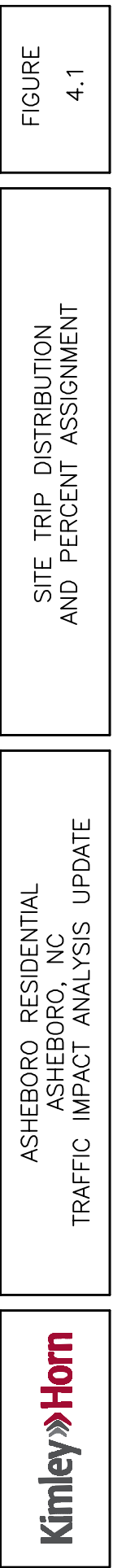
Detailed trip generation calculations including daily trip generation are included in the Appendix of this report.

4.0 Site Traffic Distribution

The proposed generated site trips for the development were assigned to the surrounding roadway network. The directional distribution and assignment for the development were based on a review of surrounding land uses and existing traffic patterns in the area.

- 40% to/from the north on Zoo Parkway
- 25% to/from the west on NC 42
- 10% to/from the north on Pine Hill Road
- 10% to/from the south on Zoo Parkway
- 5% to/from the east on NC 42
- 5% to/from the south on Old Cox Road
- 5% to/from the south on Lions Rest Road

The site trip distribution and assignment percentages are shown in **Figure 4.1**.



5.0 Projected Traffic Volumes

5.1 Existing Traffic

Weekday AM peak hour (7:00 to 9:00 AM) and PM peak hour (4:00 to 6:00 PM) turning movement counts were performed at the following intersections on February 5, 2025:

- Zoo Parkway at Old Cox Road
- Old Cox Road at Pine Hill Road
- Old Cox Road at Old Humble Mill Road
- Old Cox Road at Lions Rest Road
- NC 42 at Old Humble Mill Road

Existing AM and PM peak hour traffic volumes are shown on **Figures 5.1** and **5.2**, respectively, and the traffic count data are included in the Appendix.

5.2 Historic Growth Traffic

Historic growth traffic is the increase in traffic due to usage increases and non-specific growth throughout the area. Based on a review of historic growth rates in the area, a 1% annual growth rate was applied to existing traffic volumes up to the study year 2029 for all roads in the study area.

5.3 Approved Development Traffic

Approved development traffic is generated by approved, but not yet constructed, projects in the vicinity of the proposed project. Based on discussions with NCDOT, one (1) development was identified for inclusion as background traffic in this study.

NC Zoo Expansion

- A 12.5-acre zoo exhibit expansion located at 4401 Zoo Parkway expected to open in 2026.
- Trip generation was obtained from section 3.1 *Approved Developments* of the *Richlands Creek Subdivision TIA* (Davenport, July 2023) and assigned to the study intersections with an estimated distribution and assignment based on a review of surrounding land uses and roadway connections.

Background traffic volumes, consisting of existing turning movement counts, historic growth traffic, and approved development site traffic are shown on **Figures 5.1** and **5.2** for the AM and PM peak hours, respectively. The approved development trip distribution and resulting peak hour site trips are included in the Appendix.

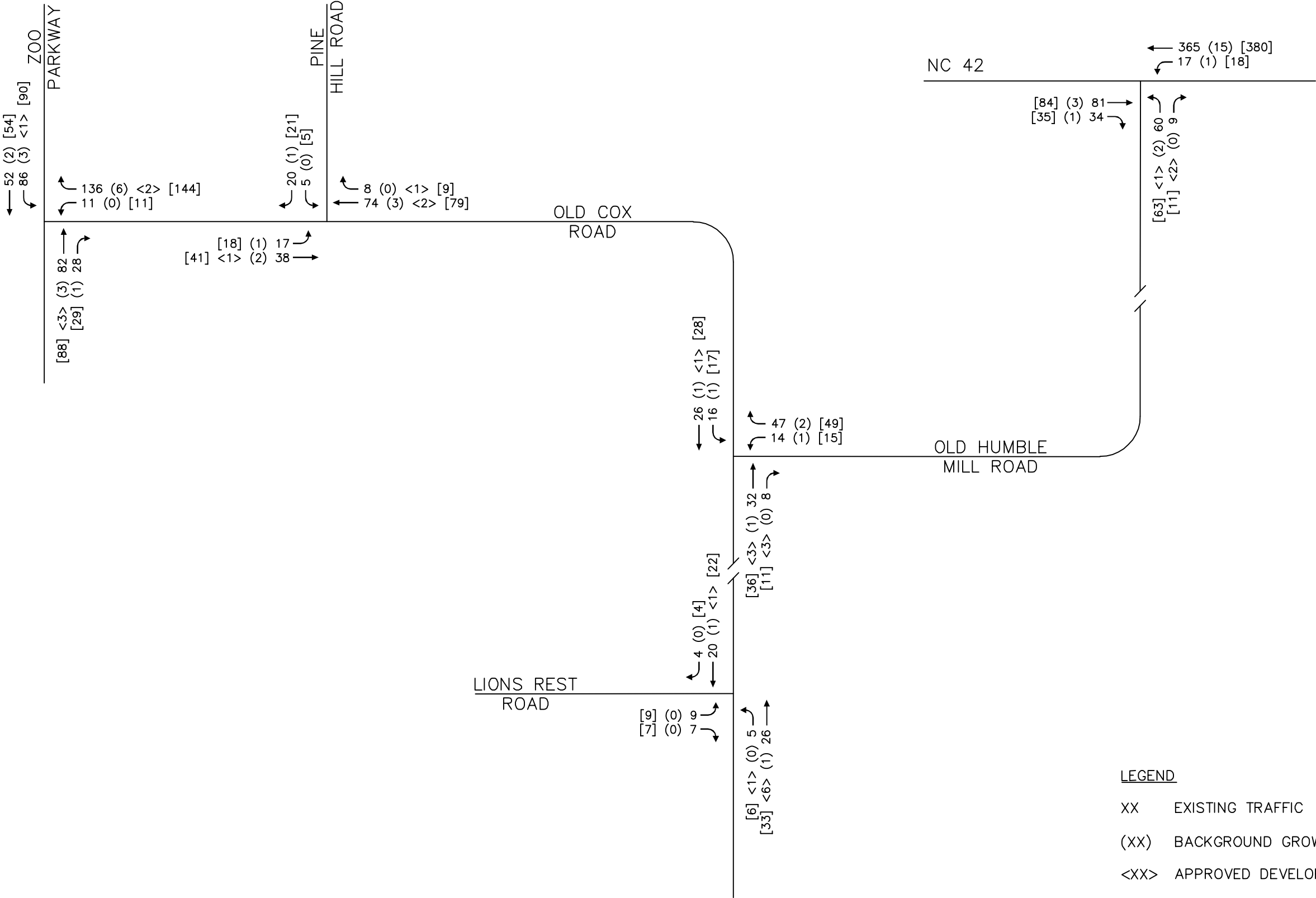
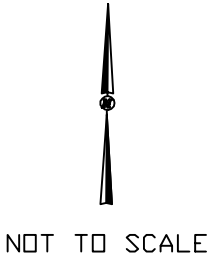
5.4 Site Traffic

The projected site traffic for the development was generated and assigned to the adjacent roadway network according to the distribution discussed previously in Section 4.0. The AM and PM peak hour site traffic volumes are shown on **Figures 5.3** and **5.4**, respectively.

5.5 *Build-Out Traffic*

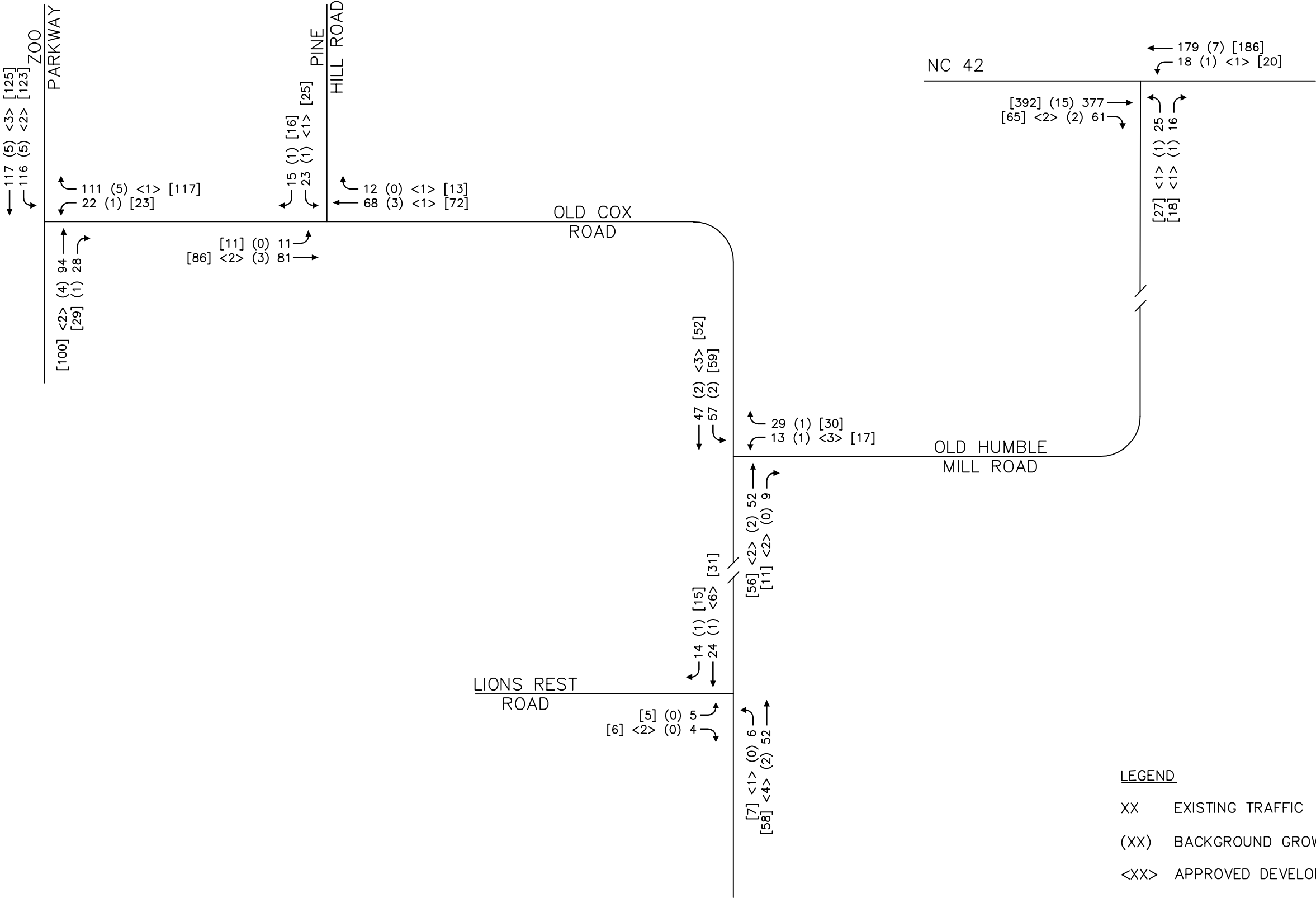
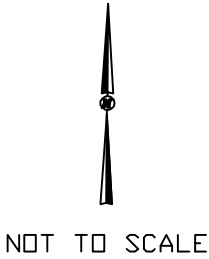
To obtain the projected (2029) build-out traffic volumes, the projected site traffic was added to the projected (2029) background traffic. Traffic volume calculations are detailed in intersection spreadsheets in the Appendix of this report. **Figures 5.3** and **5.4** show the projected (2029) AM and PM peak hour build-out traffic volumes, respectively.

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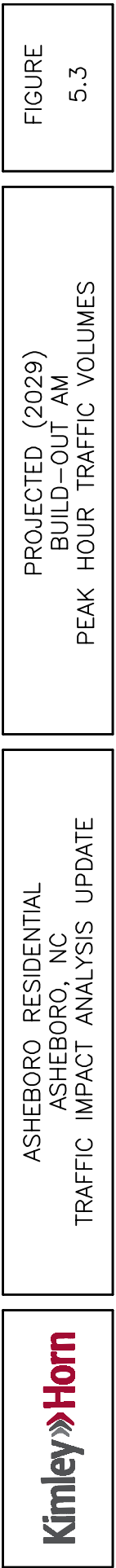


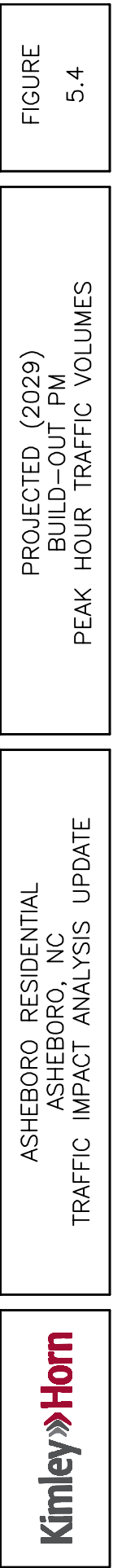
THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE, OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.

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6.0 Capacity Analysis

Capacity analyses (see Appendix) were performed for the AM and PM peak hours for the existing (2025) traffic condition and the projected (2029) background and build-out traffic conditions using Synchro/SimTraffic Version 12 software to determine the operating characteristics of the adjacent road network and the impacts of the proposed project. The NCDOT Congestion Management Group uses and reports Synchro Level-of-Service output for the analysis of intersection operating conditions.

Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a set time duration. Capacity is combined with level-of-service (LOS) to describe the operating characteristics of a road segment or intersection. LOS is a qualitative measure that describes operational conditions and motorist perceptions within a traffic stream. The *Highway Capacity Manual (HCM)* defines six levels-of-service, LOS A through LOS F, with A representing the shortest average delays and F representing the longest average delays. LOS D is the typically accepted standard for signalized intersections in urbanized areas. For signalized intersections, LOS is defined for the overall intersection operation.

For unsignalized intersections, only the movements that must yield right-of-way experience control delay. Therefore, LOS criteria for the overall intersection is not reported by Synchro Version 12 or computable using methodology published in the *Highway Capacity Manual*. Level of service for roundabout intersections is reported based on delay thresholds for unsignalized intersections. It is typical for stop sign-controlled side streets and driveways intersecting major streets to experience long delays during peak hours, while the majority of the traffic moving through the intersection on the major street experiences little or no delay. [Table 6.0](#) lists the LOS control delay thresholds published in the *Highway Capacity Manual* for signalized and unsignalized intersections.

Table 6.0 Level-of-Service Control Delay Thresholds			
Level-of-Service	Signalized Intersections – Control Delay Per Vehicle [sec/veh]	Unsignalized Intersections – Average Control Delay [sec/veh] & Qualitative Operational Description	
A	≤ 10	≤ 10	Short Delays
B	> 10 – 20	> 10 – 15	
C	> 20 – 35	> 15 – 25	
D	> 35 – 55	> 25 – 35	Moderate Delays
E	> 55 – 80	> 35 – 50	
F	> 80	> 50	Long Delays

Existing peak hour factors (PHF) were used for existing intersections, while a PHF of 0.90 was used for new intersections.



Capacity analyses were performed for the existing (2025) traffic condition, the projected (2029) background traffic condition, and the projected (2029) build-out traffic condition for the following intersections:

- Zoo Parkway at Old Cox Road
- Old Cox Road at Pine Hill Road
- Old Cox Road at Old Humble Mill Road
- Old Cox Road at Lions Rest Road
- NC 42 at Old Humble Mill Road
- Old Cox Road at Site Driveway #1/ Site Driveway #2
- Old Cox Road at Site Driveway #3
- Old Humble Mill Road at Site Driveway #4
- Old Humble Mill Road at Site Driveway #5

All capacity analyses are included in the Appendix and are briefly summarized in the following sub-sections.

6.1 Zoo Parkway at Old Cox Road

Analyses indicate that the existing unsignalized intersection of Zoo Parkway at Old Cox Road currently operates with short delays on the minor street approach (Old Cox Road) in both the AM and PM peak hours. The intersection is expected to continue to operate with short delays for the minor street approach in the background and build-out traffic conditions. No significant delays or queuing issues are expected at this intersection, and therefore no roadway improvements are recommended in conjunction with the proposed development.

Turn lane warrants for the southbound left-turn movement were evaluated for the build-out condition and are attached in the Appendix.

Table 6.1 summarizes the operation of the intersection of Zoo Parkway at Old Cox Road for the existing (2025) traffic condition and the projected (2029) background and build-out traffic conditions.

Table 6.1 Zoo Parkway at Old Cox Road		
Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2025) Traffic	WB - B (10.1) SBL - A (7.7)	WB - B (10.8) SBL - A (7.8)
Background (2029) Traffic	WB - B (10.3) SBL - A (7.7)	WB - B (11.0) SBL - A (7.8)
Build-out (2029) Traffic	WB - B (12.2) SBL - A (7.8)	WB - B (14.1) SBL - A (8.2)

6.2 Old Cox Road at Pine Hill Road

Analyses indicate that the existing unsignalized intersection of Old Cox Road at Pine Hill Road currently operates with short delays on the minor street approach (Pine Hill Road) in both the AM and PM peak hours. The intersection is expected to continue to operate with short delays for the minor street approach in the background and build-out traffic conditions. No significant delays or queuing issues are expected at this intersection, and therefore no roadway improvements are recommended in conjunction with the proposed development.

Table 6.2 summarizes the operation of the intersection of Old Cox Road at Pine Hill Road for the existing (2025) traffic condition and the projected (2029) background and build-out traffic conditions.

Table 6.2 Old Cox Road at Pine Hill Road		
Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2025) Traffic	SB - A (9.0) EBL - A (7.4)	SB - A (9.5) EBL - A (7.4)
Background (2029) Traffic	SB - A (9.1) EBL - A (7.5)	SB - A (9.6) EBL - A (7.4)
Build-out (2029) Traffic	SB - B (10.3) EBL - A (7.8)	SB - B (11.7) EBL - A (7.7)

6.3 Old Cox Road at Old Humble Mill Road

Analyses indicate that the existing unsignalized intersection of Old Cox Road at Old Humble Mill Road currently operates with short delays on the minor street approach (Old Humble Mill Road) in both the AM and PM peak hours. The intersection is expected to continue to operate with short delays for the minor street approach in the background and build-out traffic conditions. No significant delays or queuing issues are expected at this intersection, and therefore no roadway improvements are recommended in conjunction with the proposed development.

Table 6.3 summarizes the operation of the intersection of Old Cox Road at Old Humble Mill Road for the existing (2025) traffic condition and the projected (2029) background and build-out traffic conditions.

Table 6.3 Old Cox Road at Old Humble Mill Road		
Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2025) Traffic	WB - A (9.0) SBL - A (7.3)	WB - A (9.3) SBL - A (7.5)
Background (2029) Traffic	WB - A (9.1) SBL - A (7.4)	WB - A (9.4) SBL - A (7.5)
Build-out (2029) Traffic	WB - A (9.3) SBL - A (7.4)	WB - A (9.7) SBL - A (7.6)

6.4 Old Cox Road at Lions Rest Road

Analyses indicate that the existing unsignalized intersection of Old Cox Road at Lions Rest Road currently operates with short delays on the minor street approach (Lions Rest Road) in both the AM and PM peak hours. The intersection is expected to continue to operate with short delays for the minor street approach in the background and build-out traffic conditions. No significant delays or queuing issues are expected at this intersection, and therefore no roadway improvements are recommended in conjunction with the proposed development.

Table 6.4 summarizes the operation of the intersection of Old Cox Road at Lions Rest Road for the existing (2025) traffic condition and the projected (2029) background and build-out traffic conditions.

Table 6.4 Old Cox Road at Lions Rest Road		
Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2025) Traffic	EB - A (8.7) NBL - A (7.3)	EB - A (8.9) NBL - A (7.3)
Background (2029) Traffic	EB - A (8.8) NBL - A (7.3)	EB - A (8.9) NBL - A (7.3)
Build-out (2029) Traffic	EB - A (8.9) NBL - A (7.3)	EB - A (9.4) NBL - A (7.4)

6.5 NC 42 at Old Humble Mill Road

Analyses indicate that the existing unsignalized intersection of NC 42 at Old Humble Mill Road currently operates with short delays on the minor street approach (Old Humble Mill Road) in both the AM and PM peak hours. The intersection is expected to continue to operate with short delays for the minor street approach in the background and build-out traffic conditions. No significant delays or queuing issues are expected at this intersection, and therefore no roadway improvements are recommended in conjunction with the proposed development.

Turn lane warrants for the eastbound right-turn movement were evaluated for the build-out condition and are attached in the Appendix.

Table 6.5 summarizes the operation of the intersection of NC 42 at Old Humble Mill Road for the existing (2025) traffic condition and the projected (2029) background and build-out traffic conditions.

Table 6.5 NC 42 at Old Humble Mill Road		
Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Existing (2025) Traffic	NB - B (14.3) WBL - A (7.6)	NB - B (13.2) WBL - A (8.4)
Background (2029) Traffic	NB - B (14.7) WBL - A (7.6)	NB - B (13.6) WBL - A (8.5)
Build-out (2029) Traffic	NB - C (17.5) WBL - A (7.6)	NB - C (16.2) WBL - A (8.7)

6.6 Old Cox Road at Site Driveway #1/ Site Driveway #2

Two full movement site driveways are proposed across from each other on Old Cox Road, approximately 1,200 feet west of Old Humble Mill Road. Analyses indicate that this intersection is expected to operate with short delays for the minor street approaches (Site Driveway #1 and Site Driveway #2) in both the AM and PM peak hours of the build-out traffic conditions. To accommodate site traffic for the proposed development, the following are recommended:

- Construct the site driveway northbound approach as full movement with one ingress lane and one egress lane.
- Construct the site driveway southbound approach as full movement with one ingress lane and one egress lane.
- Provide adequate sight distance for the driveway approaches and stopping sight distance along Old Cox Road via clearing and grading along the site frontage or other measures, as necessary.

A roundabout has been previously discussed and analyzed to be potentially constructed for this site driveway intersection. However, the existing grades along Old Cox Road in the vicinity of the site driveways may exceed the maximum grade recommended for constructing a roundabout. If the site driveways are to operate under stop control, the development should work to clear vegetation and adjust grades as necessary to provide adequate sight distance and stopping sight distance.

