



PLZ-25-25

City of Greensboro Planning Department Zoning Staff Report

City Council Hearing Date: July 15, 2025

GENERAL INFORMATION

APPLICANT	Marc Isaacson and Amanda Hodierne for Mount Zion Baptist Church of Greensboro, Inc.
HEARING TYPE	Annexation, original zoning and rezoning request
REQUEST	County RM-8 (Residential Multi-family), City R-5 (Residential Single-family – 5), and City R-3 (Residential Single-family – 3) to PUD (Planned Unit Development), and consideration of the required Unified Development Plan
CONDITIONS	<ol style="list-style-type: none">1. Uses in Area 1 as shown on the Unified Development Plan shall be limited to Religious Assembly and Ancillary Uses and total building square footage shall not exceed 275,000 square feet.2. Uses in Area 2 as shown on the Unified Development Plan shall be limited to Offices; Medical, Dental and Related Offices; and total building square footage shall not exceed 45,000 square feet.3. Uses in Area 3 as shown on the Unified Development Plan shall be limited to Residential Uses, not to exceed 280 dwelling units, and Retail Sales and Services (Personal and Professional), total non-residential building square footage shall not exceed 20,000 square feet.
LOCATION	2101, 2103, 2023, and 2029 Willow Road, 1301, 1321, and 1323 Alamance Church Road, and 1605, 1605 ZZ, and 1607 Sharpe Road
PARCEL ID NUMBER(S)	7873434575, 7873533557, 7873545311, 7873542191, 7873437342, 7873531183, 7873533019, 7873538202, 7873538365, and 7873631817
PUBLIC NOTIFICATION	The notification area for this public hearing was 750 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). 173 notices were mailed to those property owners in the mailing area.
TRACT SIZE	48.87 acres

TOPOGRAPHY

Undulating

VEGETATION

Northern portion mostly wooded, southern portion developed with some landscape buffering.

SITE DATA**Existing Use**

Single-family dwellings, religious assembly uses, and undeveloped land

	Adjacent Zoning	Adjacent Land Uses
N	City RM-8 (Residential Multi-family – 8) and County RS-40 (Residential Single-family)	Multi-family dwellings, assisted living facility, and undeveloped land
E	City R-3 (Residential Single-family – 3) and County RS-30 (Residential Single-family – 30)	Single-family dwellings and undeveloped land
S	City R-3 (Residential Single-family – 3) and City R-5 (Residential Single-family – 5)	Single-family dwellings and undeveloped land
W	City R-3 (Residential Single-family – 3), City RM-8 (Residential Multi-family – 8) and City CD-O (Conditional District - Office)	Single-family dwellings, assisted living facility, and undeveloped land

Zoning History

Case #	Effective Date	Request Summary
CD3248	July 20, 2004	1605 Sharpe Road and 1321 and 1323 Alamance Church Road are currently zoned R-3 (Residential Single-family – 3). That has been the zoning on these properties since the adoption of the Land Development Ordinance (LDO) in July 2010. Prior to the adoption of the LDO, the properties were zoned RS-12 (Residential Single-family).
CD2463	December 31, 1995	These properties were part of a City-initiated annexation (Area 2004-2) in June 2004. 1301 Alamance Church Road and 2101 and 2103 Willow Road are currently zoned R-5 (Residential Single-family – 5). That has been the zoning on this property since the adoption of the Land Development Ordinance (LDO) in July 2010. Prior to the adoption of the LDO, the properties were zoned RS-9 (Residential Single-family).

These properties were annexed and original zoning established in December, 1995.

N/A N/A 1303 Alamance Church Road is currently zoned R-5 (Residential Single-family – 5). That has been the zoning on this property since the adoption of the Land Development Ordinance (LDO) in July 2010. Prior to the adoption of the LDO, the properties were zoned RS-9 (Residential Single-family).

N/A N/A 1605 ZZ and 1607 Sharpe Road and 2023 and 2029 Willow Road are not currently located in the City's jurisdiction.

ZONING DISTRICT STANDARDS

District Summary *

Zoning District Designation:	Existing County RM-8	Existing City R-3	Existing City R-5	Requested City PUD
Max. Density:	8 dwelling units/acre	3 dwelling units/acre	5 dwelling units/acre	14.96 dwelling units/acre
Typical Uses	Primarily intended for a variety of housing types including duplexes, townhomes, cluster housing, and other similar residential uses at a maximum overall density of 8.0 units per acre. Development in this district shall have connections to neighborhood and civic amenities, water and sewer infrastructure.	Typical uses in the R-3 district include single family residential of up to 3 dwelling units per acre.	Typical uses in the R-5 district include single family residential of up to 5 dwelling units per acre.	Uses in Area 1 as shown on the Unified Development Plan shall be limited to Religious Assembly and Ancillary Uses and total building square footage shall not exceed 275,000 square feet. Uses in Area 2 as shown on the Unified Development Plan shall be limited to Offices; Medical, Dental and Related Offices; and total building square footage shall not exceed 45,000 square feet. Uses in Area 3 as shown on the Unified Development Plan shall be limited to

