



PLZ-22-37

City of Greensboro Planning Department Zoning Staff Report

City Council Hearing Date: September 20, 2022

GENERAL INFORMATION

APPLICANT	Mike Fox for AnnaCor Properties, LLC and others
HEARING TYPE	Annexation and Original Zoning
REQUEST	County AG (Agricultural) and County RS-30 (Residential Single-family) to City CD-LI (Conditional District – Light Industrial)
CONDITIONS	<ol style="list-style-type: none">1. All permitted uses allowed in the LI zoning district, except for the following:<ol style="list-style-type: none">a. Cemeteries;b. Shelters, Temporary and Emergency; andc. Junked Motor Vehicles (Accessory Use)
LOCATION	203-229 Willowlake Road and 4329-4399 Burlington Road and a portion of the Willow Lake right of way
PARCEL ID NUMBER(S)	7895226517, 7895226605, 7895139168, 7895235131, 7895234125, 7895235311, 7895234403, 7895233594, 7895233685, 7895139771, 7895127084, 7895127084, 7895128069, 7895220118, 7895221334, 7895222379, 7895128593, and 7895226424
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). 33 notices were mailed to those property owners in the mailing area.
TRACT SIZE	55.33 Acres
TOPOGRAPHY	Undulating
VEGETATION	Mostly Wooded
<u>SITE DATA</u>	
Existing Use	Single-family dwellings and undeveloped land

	Adjacent Zoning	Adjacent Land Uses
N	County AG (Agricultural) and RS-30 (Residential Single-family)	Undeveloped land and single-family dwellings
E	CD-C-H (Conditional District-Commercial-High) and County RS-30 (Residential Single-family)	Convenience store with fuel pumps and single-family residential
S	County RS-30 (Residential Single-family) and City R-3 (Residential Single-family-3)	Single-family dwellings
W	CD-RM-12 (Conditional District-Residential Multi-family-12)	Undeveloped land and religious assembly and retail

Zoning History

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

ZONING DISTRICT STANDARDS

District Summary *

Zoning District Designation:	Existing County AG	Existing County RS-30	Requested City CD-LI
Max. Density:	1 unit per acre	1 unit per 30,000 sq. ft.	N/A
Typical Uses	Primarily intended to provide locations for agricultural operations, farm residences, and farm tenant housing on large tracts of land. It also accommodates scattered non-farm residences on large tracts of land.	Primarily meant to accommodate single-family detached dwellings in areas without access to public water and sewer services with a minimum lot size of 30,000 square feet.	All permitted uses allowed in the LI zoning district, except for the following: Cemeteries; Shelters, Temporary and Emergency; and Junked Motor Vehicles (Accessory Use)

**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

The subject site is not located within an overlay zoning district.

The subject site is not:

- Located in a City of Greensboro Historic District or Heritage Community

- Designated as a Guilford County Landmark Property
- Recognized as a State of North Carolina Historic Site
- Listed in the National Register of Historic Places
- Located in a National Register Historic District

Environmental/Soils

Water Supply Watershed Site drains to South Buffalo Creek, Non-Watersupply Watershed Watershed

Floodplains N/A

Streams Blue Line and Non-Blue Line streams are onsite. Perennial and Intermittent Blue Line and Non-Blue Line streams require a 50ft stream buffer measured from top of bank on each side. Any non-Blue Line stream features onsite must be identified. Intermittent and perennial streams that have no special flood hazard area must shall apply a non-encroachment area to the stream. Please show & label non-encroachment area (measured 30ft from top of bank or 5x's the width of the channel) for intermittent & perennial streams. See the Land Development Ordinance (LDO) Flood Damage Prevention, Chp.30-12-2.3F for description of requirements. Refer to the City's LDO Chapter 30-12-3.9 for stream buffer requirements State and Corps permits are required for any stream/wetland disturbance and or crossing.

Other: If site disturbs >1 acre and the BUA is increase, site must meet current watershed requirements for Water Quality and Water Quantity Control if any new development is proposed. Water Quantity Control must reduce the 1yr, 2yr & 10yr 24hr storms to pre-development levels. All new BUA must be treated by a State approved water quality BMP/SCM and any existing BUA that would drain to the BMP/SCM to the maximum extent practicable.

