



**Z-14-08-010**

**Planning Department  
Zoning Staff Report and Plan Amendment Evaluation**

**City Council Hearing Date: September 2, 2014**

**GENERAL INFORMATION**

**APPLICANT** Henry Isaacson, Attorney at Law on behalf of Ted and Emma Ray & Nozar Hashemzadeh

**HEARING TYPE** **Original Zoning**

**REQUEST** **County GO-M** (General Office -Moderate) to **City CD-C-M** (Conditional District-Commercial-Medium)

**CONDITIONS** 1. Uses: All uses permitted in the C-M district **except** funeral homes, crematoriums, sexually oriented businesses, junked motor vehicles, and land clearing and inert debris landfills.

**LOCATION** **5529, 5531 & 5603 Sapp Road**, generally described as south of Sapp Road and east of McClellan Place.

**PARCEL ID NUMBER(S)** **7834009054, 7834008054, & 7834007055**

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

**TRACT SIZE** ~2.087 Acres

**TOPOGRAPHY** Primarily Flat

**VEGETATION** None

**SITE DATA**

<b>Existing Use</b>	Single family dwellings
<b>Adjacent Zoning</b>	<b>Adjacent Land Uses</b>
N County RS-40 (Residential Single-Family)	Single family dwellings

E	City CD-M(Conditional District-Commercial-Medium)	Undeveloped
W	County GO-M (General Office-Moderate)	Single family dwellings
S	City CD-C-M (Conditional District-Commercial-Medium)	Undeveloped

**Zoning History**

Case #	Date	Request Summary
N/A	N/A	<b>Not currently in the City limits.</b>

**ZONING DISTRICT STANDARDS**

**District Summary \***

Zoning District Designation:	Existing <b>(County GO-M)</b>	Requested <b>(City CD-C-M)</b>
Max. Density:	12.0 units per gross acre	N /A
Typical Uses	Primarily intended to accommodate moderate intensity office and institutional uses, moderate density residential uses, and supporting services and retail uses.	Primarily intended to accommodate a wide range of retail, service and office uses.

*\*These regulations may not reflect all requirements for all situations; see the City of Greensboro Development Ordinance for all applicable regulations for site requirements for this zoning district.*

**SPECIAL INFORMATION**

**Overlay District Ordinance/Historic Preservation**

n/a

**Environmental/Soils**

Water Supply Watershed Site drains to Lower Randleman Watersupply Watershed, WSIV, Bull Run Creek

Floodplains >2000ft

Streams N/A

Other: If High Density development is proposed, maximum BUA allowed is 50%. Water Quality and Water Quantity must be addressed. If Low Density development is proposed, maximum BUA allowed is 12%. Site must meet score sheet requirements from the City of Greensboro Land Development

Ordinance.

**Utilities**

Potable Water      Water is available and capacity appears to be in line with request

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

**Airport Noise Cone**

n/a

**Landscaping Requirements**

Sapp Rd. - Street Yard – minimum width 10'; 2 canopy trees per 100', 17 shrubs per 100'.

**Parking Lot Landscaping**

Parking lot planting yards must include at least one canopy tree for every 12 parking spaces.

Required canopy tree areas must be located within the parking lot. They may be located in landscape islands, landscape divider medians between rows of parking, or in driveway medians.

5' wide Vehicular Use Area buffer yard between any drives or parking and adjacent property line; 2 understory trees per 100', 18 evergreen shrubs per 100'.

**Tree Preservation Requirements**

**Acreage**

2.07 ac.

**Requirements**

5% of lot size - for redevelopment

5% of disturbed area - for site changes greater than 3,000 sq. ft.

**Transportation**

Street Classification:      Sapp Road – Local Street.  
   McClellan Place – Local Street.

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

Traffic Counts:                      Sapp Road at Wendover Avenue ADT – 7,044 (GDOT, 2012).

Trip Generation:                      24 Hour = 7,803, AM Peak Hour = 274, PM Peak Hour = 740.

