



Z-15-03-008

**City of Greensboro Planning Department
Zoning Staff Report and Plan Amendment Evaluation**

Zoning Commission Hearing Date: March 9, 2015

GENERAL INFORMATION

APPLICANT	Henry Isaacson on behalf of Pilot Life Center
HEARING TYPE	Original Zoning Request & Rezoning Request
REQUEST	<p>(A) Original zoning request from County-RS-40 (Residential Single-Family) and County-GO-M (General Office-Moderate) to City-PUD (Planned Unit Development)</p> <p>(B) A rezoning request from O (Office) to PUD (Planned Unit Development)</p>
CONDITIONS	<ol style="list-style-type: none">1. Uses: All uses permitted in the PUD district <u>except</u> manufactured dwellings, manufactured dwelling parks, sexually oriented businesses, rooming houses, fraternities and sororities, cemeteries, wireless communication facility, junk motor vehicles, portable storage units, animal shelters, TV/HDTV/AM/FM broadcast facilities, amusement and water parks/fairgrounds, campgrounds and recreational vehicle parks, pawn shops, satellite dishes/TV and radio antennae towers.2. Tract 1 and Tract 2, proposed mixed use/commercial, shall be limited to uses permitted in the R, RM, TN, MC, CL, CM, CH, and O zoning districts.<ol style="list-style-type: none">a. A mix of residential and commercial uses is allowed. The number of residential units in Tract 1 (18.91 acres) shall not exceed 445 units with a maximum building height of four stories and a minimum open space of 1.89 acres. Commercial square footage in this tract shall not exceed 225,000 (GFA), with a minimum open space of 0.52 acres.b. A mix of residential and commercial uses is allowed. The number of residential units in Tract 2 (16.72 acres) shall not exceed 380 units. If developed as residential, there will be a minimum open space of 1.67 acres. Commercial square footage in this tract shall not exceed 260,000 (GFA), with a minimum of 0.6 acres of the Tract reserved for open space. No building in Tract 2 shall exceed 5 stories in height.3. Tract 3 (43.1 acres), proposed mixed use/commercial/residential/adaptive reuse, shall be limited to:<ol style="list-style-type: none">a. All uses permitted in R, RM, and TN districts with dwelling units not to exceed 571 units with a maximum building height of 4 stories.b. Uses permitted in retail, office or an institutional setting containing uses permitted in the R, RM, MU, PI, CL, CM, CH, CN and O zoning districts. New commercial square footage will not exceed 200,000 square feet (GFA), in addition to the square footage of existing buildings located on tract 3 as of March 9, 2015.c. A mix of residential and commercial uses is allowed.4. Tracts 4 (11.79 acres) and 5 (24.08 acres), proposed residential, shall be limited to uses permitted in the R, RM, and TN districts and shall be further conditioned as follows:

- a. The number of residential units in Tract 4 shall not exceed 93 units with a maximum building height of two stories and a minimum open space of 1.77 acres.
- b. The number of residential units in Tract 5 shall not exceed 226 units, with a maximum building height of two stories and a minimum open space of 3.61 acres.
- 5. Tract 6 (16.81 acres) will be reserved as a buffer and mitigation site, with permitted uses limited to those consistent with the PNR district, with an exception to allow construction necessary for wetland mitigation and storm water control.

LOCATION **5300 High Point Road**

PARCEL ID NUMBER(S) **7832786157**

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). **204** notices were mailed to those property owners in the mailing area.

TRACT SIZE ~128 Acres Original Zoning and 3.4 acres Rezoning

TOPOGRAPHY Primarily flat

VEGETATION None

SITE DATA

Existing Use Vacant Nonresidential structure

	Adjacent Zoning	Adjacent Land Uses
N	City-O(Office)	Elementary School
E	County-RS-40 (Residential Single-Family)	Single family dwellings
W	County-RS-40 (Residential Single-Family)	Single family dwellings
	County-CU-GO-M(Conditional Use-General Office-Moderate)	Office Space
S	County-RS-40 (Residential Single-Family)	Single family dwellings

Zoning History

Case #	Date	Request Summary
N/A	N/A	The subject property is not currently located in the City’s planning jurisdiction.

