



Z-13-10-004

**Planning Department
Zoning Staff Report and Plan Amendment Evaluation**

Zoning Commission Hearing Date: November 18, 2013

GENERAL INFORMATION

APPLICANT	Henry Isaacson, Attorney at Law on behalf of Marcia Regan, Edith Hunter, James Martin, Franklin Reynolds, Aileen Smith, James Farr Trust, Rosa Smith Heirs, James O. Durham, and James M. Durham.
HEARING TYPE	Original Zoning
REQUEST	County GO-M (General Office-Moderate) to City CD-C-M (Conditional District-Commercial- Medium)
CONDITIONS	1. Uses: All uses allowed in the CM district <u>except</u> funeral homes and crematoriums, sexually oriented businesses, junked motor vehicles, and land clearing and inert debris landfills.
LOCATION	4518, 4520, 4524, 4526 & 4528 West Wendover Avenue and 5507, 5509, & 5515 Sapp Road , generally described as south of Sapp Road, west of Bridford Parkway, and east of McLellan Place.
PARCEL ID NUMBER(S)	7833198976, 7833197862, 7833195839, 7833191880, 7833097697, 7834107064, 7834106068, & 7834104028
PUBLIC NOTIFICATION	The notification area for this public hearing was 600 feet (Chapter 30-4-1.4 of the Land Development Ordinance requires notification of the owner of that parcel of land and the owners of all parcels of land adjoining and contiguous to that parcel of land as shown on the County tax listing). 49 notices were mailed to those property owners in the mailing area.
TRACT SIZE	~17.1 Acres
TOPOGRAPHY	Undulating
VEGETATION	Undeveloped

SITE DATA

Existing Use		Single-family dwelling and vacant
	Adjacent Zoning	Adjacent Land Uses
N	CD-C-H (Conditional District-Commercial-Heavy)	Commercial retail center
E	County GO-M (General Office- Moderate) City CD-C-L(Conditional District-Commercial-Low)	Single-family dwelling Commercial retail center
W	County GO-M (General Office-Moderate)	Single-family dwellings & Undeveloped
S	County CU-LI (Conditional Use-Light Industrial)	Humane Society and Animal Shelter

Zoning History

Case #	Date	Request Summary
N/A	N/A	Not currently in the City limits

ZONING DISTRICT STANDARDS

District Summary *

Zoning District Designation:	Existing (County GO-M)	Requested (City CD-C-M)
Max. Density:	A maximum of 12.0 units per acre or less.	N/A
Typical Uses	Primarily intended to accommodate moderate intensity office and institutional uses, moderate density residential uses and supporting service and retail uses.	Primarily intended to accommodate a wide range of retail, service, and office uses.

**These regulations may not reflect all requirements for all situations; see the City of Greensboro Development Ordinance for all applicable regulations for site requirements for this zoning district.*

SPECIAL INFORMATION

Overlay District Ordinance/Historic Preservation

n/a

Environmental/Soils

Water Supply Watershed Site drains to Greensboro Watersupply Watershed WSIII, Tier 3 Watershed

Floodplains <2000ft

Streams Stream onsite for subdivision and requires a 100ft buffer - Zone 1 first 30ft undisturbed, Zone 2 next 20ft vegetated zone, Zone 3 No BUA.

Other: Site must be consistent with the current approved County plan. If development changes, site must comply with current Watersupply Watershep requirements.

Utilities

Potable Water Water is available and capacity is in line with request

Waste Water Sewer is available and capacity is in line with request

Airport Noise Cone

The subject property is not located in the Airport Noise Cone.

Landscaping Requirements

Wendover Ave. and Sapp Rd. - Street Yard – minimum width 10’; 2 canopy trees per 100’, 17 shrubs per 100’

Adjoining Single Family - Type B Yard – average width 25’; 3 canopy trees per 100’, 5 understory trees per 100’, 25 shrubs per 100’

Adjoining the Church and Vacant Land – NA

Parking Lot Landscaping

Requiring landscaping within parking areas is intended to shade and improve the attractiveness of large areas of pavement.

Required Landscaping

Parking lot planting yards must include at least one canopy tree for every 12 parking spaces.

Required canopy tree areas must be located within the parking lot. They may be located in landscape islands, landscape divider medians between rows of parking, or in driveway medians.