A roundabout may still be pursued for the intersection as a measure to slow speeds along Old Cox Road. A roundabout is not a formal recommendation within this analysis but may still be constructed with the development.

No significant delays or queuing issues are expected at this intersection, and therefore no additional roadway improvements are recommended in conjunction with the proposed development. Sight distance should be reviewed in detail with design of this intersection.

Table 6.6 summarizes the operation of the intersection of Old Cox Road at Site Driveway #1/ Site Driveway #2 for the projected (2029) build-out traffic condition.

Table 6.6 Old Cox Road at Site Driveway #1/ Site Driveway #2		
Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Build-out (2029) Traffic	NB - B (11.1)	NB - B (13.4)
	SB - A (9.6)	SB - B (10.2)
	EBL - A (7.5)	EBL - A (7.6)
	WBL - A (7.4)	WBL - A (7.7)

6.7 Old Cox Road at Site Driveway #3

A full movement site driveway is proposed on Old Cox Road, approximately 1,350 feet south of Old Humble Mill Road. Analyses indicate that this intersection is expected to operate with short delays for the minor street approach (Site Driveway #3) in both the AM and PM peak hours of the build-out traffic conditions. To accommodate site traffic for the proposed development, the following is recommended:

- Construct the site driveway as full movement with one ingress lane and one egress lane.
- Provide adequate sight distance for the driveway approach and stopping sight distance along Old Cox Road via clearing and grading along the site frontage or other measures, as necessary.

No significant delays or queuing issues are expected at this intersection, and therefore no additional roadway improvements are recommended in conjunction with the proposed development. Sight distance should be reviewed in detail with design of this intersection.

Table 6.7 summarizes the operation of the intersection of Old Cox Road at Site Driveway #3 for the projected (2029) build-out traffic condition.

Table 6.7 Old Cox Road at Site Driveway #3		
Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Build-out (2029) Traffic	EB - A (8.8) NBL - A (7.3)	EB - A (9.1) NBL - A (7.4)

6.8 Old Humble Mill Road at Site Driveway #4

A full movement site driveway is proposed on Old Humble Mill Road, approximately 350 feet east of Old Cox Road. Analyses indicate that this intersection is expected to operate with short delays for the minor street approach (Site Driveway #4) in both the AM and PM peak hours of the build-out traffic conditions. To accommodate site traffic for the proposed development, the following is recommended:

- Construct the site driveway as full movement with one ingress lane and one egress lane.
- Provide adequate sight distance for the driveway approach and stopping sight distance along Old Humble Mill Road via clearing and grading along the site frontage or other measures, as necessary.

No significant delays or queuing issues are expected at this intersection, and therefore no additional roadway improvements are recommended in conjunction with the proposed development. Sight distance should be reviewed in detail with design of this intersection.

Table 6.8 summarizes the operation of the intersection of Old Humble Mill Road at Site Driveway #4 for the projected (2029) build-out traffic condition.

Table 6.8 Old Humble Mill Road at Site Driveway #4		
Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Build-out (2029) Traffic	NB - A (9.0) WBL - A (7.3)	NB - A (9.2) WBL - A (7.4)

6.9 Old Humble Mill Road at Site Driveway #5

A full movement site driveway is proposed on Old Humble Mill Road, approximately 850 feet northeast of Site Driveway #4. Analyses indicate that this intersection is expected to operate with short delays for the minor street approach (Site Driveway #5) in both the AM and PM peak hours of the build-out traffic conditions. To accommodate site traffic for the proposed development, the following is recommended:

- Construct the site driveway as full movement with one ingress lane and one egress lane.
- Provide adequate sight distance for the driveway approach and stopping sight distance along Old Humble Mill Road via clearing and grading along the site frontage or other measures, as necessary.

No significant delays or queuing issues are expected at this intersection, and therefore no additional roadway improvements are recommended in conjunction with the proposed development. Sight distance should be reviewed in detail with design of this intersection.

Table 6.9 summarizes the operation of the intersection of Old Humble Mill Road at Site Driveway #5 for the projected (2029) build-out traffic condition.

Table 6.9 Old Humble Mill Road at Site Driveway #5		
Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
Build-out (2029) Traffic	EB - A (9.5) NBL - A (7.4)	EB - A (9.8) NBL - A (7.5)

7.0 Recommendations

The following roadway laneage is recommended based on the capacity analysis presented herein:

Old Cox Road at Site Driveway #1/ Site Driveway #2:

- Construct the site driveway northbound approach as full movement with one ingress lane and one egress lane.
- Construct the site driveway southbound approach as full movement with one ingress lane and one egress lane.

Old Cox Road at Site Driveway #3:

- Construct the site driveway as full movement with one ingress lane and one egress lane.

Old Humble Mill Road at Site Driveway #4:

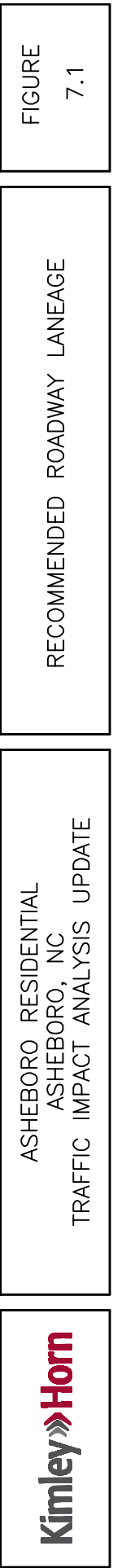
- Construct the site driveway as full movement with one ingress lane and one egress lane.

Old Humble Mill Road at Site Driveway #5:

- Construct the site driveway as full movement with one ingress lane and one egress lane.

Adequate sight distance and stopping sight distance should be provided for all driveway connections via clearing and grading along the respective site frontages or other measures, as necessary.

Analyses indicate that all existing and future study intersections and minor street approaches are expected to operate with short delays during the AM and PM peak hours with the development in place. The recommended roadway laneage is shown on **Figure 7.1**.



Appendix

Appendix A:

Approved Assumptions Memorandum



MEMORANDUM OF UNDERSTANDING

To: Tyler J. Kimes, Division 8 District 1
John Evans, City of Asheboro

From: Nathan Rhomberg, PE, Kimley-Horn and Associates

Date: February 4, 2025

Subject: Asheboro Residential Traffic Impact Analysis Assumptions
Asheboro, North Carolina

Introduction

The proposed Asheboro Residential development is located in the vicinity of the intersection of Old Cox Road and Old Humble Mill Road in Asheboro, North Carolina. The site will be split up into three tracts surrounding the intersection. The first tract is located north of Old Cox Road and west of Old Humble Mill Road and is proposed to be accessed by a full movement site driveway on each roadway. The second tract is located south and west of Old Cox Road with a proposed full movement access on Old Cox Road across from the site driveway for the first tract and a second full movement site driveway on Old Cox Road, south of Old Humble Mill Road. The third tract is located south of Old Humble Mill Road and east of Old Cox Road with a proposed full movement site driveway on Old Humble Mill Road. As currently envisioned, the development will include up to 260 single-family homes and 160 townhomes. Build-out of the development is anticipated by 2029. A site location exhibit (Figure 1) is attached for reference.

Study Intersections

The study area will consist of the following intersections:

Zoo Parkway at Old Cox Road	(Unsignalized)
Old Cox Road at Pine Hill Road	(Unsignalized)
Old Cox Road at Old Humble Mill Road	(Unsignalized)
Old Cox Road at Lions Rest Road	(Unsignalized)
NC 42 at Old Humble Mill Road	(Unsignalized)
Old Cox Road at Site Driveway #1/ Site Driveway #2	(Future Unsignalized)
Old Cox Road at Site Driveway #3	(Future Unsignalized)
Old Humble Mill Road at Site Driveway #4	(Future Unsignalized)
Old Humble Mill Road at Site Driveway #5	(Future Unsignalized)

Study Scenarios

The study shall consist of the following scenarios:

1. Existing Year (2025)
2. Background Year (2029)
3. Build-out (2029)

Volume Development Methodology

1. Traffic Data Collection
 - a. Peak turning movement counts will be collected at the five (5) existing study intersections when area schools are in session.
2. Growth Rate Assumptions
 - a. Based on AADT data from NCDOT in the vicinity of the site, a 1.0% annual growth rate will be used.
3. Background Developments
 - a. The following approved development has been identified for inclusion in this analysis:
 - i. NC Zoo Expansion – anticipated to be completed in 2026
4. Proposed Development
 - a. Trip Generation will be used for a General Urban/Suburban setting/location.
 - b. ITE 11th Edition data will be used (see attached Table 1 for anticipated trip generation calculations).

Trip Distribution / Assignment

Projected site traffic generated by the proposed development will be assigned throughout the study with the following distribution:

- 40% to/from the north on Zoo Parkway
- 25% to/from the west on NC 42
- 10% to/from the north on Pine Hill Road
- 10% to/from the south on Zoo Parkway
- 5% to/from the east on NC 42
- 5% to/from the south on Old Cox Road
- 5% to/from the south on Lions Rest Road

The overall trip distribution and trip assignment percentages are shown on Figure 2 in the attachments.

Analysis Methods

This analysis will be performed using Synchro/SimTraffic version 12. Analysis files will be provided in Synchro/SimTraffic version 11 for TIA submittal.

Existing peak hour factors (PHF) will be used at all intersections, and a PHF of 0.90 will be used for turning movements at new intersections.



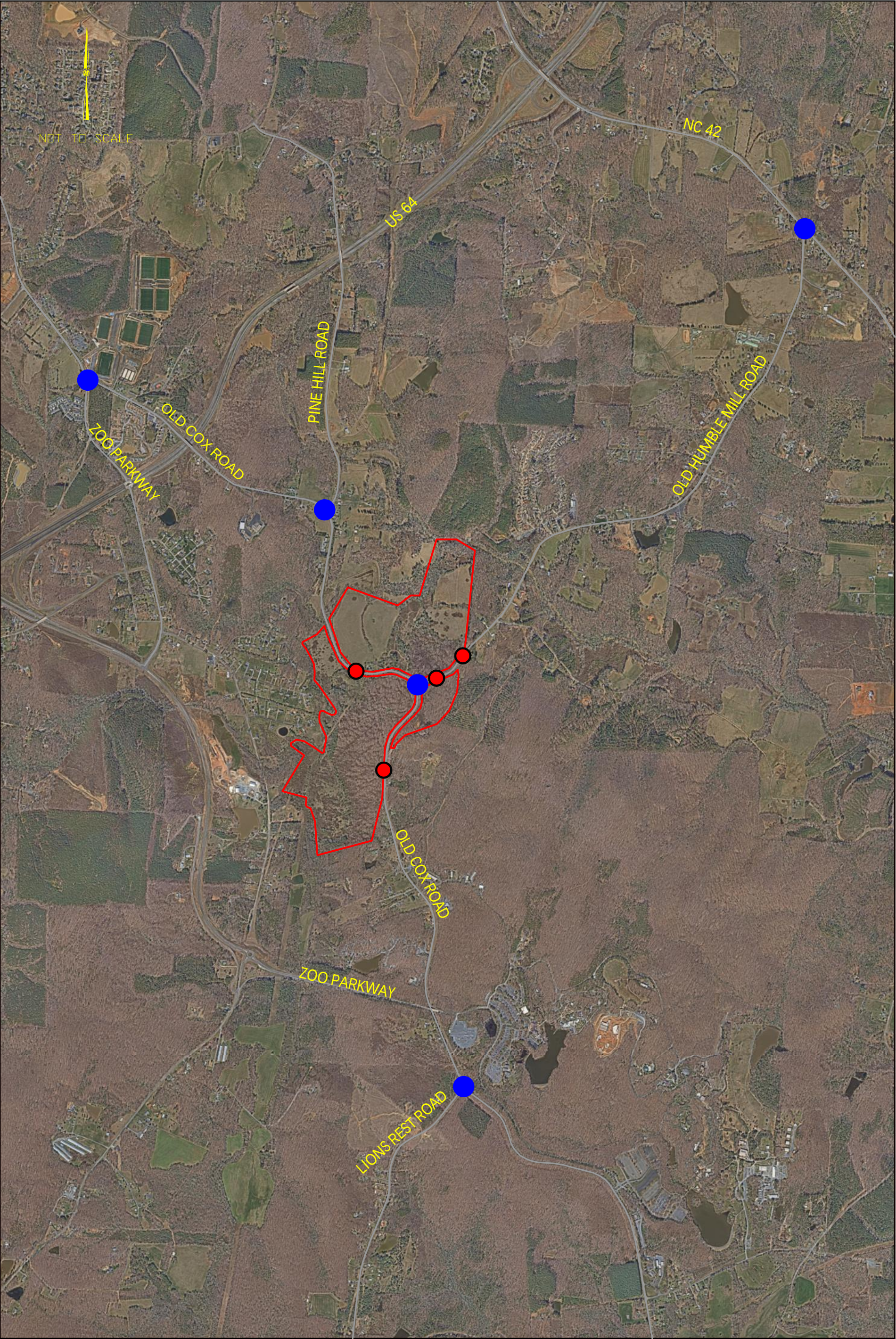
Attachments:

Figure 1: Study Area

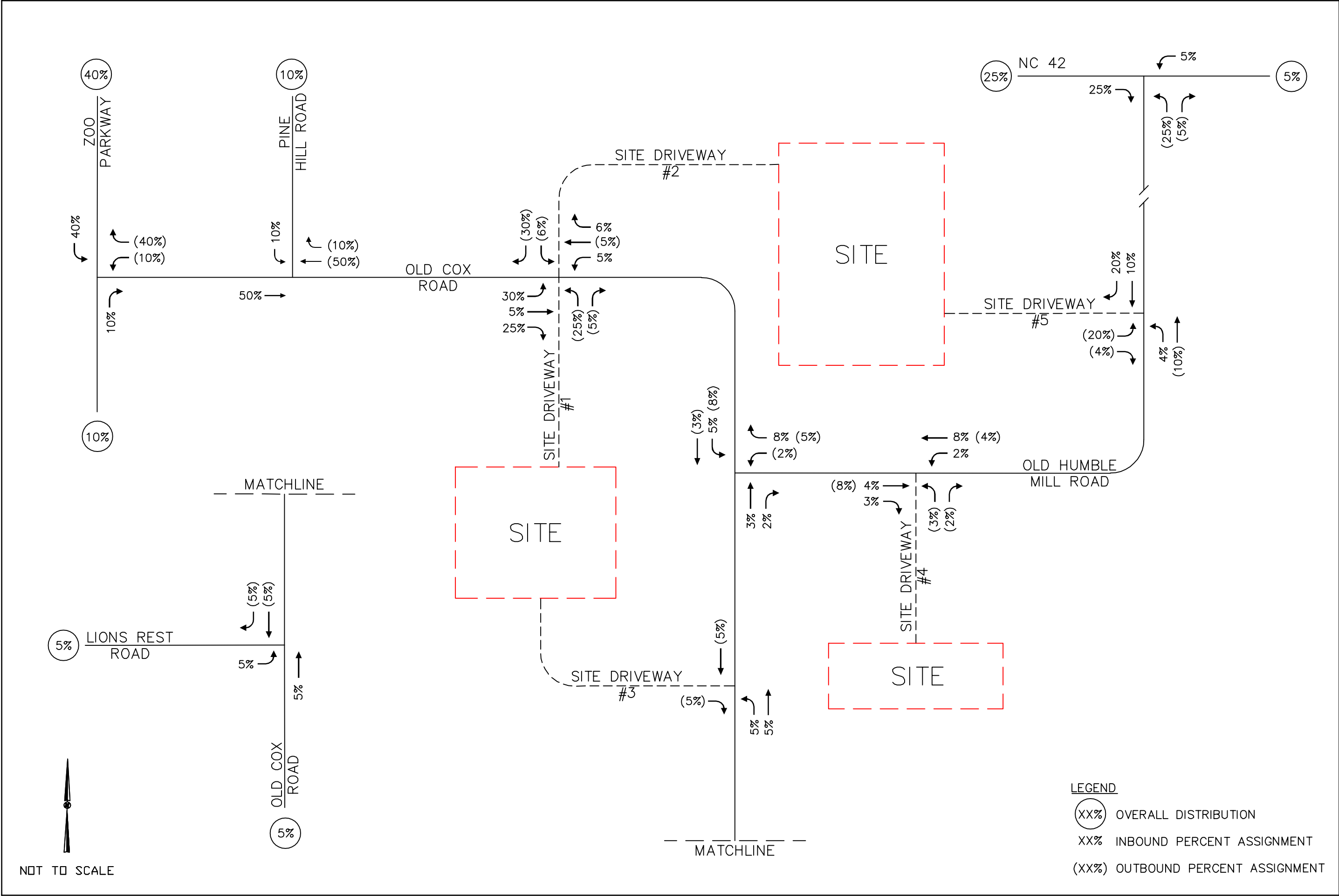
Figure 2: Trip Distribution and Assignment

Table 1: Trip Generation

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Appendix B:

Trip Generation

Appendix C:
Traffic Count Data

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Zoo Pkwy -- Old Cox Rd

CITY/STATE: Randolph, NC

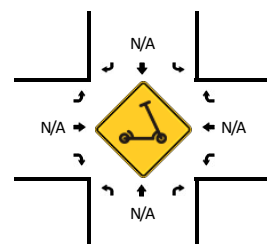
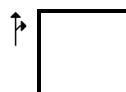
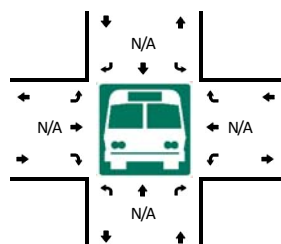
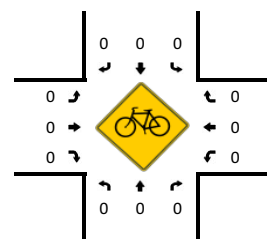
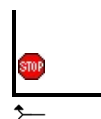
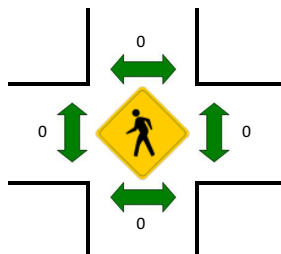
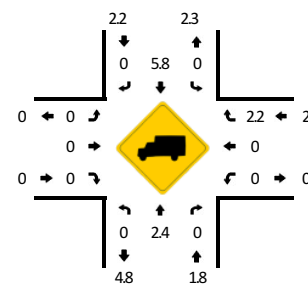
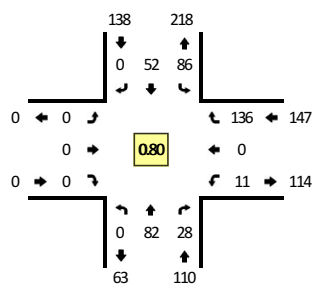
QC JOB #: 16904501

DATE: Wed, Feb 5 2025

Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:45 AM -- 8:00 AM



TRUE DATA TO IMPROVE MOBILITY



15-Min Count Period Beginning At	Zoo Pkwy (Northbound)				Zoo Pkwy (Southbound)				Old Cox Rd (Eastbound)				Old Cox Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	12	5	0	11	9	0	0	0	0	0	0	0	0	23	0	60	
7:15 AM	0	20	4	0	17	11	0	0	0	0	0	0	2	0	24	0	78	
7:30 AM	0	14	7	0	19	10	0	0	0	0	0	0	3	0	45	0	98	
7:45 AM	0	28	7	0	30	19	0	0	0	0	0	0	1	0	38	0	123	359
8:00 AM	0	20	10	0	20	12	0	0	0	0	0	0	5	0	29	0	96	395
8:15 AM	0	16	0	0	13	13	0	0	0	0	0	0	6	0	14	0	62	379
8:30 AM	0	19	0	0	16	16	0	0	0	0	0	0	1	0	18	0	70	351
8:45 AM	0	23	2	0	11	11	0	0	0	0	0	0	2	0	15	0	64	292
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	112	28	0	120	76	0	0	0	0	0	0	4	0	152	0	492	
Heavy Trucks	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	0	8	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scooters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

Report generated on 2/7/2025 2:27 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

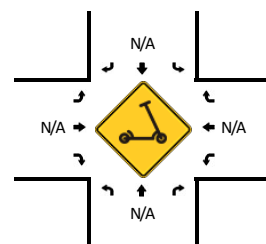
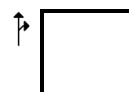
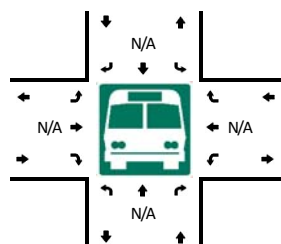
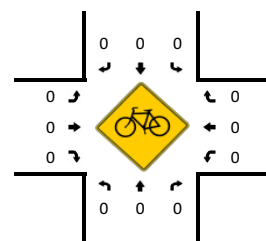
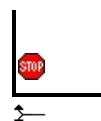
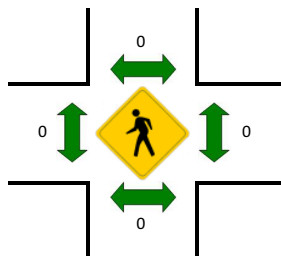
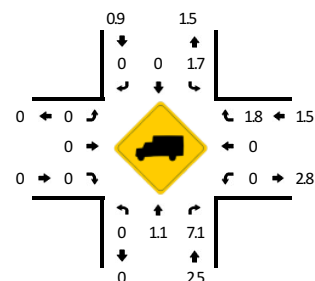
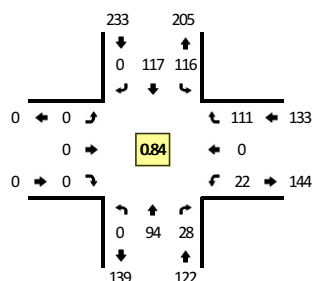
Method for determining peak hour: Total Entering Volume

LOCATION: Zoo Pkwy -- Old Cox Rd**CITY/STATE:** Randolph, NC**QC JOB #:** 16904502**DATE:** Wed, Feb 5 2025

Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM



TRUE DATA TO IMPROVE MOBILITY



15-Min Count Period Beginning At	Zoo Pkwy (Northbound)				Zoo Pkwy (Southbound)				Old Cox Rd (Eastbound)				Old Cox Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	15	6	0	28	25	0	0	0	0	0	0	5	0	32	0	111	
4:15 PM	0	25	2	0	22	28	0	0	0	0	0	0	3	0	21	0	101	
4:30 PM	0	21	2	0	29	27	0	0	0	0	0	0	2	0	22	0	103	
4:45 PM	0	22	7	0	22	23	0	0	0	0	0	0	4	0	25	0	103	418
5:00 PM	0	30	5	0	25	29	0	0	0	0	0	0	7	0	30	0	126	433
5:15 PM	0	20	9	0	44	39	0	0	0	0	0	0	5	0	29	0	146	478
5:30 PM	0	22	7	0	25	26	0	0	0	0	0	0	6	0	27	0	113	488
5:45 PM	0	18	5	0	14	29	0	0	0	0	0	0	3	0	22	0	91	476
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	80	36	0	176	156	0	0	0	0	0	0	20	0	116	0	584	
Heavy Trucks	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
Buses																	0	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																	0	

Comments:

Report generated on 2/7/2025 2:27 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Old Cox Rd -- Pine Hill Rd

QC JOB #: 16904509

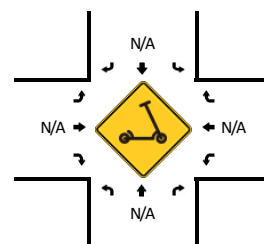
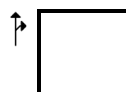
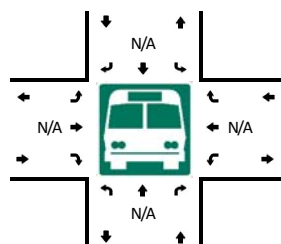
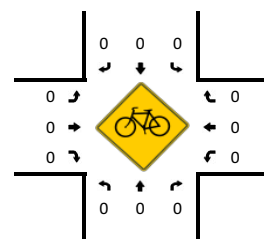
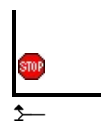
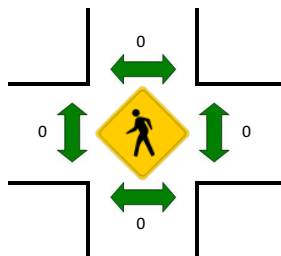
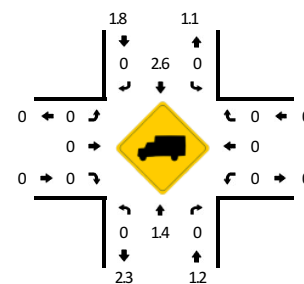
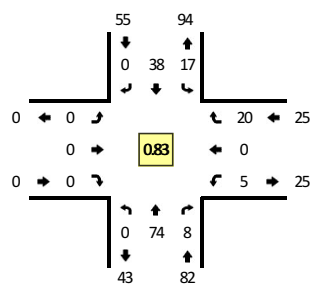
CITY/STATE: Asheboro, NC

DATE: Wed, Feb 5 2025

Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM



TRUE DATA TO IMPROVE MOBILITY



15-Min Count Period Beginning At	Old Cox Rd (Northbound)				Old Cox Rd (Southbound)				Pine Hill Rd (Eastbound)				Pine Hill Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	12	1	0	1	9	0	0	0	0	0	0	0	0	3	0	26	
7:15 AM	0	13	1	0	1	11	0	0	0	0	0	0	1	0	6	0	33	
7:30 AM	0	26	1	0	5	8	0	0	0	0	0	0	1	0	8	0	49	
7:45 AM	0	24	3	0	5	7	0	0	0	0	0	0	3	0	3	0	45	153
8:00 AM	0	11	2	0	5	9	0	0	0	0	0	0	1	0	4	0	32	159
8:15 AM	0	13	2	0	2	14	0	0	0	0	0	0	0	0	5	0	36	162
8:30 AM	0	13	2	0	0	10	0	0	0	0	0	0	2	0	4	0	31	144
8:45 AM	0	12	1	0	3	6	0	0	0	0	0	0	2	0	3	0	27	126
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	104	4	0	20	32	0	0	0	0	0	0	4	0	32	0	196	
Heavy Trucks	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	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scooters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

Report generated on 2/7/2025 2:27 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

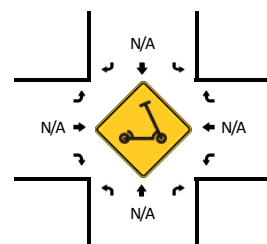
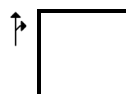
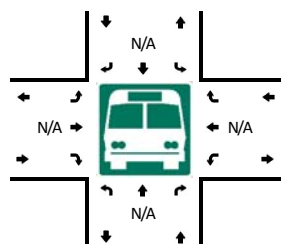
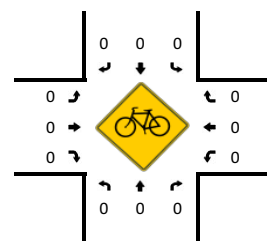
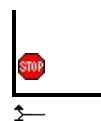
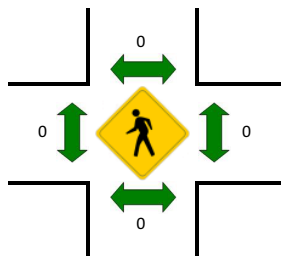
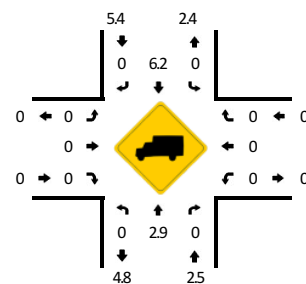
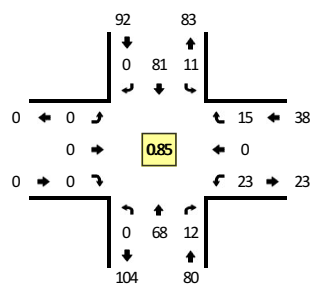
Method for determining peak hour: Total Entering Volume

LOCATION: Old Cox Rd -- Pine Hill Rd**QC JOB #:** 16904510**CITY/STATE:** Asheboro, NC**DATE:** Wed, Feb 5 2025

Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:30 PM -- 5:45 PM



TRUE DATA TO IMPROVE MOBILITY



15-Min Count Period Beginning At	Old Cox Rd (Northbound)				Old Cox Rd (Southbound)				Pine Hill Rd (Eastbound)				Pine Hill Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	20	3	0	2	15	0	0	0	0	0	0	5	0	5	0	50	
4:15 PM	0	12	6	0	3	16	0	0	0	0	0	0	3	0	2	0	42	
4:30 PM	0	16	1	0	5	20	0	0	0	0	0	0	7	0	3	0	52	
4:45 PM	0	16	3	0	4	15	0	0	0	0	0	0	4	0	2	0	44	188
5:00 PM	0	20	6	0	2	16	0	0	0	0	0	0	4	0	3	0	51	189
5:15 PM	0	11	1	0	1	28	0	0	0	0	0	0	9	0	3	0	53	200
5:30 PM	0	21	2	0	4	22	0	0	0	0	0	0	6	0	7	0	62	210
5:45 PM	0	17	5	0	1	12	0	0	0	0	0	0	3	0	5	0	43	209
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	84	8	0	16	88	0	0	0	0	0	0	24	0	28	0	248	
Heavy Trucks	0	4	0		0	12	0		0	0	0		0	0	0		16	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

Report generated on 2/7/2025 2:27 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

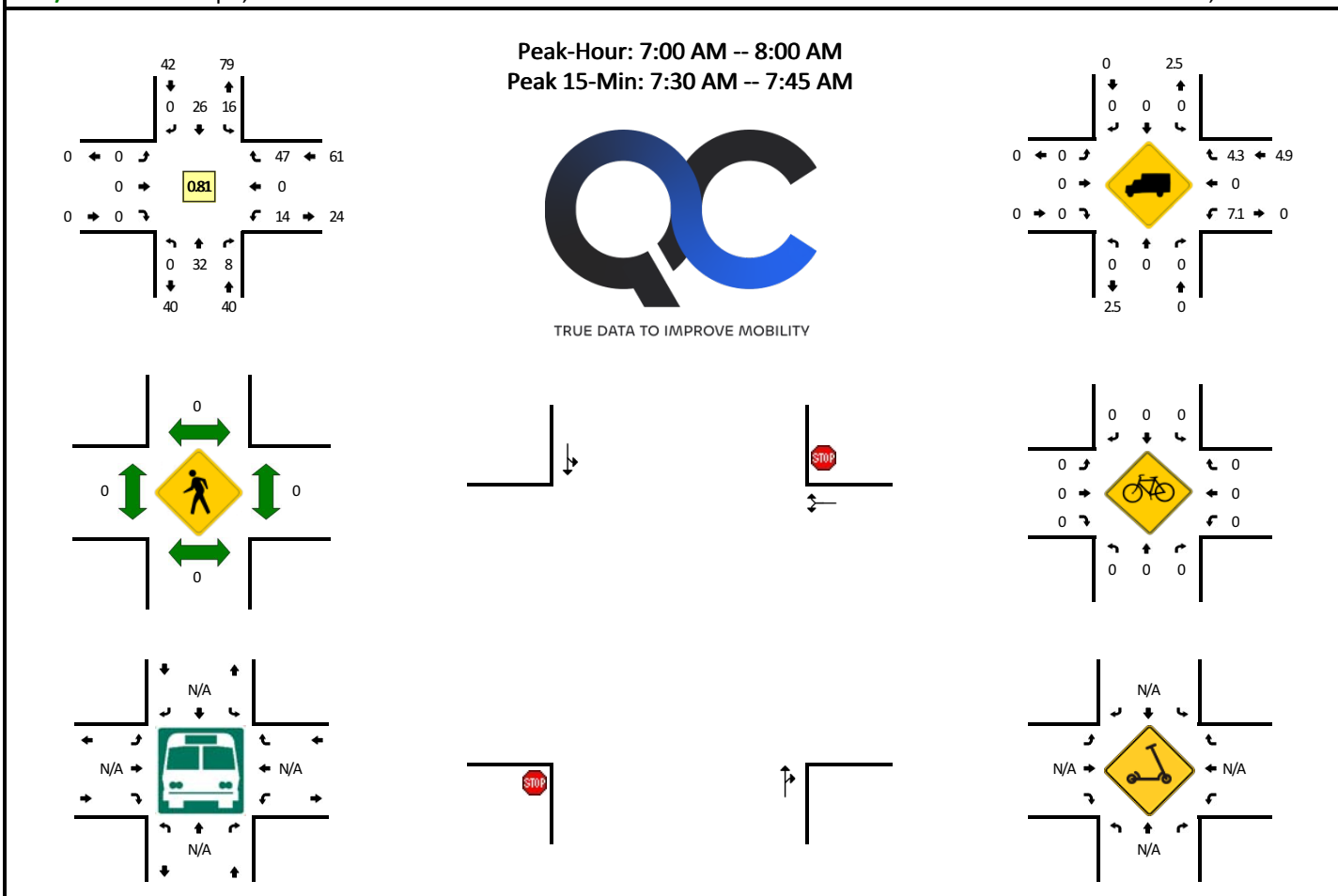
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Old Cox Rd -- Old Humble Mill Rd

CITY/STATE: Randolph, NC

QC JOB #: 16904505

DATE: Wed, Feb 5 2025


15-Min Count Period Beginning At	Old Cox Rd (Northbound)				Old Cox Rd (Southbound)				Old Humble Mill Rd (Eastbound)				Old Humble Mill Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	8	0	0	6	5	0	0	0	0	0	0	1	0	5	0	25	
7:15 AM	0	4	5	0	2	10	0	0	0	0	0	0	3	0	11	0	35	
7:30 AM	0	8	1	0	3	6	0	0	0	0	0	0	7	0	19	0	44	
7:45 AM	0	12	2	0	5	5	0	0	0	0	0	0	3	0	12	0	39	143
8:00 AM	0	4	1	0	3	4	0	0	0	0	0	0	2	0	8	0	22	140
8:15 AM	0	12	4	0	9	5	0	0	0	0	0	0	1	0	3	0	34	139
8:30 AM	0	8	0	0	7	4	0	0	0	0	0	0	1	0	9	0	29	124
8:45 AM	0	4	0	0	2	8	0	0	0	0	0	0	1	0	6	0	21	106
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	32	4	0	12	24	0	0	0	0	0	0	28	0	76	0	176	
Heavy Trucks	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	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scooters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

Report generated on 2/7/2025 2:27 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

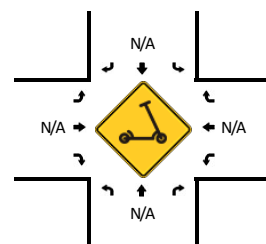
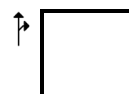
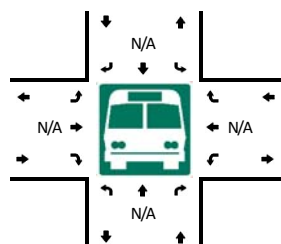
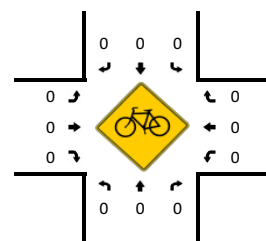
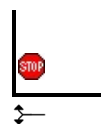
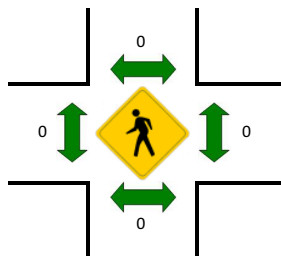
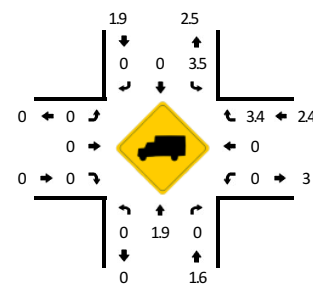
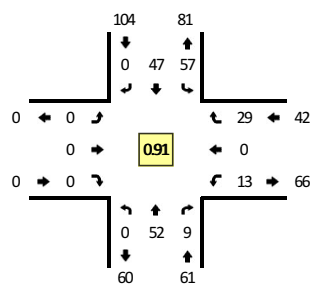
Method for determining peak hour: Total Entering Volume

LOCATION: Old Cox Rd -- Old Humble Mill Rd**CITY/STATE:** Randolph, NC**QC JOB #:** 16904506**DATE:** Wed, Feb 5 2025

Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM



TRUE DATA TO IMPROVE MOBILITY



15-Min Count Period Beginning At	Old Cox Rd (Northbound)				Old Cox Rd (Southbound)				Old Humble Mill Rd (Eastbound)				Old Humble Mill Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	18	4	0	9	7	0	0	0	0	0	0	4	0	8	0	50	
4:15 PM	0	11	2	0	7	13	0	0	0	0	0	0	2	0	5	0	40	
4:30 PM	0	9	6	0	13	7	0	0	0	0	0	0	1	0	7	0	43	
4:45 PM	0	10	4	0	13	12	0	0	0	0	0	0	2	0	9	0	50	183
5:00 PM	0	18	2	0	9	10	0	0	0	0	0	0	2	0	8	0	49	182
5:15 PM	0	11	3	0	22	14	0	0	0	0	0	0	3	0	4	0	57	199
5:30 PM	0	13	0	0	13	11	0	0	0	0	0	0	6	0	8	0	51	207
5:45 PM	0	8	2	0	6	7	0	0	0	0	0	0	3	0	10	0	36	193
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	44	12	0	88	56	0	0	0	0	0	0	12	0	16	0	228	
Heavy Trucks	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	0	8	
Buses																	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scooters																	0	

Comments:

Report generated on 2/7/2025 2:27 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

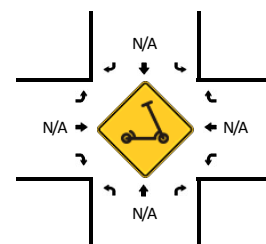
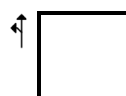
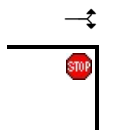
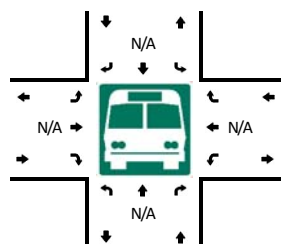
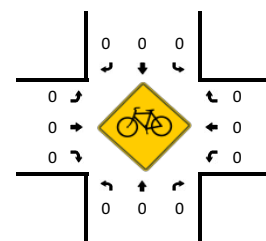
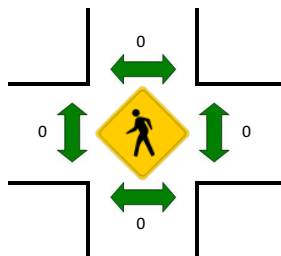
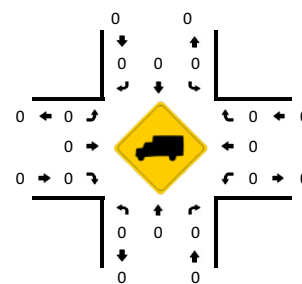
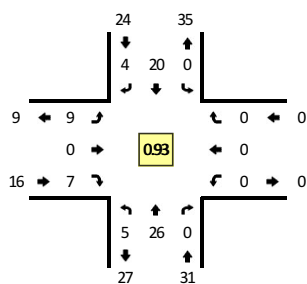
Method for determining peak hour: Total Entering Volume

LOCATION: Old Cox Rd -- Lions Rest Rd**CITY/STATE:** Asheboro, NC**QC JOB #:** 16904507**DATE:** Wed, Feb 5 2025

Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:30 AM -- 7:45 AM



TRUE DATA TO IMPROVE MOBILITY



15-Min Count Period Beginning At	Old Cox Rd (Northbound)				Old Cox Rd (Southbound)				Lions Rest Rd (Eastbound)				Lions Rest Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	5	0	0	0	6	0	0	3	0	0	0	0	0	0	0	15	
7:15 AM	1	6	0	0	0	7	0	0	2	0	2	0	0	0	0	0	18	
7:30 AM	2	6	0	0	0	3	3	0	3	0	2	0	0	0	0	0	19	
7:45 AM	1	9	0	0	0	4	1	0	1	0	3	0	0	0	0	0	19	71
8:00 AM	1	5	0	0	0	3	0	0	1	0	0	0	0	0	0	0	10	66
8:15 AM	0	10	0	0	0	5	0	0	0	0	1	0	0	0	0	0	16	64
8:30 AM	0	4	0	0	0	3	0	0	0	0	1	0	0	0	0	0	8	53
8:45 AM	0	4	0	0	0	7	1	0	0	0	0	0	0	0	0	0	12	46
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	24	0	0	0	12	12	0	12	0	8	0	0	0	0	0	76	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

Report generated on 2/7/2025 2:27 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Old Cox Rd -- Lions Rest Rd

CITY/STATE: Asheboro, NC

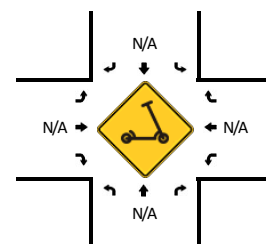
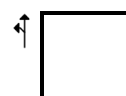
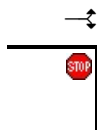
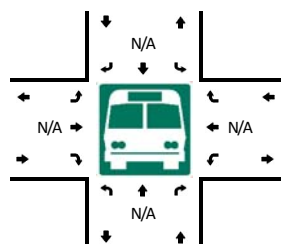
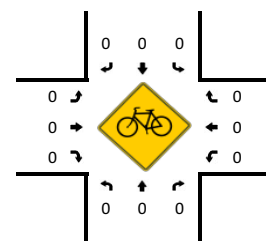
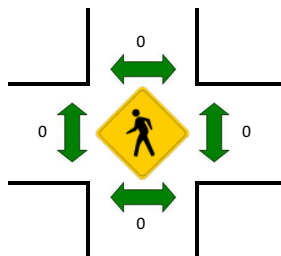
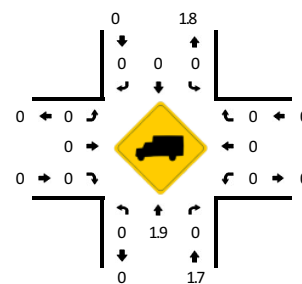
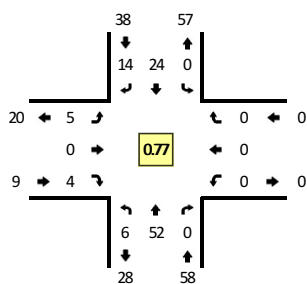
QC JOB #: 16904508

DATE: Wed, Feb 5 2025

Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM



TRUE DATA TO IMPROVE MOBILITY



15-Min Count Period Beginning At	Old Cox Rd (Northbound)				Old Cox Rd (Southbound)				Lions Rest Rd (Eastbound)				Lions Rest Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	22	0	0	0	5	2	0	1	0	1	0	0	0	0	0	34	
4:15 PM	1	10	0	0	0	9	4	0	2	0	0	0	0	0	0	0	26	
4:30 PM	1	10	0	0	0	3	2	0	1	0	2	0	0	0	0	0	19	
4:45 PM	1	10	0	0	0	7	6	0	1	0	1	0	0	0	0	0	26	105
5:00 PM	1	6	0	0	0	7	4	0	4	0	1	0	0	0	0	0	23	94
5:15 PM	0	9	0	0	0	9	4	0	3	0	0	0	0	0	0	0	25	93
5:30 PM	0	9	0	0	0	9	5	0	1	0	2	0	0	0	0	0	26	100
5:45 PM	0	2	0	0	0	6	3	0	1	0	0	0	0	0	0	0	12	86
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	12	88	0	0	0	20	8	0	4	0	4	0	0	0	0	0	136	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

Report generated on 2/7/2025 2:27 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