ZONING DISTRICT STANDARDS

District Summary *

Zoning District Designation:	Existing (County-RS-40)	Existing (County-GO-M)	Existing (O)	Requested (PUD)
Max. Density:	A maximum of 1.0 unit per acre.	A maximum density of 12.0 units per acre.	N/A	N/A
Typical Uses	Primarily intended to accommodate single-family detached dwellings on large lots in areas without access to public water and wastewater services.	Primarily intended to accommodate moderate intensity office and institutional uses, moderate density residential uses and supporting service and retail uses.	Primarily intended to accommodate office, institutional, supporting service and other uses.	Primarily intended to allow a diverse mixture of residential and/or nonresidential uses and structures that function as cohesive and unified projects.

**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

The subject site is partially located within the SCOD-2 (Scenic Corridor Overlay District 2) of the Greensboro Urban Loop. Consult the Scenic Corridor Overlay Districts Design Manual, for detailed applicable requirements and design guidelines.

Environmental/Soils - Site drains to South Buffalo Creek

Water Supply Watershed	Site drains to Lower Randleman Watersupply Watershed, Hickory Creek Watershed
Floodplains	N/A
Streams	Perennial streams require a 100ft stream buffer measured from top of bank each side. No development is allowed within the entire stream buffer.
Other:	Maximum density for site is 50% Built Upon Area (BUA). Density Averaging is available for the site. See Land Development Ordinance (LDO) chapter 30-12-3.11D for Density Averaging guidelines.

Utilities

- Potable Water Water will need to be extended to this site, request a feasibility from Kenny Treadway 336-373-2897, water and sewer flow tracking and conformation Is also necessary contact Shane Messer 336-574-3550.
- Waste Water Sewer will need to be extended to this site, request a feasibility from Kenny Treadway 336-373-2897, water and sewer flow tracking and conformation Is also necessary contact Shane Messer 336-574-3550.

Airport Noise Cone

n/a

Landscaping & Tree Preservation Requirements

Provisions governing landscaping are established by the Unified Development Plan.
Tree conservation is applicable.

Transportation

- Street Classification: High Point Road – Major Thoroughfare.
Alamance Road – Collector Street.
- Site Access: All access(s) must be designed and constructed to the City of Greensboro standards.
- Traffic Counts: High Point Road ADT = 15,000 (NCDOT, 2011).
- Trip Generation: 24 Hour = 25,348, AM Peak Hour = 914, PM Peak Hour = 2,335.
- 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 11 (High Point Road) is adjacent to subject site, along High Point Road.
- Traffic Impact Study: Yes, required per TIS Ordinance. Please see the end of this staff report for (TIS) the Executive Summary of the TIS.
- Street Connectivity: N/A.
- Other: Site is within the limits of the NCDOT's High Point Road project that is currently under construction and scheduled to be completed by summer of 2016.

IMPACT ANALYSIS

Land Use Compatibility

The proposed **PUD (Planned Unit Development)** 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 designates this location as **Mixed Use Corporate Park**. The requested **PUD (Planned Unit Development)** zoning district is generally inconsistent with the **Mixed Use Corporate Park** GFLUM designation, however the applicant has concurrently submitted a request to amend the GFLUM designation on the subject site to **Mixed Use Planned Community** which, if approved, would resolve this inconsistency. In conjunction with the request to amend the GFLUM, the applicant has also submitted a request to amend the Growth Strategy Map by extending the **High Point Road Reinvestment Corridor** for the portion of the subject site located within 800 feet of the future realigned portion of High Point Road. The Growth Strategy Map also designates the subject site as being partially within the **High Point Road / Mackay Road Activity Center**.

Connections 2025 Written Policies

Land Use Goal 4.1 – Growth Strategy: Promote sound investment in Greensboro's urban areas, including Center City, commercial and industrial areas, and neighborhoods.