Islands or other planting areas for canopy trees must have a minimum area of 200 square feet with a minimum dimension of 7 feet, measured in any direction. Islands or planting areas of less than 200 square feet may not be counted toward satisfying parking lot landscaping requirements.

The landowner may provide required landscape islands or planting areas using one or more of the planting area sizes below. Each parking space must be entirely within the designated distance of a parking lot planting area as specified below:

Table 10–4: Location of Parking Lot Planting Areas		
Size of Parking Lot Planting Area (sq. ft.)	Number of Trees In Planting Area	Max. Distance from Parking Space (feet)
200-499	1	100 (1)
500-899	3	130
(1) Canopy trees installed as part of a required planting yard that abuts the parking lot may be used for up to 50% of the required distance		

Grouping canopy trees within the same landscape island or planting area is strongly encouraged, even if this would decrease the number of islands within the parking lot.

When a parking lot or other vehicular use area abuts a vacant site or a site with the same land use classification as the subject site, a planting yard with a minimum width of 5 feet must be provided between the parking lot/vehicular use area and the abutting (interior) property line. This required planting area must be landscaped with at least 2 understory trees and 18 evergreen shrubs per 100 linear feet.

Trees used to satisfy the planting requirements for parking lot areas may not be counted toward the planting requirements for other required plantings on the site.

**Tree Preservation Requirements
Acreage**

Requirements

17.1ac. 10% of lot size

Transportation

Street Classification: W Wendover Avenue – Major Thoroughfare.
Sapp Road – Local Street.

Site Access: All access must be designed and constructed to the City of Greensboro standards.

Traffic Counts: W Wendover Avenue ADT– 46,275 (GDOT, 2012).
Sapp Road at Wendover Avenue ADT – 7,044 (GDOT, 2012).

Trip Generation: 24 Hour = 7,803, AM Peak Hour = 274, PM Peak Hour = 740.

Sidewalks: Sidewalks are a requirement of the Development Ordinance. 5' sidewalk with a 5' grass strip is required along both sides of thoroughfares. 5' sidewalk with a 3' grass strip is required along one side (at a minimum, collectors may require sidewalk on both sides) of all other street types. Sidewalk does not exist along the frontage of this property.

Transit in Vicinity: Yes, GTA Route 1 (West Wendover Avenue) adjacent to subject site, along Sapp Road.

Traffic Impact Study: Yes, required per TIS Ordinance. Please see the end of this staff report for the Executive Summary of the TIS.

(TIS)

Street Connectivity: N/A.

Other: N/A.

IMPACT ANALYSIS

Land Use Compatibility

The proposed **CD-C-M (Conditional District – Commercial Medium)** zoning would allow land uses that are compatible with the general character of the area.

Connections 2025 Comprehensive Plan Policies

The Generalized Future Land Use Map (GFLUM) designates this location as **Commercial and High Residential (over 12 d.u./acre)**. The requested **CD-C-M (Conditional District – Commercial Medium)** zoning district is generally consistent with this GFLUM designation. The Growth Strategy Map designates the subject site as being within **Growth Tier 1, Current Growth Area (2013 – 2019)**.

Connections 2025 Written Policies

Land Use Goal 4.3 – Growth at the Fringe: Provide a development framework for the fringe that guides sound, sustainable patterns of land use, limits sprawl, protects rural character, evidences sound stewardship of the environment, and provides for efficient provision of public services and facilities as the City expands. Development will increase density and mix land uses at a pedestrian scale with sidewalks, bikeways, and where possible, public transit.

Policy 4F - Initiate a fringe area growth management framework comprising the following elements:

- A Fringe Area Land Use Plan;
- A “tiered” approach that designates growth areas for staged development, annexation, and extension of public facilities;
- Specific criteria for water and sewer extensions and annexations;
- Designation of the fringe as Greensboro's extraterritorial jurisdiction; and
- A proactive plan to provide infrastructure in advance of development, consistent with the growth “tiers” and Fringe Area Land Use Plan.

Housing and Neighborhoods Goal 6: Meet the needs of present and future Greensboro citizens for a choice of decent, affordable housing in stable, livable neighborhoods that offer security, quality of life, and the necessary array of services and facilities.

Policy 6C: Promote the diversification of new housing stock to meet the needs of all citizens for suitable, affordable housing.

