AMENDED AGENDA
REGULAR MEETING
CITY COUNCIL, CITY OF ASHEBORO
THURSDAY, JULY 13, 2023, 7:00 PM

1. Call to order.

2. Silent prayer and pledge of allegiance.

3. Public comment period.

4. Reconvening of Legislative Hearings Originally Opened on June 8, 2023

   (a) Case No. RZ-23-05: Consideration of rezoning properties located at the intersection of Old Cox Road and Old Humble Mill Roads and on the west side of Old Cox Road (Randolph County Parcel Identification Numbers 7679024396, 7669905560, and 7679008885) from Randolph County zoning to R15 (CZ) Low-Density Single-Family Residential Conditional zoning to allow a Residential and Commercial Planned Unit Development.

   (b) An annexation petition requesting the satellite annexation of three parcels of land (Randolph County Parcel Identification Numbers 7679024396, 7669905560, and 7679008885) located at the intersection of Old Cox Road and Old Humble Mill Road and on the west side of Old Cox Road:

      (i) Reconvening of the public hearing on the requested annexation; and

      (ii) Consideration of the adoption of an ordinance to extend the corporate limits of the City of Asheboro.

5. Continuation of a Legislative Hearing (Case No. RZ-23-07) to consider rezoning property located at 379-1 and 379-2 South Cox Street from OA6 (Office-Apartment) to OA6 (CZ) Office-Apartment Conditional Zoning for a Congregate Living Facility. *This legislative public hearing was continued from the June 8, 2023, city council meeting. The applicant has requested an additional continuance of this request until the August 10, 2023, city council meeting.*

6. Community Development Director Trevor Nuttall will introduce Ross Holt of the Randolph County Historic Preservation Commission to present a request to designate as a Local Historic Landmark the real property identified by the Historic Preservation Commission as Acme-McCrary Hosiery Mills, 1909 located at 159 North Street, Asheboro, N.C (Randolph County Parcel Identification Number 7751738393).

7. Consent Agenda Items

   (a) Approval of the meeting minutes for the regular city council meeting on May 30, 2023.

   (b) Approval of the meeting minutes for the regular city council meeting on June 8, 2023.

   (c) Approval of the meeting minutes for the special city council meeting on June 15, 2023.

   (d) Approval of the meeting minutes for the special city council meeting on June 26, 2023.

   (e) Acknowledgement of the receipt from the Asheboro ABC Board of its meeting minutes for May 1, 2023, and June 5, 2023.

   (f) Approval of a resolution appointing Stephen R. Knight to a new three-year term of office on the Asheboro ABC Board.

   (g) Approval of a temporary street closure for the Shriner's parade in downtown Asheboro during the afternoon of Saturday, August 26, 2023.

   (h) Approval of a resolution declaring the official intent of the City of Asheboro to purchase municipal vehicles and equipment and to reimburse the Water and Sewer Fund and the General Fund with installment financing proceeds.

   (i) Acknowledgement of the receipt of a report detailing major subdivisions administratively approved since June 8, 2023. *There have been none approved.*

(j) Approval of the community development division's request to schedule for August 10, 2023, and to advertise, an application to rezone property located at 159 North Street (Randolph County Parcel Identification Number 7751738393) and property north of 148 North Street (Randolph County Parcel Identification Number 7751831208) from I2, B3, and B2 zoning.

(k) Approval of a change order from Rodgers Builders, Inc. in connection with the McCrary Baseball Park Renovation and Expansion Project.

(l) Approval of a change order from Terry's Plumbing and Utilities, Inc. in connection with the McCrary Baseball Park Renovation and Expansion Project.

(m) Approval of an ordinance to amend the General Fund to account for the above-referenced change orders for the McCrary Baseball Park Renovation and Expansion Project.

(n) Approval of an ordinance to amend the McCrary Baseball Park Improvements Fund to account for the above-referenced change orders for the McCrary Baseball Park Renovation and Expansion Project.

8. City Engineer Michael Leonard, PE will present a request for the city to take over the maintenance of the streets in the Sherwood Oaks Townhomes development.

9. Community Development Director Trevor Nuttall will present the following community development division items.

(a) Legislative Hearing (Case No. RZ-23-08): A request to rezone property at 207 East Pritchard Street (Randolph County Parcel Identification Number 7751966980) from B2 General Commercial to OA6 Office-Apartment.

(b) Legislative Hearing (Case No. RZ-23-09): A request to rezone property at 3114 Zoo Parkway (Randolph County Parcel Identification Number 7669460864) from R40 Low-Density Residential to R10 (Medium-Density Residential).

(c) Legislative Hearing (Case No. RZ-23-10): Request to rezone property located at 615 & 617 South Church Street; 233 West Kivett Street; and 616 & 622 Hammer Avenue (Randolph County Parcel Identification Number 7751703525) with an amended Conditional Zoning Office-Apartment designation for the purpose of a Multi-Family Development for the Elderly that is a Whole Block Redevelopment project.

(d) An update on the qualifications-based selection process authorized by the City Manager for the procurement of architectural services needed for the David and Pauline Jarrell Center City Garden Visitor Center.

(e) An update on the proposed Trade Street Renovations, including but not limited to the results of the completed Traffic Analysis.

10. Water Resources Director Michael Rhoney, PE will introduce the following water resources division agenda items.

(a) Carl Scharfe and John Grey from the Wooten Company will present a summary of the Master Plan for the City of Asheboro Wastewater Treatment Plant.

(b) A resolution establishing the criteria for the design-build delivery method and authorizing use of the design-build delivery method for the Wolfspeed Water Line Extension Project.

11. City Engineer Michael Leonard, PE will introduce for consideration the following annexation petitions.

(a) A petition received from Duke Energy Progress, LLC requesting the contiguous annexation of four parcels of land (Randolph County Parcel Identification Numbers 7659374126, 7659370575, 7659276429, and 7659298704) located across from the intersection of New Century Drive and Veterans Loop Road:

(i) Public Hearing; and

(ii) Consideration of an ordinance to extend the corporate limits of the City of Asheboro.

(b) Petitions received from Burnis and Janice Spoon and Ardani Nolasco concerning two parcels of land (Randolph County Parcel Identification Numbers 7761409758 and 7761408892) located near the intersection of North Carolina Highway 42 and Patton Avenue:

(i) Public Hearing; and

(ii) Consideration of an ordinance to extend the corporate limits of the City of Asheboro.

(c) A petition received from Darren Lucas requesting the contiguous annexation of a parcel of land (Randolph County Parcel Identification Number 7669289834) located at the intersection of Crestview Church Road and Zoo Parkway:

(i) Consideration of a resolution directing the city clerk to investigate the annexation petition; and

(ii) Consideration of a resolution setting the date for a public hearing on the question of annexation.

12. City staff will distribute examples of potential code provisions that could be used to authorize an urban archery program in Asheboro.

13. City Attorney Jeff Sugg will request authorization to publish notice of the intent of the Asheboro City Council to enter into a lease agreement with the Randolph County Board of Education for the use of transmitter space on city-owned property.

14. Mayor Smith will lead a discussion of upcoming events and items not on the agenda.

15. Adjournment

RZ-23-05: An application to rezone property located at the intersection of Old Cox Road and Old Humble Mill Roads (Randolph County Parcel Identification Numbers 7679024396, 7669905560 7679008885) from Randolph County zoning to R15 (CZ) Low-Density Single-Family Residential Conditional Zoning district to allow a Residential Planned Unit Development with Commercial Uses Authorized *(Subsequent to advertisement of the case, the Commercial Use component was withdrawn from this application)*

Planning Board Recommendation and Staff Report

Planning Board Recommendation & Comments to City Council

NOTE: Have applicant Certify to Council mailings to all adjoining property owners.

Case # **RZ-23-05**

Date 6-5-23

Applicant William L. Turner

Legal Description

Establish City of Asheboro R15 (CZ) Low-Density Single-Family Residential (Conditional) zoning for a planned unit development consisting of single-family-detached, single-family-attached, including commercial development

Requested Action Establish city zoning, following annexation, on properties located at the intersection of Old Cox Road and Old Humble Mill Roads and on the west side of Old Cox Road, (Randolph County Parcel Identification Numbers 7679024396 addressed as 2159 Old Cox Road, 7669905560 7679008885), consisting of approximately 233.53 acres +/-, more specifically a R15 (CZ) Low-Density Single-Family Residential Conditional Zoning district that would allow a Residential Planned Unit Development with Commercial Uses Authorized. (Subsequent to advertisement of the case, the Commercial Use component was withdrawn from this application)

Existing Zone Randolph County Zoning (E-1)

Land Development Plan See Land Development Plan

Planning Board Recommendation

On May 1, 2023, the Planning Board continued its consideration of the request until its June 5, 2023 meeting. On June 5, 2023, the Planning Board made a recommendation to approve the request.

Reason for Recommendation

In a 6-1 vote, the Planning Board concurred with staff reasoning.

Planning Board Comments

Rezoning Staff Report

RZ Case # **RZ-23-05** **Date** July 13, 2023 City Council

General Information

Applicant William L. Turner

Address 410 Lakestone Drive

City Raleigh NC 27609

Phone 919-369-3254

Location Old Cox Road and Old Humble Mill Road

Requested Action Establish City of Asheboro R15 (CZ) Low-Density Single-Family Residential (Conditional) zoning for a planned unit development consisting of single-family-detached, single-family-attached, with commercial uses authorized.
(Note: the Commercial Use component was withdrawn from this application)

Existing Zone E-1 (Randolph County) **Existing Land Use** Undeveloped

Size 233.53 acres +/-

Pin # 7679024396, 7669905560 7679008885

Applicant's Reasons as stated on application

Constructing a development of a residential subdivision of various types of residences and a small commercial area

Surrounding Land Use

North Low-Density Res./agricultural/undeveloped **East** Low-Density Res./agricultural/undeveloped

South Low-Density Res./agricultural/undeveloped **West** Low-Density Res./agricultural/undeveloped

Zoning History N/A related to City of Asheboro

Legal Description

Properties of Mary Ella Beeson Pugh, Barbara Pugh Marsh, and others, located on the northern and southern corners of Old Cox Road and Humble Mill Road, and along the west side of Old Cox Rd., totaling approximately 233.53 acres +/- , more specifically identified by Randolph County Parcel Numbers 7679024396, 7669905560, and 7679008885 and Tracts 1, 2, and 3 in Plat Book 71 PG 46.

Analysis

See attachment 1.

Attachment 1: Staff Analysis of RZ-23-05 (Richlands Creek Dev.): Old Cox Road and Old Humble Mill Road

1. The property is currently outside the city limits. An annexation petition has been filed by the property owners; if annexed, the owner seeks approval of this proposal. Prior to final action on the requested zoning action, the City Council will need to decide on the question of annexation after holding a separate public hearing.
2. The property currently is under Randolph County planning and land use jurisdiction and is zoned E-1 (Environmental). All development, other than single-family residential homes, is regulated through Conditional District or Special Use Permit review under the County code.
3. The applicant submitted a revised site plan on July 7, that currently is under review. The revised plan shows:

- 34 additional parking spaces dispersed throughout the development
- a reduction of lots from 413 to 398 (plus one to contain the existing home in the event it can be saved)
- a fence in Phase 2 along the perimeter boundary closest to Old Humble Mill Road.

Additional staff comments pertaining to the revised plan will be presented at the July 13 meeting.
4. The request is for a Residential Planned Unit Development, including a commercial element. The request includes the potential for 398 new dwellings, and one existing dwelling, to be constructed in several phases over 5-plus years. The residential units include a mixture of single-family detached lots of various sizes and townhouse style attached single-family dwellings on individual lots. Approximately 14 acres is designated for future commercial development, but approval of the commercial element is not requested with this application; details concerning proposed commercial uses and development standards would have to be submitted, reviewed, and approved by City Council following a future public hearing. Development plans identify an interconnected street network, sidewalks throughout the project, a private trail, and a recreational clubhouse for residents along with play fields/courts. A mixture of preserved vegetation and planted landscaping is proposed along the perimeter of the project; a vegetative buffer is shown to be retained along Old Cox Road and Old Humble Mill Road.
5. Old Cox Road and Old Humble Mill Road are state maintained. Two new intersections, including one roundabout, on Old Cox Rd. are proposed with a third connection possible to serve future commercial development. One driveway from Old Humble Mill Road is proposed. A Traffic Impact Analysis has been submitted by the applicant and presented to the city and NCDOT. The applicant is working to address NCDOT feedback; left-turn lanes are expected to be provided at the proposed connections to Old Cox Rd. and Old Humble Mill Rd. Right-turn lanes also may be directed by NCDOT.
6. The zoning ordinance describes the R15 district as "intended to provide regulations which will produce a low intensity of single-family residential use with the necessary governmental and other support facilities to service such suburban intensity living." The overall residential density for the project is about 2.04 units per acre (decreased from approximately 2.13 units per acre with previous plan), which is consistent with an R15 designation.
7. The property is approximately 1 mile south of the US 64 Bypass. Access to the bypass at the Zoo Connector is about 3.3 travel miles; Bypass access via NC 42 is a similar distance. The property is approximately 1.3 miles south of the Zoo City Sportsplex and, at the closest point, is about 900 feet from the NC Zoological Park property; the closest Zoo-related activity appears to be approximately 2,500 feet away. Non-contiguous city limits, encompassing the Richland Village manufactured home park, are adjacent to the property and also are 1 mile south (272 acres owned by the NC Zoo Society).
8. Included with this report is a projection of revenue and expenses, prepared by the applicant, that presents expected public revenues and expenses to be generated by the development. Staff is preparing a separate summary detailing anticipated operational impacts should the property be annexed and developed as proposed.

Rezoning Staff Report

RZ Case # **RZ-23-05**

Consistency with the 2020 LDP Growth Strategy designations

In reviewing this request, careful consideration is given to each Goal and Policy as outlined in the Land Development Plan. Some Goals and Policies will either support or will not support the request, while others will be neutral or will not apply. Only those Goals and Policies that support or do not support the request will be shown.

Proposed Land Use Map Designation	Does not designate beyond current land use jurisdiction
Small Area Plan	Does not include area beyond current land use jurisdiction
Growth Strategy Map Designation	Does not designate beyond current land use jurisdiction

LDP Goals/Policies Which Support Request

Checklist Item 11: Rezoning will promote the type of development described in Design Principles. Specifically, Design Principles #3 and #4 – Move from "Separation of Uses" toward "Mixed Use Development; and Move from "Conventional Development" toward "Cluster Development"

Checklist Item 3: The property on which the rezoning district is proposed fits the description **of the Zoning Ordinance.** ***(Article 200, Section 210, Schedule of Statements of Intent)***

Checklist Item 7: The proposed rezoning is compatible with the applicable Small Area Plan.

Rezoning Staff Report

RZ Case # **RZ-23-05**

LDP Goals/Policies Which Do Not Support Request

Checklist Item 5: The proposed rezoning is compliant with the objectives of the Growth Strategy Map.

Staff's Final Analysis Concerning Consistency with Adopted Comprehensive Plans, Reasonableness and Public Interest

Since the property involved in this request is outside of the City's Extraterritorial Zoning Jurisdiction, the adopted Land Development Plan (LDP) does not provide specific growth strategy and land use recommendations for the property and surrounding area. The proposal can, however, be reviewed against general goals and policies advocated by the LDP.

The LDP's Southeast Small Area Plan recognized that the US Hwy 64 Bypass likely would change development patterns in the vicinity of the highway but recommended balancing growth with the preservation of rural character and protecting gateways leading to the NC Zoo. The Plan's prediction has proven true; improved access provided by the Bypass, combined with recent economic development announcements and the availability of municipal water and sewer service, has generated consistent development interest in the area.

One way to accomplish seemingly competing LDP goals is through a conditional zoning district that proposes the clustering of homes on property in areas most suitable for development, preserving significant natural areas for open space, and coordinating development in a manner that considers unique land features and area context. New land development should strike a balance between well-planned growth and honoring the uniqueness of the area afforded by the NC Zoo. Overall, staff believes the application attempts to find that balance and further advances the public's interest to promote diversified home-ownership options for people.

Recommendation Staff supports the application subject to the suggested conditions.

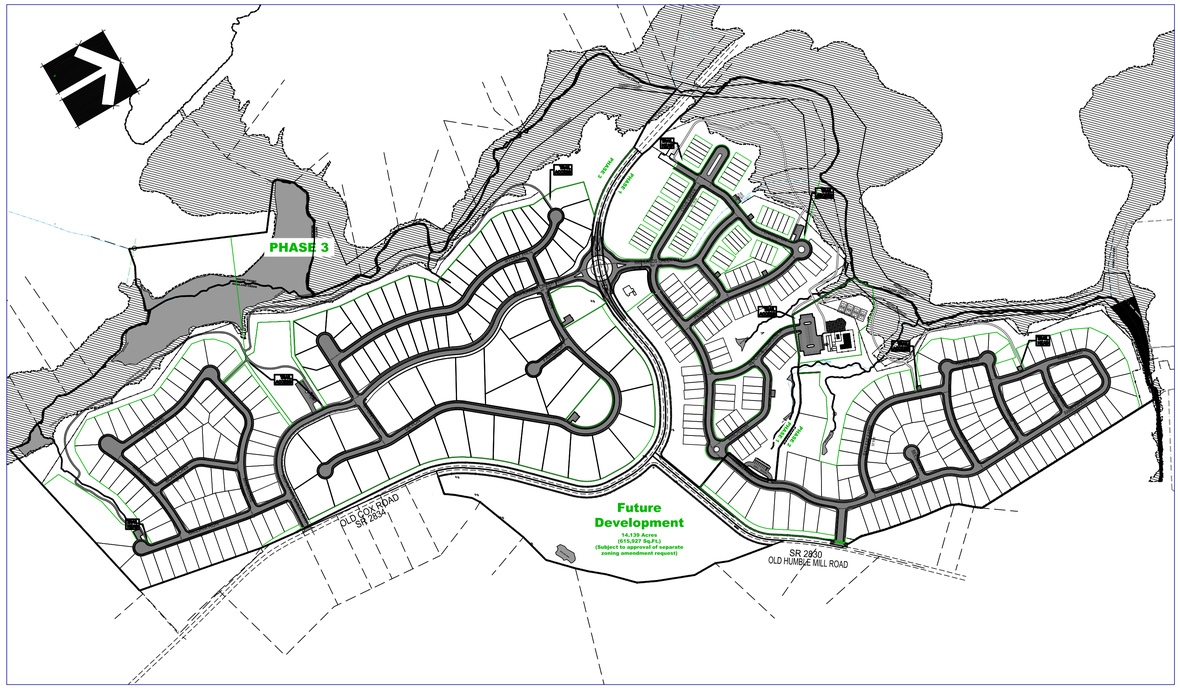
Rezoning Staff Report

Suggested Conditions for Conditional Zoning applications (subject to change prior to final report)

Refer to Attachment 2.

(A) The use approved shall be a Residential Planned Unit Development with no more than 399 dwelling units on 399 lots and development shall be per the approved site plan and materials submitted in support of the application.
(B) All parties involved in this request, including the owner, successors, heirs, and assigns, agree to the conditions and approved site plan.
(C) Enclosure of concrete pads or other additions to the rear of dwellings within Phase 1 of the development shall not be considered a modification requiring City Council review provided such additions are located on a recorded lot.
(D) Maintenance of all recreation areas, any utilities not publicly maintained, roads, and drainage facilities that are not specifically labeled on the approved site plan as publicly owned and maintained shall be the responsibility of the property owner and any successors in interest including but not limited to the Richlands Creek Neighborhood Homeowners Association (HOA).
(E) Any utility infrastructure indicated by the city as required to be publicly maintained shall be located within a City of Asheboro utility easement. Surveying of any required easements shall be the responsibility of the property owner.
(F) Solid waste disposal for the project shall be consistent with city policies and codes.
(G)) Landscaping, including street trees, front yard landscaping, tree preservation, and perimeter buffering shall be installed or retained consistent with the details and specifications shown on the site plan and as modified by these conditions.
(H) Prior to the recording of Memorandum of Land Use Restrictions outlined in (Z), the applicant shall submit a site plan reflecting any revisions necessary to comply with city codes and conditions of approval.
(I) Prior to the issuance of a Zoning Compliance Permit for the proposed land use, the applicant shall submit documentation detailing the following approvals:
i) Driveway permit from NCDOT
ii.) Permitting from NC Department of Environmental Quality
iii.) Subdivision Sketch Design and Preliminary Plat
(J) Prior to the preliminary plat approval, plans concerning water, including provisions for fire hydrants, street lights, and sanitary sewage that comply with city policies, shall be submitted and approved.
(K) All dwellings shall be located on a subdivided lot and recorded in the public registry in accordance with the city's land development requirements.
(L) All setbacks shall be no less than as provided by the site plan except that corner lots within phases 2 and 3 shall only be required to comply with one front yard setback; the other yard(s) adjacent to a street shall be considered a side yard setback or shall abide by any buffer yard provided. Within phases 2 and 3, side yard setbacks shall be no less than 10’ and rear yard setbacks shall be no less than 20’. Front yard averaging provisions shall not be applicable within any phase of the development.
(M) Open space shall be created and recorded consistent with the conditional zoning district site plan.
(N) Recreational elements proposed within each phase shall be constructed and available for use prior to the recording of subdivision plats resulting in the creation of more than 75% of the lots approved for that phase as ultimately shown on the preliminary plats to be presented.
(O) Recreational vehicle (RV) parking shall either be prohibited throughout the development by the homeowners’ association documents or areas compliant with city regulatory requirements shall be provided. Phase 3 lots 126-155 shall be permitted to store RVs provided it is done in a manner that complies with the city requirements.
(P) Sidewalks that meet ADA standards shall be provided along all streets (except as noted below) to connect units and lots, parking areas, recreation vehicle storage (if provided), recreation facilities, trash facilities, community mailboxes, and shall extend to intersections with existing streets, and along existing public streets (except as noted below) where new curb and gutter is added. Where existing and proposed streets exceed five percent (5%) grade, and sidewalks area added along those streets, sidewalks shall meet ADA standards at the intersection(s).
(Q) Within the 30 ft. buffer areas, shown along Old Cox Road and Old Humble Mill Road, existing vegetation shall be retained where present; where no vegetation present, a street yard equivalent to 1 evergreen shrub per 10 linear feet and 1 canopy tree per 20 linear feet shall be provided within the buffer area.
(R) The 20 ft. Type B buffers identified on the site plan may use existing vegetation when located within

the buffer area and providing equivalent or greater buffering than the zoning ordinance requirements for a Type B buffer. Otherwise, new plantings shall be provided.
(S) Stormwater control measures designed by a licensed professional in accordance with the current North Carolina Department of Environmental Quality Stormwater BMP Manual shall be provided. Measures shall control the ten-year post-development peak discharge rates to pre-development peak flow rates. Prior to a Certificate of Occupancy, a licensed professional shall provide certification that the storm water control measures were built according to the plans. Any open water retention or drainage areas shall be managed to control mosquitos. The maintenance of all runoff control measures shall be the responsibility of the property owner.
(T) No uses are permitted within the "Future Development" portion of the property. Approval of a separate rezoning application shall occur prior to the city's issuance of any building permits for this area.
(U) All terminations of public streets, whether permanent or temporary, shall comply with city ordinances and policies pertaining to turnaround and maneuvering area.
(V) No new driveways or roadway connections shall be made to Old Cox Road or Old Humble Mill Road except for those shown on the submitted site plan unless determined by zoning administrator to be necessary for public or emergency service response(s).
(W) Final roadway names shall be subject to city and Randolph County approval.
(X) Floodplain development permits shall be issued by the city prior to any construction within regulated floodplain areas.
(Y) Prior to recording a final plat for any phase of the development, homeowners' association documents, which contain provisions consistent with this order, shall be recorded in the office of limited to, maintenance responsibilities of the association, a release of City of Asheboro from liability due to utility maintenance on any streets, indication that walls between units are party walls, and prohibition of parking recreational vehicles (boats, campers, travel trailers, etc.) outdoors.
(Z) Prior to the issuance of a Zoning Compliance Permit for the proposed land use, the owner(s) of the Zoning Lot shall properly execute and deliver to the Zoning Administrator for recordation in the office of the Randolph County Register of Deeds a Memorandum of Land Use Restrictions prepared by the City Attorney for the purpose of placing notice of the conditions attached to this Conditional Zoning in the chain of title for the Zoning Lot.
(AA) Dwellings shall contain a minimum of 1200 Sq. Ft. of heated area.
(BB) The conditional zoning district approval shall not become valid until the effective date of annexation for the property.
(CC) Passenger vehicle overflow parking, equivalent to the number of spaces and in locations generally consistent with the approved site plan, shall be built in each phase of the development. The size of each space shall comply with the Asheboro Zoning Ordinance.
(DD) Every dwelling unit constructed shall have garage and dedicated driveway leading to the street. Phase 1 townhome lots shall possess driveways at least 9 feet wide; Phase 1 single-family attached townhome lots and all lots within Phases 2 and 3 shall possess driveways at least 18 feet wide.
(EE) A fence at least 6' in height shall be installed near the rear property line of Lots 1-30 of Phase 2, adjacent to land now or formerly owned by Halleluljah Taro Fenberg Et. Al (DB 1513, PG 556); Jesse Dwayne Deaton (DB 1808 PG 1119); Gordon Van Coburn (DB 2691, PG 1955); and Schwarz Properties (DB 2729 PG 922). Fencing shall be 6 feet high and made of black acrylic or wood (pressure treated or naturally resistant to weather).



PROJECT DATA

1. Subdivision Name: Richlands Creek

2. Developer: The Turner Group. Inc.
Attn: Mr Bill Turner
410 Lakeshore Drive
Raleigh, NC 27609
(919) 369-3254

3. Current Owner: Barbara Pugh Marsh
1105 16th Street
Port Royal, SC 29935

4. Engineering By: Hiram J Marziano, PE
P.O. Box 278, Asheboro, NC 27204
(336) 493-4450

5. Environmental Consulting: Pilot Enviromental, Inc.
PO Box 128
Kernersville, NC 27285
(336) 310-4527

6. Traffic Study: Steven Epley, PE | Traffic Project Manager
DAVENPORT
4600 Marriott Drive, Suite 340
Raleigh, NC 27612
(919) 809-7006

7. Landscape Architect: Tim Knowles, PLA
Landscape Architect
202 Cross Vine Lane
Greensboro, NC 27455

8 Project Surveyor: Survey Carolina PLLC
154 S. Fayetteville Street, Suite B
Asheboro, NC 27203
(336) 625-8000

SITE DATA

1. Total Area = 240.921 Acres (10,494,516 Sq.Ft.)
Area in Existing R/W = 6.191 Acres (269.688 Sq.Ft.)
Area Net of Existing R/W: 234.730 Ac. (10,228,828 Sq.Ft.)
Area in Future Development = 14.139 Acres (615,927 Sq.Ft.)
Area in Existing House Parcel = 0.793 Acres (34,554 Sq.Ft.)
Net Area in Development = 219.798 Acres (9,578,347 Sq.Ft.)

2. Total Number of Lots - 398 Total

3. Lots per Acre - 1.81

4. Total Area in Lots - 103.655 Acres

5. Total Area in Parks & Open Space - 86.249 Acres

6. Area in Proposed R/W - 29.894 Acres

7. Linear Feet in Proposed Streets - 21,556

8. Deed Reference - D.B. 2663, Pg. 1409

9. Plat Reference - P.B. 71, Pg. 46

10. Tax Map No. - 7679024396, 7669905560, 7679008885

11. Existing Zoning - Randolph County Zone E-1,
Zoo Environmental Area

12. Proposed Zoning - City of Asheboro Zone - R15 - CZ

13. Parcel Location - Randolph County, Grant Township

14. Fire District - Eastside

15. Voting Districts: County Commissioner: District 5
NC Senate: District 29
NC House: District 78
US House: District 7

16. Water and Wastewater Services by the City of Asheboro

17. Portions of this site along Richland Creek and Vestal Creek are within Flood Zone AE (1% Annual Chance Flood Plain).
Refer to FIRM Community Panel No. 3710767900J, DATED 1/12/08.

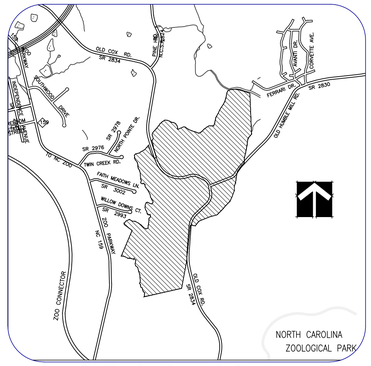
18. Detailed construction plans will be prepared to include:
- Site grading, Erosion Control & Drainage Plans.
- Street Plan & Profiles.
- Water & Wastewater System Plans.
- All supporting, appurtenant details & specifications necessary to meet regulatory requirements.

19. Water & Wastewater system plans will be submitted to regulatory agencies for obtaining necessary permits prior to construction.

20. Permits Include but may not be Limited to:
- Asheboro planning, engineering & fire marshall
- City of Asheboro relative to water & wastewater systems
- NCDEQ- WS land quality for E&SC permitting
- NCDEQ- WS for water system permitting
- NCDOT for driveway permit and State Road design approval
- US COE & NCDEQ for Wetland Mitigation

21. Infrastructure: Streets, Water, & Wastewater Systems to be public and maintained by the City of Asheboro.

22. Topographic data was obtained for NC One Map, DEM20 data.
Topography shown represents existing terrain.
Street grading plans will be prepared to meet NCDOT & City of Asheboro approval and standards.



Vicinity Map
Not to Scale

AMENITIES NOTES:

1. The main amenities area to be constructed as part of Phase 2 will consist of a Clubhouse Buillding (±3,000 Sq.Ft), Pool, Playground, and picnic areas.

2. The large recreation area in Phase 3 will consist of Swings / Play equipment, Firepit / Picnic area with benches, along with open space for recreation,

3. The smaller "Pocket Parks" in Phase 3 will consist of Open areas with landscaping and bench / sitting areas.

4. The Large open area between Old Cox Road and the proposed townhomes is being reserved for a future community garden space.

5. The existing dwelling located directly northeast of the planned roundabout is intended to be platted as its own lot and retained by the developer for future use, pending evaluation of its condition and potential uses. Access to and utilities for this parcel are to be from the proposed development.

6. Other areas and facilities not in lots or Rights of Way are considered as the open space of this project, and are to be held and maintained by the Homeowners Association for the benefit the residents of this project.