Policy 4A: Remove present impediments to infill and investment in urban areas.

Policy 4B: Target capital investments to leverage private investment in urban areas.

Policy 4C: Promote new patterns and intensities of use to increase economic competitiveness and enhance quality of life in urban areas.

Policy 4D: Identify potential opportunities and selectively target, plan and promote development/reuse initiatives.

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 [see also Community Facilities, Services and Infrastructure Policy 9A.1]:

- Create a Fringe Area Land Use Plan in coordination with Guilford County;
- Establish a “tiered” approach that designates growth areas for staged development, annexation, and extension of public facilities within the water and sewer service boundary;
- Define specific criteria for water and sewer extensions and annexations;
- Initiate designation of the fringe as Greensboro's extraterritorial jurisdiction; and
- Establish a proactive plan to provide infrastructure (water, sewer, and roads) in advance of development, consistent with the growth “tiers” and Fringe Area Land Use Concept Plan.

Policy 4G: Improve the quality and patterns of development through incentives and regulatory guidelines.

Community Character, Goal 5.2 – Man-Made Environment: Preserve and enhance the character and visual quality of Greensboro's built environment, including historic resources, private developments, and public landscapes.

Policy 5E: Improve the aesthetic quality of publicly owned and maintained landscapes.

Policy 5F: Implement and improve design standards governing the appearance of development from public roadways.

Economic Development, Goal 7: Promote a healthy, diversified economy with a strong tax base and opportunities for employment, entrepreneurship and for-profit and non-profit economic development for all segments of the community, including under-served areas such as East Greensboro.

Policy 7A: Target city investment and regulatory policies for economic development.

Policy 7C: Ensure that city land use policies and regulations allow for an adequate supply of land to accommodate economic development.

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

Mixed Use Corporate Park: This designation is intended for large tracts of undeveloped land near the City's fringe that are appropriate for well planned, larger scale business/employment parks with supporting uses such as retail, hotels, and residential. Primary uses such as office, flex office, technology research and development, light manufacturing, distribution, and assembly should be placed in a campus-like or "corporate park" setting with generous, linked open space to maximize value and to promote visual quality and compatibility with the surrounding area. Pedestrian-friendly features such as buildings placed near the street, sidewalks, and trails leading to nearby uses such as retail and housing should be encouraged.

Mixed Use Planned Community: This designation is intended for large tracts of undeveloped land near the City's fringe that are appropriate for larger scale, creatively planned residential, mixed with other uses such as supporting retail and small to medium scale office development. Compatibility among these uses and with the area's scenic character will be maintained through generous open space reservations and design standards that address the locations, character of, and relationships between uses, while affording greater development flexibility than provided by standard zoning district classifications. A traditional neighborhood development organized as a series of "neighborhood units" that have access to a "village center" with higher density residential, retail, and office uses is one example of an appropriate development form.

Reinvestment Corridor (Requested): Reinvestment Areas and Corridors represent priority opportunities for combined public and private sector reinvestment and the application of policies described in Section 4.5.1 (Reinvestment/Infill). More specifically, Reinvestment Corridors are older commercial corridors that would benefit from significant public and private investment to enhance their economic viability and strengthen adjacent neighborhoods.

Activity Center: Activity Centers are existing or anticipated future concentrations of uses that function as destinations or hubs of activity for the surrounding area. Typically located in areas of mixed use shown on the Generalized Future Land Use Map, such centers are intended to include features such as a mix of higher intensity uses (housing, retail, office, etc.), compact development patterns, and pedestrian and transit linkages. A one-half mile

radius (considered the limit of a comfortable walk) is shown around each activity center except for the Downtown, which functions as an activity center for the entire City. It should be noted that the locations shown on the Generalized Future Land Use Map are conceptual and do not preclude the development of Activity Centers in other locations where they would support the goals and policies of the Comprehensive Plan.

Comprehensive Plan Amendment History

Case #	Date	Request Summary
n/a	n/a	n/a

Applicant Stated Reasons for Request

“The requested Comprehensive Plan map amendment is associated with a request to annex the subject site and establish original zoning classification for the site as ‘CD-PUD (Conditional District, Planned Unit Development)’.