Utilities (Availability)

Water is available on Burlington Rd and Willowlake Rd. Sewer is available to the north of the properties on an outfall at 231 Willowlake Road. Private developer will need to extend water and sewer to City of Greensboro's Water and Sewer Design Standards.

Airport Overlay District & Noise Cone

n/a

Landscaping & Tree Conservation Requirements

Landscaping:

Street Yards:

Street planting yards must be installed abutting public street rights-of-way. The required street planting yard must have a minimum width of 10 feet (as measured from the outside edge of the right-of-way or the back of the sidewalk, whichever is further from the street centerline) and include at least 2 canopy trees and 17 shrubs per 100 linear feet of required street planting yard, not including allowed driveways.

Buffer Yards:

Adjacent to Commercial uses: Type C Buffer yard, with an average width of 15', a minimum width of 10', and a planting rate of 2 canopy trees, 3 understory trees, and 17 shrubs per 100 l.f.
Adjacent to Single-Family or Multi-Family residential uses: Type A buffer yard, with an average width of 45', a minimum width of 35', and a planting rate of 4 canopy trees, 10 understory trees and 33 shrubs per 100 linear feet.
Adjacent to vacant lots: Vehicular Use Area buffer yard (see below) between any parking lot or drive aisle and the adjacent property line.

Parking Lots:

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 for required parking spaces: 1 canopy tree per 12 spaces, in islands or medians within the parking lot.

Tree Conservation:

For 55.33 acres, 10% of parcel size to be dedicated in critical root zone for Tree Conservation.

Transportation

- Street Classification: Burlington Road – Major Thoroughfare.
Willowlake Road – Collector Street.
- Site Access: All access(s) must be designed and constructed to the City of Greensboro standards.
- Traffic Counts: None Available.
- Trip Generation: 24 Hour = 2,670, AM Peak Hour = 270, PM Peak Hour = 207.
- Sidewalks: Sidewalks are a requirement of the Development Ordinance and shall be installed per the Streets Design Standards Manual. Sidewalk does not currently exist along the frontage of this property.
- Transit in Vicinity: No.
- Traffic Impact Study: Yes, required per TIS Ordinance. Please see the end of this staff report (TIS) for the Executive Summary of the draft TIS.
- Street Connectivity: N/A.
- Other: N/A.

IMPACT/POLICY ANALYSIS

Land Use Compatibility

The proposed **City CD-LI (Conditional District – Light Industrial)** zoning district, as conditioned, would allow land uses that are compatible with the general character of the area.

GSO 2040 Comprehensive Plan Policies

The Future Land Use Map designates this location as **Commercial** (approximately the southern one-quarter) and **Residential** (remainder). The requested **City CD-LI (Conditional District – Light Industrial)** zoning district, as conditioned, would allow uses that are generally inconsistent with those described in the **Commercial** and **Residential** future land use designations. If this rezoning request is approved, the Future Land Use designation for the subject site is considered to be amended to **Industrial** in order to ensure an appropriate fit between future land use designation and zoning. The GSO 2040 Future Built Form Map designates this location as **Urban General**. The Future Built Form Map identifies the subject site as being partially (approximately the southeastern corner) located within a **Neighborhood Scaled Activity Center**. The Future Built Form Map identifies the subject site as being partially (approximately the southern one-quarter) located within an **Urban Mixed Use Corridor**. The Future Built Form Map identifies the subject site as being partially (approximately the southern one-third) located within a **Reinvestment Corridor**. The Growth Tiers Map designates the portion of the site to be annexed as being within **Growth Tier 1**.

GSO 2040 Written Policies

Filling In Our Framework - How we arrange our land uses for where we live, work, attend school, shop and enjoy our free time can create a more vibrant and livable Greensboro.

Goal B – Greensboro attracts world-class development to transform underutilized sites and buildings into valued assets that complement their surroundings.

Strategy 2 – Establish infill development guidelines that ensure revitalized sites will be of high quality and complement existing neighborhood character.