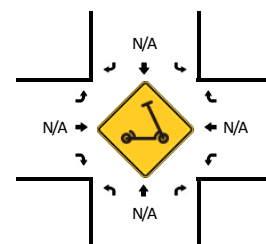
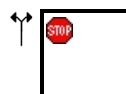
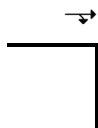
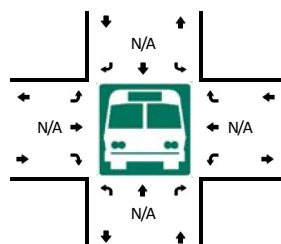
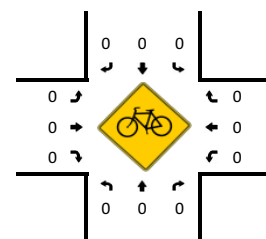
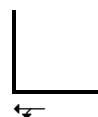
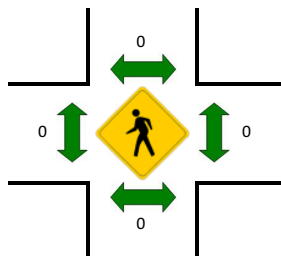
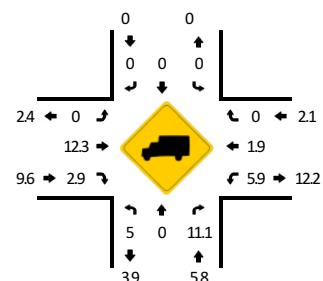
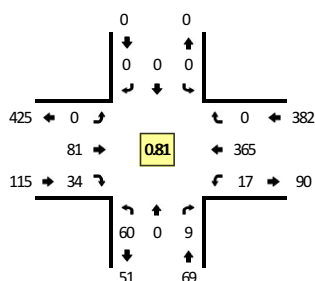
Method for determining peak hour: Total Entering Volume

LOCATION: Old Humble Mill Rd -- NC 42**CITY/STATE:** Randolph, NC**QC JOB #:** 16904503**DATE:** Wed, Feb 5 2025

Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:30 AM -- 7:45 AM



TRUE DATA TO IMPROVE MOBILITY



15-Min Count Period Beginning At	Old Humble Mill Rd (Northbound)				Old Humble Mill Rd (Southbound)				NC 42 (Eastbound)				NC 42 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	9	0	2	0	0	0	0	0	0	15	1	0	2	75	0	0	104	
7:15 AM	16	0	4	0	0	0	0	0	0	25	11	0	6	82	0	0	144	
7:30 AM	20	0	1	0	0	0	0	0	0	24	11	0	6	113	0	0	175	
7:45 AM	11	0	1	0	0	0	0	0	0	19	4	0	4	97	0	0	136	559
8:00 AM	13	0	3	0	0	0	0	0	0	13	8	0	1	73	0	0	111	566
8:15 AM	11	0	1	0	0	0	0	0	0	27	5	0	2	38	0	0	84	506
8:30 AM	13	0	2	0	0	0	0	0	0	26	6	0	3	68	0	0	118	449
8:45 AM	2	0	2	0	0	0	0	0	0	23	5	0	0	45	0	0	77	390
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	80	0	4	0	0	0	0	0	0	96	44	0	24	452	0	0	700	
Heavy Trucks	0	0	0		0	0	0		0	4	4		0	4	0		12	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

Report generated on 2/7/2025 2:27 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Old Humble Mill Rd -- NC 42

CITY/STATE: Randolph, NC

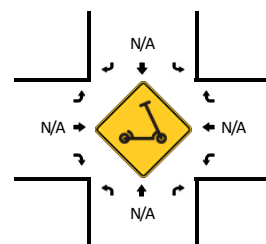
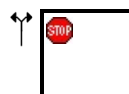
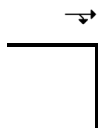
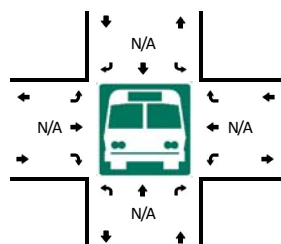
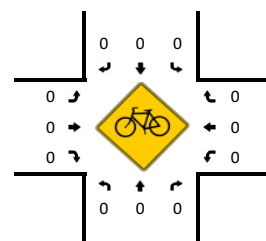
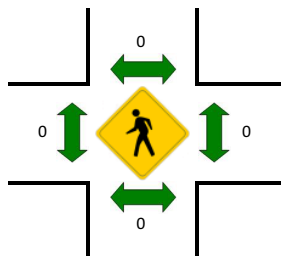
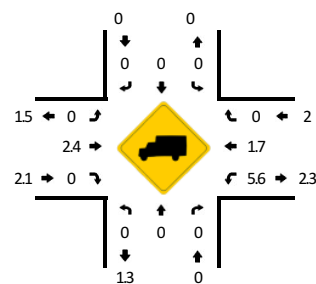
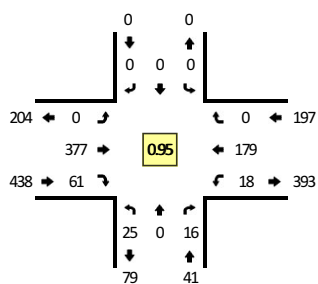
QC JOB #: 16904504

DATE: Wed, Feb 5 2025

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM



TRUE DATA TO IMPROVE MOBILITY



15-Min Count Period Beginning At	Old Humble Mill Rd (Northbound)				Old Humble Mill Rd (Southbound)				NC 42 (Eastbound)				NC 42 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	7	0	2	0	0	0	0	0	0	73	19	0	0	44	0	0	145	
4:15 PM	7	0	4	0	0	0	0	0	0	74	12	0	2	39	0	0	138	
4:30 PM	8	0	4	0	0	0	0	0	0	81	10	0	2	51	0	0	156	
4:45 PM	9	0	4	0	0	0	0	0	0	82	17	0	3	35	0	0	150	589
5:00 PM	5	0	5	0	0	0	0	0	0	98	12	0	5	49	0	0	174	618
5:15 PM	7	0	3	0	0	0	0	0	0	107	15	0	5	40	0	0	177	657
5:30 PM	4	0	4	0	0	0	0	0	0	89	13	0	1	50	0	0	161	662
5:45 PM	9	0	4	0	0	0	0	0	0	83	21	0	7	40	0	0	164	676
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	28	0	12	0	0	0	0	0	0	428	60	0	20	160	0	0	708	
Heavy Trucks	0	0	0	0	0	0	0	0	0	4	0	0	4	4	0	0	12	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scooters																		

Comments:

Report generated on 2/7/2025 2:27 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Appendix D:

Approved Development Information



Transportation Impact Analysis

Richlands Creek Subdivision Randolph County, NC

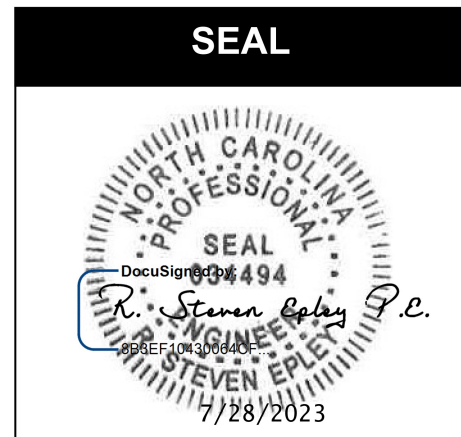
Prepared for
The Turner Group, LLC

Original: January 19, 2023
Revised: July 28, 2023

Analysis and Graphics by: Monisha
Badarinath, EI

Reviewed by: R. Steven Epley, PE

Sealed by: R. Steven Epley, 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.



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 document, there are four (4) approved developments to consider for this study site: Zoo City Sportsplex, Asheboro NC Zoo Expansion, Zoocrest Townhomes, and Parkway South.

Zoo City Sportsplex is located on the northeast corner of the intersection of Zoo Parkway and Old Cox Road. The development is under construction and is planned to include eight (8) turf soccer fields, two (2) turf football fields, six (6) sand volleyball courts, four (4) pickleball courts, a dog park, a playground, and walking trails. A TIA was completed by DRMP for this project in April 2020. Future traffic associated with the site were incorporated into the future no-build and build analysis based on the TIA as the site has an expected opening of Summer 2023.

Asheboro NC Zoo Expansion is located at NC Zoo at 4401 Zoo Parkway. The expansion is expected to open in 2026 and will add the Asia continent. As currently planned, the Asia continent will feature animals such as tigers, white-cheeked gibbons, Komodo dragons, Chinese alligators, king cobras, and Komodo dragons. Traffic volumes for these approved developments were generated based on equations available in the ITE Trip Generation Manual 11th edition, which shows a trip generation potential of 534 daily trips with 32 trips in the AM peak hour and 50 trips in the PM peak hour. Additionally, these trips were incorporated into the future no-build and build analysis. Trip distribution at the study intersections were based on expected routing patterns.

Zoocrest Townhomes was zoned to consist of a 44-unit townhouse development. As proposed, Zoocrest Townhomes will be located at 1223 Crestview Church Road. Since the site is not yet built out, the traffic associated with this development was included in this analysis to project future no-build and build traffic volumes under all phases. Traffic volumes for this site were generated based on equations and rates available in the ITE Trip Generation Manual 11th edition and were distributed at the study intersections based on expected routing patterns.

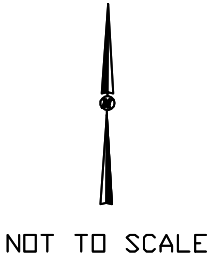
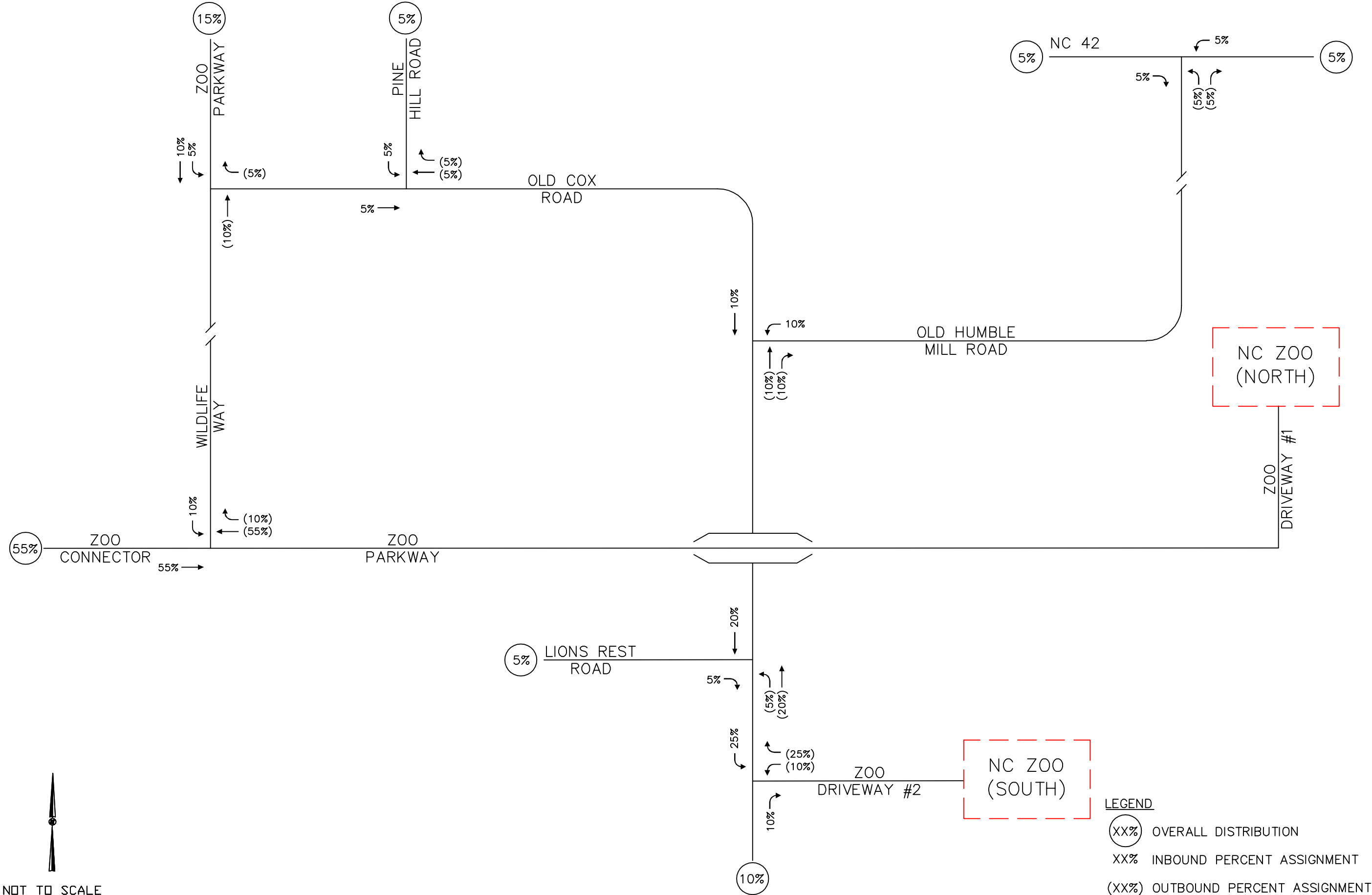
Parkway South located at 3140 Zoo Parkway was zoned to consist of a 36-unit townhouse development. As this development was fully constructed at the time of data collection and the trips associated with the proposed development were captured in existing traffic volumes, no additional traffic was projected in the future no-build and build conditions.

Approved development traffic for the AM and PM peak hours are shown in Figure 5. Relevant information is provided in the Appendix.

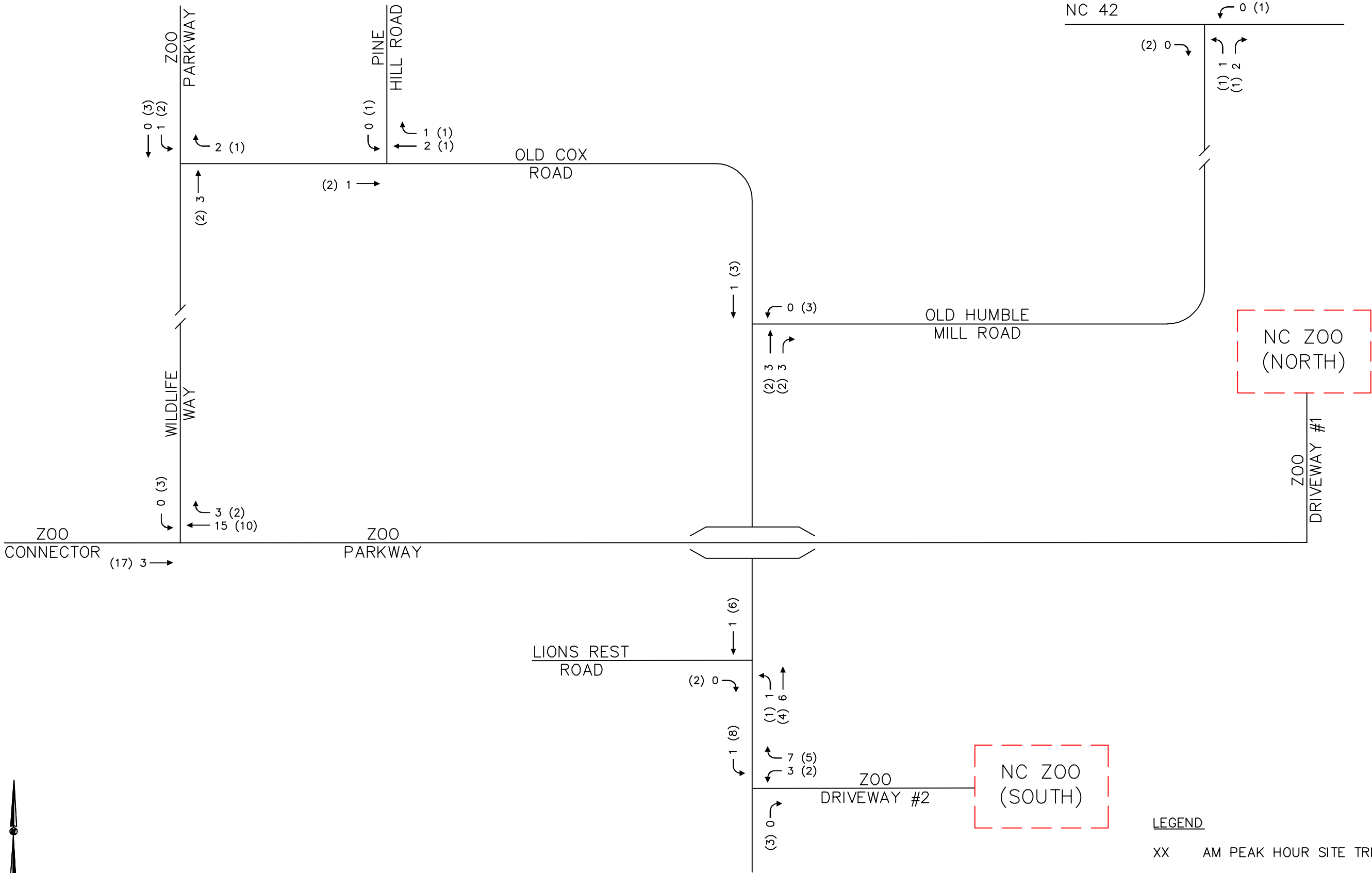
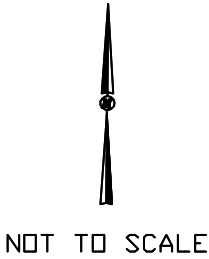
3.2 *Committed Improvements*

Committed improvements are improvements that are planned by NCDOT, the City of Asheboro, Randolph County or that are associated with a prior approved development in the area but are not yet constructed. Per the approved scoping document, there is one (1) committed improvement to be included in this study: construction of a roundabout at the Old Cox Road and Zoo Parkway intersection as a requirement of the Zoo City Sportsplex development. The roundabout is anticipated to be operational by Phase 1 of this proposed development (2025).

K:\RAL_TPTO\Traffic\012822005 Asheboro Residential\T5 - Report-Submittals\Figures\Asheboro Figure.dwg



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LEGEND

- XX AM PEAK HOUR SITE TRIPS
- (XX) PM PEAK HOUR SITE TRIPS

ASHEBORO RESIDENTIAL
ASHEBORO, NC
TRAFFIC IMPACT ANALYSIS UPDATE

NC ZOO EXPANSION – APPROVED
DEVELOPMENT SITE TRIPS

FIGURE
D.2

Appendix E:

Intersection Spreadsheets

INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #1
Zoo Parkway at Old Cox Road

	AM PEAK HOUR															
	Zoo Parkway Northbound				Zoo Parkway Southbound				Eastbound				Old Cox Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	82	28	0	86	52	0	0	0	0	0	0	11	0	136
Count Balancing																
Pedestrians		0				0				0				0		
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	3
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	6%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.80				0.80				0.80				0.80		
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	0	0	82	28	0	86	52	0	0	0	0	0	0	11	0	136
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	0	3	1	0	3	2	0	0	0	0	0	0	0	0	6
NC Zoo Expansion			3			1	0									2
Total Approved Development Trips	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	2
2029 No-Build Traffic	0	0	88	29	0	90	54	0	0	0	0	0	0	11	0	144
2029 No-Build Pedestrians		0				0				0				0		
2029 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 No-Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 No-Build Conflicting Bicycles				0				0				0				0
Trip Distribution IN				10%		40%								(10%)		(40%)
Trip Distribution OUT																
Balancing Adjustment																
Residential Trips	0	0	0	7	0	26	0	0	0	0	0	0	0	19	0	76
Total Vehicular Project Trips	0	0	0	7	0	26	0	0	0	0	0	0	0	19	0	76
2029 Build Traffic	0	0	88	36	0	116	54	0	0	0	0	0	0	30	0	220
2029 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	6%	2%	2%	2%	2%	2%	2%	2%	2%	2%
2029 Build Pedestrians		0				0				0				0		
2029 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 Build Conflicting Bicycles				0				0				0				0
% from Existing	0.0%	0.0%	90.0%	80.0%	0.0%	70.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	40.0%	0.0%	60.0%
% from Background Growth	0.0%	0.0%	100.0%	80.0%	0.0%	80.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	40.0%	0.0%	70.0%
% from Project Trips	0.0%	0.0%	0.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.0%	0.0%	30.0%

	PM PEAK HOUR															
	Zoo Parkway Northbound				Zoo Parkway Southbound				Eastbound				Old Cox Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	94	28	0	116	117	0	0	0	0	0	0	22	0	111
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	1	2	0	2	0	0	0	0	0	0	0	0	0	2
Heavy Vehicle %	2%	2%	2%	7%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.84				0.84				0.84				0.84			
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	0	0	94	28	0	116	117	0	0	0	0	0	0	22	0	111
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	0	4	1	0	5	5	0	0	0	0	0	0	1	0	5
NC Zoo Expansion			2			2	3									1
Total Approved Development Trips	0	0	2	0	0	2	3	0	0	0	0	0	0	0	0	1
2029 No-Build Traffic	0	0	100	29	0	123	125	0	0	0	0	0	0	23	0	117
2029 No-Build Pedestrians	0				0				0				0			
2029 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 No-Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 No-Build Conflicting Bicycles				0			0				0					0
Trip Distribution IN				10%		40%										
Trip Distribution OUT														(10%)		(40%)
Balancing Adjustment																
Residential Trips	0	0	0	21	0	83	0	0	0	0	0	0	0	13	0	51
Total Vehicular Project Trips	0	0	0	21	0	83	0	0	0	0	0	0	0	13	0	51
2029 Build Traffic	0	0	100	50	0	206	125	0	0	0	0	0	0	36	0	168
2029 Build Heavy Vehicle %	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
2029 Build Pedestrians	0				0				0				0			
2029 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 Build Conflicting Bicycles				0			0				0					0
% from Existing	0.0%	0.0%	90.0%	60.0%	0.0%	60.0%	90.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.0%	0.0%	70.0%
% from Background Growth	0.0%	0.0%	100.0%	60.0%	0.0%	60.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.0%	0.0%	70.0%
% from Project Trips	0.0%	0.0%	0.0%	40.0%	0.0%	40.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	40.0%	0.0%	30.0%

INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #2
Old Cox Road at Pine Hill Road