The requested zoning classification would permit development of uses incompatible with the current Future Land Use category, ‘Mixed Use Corporate/Business Park.’

Changing the Future Land Use category for the site to ‘Mixed Use Planned Community’ would avoid this potential incompatibility.

Also presented in conjunction with the proposed original zoning is a request to extend the High Point Road Reinvestment Corridor, for the area of the site located within 800 feet of the High Point Road widening and realignment currently under construction.

The currently designated High Point Road Reinvestment Corridor ends at City of Greensboro corporate limit (Groometown Road / Hilltop Road).

This map amendment will confer upon the site the same priority status for promoting compatible infill development and other forms of combined public and private investment and reinvestment, as is afforded to other similarly situated sites along the High Point Road corridor, that are already within City limits.”

Explain in detail the conditions that you think may warrant a Plan Amendment – Per Applicant and Application

“Changes to the development pattern in the vicinity of the subject site have been expected for over 10 years, but have been largely held in check, pending construction of the High Point Road widening and realignment and associated interchange with Interstate 73 (Greensboro Urban Loop).

With these transportation improvements nearing completion, the land use pattern in this corridor is poised to undergo a significant transition in character from primarily low-density residential and small aging commercial uses, to an emerging new composition of uses.

The subject site is located partially within the High Point Road / Mackay Road Activity Center, which provides insight into the expected character of future development in the area.

Activity Centers are existing or anticipated future concentrations of uses that function as destinations or hubs of activity for the surrounding area, and are intended to include features such as a mix of higher intensity uses (housing, retail, office, etc.), compact development patterns, and pedestrian and transit linkages.

The proposed original zoning (as conditioned), together with the requested GFLUM amendment and Reinvestment Corridor extension, presents an opportunity for preservation and rehabilitation of a major historic resource (the former Jefferson Pilot office building) and preservation of a key scenic view of Reddicks Creek.”

COMPREHENSIVE PLAN POLICY ANALYSIS

Need for Proposed Change

The requested **PUD (Planned Unit Development)** zoning would allow uses that are incompatible with the subject site’s current GFLUM designation as **Low Residential (3-5 d.u./acre)**. If approved, the requested GFLUM amendment to **Mixed Use Planned Community** would resolve this inconsistency.

Effect of the proposed Change on the Need for City Services and Facilities (e.g. roadway level of service).

n/a

Implications, if any, the Amendment may have for Other Parts of the Plan

n/a

Unforeseen Circumstances or the Emergence of New Information (e.g. significant economic opportunity in Tier 2 or 3)

n/a

PLANNING BOARD COMMENTS

At their February 18th, 2015 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 a parcel of this size needs flexibility to accommodate a wide range of uses in order to make a development proposal work. The proposed map amendment appears to fit well and allows for reuse of the parcel and its improvements. The Board raised concerns about impacts to adjoining properties, particularly to the northeast of the parcel, and surrounding residents’ awareness of the proposed change. The Board came to a consensus that the proposed change to Mixed Use Planned Community is in keeping with the intent of the Comprehensive Plan.

CONFORMITY WITH OTHER PLANS

City Plans

Consolidated Plan 2010-2014: Plan for a Resilient Community

Principle 1 – Provide More Transportation Options:

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 3 – Enhance Economic Competitiveness:

Goal E: Focus on energy efficiency as an economic generator for small business

development.

Principle 6 – Value Communities and Neighborhoods:

Goal A: Promote coordinated transportation and land use decisions for broader livability throughout Greensboro.

Goal E: Work at the neighborhood level to reconnect neighborhoods to jobs and services, promote "Desirable Infill Development" and redevelop major corridors to strengthen adjacent neighborhoods.

Principle 7 – Recognize the Environment as a Critical Element of Community

Sustainability:

Goal A: Promote more efficient land development patterns.

