



**PLZ-21-04**  
**City of Greensboro Planning Department**  
**Zoning Staff Report and Plan Amendment Evaluation**

**City Council Hearing Date: March 16, 2021**

**GENERAL INFORMATION**

<b>APPLICANT</b>	Marc Isaacson for Southeastern Site Acquisitions, LLC
<b>HEARING TYPE</b>	Rezoning Request
<b>REQUEST</b>	R-3 (Residential Single-family – 3) to CD-O (Conditional District - Office)
<b>CONDITIONS</b>	<ol style="list-style-type: none"><li>1. All uses permitted in the Office district except Residential Uses; Cemeteries; Group Care Facilities; Shelters, Temporary and Emergency; Swim and Tennis Clubs; Overnight Accommodations; and Junked Motor Vehicles.</li><li>2. Building height shall be limited to 48 feet excluding architectural design features, rooftop equipment (e.g., HVAC equipment and the like) and any other non-structural components.</li></ol>
<b>LOCATION</b>	5908 Ballinger Road
<b>PARCEL ID NUMBER(S)</b>	7835661471
<b>PUBLIC NOTIFICATION</b>	The notification area for this public hearing was 600 feet (Chapter 30-4-1.4 of the Land Development Ordinance requires notification of the owner of that parcel of land and the owners of all parcels of land adjoining and contiguous to that parcel of land as shown on the County tax listing). <b>43</b> notices were mailed to those property owners in the mailing area.
<b>TRACT SIZE</b>	3.65 Acres
<b>TOPOGRAPHY</b>	Flat
<b>VEGETATION</b>	Wooded on the west side of property.

**SITE DATA**

<b>Existing Use</b>	Single-family dwelling and undeveloped land	
	<b>Adjacent Zoning</b>	<b>Adjacent Land Uses</b>
N	R-3 (Residential Single-family - 3)	Religious Assembly
E	CD-RM-12 (Residential Multi-family - 12)	Assisted living facility

S	R-3 (Residential Single-family - 3) and CD-RM-12 (Conditional District – Residential Multi-family - 12	Fire Department, single-family dwellings, and multi-family dwellings
W	R-3 (Residential Single-family - 3)	Single-family dwellings

**Zoning History**

Case #	Date	Request Summary
N/A	N/A	The subject property is currently zoned R-3 (Residential Single Family - 3). This has been the zoning on the property since the adoption of the Land Development Ordinance (LDO) in July 2010. Prior to the adoption of the LDO, the property was zoned RS-12 (Residential Single Family).

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

Zoning District Designation:	Existing (R-3)	Requested (CD-O)
Max. Density:	3 units per acre	N/A
Typical Uses	Typical uses in the R-3 district include single family residential dwellings of up to 3 units per acre.	All uses permitted in the Office district except Residential Uses; Cemeteries; Group Care Facilities; Shelters, Temporary and Emergency; Swim and Tennis Clubs; Overnight Accommodations; and Junked Motor Vehicles.

*\*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 located within the New Garden Road Visual Corridor Overlay Zone, which prohibits establishment of new outdoor advertising signs therein.

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 Greensboro Water-supply Watershed WS-III, Horsepen Creek Sub-basin

Floodplains >2000'

Streams N/A

Other: Site must address all watershed requirements, Water Quality and Water Quantity Control for Phase 2 must be addressed. Maximum High Density

development with sewer is 70% and Low Density is 24%. All BUA must be treated by a State approved water quality BMP/SCM. Site is within the PTI 5 statute mile radius. Any proposed water quality device BMP/SCM that holds a normal pool elevation is not allowed unless supporting engineering documentation is provided that clearly explains why a water quality device that holds a normal pool elevation needs to be utilized.

**Utilities (Availability)**

Water and sewer are available on Ballinger Rd and Fleming Rd

**Airport Overlay District & Noise Cone**

n/a

**Landscaping & Tree Conservation Requirements****Landscaping:****Street Yards:**

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

**Buffer Yards:**

Adjacent to single-family residential uses: 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 Religious Assembly uses: 5' wide Vehicular Use Area buffer yard. (See 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 3.65 acres, 10% of parcel size to be dedicated in critical root zone for Tree Conservation

**Transportation**

Street Classification: Ballinger Road – Minor Thoroughfare.  
Fleming Road – Major Thoroughfare.  
New Garden Road – Major Thoroughfare.