SKETCH PLAN SHEET INDEX

SHEET NO.	DESCRIPTION
1	PROJECT DATA & KEY MAP
2	OVERALL SITE MAP
3	AREA WEST OF OLD COX ROAD
4	AREA EAST OF OLD COX ROAD
5	PHASE 1 SKETCH PLAN
6	PHASE 2 SKETCH PLAN
7	PHASE 3 SKETCH PLAN
8	TYPICAL LOT LAYOUT AND ROAD SECTIONS

REVISIONS

BY	DATE	DESCRIPTION	SYM.
TS	7/7/23	Added Parking, Fence, Open Space.	
		Revised Lot Sizes, added Lot Dimensions	

FINAL DRAWING FOR REVIEW PURPOSES ONLY NOT RELEASED FOR CONSTRUCTION

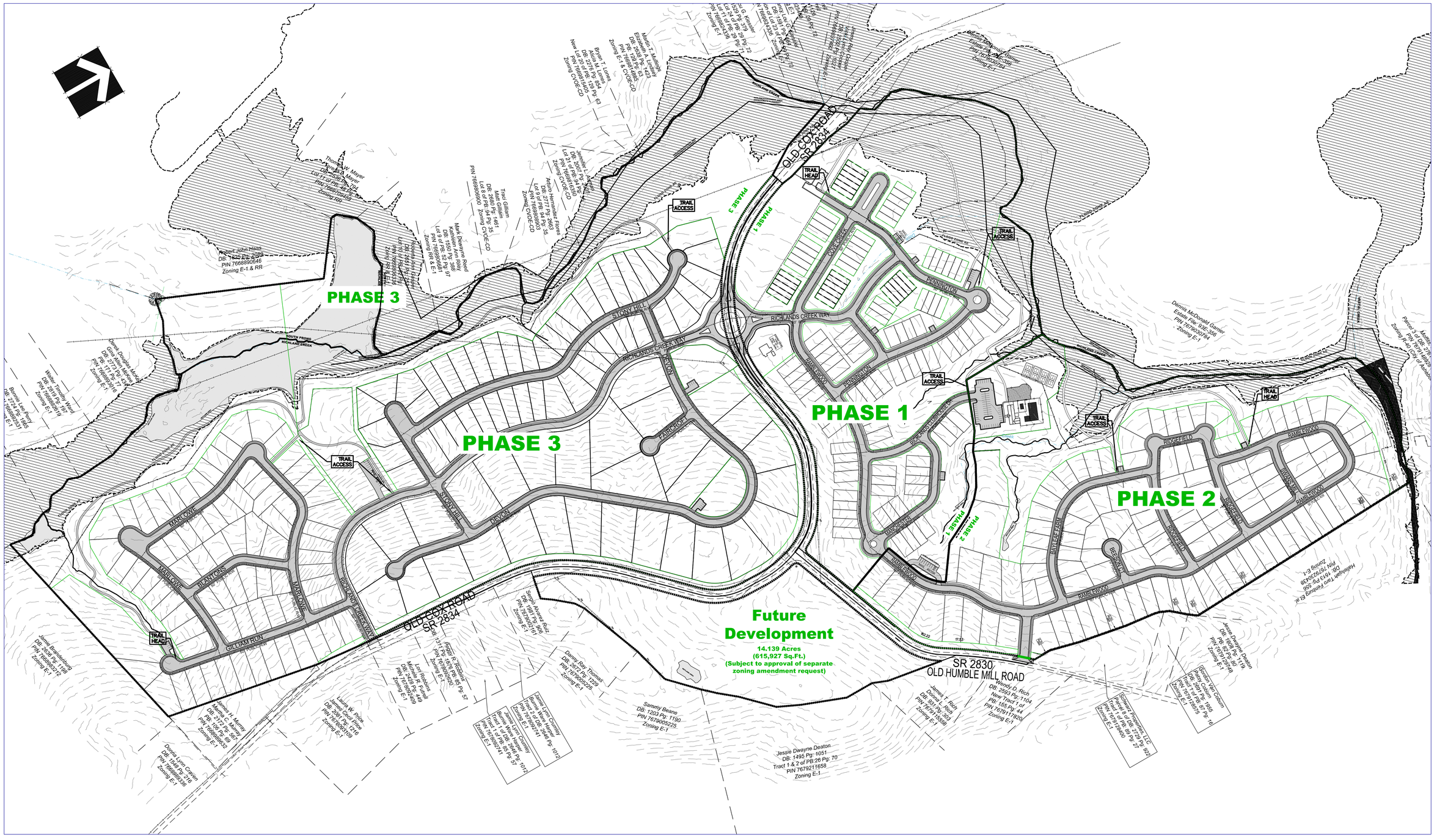
CONSULTING, CIVIL ENGINEER
HIRAM J. MARZIANO, PE
PO Box 278, Asheboro, NC 27204 - (336)493-4450
hmarziano@triadbiz.rr.com

SITE DATA SHEET

RICHLANDS CREEK DEVELOPMENT
CITY OF ASHEBORO
Randolph County, North Carolina

Scale:	1" = 200'
Date:	04/13/2023
Drawn:	TS
Checked:	---
Job No.:	

Sheet No.: 1
Of: 8 Version: 1



REVISIONS			
BY	DATE	DESCRIPTION	SYM.
TS	7/7/23	Added Parking, Fence, Open Space.	
		Revised Lot Sizes, added Lot Dimensions	

FINAL DRAWING FOR REVIEW PURPOSES ONLY NOT RELEASED FOR CONSTRUCTION

CONSULTING, CIVIL ENGINEER

HIRAM J. ARZIANO, PE

PO Box 278, Asheboro, NC 27204 - (336)493-4450

hmarziano@triadbiz.rr.com

OVERALL PROJECT LAYOUT

RICHLANDS CREEK DEVELOPMENT

CITY OF ASHEBORO

Randolph County, North Carolina

Scale:	1" = 200'
Date:	04/13/2023
Drawn:	TS
Checked:	---
Job No.:	

Sheet No.: 2

Of: 8 Version: 1

PHASE 3

Future Development

14.139 Acres
(615,927 Sq.Ft.)
(Subject to approval of separate zoning amendment request)

OLD COX ROAD
SR 2834

OLD HUMBLE MILL ROAD
SR 2830

RICHLANDS CREEK WAY

STONY HILL

DEVON

FAIRCROFT

MARLOWE

BLANTYRE

GILLIAM RUN

MARY ANNE

RICHLANDS CREEK WAY SECTION 1

PENNINGTON

CANTON

CHESTERFIELD

LYNCHESTER

RAMBLEWOOD

COVE CREEK

PHASE 1

PHASE 2

PHASE 3

Robert John Haas
DB: 1825 Pg: 2089
PIN 7668890646
Zoning E-1 & RR

Thomas W. Mayer
Kenda A. Mayer
DB: 2536 Pg: 794
Lot 11 of PB: 48 Pg: 79
PIN 7669709459
Zoning RR

Traci Gilliam
Matt Gilliam
DB: 2660 Pg: 1461
Lot 8 of PB: 94 Pg: 35
PIN 7669806900
Zoning CVOE-CD

Mark Dewayne Reed
Kathleen Ann Riley
DB: 1550 Pg: 386
DB: 1550 Pg: 97
Lot 9 of PB: 52 Pg: 97
PIN 7669806681
Zoning RR & E-1

Roberta Ann Gasper
DB: 2651 Pg: 2334
Lot 10 of PB: 27 Pg: 4
PIN 7669806336
Zoning RR & E-1

Jennifer L. Archer
DB: 4007 Pg: 2001
Lot 2 of PB: 94 Pg: 34
PIN 7669816350
Zoning CVOE-CD

Arturo Hernandez Flores
DB: 2777 Pg: 2663
Lot 9 of PB: 94 Pg: 35
PIN 7669806903
Zoning CVOE-CD

Derek Douglas Mercer
Gina Alice Mercer
DB: 2772 Pg: 434
DB: 1711 Pg: 221
PIN 7668893016
Zoning E-1

Walter Timothy Ward
DB: 2819 Pg: 197
PIN 7668882619
Zoning E-1

Bonnie Lee Perry
DB: 2724 Pg: 1985
PIN 7668892531
Zoning E-1

Lester Wayne Young
Luckie J. Young
DB: 78 Pg: 68
PIN 7682380

Jamie Brandenburg
DB: 2636 Pg: 1198
PIN 7668893272
Zoning E-1

Sergio Alvarez Ruiz
DB: 1981 Pg: 906
PIN 7679002161
Zoning E-1

Peggy R Robbins
DB: 1371 Pg: 1676 PB: 85 Pg: 57
PIN 7678002620
Zoning E-1

Lori Robbins
Michelle R. Farrell
DB: 2408 Pg: 449
PIN 7678002409
Zoning E-1

Danny Ray Thomas
DB: 2672 Pg: 1229
PIN 7679005225
Zoning E-1

Sammy Beane
DB: 1203 Pg: 1190
PIN 7679005225
Zoning E-1

Jamie Lynn Crumpler
Bonnie Wade Hepler
Tract 2 of DB:
PIN 7678002
Zoning E-1

James T. Rich
Donnie E. Rich
DB: 937 Pg: 303
PIN 7679175558
Zoning E-1

Wendy
DB: 2593
New Trac
PB: 155 P
PIN 767911
Zoning E-

OPEN SPACE
5489 Sq Ft
0.126 Acres

OPEN SPACE
68644 Sq Ft
2.035 Acres

RECREATION AREA
0.9301 Acres

RECREATION AREA
0.0681 Acres

REVISIONS

BY	DATE	DESCRIPTION	SYM.
TS	7/7/23	Added Parking, Fence, Open Space.	
		Revised Lot Sizes, added Lot Dimensions	

FINAL DRAWING
FOR REVIEW PURPOSES ONLY
NOT RELEASED
FOR CONSTRUCTION

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HIRAM J. ARZIANO, PE
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hmarziano@triadbiz.rr.com

SITE LAYOUT
PHASE 3

RICHLANDS CREEK DEVELOPMENT
CITY OF ASHEBORO
Randolph County, North Carolina

Scale:	1" = 150'
Date:	04/13/2023
Drawn:	TS
Checked:	---
Job No.:	

Sheet No.: 3
Of: 8 Version: 1



REVISIONS			
BY	DATE	DESCRIPTION	SYM.
TS	7/7/23	Added Parking, Fence, Open Space.	
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FINAL DRAWING FOR REVIEW PURPOSES ONLY NOT RELEASED FOR CONSTRUCTION

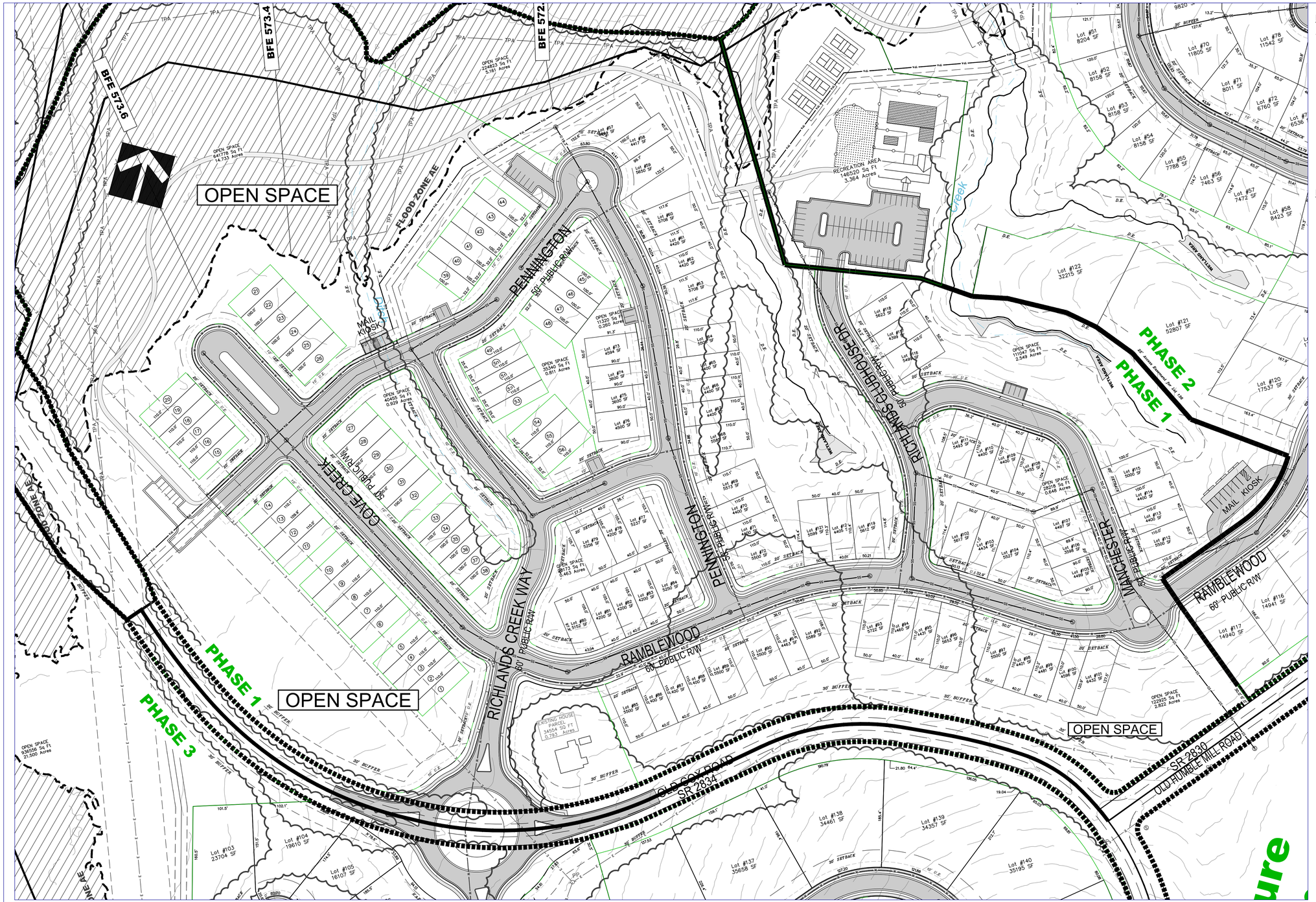
CONSULTING, CIVIL ENGINEER
HIRAM J. ARZIANO, PE
PO Box 278, Asheboro, NC 27204 - (336)493-4450
hmarziano@triadbiz.rr.com

SITE LAYOUT
PHASES 1 & 2

RICHLANDS CREEK DEVELOPMENT
CITY OF ASHEBORO
Randolph County, North Carolina

Scale:	1" = 150
Date:	04/13/2023
Drawn:	TS
Checked:	---
Job No.:	

Sheet No.: 4
Of: 8 Version: 1



Phase 1 Site Data:

Total Area = 48.354 Acres
Area in Townhome Lots: 3.928 Acres (171,638 Sq.Ft)
Number of Townhome Lots: 56
Average Townhome Lot Size: 3,065 Sq.Ft.

Area in SFA Lots: 7.313 Acres (318,740 Sq.Ft)
Number of SFA Lots: 65
Average SFA Lot Size: 4,904 Sq.Ft.

Open Space = 28.736 Acres (1,236,079 Sq.Ft.)

Area in R/W = 8.704 Acres (379,146 Sq.Ft.)

Linear Feet in Streets = 5,969

Phase 1 Totals:

Average Lot Size is 4,052 Sq. Ft.
2.50 Lots per Acre
Area In Lots is 11.241 Acres (±23.2% of Total)
Open Space is 30.582 Acres (±59.4% of Total)

REVISIONS

BY	DATE	DESCRIPTION	SYM.
TS	7/7/23	Added Parking, Fence, Open Space.	
		Revised Lot Sizes, added Lot Dimensions	

FINAL DRAWING
FOR REVIEW PURPOSES ONLY
NOT RELEASED
FOR CONSTRUCTION

7707
ENGINEER
HIRAM J. MARZIANO

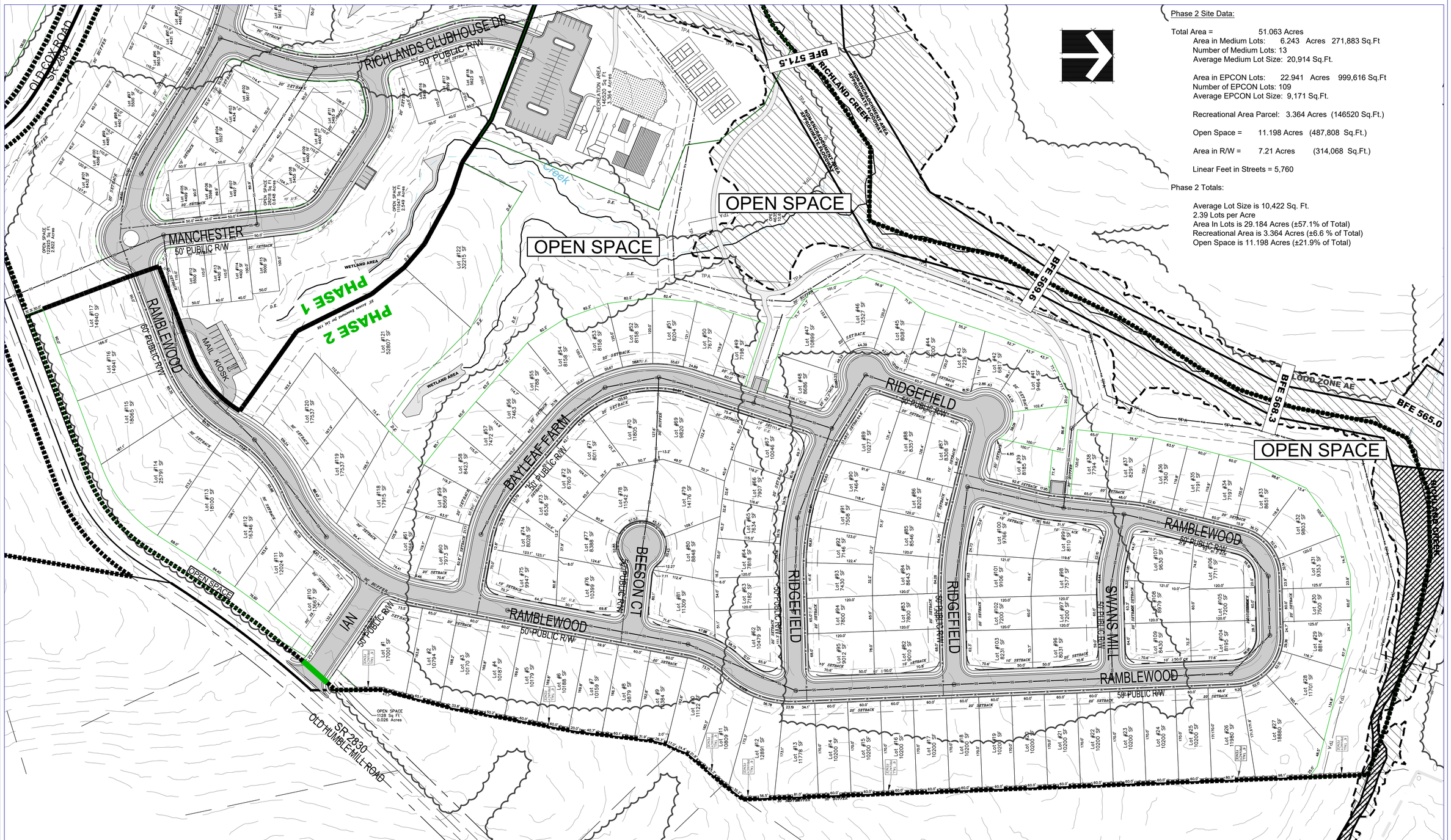
CONSULTING, CIVIL ENGINEER
HIRAM J. ARZIANO, PE
PO Box 278, Asheboro, NC 27204 - (336)493-4450
hmarziano@triadbiz.rr.com

PHASE 1
SKETCH PLAN

RICHLANDS CREEK DEVELOPMENT
CITY OF ASHEBORO
Randolph County, North Carolina

Scale: 1" = 80'
Date: 04/13/2023
Drawn: TS
Checked: ---
Job No.:

Sheet No.: 5
Of: 8 Version: 1



REVISIONS			
BY	DATE	DESCRIPTION	SYM.
TS	7/7/23	Added Parking, Fence, Open Space.	
		Revised Lot Sizes, added Lot Dimensions	

FINAL DRAWING FOR REVIEW PURPOSES ONLY NOT RELEASED FOR CONSTRUCTION

HIRAM J. MARZIANO 7707 ENGINEER

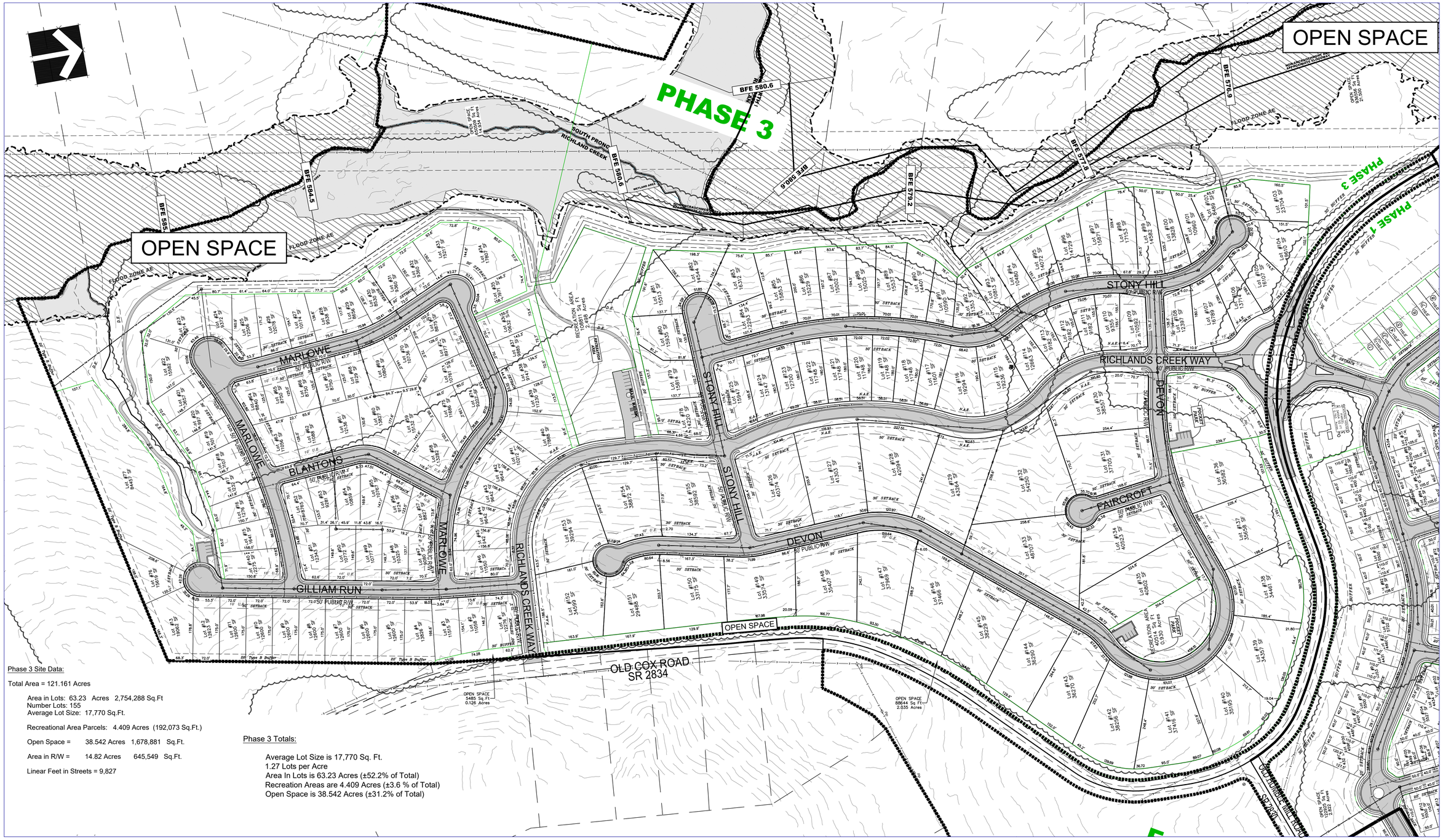
CONSULTING, CIVIL ENGINEER
HIRAM J. ARZIANO, PE
PO Box 278, Asheboro, NC 27204 - (336)493-4450
hmarziano@triadbiz.rr.com

PHASE 2
SKETCH PLAN

RICHLANDS CREEK DEVELOPMENT
CITY OF ASHEBORO
Randolph County, North Carolina

Scale:	1" = 80'
Date:	04/13/2023
Drawn:	TS
Checked:	---
Job No.:	

Sheet No.: 6
Of: 8 Version: 1



Phase 3 Site Data:

Total Area = 121.161 Acres

Area in Lots: 63.23 Acres 2,754,288 Sq.Ft
Number Lots: 155
Average Lot Size: 17,770 Sq.Ft.

Recreational Area Parcels: 4.409 Acres (192,073 Sq.Ft.)

Open Space = 38.542 Acres 1,678,881 Sq.Ft.

Area in R/W = 14.82 Acres 645,549 Sq.Ft.

Linear Feet in Streets = 9,827

Phase 3 Totals:

Average Lot Size is 17,770 Sq. Ft.
1.27 Lots per Acre
Area In Lots is 63.23 Acres (±52.2% of Total)
Recreation Areas are 4.409 Acres (±3.6 % of Total)
Open Space is 38.542 Acres (±31.2% of Total)

REVISIONS

BY	DATE	DESCRIPTION	SYM.
TS	7/7/23	Added Parking, Fence, Open Space.	
		Revised Lot Sizes, added Lot Dimensions	

FINAL DRAWING
FOR REVIEW PURPOSES ONLY
NOT RELEASED
FOR CONSTRUCTION

7707
ENGINEERS
HIRAM J. MARZIANO

CONSULTING, CIVIL ENGINEER
HIRAM J. MARZIANO, PE
PO Box 278, Asheboro, NC 27204 - (336)493-4450
hmarziano@triadbiz.rr.com

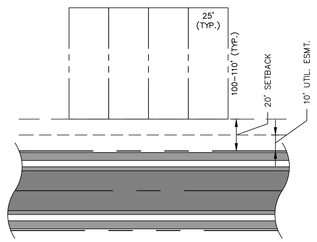
PHASE 3
SKETCH PLAN

RICHLANDS CREEK DEVELOPMENT
CITY OF ASHEBORO
Randolph County, North Carolina

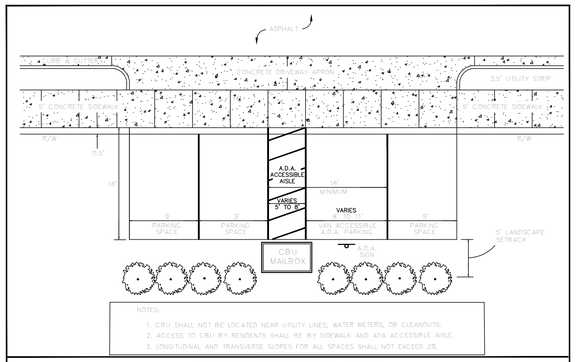
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Date:	04/13/2023
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Job No.:	

Sheet No.: 7
Of: 8 Version: 1

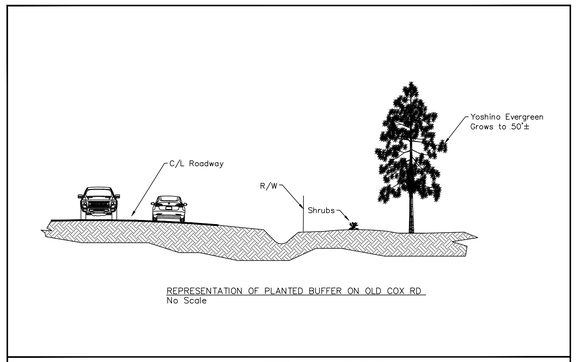
NOTE: Master Up Townhomes may be 3, 4, 5, or 6 unit structures.
Typical Lot Size 25'w x 100-110'd.



TYPICAL LOT LAYOUT
TOWNHOMES W/ MASTER UP
(4 UNIT TYPE SHOWN)

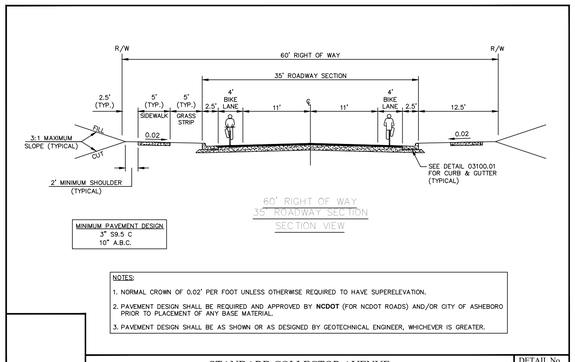


CLUSTER BOX UNIT (CBU) - TYPE IV
(PERPENDICULAR PARKING)



REPRESENTATION OF PLANTED BUFFER ON OLD COX RD.
No Scale

TYPICAL BUFFER ARRANGEMENT
ALONG OLD COX RD & OLD HUMBLE MILL RD



60' RIGHT OF WAY
35' ROADWAY SECTION
SECTION VIEW

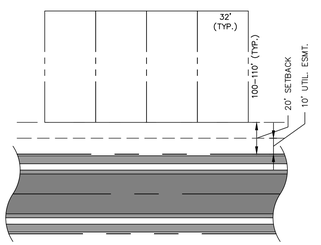
MINIMUM PAVEMENT DESIGN
3" 59.5 C
10" A.B.C.

NOTES:
1. NORMAL CROWN OF 0.02" PER FOOT UNLESS OTHERWISE REQUIRED TO HAVE SUPERELEVATION.
2. PAVEMENT DESIGN SHALL BE REQUIRED AND APPROVED BY **NCDOT** (FOR NCDOT ROADS) AND/OR CITY OF ASHEBORO PRIOR TO PLACEMENT OF ANY BASE MATERIAL.
3. PAVEMENT DESIGN SHALL BE AS SHOWN OR AS DESIGNED BY GEOTECHNICAL ENGINEER, WHICHEVER IS GREATER.

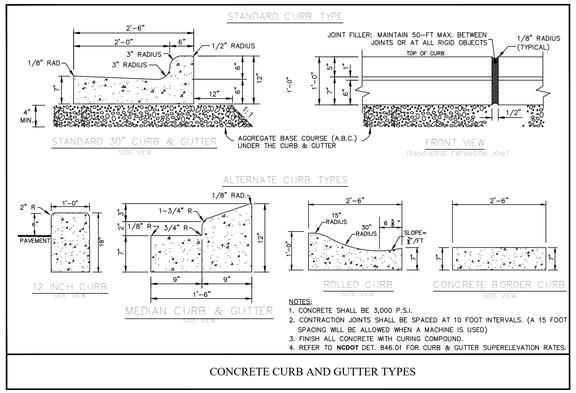
STANDARD COLLECTOR AVENUE
(RESIDENTIAL DEVELOPMENTS)

DETAIL No.

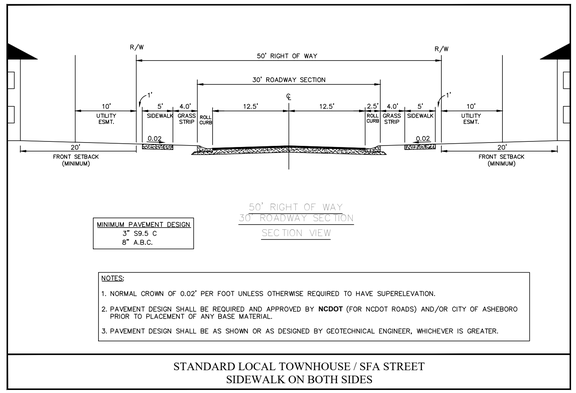
NOTE: Master Down Townhomes may be 3, 4, 5, or 6 unit structures.
Typical Lot Size 32'w x 100-110'd.



TYPICAL LOT LAYOUT
TOWNHOMES W/ MASTER DOWN
(4 UNIT TYPE SHOWN)



CONCRETE CURB AND GUTTER TYPES

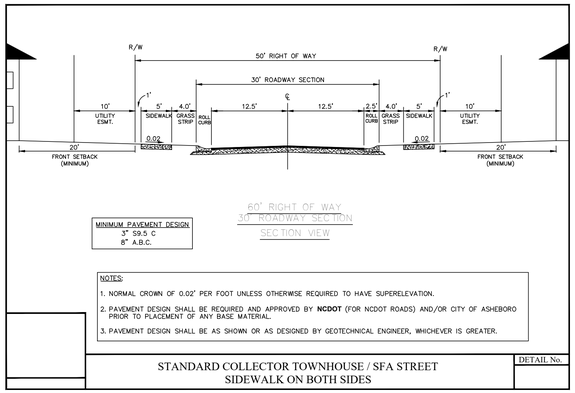


50' RIGHT OF WAY
30' ROADWAY SECTION
SECTION VIEW

MINIMUM PAVEMENT DESIGN
3" 59.5 C
8" A.B.C.

NOTES:
1. NORMAL CROWN OF 0.02" PER FOOT UNLESS OTHERWISE REQUIRED TO HAVE SUPERELEVATION.
2. PAVEMENT DESIGN SHALL BE REQUIRED AND APPROVED BY **NCDOT** (FOR NCDOT ROADS) AND/OR CITY OF ASHEBORO PRIOR TO PLACEMENT OF ANY BASE MATERIAL.
3. PAVEMENT DESIGN SHALL BE AS SHOWN OR AS DESIGNED BY GEOTECHNICAL ENGINEER, WHICHEVER IS GREATER.

STANDARD LOCAL TOWNHOUSE / SFA STREET
SIDEWALK ON BOTH SIDES



60' RIGHT OF WAY
30' ROADWAY SECTION
SECTION VIEW

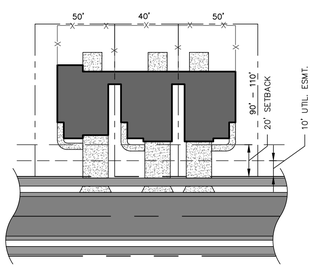
MINIMUM PAVEMENT DESIGN
3" 59.5 C
8" A.B.C.

NOTES:
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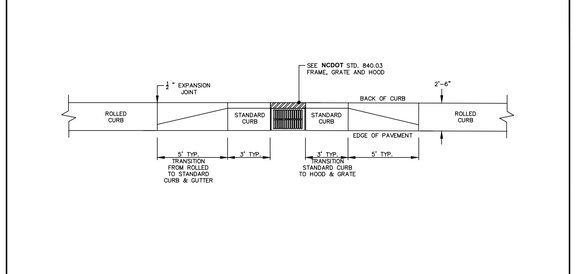
STANDARD COLLECTOR TOWNHOUSE / SFA STREET
SIDEWALK ON BOTH SIDES

DETAIL No.

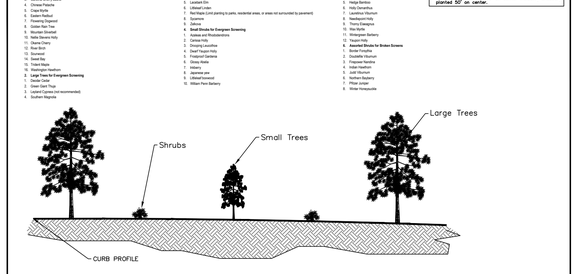
NOTE: Single Family Attached Homes may be 3, 4, or 5 unit structures.
Typical Internal Lot Size 40'w x 90'-110'd.
Typical End Lot Size 40'w x 90'-110'd.