Sustainability Action Plan

Element 1) Transportation and Land Use:

Policy 1) Encourage increased density, a mix of land uses and more integrated links between transportation and land use through changes to Greensboro's Comprehensive Plan, Development Ordinance and other related plans.

Element 2) Green Jobs and Buildings:

Policy 3) Develop a coordinated City program to provide technical support, energy audits and education and outreach to increase energy efficiency and conservation in commercial and residential buildings.

Policy 4) Use a combination of code changes, incentives, partnerships and education to promote green building in Greensboro.

Policy 6) Promote more efficient use of water through education, partnerships and pilot projects.

Element 3) Waste Reduction and Recycling:

Policy 7) Employ a combination of expanded recycling infrastructure, regulations and incentives to increase Greensboro's solid waste diversion and recycling rates.

Element 6) Education and Outreach:

Policy 11) Provide technical support, awards and recognition to individuals and organizations furthering Greensboro's energy and sustainability efforts.

Other Plans

n/a

STAFF ANALYSIS AND RECOMMENDATION

Community Outreach

Applicant is strongly encouraged to discuss this proposed rezoning and development with owners of surrounding properties and with representatives of the adjacent Adams Farm, Pilot Ridge, and Sedgfield neighborhoods.

The requested extension of the High Point Road Reinvestment Corridor, if approved, would result in the subject site being located within the area eligible for the following economic development incentive or assistance program(s):

- Urban Development Investment Incentives (local).

Staff Analysis

This 131.4-acre subject site is currently a vacant non-residential building. 3.4 acres are currently located in the City's planning jurisdiction and designated open space. The other 128 acres are zoned County-RS-40 and County-GO-M and contain non-residential structures and undeveloped land. North of the request is Pilot Elementary School (City-O). South and east of the request are single family dwellings (County-RS-40). Single family dwellings and office space are located west of the request (zoned both County-RS-40 and County-CU-GO-M).

The Generalized Future Land Use Map designates this site as Mixed Use Corporate Park, which is intended for large tracts of undeveloped land near the City's fringe appropriate for well planned, larger scale business/employment parks with supporting uses such as retail, hotels, and residential. With this request the applicant is also requesting a change to Mixed Use Planned Community, which is intended for large tracts of undeveloped land near the City's fringe that are appropriate for larger scale, creatively planned residential, mixed with other uses such as supporting retail and small to medium scale office development. Compatibility among these uses and with the area's scenic character will be maintained through generous open space reservations and design standards that address the locations, character of, and relationships between uses, while affording greater development flexibility than provided by standard zoning district classifications.

The PUD request is consistent with the land uses established in close proximity and the list of potential uses is compatible and will provide services within close proximity to existing adjacent development. The proposed request supports the Comprehensive Plan's Reinvestment/Infill goal to promote sound investment in Greensboro's urban areas and the Economic Development goal to promote a healthy and diversified economy.

This request is consistent with the intent and purpose of the zoning code, the Comprehensive Plan (Connections 2025) and is generally compatible with the existing development and trend in the surrounding area.

Staff Recommendation

Staff recommends **approval** of the requested **PUD (Planned Unit Development)** zoning district.

Additional Information

I. Executive Summary

Introduction

The Pilot at Sedgefield is proposed to be located in the northwest quadrant of the intersection of High Point Road and Alamance Road in southwest Greensboro, North Carolina. The project location map is illustrated in Figure 1. This location is the site of the former Jefferson Pilot campus. The improvements of High Point Road (High Point Road Relocation), known as TIP Project No. U-2412B includes a relocation of High Point Road along the northwestern boundary of this site and a new diverging diamond interchange with I-73 (Greensboro Outer Loop). The clearing for this relocation is also illustrated in Figure 1. According to the Land Use Concept Plan, prepared by Stimmel Associates, PA, the mixed use planned unit development is proposed to consist of low to medium density residential, assisting living facility, mixed use commercial retail, and adaptive re-use of the existing Jefferson Pilot buildings for residential, office, and specialty retail. The Land Use Concept Plan is illustrated in Figure 2.