Sidewalks:	Sidewalks are a requirement of the Development Ordinance. 5' sidewalk with a 5' grass strip is required along both sides of thoroughfares. 5' sidewalk with a 3' grass strip is required along one side (at a minimum, collectors may require sidewalk on both sides) of all other street types. Sidewalk does not exist along the frontage of this property.
Transit in Vicinity:	Yes, GTA Route 1 (West Wendover Avenue) adjacent to subject site, along Sapp Road.
Traffic Impact Study: (TIS)	Yes, required per TIS Ordinance. Please see the end of this staff report for the Executive Summary of the TIS.
Street Connectivity:	N/A.
Other:	N/A.

## **IMPACT ANALYSIS**

### **Land Use Compatibility**

The proposed **CD-C-L (Conditional District, Commercial Low)** zoning would allow land uses that are compatible with the general character of the area.

### **Connections 2025 Comprehensive Plan Policies**

The Generalized Future Land Use Map (GFLUM) designates this location as **High Residential (12+ d.u./acre)**. The requested **CD-C-L (Conditional District, Commercial Low)** zoning district is generally inconsistent with this GFLUM designation. However, the applicant has concurrently submitted a request to amend the GFLUM designation on the subject site to **Commercial** which, if approved, would resolve this inconsistency. The Growth Strategy Map designates the subject site as being within **Growth Tier 1, Current Growth Area (2013 – 2019)**.

### **Connections 2025 Written Policies**

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

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

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

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

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

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

**Policy 7C** - Ensure that city land use policies and regulations allow for an adequate supply

of land to accommodate economic development.

**Transportation, Goal 8:** Develop and maintain a safe, efficient, and environmentally sound transportation system that provides convenient choices for accessing destinations throughout Greensboro and the Triad, including a range of well-integrated transit, pedestrian, and bicycle linkages.

**Policy 8A -** Maintain a roadway network that safely and efficiently accommodates vehicular traffic while supporting other community objectives defined in the Comprehensive Plan.

### **Connections 2025 Map Policies**

**Commercial:** This designation applies to large concentrations of commercial uses, such as recently constructed major shopping centers and "big box" retail. Such properties may not be expected to undergo redevelopment or a change in use over the plan horizon, and the immediate areas in which they are located may not be suitable for the introduction of mixed uses. While some new commercial centers are anticipated, in general new retail and commercial service uses will be encouraged within more diversified mixed-use centers rather than as stand-alone shopping centers or expanding highway commercial "strips."

**High Residential (over 12 d.u./acre):** This category provides for high-density apartment dwellings, condominiums, life care, and similar housing types. Creating opportunities for this type of housing will become increasingly important to respond to demographic shifts and demand for affordable housing, and it is ideally suited near major activity and employment centers and in areas suitable for future transit service. Within this district, office buildings may also be accommodated.

**Growth Tier 1, Current Growth Area (2013 – 2019):** 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.

### **Comprehensive Plan Amendment History**

<b>Case #</b>	<b>Date</b>	<b>Request Summary</b>
n/a	n/a	n/a

### **Applicant Stated Reasons for Request**

"This property will be joining a contiguous assemblage of property that is already designated commercial and zoned CD-C-M. The property is just off the major thoroughfare of W. Wendover Avenue and is near the I-73 interchange on Wendover Ave. There is a substantial amount of commercially developed property in close proximity to the subject property."

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

"Wendover Avenue is now a vital link between Greensboro and Highway 68, a main artery into the City of High Point. There is now an I-73 interchange near the subject property on Wendover Avenue. Given these conditions, the subject property is better suited for commercial development than residential."

## **COMPREHENSIVE POLICY PLAN ANALYSIS**

### **Need for Proposed Change**

The requested **CD-C-M (Conditional District – Commercial – Moderate)** zoning would allow uses that are incompatible with the subject site's current GFLUM designation, **High Residential (over 12 d.u./acre)**. The requested GFLUM amendment to **Commercial** would eliminate that potential inconsistency.