Transportation, Goal 8: Develop and maintain a safe, efficient, and environmentally sound transportation system that provides convenient choices for accessing destinations throughout Greensboro and the Triad, including a range of well-integrated transit, pedestrian, and bicycle linkages.

Policy 8A - Maintain a roadway network that safely and efficiently accommodates vehicular traffic while supporting other community objectives defined in the Comprehensive Plan.

Community Facilities, Services, and Infrastructure, Goal 9: Provide community facilities, services, and infrastructure in a cost-effective manner to meet citizens' needs, contribute to quality of life, and support desired land use patterns.

Policy 9A - Proactively target infrastructure (water/sewer) extensions to support desired land use patterns.

Connections 2025 Map Policies

Commercial: This designation applies to large concentrations of commercial uses, such as recently constructed major shopping centers and "big box" retail. Such properties may not be expected to undergo redevelopment or a change in use over the plan horizon, and the immediate areas in which they are located may not be suitable for the introduction of mixed uses. While some new commercial centers are anticipated, in general new retail and commercial service uses will be encouraged within more diversified mixed-use centers rather than as stand-alone shopping centers or expanding highway commercial "strips."

High Residential (over 12 dwelling units per acre): This category provides for high-density apartment dwellings, condominiums, life care, and similar housing types. Creating opportunities for this type of housing will become increasingly important to respond to demographic shifts and demand for affordable housing, and it is ideally suited near major activity and employment centers and in areas suitable for future transit service. Within this district, office buildings may also be accommodated.

Growth Tier 1, Current Growth Area (2013 – 2019): Where infrastructure systems are in place, can be economically provided and/or will be proactively extended and where continued annexation and consolidation of the City's development pattern shall be encouraged over the next six years.

PLANNING BOARD COMMENTS

At their September 18, 2013 meeting, the Planning Board was asked to consider and comment on the requested change to the GFLUM as discussed above. The Planning Board commented that this change made sense for this area due to its location between a large area of intense activity and a major highway interchange.

CONFORMITY WITH OTHER PLANS

City Plans

Consolidated Plan 2010-2014: Plan for a Resilient Community

Principle 1 – Provide More Transportation Choices:

- Goal A:** Promote transportation and development patterns and types that contribute to decreased household transportation costs.
- Goal B:** Improve access to destinations, especially via alternate modes (public transit, walking, and bicycling); including the critical first and last miles of journeys.
- Goal C:** Improve the safety of transportation systems and facilities, especially for vulnerable transportation users (children, seniors, handicapped adults, pedestrians, bicyclists).

Principle 2 – Promote Equitable, Affordable Housing:

- Goal A:** Increase opportunities for choices in housing location, unit type and level of accessibility.
- Goal B:** Increase housing affordability through a combination of housing assistance and reduction in overall housing related costs through efficiency factors such as: proximity to jobs, transportation, or services; energy efficiency and resource conservation standards; or reduction in housing access barriers.

Principle 6 – Value Communities and Neighborhoods:

- Goal A:** Promote coordinated transportation and land use decisions for broader livability throughout Greensboro.
- Goal C:** Promote Healthy Lifestyles and Complete, Livable Neighborhoods.

Other Plans

n/a

STAFF/AGENCY COMMENTS

Community Development

Applicant is strongly encouraged to discuss the proposed annexation, original zoning, and development with owners of surrounding properties and with representatives of the adjacent Idle Acres neighborhood.

Planning

This original zoning request is associated with a utility agreement and voluntary annexation petition signed by the developer. As part of this annexation process an original City zoning designation must be applied. The subject properties adjoin the City limits to the north, across Sapp Road (City CD-C-H) and the southwest, across West Wendover Avenue (City CD-RM-26).

The majority of the subject properties are currently undeveloped; however, three parcels (5509 Sapp Road, 5515 Sapp Road and 4520 West Wendover Avenue) contain single-family dwellings. The contiguous properties located to the west and south are currently outside the City limits and contain a place of religious assembly and an office/animal services use, respectively. Property located to the west is zoned County GO-M (General Office-Moderate). Property to the south, across West Wendover Avenue, is currently zoned County CU-LI (Conditional Use-Light Industrial); however, there is a pending request for annexation and original zoning into the City. Since the intersection at Sapp and West Wendover is an established commercial node and the applicant is offering conditions to address concerns of

adjacent neighbors and potential traffic impacts, the CD-C-M zoning district is appropriate. The property is also designated for long term commercial development and continues the trend of larger scale commercial uses in this area.