The proposed development is planned to have the following five (5) accesses:

- Site Access #1 – A full movement access located on High Point Road Relocation in the

northwestern section of the property.

- Site Access #2 – A restricted movement intersection (westbound left-over, eastbound right-turn in, and a northbound right-turn out) located on High Point Road Relocation in the northeastern section of the property.
- Site Access #3 – A full movement access located at the current site access on High Point Road west of Sedgefield Drive.
- Site Access #4 - A full movement access on Alamance Road approximately 500 feet north of the High Point Road/Alamance Road intersection.
- Site Access #5 – A full movement access on Alamance Road approximately 1700 feet north of the High Point Road/Alamance Road intersection.

Trip Generation

Table 1 below indicates the proposed development will generate approximately 25,348 trips per day. There are projected to be approximately 914 new trips entering and exiting the site during the AM peak hour and 1,567 new trips entering and exiting the site during the PM peak hour.

Table 1 - ITE Trip Generation Summary											
Tract	ITE Code	Land Use	Intensity	Units	Daily Total	AM			PM		
						In	Out	Total	In	Out	Total
A	820	Retail	225	ksf	11504	159	97	256	495	536	1,032
									-153	-166	-318
B	820	Retail	130	ksf	8054	113	70	183	343	371	714
									-124	-134	-258
C	252	Assisted Living	105	units	361	7	14	21	14	12	26
D	230	Condos/Townhouses	275	units	1,551	20	96	116	92	45	138
E	230	Condos/Townhouses	175	units	1,047	14	67	81	64	31	95
F	230	Condos/Townhouses	200	units	1,176	15	75	90	71	35	106
	710	Office	40	ksf	654	81	11	92	21	102	123
G	210	Single Family Homes	95	units	1,002	20	56	76	64	36	100
Total					25,348	429	486	914	1,164	1,170	2,335
Pass-by									-277	-300	-577
Internal Capture									-106	-85	-191
Total New					25,348	429	486	914	782	785	1,567

Capacity Analysis

To determine the traffic impacts from the proposed development the following intersections were studied.

- High Point Road/Mackey Road (signalized)
- High Point Road/High Point Road Relocation (future signalized)
- High Point Road/Wayne Road (unsignalized)
- High Point Road/West Sedgefield Drive (unsignalized)
- High Point Road/East Sedgefield Drive (unsignalized)
- High Point Road/Alamance Road (signalized)
- High Point Road Relocation/Site Access #1 (full movement)
- High Point Road Relocation/Site Access #2 (unsignalized restricted movement)

- High Point Road/Site Access #3 (unsignalized)
- Alamance Road/Site Access #4 (unsignalized)
- Alamance Road/Site Access #5 (unsignalized)

A summary of the Highway Capacity Software Analysis analyzed using Synchro version 7.0 is shown in Table 2 below:

