



## **PL(Z) 22-47**

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

**City Council Hearing Date: November 15, 2022**

#### **GENERAL INFORMATION**

<b>APPLICANT</b>	Amanda Hodierne for Redwolf Development Company, LLC and McConnell Road Properties, LLC.
<b>HEARING TYPE</b>	Annexation, Original Zoning Request, and Unified Development Plan
<b>REQUEST</b>	County RS-30 (Residential Single-family), County AG (Agricultural), and City R-5 (Residential Single-family - 5) to City PUD (Planned Unit Development) and consideration of the associated Unified Development Plan
<b>CONDITIONS</b>	<ol style="list-style-type: none"><li>1. Uses shall be limited to a maximum of 218 multi-family dwelling units.</li><li>2. Maximum building height shall be 35 feet.</li><li>3. Exterior building facades shall consist of no less than 20 percent wood, stone, glass, brick, and/or cementitious materials.</li></ol>
<b>LOCATION</b>	3410-3432 McConnell Road; 1309, 1401, 1403, 1405, and 1407 Bridgepoint Road; and 3207 and 3211 Cedar Park Road
<b>PARCEL ID NUMBER(S)</b>	7884700554, 7884601388, 7884601380, 7884601282, 7884601184, 7884601098, 7883694828, and 7883695970
<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). 17 notices were mailed to those property owners in the mailing area.
<b>TRACT SIZE</b>	48.889 acres
<b>TOPOGRAPHY</b>	Undulating
<b>VEGETATION</b>	Mostly Wooded

**SITE DATA**

<b>Existing Use</b>		Single-family dwellings and undeveloped land
	<b>Adjacent Zoning</b>	<b>Adjacent Land Uses</b>
N	County AG (Agricultural)	Agricultural land and single-family dwelling
E	City R-3 (Residential Single-family - 3) and County AG (Agricultural)	Agricultural land, single-family dwellings, and I-40/85 right of way
S	City R-3 (Residential Single-family - 3)	I-40/85 right of way
W	County RS-30 (Residential Single-family) and City R-3 (Residential Single-family - 3)	Single-family dwellings and undeveloped land

**Zoning History**

Case #	Date	Request Summary
N/A	N/A	A portion of the subject properties is not currently located in the City's jurisdiction.
3607	January 31, 2008	Another portion of the subject property is currently zoned City R-5 (Residential Single-Family - 5). This property was the subject of an annexation and original zoning from County RS-9 (Residential Single-family) to City RS-9 (Residential Single-family), now R-5 (Residential Single-Family - 5).

**ZONING DISTRICT STANDARDS****District Summary \***

Zoning District	Existing	Existing
Designation:	<b>(County AG)</b>	<b>(City R-5)</b>
Max. Density:	1 dwelling unit per acre	5 dwelling unit per acre
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.
Zoning District	Existing	<b>Requested</b>
Designation:	<b>(County RS-30)</b>	<b>(PUD)</b>
Max. Density:	1.45 dwelling units per acre	4.46 dwelling units per acre, per UDP

Typical Uses: Primarily intended to accommodate single-family detached dwellings in areas without access to public water and sewer services. The minimum lot size of this district is 30,000 square feet.

Uses shall be limited to a maximum of 218 multi-family dwelling units.

*\*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. Non-Blue Line features must be identified. Blue Line and Non-Blue Line streams require a 50ft stream buffer measured from top of bank on each side. 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 >1acre is disturbed and the BUA is increased, site must meet current watershed Phase 2 development requirements, Water Quality and Water Quantity Control must be addressed. 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 both Bridgepoint Rd and McConnell Rd. Sewer is available to the northwest of the properties on an outfall at 3401 McConnell Rd. 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:**

The landscaping requirements of the PUD are established within the Unified Development Plan. The minimum requirements are those set out in Section 30-10 of the Land Development Ordinance, as noted below.

**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 Single-Family residential 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 linear feet.

Adjacent to vacant lots: Vehicular Use Area buffer yard (see Parking Lots, below).

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

**Transportation**

Street Classification: McConnell Road – Minor Thoroughfare.  
Bridgepoint Road – Collector Street.

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

Traffic Counts: McConnell Road AADT = 4,900 vpd (NCDOT, 2019).