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

n/a

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

n/a

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

n/a

## **PLANNING BOARD COMMENTS**

At their June 17<sup>th</sup>, 2014 meeting, the Planning Board was asked to consider and comment on the requested change to the GFLUM as discussed above. The Planning Board commented that this change was consistent with the Comprehensive Plan.

## **CONFORMITY WITH OTHER PLANS**

### **City Plans**

#### ***Consolidated Plan 2010-2014: Plan for a Resilient Community***

#### **Principle 1) Provide More Transportation Choices:**

**Goal A)** Promote transportation and development patterns and types that contribute to decreased household transportation costs.

**Goal B)** Improve access to destinations, especially via alternate modes (public transit, walking, and bicycling); including the critical first and last miles of journeys.

#### **Principle 3) Enhance Economic Competitiveness:**

**Goal E)** Focus on energy efficiency as an economic generator for small business development.

**Goal F)** Provide opportunities for job training, mentoring, education and job creation.

#### **Principle 6) Value Communities and Neighborhoods:**

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

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

#### **Principle 7) Recognize The Environment as a Critical Element of Community Sustainability:**

**Goal A)** Promote more efficient land development patterns.

**Sustainability Action Plan**

**Element 1) Transportation and Land Use:**

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

**Element 2) Green Jobs and Buildings:**

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

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

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

**Element 3) Waste Reduction and Recycling:**

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

**Element 6) Education and Outreach:**

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

**Other Plans**

N/A

**STAFF/AGENCY COMMENTS**

**Community Development**

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

**Planning**

This original zoning request is associated with a utility agreement and voluntary annexation petition signed by the developer. As part of this annexation process an original City zoning designation must be applied. The subject properties adjoin the City limits to the south and east that are currently zoned City CD-C-M.

The subject property addressed 5603 Sapp Road is currently undeveloped. 5529 and 5531 contain single-family dwellings. The contiguous properties located to the north and west are currently outside the City limits. Immediately north are single family dwellings zoned County RS-40. Immediately west are undeveloped parcels zoned County GO-M. Properties located to the east and south are zoned City CD-C-M (Conditional District-Commercial-Medium) and contain the same conditions as proposed for the subject properties. Since the intersection at Sapp Road and West Wendover Avenue is an established commercial node and the applicant is offering conditions to address concerns of adjacent neighbors and potential traffic impacts, the CD-C-M zoning district is appropriate. The property is also designated for long term commercial development and continues the trend of larger scale commercial uses in this area.

The subject properties are currently designated as High Residential on the Generalized Future

Land Use map, which provides for high-density apartment dwellings, condominiums, life care, and similar housing types. Concurrent with this rezoning request, the applicant is also requesting a Comprehensive Plan amendment to change the GFLUM designation to Commercial. This designation applies to large concentrations of commercial uses, such as recently constructed major shopping centers and “big box” retail. As part of this request the applicant has requested a change to the Future Land Use Map to Commercial.

Approving this request will address the Comprehensive Plan’s Economic Development goal to promote a healthy, diversified economy. It will also promote the Growth at the Fringe goal to promote sound, sustainable land use patterns that provide for the efficient provision of public services and facilities. As conditioned, the applicant limits proposed uses and will be required to mitigate the development’s impact on traffic in the area by through recommended improvements in the Traffic Impact Study.

Staff finds this original zoning request consistent with the applicable provisions of the Comprehensive Plan, the Zoning Ordinance and the development pattern of the surrounding area.

### **STAFF RECOMMENDATION**

Staff recommends **approval** of the requested **CD-C-M** (Conditional District-Commercial-Medium) zoning district.

### **ADDITIONAL INFORMATION**

#### **Wendover Avenue Retail Development – Transportation Impact Analysis**

Prepared for Hammerford Development

October 1, 2013

#### **Executive Summary**

The proposed Wendover Avenue Retail Development is located on the northwest corner of the intersection of Wendover Avenue at Sapp Road / Animal Shelter Road in Greensboro, North Carolina. As currently planned, the site will include 71,000 square feet of retail space, a 41,000 square foot fitness center, and an 8,000 square foot sit-down restaurant. The site plan shows two access points on Wendover Avenue and two accesses on Sapp Road (see Figure 1).