Residential Uses, not to exceed 280 dwelling units, and Retail Sales and Services (Personal and Professional), total non-residential building square footage shall not exceed 20,000 square feet

**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 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 the Southwest and Northeast to South Buffalo Creek, Non-Watersupply Watershed, and to the Southeast to Lake MackIntosh Watersupply Watershed WS-IV, Little Alamance Creek sub-basin

Floodplains N/A

Streams Possible Non-Blue Line Stream features onsite. Non-Blue Line Stream features must be identified for possible stream buffers. Perennial and Intermittent streams require a 50' stream buffer measured from top of bank on each side. Show and label top of stream bank. Label zones with dimensions and restrictions within the buffer. "No BUA is allowed in the entire buffer" (see section LDO 30-12-3.9 for buffer restrictions). Show and label the different zones within the buffer (see LDO 30-12-3.9F for information about the different zones). 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.

Other: If >1 acre is disturbed and the BUA is increased to the areas draining to South Buffalo Creek and areas draining to Lake MackIntosh, must meet current Phase 2 and Watershed requirements, Water Quality and Water Quantity control must be addressed. Water Quality must treat the first 1" of rainfall. Water Quantity Control must reduce the 1yr, 2yr & 10yr 24hr storms to pre-development levels. State / Corps permits are required for any stream or wetland disturbance or crossing. All BUA must be treated by a State approved water quality BMP/SCM. See Land Development Ordinance Requirements pertaining to site. State/Corps permits are required for any stream or wetland disturbance or crossing.

Utilities (Availability)

Water is available on Willow Road and Alamance Church Road. Sewer is available on Willow Road, Alamance Church Road, and an outfall that runs north through the east side of 2103, 2109, 2023 Willow Road. Private developer shall ensure all extensions to the property and on site water and sewer meet the City of Greensboro and NCDEQ's Standards.

Airport Overlay District & Noise Cone

N/A

Landscaping & Tree Conservation Requirements

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.

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:

There are no Landscaping or Tree Conservation requirements for single-family residential uses.

Adjacent to Single-family / Multi-family: Type B buffer yard, with an average width of 25', a minimum width of 20', and a planting rate of 3 canopy trees, 5 understory trees, and 25 shrubs per 100 l.f.

Adjacent to vacant property or same LUC (land use class): 5' wide 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 48.87 acres, 10% of parcel size in critical root zone to be dedicated for Tree Conservation.

Transportation

Street Classification:	Alamance Church Road – Major Thoroughfare. Willow Road – Minor Thoroughfare. Sharpe Road – Minor Thoroughfare.
Site Access:	All access(es) must be designed and constructed to the City of Greensboro standards.
Traffic Counts:	Alamance Church Road AADT = 4,000 (NCDOT, 2023). Willow Road AADT = 3,000 (NCDOT, 2023).
Trip Generation:	24 Hour = 3,181, AM Peak Hour = 204, PM Peak Hour = 291.
Sidewalks:	Sidewalks are a requirement of the Development Ordinance and shall be installed per the Streets Design Standards Manual. Sidewalk does exist along a portion of the frontage of these properties.
Transit in Vicinity:	Yes. GTA Route 4 (Martin Luther King, Jr. Drive/ Benbow / Willow Road) is adjacent to the subject site, along Willow Road.
Traffic Impact Study: (TIS)	Yes, required per TIS Ordinance. Please see the end of this staff report for the Executive Summary of the <u>DRAFT</u> TIS.
Street Connectivity:	N/A.
Other:	N/A.

IMPACT/POLICY ANALYSIS**Land Use Compatibility**

The proposed **City PUD (Planned Unit Development)** zoning district would allow land uses that are compatible with the general character of the area.

GSO2040 Comprehensive Plan Policies

The **GSO2040** Future Land Use Map designates this site as **Residential**. The requested **City PUD (Planned Unit Development)** zoning district would allow uses that are generally consistent with this future land use designation. The **GSO2040** Future Built Form Map designates this site as **Urban General**. The subject property is located in **Growth Tier 1** of the Growth Tiers Map.

GSO2040 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 2 – Encourage higher density, mixed-use, walkable infill development.

GSO2040 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 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.

Future Built Form

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.

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.

Other Plans

N/A

STAFF ANALYSIS AND RECOMMENDATION

Community Outreach Applicant is strongly encouraged to discuss this proposed original zoning and development with the surrounding community.