AM PEAK HOUR																
	Northbound				Pine Hill Road Southbound				Old Cox Road Eastbound				Old Cox Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	0	0	0	5	0	20	0	17	38	0	0	0	74	8
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles																
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Peak Hour Factor	0.83				0.83				0.83				0.83			
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	0	0	0	0	0	5	0	20	0	17	38	0	0	0	74	8
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	0	0	0	0	0	0	1	0	1	2	0	0	0	3	0
NC Zoo Expansion						0					1				2	1
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	1
2029 No-Build Traffic	0	0	0	0	0	5	0	21	0	18	41	0	0	0	79	9
2029 No-Build Pedestrians	0				0				0				0			
2029 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 No-Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 No-Build Conflicting Bicycles				0				0				0				0
Trip Distribution IN						10%					50%					
Trip Distribution OUT															(50%)	(10%)
Balancing Adjustment															-1	
Residential Trips	0	0	0	0	0	7	0	0	0	0	33	0	0	0	95	19
Total Vehicular Project Trips	0	0	0	0	0	7	0	0	0	0	33	0	0	0	95	19
2029 Build Traffic	0	0	0	0	0	12	0	21	0	18	74	0	0	0	174	28
2029 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
2029 Build Pedestrians	0				0				0				0			
2029 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 Build Conflicting Bicycles																
% from Existing	0.0%	0.0%	0.0%	0.0%	0.0%	40.0%	0.0%	100.0%	0.0%	90.0%	50.0%	0.0%	0.0%	0.0%	40.0%	30.0%
% from Background Growth	0.0%	0.0%	0.0%	0.0%	0.0%	40.0%	0.0%	100.0%	0.0%	100.0%	60.0%	0.0%	0.0%	0.0%	50.0%	30.0%
% from Project Trips	0.0%	0.0%	0.0%	0.0%	0.0%	60.0%	0.0%	0.0%	0.0%	0.0%	40.0%	0.0%	0.0%	0.0%	50.0%	70.0%

	PM PEAK HOUR															
	Northbound				Pine Hill Road Southbound				Old Cox Road Eastbound				Old Cox Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	0	0	0	23	0	15	0	11	81	0	0	0	68	12
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	2%	2%	2%	3%	2%
Peak Hour Factor	0.85				0.85				0.85				0.85			
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	0	0	0	0	0	23	0	15	0	11	81	0	0	0	68	12
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	0	0	0	0	1	0	1	0	0	3	0	0	0	3	0
NC Zoo Expansion						1					2				1	1
Total Approved Development Trips	0	0	0	0	0	1	0	0	0	0	2	0	0	0	1	1
2029 No-Build Traffic	0	0	0	0	0	25	0	16	0	11	86	0	0	0	72	13
2029 No-Build Pedestrians	0				0				0				0			
2029 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 No-Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 No-Build Conflicting Bicycles				0				0				0				0
Trip Distribution IN						10%					50%					
Trip Distribution OUT															(50%)	(10%)
Balancing Adjustment																
Residential Trips	0	0	0	0	0	21	0	0	0	0	104	0	0	0	64	13
Total Vehicular Project Trips	0	0	0	0	0	21	0	0	0	0	104	0	0	0	64	13
2029 Build Traffic	0	0	0	0	0	46	0	16	0	11	190	0	0	0	136	26
2029 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
2029 Build Pedestrians	0				0				0				0			
2029 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 Build Conflicting Bicycles				0				0				0				0
% from Existing	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	90.0%	0.0%	100.0%	40.0%	0.0%	0.0%	0.0%	50.0%	50.0%
% from Background Growth	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	100.0%	0.0%	100.0%	50.0%	0.0%	0.0%	0.0%	50.0%	50.0%
% from Project Trips	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	50.0%	50.0%

INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #3
Old Cox Road at Old Humble Mill Road

AM PEAK HOUR																
	Old Cox Road Northbound				Old Cox Road Southbound				Eastbound				Old Humble Mill Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	32	8	0	16	26	0	0	0	0	0	0	14	0	47
Count Balancing																
Pedestrians		0				0				0				0		
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	4%
Peak Hour Factor		0.81				0.81				0.81				0.81		
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	0	0	32	8	0	16	26	0	0	0	0	0	0	14	0	47
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	0	1	0	0	1	1	0	0	0	0	0	0	1	0	2
NC Zoo Expansion			3	3			1							0		0
Total Approved Development Trips	0	0	3	3	0	0	1	0	0	0	0	0	0	0	0	0
2029 No-Build Traffic	0	0	36	11	0	17	28	0	0	0	0	0	0	15	0	49
2029 No-Build Pedestrians		0				0				0				0		
2029 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 No-Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 No-Build Conflicting Bicycles				0				0				0				0
Trip Distribution IN			3%	2%		5%										8%
Trip Distribution OUT						(8%)	(3%)							(2%)		(5%)
Balancing Adjustment																
Residential Trips	0	0	2	1	0	19	6	0	0	0	0	0	0	4	0	15
Total Vehicular Project Trips	0	0	2	1	0	19	6	0	0	0	0	0	0	4	0	15
2029 Build Traffic	0	0	38	12	0	36	34	0	0	0	0	0	0	19	0	64
2029 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	3%
2029 Build Pedestrians		0				0				0				0		
2029 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 Build Conflicting Bicycles				0				0				0				0
% from Existing	0.0%	0.0%	80.0%	70.0%	0.0%	40.0%	80.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70.0%	0.0%	70.0%
% from Background Growth	0.0%	0.0%	90.0%	90.0%	0.0%	50.0%	80.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	80.0%	0.0%	80.0%
% from Project Trips	0.0%	0.0%	10.0%	10.0%	0.0%	50.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	20.0%

	PM PEAK HOUR															
	Old Cox Road Northbound				Old Cox Road Southbound				Eastbound				Old Humble Mill Road Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	52	9	0	57	47	0	0	0	0	0	0	13	0	29
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles																
Heavy Vehicles	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	1
Heavy Vehicle %	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%
Peak Hour Factor	0.91				0.91				0.91				0.91			
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	0	0	52	9	0	57	47	0	0	0	0	0	0	13	0	29
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	0	2	0	0	2	2	0	0	0	0	0	0	1	0	1
NC Zoo Expansion																
Total Approved Development Trips	0	0	2	2	0	0	3	0	0	0	0	0	0	3	0	0
2029 No-Build Traffic	0	0	56	11	0	59	52	0	0	0	0	0	0	17	0	30
2029 No-Build Pedestrians	0				0				0				0			
2029 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 No-Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 No-Build Conflicting Bicycles																
Trip Distribution IN			3%	2%		5%										8%
Trip Distribution OUT						(8%)	(3%)							(2%)		(5%)
Balancing Adjustment						1										
Residential Trips	0	0	6	4	0	22	4	0	0	0	0	0	0	3	0	23
Total Vehicular Project Trips	0	0	6	4	0	22	4	0	0	0	0	0	0	3	0	23
2029 Build Traffic	0	0	62	15	0	81	56	0	0	0	0	0	0	20	0	53
2029 Build Heavy Vehicle %	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
2029 Build Pedestrians	0				0				0				0			
2029 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 Build Conflicting Bicycles																
% from Existing	0.0%	0.0%	80.0%	60.0%	0.0%	70.0%	80.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70.0%	0.0%	50.0%
% from Background Growth	0.0%	0.0%	90.0%	70.0%	0.0%	70.0%	90.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	90.0%	0.0%	60.0%
% from Project Trips	0.0%	0.0%	10.0%	30.0%	0.0%	30.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	40.0%

INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #4
Old Cox Road at Lions Rest Road

	AM PEAK HOUR															
	Old Cox Road Northbound				Old Cox Road Southbound				Lions Rest Road Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	5	26	0	0	0	20	4	0	9	0	7	0	0	0	0
Count Balancing																
Pedestrians		0				0				0				0		
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.93				0.93				0.93				0.93		
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	0	5	26	0	0	0	20	4	0	9	0	7	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
NC Zoo Expansion		1	6				1					0				
Total Approved Development Trips	0	1	6	0	0	0	1	0	0	0	0	0	0	0	0	0
2029 No-Build Traffic	0	6	33	0	0	0	22	4	0	9	0	7	0	0	0	0
2029 No-Build Pedestrians		0				0				0				0		
2029 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 No-Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 No-Build Conflicting Bicycles				0				0				0				0
Trip Distribution IN			5%							5%						
Trip Distribution OUT							(5%)	(5%)								
Balancing Adjustment																
Residential Trips	0	0	3	0	0	0	10	10	0	3	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	3	0	0	0	10	10	0	3	0	0	0	0	0	0
2029 Build Traffic	0	6	36	0	0	0	32	14	0	12	0	7	0	0	0	0
2029 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
2029 Build Pedestrians		0				0				0				0		
2029 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 Build Conflicting Bicycles				0				0				0				0
% from Existing	0.0%	80.0%	70.0%	0.0%	0.0%	0.0%	60.0%	30.0%	0.0%	80.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%
% from Background Growth	0.0%	100.0%	90.0%	0.0%	0.0%	0.0%	70.0%	30.0%	0.0%	80.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%
% from Project Trips	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	30.0%	70.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

	PM PEAK HOUR															
	Old Cox Road Northbound				Old Cox Road Southbound				Lions Rest Road Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	6	52	0	0	0	24	14	0	5	0	4	0	0	0	0
Count Balancing																
Pedestrians	0				0				0				0			
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.77				0.77				0.77				0.77			
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	0	6	52	0	0	0	24	14	0	5	0	4	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0
NC Zoo Expansion		1	4				6					2				
Total Approved Development Trips	0	1	4	0	0	0	6	0	0	0	0	2	0	0	0	0
2029 No-Build Traffic	0	7	58	0	0	0	31	15	0	5	0	6	0	0	0	0
2029 No-Build Pedestrians	0				0				0				0			
2029 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 No-Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 No-Build Conflicting Bicycles				0				0				0				0
Trip Distribution IN			5%							5%						
Trip Distribution OUT							(5%)	(5%)								
Balancing Adjustment								1								
Residential Trips	0	0	10	0	0	0	6	7	0	10	0	0	0	0	0	0
Total Vehicular Project Trips	0	0	10	0	0	0	6	7	0	10	0	0	0	0	0	0
2029 Build Traffic	0	7	68	0	0	0	37	22	0	15	0	6	0	0	0	0
2029 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
2029 Build Pedestrians	0				0				0				0			
2029 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 Build Conflicting Bicycles								0				0				
% from Existing	0.0%	90.0%	80.0%	0.0%	0.0%	0.0%	60.0%	60.0%	0.0%	30.0%	0.0%	70.0%	0.0%	0.0%	0.0%	0.0%
% from Background Growth	0.0%	100.0%	90.0%	0.0%	0.0%	0.0%	80.0%	70.0%	0.0%	30.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%
% from Project Trips	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	20.0%	30.0%	0.0%	70.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #5
NC 42 at Old Humble Mill Road

AM PEAK HOUR																
	Old Humble Mill Road								NC 42				NC 42			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	60	0	9	0	0	0	0	0	0	81	34	0	17	365	0
Count Balancing																
Pedestrians		0				0				0				0		
Conflicting Pedestrians		0	0	0		0	0	0		0	0	0		0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0								0
Heavy Vehicles	0	3	0	1	0	0	0	0	0	0	10	1	0	1	7	0
Heavy Vehicle %	2%	5%	2%	11%	2%	2%	2%	2%	2%	2%	12%	3%	2%	6%	2%	2%
Peak Hour Factor		0.81				0.81				0.81				0.81		
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	0	60	0	9	0	0	0	0	0	0	81	34	0	17	365	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	2	0	0	0	0	0	0	0	0	3	1	0	1	15	0
NC Zoo Expansion		1		2								0		0		
Total Approved Development Trips	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
2029 No-Build Traffic	0	63	0	11	0	0	0	0	0	0	84	35	0	18	380	0
2029 No-Build Pedestrians		0				0				0				0		
2029 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 No-Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 No-Build Conflicting Bicycles				0				0				0				0
Trip Distribution IN												25%		5%		
Trip Distribution OUT		(25%)		(5%)												
Balancing Adjustment		-1														
Residential Trips	0	47	0	10	0	0	0	0	0	0	0	16	0	3	0	0
Total Vehicular Project Trips	0	47	0	10	0	0	0	0	0	0	0	16	0	3	0	0
2029 Build Traffic	0	110	0	21	0	0	0	0	0	0	84	51	0	21	380	0
2029 Build Heavy Vehicle %	2%	3%	2%	5%	2%	2%	2%	2%	2%	2%	12%	2%	2%	5%	2%	2%
2029 Build Pedestrians		0				0				0				0		
2029 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 Build Conflicting Bicycles				0				0				0				0
% from Existing	0.0%	50.0%	0.0%	40.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	70.0%	0.0%	80.0%	100.0%	0.0%
% from Background Growth	0.0%	60.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	70.0%	0.0%	90.0%	100.0%	0.0%
% from Project Trips	0.0%	40.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	10.0%	0.0%	0.0%

PM PEAK HOUR																
	Old Humble Mill Road								NC 42				NC 42			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	25	0	16	0	0	0	0	0	0	377	61	0	18	179	0
Count Balancing																
Pedestrians		0				0				0				0		
Conflicting Pedestrians		0	0	0		0	0	0		0	0	0		0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0								0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	9	0	0	1	3	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	2%	2%
Peak Hour Factor		0.95				0.95				0.95				0.95		
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	0	25	0	16	0	0	0	0	0	0	377	61	0	18	179	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	1	0	1	0	0	0	0	0	0	15	2	0	1	7	0
NC Zoo Expansion		1		1								2		1		
Total Approved Development Trips	0	1	0	1	0	0	0	0	0	0	0	2	0	1	0	0
2029 No-Build Traffic	0	27	0	18	0	0	0	0	0	0	392	65	0	20	186	0
2029 No-Build Pedestrians		0				0				0				0		
2029 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 No-Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 No-Build Conflicting Bicycles				0				0				0				0
Trip Distribution IN												25%		5%		
Trip Distribution OUT		(25%)		(5%)												
Balancing Adjustment												1				
Residential Trips	0	32	0	6	0	0	0	0	0	0	0	53	0	10	0	0
Total Vehicular Project Trips	0	32	0	6	0	0	0	0	0	0	0	53	0	10	0	0
2029 Build Traffic	0	59	0	24	0	0	0	0	0	0	392	118	0	30	186	0
2029 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%
2029 Build Pedestrians		0				0				0				0		
2029 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 Build Conflicting Bicycles				0				0				0				0
% from Existing	0.0%	40.0%	0.0%	70.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	50.0%	0.0%	60.0%	100.0%	0.0%
% from Background Growth	0.0%	50.0%	0.0%	80.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	60.0%	0.0%	70.0%	100.0%	0.0%
% from Project Trips	0.0%	50.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	40.0%	0.0%	30.0%	0.0%	0.0%

INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #6
Old Cox Road at Site Driveway #1/Site Driveway #2

AM PEAK HOUR																
	Site Driveway #1				Site Driveway #2				Old Cox Road				Old Cox Road			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing											42				79	
Pedestrians		0				0				0				0		
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%
Peak Hour Factor		0.90				0.90				0.90				0.90		
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	0	0	0	0	0	0	0	0	0	0	42	0	0	0	79	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0
NC Zoo Expansion											1				3	
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0
2029 No-Build Traffic	0	0	0	0	0	0	0	0	0	0	45	0	0	0	85	0
2029 No-Build Pedestrians		0				0				0				0		
2029 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 No-Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 No-Build Conflicting Bicycles				0				0				0				0
Trip Distribution IN										30%	5%	25%		5%		6%
Trip Distribution OUT		(25%)		(5%)		(6%)		(30%)							(5%)	
Balancing Adjustment		-1									1					
Residential Trips	0	47	0	10	0	11	0	57	0	20	4	16	0	3	10	4
Total Vehicular Project Trips	0	47	0	10	0	11	0	57	0	20	4	16	0	3	10	4
2029 Build Traffic	0	47	0	10	0	11	0	57	0	20	49	16	0	3	95	4
2029 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
2029 Build Pedestrians		0				0				0				0		
2029 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 Build Conflicting Bicycles				0				0				0				0
% from Existing	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	90.0%	0.0%	0.0%	0.0%	80.0%	0.0%
% from Background Growth	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	90.0%	0.0%	0.0%	0.0%	90.0%	0.0%
% from Project Trips	0.0%	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%	100.0%	10.0%	100.0%	0.0%	100.0%	10.0%	100.0%

PM PEAK HOUR																
	Site Driveway #1				Site Driveway #2				Old Cox Road				Old Cox Road			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing											104				81	
Pedestrians		0				0				0				0		
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.90				0.90				0.90				0.90		
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	0	0	0	0	0	0	0	0	0	0	104	0	0	0	81	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0
NC Zoo Expansion											3				2	
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0
2029 No-Build Traffic	0	0	0	0	0	0	0	0	0	0	111	0	0	0	86	0
2029 No-Build Pedestrians		0				0				0				0		
2029 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 No-Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 No-Build Conflicting Bicycles				0				0				0				0
Trip Distribution IN										30%	5%	25%		5%		6%
Trip Distribution OUT		(25%)		(5%)		(6%)		(30%)							(5%)	
Balancing Adjustment				1							1				1	
Residential Trips	0	32	0	7	0	8	0	38	0	62	11	52	0	10	7	12
Total Vehicular Project Trips	0	32	0	7	0	8	0	38	0	62	11	52	0	10	7	12
2029 Build Traffic	0	32	0	7	0	8	0	38	0	62	122	52	0	10	93	12
2029 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
2029 Build Pedestrians		0				0				0				0		
2029 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 Build Conflicting Bicycles				0				0				0				0
% from Existing	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	90.0%	0.0%	0.0%	0.0%	90.0%	0.0%
% from Background Growth	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	90.0%	0.0%	0.0%	0.0%	90.0%	0.0%
% from Project Trips	0.0%	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%	100.0%	10.0%	100.0%	0.0%	100.0%	10.0%	100.0%

INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #7
Old Cox Road at Site Driveway #3

	AM PEAK HOUR															
	Old Cox Road Northbound				Old Cox Road Southbound				Site Driveway #3 Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing			40				40									
Pedestrians		0				0				0				0		
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.90				0.90				0.90				0.90		
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	0	0	40	0	0	0	40	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0
NC Zoo Expansion			6				1									
Total Approved Development Trips	0	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0
2029 No-Build Traffic	0	0	48	0	0	0	43	0	0	0	0	0	0	0	0	0
2029 No-Build Pedestrians		0				0				0				0		
2029 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 No-Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 No-Build Conflicting Bicycles				0			0					0				0
Trip Distribution IN		5%	5%													
Trip Distribution OUT							(5%)					(5%)				
Balancing Adjustment																
Residential Trips	0	3	3	0	0	0	10	0	0	0	0	10	0	0	0	0
Total Vehicular Project Trips	0	3	3	0	0	0	10	0	0	0	0	10	0	0	0	0
2029 Build Traffic	0	3	51	0	0	0	53	0	0	0	0	10	0	0	0	0
2029 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
2029 Build Pedestrians		0				0				0				0		
2029 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 Build Conflicting Bicycles				0			0					0				0
% from Existing	0.0%	0.0%	80.0%	0.0%	0.0%	0.0%	80.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% from Background Growth	0.0%	0.0%	90.0%	0.0%	0.0%	0.0%	80.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% from Project Trips	0.0%	100.0%	10.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%

	PM PEAK HOUR															
	Old Cox Road Northbound				Old Cox Road Southbound				Site Driveway #3 Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing			61				60									
Pedestrians	0				0				0				0			
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.90				0.90				0.90				0.90			
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	0	0	61	0	0	0	60	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0
NC Zoo Expansion			4				6									
Total Approved Development Trips	0	0	4	0	0	0	6	0	0	0	0	0	0	0	0	0
2029 No-Build Traffic	0	0	67	0	0	0	68	0	0	0	0	0	0	0	0	0
2029 No-Build Pedestrians	0				0				0				0			
2029 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 No-Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 No-Build Conflicting Bicycles				0				0				0				0
Trip Distribution IN		5%	5%													
Trip Distribution OUT							(5%)					(5%)				
Balancing Adjustment							1									
Residential Trips	0	10	10	0	0	0	7	0	0	0	0	6	0	0	0	0
Total Vehicular Project Trips	0	10	10	0	0	0	7	0	0	0	0	6	0	0	0	0
2029 Build Traffic	0	10	77	0	0	0	75	0	0	0	0	6	0	0	0	0
2029 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
2029 Build Pedestrians	0				0				0				0			
2029 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 Build Conflicting Bicycles																
% from Existing	0.0%	0.0%	80.0%	0.0%	0.0%	0.0%	80.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% from Background Growth	0.0%	0.0%	90.0%	0.0%	0.0%	0.0%	90.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% from Project Trips	0.0%	100.0%	10.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%

INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #8
Old Humble Mill Road at Site Driveway #4

	AM PEAK HOUR															
	Site Driveway #4								Old Humble Mill Road				Old Humble Mill Road			
	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing											24				61	
Pedestrians	0				0				0				0			
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%
Peak Hour Factor	0.90				0.90				0.90				0.90			
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	0	0	0	0	0	0	0	0	0	0	24	0	0	0	61	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
NC Zoo Expansion											3				0	
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
2029 No-Build Traffic	0	0	0	0	0	0	0	0	0	0	28	0	0	0	63	0
2029 No-Build Pedestrians	0				0				0				0			
2029 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 No-Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 No-Build Conflicting Bicycles				0				0				0				0
Trip Distribution IN											4%	3%		2%	8%	
Trip Distribution OUT		(3%)		(2%)							(8%)				(4%)	
Balancing Adjustment																
Residential Trips	0	6	0	4	0	0	0	0	0	0	18	2	0	1	13	0
Total Vehicular Project Trips	0	6	0	4	0	0	0	0	0	0	18	2	0	1	13	0
2029 Build Traffic	0	6	0	4	0	0	0	0	0	0	46	2	0	1	76	0
2029 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%
2029 Build Pedestrians	0				0				0				0			
2029 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 Build Conflicting Bicycles				0				0				0				0
% from Existing	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	80.0%	0.0%
% from Background Growth	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.0%	0.0%	0.0%	0.0%	80.0%	0.0%
% from Project Trips	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	40.0%	100.0%	0.0%	100.0%	20.0%	0.0%