TYPICAL LOT LAYOUT
SINGLE FAMILY ATTACHED
HOMES

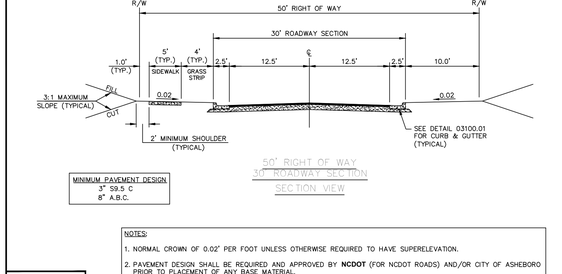


CONCRETE CURB AND GUTTER TRANSITION
(ROLLED CURB TO STANDARD CURB)



REPRESENTATION OF TREE PLANTINGS ALONG ROADWAYS
No Scale (See Above for Spacing)

STREET TREE PLANTING ARRANGEMENT



50' RIGHT OF WAY
30' ROADWAY SECTION
SECTION VIEW

MINIMUM PAVEMENT DESIGN
3" 59.5 C
8" A.B.C.

NOTES:
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STANDARD LOCAL STREET

DETAIL No.

REVISIONS

BY	DATE	DESCRIPTION	SYM.
TS	7/7/23	Added Parking, Fence, Open Space.	
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FINAL DRAWING
FOR REVIEW PURPOSES ONLY
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FOR CONSTRUCTION

NORTH CAROLINA REGISTERED ENGINEER 7707 HIRAM J. ARZIANO, JR. SEAL

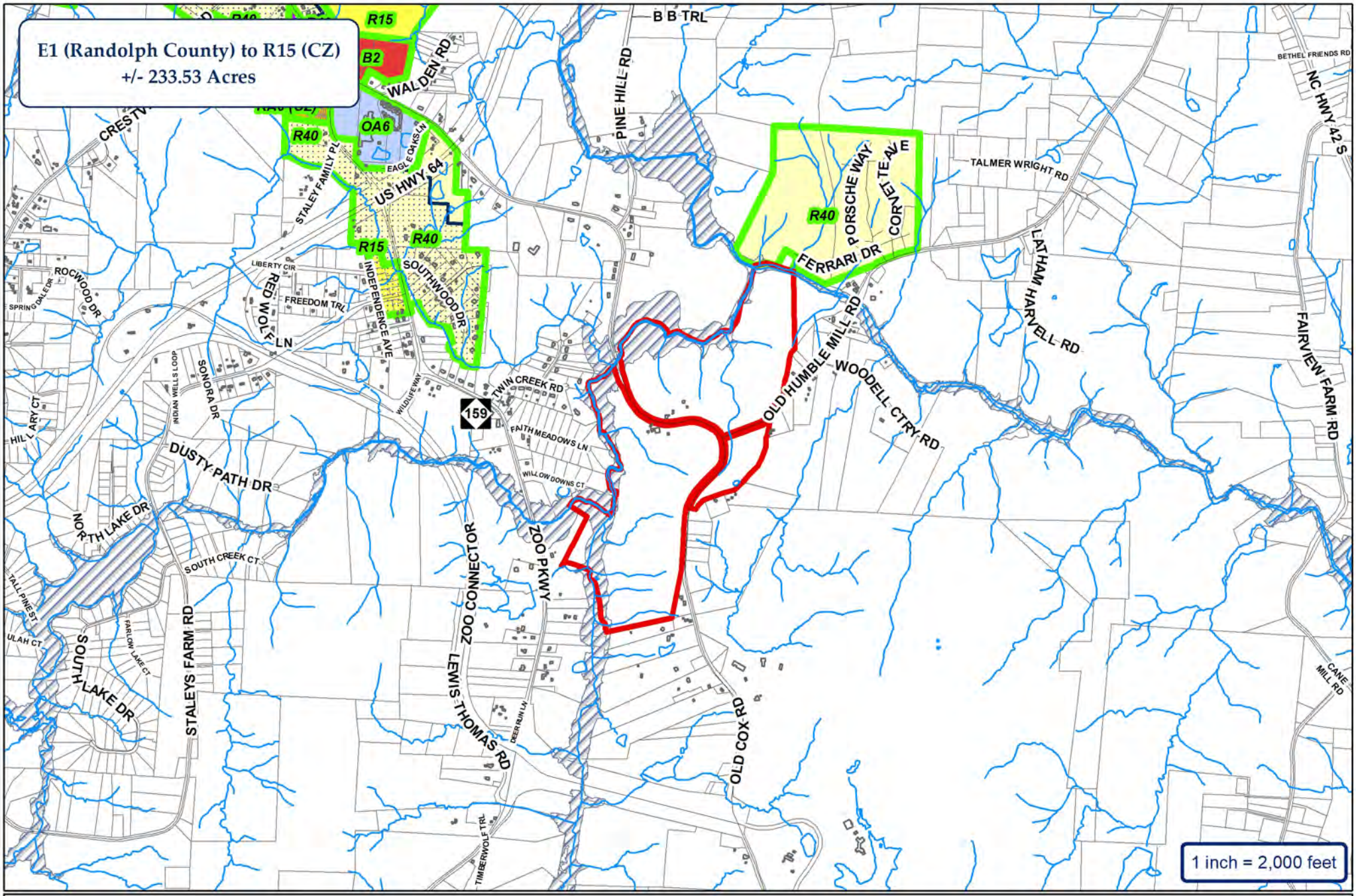
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HIRAM J. ARZIANO, PE
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hmarziano@triadbiz.rr.com

TYPICAL LOT LAYOUTS
STREET TYPICAL SECTIONS

RICHLANDS CREEK DEVELOPMENT
CITY OF ASHEBORO
Randolph County, North Carolina

Scale:	N/A
Date:	04/13/2023
Drawn:	TS
Checked:	---
Job No.:	

Sheet No.: 8
Of: 8 Version: 1



CITY OF ASHEBORO
NORTH CAROLINA
Exactly where you want to be.

ETJ

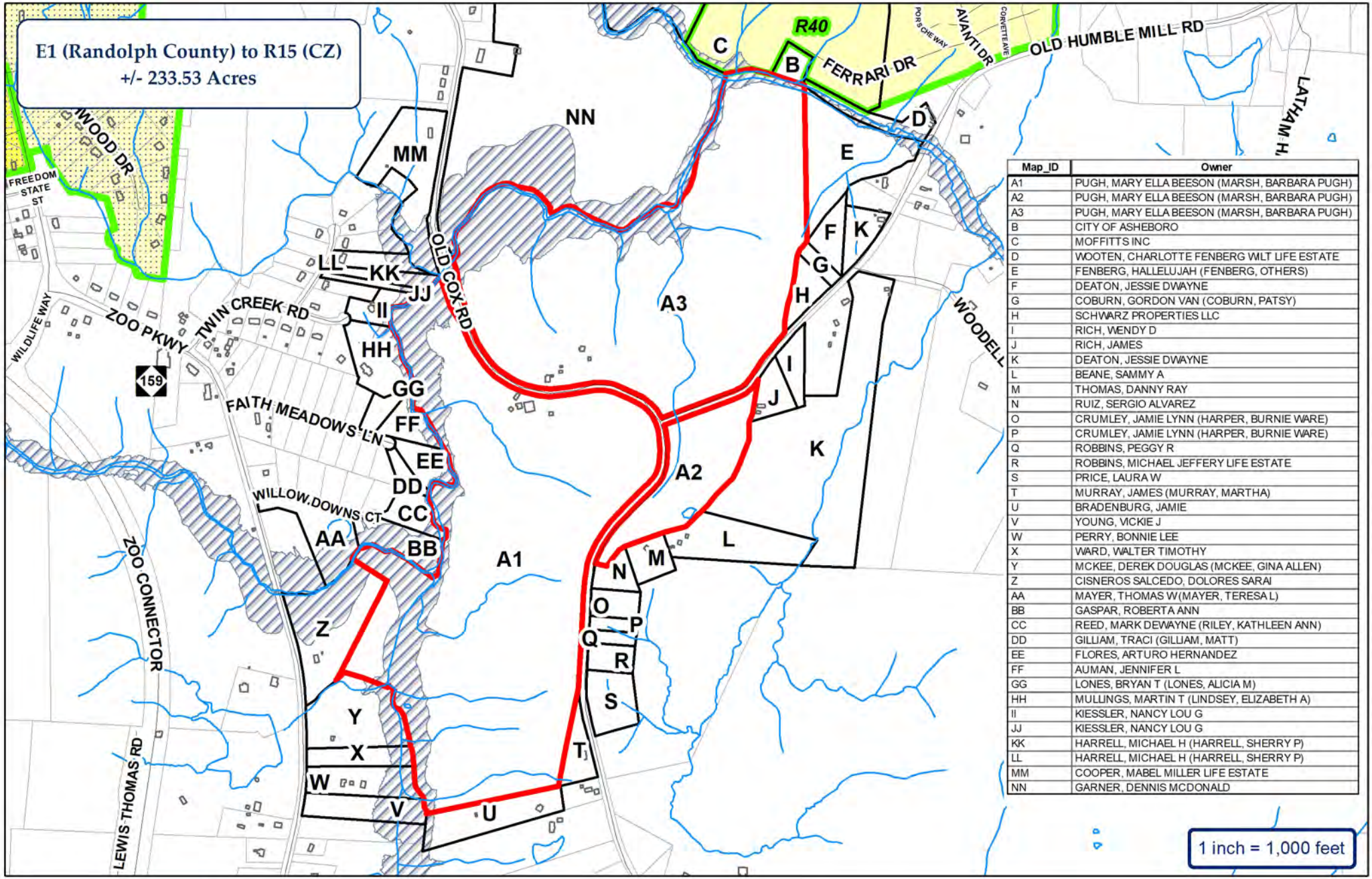
City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-23-05

Parcels: 7669905560, 7679024396 & 7679008885

Subject Property
Zoning

N
W
E
S



Map_ID	Owner
A1	PUGH, MARY ELLA BEESON (MARSH, BARBARA PUGH)
A2	PUGH, MARY ELLA BEESON (MARSH, BARBARA PUGH)
A3	PUGH, MARY ELLA BEESON (MARSH, BARBARA PUGH)
B	CITY OF ASHEBORO
C	MOFFITTS INC
D	WOOTEN, CHARLOTTE FENBERG WILT LIFE ESTATE
E	FENBERG, HALLELUJAH (FENBERG, OTHERS)
F	DEATON, JESSIE DWAYNE
G	COBURN, GORDON VAN (COBURN, PATSY)
H	SCHWARZ PROPERTIES LLC
I	RICH, WENDY D
J	RICH, JAMES
K	DEATON, JESSIE DWAYNE
L	BEANE, SAMMY A
M	THOMAS, DANNY RAY
N	RUIZ, SERGIO ALVAREZ
O	CRUMLEY, JAMIE LYNN (HARPER, BURNIE WARE)
P	CRUMLEY, JAMIE LYNN (HARPER, BURNIE WARE)
Q	ROBBINS, PEGGY R
R	ROBBINS, MICHAEL JEFFERY LIFE ESTATE
S	PRICE, LAURA W
T	MURRAY, JAMES (MURRAY, MARTHA)
U	BRADENBURG, JAMIE
V	YOUNG, VICKIE J
W	PERRY, BONNIE LEE
X	WARD, WALTER TIMOTHY
Y	MCKEE, DEREK DOUGLAS (MCKEE, GINA ALLEN)
Z	CISNEROS SALCEDO, DOLORES SARAI
AA	MAYER, THOMAS W(MAYER, TERESA L)
BB	GASPAR, ROBERTA ANN
CC	REED, MARK DEWAYNE (RILEY, KATHLEEN ANN)
DD	GILLIAM, TRACI (GILLIAM, MATT)
EE	FLORES, ARTURO HERNANDEZ
FF	AUMAN, JENNIFER L
GG	LONES, BRYAN T (LONES, ALICIA M)
HH	MULLINGS, MARTIN T (LINDSEY, ELIZABETH A)
II	KIESSLER, NANCY LOU G
JJ	KIESSLER, NANCY LOU G
KK	HARRELL, MICHAEL H (HARRELL, SHERRY P)
LL	HARRELL, MICHAEL H (HARRELL, SHERRY P)
MM	COOPER, MABEL MILLER LIFE ESTATE
NN	GARNER, DENNIS MCDONALD

CITY OF ASHEBORO
NORTH CAROLINA
Exactly where you want to be.

ETJ

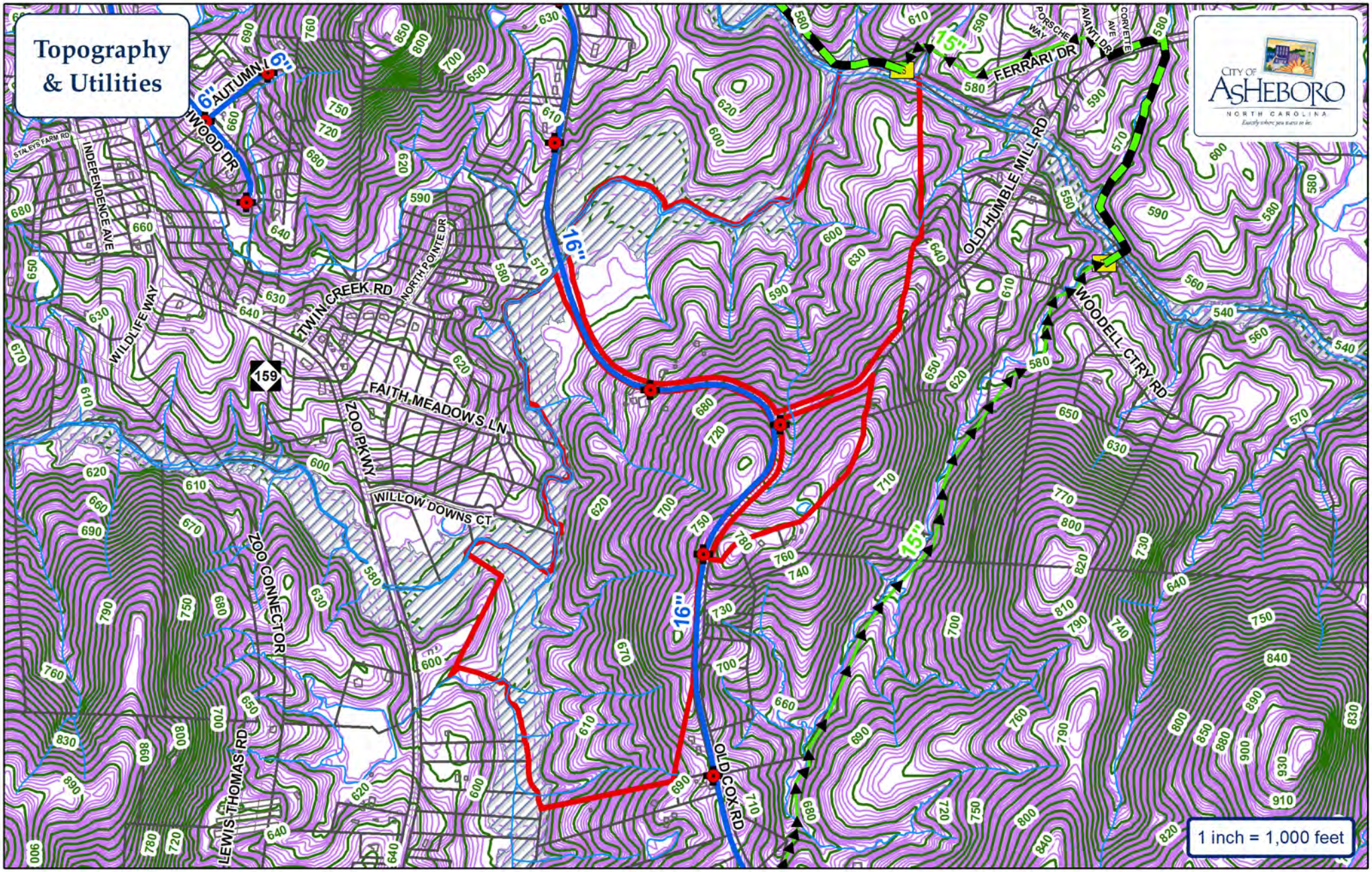
City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-23-05

Parcels: 7669905560, 7679024396 & 7679008885

Subject Property
Adjoining Properties
City Zoning

N
W
E
S



Water Main
Sewer Main
Force Main
Fire Hydrant
PS Pump Station
Watershed

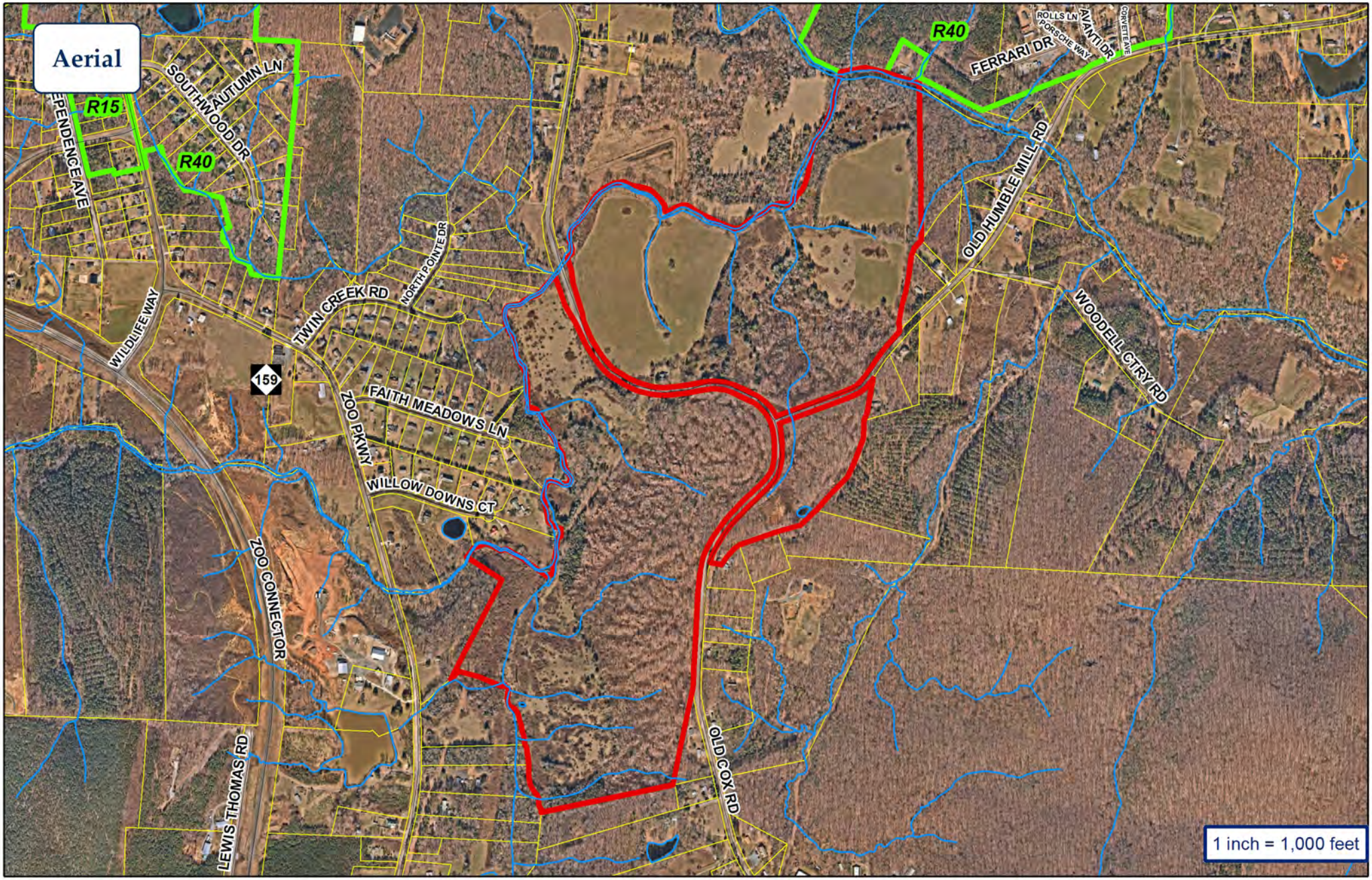
City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-23-05

Parcels: 7669905560, 7679024396 & 7679008885

Subject Property

N W E S



CITY OF ASHEBORO
NORTH CAROLINA
Exactly where you want to be.

City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-23-05

Parcels: 7669905560, 7679024396 & 7679008885

Subject Property
Zoning

N
W
E
S

limitation, the North Carolina Department of Transportation and the North Carolina Department of Environmental Quality.

APPLICANT INFORMATION

Applicant William L. Turner III *Applicant's Phone #* 919-369-3254

Applicant's Address 410 Lakestone Dr.
Raleigh, NC 27609

Applicant email address bturner@robuckhomes.com

PROPERTY INFORMATION

Property Owner's Name Mary Ella Pugh, Barbara Marsh, Susan Hash, Joyce Morgan

Location of Property Old Cox Rd/Old Humble Mill *Property Size* (ac.) or s.f.) 233.53

Randolph County Property Identification Number (PIN#) 766902439b, 766905560, 767900885

Current Zoning District E-1 & CVOE-CD *Requested Zoning District* R15CZ

Date Property Title Acquired 8/22/19 *Deed Book* 2663 2663 *Page* 1409 1411

Subdivision _____ *Section* _____ *Lot #* _____

Plat Book 71 *Page* 46

CONDITIONAL ZONING DISTRICT INFORMATION (Attach additional sheets if necessary)

1. Application is hereby made to the City of Asheboro for a Conditional Zoning District for the following purpose:
Constructing a development of a residential subdivision of various types of residences and a small commercial area.

146 N. Church St., Asheboro, NC 27203
Telephone: (336) 626-1201; Fax: (336) 626-1218; www.asheboronc.gov

2. In what manner will the proposed amendment carry out the intent of the Land Development Plan?

The development is being done in accordance with the Land Development as may be modified by the CZ suffix.

For questions (3) and (4), if either of these questions apply, please state a reason. If you believe these do not apply, please check "does not apply".

3. Are there alleged errors in this Ordinance that would be corrected by the proposed amendment? If so, give a detailed explanation of such error and detailed reasons how the proposed amendment will correct the errors.

Does not apply ☒

4. What are the changed or changing conditions, if any, in the jurisdiction of the City of Asheboro generally, which would make the proposed amendment reasonably necessary to the promotion of the public health, safety, and general welfare?

Does not apply ☒

5. Are there any other circumstances, factors, or reasons that the applicant offers in support of the proposed amendment?

The current prospect for the City of Asheboro for their current environs is expected to receive residential growth in the foreseeable future that require projects such as this to help meet that growth.

APPLICATION SIGNATURES

It is understood by the undersigned that while this application will be carefully reviewed and considered, the burden of proving the need for a Conditional Zoning District rests with the applicant.

No application for a Conditional Zoning District will be advertised for public hearing until the Planning and Zoning Department has received all required materials. If all required materials are not received prior to the specified deadlines, hearings for the case may be delayed.

Per Section 4.05 of the zoning ordinance, it is intended that property will be reclassified to a Conditional Zoning District only in the event of firm plans to develop the property. Accordingly, subject to any specific durational limits imposed by the ordinance applying conditional zoning to the Zoning Lot, if no action has been taken to obtain a Zoning Compliance Permit in conformance with the conditional zoning ordinance within 36 months of the City Council's approval of conditional zoning for the Zoning Lot, the Community Development Director or his or her designee shall initiate appropriate action to rezone the Zoning Lot to a general zoning classification that is consistent with the adopted comprehensive plan.

Applicant Signature

Wallace I Turner III

President

Printed Name of Authorized Signatory (if different from Applicant)

Position/Relationship of Authorized Signatory to Applicant

Owner Signature (if different than Applicant)

Mary Ella Bacon Pugh

Owner Address

1038 Reddoor Rd.

Asheboro NC 27203

Telephone Number

Printed Name of Authorized Signatory (if different from Owner)

Position/Relationship of Authorized Signatory to Owner

STAFF USE

Received by: TLE ***Date:*** 4-14 ***Case Number:*** RZ-23-05

146 N. Church St., Asheboro, NC 27203
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APPLICATION SIGNATURES

Owners Signature Page Extended

_____

Susan Pugh Hash

Barbara P. Marsh

Barbara Pugh Marsh

_____

Joyce Pugh Morgan

APPLICATION SIGNATURES

Owners Signature Page Extended

Susan Pugh Hash

Susan Pugh Hash

_____

Barbara Pugh Marsh

_____

Joyce Pugh Morgan

APPLICATION SIGNATURES

Owners Signature Page Extended

Susan Pugh Nash

Barbara Pugh Marsh

Joyce Pugh Morgan

Case No. RZ-23-05: Engineer's Responses to City Comments

RESPONSE to City comments dated 5-15-23

GENERAL RESPONSE: (By: Hiram J. Marziano, PE Date: 016-01-2023)

The responses to the comments received from the City as listed above are presented below in italics. Additionally, and in order to be concise, we offer the following information about our comments:

a. *We have endeavored to respond to each comment by revision to the plan drawings insofar as possible at this time and as written below. Many of the responses are based on very preliminary data since no practical design of the facilities has occurred at this time.*
b. *The plans have been edited to print more legibly as requested.*
c. *The sheet-by-sheet comments have been used to revise the plans. Individual responses have not been prepared due to the urgency to submit the documents. Again, the intent has been to provide some type of response to the plans.*
d. *Any City comments regarding the "commercial" area are no longer applicable to this submittal and will be addressed in future project development once conditions have been determined. The Revenue Proforma however will still contain an allowance for commercial development during project years 4 & 5 to act as a place holder.*

RESPONCES:

1. General layout of water of proposed public water and sewer mains required.

   Schematic layout of water & sewer lines has been placed on the plans. Final design will comply with City & NCDEQ requirements.

2. Provide sheet with topo and rough grading if available. At the very least, some idea of existing areas of significant trees that may be able to be preserved should be shown and identified (treeline noted as preservation area). All sheets should reflect tree save areas if any.

   Laser topo is shown on the plans and woods lines are also shown on the plans. Primarily the areas on the north side of old Cox Rd. Will receive the major grading on this project. The reason being is that area will have the smallest lots along with the townhome development and the proposed recreational amenity center. That particular area also has the most open space due to its current use as pastureland. The South side of old Cox Rd. (Phase three) has larger lots; it only requires that grading be performed for the proposed roadways to include slope ties to the existing grade. The limits of the trees cannot be determined until proper surveys are performed. Additionally, the amount of rock near the surface of that area does not provide a proper growth area for significant trees. Surveys will identify major trees during the design phase.

RESPONSE to City comments dated 5-15-23

3. Recommend including preliminary details on a stormwater management plan for the development. It is up to the developer how much detail to provide but stormwater issues likely will be identified, and plans should reflect the quantity of stormwater to be managed.

   The roadways will include curbing and will require a storm water system consisting of pipes, catch basins and discharge out falls to Richland Creek. The design of the stormwater system will be in conformance with city and NCDOT requirements. The primary hurdle to overcome will be to design a proper discharge system(s) into Richland Creek. This may include retention basins, rain gardens and other methods to retain and spread the discharge into the Creek in such a manner that erosion can be controlled and reduce pollution. Again, surveys to identify the discharge points will be required during the design phase.

4. Suggest plans reflect an inventory of unique built and natural features that are to be proposed/incorporated into the project.

   Field surveys have already been performed to identify some of the major rock outcrops within the project limits. The primary area of the surveys were performed along Cox Rd. During the design phase additional surveys will identify if any unique or natural features That might be encountered. The intent will be to avoid these features if practical.

5. IF RV parking is not prohibited by developer zoning condition and HOA documents, Code requires an area with capacity for 42 12' x 30' RV spaces be provided and screened from view.

   No RV parking is intended to be provided for this development.

6. If phasing is chronological by number, note that (i.e. Phase 1A, IB, 2A, etc.). The traffic study's phasing plan does a good job of presenting the order of construction — it would be helpful for the zoning site plan to similarly communicate this info.

   a. Ensure consistent phasing with the traffic report — it appears traffic shows community recreational amenities in phase 1 while zoning plan is unclear:

      i. Community recreational amenity must be included in a phase.

ii. Phases of proposed roadway improvements need to be identified — conditions will be proposed to implement traffic study recommendations re: timing.

The project phasing has been modified as shown on the revised plan submittal. No A or B designations are proposed. Additionally, the traffic report is being modified currently to comply with the NCDOT requirements. When completed, the report will be used along with the project phasing to include the recommendations on a phase-by-phase basis. To do otherwise would probably be disallowed by the DOT.

6. Is the proposed trail proposed to be offered for public use? Trailheads may need a few parking spaces provided to prevent parking in cul-de-sacs.

   They proposed walking trail it's not intended and will not be offered for public use. The trail will not be designed such that it intersects with old Cox Rd.

7. Proposed building setbacks from front property lines or r/w, side, and rear lines need to be stipulated for each section.

   Set back lines have been placed on the plans.

8. General plans for project landscaping need to be provided (street trees, common areas, etch).

   General detail of buffer landscaping has been added to typical details along with a listing of trees & shrubs common to this area.

9. Catalog of building styles/elevations for each section needs to be provided.

   The developer will be providing those examples inside their PowerPoint presentation and a copy will be submitted to the City Planning Department.

11. Proposed Street names did not print — ensure printed versions of plan included proposed street names. Approval will be subject to Randolph County E-911 review. Clear

    Many comments from the city relate to clarity of the printed documents. The plans have been revised to allow for better printing on the final document. All street names will be submitted to Randolph County as required for 911 approval.

RESPONSE to City comments dated 5-15-23

12. Description of buffers and permitted activities within proposed buffers need to be identified. Details both along the perimeter and general internal landscaping are needed. The terminology needs to distinguish between setbacks and buffers/screens consisting of plantings, fences, berms, etc. For instance, parking for the retail lot is encroaching into the 100' buffer, but the building may be just outside of this area. Suggest berm be labeled on sheets as indicated in Typical Sections. Spacing of plantings on top and behind of berm need to be stipulated.

    Buffers shown along old Cox Rd. and Humble Mill Rd. are to be left in a natural condition and no disturbance is intended. Buffers within the development will be landscaped as may be practical and in accordance with City requirements. No brms will be constructed along the existing roadways are interior lots.

13. If stream buffers or private drainage easements (i.e. ditch) are proposed, please label.

    Complied

14. Ensure all lots have a lot number.

    Complied

15. Show all reverse access easements where intention is to prohibit driveway connection to public street.

    C*omplied*

16. All mail kiosks standards will need to be approved by city during engineering plan review and are subject to USPS review and approval.

    Understood

17. Throughout plan and section sheets, provide a total acreage and percentage of open space and recreation area within each section and clearly delineate the boundary of each or what is counting towards those categories. It is unclear what is being counted currently in many sections.

    Generally, any area that is not in a Lot or right-of-way is included in Open Space. Plans have attempted to better clarify those areas.

RESPONSE to City comments dated 5-15-23

18. Any street temporary termination at phase lines shall be approved by the city. Segments exceeding 150' in length shall have properly constructed and approved turnarounds.

Understood

See GENERAL RESPONSES relative to the sheet-by-sheet comments. The revised submittal should clarify most if not all of the following:

Sheet 1 and 2 Comments

- Please indicate how many lots are in each phase for quick reference.
- Ensure any roads proposed to be private are labeled. It is unclear if the commercial element roads are proposed to be public or private.
- Site Data Note 3: staff recommends providing a residential lots per acre and a commercial lots per acre in addition to the overall lots per acre.
    - Staff has calculated residential lots per acre at 2.13 dwelling units per acre after accounting for/deducting existing/new public right-of-way and removing commercial acreage.
    - Please provide a similar calculation for commercial element — this will be affected by whether proposed roads serving the commercial area are proposed to be public.
- On Note 5, what is the acreage in parks/recreation space alone?
        - PUDs typically require a minimum of 52 percent of land area to be open space. Open space is typically calculated as the area that is not contained within lots or that is impervious (buildings, parking, streets/sidewalks, etc.) and is owned in a uniform manner that can be continuously controlled as open space.
            - A min. of 3.3% of the required open space area must be defined as a recreational area.
        - Each phase needs to clearly provide total area of open space and recreational space provided.
        - Through plan and section sheets, provide a total acreage and percentage of open space and recreation area and clearly delineate the boundary of each. It is unclear what is being counted as open space.
- Note 16: add "following annexation".
- On Note 20, correct sp. of "fire marshal".
- On Note 21, add the following to the end (within public R/W or COA easements).
- On Note, 22, make clerical correction (spelling of "City")
- On Sketch Plan Sheet Index, Sheet No. 10 is Phase 4C, not 4B. Sheet 11 is 4C. Sheet 12 is Typical Sections.