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

- Wendover Avenue at I-73 Northbound Ramps
- Wendover Avenue at Brewster Drive
- Wendover Avenue at Site Access 1 (right in right out)
- Wendover Avenue at Site Access 2 (left-over)
- Wendover Avenue at Sapp Road / Animal Shelter Road
- Sapp Road at Target Shopping Center Access
- Sapp Road at Site Access 3
- Sapp Road at Site Access 4 (truck/delivery access)

- Guilford College Road at Sapp Road

The expected build-out date for this project is 2014. The study intersections were analyzed during AM and PM peaks for the following conditions:

- 2013 Existing Conditions
- 2014 Future No Build
- 2014 Future Build
- 2014 Future Build with Improvements

GDOT and NCDOT were contacted to obtain background information and to ascertain the elements to be covered in this Transportation Impact Analysis (TIA). Information regarding the property was provided by the developer, Hammerford Development.

## **Discussion of Results**

The results of the study are discussed by intersection below:

### **Wendover Avenue at I-73 Northbound Ramps**

This signalized intersection currently operates at LOS B in the AM peak and LOS A in the PM peak. In 2014 future no build conditions, LOS B is expected in the AM peak and LOS A in the PM peak. With the addition of proposed site traffic, LOS B is expected in AM and PM peaks. The Sim Traffic simulation does not indicate any queuing issues. No improvements are recommended at this intersection.

### **Wendover Avenue at Brewster Drive**

This unsignalized intersection currently operates at LOS E in the AM peak and LOS D in the PM peak. In future no build conditions, LOS E is expected during the AM peak and LOS D during the PM peak. With the addition of site traffic, LOS E is expected in AM and PM peaks. This LOS E condition indicates a lack of sufficient gaps in traffic to make left-turn movements from the stop-controlled Brewster Drive approach. This is a typical condition for minor approaches onto high-volume roads such as Wendover Avenue. We recommend that the reviewing agencies monitor this intersection for any future improvement.

### **Wendover Avenue at Site Access 1 (right in right out)**

In 2014 future build conditions, this proposed right in right out access is expected to operate at LOS A during AM and PM peaks. The need for auxiliary turn lanes was reviewed based on page 80 of the 2003 NCDOT "Policy On Street and Driveway Access to North Carolina Highways" and based on page 24 of the GDOT Driveway Manual. Based on projected traffic volumes, 100 feet of right turn storage is warranted. In order to safely accommodate right turns into the site, we recommend providing a westbound right turn lane on Wendover Avenue with 100 feet of storage and appropriate taper length.

### **Wendover Avenue at Site Access 2 (left-over)**

This site access was analyzed with left-over access (left in, right in, right out). Based on the traffic analysis, this intersection will operate at LOS B during the AM peak and LOS C during the PM peak. Based on projected traffic volumes, 150 feet of right turn storage is warranted. The traffic simulation indicates that 250 feet of eastbound left turn queue storage will be needed. We recommend the following improvements:

- Provide westbound right turn lane on Wendover Avenue with 150 feet of storage and appropriate taper length.
- Provide eastbound left turn lane on Wendover Avenue with 250 feet of storage and appropriate taper.
- This access point and its exact location will need to be coordinated with NCDOT and GDOT to be designed according to standards.

### **Wendover Avenue at Sapp Road / Animal Shelter Road**

This signalized intersection currently operates at LOS A in the AM peak and LOS C in the PM peak. In 2014 future no build conditions, LOS A is expected in the AM peak and LOS C in the PM peak. With the addition of proposed site traffic, LOS B is expected in the AM peak and LOS C in the PM

peak. The traffic simulation also shows queuing issues on the eastbound left and southbound left turn movements. In order to mitigate this queuing condition, the following improvements are recommended:

- Extend the eastbound left turn lane on Wendover Avenue to provide 350 feet of storage and appropriate taper.
- Restripe Sapp Road to provide southbound left turn lane and southbound through/right combo lane