Staff Annexation Analysis

A portion of the subject properties are 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 stated that infrastructure is in place to provide City services to this location. The Technical Review Committee recommended approval of this annexation request at its June 2, 2025 meeting. The subject property is located within the Tier 1 Growth 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 Unified Development Plan (UDP) Analysis

On September 1, 2020 the Planning and Zoning Commission assumed responsibility for reviewing Unified Development Plans in conjunction with rezoning 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 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 Planned Unit Development (PUD) Concept Plan and zoning conditions. The Technical Review Committee (TRC) reviewed and recommended approval of the Unified Development Plan (UDP) on June 6, 2025.

Staff Original Zoning Analysis

The combined acreage for the subject properties is approximately 48.87 acres. The properties currently contain single-family dwellings, religious assembly uses, and undeveloped land. North of the request contains multi-family dwellings, an assisted living facility, and undeveloped land, zoned City RM-8 (Residential Multi-family – 8) and County RS-40 (Residential Single-family). East of the request contains single-family dwellings and undeveloped land, zoned City R-3 (Residential Single-family – 3) and County RS-30 (Residential Single-family). South of the request contains single-family dwellings and undeveloped land, zoned City R-3 (Residential Single-family – 3) and City R-5 (Residential Single-family – 5). West of the request contains single-family dwellings, an assisted living facility, and undeveloped land, zoned City R-3 (Residential Single-family – 3), City RM-8 (Residential Multi-family – 8), and City CD-O (Conditional District - Office).

The proposed original zoning request supports the Comprehensive Plan's Filling In Our Framework Big Idea to arrange our land uses for where we live, work, attend school, shop and enjoy our free time to create a more vibrant and livable Greensboro.

The Comprehensive Plan's Future Land Use Map designates the subject properties as Residential. 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 properties as Urban General. Urban General should reflect the following 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.

The PUD zoning district encourages innovation by allowing flexibility in permitted uses, design, and layout requirements in accordance with a Unified Development Plan. This should provide benefits by providing opportunities for employment and services closer to residences. The proposed PUD zoning district, as conditioned, is primarily intended to accommodate a mix of residential housing types and complementary nonresidential uses. The request also maintains

the continuity of the existing historic religious assembly use. The proposed original zoning and rezoning request allows uses that are compatible with existing uses in the surrounding area. Care should be taken with respect to building orientation, building materials, building height, and visual buffers to ensure an appropriate transition to the lower density residential uses on adjacent properties.

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

Staff Recommendation

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

DRAFT Traffic Impact Study

Executive Summary

The proposed mixed-use development will be located along both sides of Alamance Church Road and between Willow Road and Sharpe Road in Greensboro, North Carolina. Site access will be served via one (1) existing full movement driveway on the northern side of Alamance Church Road [Site Access #1], one (1) proposed full movement driveway on the southern side of Alamance Church Road [Site Access #1], one (1) proposed full movement driveway on Alamance Church Road [Site Access #2], one (1) existing full movement driveway on Sharpe Road [Site Access #4], and two (2) full movement driveways on Sharpe Road [Site Access #3 and #5]. The site is currently partially developed, including Mount Zion Baptist Church and associated facilities and parking, and upon buildout is expected to consist of up to a maximum of 45,000 square feet (sq. ft.) of medical office space (Phase 1), 280 senior adult multifamily homes (Phase 2), and 75 townhomes (Phase 3).

It should be noted that the land use densities considered in this traffic study include a buffer beyond the densities shown in Figure 2 and as such this study provides for a conservative analysis of future study area intersection operations. Additionally, the preliminary site plan included as Figure 2 reflects the potential for a small density of single-family detached housing off of Wells Road as part of Phase 3 which if constructed, is expected to result in a negligible amount of increased traffic along Wells Road and therefore based on coordination with City of Greensboro (City) and North Carolina Department of Transportation (NCDOT) staff did not warrant inclusion of any study area intersections south of Alamance Church Road. The trip generation buffer assumed for Phase 3 includes trip generation budget for construction of these single family homes based on the expected density shown on Figure 2. It should also be noted that the existing church will remain and a 20,000 sq. ft. expansion to the fellowship center of the existing Mount Zion Baptist Church is planned as part of this development however, based on initial coordination with City of Greensboro (City) and North Carolina Department of Transportation (NCDOT) staff it is not included in the trip generation estimates in this study as negligible additional trips would be expected to be generated by this land use during the typical weekday AM and PM peak hours.

The proposed development is expected to be phased with Phase 1 expected to be completed in 2026, Phase 2 expected to be completed in 2028, and Phase 3 (Full Buildout) of the development expected to be completed by 2029; however, future year analysis is based on Build+1 (2027, 2029, and 2030) conditions per City Traffic Impact Analysis (TIA) requirements. The purpose of this TIA is to determine the potential traffic impacts of this development and to identify transportation improvements that may be required to mitigate the impacts on the roadway network.