RESPONSE to City comments dated 5-15-23

- The number of lots in Phase 1A and 1B and 2B with a single means of access may not be recommended for approval as is. 1A and 1B may need to be phased differently and Phase 2B's density reduced or additional access provided.
- Identify street sections consist with street typically throughout.
- Plans need to clearly label common areas proposed to be maintained by HOA, such as, but not limited to, clubhouse/private recreation areas, parking areas for residents, etc.,
- Label Lots 12 and 13 in Section 4A; Lot 1 in Phase 2B.
- The commercial drive goes right up to the property line of Danny Ray Thomas. It is likely that buffering/screening will be required along that boundary.
- Need more information on the retail area on outparcel 6, such as permitted/prohibited uses, maximum unit sizes, architectural standards and sign standards, buffering/landscaping/screening against adjoining properties, street trees, interior landscaping (typically requiring a minimum of 1 canopy tree per 20 parking spaces distributed throughout the development), front yard landscaping, sidewalk construction and pedestrian connection to the rest of the development, signage details and any other conditions or restrictions that may be proposed. Without additional detail on the outparcels contained in Lots 1-5 of the commercial area, it is likely these lots will have to be resubmitted for Planning Board and Council zoning district approval at a later date when the uses and site plans are known prior to permits for construction. As such, how access will be provided for outparcel 6 needs to be shown —from Old Humble Mill or Old Cox? (i.e. sections need to be identified for commercial area).
- Is there a buffer of any kind proposed along the side of Section 2B that faces adjoining parcels (Lots 3 through 30)? Floodplain provides a natural buffer along most other perimeter boundaries and/or a buffer is shown in those areas.
- Please indicate setbacks for each section for all lots, including the townhomes (this can be done on the individual sheets for each residential section, and for the commercial section not to interfere with buffering and screening). Setbacks include perimeter setbacks adjacent to adjoining properties, setbacks on existing rights-of-way (Old Cox Road and Old Humble Mill Roads), and new streets within the development.
- Advisory Note: It was brought to our attention that there may be an access easement from Old Cox Road to 2377 Old Cox Road (see aerial photo below). While not a zoning matter, the status of this access and any easements should be evaluated.

Sheet 3:

- Show phase lines clearly.Show and label Flood BFEs if known.
- Is negative access for new arterial proposed? If yes, label.
- Include sidewalk along all newly constructed curb and gutter associated with the roundabout
- Trail in this section should not dump one at Old Cox Rd. Align it with sidewalk note in preceding bullet.

Sheet 4:

- Show phase lines clearly.
- Show outline of 6' trail darker for clarity.

RESPONSE to City comments dated 5-15-23

- What are solid waste disposal plans for the townhome section?
- Some of the lots, such as Lots 6 through 8, look challenging from a buildability standpoint given the 100' buffer along Old Cox Road, and a fairly small footprint on the internal street. This illustrates the importance of defining setbacks and buffer use.

Sheet 5:

- Show phase lines clearly.
- Show outline of 6' trail darker for clarity.
- Please label the amenities in the recreation area (clubhouse, pickleball courts, etc.) and the size of the structure to determine parking adequacy.
- Label improved paved area in ditch — appears to be mail kiosk.
- Label structure in NE quadrant of roundabout — purpose and use?
- What is the difference between SFA and townhome lots? Label each clearly and use typical sheet to provide details.

Sheet 6:

- Show phase lines clearly.
- Show outline of 6' trail darker for clarity.
- What is use and how is access to lot 13 provided?

Sheet 7:

- Show phase lines clearly.
- Show outline of 6' trail darker for clarity.
- Is there a buffer of any kind proposed along the side of Section 2B that faces adjoining parcels (Lots 3 through 30)? Floodplain provides a natural buffer along most other perimeter boundaries and/or a buffer is shown in those areas.

Sheet 8:

- Label existing public roads
- Identify if road serving commercial lots are public or private.
- Identify if reverse easement will exist along Old Cox Rd. If so, show.
- Identify stormwater management plan for this element.
- Advisory Note: It was brought to our attention that there may be an access easement from Old Cox Road to 2377 Old Cox Road (see aerial photo below). While not a zoning matter, the status of this access and any easements should be evaluated.
- Need more information on proposed outparcels such as permitted/prohibited uses, maximum unit sizes, architectural standards and sign standards, buffering/landscaping/screening against adjoining properties, street trees, interior landscaping (typically requiring a minimum of 1 canopy tree per 20 parking spaces distributed throughout the development), front yard landscaping, sidewalk construction

and pedestrian connection to the rest of the development, signage details and any other conditions or restrictions that may be proposed. Without additional detail on the outparcels contained in Lots 1-5 of the commercial area, these lots likely will have to be resubmitted for Planning Board and Council zoning district approval at a later date when the uses and site plans are known prior to permits for construction. As such, how access will be provided for outparcel 6 needs to be shown — from Old Humble Mill or Old Cox? (i.e. sections need to be identified for commercial area).

- Clarify how buffer will be used through phase. If 100' Buffer should instead be setback along Old Humble Mill Rd., relabel.
- Sidewalks are required to connect commercial areas internally and to existing right-of-ways/other portions of the development. Effort needs to be made to connect commercial area with residential lots with pedestrian connections in some manner — If area to be cleared along Old Cox Rd. for outparcels, a sidewalk likely will be recommended to be built on the lots at the ROW.
- The city will likely propose conditions designed to ensure commercial element is consistent with a neighborhood commercial and not general commercial scale. Uses and max. s.f. per use may be recommended.
- Plans for landscaping and buffering and screening for outparcel 6 need to be provided.
- Does the area in new public r/w need to be indicated?
- What comprises open space for this section? An open space lot is identified but is only 1.3 acres. Section site data calls for open space of 2.3 acres. What is being considered as open space needs to be delineated and must remain controllable as open space,

Sheet 9:

- Show phase lines clearly.
- Is negative access for new arterial proposed? If yes, label.
- Correct Site Data Label in top right — Section **1** identified.
- Number of lots noted is 77 — highest lot number shown is 75.

Sheet 10:

- Show phase lines clearly.

Sheet 11:

- Is negative access for new arterial proposed? If yes, label.
- Include sidewalk along all newly constructed curb and gutter associated with the roundabout

Sheet 12:

- Provide dimensional details of typical townhome/SFA lots — each lot must be able to accommodate 2 9' x18' off-street parking spaces. Garaged space can count.
- Update typical berm and buffer detail to indicate spacing of plantings and avg. height of berm.
- Typical townhome lot with Master down note states depth of 90' — drawing shows 70'. Will townhome completely cover lot? Can a typical footprint be added?

RESPONSE to City comments dated 5-15-23

- Provide city accepted cul-de-sac typical section with dimensions and ensure all cul-de-sacs meet this standard.
- Standard local street roadway section width is 28', not 27'.
- Indicate the streets to utilize each section provided.
- If utility easements proposed within the first 10' of lots as shown on some of the street sections, such easements should be shown on the plan sheets.

General comments/questions and review processes from other departments:

- Awaiting comments from NCDOT on amended TIA that is to be submitted.
- Remember, written conditions can be proposed by the applicant and could be used to attempt to address feedback received by staff or the public. For instance, a prohibition of commercial operations on any outparcel between the hours of 11 pm and 5 am could be offered.
- The plan was shared with Randolph County Schools on 4-18-23. No comments have been received from RCS as of 5-11-23.
- The plan was shared with USPS on 4-18-23. The representative at USPS who handles community mailbox locations is Jennifer Way. Her email address is jennifer.l.way@usps.gov
- The plan was shared by John Ogburn, Asheboro City Manager, to Hal Johnson, Randolph County Manager, on 4-26-23.
- In addition to county manager, the plan was shared with Randolph County Planning & Zoning on 5-10-23. They had comments, as of 5-11-23, related to street naming for the 9-1-1 Center, which are contained in a separate attachment. The contact person with Randolph County who coordinates road naming with the 9-1-1 Center/Emergency Services is Tim Mangum. His contact information is below.

  Tim Mangum, GISP; GIS Planner; Randolph County Planning & Zoning
  Phone: 336-318-6552; Email : Tim.Mangum@randolphcountync.gov

Case No. RZ-23-05: Revenues and Expenses Projections by Applicant

RICHLANDS CREEK - DEVELOPMENT PLAN

OPINION OF REVENUES vs. EXPENDITURES

(As Applies to the City of Asheboro Annexation)

Note: Current plan is to develop 413+/- units. This revenue projection conservatively assumes about a 5% loss in units after design

			Table 1: PHASE 1				**Table 2: PHASE 2**				**Table 3: PHASE 3**				
			Phase 1 (Includes 57 Townhomes & 65 SFA's)				**Phase 2 (Includes 136 Low-Med Density Lots & Opening of Commercial Area) + Amenity Center**				**Phase3 (Includes 155 Single Family Detached Homes)**				
DEVELOPMENT PERIOD			Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year10	Year 11	Year 12	**TOT. YR. 1-12**
Townhomes Constructed (by year)			30	27	0	0									
Total Townhomes (Year End)			30	57	57	**57**									**57**
SFA's Constructed (by year)			25	15	15	5									
Total SFA's (Year End			25	40	55	**60**									**60**
Low-Med Density Units							35	35	35	20					
Low-Med Density Units (Year End)							35	70	105	**125**					**125**
Single Family-Detached (By Year)											40	40	40	30	
Single Family-Detached (Year End)											40	80	120	**150**	**150**
Est. Tax Value/Townhome			$ 285,000.00	$ 295,000.00	$ 300,000.00	$ 315,000.00								**Tot. Units Included**	**392**
Est. Tax Value/SFA's			$ 375,000.00	$ 385,000.00	$ 395,000.00	$ 405,000.00									
Est. Tax Value/ Low-Med. Density							$ 285,000.00	$ 295,000.00	$ 300,000.00	$ 315,000.00					
Est. Tax Value/Amenity Center								$ 1,500,000.00							
Est. Tax Value/Commercial							$ 1,000,000.00	$ 1,500,000.00							
Est. Tax Value/Single Family Detached											$ 400,000.00	$ 405,000.00	$ 410,000.00	$ 420,000.00	
Total Estimated Tax Value (by year)			$ 17,925,000.00	$ 13,740,000.00	$ 5,925,000.00	$ 2,025,000.00	$ 10,975,000.00	$ 13,325,000.00	$ 10,500,000.00	$ 6,300,000.00	$ 16,000,000.00	$ 16,200,000.00	$ 16,400,000.00	$ 12,600,000.00	
Cumulative Tax Value (Year End)			$ 17,925,000.00	$ 31,665,000.00	$ 37,590,000.00	$ 39,615,000.00	$ 50,590,000.00	$ 63,915,000.00	$ 74,415,000.00	$ 80,715,000.00	$ 96,715,000.00	$ 112,915,000.00	$ 129,315,000.00	$ 141,915,000.00	**$ 141,915,000.00**
REVENUES (City Only)															
Advalorum Taxes		*$ 0.665*	$ 119,201.25	$ 210,572.25	$ 249,973.50	$ 263,439.75	$ 336,423.50	$ 425,034.75	$ 494,859.75	$ 536,754.75	$ 643,154.75	$ 750,884.75	$ 859,944.75	$ 943,734.75	**$ 943,734.75**
Sanitation Fees		*$ 18.00*	$ 11,880.00	$ 20,952.00	$ 24,192.00	$ 25,272.00	$ 7,560.00	$ 15,120.00	$ 22,680.00	$ 27,000.00	$ 8,640.00	$ 17,280.00	$ 25,920.00	$ 32,400.00	**$ 32,400.00**
Water/Sewer Billings		*$ 38.95*	$ 25,707.00	$ 45,337.80	$ 52,348.80	$ 54,685.80	$ 16,359.00	$ 32,718.00	$ 49,077.00	$ 58,425.00	$ 18,696.00	$ 37,392.00	$ 56,088.00	$ 70,110.00	**$ 70,110.00**
Water Conn. Fees		*$ 250.00*	*$ 13,750.00*	*$ 10,500.00*	*$ 3,750.00*	*$ 1,250.00*	*$ 8,750.00*	*$ 8,750.00*	*$ 8,750.00*	*$ 5,000.00*	*$ 10,000.00*	*$ 10,000.00*	*$ 10,000.00*	*$ 7,500.00*	**$ 7,500.00**
Sewer Conn. Fees		*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	*$ -*	
Beer & Wine Tax															
Intangibles Tax															
Local Sales Tax															
Franchise Tax															
Rand. Co. Fire Tax															
Powell Bill															
Subtotal			$ 170,538.25	$ 287,362.05	$ 330,264.30	$ 344,647.55	$ 369,092.50	$ 481,622.75	$ 575,366.75	$ 627,179.75	$ 680,490.75	$ 815,556.75	$ 951,952.75	$ 1,053,744.75	**$ 1,053,744.75**
CITY EXPENDITURES (Assumed)															
Administration			$ 1,000.00	$ 2,000.00	$ 3,500.00	$ 5,000.00	$ 5,000.00	$ 6,000.00	$ 7,000.00	$ 8,000.00	$ 8,000.00	$ 9,000.00	$ 10,000.00	$ 12,000.00	**$ 12,000.00**
Police Protection			$ 2,000.00	$ 4,000.00	$ 6,000.00	$ 8,000.00	$ 4,000.00	$ 5,000.00	$ 8,000.00	$ 9,000.00	$ 9,000.00	$ 10,000.00	$ 10,000.00	$ 11,000.00	**$ 11,000.00**
Fire Protection			$ 5,000.00	$ 7,000.00	$ 9,000.00	$ 11,000.00	$ 6,000.00	$ 7,000.00	$ 9,000.00	$ 10,000.00	$ 10,000.00	$ 11,000.00	$ 11,000.00	$ 12,000.00	**$ 12,000.00**
Street/Lights Maint.			$ 400.00	$ 500.00	$ 600.00	$ 700.00	$ 500.00	$ 600.00	$ 700.00	$ 800.00	$ 1,000.00	$ 1,000.00	$ 1,000.00	$ 1,000.00	**$ 1,000.00**
Sanitation Service (% of Revenue)		85%	$ 10,098.00	$ 17,809.20	$ 20,563.20	$ 21,481.20	$ 6,426.00	$ 12,852.00	$ 19,278.00	$ 22,950.00	$ 7,344.00	$ 14,688.00	$ 22,032.00	$ 27,540.00	**$ 27,540.00**
Water/Sewer Serv. (% of Revenue)		85%	$ 21,850.95	$ 38,537.13	$ 44,496.48	$ 46,482.93	$ 13,905.15	$ 27,810.30	$ 41,715.45	$ 49,661.25	$ 15,891.60	$ 31,783.20	$ 47,674.80	$ 59,593.50	**$ 59,593.50**
Roadway Maintenance			$ 2,500.00	$ 2,500.00	$ 2,500.00	$ 2,500.00	$ 2,500.00	$ 2,500.00	$ 2,500.00	$ 2,500.00	$ 2,500.00	$ 2,500.00	$ 2,500.00	$ 2,500.00	**$ 2,500.00**
Electrical Serv. Inc.			$ 3,000.00	$ 2,800.00	$ 3,200.00	$ 4,300.00	$ 3,000.00	$ 2,800.00	$ 3,200.00	$ 4,300.00	$ 3,000.00	$ 2,800.00	$ 3,200.00	$ 4,300.00	**$ 4,300.00**
Debt Service (W&S)		0	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
Subtotal			$ 45,848.95	$ 75,146.33	$ 89,859.68	$ 99,464.13	$ 41,331.15	$ 64,562.30	$ 91,393.45	$ 107,211.25	$ 56,735.60	$ 82,771.20	$ 107,406.80	$ 129,933.50	**$ 129,933.50**
		BALANCE	**$ 124,689.30**	**$ 212,215.72**	**$ 240,404.62**	**$ 245,183.42**	**$ 327,761.35**	**$ 417,060.45**	**$ 483,973.30**	**$ 519,968.50**	**$ 623,755.15**	**$ 732,785.55**	**$ 844,545.95**	**$ 923,811.25**	**$ 923,811.25**

By: Hiram J. Marziano, PE May 29. 2023

Case No. RZ-23-05: Information Related to Traffic Impact Analysis (provided by applicant).

Note: Potential Future Commercial Uses are included for evaluation purpose. The zoning application has been amended to not include a commercial element with the current request.

NCDOT Traffic Impact Analysis Need Screening / Scoping Request

TIA Need Screening → TIA Scoping → TIA Submittal

A Traffic Impact Analysis (TIA) may be required for developments based on the site trip generation estimates, site context, or at the discretion of the NCDOT District Engineer. The Applicant or the TIA Consultant shall submit this form along with the site plan to the District Engineer to determine the TIA need and, if a TIA is required, initiate the TIA scoping process. Without an approved scope, the TIA is incomplete and will be rejected until the study is revised to conform to NCDOT's TIA requirements.

Project Name: Richland Creek Subdivision Previous Name: If Applicable Beeson Farm

Location: Old Cox Rd at Old Humble Mill Rd Intersectio County: Randolph Municipality:

Project Description: 3-Phase mixed-use development consisting of a total of single-family homes, townhomes, fast-food restaurants, high-turnover restaurant, coffee shop, coffee shop, veterinary clinic and a hardware store.

Project Contact:	Applicant	TIA Consultant
Company Name	The Turner Group, Inc	DAVENPORT
Contact Person	Bill Turner	Steven Epley
Phone Number	919-369-3254	(919) 809-7006
Email	bturner@robuckhomes.com	sepley@davenportworld.com
Mailing Address	410 Lakestone Drive Raleigh, NC 27609	4600 Marriott Drive, Suite 340 Raleigh, NC 27612

Site Plan Prepared By: Hiram J. Arziano, PE Site Plan Date: 01/22/2023

See site plan/vicinity map requirements on page 2.

Parcel Size: 233.53 Acre(s) Anticipated Build-Out Year: 25,29,32

Weekday Site Trip Generation - Do NOT adjust for mode split, pass-by, internal capture, or diverted trips.

ITE LUC	Proposed Land Use	Size	Unit	Daily Trips	Peak Hour Type	AM Peak Hour Trips			PM Peak Hour Trips			Data Source
						Enter	Exit	Total	Enter	Exit	Total	
	See attached table				Please Select							Please Select
Total												

Refer to the current *NCDOT Congestion Management Capacity Analysis Guidelines* for acceptable trip calculation methods and data sources.

**Explain local or other data sources, if used:

☒ The estimated site trips meet NCDOT's TIA trip threshold of 3,000 daily trips.

☐ The estimated site trips meet the municipal TIA trip threshold of

☐ This project is located in a known STIP and/ or local CIP project #

☐ This project includes a rezoning request.

☐ The proposed site access is located within 1,000 feet of an interchange.

☐ The Applicant requests for a new or modified control-of-access break.

☐ The Applicant requests for a new or modified median break.

Applicant's Signature | Print Name | Date

NCDOT Traffic Impact Analysis Need Screening / Scoping Request

TIA Need Screening → TIA Scoping → TIA Submittal

Site Plan/Vicinity Map Requirement for TIA Need Screening: While the site plan may not be finalized during the TIA scoping stage, the graphic representation of the proposed development shall provide adequate details on the development scope and context. More specifically, the site plan/map shall clearly show the location and type of each access point, spacing to adjacent and opposing driveways or intersections, internal street network, proposed buildings/parcels with their anticipated uses and sizes at full build-out and, if applicable, any nearby interstate, US, NC or Secondary Roads (SR).

Project Name: Richland Creek Subdivision **Project Reference Number:** 220089

☐ **A TIA is Required by the Local Government.** In addition, the study area is expected to include NCDOT maintained transportation facilities.

☒ **A TIA is Required by NCDOT,** per the *Policy on Street and Driveway Access to North Carolina Highways*.

If either or both of the boxes above are checked, the Applicant/TIA Consultant is hereby requested to fill out as much as possible of the following TIA scoping checklist, and return it along with the supporting documents to NCDOT prior to the scoping meeting.

☐ **A TIA is NOT required**. This decision is based on the development information presented above. Changes in the development plan will require re-evaluation of the TIA need, and may necessitate a TIA. The Applicant should inform the District Engineer of any significant changes in a timely fashion to avoid delays or rejections of the driveway permit / encroachment agreement applications.

Additional Comments:

The TIA need decision is made by the NCDOT Division ____ District____ on _____.

NCDOT District Representative's Signature

Print Name

Email concurrence may be used in lieu of the signature.

NCDOT TIA Scoping Checklist

TIA Need Screening → TIA Scoping → TIA Submittal

Project Name: Richland Creek Subdivision **TIA Scoping Date:** 05/11/23

☒ **TIA Need Screening Forms are Attached.** Project Reference #: 220089 Decision Date: _____

☒ **Site Plan and Access**

☒ Provide a site plan illustrating site access, internal and external roadways, buildings and land uses.
Refer to NCDOT's *Policy on Street and Driveway Access to North Carolina Highways* pages 14 and 15 for site plan requirements.

☒ Identify site access.

New Access	On Road	Access Type		Driveway Spacing		
	Road Name	Permitted Movements	Traffic Control	Distance (ft)	Direction	Nearest Intersection / Access
Access A	Old Humble Rd	Conventional Full-Mvmt	2-Way Stop	1180	NE	Old Cox Rd
Access B	Old Cox Rd	Roundabout	2-Way Stop	1175	NW	Old Humble Rd
Access D	Old Cox Rd	Roundabout	2-Way Stop	1175	NW	Old Humble Rd
Access F	Old Cox Rd	Conventional Full-Mvmt	2-Way Stop	2040	South	Old Humble Rd
Access G	Old Cox Rd	Conventional Full-Mvmt	2-Way Stop	340	South	Old Humble Rd
Access H	Old Humble Rd	Conventional Full-Mvmt	2-Way Stop	270	NE	Old Cox Rd
Access J	Old Cox Rd	Conventional Full-Mvmt	2-Way Stop	760	South	Old Humble Rd
Access K	Old Humble Rd	Conventional Full-Mvmt	2-Way Stop	630	NE	Old Cox Rd

Existing Access	Existing Intersection of		Access Modification	Proposed Interconnectivity (If Applicable)		
	Road A	Road B		Connector #	Road Connected	Adjacent Development
Access 1			Please Select	Connector 1		
Access 2				Connector 2		
Access 3				Connector 3		
Access 4				Connector 4		

☐ Additional access clarifications and provisions (e.g., proposed control-of-access or median breaks, modifications of existing access, loading/unloading area access, bike/pedestrian accommodation).

☐ **Proposed K-12 School Site**

☐ NCDOT MSTA School Traffic Calculator for Select School Type shall be used.

☐ Peak Hour Factors (PHFs) shall be adjusted/weighted for new school trips (0.5 PHF by default).

☐ Internal school circulation analysis is required, and should be submitted in advance or concurrent with the TIA submittal.

☐ Clarify traffic operation plans (e.g. traffic circulation pattern, pedestrian access, drop-off/pick-up zone location and configuration, queue storage area and, if applicable, staggered start times).

☒ Trip Generation

The TIA Consultant shall prepare trip generation estimates following the current *NCDOT Congestion Management Capacity Analysis Guidelines*, and submit the calculation sheets and supporting information to the District Engineer for approval prior to capacity analysis.

ITE LUC	Proposed Land Use	Size	Unit	Daily Trips	Peak Hour Type	AM Peak Hour Trips			PM Peak Hour Trips			Data Source
						Enter	Exit	Total	Enter	Exit	Total	
	See attached table				Please Select							Please Select
Unadjusted Site Trips												
Internal Capture Trips (Attach Calculation Sheets)												Please Select
Internal Capture % of Unadjusted Site Trips				%		%			%			
LUC	Proposed Land Use	Any Internal Trips?		Pass-By % of External Trips								
		Please Select		%		%			%			Please Select
				%		%			%			
				%		%			%			
				%		%			%			
				%		%			%			
Pass-By Trips (Attach Calculation Sheets)												
Adjacent Street Volumes												Please Select
Non-Pass-By Primary Trips												
Diverted Trips, if Applicable and Justifiable												Please Select

**Explain local or other data sources, if used:

☐ Existing Site Trip Information for Redevelopment Projects (Attach separate sheets as needed)

ITE LUC	Existing Land Use	Size	Unit	Daily Trips	Peak Hour Type	AM Peak Hour Trips			PM Peak Hour Trips			Data Source
						Enter	Exit	Total	Enter	Exit	Total	
					Please Select							Please Select
Total Existing Site Trips												

☒ **Trip Distribution**

☒ Trip distribution diagrams are submitted concurrently with this document (attach separate sheets).

☐ Trip distribution diagrams will be submitted separately, along with supporting information, to the District Engineer for review and approval prior to capacity analysis. The trip distribution shall be based on the current and anticipated traffic patterns, as well as instructions noted below.

If required by the District Engineer, the following additional diagrams shall also be submitted:

☐ Mixed-Use Developments (separate diagrams for residential, commercial, and office trips)

☐ Inter-Development Trips (if 'internal" trips cross public streets)

☒ Pass-By Trips

☐ Diverted Trips

☐ Each Analysis Period

☐ **Mode Split**

☐ Provide Data Source and Justification

Mode / Period	Auto		
AM Peak	%	%	%
PM Peak	%	%	%
Daily	%	%	%
	%	%	%

☐ Identify proper infrastructure and accommodation for other modes of travel.

☒ **Analysis Peak Periods:**

☒ Weekday AM Peak 7-9AM

☒ Weekday PM Peak 4-6 PM

☐ Weekday Midday Peak _____

☐ Weekday PM School Peak _____

☐ Weekend _____ Peak _____

☐ Other _____

☒ Study Area Intersections and Data Collection

The study area shall include the site access intersections (both new and existing) identified under "Site Plan and Access" on page 1, as well as the following external and, if applicable, internal intersections.

External Intersection	Intersection of		Traffic Control	Intersection Turning Movement Counts			Notes
	Road A	Road B		New / Existing	Date of Counts	Growth Adjustment	
#1	Old Cox Road	Old Humble Mill	2-Way Stop	Require New Counts	10/19/22		
#2	Old Cox Road	Pine Hill Road	2-Way Stop	Require New Counts	10/19/22		
#3	Zoo Parkway	Old Cox Road	2-Way Stop	Require New Counts	10/19/22		
#4							
#5							
#6							
#7							
#8							
#9							
#10							
#11							
#12							

Internal Intersection	Intersection of		Access Type		Intersection Spacing		
	Road A	Road B	Traffic Control	Permitted Movements	Distance (ft)	Direction	Nearest Intersection
#101			Please Select	Please Select		Please Select	
#102							
#103							
#104							
#105							

The following data will be collected:

☒ New traffic turning movement counts in ☒ 15-min intervals ☐ 5-min intervals (near schools)
Unless otherwise noted above, new traffic counts shall be collected at the existing study intersections during the analysis periods. Weekday counts shall avoid Mondays, Fridays, holidays, school breaks, road closures, and major weather events.

☐ To account for the impact of existing and/or proposed school traffic, PHFs will be adjusted for:

intersections numbered: _____

and access points numbered: _____

☐ Traffic Forecast Data for TIP: _____

☒ Roadway/Intersection Configuration & Traffic Control

☐ Traffic Signal Phasing & Timing Data

☐ Crash Data: _____ Period: _____

☐ Other:

☒ Future Year Conditions

☒ Project Build-Out Year: Ph 1: 2025, Ph 2: 2029 and Ph 3/Full Build: 2032

☒ Future Analysis Year(s): Ph 1: 2025, Ph 2: 2029 and Ph 3/Full Build: 2032

☒ Identify below any funded/committed future transportation improvements, as well as any approved but incomplete developments near the site.

Funded STIP / Local CIP Project	Project Description	Year Complete
Zoo City Sportsplex	Intersection of Zoo Parkway at Old Cox Road Imps	TBD
Committed Imps		

Nearby Approved Development	Location	Future Land Use (exclude any completed phases)	Committed Improvements
Zoo City Sportsplex	NE corner Zoo Pkwy/Old Cox	Sports complex	
NC Zoo Expansion	4401 Zoo Pkwy	Zoo	Please advise
Pkwy South	3140 Zoo Pkwy	Subdivision	
Zoocrest Townhomes	1223 Crestview Church Rd	Subdivision	

☒ Annual Growth Factor: 1 %

Justification/Data Source: City of Asheboro Land Use Plan

☐ Local Comprehensive Transportation Plan Compliance

☐ Identify Applicable Local Transportation Planning Documents

☐ Identify Applicable Roadways inside the Study Area

Road Name	Classification	Speed Limit	Proposed Cross-Section	Proposed Right-of-Way	Compliance Requirements	Affect Study Intersection #

☒ Study Method

The traffic analysis shall follow the current *NCDOT Congestion Management Capacity Analysis Guidelines*, *Policy on Street and Driveway Access to North Carolina Highways*, and use the current approved version of analysis software (e.g. Synchro/SimTraffic, HCS, Sidra Intersection, TransModeler).

The study shall include the following analysis scenarios for each analysis period.

1. Existing Conditions
2. Future No-Build Conditions (existing + background growth + approved developments + committed or funded improvements)
3. Future Build Conditions (future no-build + site trips)
4. Future Build with Improvements Conditions (future build traffic with improvements to mitigate the proposed development's impacts) and, if applicable:

☐ 5. TIP Design Year Analysis _____

☐ 6. Alternative Access Scenario (without proposed control-of-access or median break / modification)

The following additional analysis/outputs should be provided as warranted:

☐ Signal Warrant Analysis for accesses/intersections _____
☐ Multi-Modal Level of Service Analysis
☐ School Loading Zone Traffic Simulation
☒ Phasing Analysis (scope separately as needed)
☐ Safety/Crash Analysis
☐ Control-of-Access Modification Justification
☐ Median Break / Modification Justification
☐ Other _____

☒ Submittals

In addition to the hardcopies required below, the TIA Consultant shall provide the District Engineer and, if required, the local government an electronic copy of the study documents, including the latest site plan, figures and appendices, in searchable PDF files and the original traffic analysis files (e.g., Synchro, HCS). To expedite review, the NCDOT electronic submittals shall also be delivered concurrently to:

☐ Div. Traffic Engr ☐ Regional Traffic Engr ☐ Congestion Management ☒ Other District Eng

Submittals	NCDOT		Local Government	
	Electronic	Hardcopy	Electronic	Hardcopy
Trip Generation & Distribution	Required		Please Select	
Draft TIA Report	Required			
Final Sealed TIA Report	Required			

☐ **Additional Comments (**municipal TIA requirements, approved variations from NCDOT guidelines)

Agreement by All Parties

The undersigned agree to the contents and methodology described above for completing the required traffic impact analysis for the proposed development identified herein. Any changes to the above methodology contemplated by the Applicant or the TIA Consultant must be submitted to the District Engineer in writing. If approved by NCDOT, then such changes may be accepted for the TIA report. Subsequent revisions to the development plan (e.g. land use, density, site access, or schedule) may require additional scoping and analysis, and may modify the TIA requirements.

This agreement shall become effective on the date approved by NCDOT, and shall expire ____ months after the effective date or upon significant changes to the roadway network and/or development assumptions, whichever occurs first. Once expired, renewal or re-scoping will be required for subsequent TIA submittals.

APPLICANT

Signature	Print Name	Date

TIA CONSULTANT

Signature	Print Name	Date
	Steven Epley, PE	05/11/2023

LOCAL GOVERNMENT REPRESENTATIVE (If Applicable)

Signature	Print Name	Date

Email concurrence may be used in lieu of the signature.

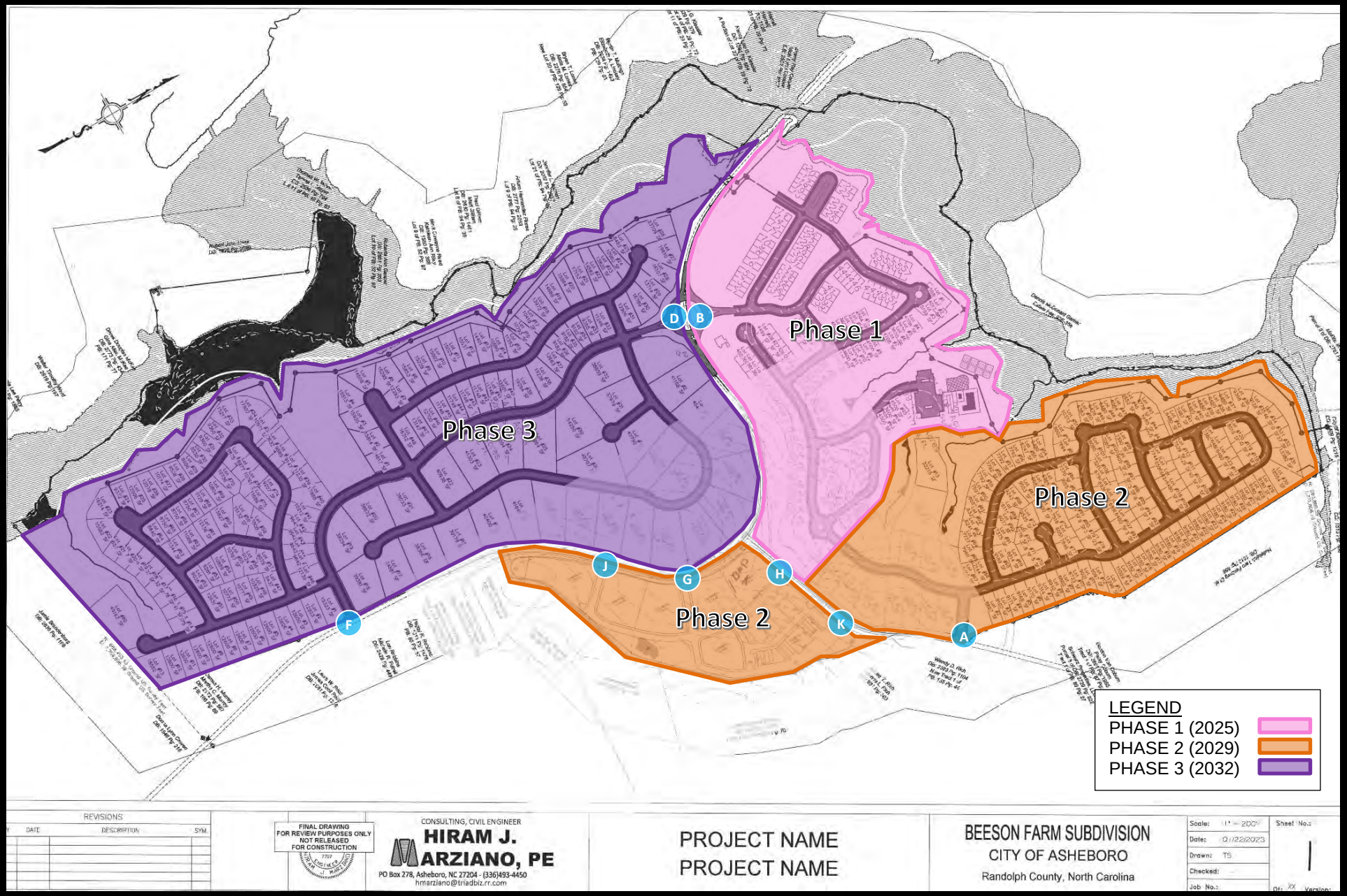
NCDOT DISTRICT REPRESENTATIVE

Reviewed and approved by the NCDOT Division ____District____ on _____.