	PM PEAK HOUR															
	Site Driveway #4								Old Humble Mill Road				Old Humble Mill Road			
	Northbound				Southbound				Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing											66				42	
Pedestrians	0				0				0				0			
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Peak Hour Factor	0.90				0.90				0.90				0.90			
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	0	0	0	0	0	0	0	0	0	0	66	0	0	0	42	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0
NC Zoo Expansion											2				3	
Total Approved Development Trips	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0
2029 No-Build Traffic	0	0	0	0	0	0	0	0	0	0	71	0	0	0	47	0
2029 No-Build Pedestrians	0				0				0				0			
2029 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 No-Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 No-Build Conflicting Bicycles				0				0				0				0
Trip Distribution IN											4%	3%		2%	8%	
Trip Distribution OUT		(3%)		(2%)							(8%)				(4%)	
Balancing Adjustment				-1								1				
Residential Trips	0	4	0	2	0	0	0	0	0	0	19	7	0	4	22	0
Total Vehicular Project Trips	0	4	0	2	0	0	0	0	0	0	19	7	0	4	22	0
2029 Build Traffic	0	4	0	2	0	0	0	0	0	0	90	7	0	4	69	0
2029 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
2029 Build Pedestrians	0				0				0				0			
2029 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 Build Conflicting Bicycles				0				0				0				0
% from Existing	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70.0%	0.0%	0.0%	0.0%	60.0%	0.0%
% from Background Growth	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	80.0%	0.0%	0.0%	0.0%	70.0%	0.0%
% from Project Trips	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	100.0%	0.0%	100.0%	30.0%	0.0%

INTERSECTION VOLUME DEVELOPMENT
INTERSECTION #9
Old Humble Mill Road at Site Driveway #5

AM PEAK HOUR																
	Old Humble Mill Road Northbound				Old Humble Mill Road Southbound				Site Driveway #5 Eastbound				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing			24				61									
Pedestrians	0				0				0				0			
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles																
Heavy Vehicles	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.90				0.90				0.90				0.90			
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	0	0	24	0	0	0	61	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
NC Zoo Expansion			3				0									
Total Approved Development Trips	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 No-Build Traffic	0	0	28	0	0	0	63	0	0	0	0	0	0	0	0	0
2029 No-Build Pedestrians	0				0				0				0			
2029 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 No-Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 No-Build Conflicting Bicycles				0				0				0				0
Trip Distribution IN		4%					10%	20%					(4%)			
Trip Distribution OUT			(10%)							(20%)						
Balancing Adjustment							-1									
Residential Trips	0	3	19	0	0	0	6	13	0	38	0	8	0	0	0	0
Total Vehicular Project Trips	0	3	19	0	0	0	6	13	0	38	0	8	0	0	0	0
2029 Build Traffic	0	3	47	0	0	0	69	13	0	38	0	8	0	0	0	0
2029 Build Heavy Vehicle %	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%
2029 Build Pedestrians	0				0				0				0			
2029 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 Build Conflicting Bicycles																
% from Existing	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	90.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% from Background Growth	0.0%	0.0%	60.0%	0.0%	0.0%	0.0%	90.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% from Project Trips	0.0%	100.0%	40.0%	0.0%	0.0%	0.0%	10.0%	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%

	PM PEAK HOUR															
	Old Humble Mill Road				Old Humble Mill Road				Site Driveway #5				Westbound			
	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right	U-Turn	Left	Through	Right
Observed 2025 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Balancing			66				42									
Pedestrians	0				0				0				0			
Conflicting Pedestrians		0		0		0		0		0		0		0		0
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Bicycles				0				0				0				0
Heavy Vehicles	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor	0.90				0.90				0.90				0.90			
Adjustment Factor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Adjusted 2025 Volumes	0	0	66	0	0	0	42	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
Growth Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Background Growth	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0
NC Zoo Expansion			2				3									
Total Approved Development Trips	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0
2029 No-Build Traffic	0	0	71	0	0	0	47	0	0	0	0	0	0	0	0	0
2029 No-Build Pedestrians	0				0				0				0			
2029 No-Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 No-Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 No-Build Conflicting Bicycles				0				0				0				0
Trip Distribution IN		4%					10%	20%								
Trip Distribution OUT			(10%)							(20%)			(4%)			
Balancing Adjustment		1	-1													
Residential Trips	0	9	12	0	0	0	21	42	0	26	0	5	0	0	0	0
Total Vehicular Project Trips	0	9	12	0	0	0	21	42	0	26	0	5	0	0	0	0
2029 Build Traffic	0	9	83	0	0	0	68	42	0	26	0	5	0	0	0	0
2029 Build Heavy Vehicle %	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
2029 Build Pedestrians	0				0				0				0			
2029 Build Conflicting Pedestrians		0		0		0		0		0		0		0		0
2029 Build Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2029 Build Conflicting Bicycles								0				0				0
% from Existing	0.0%	0.0%	80.0%	0.0%	0.0%	0.0%	60.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% from Background Growth	0.0%	0.0%	90.0%	0.0%	0.0%	0.0%	70.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
% from Project Trips	0.0%	100.0%	10.0%	0.0%	0.0%	0.0%	30.0%	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%

From: [Kimes, Tyler J](#)
To: [John Evans](#); [Adams, Richard](#); [Stimpson, Paul](#)
Cc: [Bob Wilhoit](#); [Tom Flanagan](#); [George Martin Kearns](#); [Matthew Dunbar](#); [Rhombert, Nathan](#); [Richardson, Justin T](#)
Subject: RE: [External Sender] [Ext] RE: [External Sender] [External] FW: Asheboro Residential - TIA Submittal (Sierra Ridge development on Old Cox Road and Old Humble Mill Roads)
Date: Thursday, July 10, 2025 8:32:44 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)
[image012.png](#)
[Asheboro Residential Developmnt - TIA Report Update 7.9.2025.pdf](#)
[Build-out \(2029\) AM.syn](#)
[Build-out \(2029\) PM.syn](#)
[2025.05.08 NCDOT TIA Approval Package Asheboro Residential.pdf](#)

Good morning,

We have reviewed the updated TIA and found that the additional homes will not warrant any additional improvements to what was warranted in the original TIA (A 75' storage left into Site DW #2 and a 50' right turn into Site DW #1 on Old Cox Road). From your study, there will be an additional (8) pm peak hour left turns into Site DW #2 and (6) pm peak hour right turns into Site DW #1. LOS staying the same throughout the study area.

If you have any questions, please do not hesitate to ask.

Thanks!

Tyler Kimes, E.I.

Assistant District Engineer

NCDOT Highway Division 8

District 1 - District Office

336-318-4000 – Office

336-318-4005 – Direct

tjkimes@ncdot.gov

300 DOT Drive

Asheboro, NC 27205



From: John Evans <jevans@ci.asheboro.nc.us>

Sent: Wednesday, July 9, 2025 5:24 PM

To: Adams, Richard <[REDACTED]>; Stimpson, Paul <[REDACTED]>; Kimes, Tyler J <tjkimes@ncdot.gov>

Cc: Bob Wilhoit <[REDACTED]>; Tom Flanagan <[REDACTED]>; George Martin Kearns <[REDACTED]>;
Matthew Dunbar <[REDACTED]>; Rhombert, Nathan <[REDACTED]>

Subject: RE: [External Sender] [Ext] RE: [External Sender] [External] FW: Asheboro Residential - TIA Submittal (Sierra Ridge development on Old Cox Road and Old Humble Mill Roads)

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Thanks for the clarification, Richard. I just wanted to make sure I was understanding this correctly and I mentioned it in case that comes up as a question tomorrow at the hearing. It's important to note that one of the staff proposed conditions is driveway permitting approval from NCDOT is required, and ultimately, NCDOT may require additional measures beyond what is shown on either.

Thanks,

John

John L. Evans, AICP, CZO

Community Development Director

City of Asheboro

146 North Church Street

Asheboro, NC 27203

336-626-1201 Ext. 2325 (phone)

336-626-1218 (fax)

<http://www.asheboronc.gov> | *Note: Development-related fees will change effective January 1, 2025.*



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From: Adams, Richard [REDACTED]
Sent: Wednesday, July 9, 2025 2:38 PM
To: Stimpson, Paul [REDACTED]; John Evans <jevans@ci.asheboro.nc.us>; tjkimes@ncdot.gov
Cc: Bob Wilhoit [REDACTED]; Tom Flanagan [REDACTED]; George Martin Kearns [REDACTED]; Matthew Dunbar [REDACTED]; Rhomberg, Nathan [REDACTED] >
Subject: RE: [External Sender] [Ext] RE: [External Sender] [External] FW: Asheboro Residential - TIA Submittal (Sierra Ridge development on Old Cox Road and Old Humble Mill Roads)

Thanks John and Paul. The turn lanes in question were not in our original TIA since the analysis didn't require them, but NCDOT added the turn lanes as a requirement and they have been added to the site plan accordingly. The results in the TIA would only be better if we were to add the turn lanes into the analysis. Does that cover the question at hand?

Thanks,
Richard

Richard C. Adams, PE
Kimley-Horn | 421 Fayetteville Street, Suite 600, Raleigh, NC 27601
Direct: 919 677 2131 | Mobile: 919 906 7917

From: Stimpson, Paul [REDACTED] >
Sent: Wednesday, July 9, 2025 1:36 PM
To: John Evans <jevans@ci.asheboro.nc.us>; Adams, Richard [REDACTED]; tjkimes@ncdot.gov
Cc: Bob Wilhoit [REDACTED]; Tom Flanagan [REDACTED]; George Martin Kearns [REDACTED]; Matthew Dunbar [REDACTED]; Rhomberg, Nathan [REDACTED] >
Subject: RE: [Ext] RE: [External Sender] [External] FW: Asheboro Residential - TIA Submittal (Sierra Ridge development on Old Cox Road and Old Humble Mill Roads)

John,

Good afternoon, there are some NCDOT TIA notes in the lower right corner of the sheet. Can that suffice?

Thanks,

Paul

Paul A. Stimpson, PE
LaBella Associates | Regional Civil Leader/Office Manager



704-560-8514 direct
704-941-2114 office
939 Burke Street, Suite H
Winston-Salem, NC 27101
labellapc.com

From: John Evans <jevans@ci.asheboro.nc.us>
Sent: Wednesday, July 9, 2025 1:28 PM
To: Adams, Richard [REDACTED]; tjkimes@ncdot.gov

Cc: Bob Wilhoit [REDACTED]; Tom Flanagan [REDACTED]; George Martin Kearns [REDACTED]; Matthew Dunbar [REDACTED] Stimpson, Paul [REDACTED]; Rhombert, Nathan [REDACTED]

Subject: [Ext] RE: [External Sender] [External] FW: Asheboro Residential - TIA Submittal (Sierra Ridge development on Old Cox Road and Old Humble Mill Roads)

Hi Richard: Can you, or someone, please point out where this mentions the left and right turning lanes that are shown on the attached site plan? It still appears to refer to the intersections of Old Cox Road and Sierra Ridge Road as being full movement. I don't see the 75' left turn lane and 50' right turn lane that are shown on the attached site plan mentioned unless I'm missing it somewhere?

Thanks,

John

John L. Evans, AICP, CZO

Community Development Director

City of Asheboro

146 North Church Street

Asheboro, NC 27203

336-626-1201 Ext. 2325 (phone)

336-626-1218 (fax)

<http://www.asheboronc.gov> | [Note: Development-related fees will change effective January 1, 2025.](#)



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From: Adams, Richard [REDACTED]

Sent: Wednesday, July 9, 2025 12:55 PM

To: tjkimes@ncdot.gov; John Evans <jevans@ci.asheboro.nc.us>

Cc: Bob Wilhoit [REDACTED]; Tom Flanagan [REDACTED]; George Martin Kearns [REDACTED]; Matthew Dunbar [REDACTED] Stimpson, Paul [REDACTED]; Rhombert, Nathan [REDACTED]

Subject: RE: [External Sender] [External] FW: Asheboro Residential - TIA Submittal (Sierra Ridge development on Old Cox Road and Old Humble Mill Roads)

Tyler / John – we have revised the TIA based on the updated unit count of 464 lots. Please see attached revised report and updated build-out synchro 11 files. We revised the traffic analysis based on the updated trip generation and found that the level of service for all intersections and approaches is unchanged from the original TIA. Therefore, we believe that our findings still be acceptable based on the current plans. For a quick look, the LOS summary table below shows the previous build-out results alongside new results with the updated trip generation.

Level of Service Summary									
Intersection and Approach/Movement	Traffic Control	Existing (2025) Traffic		Background (2029) Traffic		Build-out (2029) Traffic		Build-out (2029) Traffic - Updated Trip Gen	
		AM	PM	AM	PM	AM	PM	AM	PM
Zoo Parkway at Old Cox Road	Unsignalized	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)
Westbound		B (10.1)	B (10.8)	B (10.3)	B (11.0)	B (12.0)	B (13.7)	B (12.2)	B (14.1)
Southbound Left		A (7.7)	A (7.8)	A (7.7)	A (7.8)	A (7.8)	A (8.1)	A (7.8)	A (8.2)
Old Cox Road at Pine Hill Road	Unsignalized	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)
Southbound		A (9.0)	A (9.5)	A (9.1)	A (9.6)	B (10.2)	B (11.4)	B (10.3)	B (11.7)
Eastbound Left		A (7.4)	A (7.4)	A (7.5)	A (7.4)	A (7.8)	A (7.6)	A (7.8)	A (7.7)
Old Cox Road at Old Humble Mill Road	Unsignalized	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)
Westbound		A (9.0)	A (9.3)	A (9.1)	A (9.4)	A (9.3)	A (9.6)	A (9.3)	A (9.7)
Southbound Left		A (7.3)	A (7.5)	A (7.4)	A (7.5)	A (7.4)	A (7.5)	A (7.4)	A (7.6)
Old Cox Road at Lions Rest Road	Unsignalized	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)
Eastbound		A (8.7)	A (8.9)	A (8.8)	A (8.9)	A (8.9)	A (9.3)	A (8.9)	A (9.4)
Northbound Left		A (7.3)	A (7.3)	A (7.3)	A (7.3)	A (7.3)	A (7.4)	A (7.3)	A (7.4)
NC 42 at Old Humble Mill Road	Unsignalized	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)	- (-)
Northbound		B (14.3)	B (13.2)	B (14.7)	B (13.6)	C (17.2)	C (15.9)	C (17.5)	C (16.2)
Westbound Left		A (7.6)	A (8.4)	A (7.6)	A (8.5)	A (7.6)	A (8.6)	A (7.6)	A (8.7)
Old Cox Road at Site Driveway #1/ Site Driveway #2	Unsignalized	N/A		N/A		- (-)	- (-)	- (-)	- (-)
Northbound						B (10.9)	B (12.9)	B (11.1)	B (13.4)
Southbound						A (9.5)	B (10.1)	A (9.6)	B (10.2)
Eastbound Left						A (7.5)	A (7.6)	A (7.5)	A (7.6)
Westbound Left	Unsignalized	N/A		N/A		- (-)	- (-)	- (-)	- (-)
Old Cox Road at Site Driveway #3						A (8.8)	A (8.7)	A (8.8)	A (9.1)
Northbound Left						A (7.3)	A (7.4)	A (7.3)	A (7.4)
Old Humble Mill Road at Site Driveway #4	Unsignalized	N/A		N/A		- (-)	- (-)	- (-)	- (-)
Northbound						A (9.0)	A (9.2)	A (9.0)	A (9.2)
Westbound Left						A (7.3)	A (7.4)	A (7.3)	A (7.4)
Old Humble Mill Road at Site Driveway #5	Unsignalized	N/A		N/A		- (-)	- (-)	- (-)	- (-)
Eastbound						A (9.4)	A (9.7)	A (9.5)	A (9.8)
Northbound Left						A (7.4)	A (7.5)	A (7.4)	A (7.5)

Also please note that the existing home at 2159 Old Cox Road will be demolished and not retained as a dwelling.

Let us know if you have any questions or require any further information on this.

Thanks,
Richard

Richard C. Adams, PE
Kimley-Horn | 421 Fayetteville Street, Suite 600, Raleigh, NC 27601
 Direct: 919 677 2131 | Mobile: 919 906 7917

From: Tom Flanagan >
Sent: Tuesday, July 8, 2025 10:10 AM
To: Adams, Richard >
Cc: Bob Wilhoit
Subject: FW: [External Sender] [External] FW: Asheboro Residential - TIA Submittal (Sierra Ridge development on Old Cox Road and Old Humble Mill Roads)

Richard

Please see the comment from Tyler Kimes below.

Regards

Tom Flanagan
 VP OF DEVELOPMENT SERVICES





THE POSITIVE IMPACT PEOPLE.

p. 336.889.1546 m. 336.706.1222 f. 336.889.1501

5826 Samet Drive - Suite 105
 High Point, NC 27265
blueridgecompanies.com

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From: John Evans <jevans@ci.asheboro.nc.us>
Sent: Tuesday, July 8, 2025 9:40 AM
To: Bob Wilhoit <>> <>>; Tom Flanagan <>> Matthew Dunbar
Subject: FW: [External Sender] [External] FW: Asheboro Residential - TIA Submittal (Sierra Ridge development on Old Cox Road and Old Humble Mill Roads)

Good Morning Everyone:

The updated TIA information that was provided yesterday based on the unit count of 464 dwellings for Sierra Ridge may already be in process with NCDOT's review, but I wanted to share the comment that I received below.

Thanks,
John

John L. Evans, AICP, CZO
Community Development Director
City of Asheboro
146 North Church Street
Asheboro, NC 27203
336-626-1201 Ext. 2325 (phone)
336-626-1218 (fax)
<http://www.asheboronc.gov> | *Note: Development-related fees will change effective January 1, 2025.*



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From: Kimes, Tyler J <tjkimes@ncdot.gov>
Sent: Monday, July 7, 2025 4:45 PM
To: John Evans <jevans@ci.asheboro.nc.us>
Subject: RE: [External Sender] [External] FW: Asheboro Residential - TIA Submittal (Sierra Ridge development on Old Cox Road and Old Humble Mill Roads)

Oh no sir, I didn't catch that. Our acceptance of the TIA was based on 420 lots (260 Single Family Detached and 160 Single Family Attached). If they have added 44 lots since the TIA, then we will need to receive an updated TIA memo analyzing these additional daily trips.

Thanks!

Tyler Kimes, E.I.
Assistant District Engineer
NCDOT Highway Division 8
District 1 - District Office

336-318-4000 – Office
336-318-4005 – Direct
Tjkimes@ncdot.gov

300 DOT Drive
Asheboro, NC 27205



From: John Evans <jevans@ci.asheboro.nc.us>
Sent: Monday, July 7, 2025 4:14 PM
To: Kimes, Tyler J <tjkimes@ncdot.gov>
Subject: RE: [External Sender] [External] FW: Asheboro Residential - TIA Submittal (Sierra Ridge development on Old Cox Road and Old Humble Mill Roads)

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Hi again Tyler:

Just one follow up question: It's our understanding that this acceptance is based on the updated number of proposed lots (464 lots per attached) based on this site plan, rather than previous submittals. Am I correct in that assumption?

Thanks,
John

John L. Evans, AICP, CZO
Community Development Director
City of Asheboro
146 North Church Street
Asheboro, NC 27203
336-626-1201 Ext. 2325 (phone)
336-626-1218 (fax)
<http://www.asheboronc.gov> | [Note: Development-related fees will change effective January 1, 2025.](#)



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From: Kimes, Tyler J <tjkimes@ncdot.gov>
Sent: Monday, July 7, 2025 1:43 PM
To: John Evans <jevans@ci.asheboro.nc.us>
Cc: Richardson, Justin T <jtrichardson@ncdot.gov>
Subject: RE: [External Sender] [External] FW: Asheboro Residential - TIA Submittal (Sierra Ridge development on Old Cox Road and Old Humble Mill Roads)

Good afternoon John,

Hope you had a good 4th!

Yes the TIA for this development has been reviewed and approved by us (see attached approval letter). Warranted roadway improvements included a left turn lane into Site Drive 2 and a right turn lane into Site Drive 1.

Thanks!

Tyler Kimes, E.I.
Assistant District Supervisor
NCDOT Highway Division 8
District 1 - District Office

336-318-4000 – Office
336-318-4005 – Direct
tjkimes@ncdot.gov

300 DOT Drive
Asheboro, NC 27205



From: John Evans <jevans@ci.asheboro.nc.us>
Sent: Monday, July 7, 2025 12:59 PM
To: Kimes, Tyler J <tjkimes@ncdot.gov>; Britt, Jennifer L <jlbritt1@ncdot.gov>; Monroe, Roosevelt J <rjmonroe@ncdot.gov>
Subject: [External] FW: Asheboro Residential - TIA Submittal (Sierra Ridge development on Old Cox Road and Old Humble Mill Roads)

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Hello Everyone:

I wanted to check with you to see if what the status of the Traffic Impact Analysis is for the proposed development on Old Humble Road and Old Cox Road? The latest that I have is attached. The applicant has indicated that NCDOT has approved the TIA and the measures that are proposed (left and right turning lanes from Old Cox Road into the proposed Sierra Ridge Road), but I want to make sure that I am understanding the status of this correctly for our Planning Board meeting tonight and Council meeting on Thursday.

Any confirmation you can provide is much appreciated.

Thanks!
John

John L. Evans, AICP, CZO
Community Development Director
City of Asheboro
146 North Church Street
Asheboro, NC 27203
336-626-1201 Ext. 2325 (phone)
336-626-1218 (fax)
<http://www.asheboronc.gov> | *Note: Development-related fees will change effective January 1, 2025.*



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From: Rhomberg, Nathan <Nathan.Rhomberg@kimley-horn.com>
Sent: Tuesday, March 11, 2025 3:42 PM
To: Kimes, Tyler J <tjkimes@ncdot.gov>; Justin Luck <jluck@ci.asheboro.nc.us>; John Evans <jevans@ci.asheboro.nc.us>
Cc: Adams, Richard <[REDACTED]>; Manley, Israel <[REDACTED]>; Tom Flanagan <[REDACTED]>; Tanya Hill <[REDACTED]>; rjmonroe@ncdot.gov; Jamie Wilkins <jamie.wilkins@ci.asheboro.nc.us>; jlbritt1@ncdot.gov
Subject: [External Sender] Asheboro Residential - TIA Submittal

Hello Everyone,

Kimley-Horn is submitting the attached Asheboro Residential TIA for review and comment. I have attached the sealed TIA report and Synchro analysis files. Can you please confirm receipt of this submittal and let us know if you need anything else to begin your review?