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

Traffic Counts: New Garden Road AADT = 22,000 vpd (NCDOT, 2019).  
Fleming Road AADT = 14,000 vpd (NCDOT, 2019).  
Ballinger Road AADT = 3,100 vpd (NCDOT, 2019).

Trip Generation: 24 Hour= 640, AM Peak Hour = 43, PM Peak Hour = 54.

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:	No.
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/POLICY ANALYSIS**

#### **Land Use Compatibility**

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

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

The Future Land Use Map of the New Garden Road Strategic Plan designates this location as **Low Residential**. The requested **CD-O (Conditional District – Office)** zoning district, as conditioned, would allow uses that are inconsistent with those described in the **Low Residential** future land use category. If this rezoning request is approved, the future land use category for the subject site is considered to be amended to **Mixed Use 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**. The Future Built Form Map also designates the subject site as being partially within (approximately the eastern 75%) an Urban Mixed Use Corridor.

#### **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.

**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 1** – Protect and enhance the unique character of every neighborhood.

**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.

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

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

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

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

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

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

## **GSO 2040 Map Policies**

### **Future Land Use Map**

Low Residential (3-5 d.u./acre): This category includes the City's predominantly single-family neighborhoods as well as other compatible housing types that can be accommodated within

this density range. Although there are some existing residential areas in the City developed on lots greater than 1/3 acre, future residential developments and "conventional" subdivisions should generally maintain a gross density of no less than three dwellings per acre, except where environmental constraints (e.g., the Watershed Critical Area) prevent such densities from being achieved. Compact developments that include clustered, small lots with substantial retained open space are encouraged.

**Mixed Use Residential:** This designation applies to neighborhoods or districts where the predominant use is residential and where substantial, compatible local-serving nonresidential uses may be introduced. Such use mixes are typically found in older, in-town neighborhoods that accommodate "corner stores" and other local services, as well as in newly developed traditional neighborhood developments (TNDs). This district is also applied in areas suited to a diverse mix of housing types and densities. Ensuring that buildings are of the appropriate scale and intensity is critical.

### **Future Built Form Map**

**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.

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

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

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

## **CONFORMITY WITH OTHER PLANS**

### **City Plans**

#### ***New Garden Road Strategic Plan***

**Goal 1** - The balance between residential and commercial environments is enhanced, and the natural environment is part of daily life.

**Strategy 1** - Refine the control of land uses to better manage change and development.

- A)** Using the seven “Land Use Decision Factors” identified page 24-26 of this plan as the basis for evaluating proposed land use modifications, the City and corridor stakeholders should work to maximize the importance of consistency with this strategic plan and the City’s Comprehensive Plan.
- B)** The sections of the corridor which are predominantly residential in use and character, particularly between Jefferson Road northeast to Stratton Hills Drive, are most likely to be compatible with medium density residential uses similar to those of the “Villas at New Garden, Portico Heights, Seven Gates, Green’s Crossing, New Garden Park, and the Cotswold Park Apartments nearby. This area is not likely to be compatible with commercial or office uses.
- C)** Southwest of Jefferson Road, the corridor transitions into a mix of neighborhood commercial centers, office and institutional uses, and residential uses, with potential for office uses not exceeding 50 feet in height and medium to higher density residential uses where, after having been reviewed in context of the Land Use Decision Factors identified on page 24-26, are shown to be compatible.
- D)** Land use designations and supporting zoning should recognize the difference in scale and mix of uses that are compatible with “community retailing” near Horse Pen Creek Road/ Bryan Blvd. and a “walkable, mixed use district” at the Battleground Avenue activity area.
- E)** If amendments to the plan and rezoning to non-residential districts occurs, the City and developers should work together to choose the zoning district or conditions that contains the narrowest list of uses necessary to accommodate those business uses that contribute to the potential for enhancing and expanding adjacent business properties as a walkable, sustainable business district.
- F)** The land uses designated in the GFLUM of the current comprehensive plan are the land uses adopted for this plan, until they are superseded by amendment or succeeded by adoption of a new comprehensive plan. A future rezoning request that is not consistent with the City’s adopted comprehensive plan or this strategic plan should be considered an amendment to this plan. Amendments should not be considered for adoption until the community has had an opportunity to consider the proposal.
  - i)** The City will advertise and conduct a public meeting in or near the planning area in coordination with the applicant to review the proposed changes with residents. If an adjoining neighborhood has a neighborhood association that meets regularly, the City will ask for their input on the proposed plan amendment and rezoning, giving them up to 60 days to respond.
  - ii)** The Planning Board will hold a public hearing and make a recommendation on the proposed plan amendment to City Council.
  - iii)** The Zoning Commission will hold a public hearing and make a recommendation on the proposed rezoning to City Council.
  - iv)** City Council will hold a public hearing and make the final decision on the Plan amendments and rezoning.