Becoming Car Optional - Expand quality transportation options beyond cars and maintain an efficient transportation system that allows people and goods to travel throughout Greensboro.

Goal A - Greensboro has unrivaled pedestrian, biking, transit and road networks that provide safe, comfortable, and convenient transportation options.

Strategy 2 – Encourage new development that is compatible with the intended use of the adjacent roadway.

Goal B - Everyone loves our interconnected green spaces, which provide recreation and transportation opportunities, promote active living, and protect our natural environment.

Strategy 1 - Expand the greenway network to connect all parts of the city as a key element of the transportation system.

Prioritizing Sustainability - Greensboro has a strong leadership role in environmental stewardship, social equity, and a resilient economy.

Goal A - Greensboro advances environmental stewardship, taking care of our natural resources and the natural systems that support all living things.

Strategy 1 - Promote resilient, efficient and environmentally beneficial patterns of land use.

Goal B - Greensboro embraces social equity, ensuring all residents benefit from fair and just treatment in the distribution of public services and have a voice in governance.

Strategy 1 – Evaluate impacts to vulnerable populations and communities when reviewing existing and considering new public policies, projects and services.

Strategy 2 – Work to ensure that all Greensboro residents have meaningful opportunities to participate in public decision-making processes.

Strategy 3 – Promote a just, ethical, and respectful community.

Goal C - Greensboro builds economic resilience, expanding the local economy's ability to withstand and adjust to disruptions and changes at the regional, national and global scales.

Strategy 1 - Consider the impact that growth and development patterns and infrastructure investments have on the City's fiscal health.

Strategy 2 – Cultivate a diverse range of industry sectors and scales of operation in the local economy to help minimize the impacts of major fluctuations within any single sector.

Strategy 3 – Enhance economic resiliency through strong partnerships and a deep reserve of social capital.

Building Community Connections - Greensboro is unique and memorable based on our quality of life, culture, arts and places and the ties that bind us together as a community.

Goal D – Our colleges, universities, and Career and Technical Education facilities play a leading role in the cultural, social and economic fabric of the community.

Strategy 1 – Building on existing partnerships between the City, neighborhoods, and colleges and universities, while creating new partnerships, so higher education campuses play an increasingly stronger role in the cultural life of the larger community.

Growing Economic Competitiveness - Greensboro will build a prosperous, resilient economy that creates equitable opportunities to succeed.

Goal A – Strategic public investment in historically underserved areas of Greensboro attracts private investment and sets the stage for revitalization without displacing existing residents.

Strategy 1 – Work with City funded economic development partners to address the needs of economically distressed areas.

Goal B – Increase and preserve the inventory of developable sites compatible with corporate and industrial uses.

Strategy 1 – Work with community partners to ensure that the appropriate sites on Greensboro's periphery are designated as Industrial on the Future Land Use map.

Strategy 2 – Ensure that the appropriate sites in the developed, central areas of Greensboro are designated as Industrial on the Future Land Use Map.

Goal C – Investment in cutting edge communications technology enhances the quality of life for all residents and helps businesses thrive.

Strategy 1 – Encourage fiber-ready infrastructure to reduce the need for costly future upfits, increase property values and promote economic growth.

Goal D – Education and workforce training opportunities empower residents to achieve financial security and career fulfillment and are matched to the needs of employers.

Strategy 1 – Work with our community partners to provide quality learning from early childhood to higher education through local schools and businesses.

Strategy 2 – Work with our partners to provide accessible and affordable career and workforce education.

Goal E – Greensboro promotes homegrown businesses, supports entrepreneurship, cultivates industry leaders, and welcomes major corporations and institutions.

Strategy 1 – Work cooperatively with local and regional economic development and entrepreneurial entities to leverage relationships and maximize impact with our collective resources.

Strategy 2 – Provide entrepreneurs at all stages of the business life cycle with connections to education, financing, and other resources and assets that support their growth.

GSO 2040 Map Policies

Future Land Use Map

Future Land Uses: Broad areas based on the main character of land uses that we want to see in the future. These are not intended to be exclusive; it is assumed that there are a variety of uses in each area, but the designation reflects the area’s predominant character.

