



# Z-18-09-011

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

Zoning Commission Hearing Date: September 17, 2018

### GENERAL INFORMATION

<b>APPLICANT</b>	Comet Development, LLC
<b>HEARING TYPE</b>	Rezoning Request
<b>REQUEST</b>	LI (Light Industrial) to PUD (Planned Unit Development)
<b>CONDITIONS</b>	1. Uses limited to a maximum of 280 residential dwelling units and 100,000 square feet of commercial/office space.
<b>LOCATION</b>	500, 512, 516 & 600 Guilford College Rd. and 319 S. Swing Rd.
<b>PARCEL ID NUMBER(S)</b>	<b>7834242531, 7834245315, 7834243184, 7834232933, 7834143456</b>
<b>PUBLIC NOTIFICATION</b>	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). <b>78</b> notices were mailed to those property owners in the mailing area.
<b>TRACT SIZE</b>	20.59 Acres
<b>TOPOGRAPHY</b>	Undulating
<b>VEGETATION</b>	Natural

### SITE DATA

#### Existing Use

Vacant Land

#### Adjacent Zoning

#### Adjacent Land Uses

N	RM-12 (Residential Multi-family)	Multi-family Dwellings
E	R-3 (Single-Family Residential)	Vacant Land, Single Family Residential
W	HI (Heavy Industrial)	Manufacturing
S	LI (Light Industrial)	Religious Assembly, Office, and Warehouse

**Zoning History**

Case #	Date	Request Summary
N/A	N/A	The property is currently zoned LI (Light Industrial) and has been since the adoption of the Land Development ordinance in July 2010. Prior to the LDO, the subject property was zoned LI (Light Industrial).

**ZONING DISTRICT STANDARDS**

**District Summary \***

Zoning District Designation:	Existing (LI)	Requested (PUD)
Max. Density:	N/A	N/A
Typical Uses	Primarily intended to accommodate limited manufacturing, wholesaling, warehousing, research and development, and related commercial/service activities which in their normal operations have little or no adverse effect upon adjoining properties.	<i>Typical uses in the PUD district include all uses except industrial and agricultural uses</i>

*\*These regulations may not reflect all requirements for all situations; see the City of Greensboro Land 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 S. Buffalo Creek, non-watersupply watershed

Floodplains Onsite. Any disturbance within the FEMA 1% Special Flood Hazard Area (SFHA) will require a Floodplain Development Permit.

Streams Blue Line stream is located on 512 Bridford Pkwy. This stream requires a 50ft stream buffer measured from top of stream bank on each side. See City LDO Chp.30-12-3.9 Stream Buffers for allowances of Activities and Structures in the 50ft stream buffer. This stream also has a FEMA Non-Encroachment Area. If any structures or disturbance is to take place within the FEMA Non-Encroachment Area, an Engineer’s ‘NO Rise’ calculations will be required to show that there will not be a rise in the Base Flood Elevation (BFE) of the stream.

Other: If >1acre is disturbed and the BUA is increased, site must meet Phase 2 requirements – water quality and water quantity control must be addressed. Site is located within the PTI 5 mile statue radius. No BMP/SCM that holds a normal pool elevation will be allowed unless engineering justification is submitted and approved.

**Utilities (Availability)**

Potable Water Available

Waste Water Available

**Airport Overlay District & Noise Cone**

n/a

**Landscaping & Tree Conservation Requirements**

**Landscaping:**

Landscaping will be determined by the Unified Development Plan. Minimum standards will be those set out in Section 30-10 of the development ordinance, and will include street buffer yards, buffer yards between the site and adjacent properties, and parking lot trees.

**Tree Conservation**

For 20.59 Acres of land, 10% of parcel size in critical root zone to be preserved.

**Transportation**

Street Classification: Guilford College Road – Major Thoroughfare.  
Bridford Parkway – Minor Thoroughfare.  
Swing Road – Collector Street.

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

Traffic Counts: Guilford College Road AADT = 19,000 vpd (NCDOT, 2016).

Trip Generation: 24 Hour = 7,813, AM Peak Hour = 397, PM Peak Hour = 771.

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 exist along the Bridford Parkway and Guilford College Road frontages of this property.

Transit in Vicinity: Yes, GTA Route 9 (West Market Street) is adjacent to subject site, along Guilford College Road and Swing Road.

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

Street Connectivity: N/A.

Other: N/A.