Signature	Print Name

Email concurrence may be used in lieu of the signature.

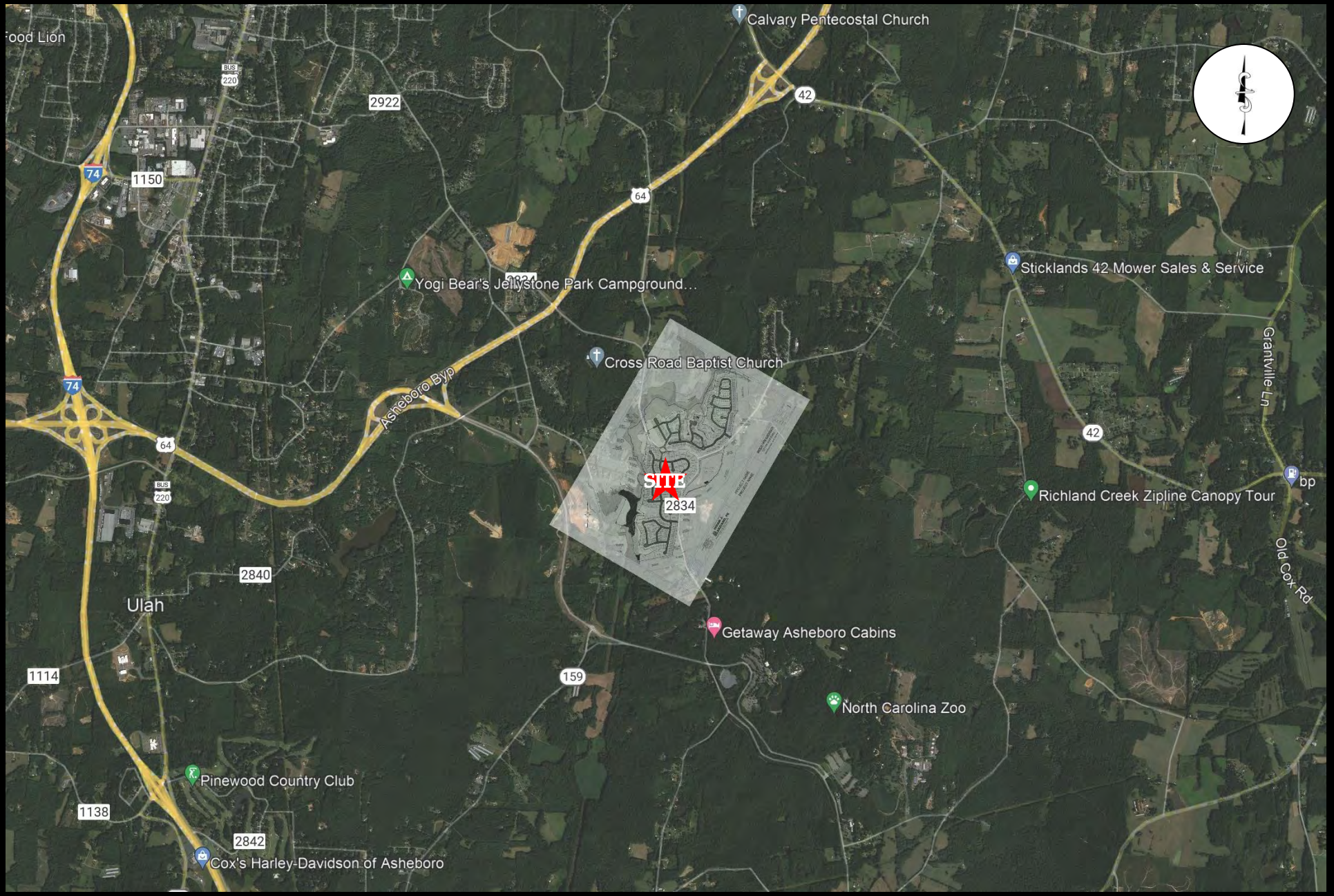
Table A - Weekday Site Trip Generation											
Richland Creek Subdivision, Randolph County, NC											
Average Weekday Driveway Volumes					Weekday 24 Hour	AM Peak Hour			PM Peak Hour		
Proposed Land Use	LU Code	Size	Unit	Type	Two-Way	Enter	Exit	Total	Enter	Exit	Total
Phase 1 Build											
Single-Family Attached Homes	215	122	Dwelling Units	Adjacent - Equation	879	14	44	58	41	28	69
Phase 1 Total Trips					**879**	**14**	**44**	**58**	**41**	**28**	**69**
Phase 2 Build											
Single-Family Detached Homes	210	136	Dwelling Units	Adjacent - Equation	1,339	25	74	99	84	49	133
Fast-Food Restaurant with Drive-Through Window	934	3.5	Th.Sq.Ft. GLA	Adjacent - Rate	1636	80	76	156	60	56	116
Fast-Food Restaurant with Drive-Through Window	934	3.5	Th.Sq.Ft. GLA	Adjacent - Rate	1636	80	76	156	60	56	116
High-Turnover (Sit-Down) Restaurant	932	6.0	Th.Sq.Ft. GLA	Adjacent - Rate	643	32	25	57	33	21	54
Hardware Store	816	5.0	Th.Sq.Ft. GLA	Generator - Rate	40	4	3	7	3	3	6
Pharmacy with Drive-Through Window	881	6.0	Th.Sq.Ft. GLA	Adjacent - Rate	650	12	10	22	31	31	62
Coffee Shop with Drive-Through Window	937	3.5	Th.Sq.Ft. GLA	Adjacent - Rate	1867	153	148	301	68	68	136
Veterinary Clinic	640	10.0	Th.Sq.Ft. GLA	Adjacent - Equation	215	26	12	38	16	25	41
Phase 2 Total Trips					**8,026**	**412**	**424**	**836**	**355**	**309**	**664**
Phase 3 Build											
Single-Family Detached Homes	210	155	Dwelling Units	Adjacent - Equation	1510	28	83	111	95	55	150
Phase 3 Total Trips					**1,510**	**28**	**83**	**111**	**95**	**55**	**150**
Full Build Total Trips					**10,415**	**454**	**551**	**1,005**	**491**	**392**	**883**
Pass-By					**--**	**--**	**--**	**--**	**--**	**--**	**--**
Pass-by Fast-Food			50% AM, 55% PM		--	117	117	234	95	95	190
Pass-by High-Turnover			43% PM		--	0	0	0	11	11	22
Pass-by Pharmacy			49% PM		--	0	0	0	15	15	30
Total Pass-by Reduction					--	117	117	234	121	121	242
Limited to 10% of Adjacent Street Traffic[(1)]					--	*-14*	*-14*	*-27*	*-14*	*-14*	*-27*
Phase 2 Adjusted Trips					**--**	**399**	**411**	**809**	**342**	**296**	**637**
Total Adjusted (Primary) Trips					**--**	**441**	**538**	**978**	**478**	**379**	**856**
Notes: (1) Pass-by limited to 10% of Adjacent Street Traffic (approx. 2,700 veh/day)											



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FIGURE 1
SITE PLAN

PROPOSED
DRIVEWAY
LOCATIONS



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FIGURE 2A
SITE LOCATION MAP

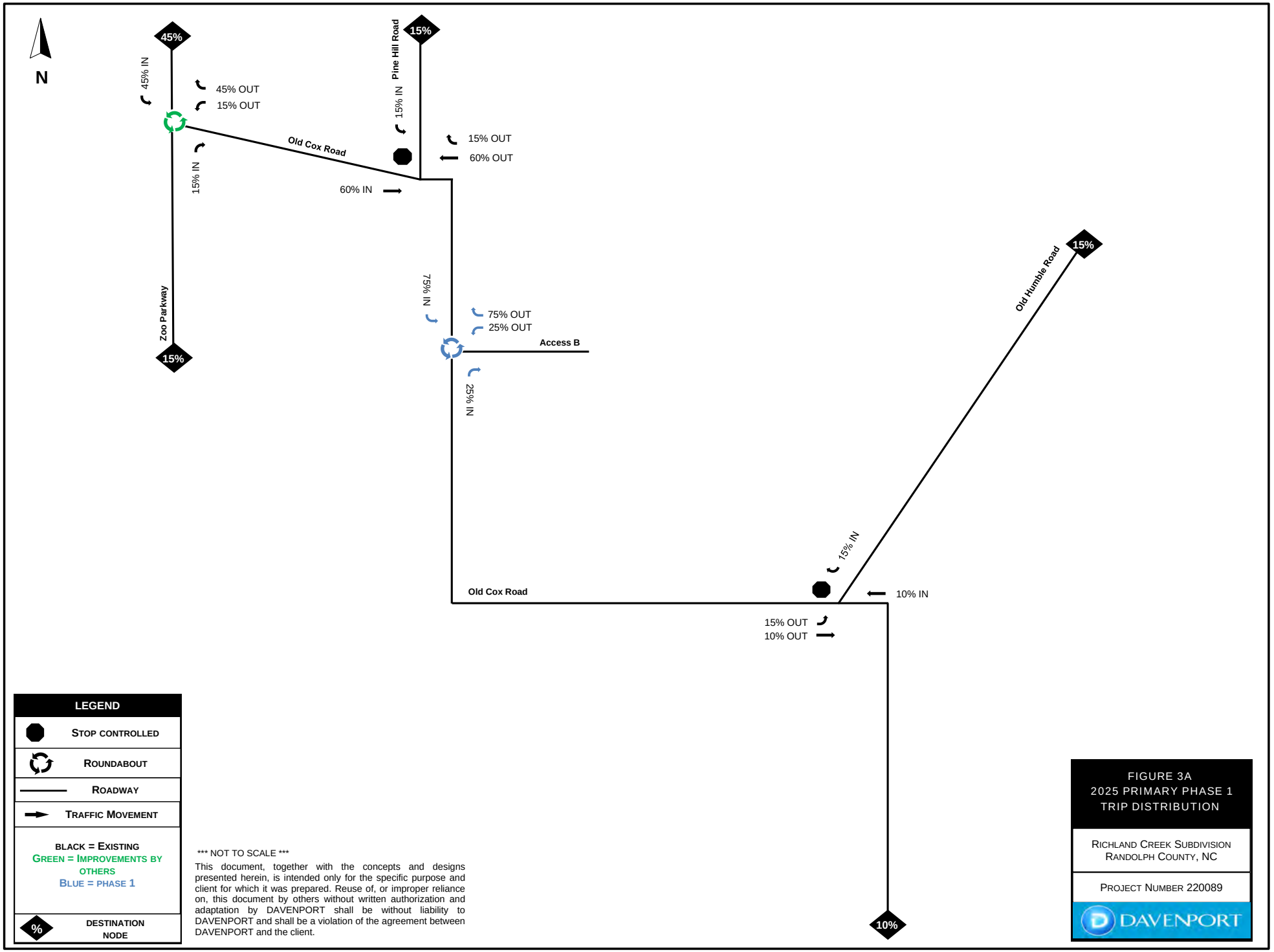
SITE INDICATOR

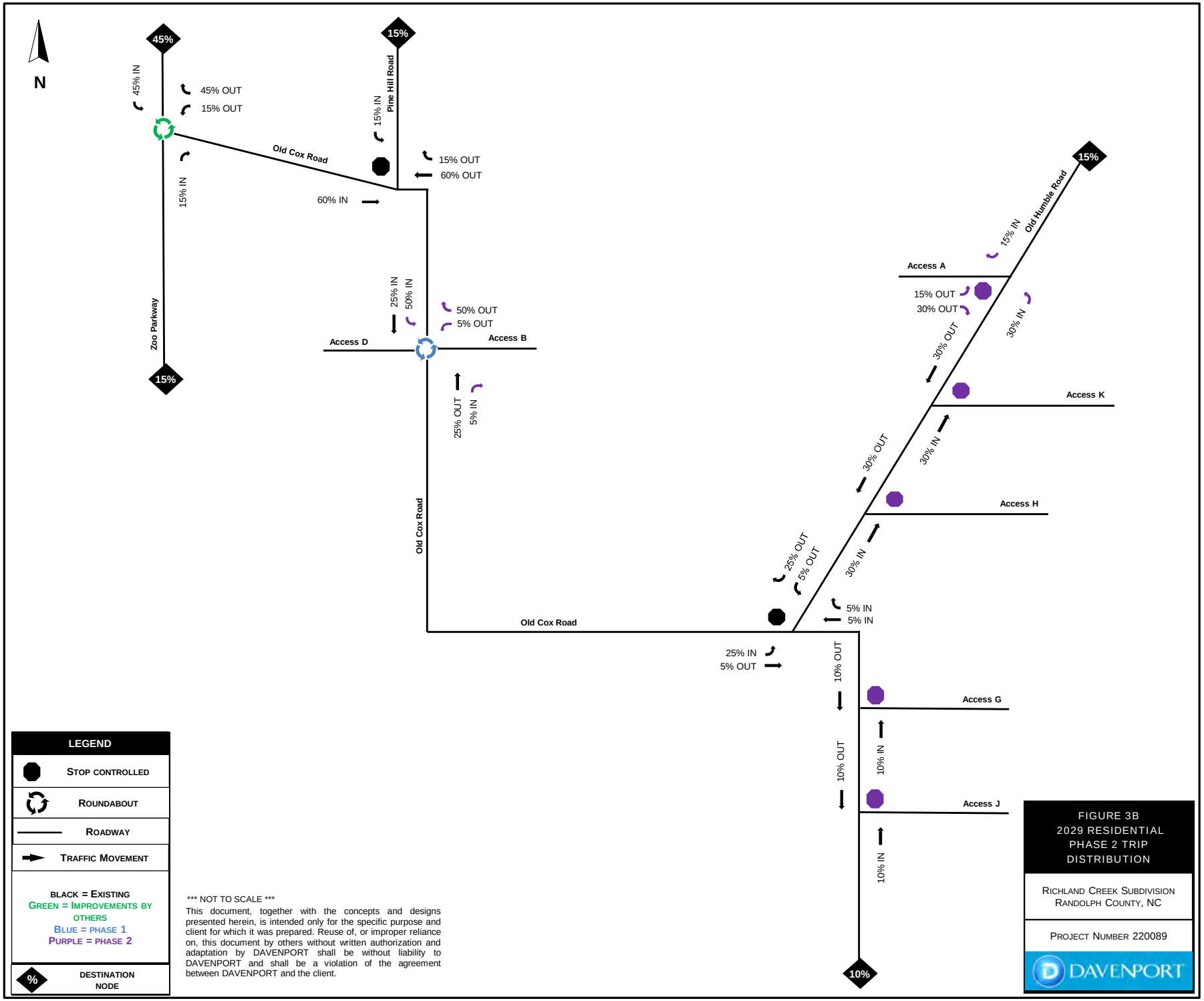


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FIGURE 2B
VICINITY MAP

STUDY INTERSECTIONS
2022 EXISTING
2025 PHASE 1 (PROPOSED)
2029 PHASE 2 (PROPOSED)
2032 PHASE 3 (PROPOSED)


N
45%
45% IN
45% OUT
15% OUT
15% IN
Old Cox Road
60% IN
Pine Hill Road
15%
15% IN
15% OUT
60% OUT
Zoo Parkway
15%
75% IN
75% OUT
25% OUT
Access B
25% IN
Old Humble Road
15%
15% IN
Old Cox Road
10% IN
15% OUT
10% OUT
10%
LEGEND
STOP CONTROLLED
ROUNDABOUT
ROADWAY
TRAFFIC MOVEMENT
BLACK = EXISTING
GREEN = IMPROVEMENTS BY OTHERS
BLUE = PHASE 1
%
DESTINATION NODE
*** NOT TO SCALE ***
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FIGURE 3A
2025 PRIMARY PHASE 1
TRIP DISTRIBUTION
RICHLAND CREEK SUBDIVISION
RANDOLPH COUNTY, NC
PROJECT NUMBER 220089
DAVENPORT



*** NOT TO SCALE ***

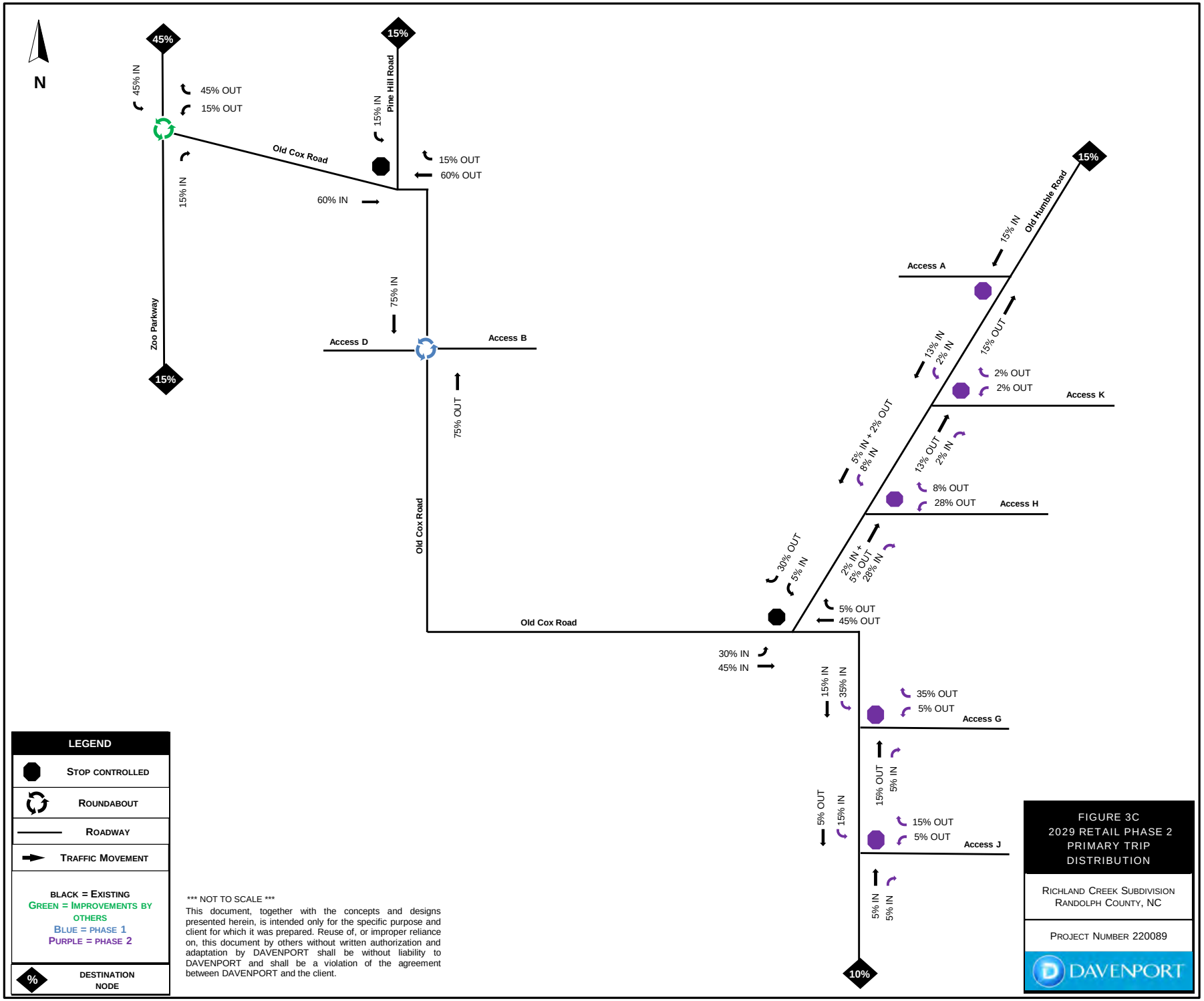
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FIGURE 3B
2029 RESIDENTIAL
PHASE 2 TRIP
DISTRIBUTION

RICHLAND CREEK SUBDIVISION
RANDOLPH COUNTY, NC

PROJECT NUMBER 220089

DAVENPORT



*** NOT TO SCALE ***

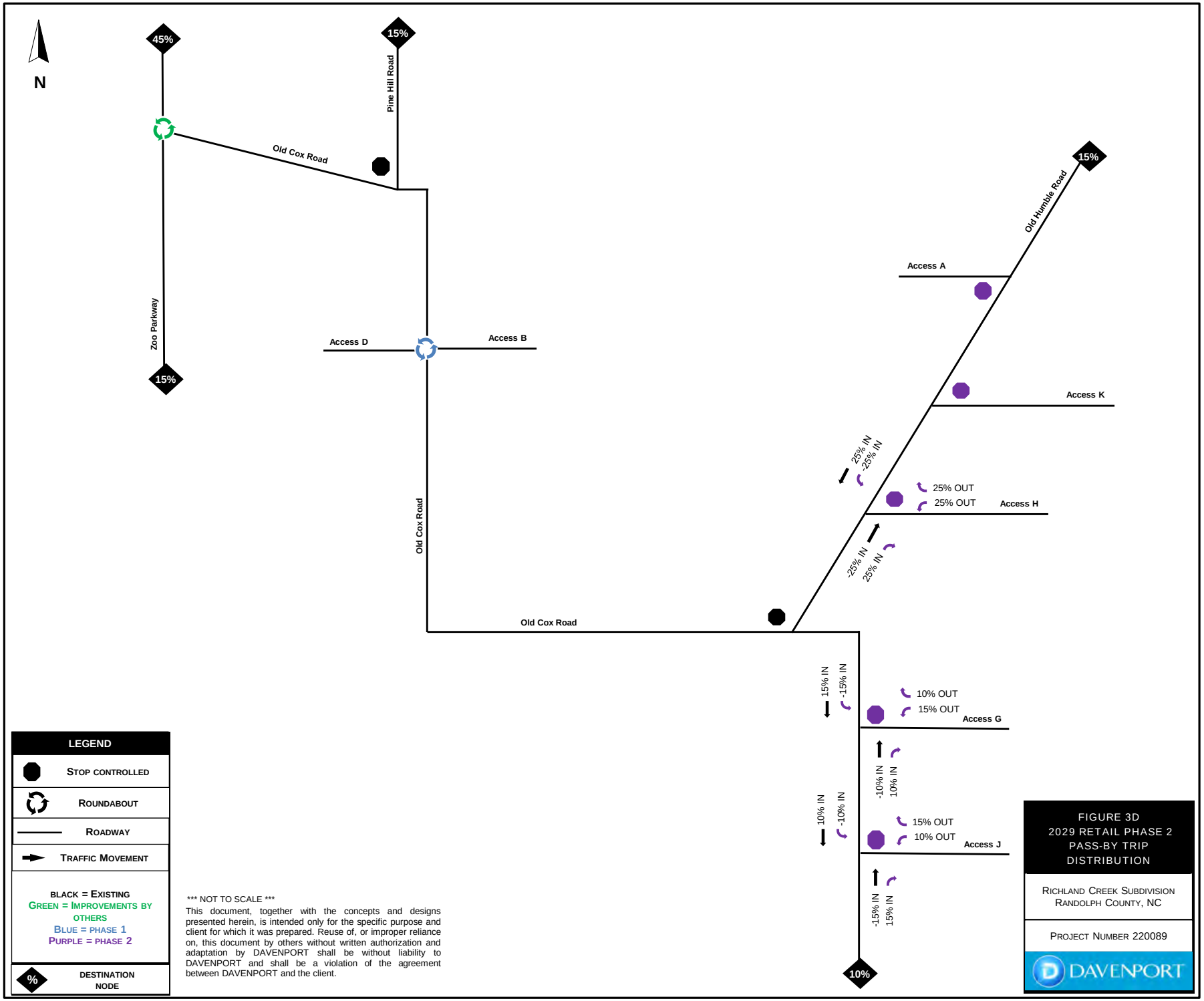
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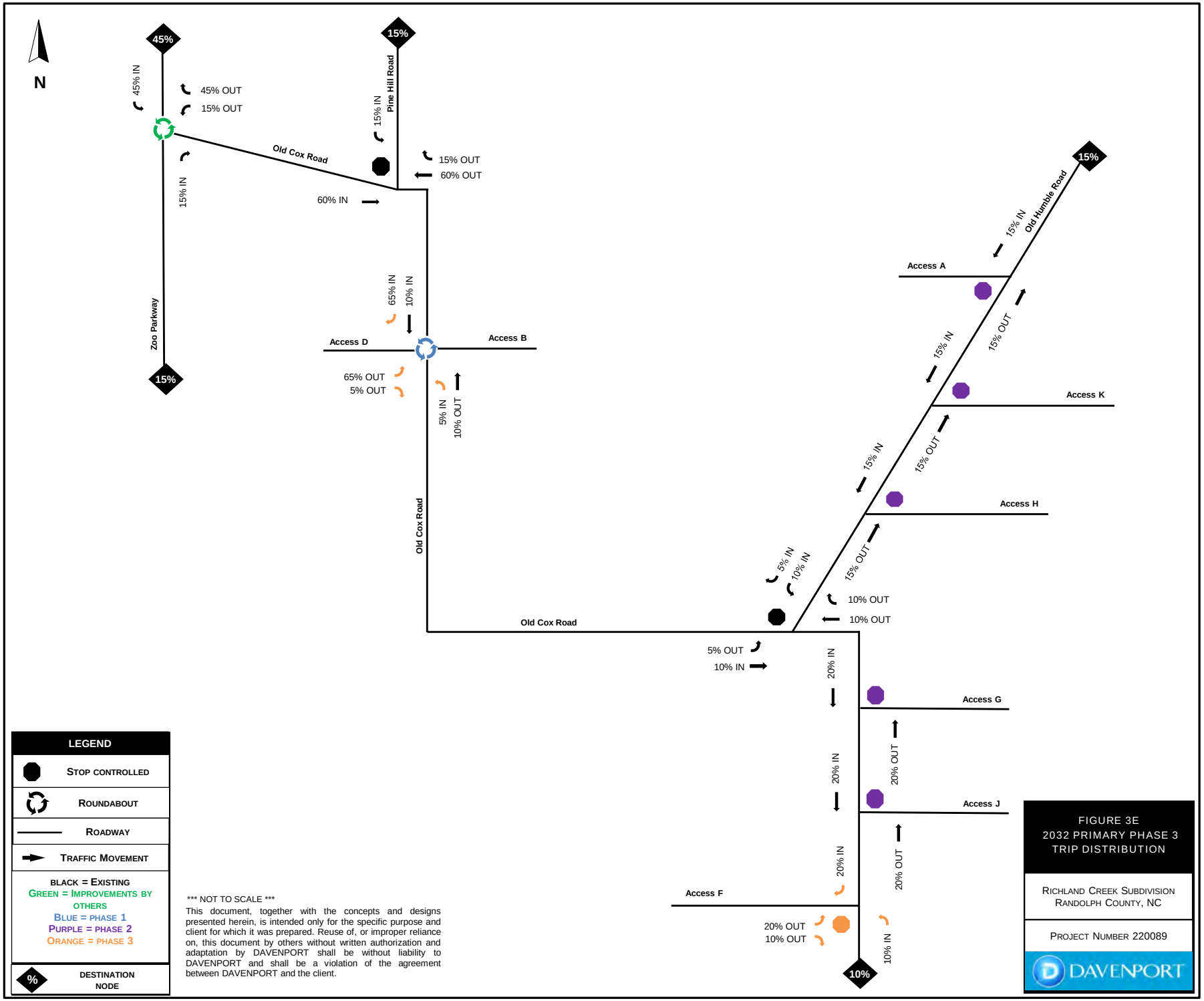
FIGURE 3C
2029 RETAIL PHASE 2
PRIMARY TRIP
DISTRIBUTION

RICHLAND CREEK SUBDIVISION
RANDOLPH COUNTY, NC

PROJECT NUMBER 220089

DAVENPORT


N
45%
15%
Pine Hill Road
Old Cox Road
Zoo Parkway
15%
Access D
Access B
Old Cox Road
15%
Old Humble Road
Access A
Access K
25% IN
-25% IN
25% OUT
25% OUT
Access H
-25% IN
25% IN
Old Cox Road
15% IN
-15% IN
10% OUT
15% OUT
Access G
-10% IN
10% IN
10% IN
-10% IN
15% OUT
10% OUT
Access J
-15% IN
15% IN
10%
LEGEND
STOP CONTROLLED
ROUNDABOUT
ROADWAY
TRAFFIC MOVEMENT
BLACK = EXISTING
GREEN = IMPROVEMENTS BY OTHERS
BLUE = PHASE 1
PURPLE = PHASE 2
%
DESTINATION NODE
*** NOT TO SCALE ***
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FIGURE 3D
2029 RETAIL PHASE 2
PASS-BY TRIP
DISTRIBUTION
RICHLAND CREEK SUBDIVISION
RANDOLPH COUNTY, NC
PROJECT NUMBER 220089
DAVENPORT


N
45%
45% IN
45% OUT
15% OUT
15%
Pine Hill Road
15% IN
Old Cox Road
15% OUT
60% OUT
15% IN
60% IN
Zoo Parkway
15%
65% IN
10% IN
Access D
Access B
65% OUT
5% OUT
5% IN
10% OUT
Old Cox Road
15%
Old Humble Road
15% IN
Access A
15% IN
15% OUT
Access K
15% IN
15% OUT
Access H
15% OUT
5% IN
10% IN
10% OUT
10% OUT
Old Cox Road
5% OUT
10% IN
20% IN
Access G
20% OUT
20% IN
Access J
20% OUT
20% IN
Access F
20% OUT
10% OUT
10% IN
10%
LEGEND
STOP CONTROLLED
ROUNDABOUT
ROADWAY
TRAFFIC MOVEMENT
BLACK = EXISTING
GREEN = IMPROVEMENTS BY OTHERS
BLUE = PHASE 1
PURPLE = PHASE 2
ORANGE = PHASE 3
%
DESTINATION NODE
*** NOT TO SCALE ***
This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of, or improper reliance on, this document by others without written authorization and adaptation by DAVENPORT shall be without liability to DAVENPORT and shall be a violation of the agreement between DAVENPORT and the client.
FIGURE 3E
2032 PRIMARY PHASE 3
TRIP DISTRIBUTION
RICHLAND CREEK SUBDIVISION
RANDOLPH COUNTY, NC
PROJECT NUMBER 220089
DAVENPORT

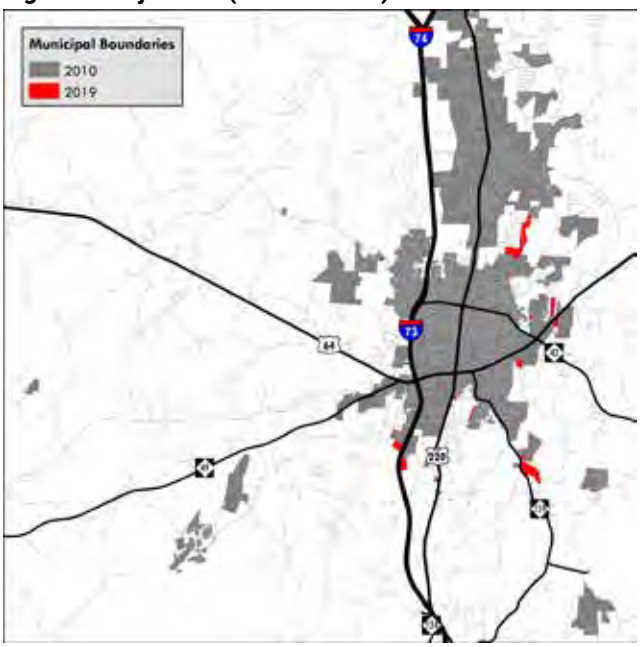
COMPONENTS OF GROWTH

Between 2010 and 2018, Asheboro's population grew by 838 residents to the total population. Some of this increase was due to growth in the City's municipal limits due to annexations. During this time, the City annexed 0.35 square miles and added 263 residents in this newly annexed area. The remaining population growth occurred from an increase in population within the City's 2010 municipal limit area. Both Lexington and Reidsville annexed a very small area during this same time, and actually lost population within their original 2010 municipal limits. Salisbury's increase in population was almost solely due to an increase within its 2010 municipal limits. (Source: NC Demographer, Aspects of Municipal Change)

POPULATION PROJECTIONS

The average annual growth rate for the City of Asheboro between 2000 and 2018 was 1.0%, meaning the City's population grew 1.0% each year on average during that time frame. In comparison, Randolph County's average annual growth rate was 0.6% during the same time, meaning the City's population grew faster than the County as a whole.