Trip Generation: 24 Hour = 1,856, AM Peak Hour = 125, PM Peak Hour = 147.

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 PUD (Planned Unit Development)** zoning district, as conditioned, would allow land uses that are compatible with the general character of the area.

#### **GSO 2040 Comprehensive Plan Policies**

The GSO 2040 Future Land Use Map designates this location as **Residential** (approximately the eastern nine-tenths) and **Industrial** (remainder). The proposed **PUD (Planned Unit Development)** zoning district, as conditioned, would allow uses that are generally consistent with those described in the **Residential** future land use designation, but which are generally inconsistent with those described in the **Industrial** future land use designation. If this rezoning request is approved, the Future Land Use designation for the portion of the subject site currently designated as **Industrial**, is considered to be amended to **Residential** in order to ensure an appropriate fit between future land use designation and zoning. The GSO 2040 Future Built Form Map designates the subject site as **Urban General** (approximately the eastern nine-tenths) and **Planned Industrial District** (remainder). The Growth Tiers map identifies the subject site as being partially (approximately the western one-tenth) 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 A** - Greensboro is recognized and admired for its attractive, walkable and compact mixed-use activity centers where people live, work and enjoy life.

**Strategy 1** - Encourage higher density, mixed-use, walkable infill development.

Successful mixed-use infill development requires different tools and approaches depending on its size and context.

**Strategy 2** – Ensure mixed use projects both strengthen and add value to the Community. Architecture and urban design should be of high quality and should complement existing development. Projects should be coordinated with transit services and offer multiple mobility options. Additionally, new services and housing should augment, not displace, existing neighborhood-scale commercial development.

**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.

**Goal C** – People choose to live in Greensboro because every neighborhood is safe and has convenient access to first-rate schools, services, shopping, parks, and community facilities.

**Strategy 1** – Employ a problem prevention model to identify causes and solutions to neighborhood problems.

**Strategy 2** – Invest in building and maintaining quality, accessible public recreation centers, libraries, neighborhood park facilities and other services to

sustain livable neighborhoods.

**Creating Great Places** - Creating interesting and attractive places and vibrant public spaces in neighborhoods, across Greensboro, in downtown and with our historic resources.

**Goal A** - Greensboro's citywide network of unique neighborhoods offer residents of all walks of life a variety of quality housing choices.

**Strategy 2** - Meet housing needs and desires with a sufficient and diverse supply of housing products, prices and locations.

**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.

**Strategy 4** – Enhance proactive stormwater and flood hazard mitigation efforts to address impacts from more frequent high duration and high intensity storm events.

**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.

**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 E** – Everyone does their part to maintain stable, attractive, and healthy places to live and raise families.

**Strategy 1** – Build upon successful community initiatives to improve housing conditions while encouraging community involvement and participation.

**Strategy 3** – Improve the city’s housing through effective use of code enforcement and the strategic leveraging of resources.

**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 2** – Support the addition of a variety of housing types and price points in coordination with investment in historically underserved 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.

## **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.

**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.

Planned Industrial Districts should reflect these characteristics:

1. Employment or employment support uses only are permitted. Support could include retail, services, and housing but only if new uses do not undermine the potential for future job creation.
2. Employment areas are protected from erosion by non-employment uses so that their viability for industrial and other uses that create quality, living-wage jobs is not lessened. This could include guarding against loss of important road or rail access, having contiguous land broken up into smaller pieces, or introducing new housing or other uses that can later claim that the employment uses are not compatible.
3. They have a demonstrated tolerance for noise, trucking, and other off-site impacts.
4. They are sufficiently supported by roadways, rail lines, and other infrastructure.
5. Employment and employees are supported and connected through transit, bicycle and pedestrian access and connections, and the installation of high-quality infrastructure such as bus shelters, heating, lights, and data displays.
6. Adaptive reuse of older industrial and commercial property is encouraged.
7. Inactive uses, such as storage facilities, are screened by active uses along street frontages or located above or below street level.

### **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****Community Outreach**

Applicant is strongly encouraged to discuss this proposed original zoning 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); and
- Economic Development Impact Zone 2 (local).

**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 September 22, 2022 meeting. This property is located within 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.