Table 2 - The Pilot at Sedgefield Level of Service Summary (Delay in Seconds)								
	2013 Existing		2013 Existing With Bypass		2018 No-Build		2018 Build	
	AM	PM	AM	PM	AM	PM	AM	PM
High Point Rd. / Alamance Rd.	B (12.8)	B (13.2)	A (8.9)	A (9.9)	A (9.1)	B (10.4)	A (9.9)	B (11.6)
High Point Rd. / E. Sedgefield Dr.	# (0.2)	# (0.2)	# (0.4)	# (0.2)	# (0.4)	# (0.2)	# (0.7)	# (0.7)
	B (14.7) NB	C (17.6) NB	B (10.2) NB	B (10.4) NB	B (10.5) NB	B (10.6) NB	B (11.6) NB	B (14.2) NB
High Point Rd. / W. Sedgefield Dr.	# (0.1)	# (0.1)	# (0.1)	# (0.3)	# (0.2)	# (0.3)	# (0.1)	# (0.2)
	A (8.3) WBL	A (8.9) WBL	A (7.7) WBL	A (7.9) WBL	A (7.7) WBL	A (8.0) WBL	A (7.8) WBL	A (8.1) WBL
High Point Rd. / Wayne Rd.	# (0.9)	# (1.2)	# (1.1)	# (1.1)	# (1.2)	# (1.2)	# (2.0)	# (2.6)
	C (22.6)NB	E (35.9)NB	B (11.8) NB	B (14.3)NB	B (12.3) NB	C (15.7) NB	B (12.9) NB	C (16.1) NB
High Point Rd. / Mackay Rd.	D (38.8)	D (53.9)	C (24.4)	D (41.4)	C (25.3)	D (49.7)	C (25.2)	D (46.9)
High Point Rd. / High Point Rd. Relocation	N/A	N/A	A (8.4)	A (8.0)	A (8.3)	A (7.9)	A (8.0)	A (8.5)
High Point Rd. Relocation / Site Access #1	N/A	N/A	N/A	N/A	N/A	N/A	B (10.5)	B (17.2)
High Point Rd. Relocation / Site Access #2							# (2.6)	# (4.4)
	N/A	N/A	N/A	N/A	N/A	N/A	B (10.0) NBR	B (11.5) NBR
							A (8.7) WBL	B (10.6) WBL
High Point Rd. / Site Access #3							# (2.4)	# (3.5)
	N/A	N/A	N/A	N/A	N/A	N/A	B (13.9) SBL	B (20.4) SBL
Alamance Rd. / Site Access #4							# (5.6)	# (5.9)
	N/A	N/A	N/A	N/A	N/A	N/A	A (9.1) EBR	A (9.1) EBR
Alamance Rd. / Site Access #5							# (5.2)	# (6.6)
	N/A	N/A	N/A	N/A	N/A	N/A	A (8.4) EBR	A (8.5) EBR

Recommendations

The proposed development will add additional traffic to the surrounding roadway network and will increase congestion. With the improvements to High Point Road and construction of High Point Road Relocation as part of TIP Project U-2412, the future roadway network will be sufficient to accommodate The Pilot at Sedgefield site traffic. However, the following improvements are recommended to mitigate the site traffic impact and to provide safe and efficient traffic operations within the study area:

High Point Road Relocation/Site Access #1

- Construct a westbound left-turn lane with 300’ storage and 250’ taper.
- Construct an eastbound right-turn lane with 100’ storage and 250’ taper.
- Construct the site driveway to include northbound left-turn and right-turn lanes and a single southbound entrance lane. A median is also recommended to separate entering and exiting traffic. The driveway cross-section should be constructed within the 60’ break in control of access on High Point Road Relocation.
- Construct a traffic signal as the projected traffic predicted to use this intersection is projected to meet the appropriate warrants for signalization per the *Manual On Uniform Traffic Control Devices (MUTCD)*⁵ (see Appendix C for the Signal Warrant Analysis).

High Point Road Relocation/Site Access #2

- Construct a westbound leftover-turn lane with 300’ storage and 250’ taper.
- Construct an eastbound right-turn lane with 100’ storage and 250’ taper.
- Construct the site driveway to include a northbound right-turn lane and a single southbound entrance lane. A triangular concrete or landscaped island is recommended to separate the entering and existing lanes. The driveway cross-section should be constructed within the 60’

break in control of access on High Point Road Relocation.

High Point Road/Site Access #3

- Construct a westbound right-turn lane with 100' storage and 150' taper.
- Construct the site driveway to include southbound left-turn and right-turn lanes exiting the site and a single northbound entrance lane.

Alamance Road/Site Access #4

- Construct the site driveway to include a shared eastbound left/right turn lane exiting the site and a single westbound entrance lane.

Alamance Road/Site Access #5

- Construct the site driveway to include a shared eastbound left/right turn lane exiting the site and a single westbound entrance lane.

Conclusion

This study shows that the traffic generated by the proposed development will not have a significant negative impact on surrounding roadways and intersections. The construction of TIP Project U-2412 will add substantial capacity to High Point Road and High Point Road Relocation. Based on the analysis, the proposed development traffic will not negatively impact the health, safety, and welfare of the travelling public.