Figure 4: City Limits (2010 to 2019)



Source: Randolph County GIS

The North Carolina State Demographer estimates population projections 20 years out at the County level, but not the municipal level. The average annual growth rate over the past few years can be used to project the City of Asheboro's total population out to year 2040. Using 1.0% as the average annual growth rate, Asheboro can expect a total population of 32,065 by the year 2040. That is an increase of 6,215 people between 2018 and 2040 (a 24% increase).

The State Demographer projects Randolph County will grow by 13.0%, adding 18,692 people to its population, growing to a total population of 162,777 by the year 2039. The majority of this increase will be due to an increase in the older adult population, ages 65 years and older. The older adult population will grow by 47.0%, while the children population (ages 0 to 17) will grow by 11.1%, and the working adult population (ages 18-64) will only grow by 3.8%. The City of Asheboro can expect a similar change in population dynamics, as the older adult population grows at an increase rate compared to the younger population.

RACE & ETHNICITY

Asheboro's population remains predominantly white, non-Hispanic (60%) in 2018. The white population grew very little between 2000 and 2010 (only a 2% change) while the Hispanic population grew 56% during the same time frame (see Figure 5). Between 2010 and 2018 however, the white population grew by 7% and the Hispanic population decreased by 6%.


CITY ZOO SPORTSPLEX
Zoo Pkwy.
NC Hwy 159
Old Cox Rd.
SR 2834
Walden Rd.
SR 2931
Overflow Parking
Field 1
Field 2A
Field 2B
Field 3
Field 4
Field 5
Field 6
Field 7
Field 8
Bldg. 1
Bldg. 2
Bldg. 3
Bldg. 4
Shelter 1
Shelter 2
Shelter 3
Shelter 4
Shelter 5
Lot 1
Lot 2
Lot 3
Lot 4
Lot 5
Lot 6
Lot 7
Lot 8
Lot 9
Beach Volleyball
Pickleball
Park
±81 Acres
PROPOSED ZOO CITY SPORTSPLEX
Old Cox Road And Zoo Parkway, Asheboro, North Carolina
Scale 1" = 100' August, 2019
Concept Plan by City of Asheboro Engineering Dept.

City of Asheboro Claimed Access and Utility Easements A-F

Existing City of Asheboro Access & Sewer Force Main Easement Per PB 113 Pg. 14 & 15

City of Asheboro Proposed Sign Easement

Area Table
Public R/W: 31,845.85 Sq. Ft.
City of Asheboro Claimed Access and Utility Easements-
Easement A: 18,209.54 Sq. Ft.
Easement B: 194.62 Sq. Ft.
Easement C: 256.07 Sq. Ft.
Easement D: 15,741.12 Sq. Ft.
Easement E: 9,655.12 Sq. Ft.
Easement F: 1,120.80 Sq. Ft.
Easement G: 120.49 Sq. Ft.
Easement H: 139 Sq. Ft.



Easement		
LINE	BEARING	DISTANCE
E1	N 59°46'14" E	98.24'
E2	N 60°00'14" E	189.30'
E3	N 75°18'51" E	21.71'
E4	S 48°10'37" E	14.90'
E5	S 00°51'54" E	40.62'
E6	S 83°43'53" E	26.74'
E7	S 29°07'19" E	22.67'
E8	S 60°52'41" W	19.75'
E9	S 32°12'18" E	36.01'
E10	N 60°52'41" E	13.81'
E11	S 29°07'19" E	10.00'
E12	N 54°34'22" E	23.16'
E13	S 32°25'40" E	5.94'
E14	N 57°31'09" E	44.78'
E15	N 32°26'52" W	8.31'
E16	N 54°34'22" E	52.49'
E17	N 87°49'29" E	17.29'
E18	N 04°19'31" E	9.93'
E19	N 85°51'03" E	12.95'
E20	S 02°24'57" E	10.32'
E21	N 87°49'29" E	7.96'
E22	S 76°33'04" E	65.27'
E23	S 74°32'23" E	63.54'
E24	S 24°43'51" E	8.62'
E25	N 74°32'23" W	13.74'
E26	S 50°09'14" W	3.31'
E27	N 50°09'14" E	3.32'
E28	N 78°31'08" W	27.70'
E29	S 89°19'08" W	7.73'
E30	S 60°01'10" W	6.13'
E31	S 52°21'04" W	9.07'
E32	S 52°21'04" W	74.55'
E33	S 56°31'51" W	8.88'
E34	S 11°12'05" E	12.05'
E35	S 24°43'51" E	33.79'
E36	S 85°16'43" E	4.76'
E37	N 85°16'43" W	16.86'
E38	N 24°43'51" W	57.71'
E39	S 17°04'35" W	19.56'
E40	N 72°55'25" W	18.74'
E41	N 58°57'01" W	32.73'
E42	S 17°04'35" W	5.29'
E43	N 77°03'16" W	82.52'
E44	S 32°30'34" W	125.47'
E45	S 36°39'37" E	111.93'
E46	N 08°49'09" E	9.08'
E47	S 81°15'00" E	21.48'
E48	S 03°44'30" W	6.90'
E49	S 89°07'21" E	45.20'
E50	S 86°15'30" E	17.80'
E51	N 03°44'30" E	21.01'
E52	S 78°23'57" E	10.09'
E53	S 03°44'30" W	11.99'
E54	S 86°58'01" E	26.39'
E55	S 03°01'59" W	14.17'
E56	S 33°53'33" E	5.57'
E57	N 32°30'54" E	21.11'
E58	S 61°52'10" E	32.37'
E59	N 17°04'35" E	6.21'
E60	S 03°04'56" W	10.66'
E61	S 31°43'28" W	4.56'
E62	N 79°16'02" W	10.00'
E63	N 83°03'46" W	39.68'
E64	S 03°38'50" W	9.23'
E65	N 86°21'10" W	16.06'
E66	N 03°38'50" E	9.07'
E67	N 86°55'04" W	100.68'
E68	N 50°49'14" W	23.58'
E69	N 38°11'29" W	40.35'
E70	S 56°15'25" W	6.57'
E71	N 45°51'03" W	22.23'
E72	N 56°15'25" E	7.75'
E73	N 42°50'35" W	18.83'
E74	N 42°27'10" W	7.01'
E75	S 50°27'58" W	96.15'
E76	S 30°52'53" W	37.27'
E77	N 30°52'53" E	39.58'
E78	N 28°08'51" W	139.69'
E79	N 63°07'46" E	3.68'
E80	N 26°50'39" W	48.90'
E81	S 61°51'09" W	4.85'
E82	N 28°08'51" W	21.02'
E83	S 64°20'01" W	31.86'
E84	S 28°20'52" E	13.33'
E85	S 62°53'10" W	16.09'
E86	N 27°53'50" W	13.72'
E87	S 64°20'01" W	38.35'
E88	S 24°49'14" E	6.40'
E89	S 65°10'46" W	25.37'
E90	N 24°49'14" W	8.74'
E91	S 60°52'41" W	19.75'
E92	S 52°13'38" W	11.34'
E93	N 64°46'29" W	20.73'
E94	S 53°54'18" E	6.68'
E95	N 54°07'14" E	38.07'
E96	S 64°19'54" W	19.96'
E97	N 29°06'10" W	7.08'
E98	S 60°53'50" W	44.90'
E99	S 29°06'10" E	4.39'
E100	S 64°19'54" W	36.48'
E101	S 28°08'51" E	27.51'
E102	N 61°51'09" E	28.87'
E103	S 28°08'51" E	10.00'
E104	S 61°51'09" W	28.87'
E105	S 28°08'51" E	34.59'
E106	N 61°51'09" E	29.62'
E107	S 29°06'10" E	10.00'
E108	S 61°51'09" W	29.78'
E109	S 28°08'51" E	10.27'
E110	N 61°51'09" E	29.95'
E111	S 29°06'10" E	10.00'
E112	S 61°51'09" W	30.12'
E113	S 28°08'51" E	58.04'
E114	N 61°57'39" E	31.17'
E115	S 28°08'51" E	10.00'

Easement		
LINE	BEARING	DISTANCE
E116	S 61°57'30" W	31.17'
E117	S 28°08'51" E	28.74'
E118	N 50°27'58" E	53.33'
E119	N 53°28'39" E	56.98'
E120	N 31°23'23" W	16.19'
E121	N 57°15'41" E	19.35'
E122	S 60°53'38" W	19.46'
E123	N 29°06'22" W	10.00'
E124	N 60°53'38" E	19.46'
E125	S 60°53'38" W	19.37'
E126	N 29°06'22" W	13.94'
E127	N 60°53'38" E	18.37'

LINE	BEARING	DISTANCE
L1	S 88°36'49" W	8.11
L2	N 72°55'25" W	8.45
L3	N 72°55'25" W	18.74
L4	N 72°55'25" W	31.76
L5	N 72°55'25" W	56.96
L6	S 78°19'17" W	6.36
L7	S 36°43'49" W	22.31
L8	S 24°27'49" W	11.49
L9	S 49°34'10" W	1.44
L10	S 49°34'10" W	13.58
L11	S 33°37'51" E	81.84
L12	S 86°15'30" E	104.75
L13	S 48°41'44" E	14.94
L14	S 33°04'38" W	15.34
L15	N 86°21'10" W	119.99
L16	N 33°44'35" W	73.15
L17	N 29°06'22" W	3.42
L18	N 29°06'22" W	10.00
L19	N 29°06'22" W	57.80
L20	N 29°06'22" W	13.94
L21	N 29°06'22" W	23.12
L22	S 59°24'11" W	89.65
L23	S 65°10'46" W	27.63
L24	S 65°10'46" W	31.73
L25	S 00°40'21" E	12.35
L26	S 88°47'19" W	15.34
L27	N 00°25'03" E	59.86
L28	N 16°26'00" W	15.51
L29	N 68°51'09" E	15.03
L30	S 28°49'29" E	7.64
L31	S 28°49'29" E	6.18
L32	N 65°04'41" E	64.59
L33	N 59°21'39" E	167.25
L34	S 29°07'19" E	119.75
L35	N 35°39'35" E	12.40
L36	N 65°11'21" E	6.71
L37	N 28°12'48" E	5.91
L38	N 49°51'04" E	8.40
L39	N 49°51'04" E	4.82
L40	S 72°43'59" E	36.32
L41	S 72°43'59" E	25.75
L42	S 72°43'59" E	4.36
L43	N 74°52'34" E	8.12
L44	S 81°07'14" E	2.45
L45	N 39°43'24" E	2.56

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	1051.33	208.21	207.87	S 02°45'00" E	11°20'49"
C2	19.40	12.22	12.02	N 73°20'30" W	36°05'21"
C3	103.45	2.95	2.95	S 89°25'48" W	1°37'58"
C4	103.45	23.50	23.45	N 83°14'40" W	13°01'05"
C5	103.45	6.88	6.88	N 74°49'46" W	3°48'43"
C6	61.51	30.87	30.55	N 87°18'04" W	28°45'19"
C7	18.43	13.38	13.09	S 57°31'33" W	41°35'27"
C8	136.83	29.29	29.24	S 30°35'49" W	12°16'00"
C9	66.31	29.05	28.82	S 37°01'00" W	25°06'21"
C10	27.50	6.02	6.01	S 43°17'42" W	12°32'56"
C11	27.50	33.91	31.80	S 01°41'41" W	70°39'05"
C12	59.72	54.85	52.95	S 59°56'41" E	52°37'39"
C13	49.01	7.69	7.68	N 89°14'52" E	8°59'16"
C14	49.01	35.48	34.71	N 64°00'51" E	41°28'46"
C15	25.76	33.10	30.87	S 01°45'16" E	73°37'46"
C16	37.55	16.31	16.18	N 58°50'36" W	24°53'06"
C17	37.55	19.68	19.65	N 78°45'12" W	14°46'07"
C18	85.79	78.78	76.04	N 60°02'53" W	52°36'35"
C19	722.82	17.67	17.67	N 33°02'34" W	1°24'04"
C20	722.82	40.83	40.82	N 30°43'27" W	3°14'10"
C21	39.93	13.42	13.35	N 38°43'52" W	19°15'02"
C22	39.93	50.35	47.08	N 84°28'36" W	72°14'25"
C23	750.63	75.67	75.64	S 62°17'29" W	5°46'34"
C24	27.70	9.04	9.00	S 55°50'09" W	18°41'13"
C25	27.70	15.31	15.12	S 30°39'45" W	31°39'45"
C26	27.70	7.90	7.87	S 07°04'43" W	15°30'09"
C27	11.08	16.65	15.13	S 71°52'24" E	86°05'50"
C28	449.47	44.81	44.79	N 62°13'20" E	5°42'42"
C29	29.62	21.80	21.31	S 50°12'04" E	42°09'30"
C30	29.62	20.49	20.09	N 88°54'02" E	39°38'19"
C31	29.62	17.28	17.04	N 22°13'20" E	33°25'18"
C32	13.94	7.18	7.11	N 50°25'28" E	29°31'46"
C33	34.04	21.97	21.59	N 46°42'04" E	36°58'32"
C34	29.45	11.12	11.06	N 39°01'56" E	21°38'16"
C35	68.54	9.14	9.13	N 53°40'11" E	7°38'14"
C36	68.54	22.11	22.01	N 68°43'41" E	18°29'48"
C37	68.54	37.44	36.98	S 88°22'57" E	31°17'57"
C38	77.23	7.81	7.81	S 75°37'55" E	5°47'56"
C39	77.23	15.89	15.86	S 84°25'27" E	11°47'11"
C40	77.23	19.96	19.90	N 82°16'46" E	14°48'23"
C41	57.59	2.98	2.98	N 76°21'37" E	2°58'05"
C42	57.59	21.14	21.03	N 88°21'43" E	21°02'07"
C43	21.18	21.86	20.90	N 69°18'05" E	59°09'22"

I, Dan W Tanner II, Professional Land Surveyor, certify:

In accordance with NC General Statute 47-30(f)11d
That the survey is of another category, such as the recombination of existing parcels, a court-ordered survey, or other exemption or exception to the definition of subdivision.

I, Dan W Tanner II, certify that this plat was drawn under my supervision from an actual survey made under my supervision (deed description recorded in:

Book 1639 , page 175 ;

that the boundaries not surveyed are clearly indicated as drawn from information found in Book See , page Notes ; that the ratio of precision or positional accuracy as calculated is 1:10000+, that this plat was prepared in accordance with G.S. 47-30 as amended. Witness my original signature, license number and seal this the 3rd day of February, A.D., 2021.

PRELIMINARY PLAT - NOT FOR RECORDATION, CONVEYANCES, OR SALES

Professional Land Surveyor L-4787

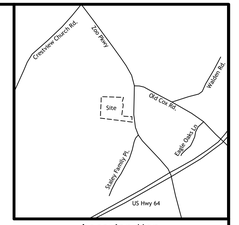
NORTH CAROLINA PROFESSIONAL SEAL L-4787 LAND SURVEYOR DAN W TANNER II

I, Dan W Tanner II, certify that this map was drawn under my supervision from an actual GPS/ GNSS survey made under my supervision and the following information was used to perform the survey:
(1) Class of survey: Class A
(2) Positional accuracy: <0.10'
(3) Type of GNSS field procedure: Real-Time Kinematic Networks
(4) Dates of survey: December 09, 2021
(5) Datum/Epoch: NAD83(2011) / 2010.00
(6) Published/Fixed-control use: North Carolina Real Time Network
(7) Geoid model: Geoid 12A
(8) Combined grid factor(s): 0.99987290
(9) GPS/GNSS Scale Point:
N:696,965.48 E:1,764,507.38 Z:721.42
(10) Units: US Survey Feet

Hardwood Tree
Evergreen Tree
Stone
R/W - Right of Way Monument
RRS - Railroad Spike
NIR - New Iron Rod
NIP - New Iron Pipe
NCGS Monument
EN - Existing Nail
EIR - Existing Iron Rod
EIP - Existing Iron Pipe
Existing Concrete Monument
Bench Mark
Computed Point / Point Not Set
Well
Property Line
Computed Property Line
Right of Way Line
Easement Line
Tie Lines
Setback Lines
Gas Line
Sanitary Sewer Line
Storm Sewer Line
Water Line
Fence
Overhead Utility Line
Overhead Power Line
Underground Electric Line
Underground Comm. Line
100-Year Flood Hazard Line
Floodway
C/L Railroad
Force Main
Catch Basin
Yard Inlet
Storm Sewer Manhole
Junction Box
Drop Inlet
Irrigation Control Valve
Back Flow Preventer
Water Valve
Water Manhole
Water Meter
Fire Dept. Connection
Fire Hydrant
Utility Pole
Telephone Pedestal
Telephone Pole
Transformer
Communications Manhole
SS - Sanitary Sewer
SS Manhole
SS Cleanout
U/G Power Box
Power Pole
Light Pole
Guy Pole
Gas Valve
Guy Wire
Gas Manhole
Gas Meter
Electric Meter
Electric Manhole
Spot Elevation

Notes:

1. This project is not located within a special flood hazard area.
2. Area calculated by coordinate geometry.
3. All lines surveyed by Survey Carolina, PLLC are indicated by bold lines. All lines not surveyed by Survey Carolina, PLLC are indicated by dashed lines.
4. No attempt was made by this survey to locate all underground utilities nor any other easements that would be revealed by a title search.
5. Tax PIN: 7669460570 & 7669462663
6. City of Asheboro claims easements on any existing public water and sewer line and appurtenant that has been under the city's maintenance authority.
7. The city shall not issue to or collect from residents individual garbage or recyclable solid waste containers.
8. Front setback as 5' from each lot's property line that is closest to the proposed public r/w. Proposed Building Setbacks for Lots:
   Front Setback: 5'
   Side Setback: 0'
   Rear Setback: 0'



Location Map
(Not to Scale)

STATE OF NORTH CAROLINA

I, _____ Review Officer of Randolph County, certify that the map or plat to which this certification is affixed meets all statutory requirements for recording.

_____ _____
Date Review Officer

I hereby certify that the street, utility, and other required improvements have been installed or provisions have been made for installation in an acceptable manner and according to City specifications and standards in the _____subdivision.

_____(Date) _____City Engineer

I (We) hereby certify that I am (we are) the owner(s) of the property shown and described hereon and that I (we) hereby adopt this plan of subdivision and dedicate any right-of-way or easements as shown on the plat with my (our) free consent.

_____
Date

_____ (Owner) _____ (Owner)

_____
Date

_____ (Owner) _____ (Owner)

	Pin	Owner	Deed/Page
1	7669463259	Peggy T. Myers & Timothy V. Myers	2391/548
2	7669463300	Clay C. Fisackerly & Hilarie Fisackerly	2777/2085
3	7669462370	Betty K. Shackelford	2072/906
4	7669461382	Pearl Elizabeth Albright	2730/609
5	7669461355	Peggy M. Bowman	2316/1098
6	7669461318	Mary Phillips Cox	2506/845
7	7669460475	Jong Kun Woo	2033/679
8	7669460439	Denise M. Summerell	2327/457
9	7669460513	Elizabeth S. Buchanan	2181/285
10	7669460507	Troy D. Danner & Deanna Lynn Danner	2569/164
11	7669369540	Ella Corrine Sheen	2539/326
12	7669368498	Billie Gaynell Dunning	2456/968
13	7669368457	Janet S. Young & Richard A. Young	2774/1952
14	7669368424	Fayetteville RE, LLC	2692/42
15	7669367599	Anthony Z. Dickow	2500/274
16	7669368631	Eugenia M. Thomas	1948/1359
17	7669368673	Martha C. Kimrey & Amy R. Kimrey	1943/1361
18	7669369637	Margaret Davis	2496/451
19	7669369669	Darwin Thomas Smith	2780/980
20	7669460701	Barbara L. Lassiter	2099/762
21	7669460699	Tammie R. Swaim & Randall S. Swaim	2602/1011
22	7669461615	Gina F. Webster & Carla F. McBee	2268/430
23	7669461642	Clifford R. Richardson	2637/676
24	7669463452	Peggy Hill Moore	2513/582
25	7669463413	Michael Bryant Patram	1858/3715
26	7669462483	Roger G. Sweeney	2640/1375
27	7669462454	Frances Winslow	1797/1656
28	7669463553	Rebecca L. Yow	2460/423
29	7669463524	Laverne B. Yarborough	2419/1012
30	7669462595	Tina Baker Everhart	2649/178
31	7669462566	Kendria L. Eckard	2125/1431
32	7669463676	Peggy Hancock	2180/1104
33	7669463648	Grace Dew Phillips	2710/1293
34	7669463609	Rodrigo A. Velez & Elizabeth Zapata	2662/851
35	7669462770	Kasey Lynn Cain	21E/743

Owners:
Triangle Park Associates
235 E Presnell St
Asheboro, NC 27203

Owners:
Parkway South
Homeowner's Association
3140 Zoo Pkwy
Asheboro, NC 27205

Grid North
NAD 83 (2011)

Right of Way Dedication For:
Triangle Park Associates

City of Asheboro
Grant Township — Randolph County
North Carolina — February 3, 2022
Deed Book:1639 Pg:175
Plat Book:57 Pg:60
Scale: 1" = 40 US Survey Feet

Bar Scale:
0' 40' 80' 120'

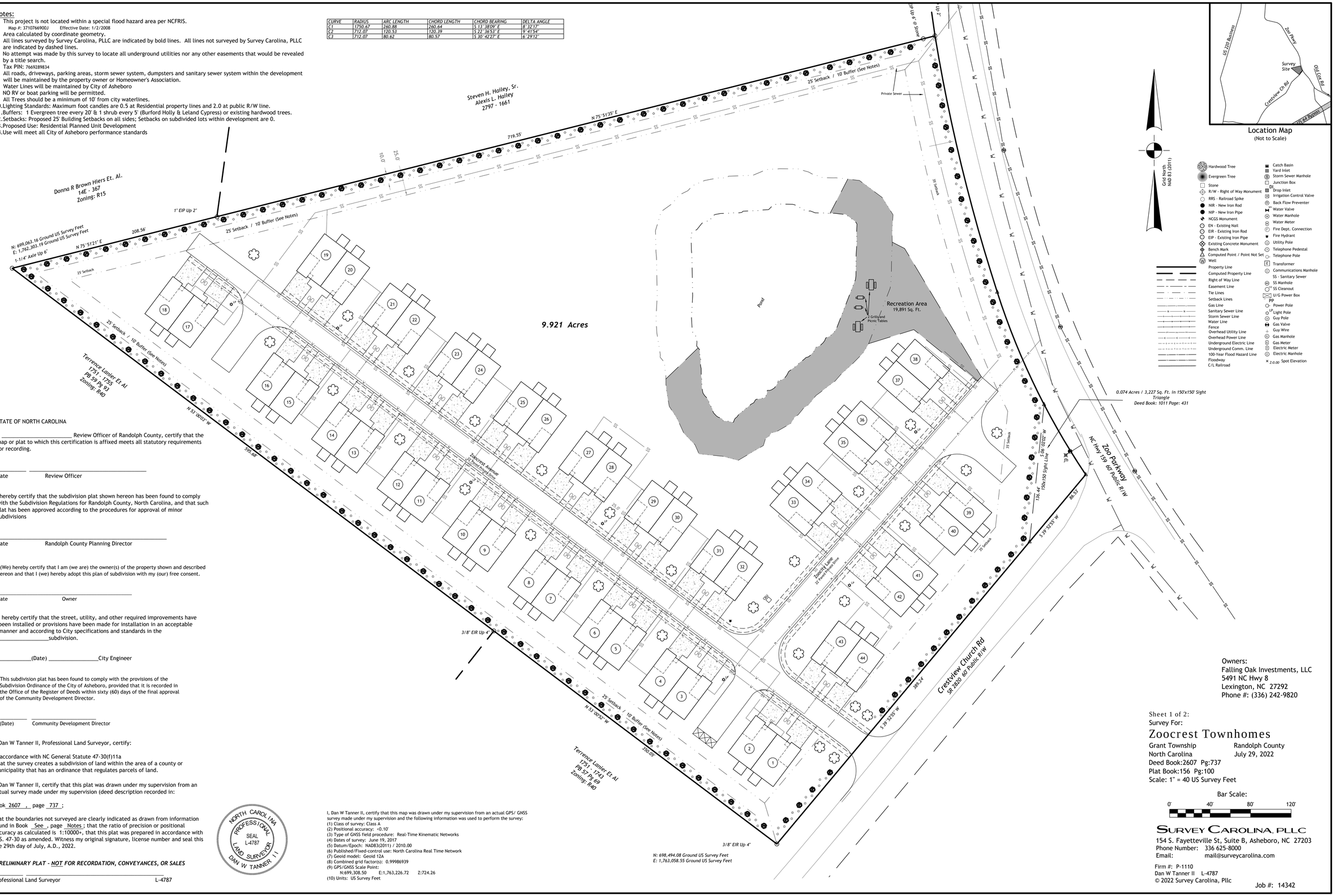
SURVEY CAROLINA, PLLC
154 S. Fayetteville St, Suite B, Asheboro, NC 27203
Phone Number: 336 625-8000
Email: mail@surveycarolina.com
Firm #: P-1110
Dan W Tanner II L-4787

© 2021 Survey Carolina, Pllc
Job #: 13548

Notes:

1. This project is not located within a special flood hazard area per NCFRIS.
   Map #: 3710766900J Effective Date: 1/2/2008
2. Area calculated by coordinate geometry.
3. All lines surveyed by Survey Carolina, PLLC are indicated by bold lines. All lines not surveyed by Survey Carolina, PLLC are indicated by dashed lines.
4. No attempt was made by this survey to locate all underground utilities nor any other easements that would be revealed by a title search.
5. Tax PIN: 7669289834
6. All roads, driveways, parking areas, storm sewer system, dumpsters and sanitary sewer system within the development will be maintained by the property owner or Homeowner's Association.
7. Water Lines will be maintained by City of Asheboro
8. NO RV or boat parking will be permitted.
9. All Trees should be a minimum of 10' from city waterlines.
10. Lighting Standards: Maximum foot candles are 0.5 at Residential property lines and 2.0 at public R/W line.
11. Buffers: 1 Evergreen tree every 20' & 1 shrub every 5' (Burford Holly & Leland Cypress) or existing hardwood trees.
12. Setbacks: Proposed 25' Building Setbacks on all sides; Setbacks on subdivided lots within development are 0.
13. Proposed Use: Residential Planned Unit Development
14. Use will meet all City of Asheboro performance standards

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	1750.67	260.88	260.64	S 12°38'09" E	8°32'17"
C2	712.07	120.53	120.39	S 22°36'53" E	9°41'54"
C3	712.07	80.62	80.57	S 30°42'27" E	6°29'12"



Location Map
(Not to Scale)

Grid North
NAD 83 (2011)

- Hardwood Tree
- Evergreen Tree
- Stone
- R/W - Right of Way Monument
- RRS - Railroad Spike
- NIR - New Iron Rod
- NIP - New Iron Pipe
- NCGS Monument
- EN - Existing Nail
- EIR - Existing Iron Rod
- EIP - Existing Iron Pipe
- Existing Concrete Monument
- Bench Mark
- Computed Point / Point Not Set
- Well
- Property Line
- Computed Property Line
- Right of Way Line
- Easement Line
- Tie Lines
- Setback Lines
- Gas Line
- Sanitary Sewer Line
- Storm Sewer Line
- Water Line
- Fence
- Overhead Utility Line
- Overhead Power Line
- Underground Electric Line
- Underground Comm. Line
- 100-Year Flood Hazard Line
- Floodway
- C/L Railroad
- Catch Basin
- Yard Inlet
- Storm Sewer Manhole
- Junction Box
- Drop Inlet
- Irrigation Control Valve
- Back Flow Preventer
- Water Valve
- Water Manhole
- Water Meter
- Fire Dept. Connection
- Fire Hydrant
- Utility Pole
- Telephone Pedestal
- Telephone Pole
- Transformer
- Communications Manhole
- SS - Sanitary Sewer
- SS Manhole
- SS Cleanout
- U/G Power Box
- Power Pole
- Light Pole
- Guy Pole
- Gas Valve
- Guy Wire
- Gas Manhole
- Gas Meter
- Electric Meter
- Electric Manhole
- Z:0.00 Spot Elevation

STATE OF NORTH CAROLINA

I, _____ Review Officer of Randolph County, certify that the map or plat to which this certification is affixed meets all statutory requirements for recording.

_____ _____
Date Review Officer

I hereby certify that the subdivision plat shown hereon has been found to comply with the Subdivision Regulations for Randolph County, North Carolina, and that such plat has been approved according to the procedures for approval of minor subdivisions

_____
Date Randolph County Planning Director

I (We) hereby certify that I am (we are) the owner(s) of the property shown and described hereon and that I (we) hereby adopt this plan of subdivision with my (our) free consent.

_____
Date Owner

I hereby certify that the street, utility, and other required improvements have been installed or provisions have been made for installation in an acceptable manner and according to City specifications and standards in the _____subdivision.

_____(Date) _____City Engineer

This subdivision plat has been found to comply with the provisions of the Subdivision Ordinance of the City of Asheboro, provided that it is recorded in the Office of the Register of Deeds within sixty (60) days of the final approval of the Community Development Director.

_____ _____
(Date) Community Development Director

I, Dan W Tanner II, Professional Land Surveyor, certify:

In accordance with NC General Statute 47-30(f)11a
That the survey creates a subdivision of land within the area of a county or municipality that has an ordinance that regulates parcels of land.

I, Dan W Tanner II, certify that this plat was drawn under my supervision from an actual survey made under my supervision (deed description recorded in:

Book 2607 , page 737 ;

that the boundaries not surveyed are clearly indicated as drawn from information found in Book See , page Notes ; that the ratio of precision or positional accuracy as calculated is 1:10000+, that this plat was prepared in accordance with G.S. 47-30 as amended. Witness my original signature, license number and seal this the 29th day of July, A.D., 2022.