## **IMPACT/POLICY ANALYSIS**

### **Land Use Compatibility**

The proposed **PUD (Planned Unit Development)** zoning, as conditioned, 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 **Industrial/Corporate Park** and **Commercial**. The requested **PUD (Planned Unit Development)** zoning district, as conditioned, is generally inconsistent with the portion of the site carrying the **Industrial/Corporate Park** GFLUM designation, however the applicant has concurrently submitted a request (CP 18-07) to amend the GFLUM designation on the subject site to **Mixed Use Commercial** which, if approved, would resolve this inconsistency.

### **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.

**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.

**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.

**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.

**Connections 2025 Map Policies**

**Industrial/Corporate Park:** This designation applies to areas where present or anticipated uses include both light and heavy industrial uses, such as manufacturing, assembly, and fabrication; wholesaling and distribution; and corporate office and technology parks, which may be introduced to replace older heavy industrial uses. Although new residential development is discouraged in areas designated for this land use category, pre-existing residential uses may be present in or adjacent to these areas. As established industrial areas redevelop, such residential, institutional, or similar uses should be protected from adverse impacts (heavy truck traffic, significant outside storage, factors such as noise, dust, and glare, etc.) through performance-based standards, buffers, and proper separation from noxious uses.

**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."

**Mixed Use Commercial:** This designation is intended to promote a mix of uses, of which various commercial uses remain predominant, but where residential, service, and other uses are complementary. Where applied to older highway corridors characterized by "strip" commercial uses, the intent is to encourage infill and redevelopment for a more diverse and attractive mix of uses over time. Examples include residential units over commercial uses or a wider array of economically viable uses to replace obsolete uses. Such areas also may represent opportunities for the introduction of substantial higher density and/or mixed-income housing, with negligible impacts on, or resistance from, nearby single-family neighborhoods. Ensuring that buildings are of the appropriate scale and intensity is critical, as is ensuring that sites are designed in a coordinated, as opposed to a lot-by-lot, manner. New "strip" commercial development is discouraged.

**Comprehensive Plan Amendment History**

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

**Applicant Stated Reasons for Request**

"To allow MF and some commercial properties. Zoning change from Industrial to PUD."

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

"Bridford Pkwy Ext (built after plan adopted) makes property more suitable to MF and Commercial, than Industrial."

**COMPREHENSIVE PLAN POLICY ANALYSIS**

**Need for Proposed Change**

The requested **PUD (Planned Unit Development)** zoning district, as conditioned, would allow uses that are incompatible with the subject site's current designation in the GFLUM as **Industrial/Corporate Park**. If approved, the requested GFLUM amendment (**CP 18-07**) to **Mixed Use Commercial** 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**

The Planning Board reviewed the GLFUM amendment request **CP 18-07** associated with this rezoning request during its meeting on August 15, 2018. Planning Board members stated that the change seemed appropriate and that the site was a prime location to encourage infill development.

**CONFORMITY WITH OTHER PLANS****City Plans*****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 Friendswood neighborhood, located to the east of the subject site.

**Staff Analysis**

The 20.59-acre subject property currently is undeveloped and is located on both sides of Bridford Parkway. North of the request are multi-family dwellings (zoned RM-12). East of the request is undeveloped land and single family residences (zoned R-3). South of the request are offices and a religious assembly use (zoned LI). West of the request is a manufacturing use zoned HI.

The proposed PUD district, as conditioned, allows for both residential and nonresidential development at a density and scale that is consistent with development in the surrounding area. The Comprehensive Plan's Future Land Use Map currently designates this area as Industrial/Corporate Park but the applicant has requested a change in designation to Mixed Use Commercial. The Mixed Use Commercial designation is intended to promote a mix of uses, of which various commercial uses remain predominant, but where residential, service, and other uses are complementary. which applies to neighborhoods or districts where the predominant use is residential and where substantial, compatible local-serving nonresidential uses may be introduced. This designation supports a mix of housing types and densities.

The rezoning request supports the Comprehensive Plan's Housing and Neighborhoods goal to 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. It is also consistent with the Reinvestment/Infill goal to promote sound investment in Greensboro's urban areas and the Economic Development goal to promote a healthy, diversified economy.

The 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.