**Staff's Unified Development Plan (UDP) Analysis**

On September 1, 2020 the Planning and Zoning Commission assumed responsibility for reviewing Unified Development Plans in conjunction with zoning requests to a Planned Unit Development zoning district.

There are three main purposes for a Unified Development Plan (UDP). One is to specify the type of development and dimensional standards that will govern the development in various sections of the City Council Public Hearing

property. The second is to make sure that City of Greensboro service providers can adequately serve the proposed development. Finally, the Unified Development Plan puts the development standards into a form recordable at the Guilford County Register of Deeds Office so there will be notice of these requirements to future owners and occupants.

When making the determination to approve a Unified Development Plan (UDP), the Planning and Zoning Commission must review the UDP for consistency with the approved Planned Unit Development (PUD) Concept Plan and zoning conditions.

### **Staff's Rezoning Analysis**

The approximately 48.889 acres subject properties currently contain undeveloped land and single-family dwellings. North of the request is agricultural land and a single-family dwelling, zoned County AG (Agricultural). East of the request contains agricultural land, single-family dwellings, and I-40/85 right of way, zoned City R-3 (Residential Single-family - 3) and County AG (Agricultural). South of the request also contains I-40/85 right of way, zoned City R-3 (Residential Single-family - 3). West of the request contains single-family dwellings and undeveloped land, zoned County RS-30 (Residential Single-family) and City R-3 (Residential Single-family - 3).

The proposed original zoning and rezoning request supports both the Comprehensive Plan's Creating Great Places Big Idea to expand Greensboro's citywide network of unique neighborhoods offering residents of all walks of life a variety of quality housing choices and the Building Community Connections Big Idea to maintain stable, attractive, and healthy places to live and raise families.

The Comprehensive Plan's Future Land Use Map designates the subject properties as Residential (approximately the eastern nine-tenths) and Industrial (remainder). The proposed PUD (Planned Unit Development) zoning district, as conditioned, would allow uses that are generally consistent with those described in the Residential future land use designation, but which are generally inconsistent with those described in the Industrial future land use designation. If this rezoning request is approved, the Future Land Use designation for the portion of the subject site currently designated as Industrial, is considered to be amended to Residential in order to ensure an appropriate fit between future land use designation and zoning.

The Residential designation includes both single-and multi-family 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.

The Comprehensive Plan's Future Built Form Map currently designates the subject site as Urban General (approximately the eastern nine-tenths) and Planned Industrial District (remainder). Applicable characteristics of the Urban General classification should reflect the following:

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.

The proposed PUD zoning designation, as conditioned, would allow uses similar to those found in the surrounding area and expand housing choices in close proximity to a major thoroughfare. With the planned improvements discussed in the Traffic Impact Study, the proposed development is compatible with the scale and design of the adjacent road and nearby uses.

This request is consistent with the intent and purpose of the zoning code, the Comprehensive Plan (GSO2040) and is generally incompatible with the existing development and trend in the surrounding area.

**Staff Recommendation**

Staff recommends **approval** of the requested annexation, Unified Development Plan, and **PUD (Planned Unit Development)** zoning district.

**DRAFT** TRANSPORTATION IMPACT STUDY (TIS) ATTACHED

## EXECUTIVE SUMMARY

The proposed 48.87-acre site is located on the south side of McConnell Road, east of Bridgepoint Road in Greensboro, North Carolina. The property is currently zoned as R-5 Residential, AG Single Family Residential, and RS-30 Single Family Residential. The proposed development consists of approximately 250 single family attached homes. The proposed site is to be developed within three years by the year 2025 and requires rezoning to Planned Unit Development (PUD). The proposed development will be accessed by one full movement driveway along Bridgepoint Road to align with Janet Lane, one full movement driveway along McConnell Road, and one full movement driveway along Cedar Park Road. The purpose of this Transportation Impact Study (TIS) is to analyze the potential traffic impacts of the proposed development on the surrounding roadway network and to identify any roadway improvements necessary to mitigate the impact of the project traffic.

A TIS Scoping Memorandum of Understanding (MOU) was prepared and submitted to the Greensboro Department of Transportation (GDOT) and North Carolina Department of Transportation (NCDOT). The TIS Scoping MOU and subsequent correspondence regarding the scope of the TIS is included in the Appendix of this report. The *NCDOT Congestion Management Capacity Analysis Guidelines* and GDOT's *Transportation Impact Study Guidelines* were referenced to perform this traffic study.