Residential: Includes both single and multifamily residential. Other uses should generally be in the scale of a Neighborhood- or a District- Scaled Activity Center as described in the Future Built Form Map, in a form that is appropriate to the character of the area. Many residential areas include commercial corridors, and future development along these corridors should be oriented to the corridor to avoid negative impacts to adjacent residences.

Commercial: includes retail sales, wholesale sales, personal service businesses, professional service businesses, restaurants, entertainment, hotels and hospitality, commercial assembly halls, and event spaces. These can be either linear commercial corridors or larger centers of commercial development or a combination of both. Some include residential uses as well, and represent an opportunity for denser development, particularly in conjunction with enhanced transit service and mobility hubs.

Industrial: includes light and heavy manufacturing, assembly and fabrication, and warehousing, logistics and distribution centers. Greensboro has seen a loss of land suitable for and attractive to industrial development, and it is critical that these areas be protected for larger industrial development opportunities.

Future Built Form Map

Place Types: Areas that have a consistency of character, identity or purpose and that are most often bounded by corridors, natural features, or parks that create transition or separation from other neighborhoods that may not share the same characteristics.

Urban General should reflect these characteristics:

1. Setbacks, building orientation, building materials, height, and scale of residential buildings are considered within the existing neighborhood context.
2. New housing helps increase the range of choice, supply, and adds additional appropriately-scaled density with: Missing Middle housing; mid-rise multi-family; and high-rise multi-family in Activity Centers and along Mixed-Use Corridors.
3. Transitions between neighborhoods and different land uses provide continuity in scale, density, intensity with adjacent uses.
4. Cut-through traffic is minimized.
5. New freestanding or expanded business areas are created within or adjoining an existing Activity Center or as part of creating a new Activity Center.
6. Exterior building materials are durable, sustainable, and contribute positively to the character of the public realm.
7. The size and impact of surface parking lots is minimized through landscaping, screening, narrow curb-cuts, and use of glare-free, no-spill lighting.
8. New sidewalks contribute to the completion of a sidewalk network.

Activity Centers: Ranging in size from a corner business at the intersection of two collector roads to regional shopping centers, activity centers attract people and are often the focus of community, civic, and social or commercial activity. Location, accessibility, size, and the extent and diversity of activities within an activity center influence the nature of economic development opportunities, potential impacts on nearby uses, and the way in which it is enjoyed by the community.

Neighborhood and District Scaled Activity Centers should reflect these characteristics:

1. Development (site and buildings) is properly scaled to the needs of residents in the appropriate market area. The scale and types of activities accommodated match the service area. A District Scaled Activity Center is physically larger, serves a wider market area, and has a greater breadth of businesses, services, and activities than a Neighborhood Activity Center, and draws vehicular traffic from a larger area, requiring more space for parking, loading, and greater spacing between vehicular access driveways.
2. Development adjacent to residential neighborhoods, parks, or other low intensity uses gives consideration to light, traffic, noise, and other potential impacts of the development.
3. Buildings and uses are easy to access on foot or by bike. These Centers include safe paths, bike racks, benches and other amenities for non-motorized travelers.
4. These Centers coordinate adjacent site designs and public improvements to provide comfortable sidewalk space for pedestrian movement, curb “bump-out” extensions, street trees/lighting/furniture, sidewalk cafés, and an active pedestrian-friendly environment.

Corridors: Corridors are the linear commercial and office developments typically along collector or arterial roadways. They include properties directly fronting on the road and may include properties having primary access to or in immediate proximity to the road. The character and function of the road and the uses within a corridor are highly correlated.

Urban (Mixed-Use) Corridors reflect these additional characteristics:

1. Consistency with adopted corridor plans.
2. Cross easements are provided for vehicular and pedestrian access.
3. They meet the existing need and convenience of the surrounding community.
4. Visual clutter and confusion caused by sign proliferation is minimized while maintaining safe and efficient wayfinding for both pedestrians and vehicles.
5. Landscaping, sidewalks, lighting, fencing, and building features are located so as to guide pedestrian movement on or through the site. On-site and on-building lighting at entrances and along walkways is maintained at safe lighting levels.