PRELIMINARY PLAT - NOT FOR RECORDATION, CONVEYANCES, OR SALES

_____ _____
Professional Land Surveyor L-4787

NORTH CAROLINA PROFESSIONAL SEAL L-4787 LAND SURVEYOR DAN W TANNER II

I, Dan W Tanner II, certify that this map was drawn under my supervision from an actual GPS/ GNSS survey made under my supervision and the following information was used to perform the survey:
(1) Class of survey: Class A
(2) Positional accuracy: =0.10'
(3) Type of GNSS field procedure: Real-Time Kinematic Networks
(4) Dates of survey: June 19, 2017
(5) Datum/Epoch: NAD83(2011) / 2010.00
(6) Published/Fixed-control use: North Carolina Real Time Network
(7) Geoid model: Geoid 12A
(8) Combined grid factor(s): 0.99986939
(9) GPS/GNSS Scale Point:
N:699,308.50 E:1,763,226.72 Z:724.26
(10) Units: US Survey Feet

Owners:
Falling Oak Investments, LLC
5491 NC Hwy 8
Lexington, NC 27292
Phone #: (336) 242-9820

Sheet 1 of 2:
Survey For:

Zoocrest Townhomes

Grant Township Randolph County
North Carolina July 29, 2022
Deed Book:2607 Pg:737
Plat Book:156 Pg:100
Scale: 1" = 40 US Survey Feet

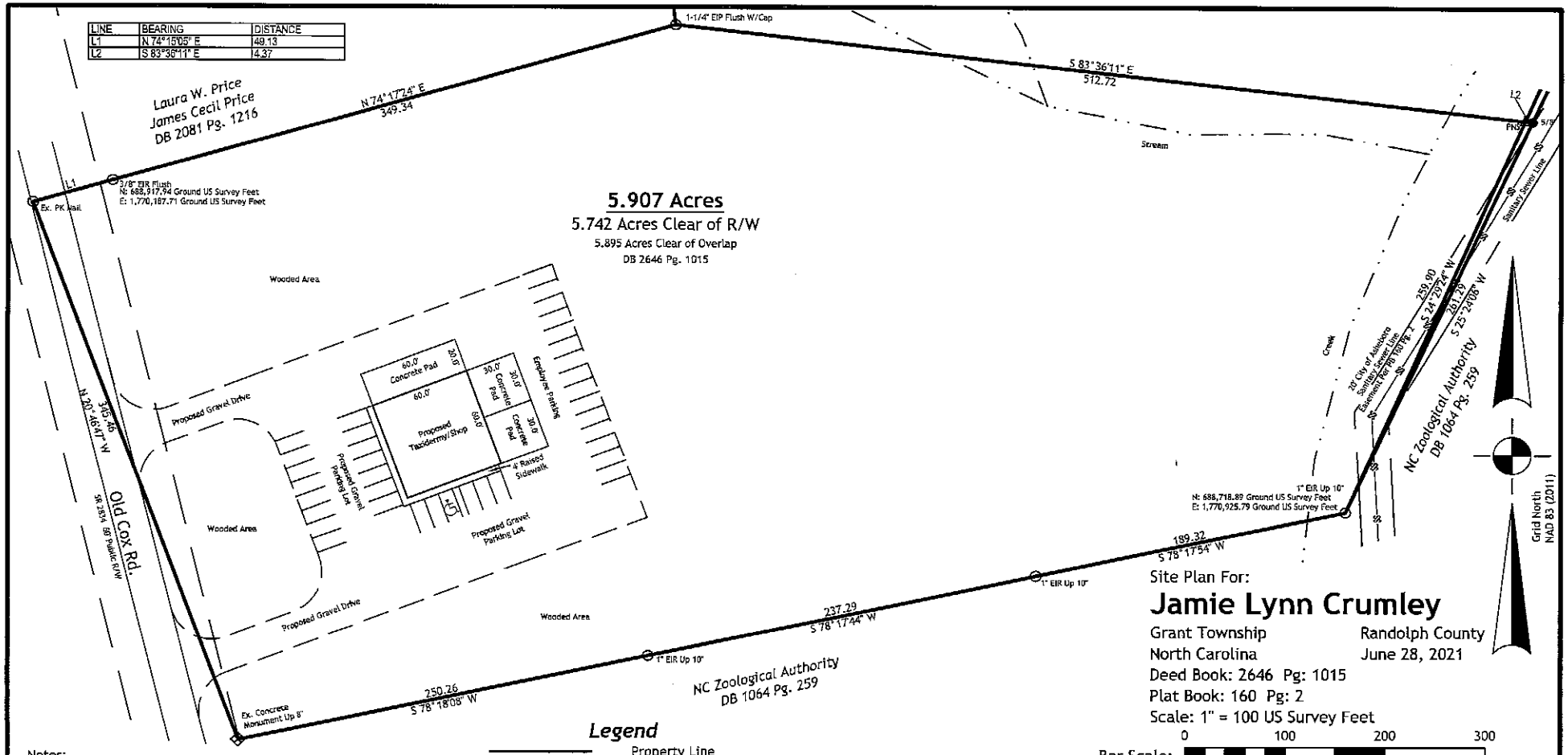
Bar Scale:
0' 40' 80' 120'

SURVEY CAROLINA, PLLC
154 S. Fayetteville St, Suite B, Asheboro, NC 27203
Phone Number: 336 625-8000
Email: mail@surveycarolina.com

Firm #: P-1110
Dan W Tanner II L-4787

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Job #: 14342



Site Plan For:

Jamie Lynn Crumley

Grant Township, Randolph County
North Carolina — June 28, 2021
Deed Book: 2646 Pg: 1015
Plat Book: 160 Pg: 2
Scale: 1" = 100 US Survey Feet

Bar Scale: 0 100 200 300

Notes:
1. This project is not located within a special flood hazard area.
2. Tax PIN: 7678098499
3. Address of Property:
   (No Physical Address - Just Southeast of 2567 Old Cox Rd.)
   Old Cox Rd.
   Asheboro, NC 27205
4. Current Zoning: CEO-CD
5. Zoo Environmental Area
6. No Watershed
7. Proposed Use: Slaughter / Meat Processing

Legend

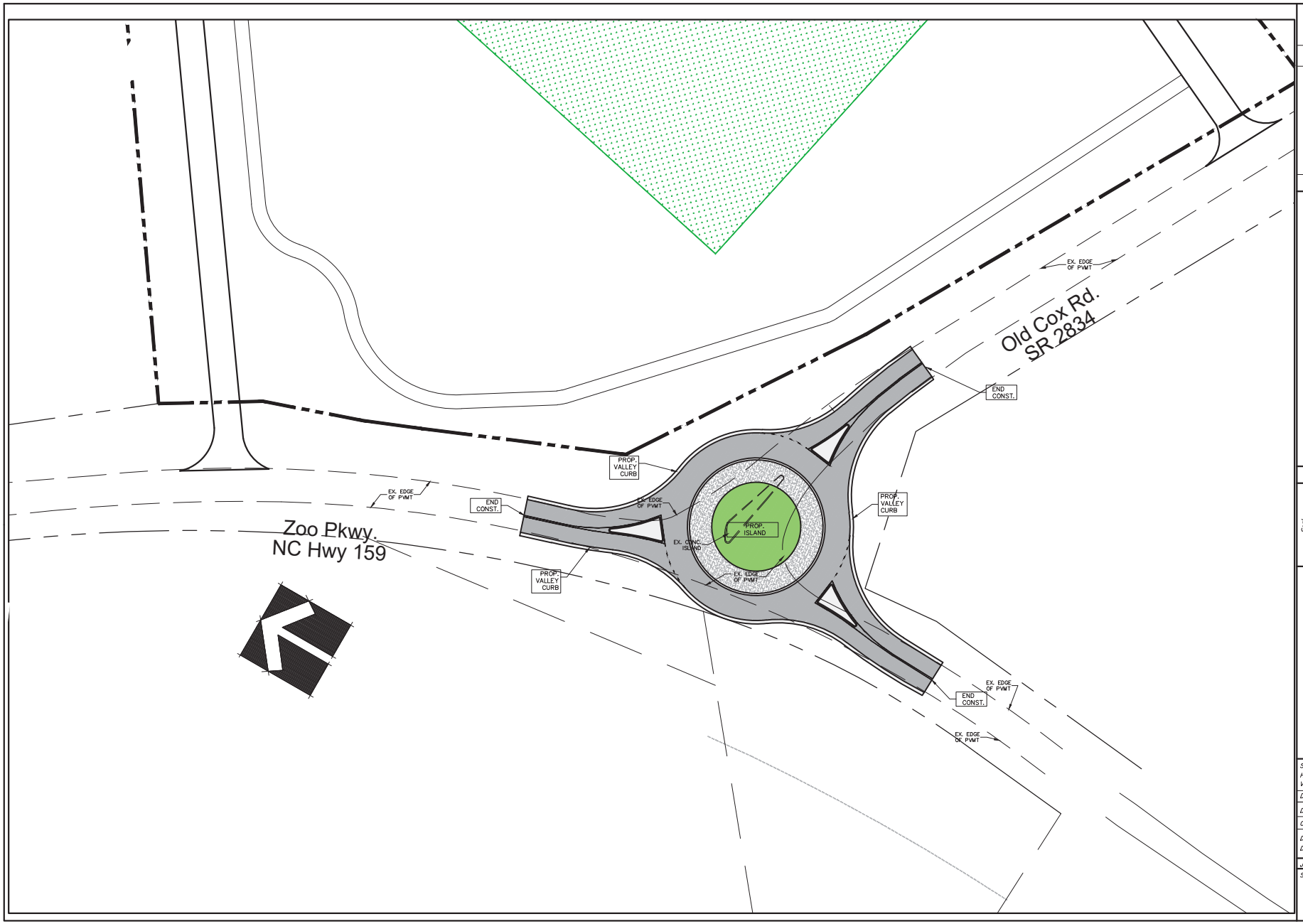
- Property Line
- Computed Property Line
- Right of Way Line
- Easement Line
- Tie Lines
- Old Plat Book Line
- ○ Existing Iron Rod/Pipe
- ● NIR
- △ Point Not Set/Computed Point
- Ⓦ Well

Owners:
Jamie Lynn Crumley
Burnie Ware Harper
2469 Old Cox Rd.
Asheboro, NC 27205

SURVEY CAROLINA, PLLC
154 S. Fayetteville St, Suite B, Asheboro, NC 27203
Phone Number: 336 625-8000
Email: mail@surveycarolina.com
Firm #: P-1110
Dan W Tanner II L-4787

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Job #: 12826



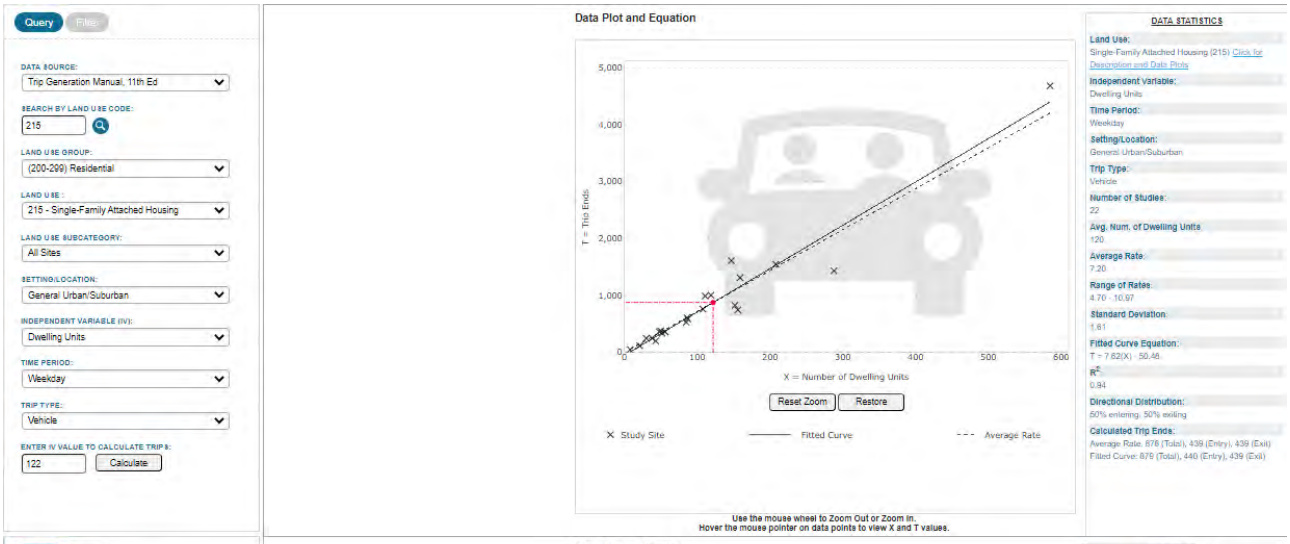
CITY OF ASHEBORO
ENGINEERING DEPARTMENT
146 NORTH CHURCH STREET
ASHEBORO, NORTH CAROLINA

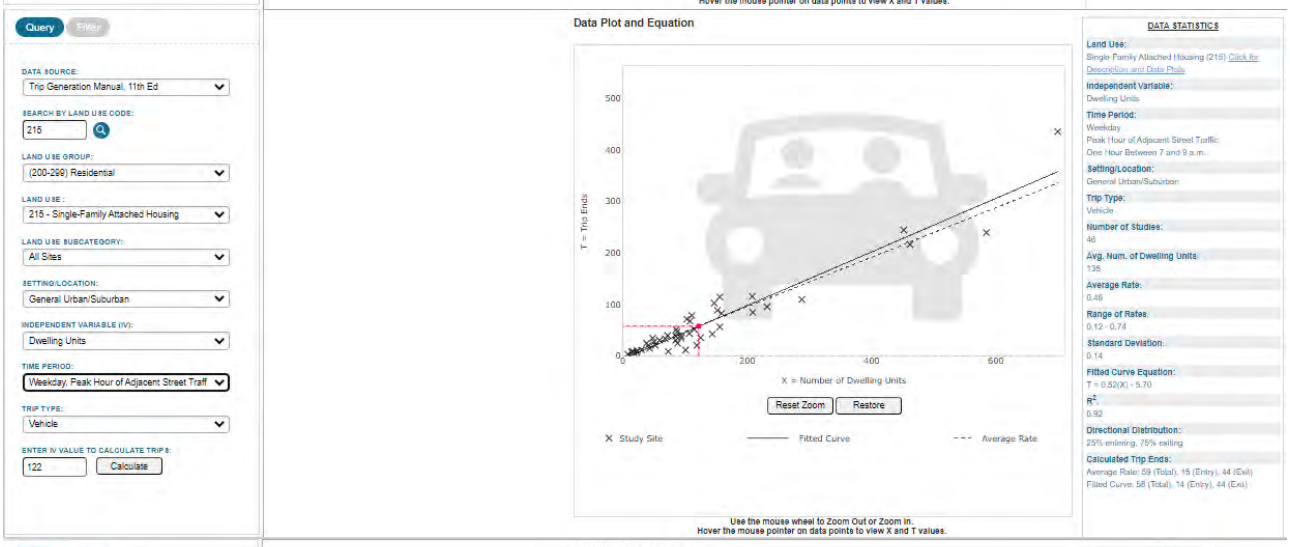
Mark | Revisions | Date | Appr'd

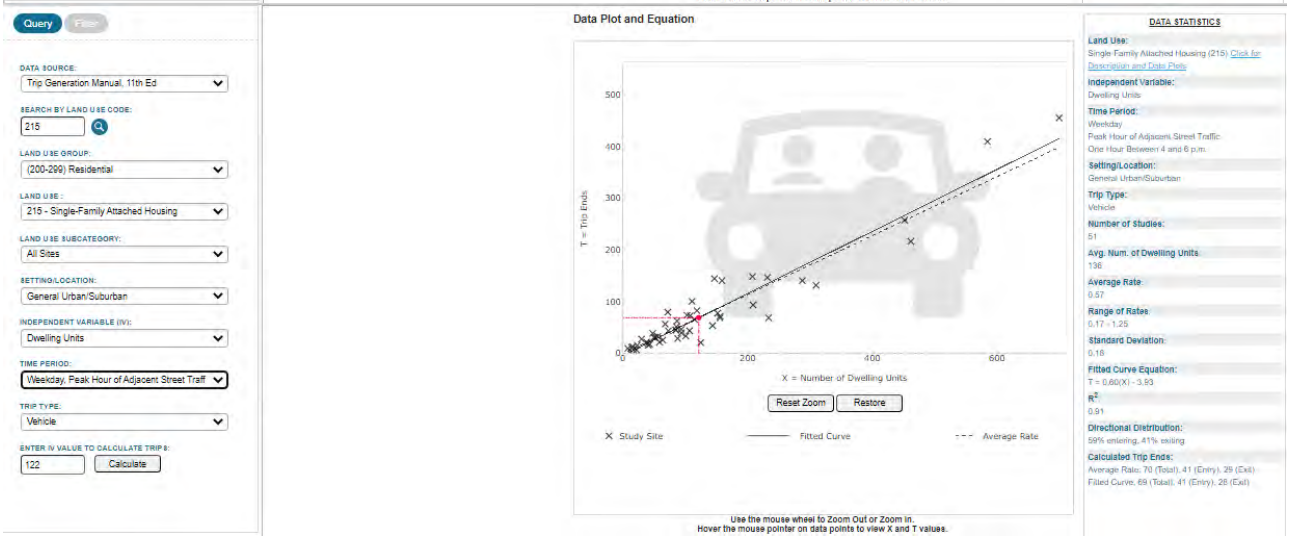
Seal

PROPOSED INTERSECTION IMPROVEMENTS
ZOO CITY SPORTSPLEX
ZOO PKWY & OLD COX RD

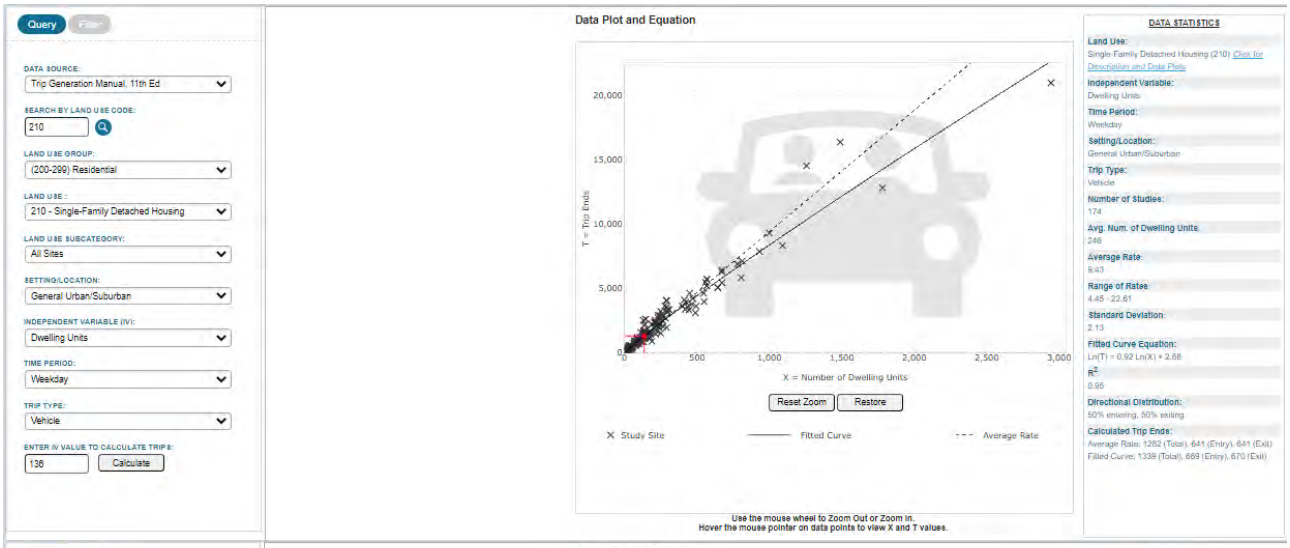
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Horiz. 1" = 30
Vert. 1" = N/A
Date 06/10/2020
Drawn By: TS
Checked By:
Disk No.
Drawing: Roundabout Design
Job No. 06047
Sheet No.
1 of 1

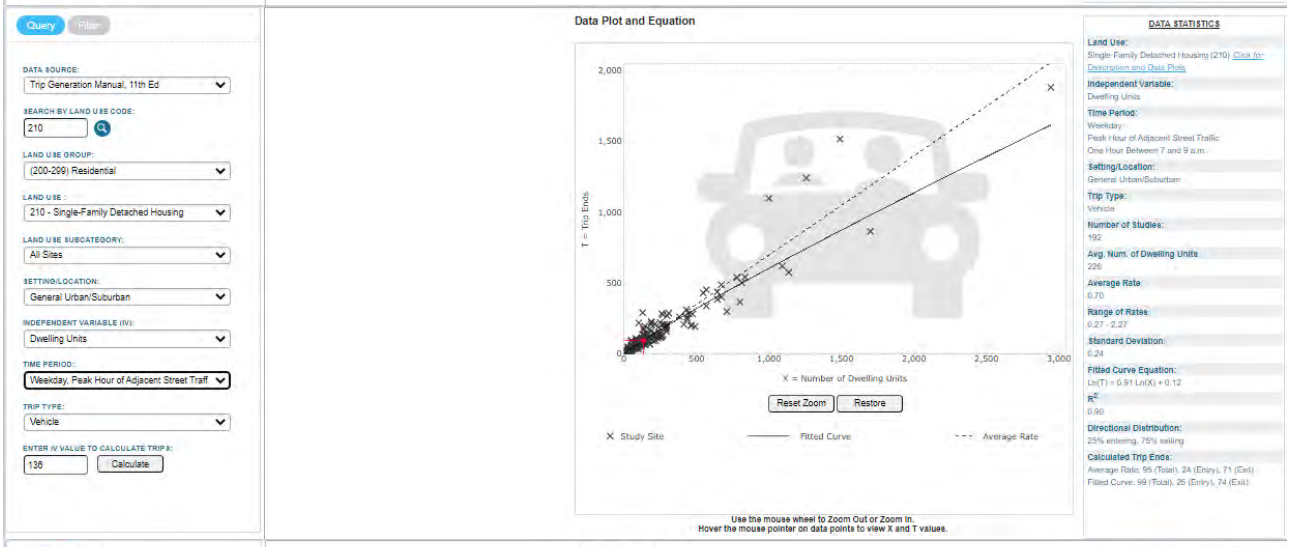


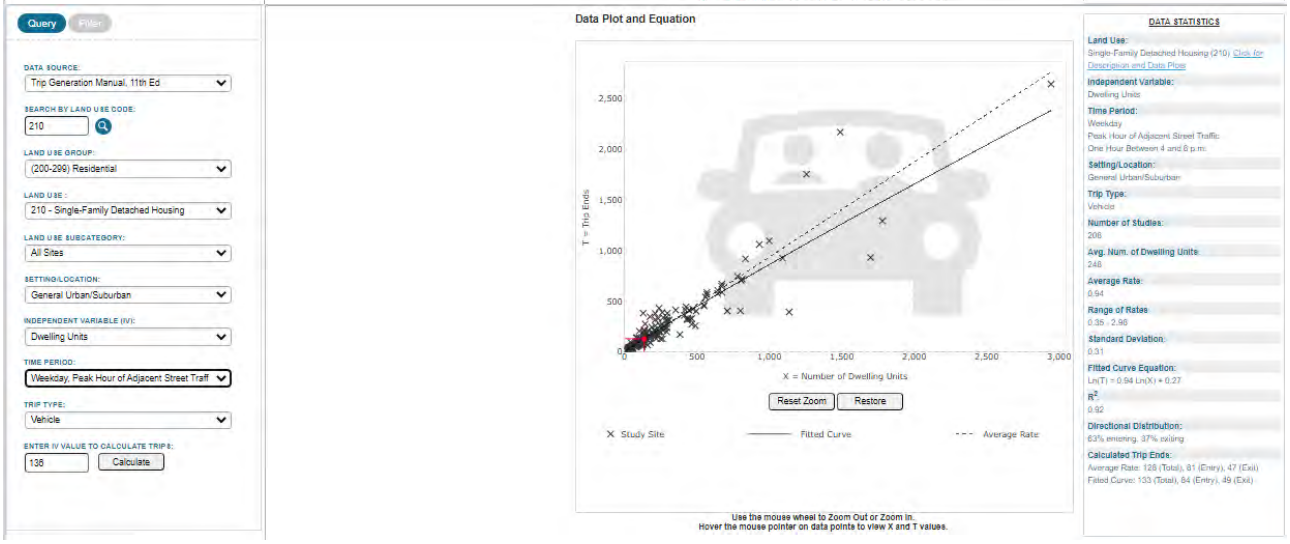


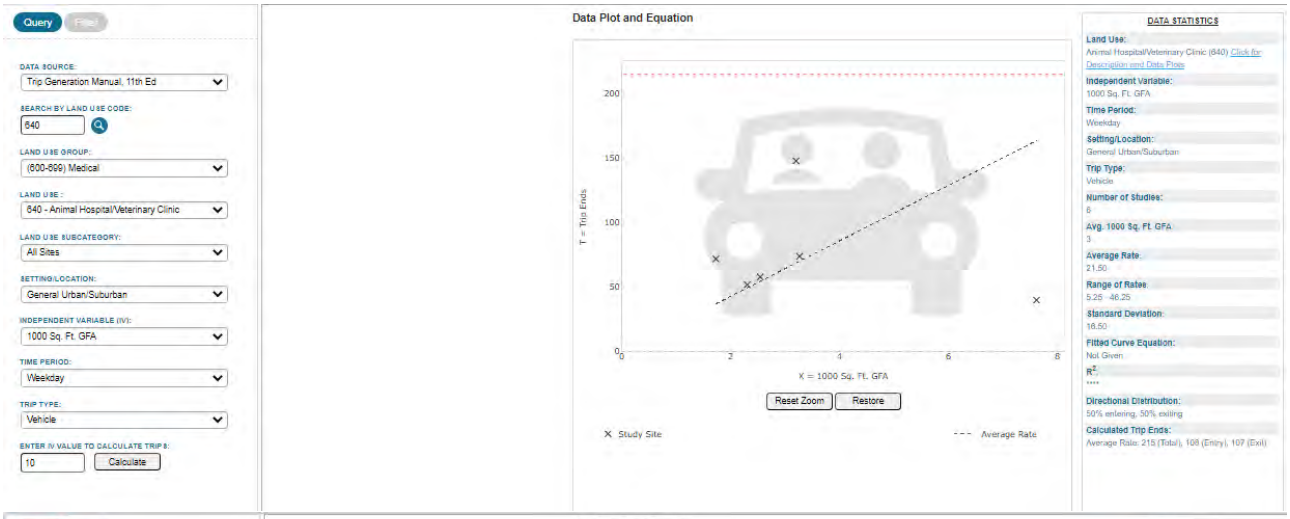


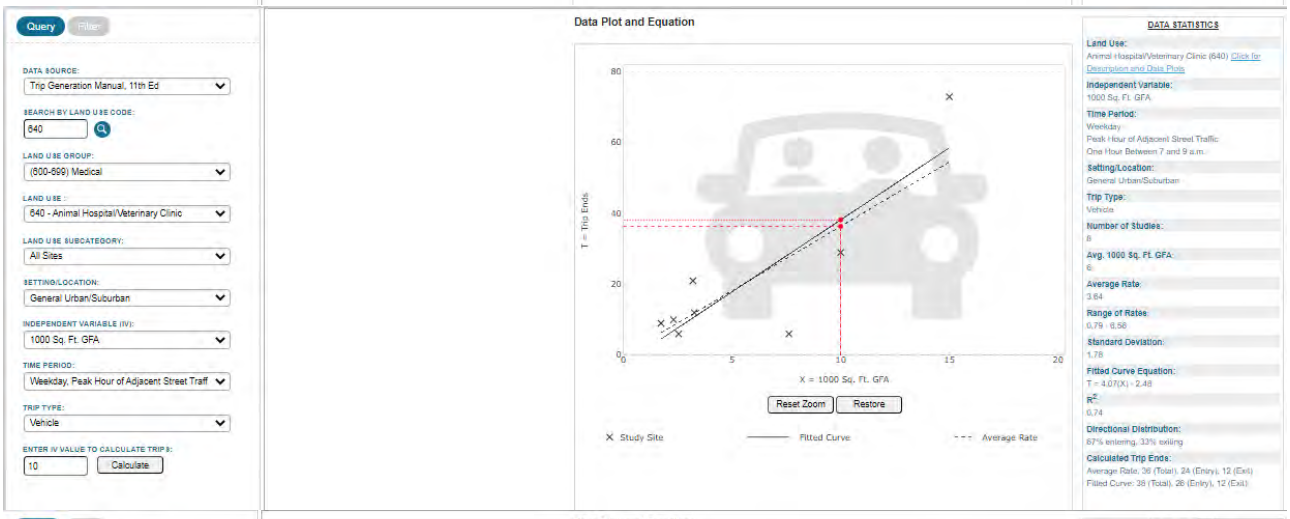
Home Office:
119 Brookstown Ave. Suite PH1
Winston-Salem, NC 27101
Main: 336.744.1636; Fax: 336.458.9377

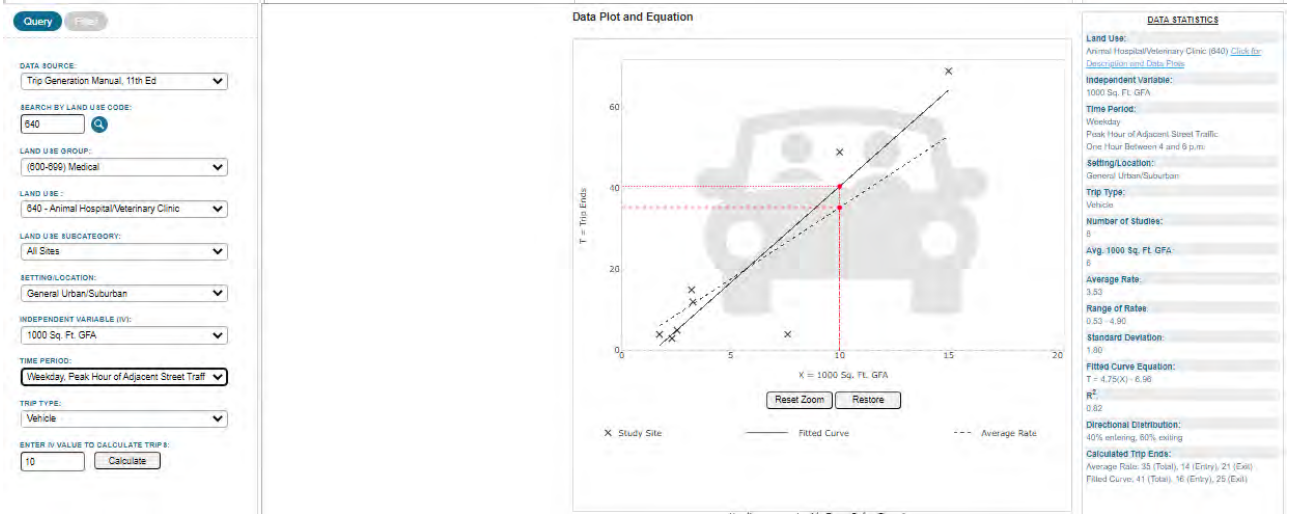

Query
Filter
DATA SOURCE:
Trip Generation Manual, 11th Ed
SEARCH BY LAND USE CODE:
210
LAND USE GROUP:
(200-299) Residential
LAND USE :
210 - Single-Family Detached Housing
LAND USE SUBCATEGORY:
All Sites
SETTING/LOCATION:
General Urban/Suburban
INDEPENDENT VARIABLE (IV):
Dwelling Units
TIME PERIOD:
Weekday
TRIP TYPE:
Vehicle
ENTER IV VALUE TO CALCULATE TRIPS:
136
Calculate
Data Plot and Equation
T = Trip Ends
X = Number of Dwelling Units
Reset Zoom
Restore
Study Site
Fitted Curve
Average Rate
Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.
DATA STATISTICS
Land Use:
Single-Family Detached Housing (210) Click for Description and Data Plots
Independent Variable:
Dwelling Units
Time Period:
Weekday
Setting/Location:
General Urban/Suburban
Trip Type:
Vehicle
Number of Studies:
174
Avg. Num. of Dwelling Units:
246
Average Rate:
5.43
Range of Rates:
4.45 - 22.61
Standard Deviation:
2.13
Fitted Curve Equation:
Ln(T) = 0.92 Ln(X) + 2.68
R²:
0.95
Directional Distribution:
50% entering, 50% exiting
Calculated Trip Ends:
Average Rate: 1262 (Total), 641 (Entry), 641 (Exit)
Fitted Curve: 1338 (Total), 669 (Entry), 670 (Exit)


Query
Filter
DATA SOURCE:
Trip Generation Manual, 11th Ed
SEARCH BY LAND USE CODE:
210
LAND USE GROUP:
(200-299) Residential
LAND USE :
210 - Single-Family Detached Housing
LAND USE SUBCATEGORY:
All Sites
SETTING/LOCATION:
General Urban/Suburban
INDEPENDENT VARIABLE (IV):
Dwelling Units
TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traff
TRIP TYPE:
Vehicle
ENTER IV VALUE TO CALCULATE TRIPS:
136
Calculate
Data Plot and Equation
T = Trip Ends
X = Number of Dwelling Units
Reset Zoom
Restore
Study Site
Fitted Curve
Average Rate
Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.
DATA STATISTICS
Land Use:
Single-Family Detached Housing (210) Click for Description and Data Plots
Independent Variable:
Dwelling Units
Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.
Setting/Location:
General Urban/Suburban
Trip Type:
Vehicle
Number of Studies:
192
Avg. Num. of Dwelling Units:
226
Average Rate:
0.70
Range of Rates:
0.27 - 2.27
Standard Deviation:
0.24
Fitted Curve Equation:
Ln(T) = 0.91 Ln(X) + 0.12
R²:
0.90
Directional Distribution:
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Calculated Trip Ends:
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Fitted Curve: 99 (Total), 25 (Entry), 74 (Exit)

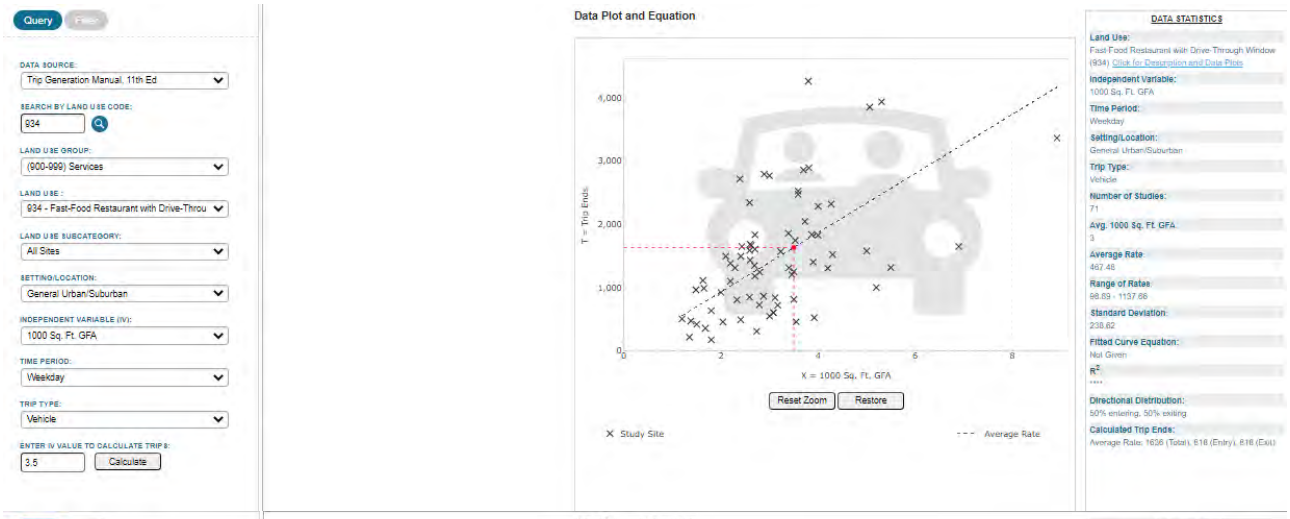

Query
Filter
DATA SOURCE:
Trip Generation Manual, 11th Ed
SEARCH BY LAND USE CODE:
210
LAND USE GROUP:
(200-299) Residential
LAND USE :
210 - Single-Family Detached Housing
LAND USE SUBCATEGORY:
All Sites
SETTING/LOCATION:
General Urban/Suburban
INDEPENDENT VARIABLE (IV):
Dwelling Units
TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traff
TRIP TYPE:
Vehicle
ENTER IV VALUE TO CALCULATE TRIPS:
136
Calculate
Data Plot and Equation
T = Trip Ends
X = Number of Dwelling Units
Reset Zoom
Restore
Study Site
Fitted Curve
Average Rate
Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.
DATA STATISTICS
Land Use:
Single-Family Detached Housing (210) Click for Description and Data Plots
Independent Variable:
Dwelling Units
Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.
Setting/Location:
General Urban/Suburban
Trip Type:
Vehicle
Number of Studies:
206
Avg. Num. of Dwelling Units:
248
Average Rate:
0.94
Range of Rates:
0.35 - 2.96
Standard Deviation:
0.31
Fitted Curve Equation:
Ln(T) = 0.94 Ln(X) + 0.27
R²:
0.92
Directional Distribution:
63% entering, 37% exiting
Calculated Trip Ends:
Average Rate: 128 (Total), 81 (Entry), 47 (Exit)
Fitted Curve: 133 (Total), 84 (Entry), 49 (Exit)