Approving this request will address the Comprehensive Plan's goal to promote a healthy, diversified economy. It will also promote the Growth at the Fringe goal to promote sound, sustainable land use patterns that provide for the efficient provision of public services and facilities. As conditioned, the applicant limits the proposed uses and will be required to mitigate the development's impact on traffic in the area by complying with the improvements recommended in the Traffic Impact Study.

Staff finds this original zoning request consistent with the applicable provisions of the Comprehensive Plan, the Zoning Ordinance and the development pattern of the surrounding area.

STAFF RECOMMENDATION

Staff recommends **approval** of the requested **City CD-C-M** (Conditional District-Commercial-Medium) zoning district.

ADDITIONAL INFORMATION

Wendover Avenue Retail Development – Transportation Impact Analysis

Prepared for Hammerford Development

October 1, 2013

Executive Summary

The proposed Wendover Avenue Retail Development is located on the northwest corner of the intersection of Wendover Avenue at Sapp Road / Animal Shelter Road in Greensboro, North Carolina. As currently planned, the site will include 71,000 square feet of retail space, a 41,000 square foot fitness center, and an 8,000 square foot sit-down restaurant. The site plan shows two access points on Wendover Avenue and two accesses on Sapp Road (see Figure 1).

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

- Wendover Avenue at I-73 Northbound Ramps
- Wendover Avenue at Brewster Drive
- Wendover Avenue at Site Access 1 (right in right out)
- Wendover Avenue at Site Access 2 (left-over)
- Wendover Avenue at Sapp Road / Animal Shelter Road
- Sapp Road at Target Shopping Center Access
- Sapp Road at Site Access 3
- Sapp Road at Site Access 4 (truck/delivery access)
- Guilford College Road at Sapp Road

The expected build-out date for this project is 2014. The study intersections were analyzed during AM and PM peaks for the following conditions:

- 2013 Existing Conditions
- 2014 Future No Build
- 2014 Future Build
- 2014 Future Build with Improvements

GDOT and NCDOT were contacted to obtain background information and to ascertain the elements to be covered in this Transportation Impact Analysis (TIA). Information regarding the property was provided by the developer, Hammerford Development.

Discussion of Results

The results of the study are discussed by intersection below:

Wendover Avenue at I-73 Northbound Ramps

This signalized intersection currently operates at LOS B in the AM peak and LOS A in the PM peak. In 2014 future no build conditions, LOS B is expected in the AM peak and LOS A in the PM peak. With the addition of proposed site traffic, LOS B is expected in AM and PM peaks. The Sim Traffic simulation does not indicate any queuing issues. No improvements are recommended at this intersection.

Wendover Avenue at Brewster Drive

This unsignalized intersection currently operates at LOS E in the AM peak and LOS D in the PM peak. In future no build conditions, LOS E is expected during the AM peak and LOS D during the PM peak. With the addition of site traffic, LOS E is expected in AM and PM peaks. This LOS E condition indicates a lack of sufficient gaps in traffic to make left-turn movements from the stop-controlled Brewster Drive approach. This is a typical condition for minor approaches onto high-volume roads such as Wendover Avenue. We recommend that the reviewing agencies monitor this intersection for any future improvement.

Wendover Avenue at Site Access 1 (right in right out)

In 2014 future build conditions, this proposed right in right out access is expected to operate at LOS A during AM and PM peaks. The need for auxiliary turn lanes was reviewed based on page 80 of the 2003 NCDOT "Policy On Street and Driveway Access to North Carolina Highways" and based on page 24 of the GDOT Driveway Manual. Based on projected traffic volumes, 100 feet of right turn storage is warranted. In order to safely accommodate right turns into the site, we recommend providing a westbound right turn lane on Wendover Avenue with 100 feet of storage and appropriate taper length.

Wendover Avenue at Site Access 2 (left-over)

This site access was analyzed with left-over access (left in, right in, right out). Based on the traffic analysis, this intersection will operate at LOS B during the AM peak and LOS C during the PM peak. Based on projected traffic volumes, 150 feet of right turn storage is warranted. The traffic simulation indicates that 250 feet of eastbound left turn queue storage will be needed. We recommend the following improvements:

- Provide westbound right turn lane on Wendover Avenue with 150 feet of storage and appropriate taper length.
- Provide eastbound left turn lane on Wendover Avenue with 250 feet of storage and appropriate taper.
- This access point and its exact location will need to be coordinated with NCDOT and GDOT to be designed according to standards.