Reinvestment Corridors reflect these additional characteristics:

1. Consistency with adopted corridor plans.
2. Uses that support or provide access to employment are prioritized.
3. Existing buildings are adapted for reuse.
4. Neighborhood support services are accommodated.
5. Specific deficiencies, such as lack of access to healthy food, health services, and social services are eliminated.
6. Barriers to reinvestment are reduced.

7. Displacement is avoided for creative and activity-producing uses such as artist studios, work/live spaces, and galleries.

Growth Tiers Map

Growth Tiers: areas outside Greensboro's city limits but inside the area in which the City can legally annex property and extend water and sewer services; this is called the Water Sewer Service Area (WSSA). Three tiers are delineated based on the cost to extend City services to the area, primarily water and sewer, solid waste collection, and Police and Fire protection, as well as long-term maintenance of City facilities. In Growth Tier 1, due to the nearby presence of existing City infrastructure, the City is able to extend services currently, if an annexation is requested; Tiers 2 and 3 will require significant City investment to serve.

Growth Tier 1: This is the area 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.

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

Staff Annexation Analysis

The subject property is currently located in the County. On September 1, 2020 the Planning and Zoning Commission assumed responsibility for reviewing annexation petitions and making a recommendation to City Council regarding annexation requests. Upon submittal of a valid

annexation petition, Planning staff forwards annexation requests to City services providers. These service providers include Water Resources (water and sewer), Fire Marshal’s Office, Police Department, and Solid Waste (trash and recycling services). Each service provider has stated that infrastructure is in place or will be in place to provide City services to this location. The Technical Review Committee recommended approval of this annexation request at its July 29, 2022 meeting. This property is located within the Growth Tier 1 Area on the Growth Strategy map in the Comprehensive Plan. Since this property can be served by City utility providers, it is the City of Greensboro’s policy to annex the property pending approval of the associated original zoning.

Community Outreach

Applicant is strongly encouraged to discuss this proposed rezoning and development with owners of surrounding properties.

The subject site is located within the area(s) eligible for the following economic development incentive or assistance program(s):

- Opportunity Zone Tax Credits (federal);
- Economic Development Impact Zone 2 (local).

Staff Original Zoning Analysis

The subject properties are approximately 55.33 acres and contain single-family dwellings and undeveloped land. North of the subject properties contains undeveloped land and single-family dwellings, zoned County AG and County RS-30. East of the subject properties contains a convenience store with fuel pumps, with a single-family dwelling unit northeast of the request. South of the subject properties contains single-family dwellings, zoned County RS-30 and City R-3. West of the subject properties contains undeveloped land, religious assembly, and retail, zoned CD-RM-12 (Conditional District-Residential Multi-family-12).

The proposed original zoning request supports the Comprehensive Plan’s Growing Economic Competitiveness Big Idea to build a prosperous, resilient economy that creates equitable opportunities to succeed and the Filling In Our Framework Big Idea to attracts world-class development to transform underutilized sites and buildings into valued assets that complement their surroundings.

The Future Land Use Map designates this location as Commercial (approximately the southern one-quarter) and Residential (remainder). The requested City CD-LI (Conditional District – Light Industrial) zoning district, as conditioned, would allow uses that are generally inconsistent with those described in the Commercial and Residential future land use designations. If this original zoning request is approved, the Future Land Use designation for the subject site is considered to be amended to Industrial in order to ensure an appropriate fit between future land use designation and zoning. Industrial land use includes light and heavy manufacturing, assembly and fabrication, and warehousing, logistics and distribution centers. Greensboro has seen a loss of land suitable for and attractive to industrial development, and it is critical that these areas be protected for larger industrial development opportunities.

This properties are designated Urban General on the Future Built Form Map of the Comprehensive Plan and being partially (approximately the southeastern corner) located within a Neighborhood Scaled Activity Center, partially (approximately the southern one-quarter) located within an Urban Mixed Use Corridor, and partially (approximately the southern one-third) located within a Reinvestment Corridor.