A Memorandum of Understanding (MOU) was reviewed and approved by NCDOT and the City, outlining the TIA scope and assumptions. The MOU and approval correspondence is provided in the appendix of this study. Based on the approved scoping, the following intersections are included in this TIA study area:

- | Martin Luther King Jr. Drive and I-40 Westbound Ramps
 - | Martin Luther King Jr. Drive and I-40 Eastbound Ramps
 - | Martin Luther King Jr. Drive and Patton Avenue / Alamance Church Road
 - | Alamance Church Road and Rotherwood Road / Walmart Driveway
 - | Alamance Church Road and Willow Road
 - | Alamance Church Road and Sharpe Road
 - | Alamance Church Road and I-85 Southbound Ramps
 - | Alamance Church Road and I-85 Northbound Ramps
 - | Sharpe Road and E. Lee Street
 - | Willow Road and E. Florida Street
 - | Alamance Church Road and Site Access #1
-

- I Alamance Church Road and Site Access #2 (Proposed)
- I Sharpe Road and Site Access #3 (Proposed)
- I Sharpe Road and Site Access #4
- I Sharpe Road and Site Access #5 (Proposed)

To determine the traffic impacts of the proposed development, the following analysis scenarios are included in this study:

- I Existing (2025) Traffic Conditions
- I No-Build (2027) Traffic Conditions – Phase 1
- I Build (2027) Traffic Conditions – Phase 1
- I No-Build (2029) Traffic Conditions – Phase 2
- I Build (2029) Traffic Conditions – Phase 2
- I No-Build (2030) Traffic Conditions – Phase 3 (Full Buildout)
- I Build (2030) Traffic Conditions – Phase 3 (Full Buildout)

Peak hour traffic counts were conducted at the existing study intersections in March 2025 and balanced between study intersections, as appropriate to determine Existing (2025) traffic volumes. To account for background development growth, a 1% annual growth rate was applied to the existing traffic volumes to determine Projected (2027), Projected (2029), and Projected (2030) traffic volumes. Adjacent development traffic from one (1) approved nearby development was also applied to determine the No-Build (2027), No-Build (2029), and No-Build (2030) traffic volumes. This adjacent development was:

- I Herfshire Development

Based on the Institute for Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, and the suggested method of trip calculations provided in NCDOT's *Rate vs. Equation spreadsheet* trips for the proposed development were calculated for weekday daily, weekday AM peak hour, and weekday PM peak hour. A summary of this trip generation is provided in Table ES-1.

TABLE ES-1: TRIP GENERATION									
Land Use (ITE Code)	Density	Calculation Methodology	Daily Trips	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Phase 1 (2027)									
Medical Office Building (720)	45 KSF	Adjacent / Equation	1,826	93	24	117	54	126	180
Phase 2 (2029)									
Senior Adult Multifamily Homes (252)	280 units	Adjacent / Equation	834	18	36	54	39	31	70
Phase 3 (2030)									
Townhomes (215)	75 units	Adjacent / Equation	521	8	25	33	24	17	41
TOTAL			3,181	119	85	204	117	174	291

The peak hour site traffic was distributed throughout the network according to the site trip distribution approved by NCDOT and City staff within the MOU. This site traffic was added onto the No-Build (2027), No-Build (2029), and No-Build (2030) traffic volumes to determine the Build (2027), Build (2029), and Build (2030) traffic volumes, respectively, for the capacity analysis.

Capacity analysis was conducted at all study intersections according to NCDOT and City guidelines utilizing the methodology contained in the *Highway Capacity Manual*, 6th Edition, published by the Transportation Research Board. Refer to Table ES-2 for a summary of the capacity analysis results.

Based on the findings in the TIA, the improvements below have been recommended to be constructed by the **developer** to mitigate traffic impacts by the proposed development:

Alamance Church Road + Site Access #1

Phase 3

- | Construct Site Access #1 as the 4th leg (northbound approach) with one (1) ingress lane and one (1) egress lane.
- | Provide stop control for the northbound approach of the proposed site driveway.

Alamance Church Road + Site Access #2

Phase 1

- | Construct Site Access #2 as the southbound approach with one (1) ingress lane and one (1) egress lane.
- | Provide stop control for the southbound approach of the proposed site driveway.

Sharpe Road + Site Access #3

Phase 2

- | Construct Site Access #3 as the eastbound approach with one (1) ingress lane and one (1) egress lane.
- | Provide stop control for the eastbound approach of the proposed site driveway.

Sharpe Road + Site Access #5

Phase 2

- | Construct Site Access #5 as the eastbound approach with one (1) ingress lane and one (1) egress lane.
- | Provide stop control for the eastbound approach of the proposed site driveway.

Figure ES-1, on the following page, provides a graphical representation of recommended improvements at the study intersections.