**Goal 2** - New Garden Road is not just a “through-route” for automobiles, as it supports the use of property, contributes to an attractive corridor character, and sets a high priority on accessibility by all modes including bicyclists, pedestrians, and vehicles.

**Strategy 2** - Diminish the impact of vehicular traffic on quality of life.

- A)** Calm traffic through landscaping and corridor improvements.
- B)** Improve the function and capacity of the Bryan Boulevard interchange and the connections to the interstate/urban ring as a means of diverting through-traffic away from New Garden.
- C)** Evaluate the feasibility of intersection improvements at New Garden/ Fleming Rd that simplify the intersection, improve safety and enhance the accessibility to nearby properties.

**Goal 3** - The community is linked through non-vehicular interconnections.

**Strategy 3** - Increase neighborhood interconnectivity without increasing neighborhood through-traffic.

- A)** Map neighborhood and local bike route connections to Citywide bike routes and pursue the construction of these physical links with both public and private property improvements.
- B)** Complete the sidewalk system throughout the neighborhood, with particular attention to early completion of links to Price Park, K.C. Edwards Library, schools, and other amenities and resources.
- C)** Coordinate with Guilford College, American Hebrew Academy, and Public and Private schools to establish safe pedestrian and bicycle routes to their campuses.

**Goal 4** - The Corridor has a consistent, high-quality level of design, construction and maintenance without being uniform across the entire corridor nor indistinguishable from other corridors.

**Strategy 4** - Enhance the corridor character and sense of place.

- A)** Evaluate the need for safer and more attractive roadway lighting.
- B)** Plan for more median and right-of-way plantings, especially where buildings do not closely frame the roadway.
- C)** Develop a gateway (entry features) sign and wayfinding signage plan to set the tone for the corridor and provide helpful guidance to its amenities and historic sites that contribute to its character.
- D)** Identify appropriate additional open space opportunities along or adjacent to the corridor as part of the implementation of the Greensboro Parks Master Plan.

**Goal 5** - The Community has an effective voice in the decision making process about the future of the Corridor.

**Strategy 5** - Build stronger community relations among the neighborhoods and within community leadership.

- A)** Through regular meetings of a formal New Garden Corridor Advisory Committee, and neighborhood associations, build the community's capacity to work together toward shared goals and objectives.
- B)** Work with the City of Greensboro, Guilford College, the West Friendly Avenue Alliance, and other partners that can support implementation of the adopted plan.
- C)** The City will maintain a list of active neighborhoods, neighborhood leadership, and stay current with the technology being used to communicate.
- D)** The City will continue to engage with residents in close coordination with the Departments of Transportation, Planning and Parks and Recreation to pursue plan elements including intersection and pedestrian/bicycle improvements

### ***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**

In accordance with the New Garden Road Strategic Plan, the applicant has discussed this proposed rezoning and development with owners of surrounding properties and with representatives of the New Garden Road corridor neighborhoods.

**Staff Analysis**

The subject property is approximately 3.65 acres and currently contains a single-family dwelling and undeveloped land. North of the subject property contains a religious assembly use, zoned R-3. East of the subject property contains an assisted living facility, zoned CD-RM-12. South of the subject property contains a City Fire station, single-family dwellings, and multi-family dwellings, zoned R-3 and CD-RM-12. West of the subject property are single-family dwellings, zoned County R-3.