Thanks,

Nathan Rhomberg, PE

Kimley-Horn | 421 Fayetteville Street, Suite 600, Raleigh, NC 27601

Direct: 919 237 9501

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John Evans

To: Stimpson, Paul; Tom Flanagan; Justin Luck
Cc: Matthew Dunbar
Subject: RE: Seirra Ridge updated plans

From: Stimpson, Paul <pstimpson@labellapc.com>
Sent: Tuesday, June 24, 2025 11:51 AM
To: John Evans <jevans@ci.asheboro.nc.us>; Tom Flanagan <tflanagan@blueridgecompanies.com>; Justin Luck <jluck@ci.asheboro.nc.us>
Cc: Matthew Dunbar <mdunbar@blueridgecompanies.com>
Subject: [External Sender] Seirra Ridge updated plans

John,

Good morning, for clarity, I also wanted to let you know that this site is planning to dedicate 151.67 acres to open space which is 64.65% of the site area which is remarkable. Also, the overall density of the site is only 1.97 dwelling units/acre. Both of these criteria are all below NCDEQ's thresholds to be considered low density. Based on this information, this site is not proposing to have permanent stormwater control measures for water quality nor for water quantity because the site is planned as low density. You mentioned a condition from the previous development regarding stormwater; however, that Development was high density.

We plan to ensure that all storm drainage pipes are stable with rip rap energy dissipators in a 10 year storm and that the flow is distributed to the existing 100 year floodplain areas.

Thank you,

Paul

Paul A. Stimpson, PE

LaBella Associates | Regional Civil Leader/Office Manager



704-560-8514 direct
704-941-2114 office
939 Burke Street, Suite H
Winston-Salem, NC 27101
pstimpson@labellapc.com
labellapc.com

APPLICANT INFORMATION

Applicant Southeastern Site Acquisitions, LLC.
c/o Matt Dunbar, Chris Dunbar & Tom Flanagan *Applicant's Phone #* (336) 669-2980

Applicant's Address 5826 Samet Drive, Suite 105
High Point, NC 27265

Applicant email address [REDACTED]

PROPERTY INFORMATION

Property Owner's Name Mary Ella Pugh, Barbara Pugh Marsh, Susan Pugh Hash, and Joyce Pugh Morgan

Location of Property Old Cox Road/Old Humble Mill Road *Property Size (ac. or s.f.)* 233.53 ac.

Randolph County Property Identification Number (PIN#) 7679024396, 7669905560, 7679008885

Current Zoning District R-15 (CZ) *Requested Zoning District* R-15 (CZ)

Date Property Title Acquired 08-22-2019 *Deed Book* 2663 *Page* 1409-1411

Subdivision *Section* et vide. 89E 180 *Lot #*

Plat Book 71 *Page* 46

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:

Constructing a residential subdivison development consisting of both single family homes and townhouses.

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

The housing development is being configured in accordance with the City Land Development plan with CZ conditions agreed upon by the parties. Growth Strategy Map draft (Spring 2022) notes the NC Zoo Study Area is expecting significant growth potential due to public utility availability, recent transportation improvements, and the proximity to the North Carolina Zoo.

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?

The City of Asheboro ("City"), as well as Randolph County, are poised for significant residential growth in the near future due to major economic development projects in close proximity to the City. This residential project helps address the anticipated growth by providing necessary and ample housing stock.

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

Chris Dunbar

Printed Name of Authorized Signatory (if different from Applicant)

Chris Dunbar

Position/Relationship of Authorized Signatory to Applicant

MANAGER

Owner Signature (if different than Applicant)

Mary Elie Burton Pugh

Owner Address

1038 Redding Road
Asheboro NC 27203

Telephone Number

(336) 625-6665

Printed Name of Authorized Signatory (if different from Owner)

Position/Relationship of Authorized Signatory to Owner

STAFF USE

Received by: JTL **Date:** 5-16-25 **Case Number:** 25-12

Zoning Application

Final Audit Report

2025-05-16

Created:	2025-05-16
By:	George Kearns [REDACTED]
Status:	Signed
Transaction ID:	CBJCHBCAABAaku6eJr3arIPbfkf5ZHAT3hlqw40hfQjn

"Zoning Application" History

-  Document created by George Kearns [REDACTED]
2025-05-16 - 2:20:08 PM GMT
-  Document emailed to Matt Dunbar [REDACTED] for signature
2025-05-16 - 2:20:30 PM GMT
-  Email viewed by Matt Dunbar [REDACTED]
2025-05-16 - 2:30:44 PM GMT
-  Document e-signed by Matt Dunbar [REDACTED]
Signature Date: 2025-05-16 - 2:31:59 PM GMT - Time Source: server
-  Agreement completed.
2025-05-16 - 2:31:59 PM GMT

APPLICATION SIGNATURES

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Applicant Signature

Printed Name of Authorized Signatory (if different from Applicant)

Position/Relationship of Authorized Signatory to Applicant

Owner Signature (if different than Applicant)

Susan Pugh Hash

Susan Pugh Hash (May 15, 2025 19:28 EDT)

Owner Address

265 Flintshire Rd.

Winston Salem, NC 27104

Telephone Number

336-408-1170

Printed Name of Authorized Signatory (if different from Owner)

Position/Relationship of Authorized Signatory to Owner

STAFF USE

Received by: _____ Date: _____ Case Number: _____

Zoning Application (Susan Pugh Hash)

Final Audit Report

2025-05-15

Created:	2025-05-15
By:	George Kearns [REDACTED]
Status:	Signed
Transaction ID:	CBJCHBCAABAA29MVOCzrEtua_F3AddkcNpk05UeQChCI

"Zoning Application (Susan Pugh Hash)" History

-  Document created by George Kearns [REDACTED]
2025-05-15 - 11:11:24 PM GMT
-  Document emailed to Susan Pugh Hash [REDACTED] for signature
2025-05-15 - 11:11:28 PM GMT
-  Email viewed by Susan Pugh Hash [REDACTED]
2025-05-15 - 11:21:23 PM GMT
-  Document e-signed by Susan Pugh Hash [REDACTED]
Signature Date: 2025-05-15 - 11:28:04 PM GMT - Time Source: server
-  Agreement completed.
2025-05-15 - 11:28:04 PM GMT

APPLICATION SIGNATURES

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Applicant Signature

*Printed Name of Authorized Signatory (if
different from Applicant)*

*Position/Relationship of Authorized
Signatory to Applicant*

Owner Signature (if different than Applicant)

Barbara Pugh Marsh
Barbara Pugh Marsh (May 15, 2020 1:27 EDT)

Owner Address

3028 Cambridge Rd

Winston Salem 27104

Telephone Number

843-470-0007

*Printed Name of Authorized Signatory (if
different from Owner)*

*Position/Relationship of Authorized
Signatory to Owner*

STAFF USE

Received by: _____ **Date:** _____ **Case Number:** _____

Zoning Application (for Barbara Pugh Marsh)

Final Audit Report

2025-05-15

Created:	2025-05-15
By:	George Kearns [REDACTED]
Status:	Signed
Transaction ID:	CBJCHBCAABAASb-M0UYa8c3Ntw5ZvUqImfWyrG0xgTOk

"Zoning Application (for Barbara Pugh Marsh)" History

-  Document created by George Kearns [REDACTED]
2025-05-15 - 9:40:32 PM GMT
-  Document emailed to Barbara Pugh Marsh [REDACTED] for signature
2025-05-15 - 9:40:37 PM GMT
-  Email viewed by Barbara Pugh Marsh [REDACTED]
2025-05-15 - 10:24:06 PM GMT
-  Document e-signed by Barbara Pugh Marsh [REDACTED]
Signature Date: 2025-05-15 - 10:27:30 PM GMT - Time Source: server
-  Agreement completed.
2025-05-15 - 10:27:30 PM GMT



Adobe Acrobat Sign

APPLICATION SIGNATURES

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Applicant Signature

*Printed Name of Authorized Signatory (if
different from Applicant)*

*Position/Relationship of Authorized
Signatory to Applicant*

Owner Signature (if different than Applicant)

Chris P. Morgan (May 15, 2025 18:19 EDT)

Owner Address

6603 Old Magnolia Lane, Mint Hill, NC

6603 Old Magnolia Lane, Mint Hill, NC

Telephone Number

704-451-4940

*Printed Name of Authorized Signatory (if
different from Owner)*

*Position/Relationship of Authorized
Signatory to Owner*

STAFF USE

Received by: _____ **Date:** _____ **Case Number:** _____

Zoning Application (for Joyce Pugh Morgan)

Final Audit Report

2025-05-15

Created:	2025-05-15
By:	George Kearns [REDACTED]
Status:	Signed
Transaction ID:	CBJCHBCAABAArJOPcZOir3paC7UUO8uqfHwvnyfYmFyU

"Zoning Application (for Joyce Pugh Morgan)" History

-  Document created by George Kearns [REDACTED]
2025-05-15 - 9:47:53 PM GMT
-  Document emailed to Joyce Pugh Morgan [REDACTED] for signature
2025-05-15 - 9:47:57 PM GMT
-  Email viewed by Joyce Pugh Morgan [REDACTED]
2025-05-15 - 10:08:00 PM GMT
-  Document e-signed by Joyce Pugh Morgan [REDACTED]
Signature Date: 2025-05-15 - 10:19:57 PM GMT - Time Source: server
-  Agreement completed.
2025-05-15 - 10:19:57 PM GMT

BK 2663 PG 1409 (3)

This document presented and filed:
08/22/2019 12:25:41 PM

DEED
Fee \$26.00 Excise Tax: \$0.00



Randolph County North Carolina
Krista M. Lowe, Register of Deeds

Mailed to: B. Jeffrey Wood, Attorney
3600 Country Club Rd., Ste. 100
Winston Salem, NC 27104

Drafted by: B. Jeffrey Wood, Attorney at Law, Wood & Rabil, L.L.P., 3600 Country
Club Road, Suite 100, Winston-Salem, NC 27104

Mail future tax bills to: Grantee at 1105 16th Street, Port Royal, SC 29935

NO TITLE SEARCH REQUESTED OR PERFORMED

No taxable consideration *off*

RANDOLPH COUNTY, NORTH CAROLINA QUITCLAIM DEED

THIS DEED made this 31st day of July, 2019, by and between, DAVID
CHARLES PUGH (single), as GRANTOR, to BARBARA PUGH MARSH (married), as
GRANTEE.

The address of the Grantor is 137 Columbine Drive, Apt. 615, Winston-Salem, NC
27106

The address of the Grantee is 1105 16th Street, Port Royal, SC 29935

The designation Grantor and Grantee as used herein shall include said parties, their heirs,
successors, and assigns, and shall include singular, plural, masculine or neuter as required
by context.

WITNESSETH, that the Grantor, in consideration of One Dollar and Other
Valuable Considerations (\$1.00 & O.V.C.) to him paid by the Grantee, the receipt of
which is hereby acknowledged, has and by these presents does hereby release and forever
quitclaim unto the Grantee, forever, all such right, title and interest as the Grantor has in
or to those parcels of land in Randolph County, North Carolina, and more particularly
described as follows:

See Exhibit A attached hereto for a complete description of subject property.

Property Address: 2159 Old Cox Road, Asheboro, NC 27205
PIN NO. 7679024396 (120.69 acres on property tax statement)
Property Address: 0 Old Cox Road, Asheboro, NC 27205
PIN NO. 7669905560 (98.708 acres on property tax statement)
Property address: 0 Old Cox Road, Asheboro, NC 27205
PIN NO. 7679008885 (14.14 acres on property tax statement)

The purpose of this Quitclaim Deed is to convey to the Grantee the Grantor's ownership interest in the subject property.

The property conveyed herein does not contain the primary residence of the Grantor.

(1933)

For further reference see Deed Book 263, page 39, and Deed Book 897, page 27, (1980) Randolph County Registry. See Estate of Ruth Beeson Pugh. See Estate of Garland Beeson.

TO HAVE AND TO HOLD the herein described premises unto the said Grantee, to the said Grantee's only proper use and benefit forever, so that neither the Grantor nor any person in the Grantor's name and behalf, shall or will hereafter claim or demand any right or title to the premises, or any part thereof, but they and each of them shall by these presents be excluded and forever barred.

IN WITNESS WHEREOF the Grantor has set his hand and seal, the day and year first above written.

David Charles Pugh (SEAL)
DAVID CHARLES PUGH (single)

STATE OF NORTH CAROLINA - FORSYTH COUNTY

I, Karen Denise Haun, a Notary Public of said County and State, do hereby certify that before me personally appeared DAVID CHARLES PUGH (single), who proved to me by satisfactory evidence to be the person who signed the foregoing document and acknowledged to me that he signed it voluntarily for its stated purpose.

Witness my hand and notarial seal or stamp this the 31 day of July, 2019.

Karen Denise Haun
Notary Public

My commission expires: 11/27/2023

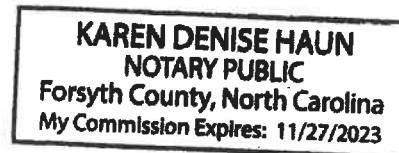


EXHIBIT A**DAVID CHARLES PUGH (single), GRANTOR
TO
BARBARA PUGH MARSH (married), GRANTEE**

Tract One: Beginning in the middle of Richland Creek at June Luther's northwest corner; running thence North 80 degrees east 16.81 chains to a stone in June Luther's line; thence North 11 degrees east 11 ½ chains to a stone pile on the west side of the Cox Road; thence in a northern direction with the Cox Road 12 ½ chains to the fork of the roads; thence with the old Humble Mill Road in a northeastern direction 36 chains to the new Humble Mill Road; thence with the new Humble Mill Road in a northeastern direction 5 chains to a stake in the middle of the road; thence in a northern direction with the old Humble Mill Road 12 ½ chains to a stone pile in said road in G. E. Woodell's line, corner of the Humble Mill tract; thence North 2 degrees east 17 ½ chains to a stake in the middle of Richland Creek; thence up the various courses of Richland Creek to the mouth of Abie Creek; thence up Abie Creek 13 ½ chains to the Lewallen line; thence South 50 degrees east with the Lewallen line 4 ½ chains to a stone at an old apple tree; thence South 28 ½ degrees west with the Lewallen line 13 ½ chains to a stone at a branch; thence down the branch its various courses 6 ½ chains to Richland Creek; thence up said Creek to the beginning, containing 326 ½ acres, more or less. (This legal description was contained in 1933 Deed, Book 263, page 39.)

Tract Two: Beginning at an existing iron pipe, John Roberts and Gilmore corner in Beeson line; thence along Beeson line South 5 degrees 51' West 253.45 feet to an existing iron pipe, Beeson and Gilmore corner; thence South 84 degrees, 09' East 54 feet to a point in the center of Secondary Road No. 2834; thence along the center line of said road North 00 degrees 14' West 254.88 feet to a nail and cap in the center of said road in John Roberts line; thence along Roberts line North 84 degrees 09' West 27 feet to an existing iron pipe, the point and place of Beginning, containing 0.236 acre, more or less, according to a survey by Jerry C. Callicutt, R.L.S. on August 28, 1980, designated as Job No. 80-291. (This legal description was contained in 1980 Deed, Book 897, page 27.)

See also survey map prepared by Jerry King Surveying, Inc. for The Garland Beeson Estate, and Mary Ella Beeson Pugh, dated April 20, 2001, and recorded in Book 89E, page 180 on April 27, 2001, with an acreage total that differs from the old legal description for Tract One above, as contained in Deed Book 263, page 39, a 1933 Deed.

26' TOWNHOUSE PRODUCT (SHOWN IN GREEN) = 75 UNITS
28' TOWNHOUSE PRODUCT (SHOWN IN RED) = 75 UNITS
SINGLE FAMILY (PINK/WHITE) LOT = 452

PARCEL SOUTH 4 EAST OF OLD CREEK ROAD:

SINGLE FAMILY (RED) LOT = 190
NEW ROAD SINGLE FAMILY LOT = 21
TOTAL LOTSWELLING UNIT COUNT = 469

EXISTING CONDITIONS (SURVEY PARCELS A, TOPOGRAPHY)
PROVIDED BY CLIENT, PROPOSED SITE LAYOUT PREPARED BY
OTHERS AND PROVIDED BY CLIENT.

ABELLA ASSOCIATES PC HOLDS NO RESPONSIBILITY FOR

SITE DATA

CITY OF ASHEBORO, NC
PARCEL PID: 76000550
EXISTING ZONING: R15
TOTAL SITE ACRES: 1.00

26' TOWNHOUSE PRODUCT (SHOWN IN GREEN) = 75 UNITS
28' TOWNHOUSE PRODUCT (SHOWN IN RED) = 75 UNITS
SINGLE FAMILY (PINK/WHITE) LOT = 452

PARCEL SOUTH 4 EAST OF OLD CREEK ROAD:

SINGLE FAMILY (RED) LOT = 190
NEW ROAD SINGLE FAMILY LOT = 21
TOTAL LOTSWELLING UNIT COUNT = 469

EXISTING CONDITIONS (SURVEY PARCELS A, TOPOGRAPHY)
PROVIDED BY CLIENT, PROPOSED SITE LAYOUT PREPARED BY
OTHERS AND PROVIDED BY CLIENT.

ABELLA ASSOCIATES PC HOLDS NO RESPONSIBILITY FOR

NC DOT 77A NOTES:

1. CONSTRUCT ON LEFT HAND SIDE WITH 10 STAGNANT AND APPROPRIATE PRESSURE AT LEFT END ON OLD DOK ROAD.
2. CONSTRUCT 18 INCH TUBELINE WITH 10 STAGNANT AND APPROPRIATE PRESSURE AT LEFT END ON OLD DOK ROAD.
3. ALL TUBELINE SHALL HAVE A MINIMUM 10' WP.
4. METHOD OF DESIGN AND TUBELINE WIDTHS THROUGHOUT PROJECT LIMITS.
5. PROVIDE 10' MIN. TUB. TO TOP OF WAY TO FOURSEVEN AND 10' MIN. TUB. TO TOP OF WAY TO FORTY TWO. OTHER EASEMENTS WILL BE REQUIRED AS DETERMINED THROUGH THE DRAINAGE PERMITTING PROCESS.
6. ALL WORK ASSOCIATED WITH THE ABOVE MENTIONED IMPROVEMENTS SHALL BE CARRIED OUT THROUGH AN EASEMENT ISSUED AT THE REQUEST OF THE PROJECT DESIGNER/ENGINEER.

© 2024 Lippincott Williams & Wilkins

**SOUTHERN SITE
ACQUISITIONS, LLC**

Mr. Tom Flanagan
5826 Samrat Drive
Suite 105
High Point, NC 27285

OLD COX ROAD PROPERTY

& 2158 Old Cox Road
Asheboro, NC 27205

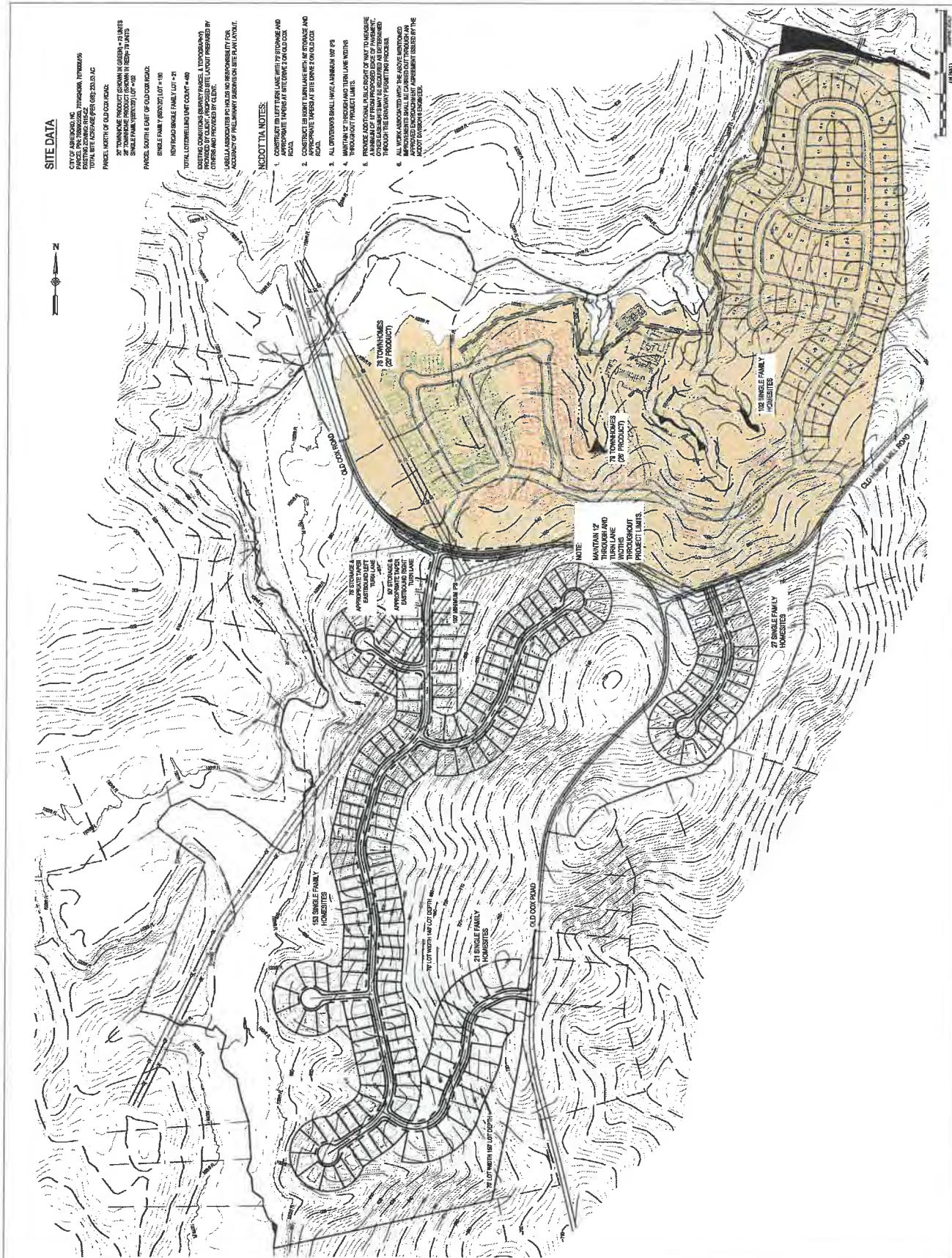
DATE	DESCRIPTION
05/14/2023	2007 TAX REQUIREMENTS

PROJECT NUMBER	2251065
DOCUMENT ID#	11110
ISSUED BY	PAS
ISSUED FOR	PRELIMINARY
DATE	02/15/2025
ISSUING NAME	

PRELIMINARY
SUBDIVISION
PLAN

Journal of Management Education

C100



**CITY OF ASHEBORO
NOTICE OF CONDITIONAL ZONING DISTRICT HEARING**

This is to notify you that I (we) Southeastern Site Acquisitions, LLC.
c/o Chris Dunbar & Tom Flanagan have filed an application with the City of Asheboro for a Conditional Zoning District for the property located at 2159 Old Cox Road, Asheboro, NC 27205; "0" Old Cox Road, Asheboro, NC 27205; and "0" Cox Road, Asheboro, NC 27205 for the purpose of Constructing a residential subdivison development consisting of both single family homes and townhouses.