## 500 Guilford College Road Mixed Use Development - Transportation Impact

### Analysis

Greensboro, NC

Prepared for Comet Development

July 30, 2018

### Executive Summary

The proposed 500 Guilford College Road Mixed-use Development is located on the southwest corner of the intersection of Guilford College Road and Bridford Parkway in Greensboro, NC. The development is planned to be constructed in two phases: Phase 1 - 280 dwelling units of apartments and Full Build - 50,000 square feet of office space, 28,000 square feet of retail space, and 22,000 square feet of grocery store. Four site access points are proposed in total. Two site accesses will be on Bridford Parkway, one full and the other a right-in/right-out. One site access on Guilford College Road and one site access on Swing Road are also proposed. Figure 1 shows the site plan. A site location map and a vicinity map are provided in Figures 2A and 2B, respectively.

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

- Bridford Parkway/Burnt Poplar Road at Swing Road
- Bridford Parkway at Guilford College Road
- Bridford Parkway at Big Tree Way
- Guilford College Road at I-40 WB Ramps/Swing Road
- Guilford College Road at I-40 EB Ramps
- Guilford College Road at Hornaday Road
- Bridford Parkway at Site Access 1
- Bridford Parkway at Site Access 2 (Right-In/Right-Out)
- Guilford College Road at Site Access 3
- Swing Road at Site Access 4

The expected build out years are 2019 for Phase 1 and 2020 for Full Build. Study years of 2020 and 2021 (build out plus one year) were used for analysis purposes. These intersections were analyzed during the AM (7:00-9:00am) and PM (4:00-6:00pm) peaks for the following conditions:

- 2018 Existing Conditions
- 2020 Phase 1 Future No Build Conditions
- 2020 Phase 1 Build Conditions
- 2020 Phase 1 Build Conditions with Improvements (if necessary)
- 2021 Full Build Future No Build Conditions
- 2021 Full Build Conditions
- 2021 Full Build Conditions with Improvements (if necessary)

The Greensboro Department of Transportation (GDOT) and the North Carolina Department of Transportation (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 CPT Engineering and Surveying, Inc.



*Existing Analysis*

In order to measure the impact of this project and to identify any pre-existing capacity issues, an analysis was conducted for the 2018 existing conditions at the study intersections. Figure 4 presents existing peak hour volumes for AM and PM peaks. Table A summarizes the results of this analysis. The full reports for these volumes can be found in the appendix.

<b>Table A - Level of Service Summary - Existing Conditions</b>		
Intersections	AM Peak	PM Peak
Bridford Parkway at Big Tree Way	A (9.9)	A (8.5)
Bridford Parkway at Guilford College Road	B (18.2)	C (20.4)
Bridford Parkway/ Burnt Poplar Road at Swing Road	B (16.1)	B (16.5)
Swing Road at Syngenta Crop Access	B (11.8) EB Approach	B (12.3) EB Approach
Guilford College Road at I-40 WB Ramp/ Swing Road	C (30.7)	D (37.1)
Guilford College Road at I-40 EB Ramp	C (20.3)	C (20.9)
Guilford College Road at Hornaday Road	C (25.3)	D (37.1)
LOS (delay in seconds) *Note for unsignalized conditions, LOS and delay indicates only minor street approach with longest delay		

*Phase 1 Analysis*

Phase 1 is proposed to consist of 280 dwelling units of apartments. This phase has a build-out date of 2019. An analysis year of 2020 (build out year plus one) was used based on GDOT standards.

*Phase 1 (Residential) Level of Service Analysis*

The results of the Phase 1 Level of Service (LOS) analysis are discussed by intersection below and presented in tabular format:

*Bridford Parkway @ Big Tree Way*

In the 2020 future no build conditions, with the growth in the background traffic, this intersection is expected to operate at a LOS A during the AM and PM peaks. With the addition of the Phase 1 site trips, LOS A is maintained during both the peaks. No improvements are recommended.

*Bridford Parkway @ Guilford College Road*

In 2020 future no build conditions, with the growth in the background traffic, this intersection is expected to operate at LOS B in the AM and PM peaks. With the addition of the Phase 1 site trips, LOS C is expected during the AM and PM peak periods. No improvements are recommended.

*Bridford Parkway/Burnt Poplar Road @ Swing Road*

In the 2020 future no build conditions, with the growth in the background traffic, this intersection is expected to operate at a LOS B during the AM and PM peaks. With the addition of the Phase 1 site trips, LOS B is maintained during both the peaks. No improvements are recommended.

*Swing Road @ Syngenta Crop Protection Access/ Site Access 4*

In 2020 future no build conditions, with the growth in the background traffic, this intersection is expected to operate at LOS B in the AM and PM peaks. With the addition of the Phase 1 site trips, LOS C is expected during the AM and PM peak periods. The need for auxiliary turn lanes was reviewed based on pages 23 and 27 in the GDOT Driveway Manual. Based on projected traffic volumes, neither a left nor a right turn lane is warranted at this proposed site access. No improvements are recommended.