Wendover Avenue at Sapp Road / Animal Shelter Road

This signalized intersection currently operates at LOS A in the AM peak and LOS C in the PM peak. In 2014 future no build conditions, LOS A is expected in the AM peak and LOS C in the PM peak. With the addition of proposed site traffic, LOS B is expected in the AM peak and LOS C in the PM

peak. The traffic simulation also shows queuing issues on the eastbound left and southbound left turn movements. In order to mitigate this queuing condition, the following improvements are recommended:

- Extend the eastbound left turn lane on Wendover Avenue to provide 350 feet of storage and appropriate taper.
- Restripe Sapp Road to provide southbound left turn lane and southbound through/right combo lane

Sapp Road at Target Shopping Center Access

This unsignalized intersection currently operates at LOS A in the AM peak and LOS B in the PM peak. In future no build conditions, LOS A is expected in the AM peak and LOS B in the PM peak. With the addition of site traffic, LOS A is expected in the AM peak and LOS C in the PM peak. In order to accommodate the improvements at the intersection of Wendover Avenue and Sapp Road, we recommend the following improvements:

- Reconfigure intersection as free flow on the north direction of Sapp Road and stop control on the east, west, and south directions
- Restripe short north/south section of Sapp Road to provide full length southbound left turn lane, southbound through/right combo lane, and northbound left/through/right combo lane. This may require resurfacing Sapp Road

With these improvements in place, LOS A is expected in AM and PM peaks.

Sapp Road at Site Access 3

In future build conditions, this intersection is expected to operate at LOS A during the AM peak and LOS B during the PM peak. Based on projected traffic volumes, a left turn lane is warranted on Sapp Road. In order to safely accommodate left turns into the site, we recommend restriping Sapp Road to provide a westbound left turn lane on Sapp Road with 100 feet of storage and appropriate taper. This improvement may be able to be accomplished within the existing roadway width (approximately 28 feet). This will need to be confirmed by an engineer in the site plan process and will need to be approved by GDOT.

Sapp Road at Site Access 4

This proposed access is planned to be used mainly as an access for trucks and deliveries. In future build conditions, this intersection is expected to operate at LOS A during the AM and PM peaks. Based on projected traffic volumes, no turn lanes are warranted at this intersection. We recommend that this site access be designed according to NCDOT and GDOT standards where applicable.

Guilford College Road at Sapp Road / Battery Drive

In future no build conditions, this unsignalized intersection operates at LOS B during the AM peak and LOS C during the PM peak. With the addition of site traffic, LOS B is expected in the AM peak and LOS C in the PM peak. The Sim Traffic simulation does not indicate any queuing issues at this intersection. No improvements are recommended.

Recommended improvements are illustrated in Figure 9 of the report.

Table A - Level of Service Summary				
AM Peak	2013 Existing	2014 Future No Build	2014 Future Build	2014 Future Build with Improvements
Wendover Avenue at I-73 Northbound Ramps	B (14.5)	B (14.7)	B (14.6)	
Wendover Avenue at Brewster Drive	E (35.6) NB Approach	E (37.3) NB Approach	E (44.2) NB Approach	
Wendover Avenue at Site Access 1			A (9.9) SB Approach	A (9.9) SB Approach
Wendover Avenue at Site Access 2			B (10.6) SB Approach	B (10.6) SB Approach
Wendover Avenue at Sapp Road / Animal Shelter Road	A (7.7)	A (7.8)	B (11.2)	
Sapp Road at Target Shopping Center Access	A (9.2) NB Approach	A (9.2) NB Approach	A (9.4) NB Approach	A (6.8) SB Approach
Sapp Road at Site Access 3			A (8.9) NB Approach	A (8.9) NB Approach
Sapp Road at Site Access 4			A (8.8) NB Approach	
Guilford College Road at Sapp Road / Battery Drive	B (14.5) SB Approach	B (14.7) SB Approach	B (13.5) EB Approach	
PM Peak	2013 Existing	2014 Future No Build	2014 Future Build	2014 Future Build with Improvements
Wendover Avenue at I-73 Northbound Ramps	A (9.5)	A (9.6)	B (10.1)	
Wendover Avenue at Brewster Drive	D (29.5) NB Approach	D (30.8) NB Approach	E (41.1) NB Approach	
Wendover Avenue at Site Access 1			A (9.5) SB Right	A (9.5) SB Right
Wendover Avenue at Site Access 2			C (16.5) EB Left	C (16.7) EB Left
Wendover Avenue at Sapp Road / Animal Shelter Road	C (22.1)	C (22.4)	C (29.3)	
Sapp Road at Target Shopping Center Access	B (13.1) NB Approach	B (13.3) NB Approach	C (15.4) SB Approach	A (9.7) WB Approach
Sapp Road at Site Access 3			B (10.1) NB Approach	B (10.1) NB Approach
Sapp Road at Site Access 4			A (9.3) NB Approach	
Guilford College Road at Sapp Road / Battery Drive	C (21.4) SB Approach	C (22.0) SB Approach	C (19.7) WB Approach	
LOS (delay in seconds)				
Note for unsignalized conditions, LOS and delay indicates only minor street approach with longest delay				