On July, 7, 2025, at 6:00 PM, the Planning Board will review the Conditional Zoning District request and forward its recommendation to City Council. As part of this process, you and others will have an opportunity to speak concerning the request and offer input.

On Thursday, July 10, 2025, at 6:00 pm the City Council will hold a public hearing on the Conditional Zoning District request. As part of this process, you and others again will have an opportunity to speak concerning the request and offer input.

The meetings will be held in the City Council Chambers, 146 North Church Street, Asheboro, NC. The Council, after considering the information/testimony presented during the public hearing and reviewing the report of the Planning and Zoning Department and recommendation of the Planning Board, will take action on the application. Such action may include approval of the request, referral back to the Planning Board, denial of the request, or approval of a modified version of the request on the basis of the Council's determination that such action is reasonably necessary to promote the public health, safety, or general welfare and to achieve the purposes of the adopted Land Development Plan. The meeting is open to the public and your participation is encouraged. If you have any questions, please contact the Planning and Zoning Department at 336-626-1201 Ext. 2392. In addition, you may contact me (or my representative) Robert E. Wilhoit, Wilhoit Hatchel, LLP at 336-626-4502.

Water Resources Division
146 N Church Street
PO Box 1106
Asheboro, NC 27204-1106



Tel: 336-626-1201 Ext.
2358

Fax: 336-626-1218

PROPOSAL SUMMARY
RANDOLPH COUNTY FFEC
SANITARY SEWER LIFT STATION & FORCE MAIN INSTALLATION
July 7, 2025

One (1) bid listed below was received at 10:00 AM, July 3, 2025 for the Randolph County FFEC Sanitary Sewer Lift Station & Force Main Installation Project. This bid includes providing all services and miscellaneous materials to install a 180 gpm lift station and 2,450 LF of C900 force main. The City has procured the pump station pumps and control panel, generator and ATS, and SCADA system with install. The Contractor will supply wet well, valve vault, manholes, all piping valves, electrical components and appurtenances. The bid received is as follows:

<u>Bidder</u>	<u>Bid Amount</u>
Terry's Plumbing and Utilities, Inc. 465 Lewallen Rd Asheboro, NC 27205	\$522,285.00

The project was originally bid informally on May 20, 2025 with proposals due Friday, May 31, 2025. There was only one proposal submitted by Terry's Plumbing & Utilities for \$522,285.00. This proposal was rejected because it exceed the threshold for informal bidding. The project was formally advertised for proposals on June 12, 2025. Proposals were received at 10:00 AM on Monday, June 23. Only one (1) proposal was received by Terry's Plumbing & Utilities, Inc. and was returned unopened. The project was readvertised for bids due at 10:00 AM on July 3, 2025 as noted above.

The apparent lowest, responsive and responsible bidder is Terry's Plumbing & Utilities at \$522,285.00. Based on the results of these proposals, it is recommended the Randolph County FFEC Sanitary Sewer Lift Station & Force Main Installation be awarded to Terry's Plumbing & Utilities for \$522,285.00.

By 
Michael D. Rhoney, P.E.
Water Resources Director

CITY OF ASHEBORO
RANDOLPH COUNTY FFEC
SANITARY SEWER LIFT STATION FORCE MAIN INSTALLATION
JULY 3, 2025

Company Name	Bid Bond	Bid Amount	Affidavit A or B	HUB ID	License
Terry's Plumbing & Utilities, Inc	Yes	\$522,285.00	A	Yes	NC51103
MINIMUM BID		\$522,285.00			
MAXIMUM BID		\$522,285.00			

**Work Authorization No. 3 – Amendment No. 1
Asheboro Regional Airport (HBI)
New Terminal Building (Design/Bid)
June 30, 2025**

**Contract for Professional Services
Dated December 6, 2021, Expires on December 6, 2026**

Project Description

The existing terminal building at the Asheboro Regional Airport is antiquated and requires replacement to accommodate the growth and development at the airport. A space allocation study was completed in 2015 to determine the desired new terminal building square footage and the desired layout and architectural style. Currently, the OWNER wishes to reduce the terminal square footage from that derived with conceptual study to approximately 7,000 square feet. The proposed terminal building is to be located between the existing terminal building and the aviation museum, as shown on the approved ALP dated October 10, 2023. The design and bidding effort for this project are being addressed under Work Authorization No. 3.

Once the design effort was initiated under Work Authorization No. 3, scoping letters were sent out to the appropriate agencies in pursuit of the documented CATEX. A response letter from the North Carolina Department of Natural and Cultural Resources, State Historic Preservation Office requested that archaeological testing be conducted prior to any ground disturbing activities.

Amendment #1 is for the added services required for the archaeological testing.

Scope of Services

Ardurra (ENGINEER) will provide the general Basic and Special Services listed below and in accordance with Section I & Section II of the General Provisions of the Contract for Professional Services, dated December 6, 2021 (AGREEMENT).

Basic Services:

1. **Project Development:** The ENGINEER will provide the following Services:
 - a. Preparation and coordination of work authorization amendment agreement between the OWNER and the ENGINEER to include NCDOA review and concurrence.
 - b. Preparation and submittal of initial grant documents and application forms to include budgets and schedules, coordination of submittal with NCDOA and owner to establish grant set-up.
 - c. Preparation of sub-consultant contracts/coordination of services.

Special Services:

1. **Archaeological Testing:** Perform archaeological testing in response to the letter received from North Carolina Department of Natural and Cultural Resources, State Historic Preservation Office that requested testing within the area of potential effects (APE) prior to any ground disturbing activities. The archaeological testing will be completed by TRC as a subconsultant to ENGINEER. Subconsultant proposal and survey areas are shown in Attachment 'B'.

Deliverables

The ENGINEER will provide the following project deliverables to the OWNER and NCDOT Division of Aviation:

- a. Electronic copies, in PDF and/or AutoCAD format, of archaeological testing report

Fee Schedule

The above services shall be provided and billed according to the below Fee Schedule.

Basic Services:

- | | | |
|-----------------------------|----------|----------|
| 1. Project Development..... | Lump Sum | \$ 3,925 |
|-----------------------------|----------|----------|

Special Services:

- | | | |
|--------------------------------|---------|-----------|
| 1. Archaeological Testing..... | At Cost | \$ 10,370 |
|--------------------------------|---------|-----------|

The total fee of all work and expenses is in the amount of Fourteen Thousand Two Hundred Ninety-Five dollars (**\$14,295**) and is summarized in Attachment 'A'.

Miscellaneous additional work required but not contained in the above scope of services will be paid for in accordance with the current rate schedule at that time and will be subject to prior approval by the OWNER.

All other provisions of the AGREEMENT shall remain in full force and effect and unmodified other than as noted herein.

OWNER:**CITY OF ASHEBORO**

By: _____
Typed
Name: Donald Duncan
Title: City Manager
Date: _____

ENGINEER:**ARDURRA GROUP NORTH CAROLINA**

By: _____
Typed Name: Chris Birkmeyer
Title: Group Leader
Date: 7/1/2025

This instrument has been pre-audited in the manner required by the Local Government Budget and Fiscal Control Act.

By: _____
Typed
Name: Deborah Reaves
Title: Finance Director

Attachments:

Exhibit #1 – Work Authorization Schematic
Attachment ‘A’ - Manhour Summary and Direct Expenses
Attachment ‘B’ - Sub-consultant Proposal – Archaeological Testing (TRC)

MAN-HOUR/FEE ESTIMATE SUMMARY PAGE City of Asheboro New Terminal Building (Design/Bid) Work Authorization #3, Amendment #1		
BASIC AND SPECIAL SERVICES: LABOR SUMMARY		
MAJOR TASK:	MAJOR TASK DESCRIPTION:	COST:
Task A (A-102)	Project Development	\$3,925.00
SUBTOTAL LABOR:		\$3,925.00
SUBCONSULTANTS OR SUBCONTRACTORS		
Archaeological Testing (A-102)	PROVIDED BY: TRC	\$10,370.00
	PROVIDED BY:	
	PROVIDED BY:	
	PROVIDED BY:	
SUBTOTAL OF SUBCONSULTANTS:		\$10,370.00
TOTAL FEE:		\$14,295.00
PREPARED BY: Greg Kershaw TITLE: Senior Project Manager REPRESENTING: Ardurra DATE: 6/30/2025	SPONSOR: Donald Duncan TITLE: City Manager WBS NUMBER:	

PROJECT TITLE: RHP - AWOS Relocation (Amendment #1)					DATE PREPARED: 11-22-2024					AVIATION NUMBER:				
PREPARED BY: GMK					TIP NUMBER:					WBS NUMBER: 36237.41.18.1				
TASK NUMBER	PHASE AND TASK DESCRIPTION	Employee Classifications												SUB-TOTAL
		Principal	Sr. Project Manager	Project Manager	Sr. Project Engineer	Project Engineer	Sr. Civil Designer	Civil Designer	Const. Observer				Admin. Manager	
	Basic Services													
	Project Development													
a.	Project Scoping, Contract Development, Sub-Consultant Agreement Coordination	1.00		4.00									2.00	7.00
b.	Sponsor and Review Agency Coordination - NCDOT-DOA, FAA / Initial Grant Application			2.00										2.00
c.	Sub-consultant coordination			7.00									2.00	9.00
														0.00
														0.00
														0.00
	TOTAL HOURS/CATEGORY:	1.00	0.00	13.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.00	18.00
	RATES PER HOUR:	\$117.00	\$81.50	\$75.50	\$73.00	\$68.00	\$55.00	\$53.50	\$48.00				\$37.50	
	PAYROLL BURDEN:	\$117.00	\$0.00	\$981.50	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$150.00	
	TOTAL WORK HOURS:	18.00												
	TOTAL PAYROLL BURDEN:	\$1,248.50												
	GENERAL OVERHEAD @ 182.83 %:	\$2,282.63												
	SUBTOTAL:	\$3,531.13												
	COMPARATIVE FEE @ 11%:	\$388.42												
	Cost of Capital @ 0.44 %	\$5.49												
	TOTAL:	\$3,925.05												
	DIRECT EXPENSES:	\$0.00												
	PRIME GRAND TOTAL:	\$3,925.05												
	Sub Consultant TOTAL:	\$0.00												
	GRAND TOTAL:	\$3,925.05												



705 Dogwood Rd.
Asheville, NC 28806

T 919.414.3418
TRCcompanies.com

June 10, 2025

Mr. Greg Kershaw
W.K. Dickson & Co., Inc.
1213 W. Morehead Street, Suite 300
Charlotte, North Carolina 28208

Re: Archaeological Survey for Replacement of Terminal Building, Asheboro Regional Airport,
Randolph County, 25-E-0000-0198, ER 25-0923

Dear Greg:

TRC Environmental Corporation (TRC) is pleased to provide this proposal for an archaeological survey and evaluation of site 31RD65 for the proposed replacement of the terminal building at the Asheboro Regional Airport in Randolph County, North Carolina.

We understand that the proposed limits of disturbance (LOD) for the terminal replacement is located between the existing terminal building and the aviation museum and covers approximately 3.9 acres. According to the North Carolina Office of State Archaeology (OSA) records, one archaeological site (31RD65) is located within the proposed LOD. Site 31RD65 was recorded in 1969 by advocational archaeologist Therman Hogan and has not been assessed for NRHP eligibility by professional archaeologists.

The OSA has requested a survey of the proposed LOD, and the methods for the survey were discussed with Michael Nelson, Cassandra Pardo, and Juliette Vogal of the OSA on June 9, 2025.

The proposed work includes three tasks: 1) Background Research/Consultation; 2) Archaeological Survey and Evaluation of 31RD65; and 3) Analysis and Reporting.

PROPOSED INVESTIGATIONS

Task 1. Background Research/Consultation

As required by the OSA guidelines (<https://archaeology.ncdcr.gov/osa-guidelines/download?attachment>), TRC will conduct background research online and in person at the OSA to update our information on previously identified cultural resources near the Project. TRC will assist with agency consultation as needed for the life of the Project.

Task 2. Archaeological Survey and Evaluation of 31RD65

Task 2 will consist of an archaeological survey of the proposed 3.9-acre LOD. The fieldwork will begin with a systematic walkover of the LOD searching for any surface indications of archaeological sites or other cultural resources. Those parts of the LOD with less than 15% slope and/or less than 50% surface visibility will require systematic shovel testing. Shovel tests will measure 30 by 30 cm and will be excavated at 20-m intervals within those areas. The shovel tests will be excavated to a depth of at least 10 cm into subsoil or to a maximum of 100 cm below surface or an impenetrable surface. If there is potential for more deeply buried cultural deposits, the stratigraphy in selected shovel tests will be investigated up to

an additional 1.5 m deep using a hand auger. All non-fill deposits excavated via shovel tests and augering will be screened through ¼-inch mesh.

If Native American or pre-modern historic period artifacts are recovered or there is other evidence of an archaeological site, additional shovel tests will be excavated at 10-m intervals in cardinal directions to define site boundaries until the LOD boundary or two negative shovel tests are encountered. If a dense site is identified, this might result in full or almost full coverage of the site at 10 m intervals. TRC anticipates that the investigation may recover up to 85 shovel tests due to the reported presence of site 31RD65, but it is likely that all those tests will not be needed.

TRC does not anticipate that any human remains will be identified during the survey. Should such remains be found, however, TRC will stop all ground disturbing activities in the vicinity and notify you and the State Archaeologist. Subsequent notification of authorities and treatment of the remains will take place following provisions of the North Carolina *Unmarked Human Burial and Human Skeletal Remains Protection Act* (G.S. 70).

Task 3. Analysis and Reporting

Any recovered artifacts will be returned to TRC's Chapel Hill laboratory for processing. Artifacts will be cleaned and analyzed according to regionally appropriate typologies, and the artifact collections and accompanying data studied to determine site age, nature, and integrity. TRC anticipates that no more than 100 artifacts will be recovered by the combined surveys and require analysis. The artifacts will be returned to the landowner at the conclusion of the Project.

TRC will provide a full report of the investigations in accordance with OSA guidelines. The report will be fully documented and will clearly state and justify our recommendations concerning any resources identified. The report will be thorough and complete, sufficient to allow review and comment by the reviewing agencies in compliance with the Section 106 process. TRC also will complete archaeological site forms for each newly identified resource.

TRC will provide a pdf version of the report to you for review prior to submittal to the OSA. Following your approval, TRC will submit a pdf of the report to the OSA for review, followed by pdf and hard copies of the final report.

TRC will provide a single report will be provided for the surveys on the Millsaps property.

CORPORATE AND STAFF QUALIFICATIONS

TRC is a full-service cultural resources firm with regional offices in Asheville, Chapel Hill, Columbia, Atlanta, and Nashville. We have maintained an office in North Carolina since 1990 and have completed over 800 cultural resources projects in the state. These include previous projects in Randolph County.

This Project will be conducted from our Chapel Hill office. Mr. Paul Webb will serve as Project Manager, and Mr. Jeff Johnson, M.A., will serve as Field Director; both individuals have extensive experience in North Carolina.

BUDGET ESTIMATE AND SCHEDULE

The attached budget estimates provide the estimated costs for each location on a time and materials basis, and cover the services specified above.

TRC will work with you to schedule the survey(s) once Notice-to-Proceed is received.

Thank you for the opportunity to provide this proposal. Please don't hesitate to contact me at (919) 414-3418 or pwebb@trccompanies.com with your questions or comments.

Sincerely,

A handwritten signature in blue ink that reads "Paul A. Webb". The signature is fluid and cursive, with the first name "Paul" being the most prominent.

Paul A. Webb
Cultural Resources Program Manager

**ARCHAEOLOGICAL SURVEY AND EVALUATION OF 31RD65
FOR THE REPLACEMENT OF TERMINAL BUILDING AT THE ASHEBORO REGIONAL AIRPORT,
RANDOLPH COUNTY, NORTH CAROLINA**
Budget prepared by TRC for W.K. Dickson
June 10, 2025

LABOR CATEGORY		TASK 1		TASK 2		TASK 3		TOTALS	
	HOURLY BILLING RATE	COORDINATION, BACKGROUND RESEARCH, AND MOBILIZATION		MOBILIZATION AND FIELDWORK		REPORTING			
		HRS	COST	HRS	COST	HRS	COST	HRS	COST
Project Manager/Principal Investigator	\$150.00	2	\$300.00			4	\$600.00	6	\$900.00
Field Director	\$96.00	4	\$384.00	21	\$2,016.00	40	\$3,840.00	65	\$6,240.00
Technician	\$55.00	4	\$220.00	21	\$1,155.00	8	\$440.00	33	\$1,815.00
Editor	\$95.00					2	\$190.00	2	\$190.00
GIS/Graphics Specialist	\$95.00					8	\$760.00	8	\$760.00
Labor Subtotal		10	\$904.00	42	\$3,171.00	62	\$5,830.00	114	\$9,905.00

DIRECT COSTS	RATE								
Vehicle and Fuel (per day)	\$90.00			2	\$180.00		\$0.00	2	\$180.00
Hotel (per day)	\$130.00				\$0.00		\$0.00	0	\$0.00
Meals (per day)	\$50.00			4	\$200.00		\$0.00	4	\$200.00
GPS (per day)	\$30.00			2	\$60.00		\$0.00	2	\$60.00
Supplies	\$25.00			1	\$25.00		\$0.00	1	\$25.00
Direct Costs Subtotal			\$0.00		\$465.00		\$0.00		\$465.00

TOTAL COST ESTIMATE			\$904.00		\$3,636.00		\$5,830.00		\$10,370.00
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RESOLUTION ADOPTING
DAVIDSON-RANDOLPH REGIONAL HAZARD MITIGATION PLAN

WHEREAS, the citizens and property within City of Asheboro are subject to the effects of natural hazards that pose threats to lives and cause damage to property, and with the knowledge and experience that certain areas of the county are particularly vulnerable to drought, extreme heat, hailstorm, hurricane and tropical storm, lightning, thunderstorm wind/high wind, tornado, winter storm and freeze, flood, hazardous material incident, and wildfire; and

WHEREAS, the City desires to seek ways to mitigate the impact of identified hazard risks; and

WHEREAS, the Legislature of the State of North Carolina has in Article 5, Section 160D-501 of Chapter 160D of the North Carolina General Statutes, delegated to local governmental units the responsibility to adopt regulations designed to promote the public health, safety, and general welfare of its citizenry; and

WHEREAS, the Legislature of the State of North Carolina has enacted General Statute Section 166A-19.41 (*State emergency assistance funds*) which provides that for a state of emergency declared pursuant to G.S. 166A-19.20(a) after the deadline established by the Federal Emergency Management Agency pursuant to the Disaster Mitigation Act of 2002, P.L. 106-390, the eligible entity shall have a hazard mitigation plan approved pursuant to the Stafford Act; and

WHEREAS, Section 322 of the Federal Disaster Mitigation Act of 2000 states that local governments must develop an All-Hazards Mitigation Plan in order to be eligible to receive future Hazard Mitigation Grant Program Funds and other disaster-related assistance funding and that said Plan must be updated and adopted within a five-year cycle; and

WHEREAS, the City has performed a comprehensive review and evaluation of each section of the previously approved Hazard Mitigation Plan and has updated the said plan as required under regulations at 44 CFR Part 201 and according to guidance issued by the Federal Emergency Management Agency and the North Carolina Division of Emergency Management; and

WHEREAS, it is the intent of the City Council of the City of Asheboro to fulfill this obligation in order that the City will be eligible for federal and state assistance in the event that a state of disaster is declared for a hazard event affecting Randolph County.

NOW, THEREFORE, be it resolved that the City Council of the City of Asheboro hereby:

1. Adopts the Davidson-Randolph Regional Hazard Mitigation Plan.
2. Vests the City Manager's office with responsibility, authority, and the means to:

- (a) Inform all concerned parties of this action.
 - (b) Cooperate with Federal, State and local agencies and private firms which undertake to study, survey, map and identify floodplain areas, and cooperate with neighboring communities with respect to management of adjoining floodplain areas to prevent exacerbation of existing hazard impacts.
- 3. Appoints the City Manager to assure that the Hazard Mitigation Plan is reviewed annually and every five years as specified in the Plan to assure that the Plan is in compliance with all State and Federal regulations and that any needed revisions or amendments to the Plan are developed and presented to the Asheboro City Council for consideration.
- 4. Agrees to take such other official action as may be reasonably necessary to carry out the objectives of the Hazard Mitigation Plan.

Adopted this the 10th day of July, 2025.

David H. Smith, Mayor

ATTEST:

Holly H. Doerr, CMC, NCCMC, City Clerk