*Guilford College Road @ I-40 WB Ramps/Swing Road*

In 2020 future no build conditions, with the growth in the background traffic, this intersection is expected to operate at LOS C in the AM peak and LOS D in the PM peak. With the addition of the Phase 1 site trips, LOS C and LOS D is expected during the AM and PM peak periods, respectively. No improvements are recommended.

*Guilford College Road @ I-40 EB Ramps*

In 2020 future no build conditions, with the growth in the background traffic, this intersection is expected to operate at LOS B in the AM peak and LOS C in the PM peak. With the addition of the Phase 1 site trips, LOS C is expected to be maintained during the AM and PM peak periods. No improvements are recommended.

*Guilford College Road @ Hornaday Road*

In 2020 future no build conditions, with the growth in the background traffic, this intersection is expected to operate at LOS C in the AM peak and LOS D in the PM peak. With the addition of the Phase 1 site trips, LOS C and LOS D is expected during the AM and PM peak periods, respectively. No improvements are recommended.

*Bridford Parkway @ Site Access 1*

In the 2020 future build conditions, with the residential site traffic this intersection is expected to operate at a LOS A in the AM and PM peaks. The access point is currently constructed with an eastbound right turn lane and a westbound left turn lane. These turn lanes will be adequate to accommodate projected site traffic. Therefore, no additional improvements are recommended to this intersection.

*Bridford Parkway @ Site Access 2*

In the 2020 future build conditions, with the residential site traffic this intersection is expected to operate at a LOS A in the AM and PM peaks. The access point is currently constructed with an eastbound right turn lane. No additional improvements are recommended to this intersection.

Figure 9 shows the recommended improvements for Phase 1 in the report.

Phase 1 Level of Service Summary

Table B - Level of Service Summary		
AM Peak	2020 No Build	2020 Phase 1 Build
Bridford Parkway at Big Tree Way	A (9.3)	A (9.1)
Bridford Parkway at Guilford College Road	B (17.7)	C (20.6)
Bridford Parkway/ Burnt Poplar Road at Swing Road	B (15.2)	B (16.2)
Swing Road at Syngenta Crop Access/ Site Access 4	B (12.1) EB Approach	C (17.3) WB Approach
Guilford College Road at I-40 WB Ramp/ Swing Road	C (31.5)	C (32)
Guilford College Road at I-40 EB Ramp	B (19.6)	C (20)
Guilford College Road at Hornaday Road	C (26.6)	C (26)
Bridford Parkway at Site Access 1		A (8.9) NB Approach
Bridford Parkway at Site Access 2		A (8.6) NB Approach
LOS (delay in seconds) Note for unsignalized conditions, LOS and delay indicates only minor street approach with longest delay		

Table B - Level of Service Summary cont.		
PM Peak	2020 No Build	2020 Phase 1 Build
Bridford Parkway at Big Tree Way	A (8.1)	A (8.1)
Bridford Parkway at Guilford College Road	B (19.7)	C (21.6)
Bridford Parkway/ Burnt Poplar Road at Swing Road	B (15.7)	B (16.5)
Swing Road at Syngenta Crop Access/ Site Access 4	B (12.6) EB Approach	C (16.1) WB Approach
Guilford College Road at I-40 WB Ramp/ Swing Road	D (35.9)	D (36.5)
Guilford College Road at I-40 EB Ramp	C (20.4)	C (20.9)
Guilford College Road at Hornaday Road	D (39.2)	D (39.2)
Bridford Parkway at Site Access 1		A (9.2) NB Approach
Bridford Parkway at Site Access 2		A (8.6) NB Approach
LOS (delay in seconds)		
Note for unsignalized conditions, LOS and delay indicates only minor street approach with longest delay		

*Full Build Analysis*

Full Build is proposed to consist of 50,000 square feet of office space, 28,000 square feet of retail space, and 22,000 square feet of grocery store. Full Build has a planned build-out date of 2020. An analysis of the study intersections was conducted for year 2021.

2021 Full Build Level of Service Analysis

The results of the Full Build Level of Service (LOS) analysis are discussed by intersection below.