As determined by GDOT and NCDOT, the study area includes:

1. McConnell Road at Bridgepoint Road
2. Bridgepoint Road at Janet Lane/Proposed Site Driveway
3. Bridgepoint Road at Cedar Park Road
4. Cedar Park Road at E. Gate City Boulevard
5. McConnell Road at Youngs Mill Road
6. McConnell Road at Clapp Farms Road
7. McConnell Road at I-40 Westbound Ramps
8. McConnell Road at I-40 Eastbound Ramps
9. McConnell Road at Proposed Site Driveway
10. Cedar Park Road at Proposed Site Driveway

The proposed development is expected to generate 1,856 daily trips, 125 AM peak hour trips (39 entering, 86 exiting), and 147 PM peak hour trips (84 entering, 63 exiting).

Based on coordination with GDOT and NCDOT, a 3.5% annual growth rate was applied to the existing volumes to determine 2025 background traffic volumes. Approved developments are developments in the area of the proposed site that have been approved but not yet constructed. The traffic from these approved developments is expected to contribute to the no-build traffic volumes projected for the study intersections. According to GDOT and NCDOT, the following approved developments were included in the no-build 2025 traffic volumes:

- McConnell Industrial I – 403,000 square feet of light industrial on the northwest corner of Clapp Farms Road and McConnell Road with a buildout year of 2023.
- McConnell Industrial II – 280,000 square feet of light industrial on the south side of McConnell Road, west of Clapp farms Road with a buildout year of 2024.

- Brookhaven Mill Residential Development – 360 single family detached residential units and 140 single family attached residential units on Brookhaven Mill Road with a buildout year of 2027. Based on the anticipated buildout year, 67% of the Brookhaven Mill site traffic was assumed to be present in the future 2025 analysis scenarios.
- Penske truck leasing facility – 17,340 square feet of a truck leasing rental facility along McConnell Road east of Clapp Farms Road with a buildout year of 2022.
- McConnell Commercial Development – 3,750 square feet of fast-food restaurant, a gas station with 15 fueling positions, 1,500 square feet of fast-food restaurant, and 4,000 square feet of a sit-down restaurant along McConnell Road south of I-40 Ramps with a buildout year of 2025.

A Transportation Impact Study was not prepared for the approved Penske truck leasing facility. Therefore, trips were generated and assigned as shown in the Appendix. It is important to note that limited trip generation data is available in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* for truck leasing facilities. Therefore, the trip generation for the Penske truck leasing facility was estimated conservatively based on coordination with existing Penske truck locations in Greensboro and Raleigh. Information provided by GDOT related to the approved developments as well as trip generation and distribution information for all approved developments is included in the Appendix.

To determine the traffic impacts of the proposed development, capacity analyses were performed at the study intersections under the following scenarios:

- Existing (2022) Traffic Conditions
- No-Build (2025) Traffic Conditions
- Buildout (2025) Traffic Conditions
- Buildout (2025) Traffic Conditions with Recommended Improvements

NCDOT and GDOT have indicated there are no roadway improvements committed to by others to include in the future analysis for the study intersections.

Based on the capacity analysis presented herein, the following roadway improvements are recommended to be completed **by the developer** to accommodate project traffic:

Bridgepoint Road at Janet Lane/Proposed Site Driveway

- Provide one ingress and one egress lane on the westbound approach of Proposed Site Driveway.

Cedar Park Road at East Gate City Boulevard

- Construct an exclusive southbound right-turn lane along Cedar Park Road to provide 100 feet of full width storage and appropriate taper.

McConnell Road at Proposed Site Driveway

- Construct an exclusive westbound left-turn lane along McConnell Road to provide 50 feet of full width storage and appropriate taper.
- Provide one ingress and one egress lane on the northbound approach of Proposed Site Driveway.

Cedar Park Road at Proposed Site Driveway

- Provide one ingress and one egress lane on the southbound approach of Proposed Site Driveway.

The following roadway improvement is required to be constructed by the developer within the proposed site boundaries:

- Construct the extension of Cedar Park Road to provide the Proposed Collector Street in accordance with the City of Greensboro's *Collector Street Plan*.