The Neighborhood and District Activity Centers should reflect such characteristics as, but not limited to, development (site and buildings) is properly scaled to the needs of residents in the appropriate market area. The scale and types of activities accommodated match the service area. A District Scaled Activity Center is physically larger, serves a wider market area, and has a greater breadth of businesses, services, and activities than a Neighborhood Activity Center, and draws vehicular traffic from a larger area, requiring more space for parking, loading, and greater spacing between vehicular access driveways. Development adjacent to residential neighborhoods, parks, or other low intensity uses gives consideration to light, traffic, noise, and other potential impacts of the development. The Urban (Mixed-Use) Corridor is meant to meet the existing need and convenience of the surrounding community and have Landscaping, sidewalks, lighting, fencing, and building features are located so as to guide pedestrian movement on or through the site. On-site and on-building lighting at entrances and along walkways is maintained at safe lighting levels. In Reinvestment Corridors, uses that support or provide access to employment are prioritized and barriers to reinvestment are reduced.

The proposed CD-LI zoning district will allow a variety of warehouse, distribution and limited manufacturing and assembly uses which in their normal operations have little or no adverse effect upon adjoining properties. Care should be taken with respect to building orientation, building materials, building height, and visual buffers to ensure an appropriate transition to nearby lower density residential uses.

Staff Recommendation

Staff recommends **approval** of the requested **CD-LI (Conditional District – Light Industrial)** zoning district.

**Transportation Impact Analysis
Willowlake Burlington Industrial Park
Prepared for The Crown Companies, LLC
June 8, 2022**

Executive Summary

The purpose of this report is to assess the transportation impact of the proposed Willowlake Burlington Industrial Park. The proposed development is located on the northwest quadrant of US 70 and Willowlake Road in Greensboro, NC. Willowlake Burlington Industrial Park will consist of two buildings totaling 670,000 total sq. ft. GFA Light Industrial. This development proposes two (2) access points: one on US 70 (Burlington Road) and one on Willowlake Road.

Trip Generation

Based on trip generation rates and equations published in Trip Generation (Institute of Transportation Engineers, 11th Edition), this development has a trip generation potential of 2,670 daily trips, with 270 trips in the AM peak hour and 207 trips in the PM peak hour.

Capacity Analysis and Recommendations

This analysis has been conducted based on the GDOT and NCDOT guidelines and has identified the potential traffic impacts of this development. The study intersections are expected to operate at LOS D or better with the exceptions of US 70 at Old Burlington Road and US 70 at Site Access 1. Old Burlington Road has a low traffic volume; therefore, no improvements are recommended.

Based on the analysis, auxiliary turn lanes are warranted at the site access points. It is recommended to construct the site accesses to GDOT and NCDOT design standards. Recommendations are summarized in Table 8.

Conclusion

This TIA was performed in order to assess transportation impacts of the proposed site as well as background traffic. Recommendations have been given to accommodate these impacts. The analysis indicates that with the recommended improvements in place, the proposed site is not expected to have a detrimental effect on transportation capacity and mobility in the study area. Please note that the access points should be designed according to NCDOT standards as applicable.

Table A – Recommended Improvements Summary	
Intersection	Recommendations
US 70 (Burlington Road) at Willowlake Road	<ul style="list-style-type: none"> • No improvements recommended
US 70 (Burlington Road) at I-785 Northbound Ramp	<ul style="list-style-type: none"> • No improvements recommended
US (Burlington Road) at I-785 Southbound Ramp	<ul style="list-style-type: none"> • No improvements recommended
US 70 (Burlington Road) at Old Burlington Road	<ul style="list-style-type: none"> • No improvements recommended
US 70 (Burlington Road) at Site Access 1	<ul style="list-style-type: none"> • Provide a westbound 200-foot right turn lane of storage with appropriate taper • The site access should be designed in accordance with NCDOT and GDOT standards as applicable
Willowlake Road at Site Access 2	<ul style="list-style-type: none"> • Provide a 100-foot left turn lane of storage with appropriate taper • The site access should be designed in accordance with NCDOT and GDOT standards as applicable