### **Sapp Road at Target Shopping Center Access**

This unsignalized intersection currently operates at LOS A in the AM peak and LOS B in the PM peak. In future no build conditions, LOS A is expected in the AM peak and LOS B in the PM peak. With the addition of site traffic, LOS A is expected in the AM peak and LOS C in the PM peak. In order to accommodate the improvements at the intersection of Wendover Avenue and Sapp Road, we recommend the following improvements:

- Reconfigure intersection as free flow on the north direction of Sapp Road and stop control on the east, west, and south directions
- Restripe short north/south section of Sapp Road to provide full length southbound left turn lane, southbound through/right combo lane, and northbound left/through/right combo lane. This may require resurfacing Sapp Road

With these improvements in place, LOS A is expected in AM and PM peaks.

### **Sapp Road at Site Access 3**

In future build conditions, this intersection is expected to operate at LOS A during the AM peak and LOS B during the PM peak. Based on projected traffic volumes, a left turn lane is warranted on Sapp Road. In order to safely accommodate left turns into the site, we recommend restriping Sapp Road to provide a westbound left turn lane on Sapp Road with 100 feet of storage and appropriate taper. This improvement may be able to be accomplished within the existing roadway width (approximately 28 feet). This will need to be confirmed by an engineer in the site plan process and will need to be approved by GDOT.

### **Sapp Road at Site Access 4**

This proposed access is planned to be used mainly as an access for trucks and deliveries. In future build conditions, this intersection is expected to operate at LOS A during the AM and PM peaks. Based on projected traffic volumes, no turn lanes are warranted at this intersection. We recommend that this site access be designed according to NCDOT and GDOT standards where applicable.

### **Guilford College Road at Sapp Road / Battery Drive**

In future no build conditions, this unsignalized intersection operates at LOS B during the AM peak and LOS C during the PM peak. With the addition of site traffic, LOS B is expected in the AM peak and LOS C in the PM peak. The Sim Traffic simulation does not indicate any queuing issues at this intersection. No improvements are recommended.

Recommended improvements are illustrated in Figure 9 of the report.

<b>Table A - Level of Service Summary</b>				
AM Peak	2013 Existing	2014 Future No Build	2014 Future Build	2014 Future Build with Improvements
Wendover Avenue at I-73 Northbound Ramps	B (14.5)	B (14.7)	B (14.6)	
Wendover Avenue at Brewster Drive	E (35.6) NB Approach	E (37.3) NB Approach	E (44.2) NB Approach	
Wendover Avenue at Site Access 1			A (9.9) SB Approach	A (9.9) SB Approach
Wendover Avenue at Site Access 2			B (10.6) SB Approach	B (10.6) SB Approach
Wendover Avenue at Sapp Road / Animal Shelter Road	A (7.7)	A (7.8)	B (11.2)	
Sapp Road at Target Shopping Center Access	A (9.2) NB Approach	A (9.2) NB Approach	A (9.4) NB Approach	A (6.8) SB Approach
Sapp Road at Site Access 3			A (8.9) NB Approach	A (8.9) NB Approach
Sapp Road at Site Access 4			A (8.8) NB Approach	
Guilford College Road at Sapp Road / Battery Drive	B (14.5) SB Approach	B (14.7) SB Approach	B (13.5) EB Approach	
PM Peak	2013 Existing	2014 Future No Build	2014 Future Build	2014 Future Build with Improvements
Wendover Avenue at I-73 Northbound Ramps	A (9.5)	A (9.6)	B (10.1)	
Wendover Avenue at Brewster Drive	D (29.5) NB Approach	D (30.8) NB Approach	E (41.1) NB Approach	
Wendover Avenue at Site Access 1			A (9.5) SB Right	A (9.5) SB Right
Wendover Avenue at Site Access 2			C (16.5) EB Left	C (16.7) EB Left
Wendover Avenue at Sapp Road / Animal Shelter Road	C (22.1)	C (22.4)	C (29.3)	
Sapp Road at Target Shopping Center Access	B (13.1) NB Approach	B (13.3) NB Approach	C (15.4) SB Approach	A (9.7) WB Approach
Sapp Road at Site Access 3			B (10.1) NB Approach	B (10.1) NB Approach
Sapp Road at Site Access 4			A (9.3) NB Approach	
Guilford College Road at Sapp Road / Battery Drive	C (21.4) SB Approach	C (22.0) SB Approach	C (19.7) WB Approach	
LOS (delay in seconds)				
Note for unsignalized conditions, LOS and delay indicates only minor street approach with longest delay				