*Guilford College Road @ Site Access 3*

In the 2021 Full Build conditions, this intersection is expected to operate at a LOS B in the AM peak and LOS C in the PM peak. The need for auxiliary turn lanes was reviewed based on pages 23 and 27 in the GDOT Driveway Manual. Based on projected traffic volumes, a right turn lane is not warranted at this proposed site access. However, a left turn lane is warranted. It is recommended to restripe the existing hatched pavement to provide a two-way left turn lane.

All other intersections are expected to operate at LOS D or better in the Full Build conditions. No additional improvements are recommended.

2021 Full Build Level of Service Summary

Table C - Level of Service Summary			
AM Peak	2021 No Build	2021 Full Build	2021 Full Build with Improvements
Bridford Parkway at Big Tree Way	A (9.3)	A (9)	
Bridford Parkway at Guilford College Road	B (17.7)	C (22)	
Bridford Parkway/ Burnt Poplar Road at Swing Road	B (15.3)	B (17.4)	
Swing Road at Syngenta Crop Access/ Site Access 4	B (12.1) EB Approach	C (17.7) WB Approach	
Guilford College Road at I-40 WB Ramp/ Swing Road	C (32.4)	C (32.6)	
Guilford College Road at I-40 EB Ramp	B (20)	C (20.4)	
Guilford College Road at Hornaday Road	C (26)	C (26.2)	
Bridford Parkway at Site Access 1		A (9.5) NB Approach	
Bridford Parkway at Site Access 2		A (8.7) NB Approach	
Guilford College Road at Site Access 3		B (12.1) EB Approach	B (11.9) EB Approach
LOS (delay in seconds)			
Note for unsignalized conditions, LOS and delay indicates only minor street approach with longest delay			

Table C - Level of Service Summary cont.			
PM Peak	2021 No Build	2021 Full Build	2021 Full Build with Improvements
Bridford Parkway at Big Tree Way	A (8.1)	A (7.9)	
Bridford Parkway at Guilford College Road	B (19.9)	C (24)	
Bridford Parkway/ Burnt Poplar Road at Swing Road	B (15.7)	B (17.9)	
Swing Road at Syngenta Crop Access/ Site Access 4	B (12.8) EB Approach	C (16.3) WB Approach	
Guilford College Road at I-40 WB Ramp/ Swing Road	D (36.6)	D (39.1)	
Guilford College Road at I-40 EB Ramp	C (20.9)	C (21.8)	
Guilford College Road at Hornaday Road	D (40.4)	D (40.3)	
Bridford Parkway at Site Access 1		B (10.6) NB Approach	
Bridford Parkway at Site Access 2		A (8.8) NB Approach	
Guilford College Road at Site Access 3		C (16.2) EB Approach	B (13.4) EB Approach
LOS (delay in seconds)			
Note for unsignalized conditions, LOS and delay indicates only minor street approach with longest delay			

Figure 14 shows the recommended improvements for the Full Build in the report.

*Summary and Conclusion*

The proposed 500 Guilford College Road Mixed-use Development is located on the southwest corner of the intersection of Guilford College Road and Bridford Parkway in Greensboro, NC. The development is planned to be constructed in two phases: Phase 1 - 280 dwelling units of apartments and Full Build - 50,000 square feet of office space, 28,000 square feet of retail space, and 22,000 square feet of grocery store. Four site access points are proposed in total. Two site accesses will be on Bridford Parkway, one full and the other a right-in/right-out. One site access on Guilford College Road and one site access on Swing Road are also proposed.

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

Based on trip generation equations published in Trip Generation (Institute of Transportation Engineers, 9th Edition), Phase 1 of this development has a trip generation potential of 1,820 daily trips with 141 trips in the AM peak and 172 trips in the PM peak. At full build, the development has a trip generation potential of 397 trips in the AM peak and 771 trips in the PM peak. With the effects of internal capture and pass-by trip reduction included, the trip generation potential is 373 net trips in the AM peak and 555 net trips in the PM peak.

Based on the analysis, all study intersections are expected to operate at LOS D or better. In Phase 1, the existing roadway network is adequate to accommodate expected traffic. In particular, turn lanes are already in place at the two access locations on Bridford Parkway. In Full Build with the addition of an access on Guilford College Road, it is recommended to restripe the existing pavement to provide a two-way left turn lane. This will enhance traffic flow and safety at the proposed Site Access 3.

In conclusion, this study has determined the potential traffic impacts of this development and has identified transportation improvements that will be required to accommodate the impacts of the proposed development traffic. The aforementioned improvements should all be constructed in accordance with NCDOT's and GDOT's Policy on Street and Driveway Access to North Carolina Highways.