Summary and Conclusion

The proposed Wendover Avenue Retail Development is located on the northwest corner of the intersection of Wendover Avenue at Sapp Road / Animal Shelter Road in Greensboro, North Carolina. As currently planned, the site will include 71,000 square feet of retail space, a 41,000 square foot fitness center, and an 8,000 square foot sit-down restaurant. Based on trip generation equations published in Trip Generation (Institute of Transportation Engineers, 8th Edition, 2008), this development has a trip generation potential of 230 net trips in the AM peak and 532 net trips in the PM peak.

DAVENPORT was retained to determine the potential traffic impacts of the proposed development and the transportation improvements that may be required to accommodate these impacts. Table B summarizes the recommended improvements. Improvements are illustrated in Figure 9 of the report.

In conclusion, this study has reviewed the impacts of both background traffic and this development traffic, and has determined that with the recommended improvements in place, there will be adequate capacity to accommodate future traffic. All improvements will be determined through coordination with GDOT and NCDOT. Please note that all accesses to the site are required to be constructed to NCDOT or GDOT standards where applicable.

Table B – Recommended Improvements	
Wendover Avenue at I-73 Northbound Ramps	No improvements recommended
Wendover Avenue at Brewster Drive	<ul style="list-style-type: none"> We recommend that the reviewing agencies monitor this intersection for any future improvement.
Wendover Avenue at Site Access 1	<ul style="list-style-type: none"> Provide a westbound right turn lane on Wendover Avenue with 100 feet of storage and appropriate taper length.
Wendover Avenue at Site Access 2	<ul style="list-style-type: none"> Provide westbound right turn lane on Wendover Avenue with 150 feet of storage and appropriate taper length. Provide eastbound left turn lane on Wendover Avenue with 250 feet of storage and appropriate taper. This access point and its exact location will need to be coordinated with NCDOT and GDOT to be designed according to standards.
Wendover Avenue at Sapp Road / Animal Shelter Road	<ul style="list-style-type: none"> Extend the eastbound left turn lane on Wendover Avenue to provide 350 feet of storage and appropriate taper. Restripe Sapp Road to provide southbound left turn lane and southbound through/right combo lane

Table B (continued) – Recommended Improvements

<p>Sapp Road at Target Shopping Center Access</p>	<ul style="list-style-type: none"> • Reconfigure intersection as free flow on the north direction of Sapp Road and stop control on the east, west, and south directions • Restripe short north/south section of Sapp Road to provide full length southbound left turn lane, southbound through/right combo lane, and northbound left/through/right combo lane. This may require resurfacing Sapp Road
<p>Sapp Road at Site Access 3</p>	<ul style="list-style-type: none"> • In order to safely accommodate left turns into the site, we recommend restriping Sapp Road to provide a westbound left turn lane on Sapp Road with 100 feet of storage and appropriate taper. This improvement may be able to be accomplished within the existing roadway width (approximately 28 feet). This will need to be confirmed by an engineer in the site plan process and will need to be approved by GDOT.
<p>Sapp Road at Site Access 4</p>	<ul style="list-style-type: none"> • We recommend that this site access be designed according to NCDOT and GDOT standards where applicable.
<p>Guilford College Road at Sapp Road / Battery Drive</p>	<p>No improvements recommended</p>