**Summary and Conclusion**

The proposed Wendover Avenue Retail Development is located on the northwest corner of the intersection of Wendover Avenue at Sapp Road / Animal Shelter Road in Greensboro, North Carolina. As currently planned, the site will include 71,000 square feet of retail space, a 41,000 square foot fitness center, and an 8,000 square foot sit-down restaurant. Based on trip generation equations published in Trip Generation (Institute of Transportation Engineers, 8<sup>th</sup> Edition, 2008), this development has a trip generation potential of 230 net trips in the AM peak and 532 net trips in the PM peak.

DAVENPORT was retained to determine the potential traffic impacts of the proposed development and the transportation improvements that may be required to accommodate these impacts. Table B summarizes the recommended improvements. Improvements are illustrated in Figure 9 of the report.

In conclusion, this study has reviewed the impacts of both background traffic and this development traffic, and has determined that with the recommended improvements in place, there will be adequate capacity to accommodate future traffic. All improvements will be determined through coordination with GDOT and NCDOT. Please note that all accesses to the site are required to be constructed to NCDOT or GDOT standards where applicable.

<b>Table B – Recommended Improvements</b>	
Wendover Avenue at I-73 Northbound Ramps	No improvements recommended
Wendover Avenue at Brewster Drive	<ul style="list-style-type: none"> <li>We recommend that the reviewing agencies monitor this intersection for any future improvement.</li> </ul>
Wendover Avenue at Site Access 1	<ul style="list-style-type: none"> <li>Provide a westbound right turn lane on Wendover Avenue with 100 feet of storage and appropriate taper length.</li> </ul>
Wendover Avenue at Site Access 2	<ul style="list-style-type: none"> <li>Provide westbound right turn lane on Wendover Avenue with 150 feet of storage and appropriate taper length.</li> <li>Provide eastbound left turn lane on Wendover Avenue with 250 feet of storage and appropriate taper.</li> <li>This access point and its exact location will need to be coordinated with NCDOT and GDOT to be designed according to standards.</li> </ul>
Wendover Avenue at Sapp Road / Animal Shelter Road	<ul style="list-style-type: none"> <li>Extend the eastbound left turn lane on Wendover Avenue to provide 350 feet of storage and appropriate taper.</li> <li>Restripe Sapp Road to provide southbound left turn lane and southbound through/right combo lane</li> </ul>

**Table B (continued) – Recommended Improvements**

<p>Sapp Road at Target Shopping Center Access</p>	<ul style="list-style-type: none"> <li>• Reconfigure intersection as free flow on the north direction of Sapp Road and stop control on the east, west, and south directions</li> <li>• Restripe short north/south section of Sapp Road to provide full length southbound left turn lane, southbound through/right combo lane, and northbound left/through/right combo lane. This may require resurfacing Sapp Road</li> </ul>
<p>Sapp Road at Site Access 3</p>	<ul style="list-style-type: none"> <li>• In order to safely accommodate left turns into the site, we recommend restriping Sapp Road to provide a westbound left turn lane on Sapp Road with 100 feet of storage and appropriate taper. This improvement may be able to be accomplished within the existing roadway width (approximately 28 feet). This will need to be confirmed by an engineer in the site plan process and will need to be approved by GDOT.</li> </ul>
<p>Sapp Road at Site Access 4</p>	<ul style="list-style-type: none"> <li>• We recommend that this site access be designed according to NCDOT and GDOT standards where applicable.</li> </ul>
<p>Guilford College Road at Sapp Road / Battery Drive</p>	<p>No improvements recommended</p>