The New Garden Road Strategic Plan's Future Land Use Map currently designates this property as Low Residential. The Low Residential designation includes predominantly single-family neighborhoods as well as other compatible housing types that can be accommodated within a density range of between 3 and 5 dwelling units per acre. If this rezoning request is approved, the future land use category for the subject site is considered to be amended to Mixed Use Residential. The Mixed Use Residential designation applies to neighborhoods or districts where the predominant use is residential and where substantial, compatible local-serving nonresidential uses may be introduced. In accordance with the New Garden Road Strategic Plan, the applicant and Planning Staff met with stakeholders from the New Garden Road Strategic Plan's study area to discuss the request and the proposed change to the Future Land Use designation to Commercial.

The Comprehensive Plan's Future Built Form Map currently designates this property as Urban General. Applicable characteristics of the Urban General classification include, but are not limited to the following:

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 subject property is located within the New Garden Road Strategic Plan. This request would allow all uses permitted in the Office district except Residential Uses; Cemeteries; Group Care Facilities; Shelters, Temporary and Emergency; Swim and Tennis Clubs; Overnight Accommodations; and Junked Motor Vehicles. This request would allow office uses that are complimentary to uses located on adjacent tracts and a development that would fit within the surrounding neighborhood context as well as complement the broader New Garden corridor.

This request is consistent with the intent and purpose of the zoning code, the Comprehensive Plan (GSO 2040) and is incompatible with the existing development and trend in the surrounding area.

### **Staff Recommendation**

Staff recommends **approval** of the requested **CD-O (Conditional District – Office)** zoning district.

### **Additional Information**

#### **Ballinger Road Medical Office Development – Transportation Impact Analysis**

Greensboro, NC

Prepared for Blue Ridge Companies

Original: October 02, 2019; Revised: October 27, 2020

### **Executive Summary**

The proposed medical office development is to be located on the northwest quadrant of the intersection of New Garden Road and Fleming/Ballinger Road in Greensboro, North Carolina. As currently planned, the site will include a medical office building of approximately 60,000 square feet. Two (2) access points are proposed on Ballinger Road, each to be located approximately 520 feet and 335 feet west of its intersection with New Garden Road/Fleming Road. The expected build-out year for this development is 2021. A study year of 2022 (build out plus one year) was used for analysis purposes.

#### Trip Generation

Based on trip generation equations published in ITE's Trip Generation Manual (10th Edition), this development has a trip generation potential of 2,218 daily trips with 142 trips in the AM peak and 205 trips in the PM peak.

#### Capacity Analysis

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

- New Garden Road and Fleming Road/Ballinger Road
- Ballinger Road at Ballinger Manor Homes Access
- Ballinger Road at Rustic Road/ Driveway
- Ballinger Road at Eastern Site Access
- Ballinger Road at Western Site Access

Overall, the analysis indicates LOS D or better can be expected at the study intersections during the future build peaks. At the proposed eastern site access, it is recommended to provide right turn lane of 100 feet of storage and appropriate taper along Ballinger Road to accommodate the entering traffic into the site.

#### Throat Distances

The internal throat distances for the site accesses were reviewed based on the Greensboro Department of Transportation (GDOT) Driveway Manual, which states that the distance from the adjacent street right of way to the near side of any internal service drive or parking aisle should be 25 feet, or greater than the expected inbound queue at the location. Based on the number of vehicles entering Eastern Site Access during the AM and PM peaks (73 and 38 vehicles, respectively), the simulation indicates a minimum throat distance of 30

feet will be required. For the Western Site Access, the number of vehicles entering during the AM and PM peaks (37 and 19 vehicles, respectively), the simulation indicates a minimum throat distance of 30 feet will be required.

#### Conclusion

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

Table A – Recommended Improvements	
Ballinger Road at Rustic Road	No improvements are recommended.
Ballinger Road at Ballinger Manor Homes Access	No improvements are recommended.
New Garden Road at Fleming Road/Ballinger Road	No improvements are recommended.
Ballinger Road at Eastern Site Access	<ul style="list-style-type: none"> <li>Construct a westbound right turn lane along Ballinger Road with 100 feet of storage plus appropriate taper.</li> <li>The site access should be designed in accordance with GDOT standards.</li> </ul>
Ballinger Road at Western Site Access	<ul style="list-style-type: none"> <li>The site access should be designed in accordance with GDOT standards.</li> </ul>