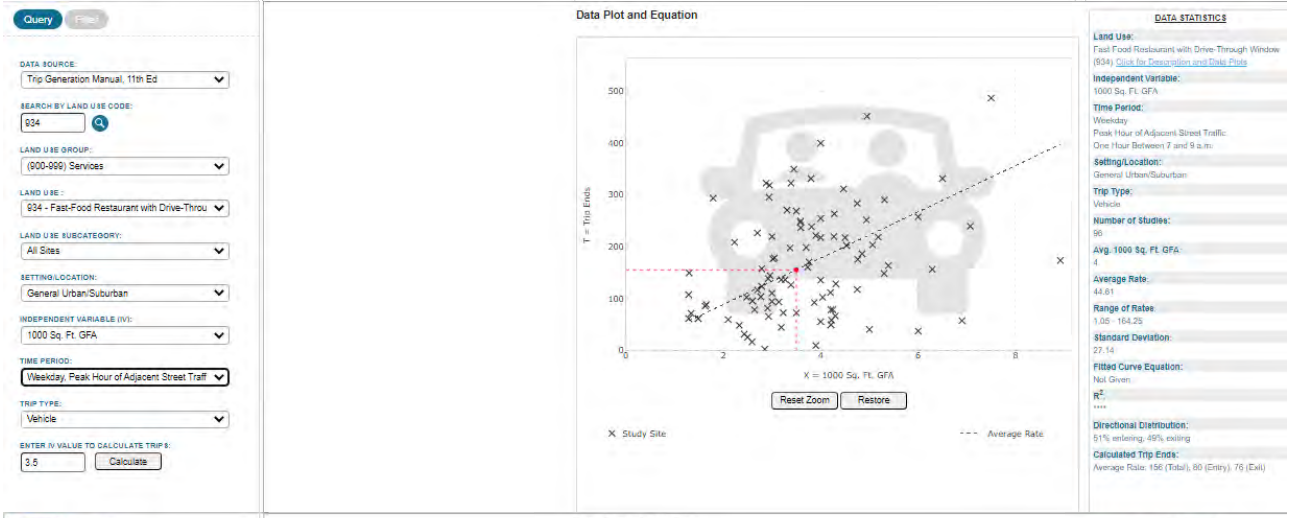


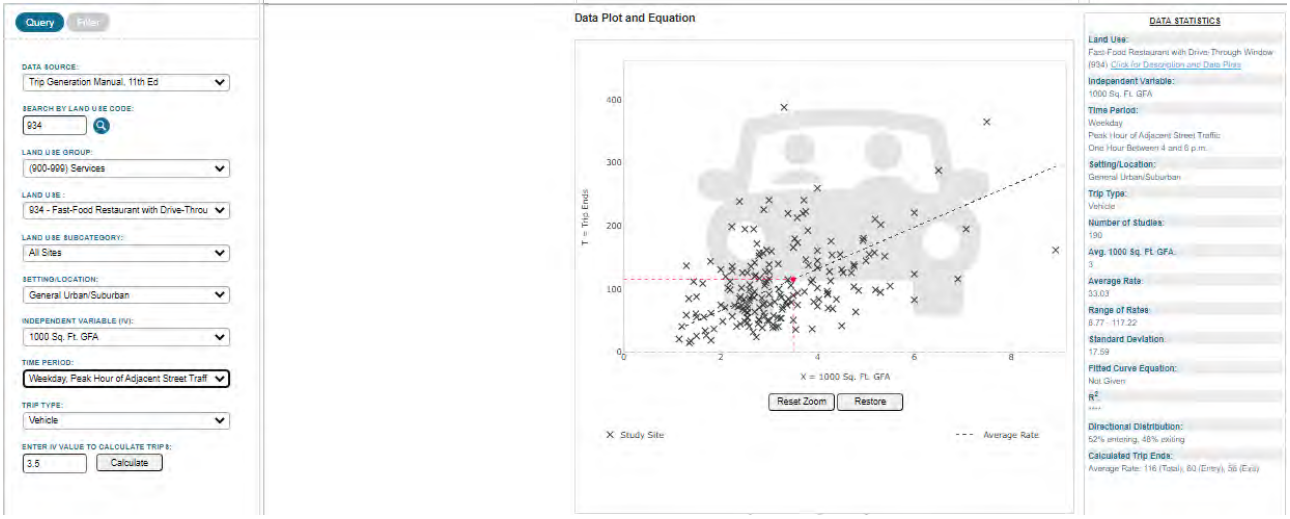




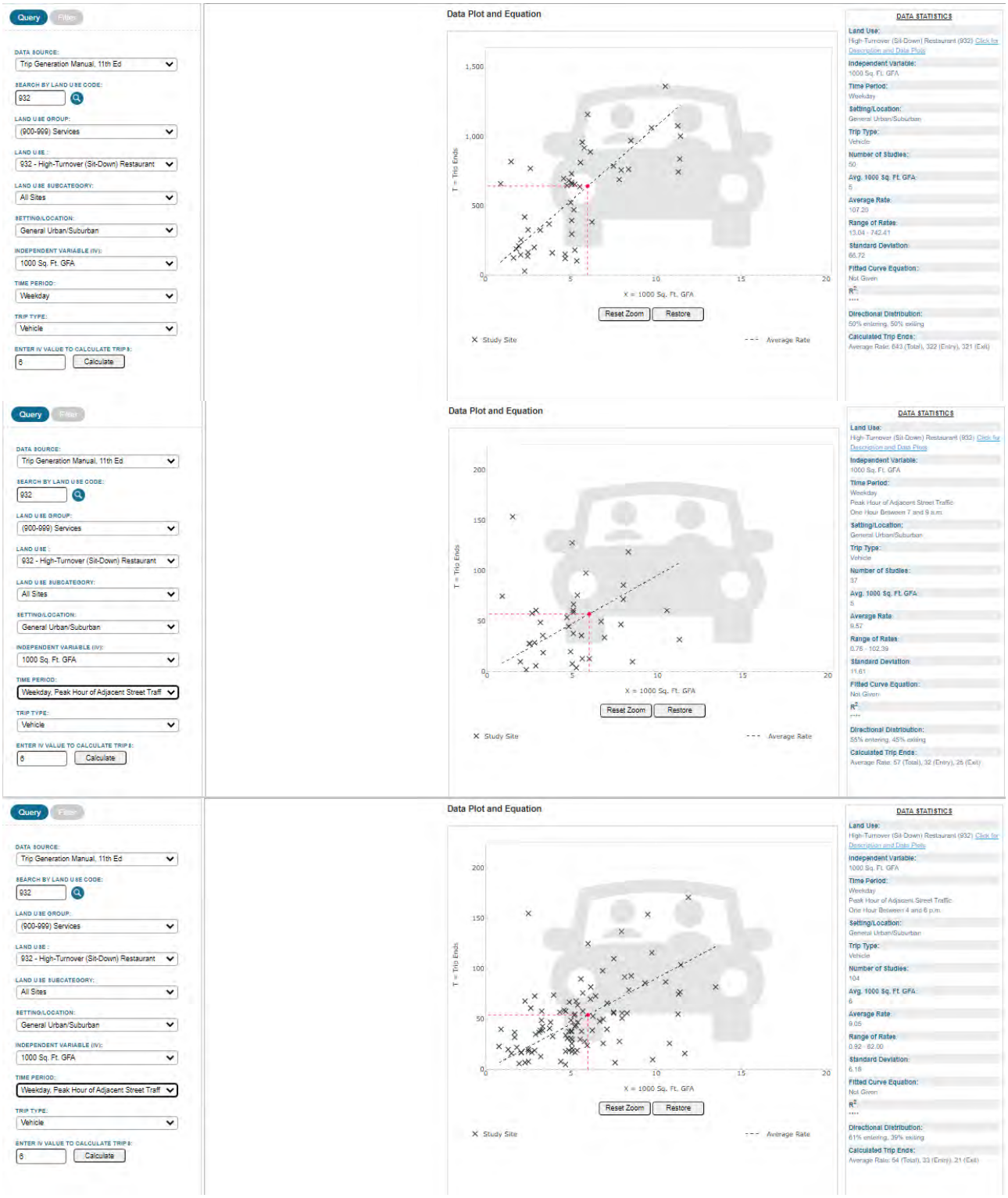
Home Office:
119 Brookstown Ave. Suite PH1
Winston-Salem, NC 27101
Main: 336.744.1636; Fax: 336.458.9377



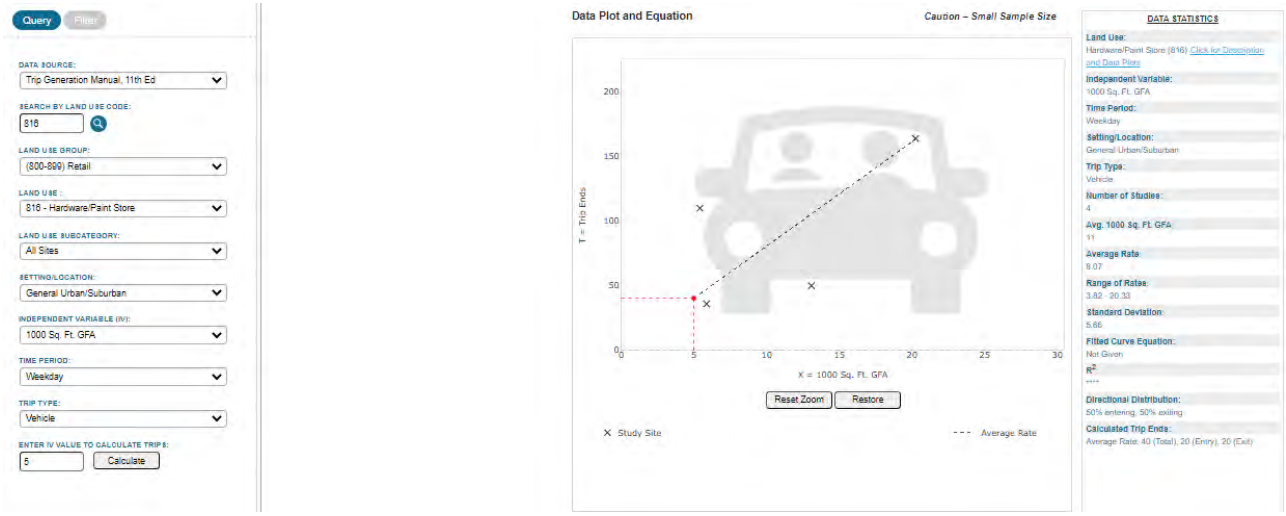


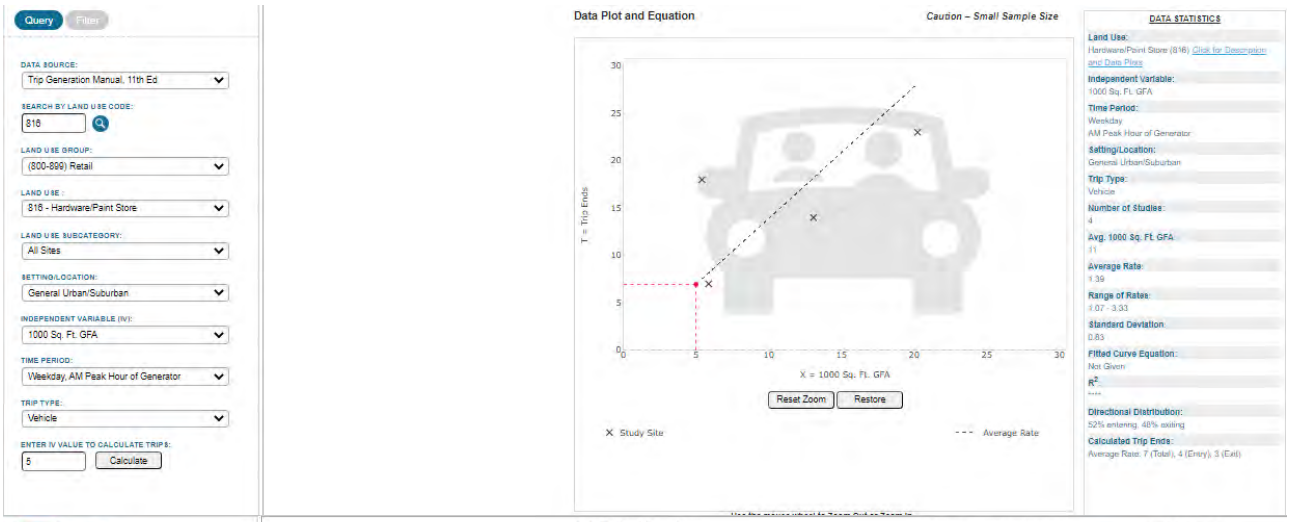


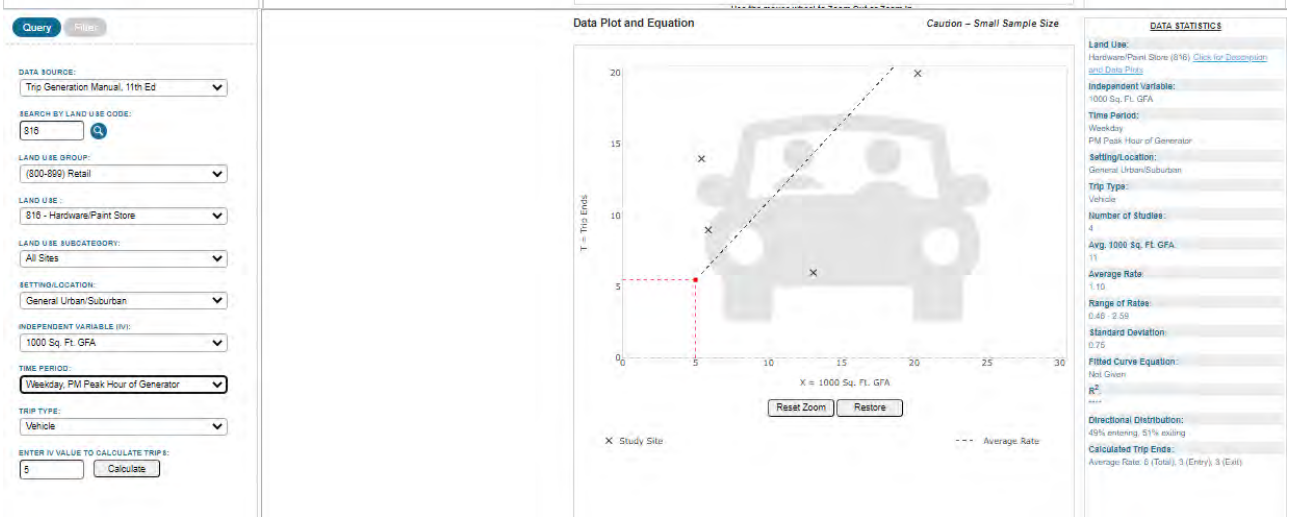
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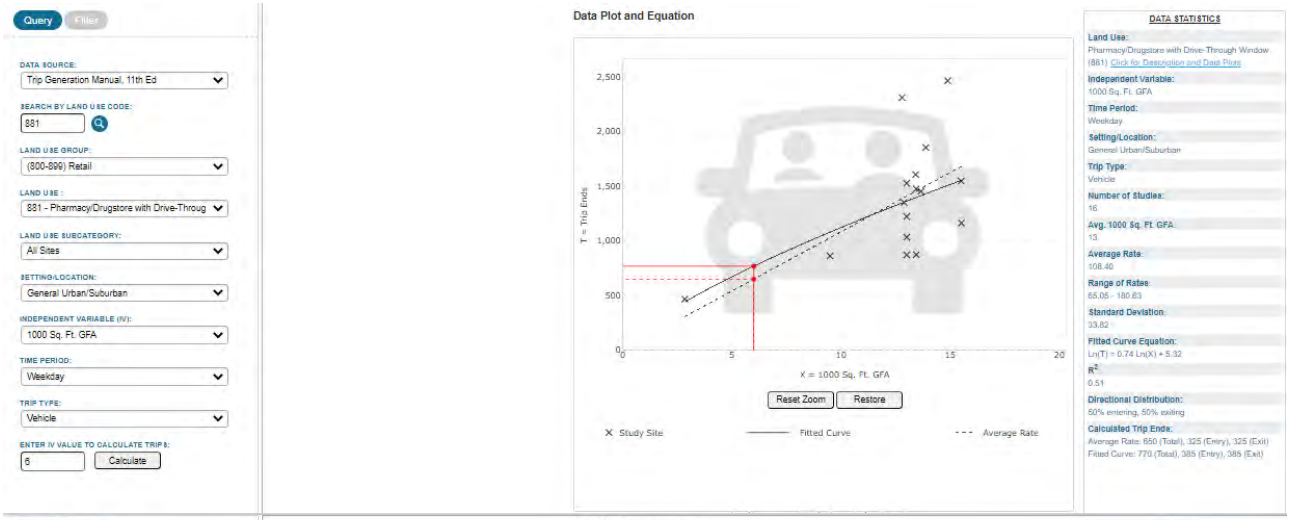
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Main: 336.744.1636; Fax: 336.458.9377

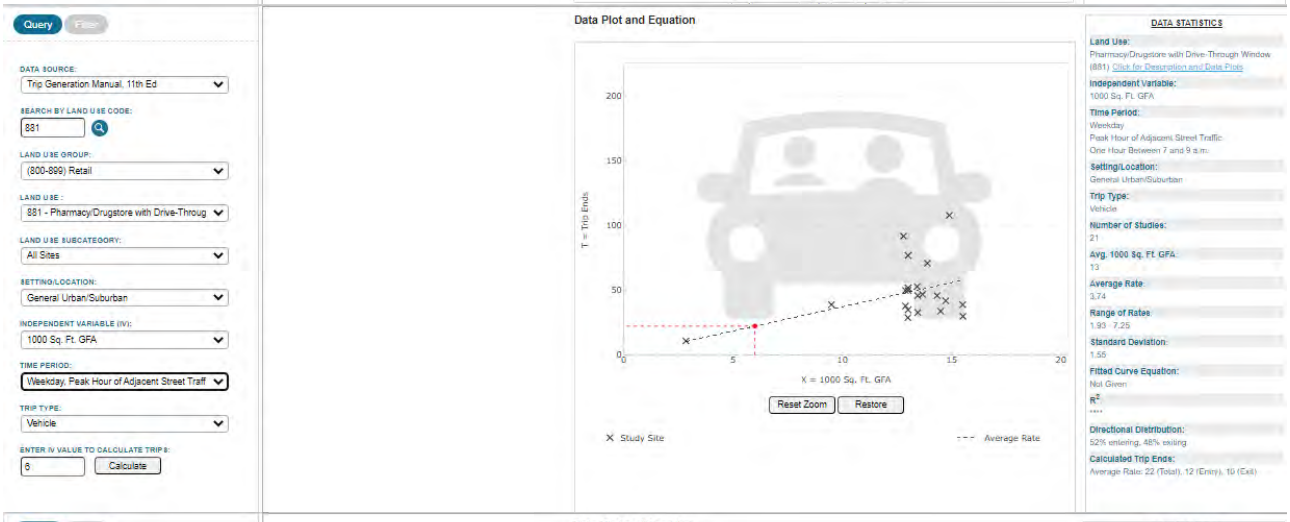


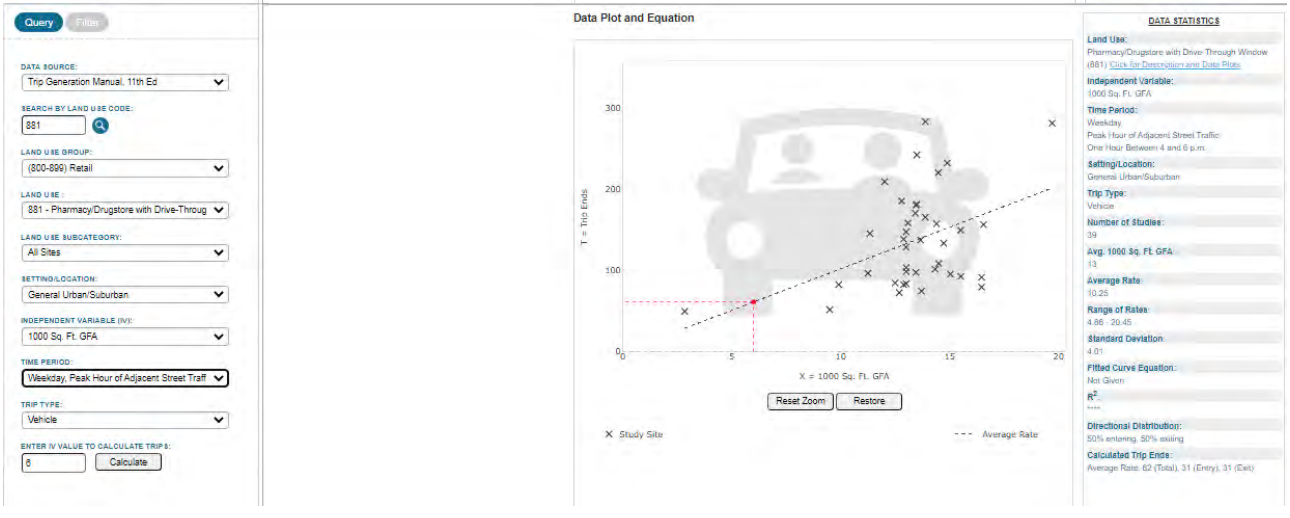




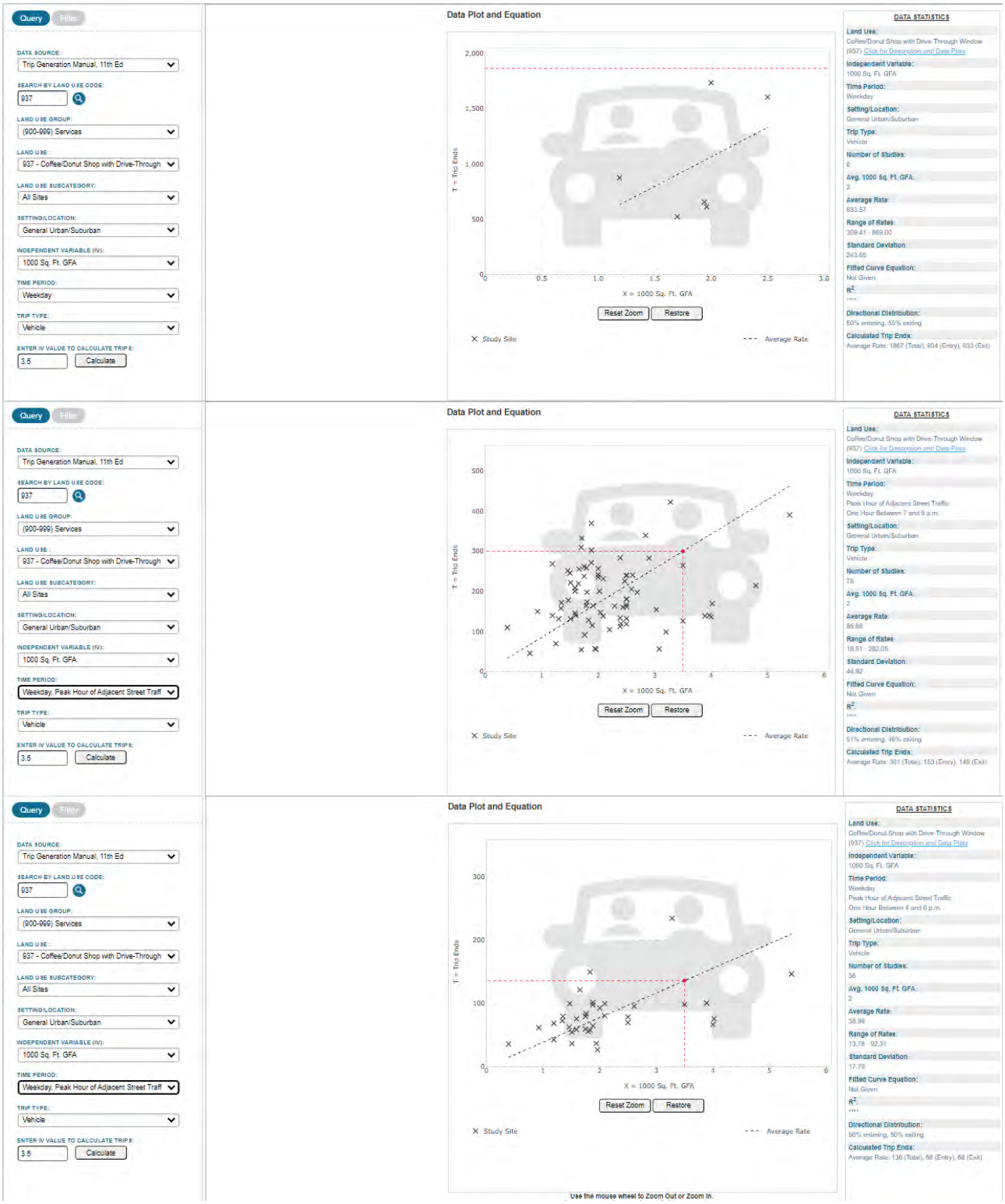
Home Office:
119 Brookstown Ave. Suite PH1
Winston-Salem, NC 27101
Main: 336.744.1636; Fax: 336.458.9377



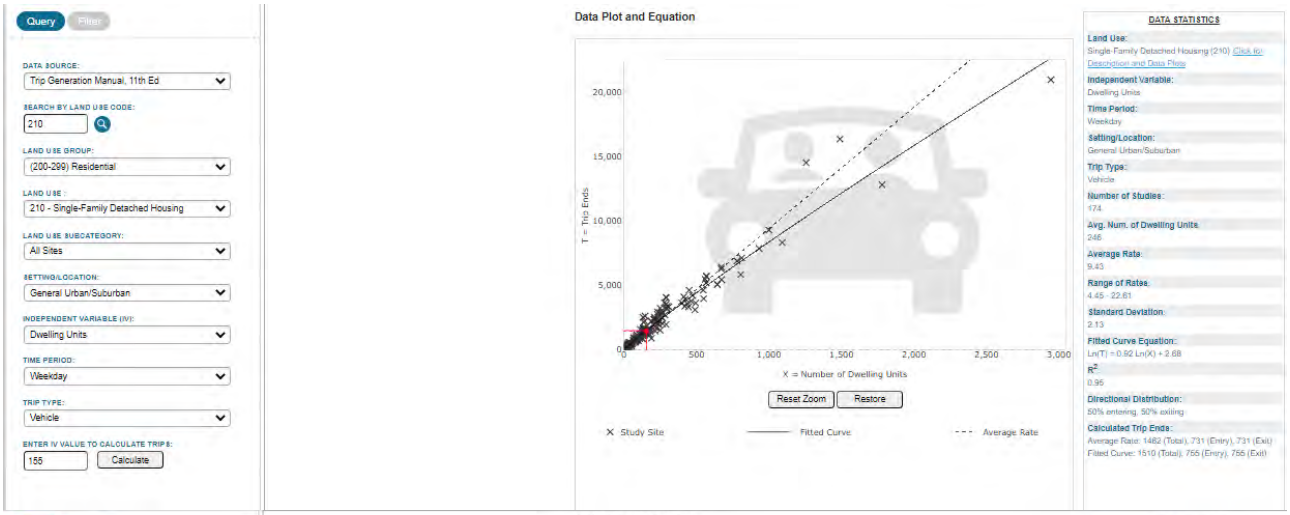


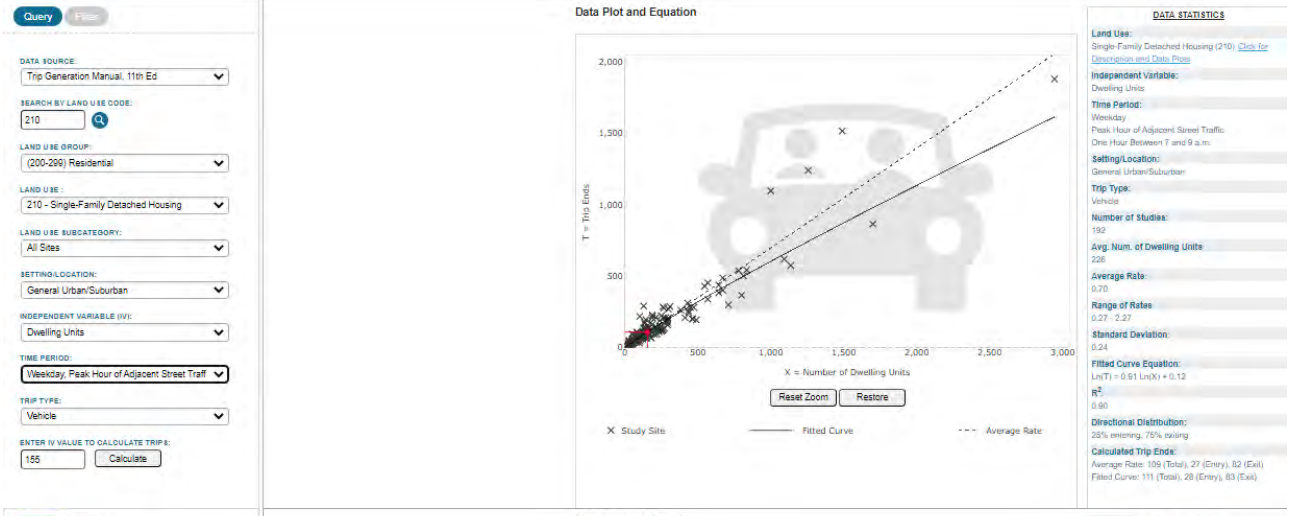


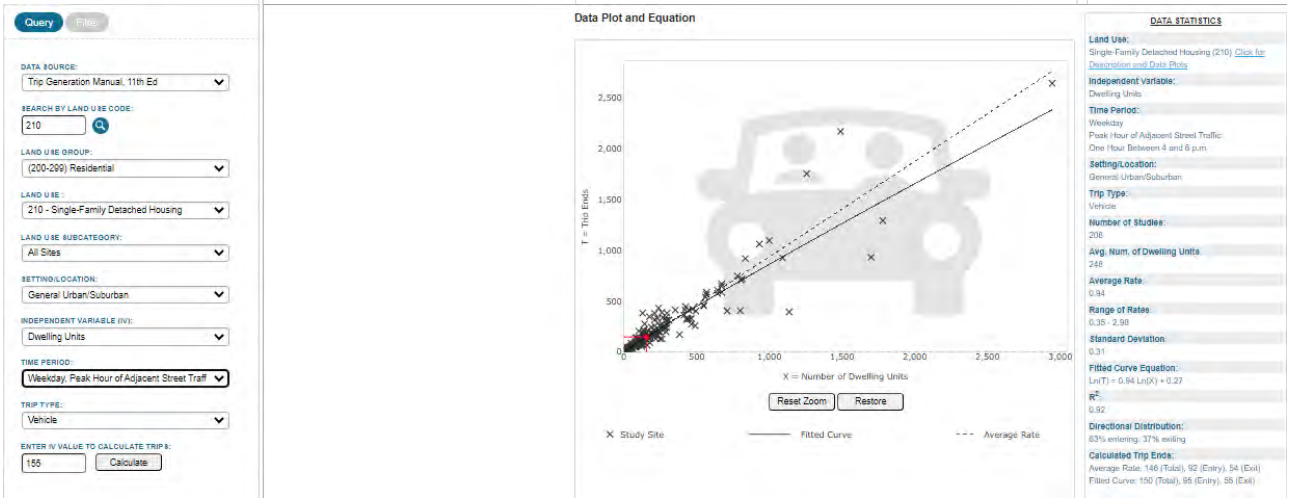
Home Office:
119 Brookstown Ave. Suite PH1
Winston-Salem, NC 27101
Main: 336.744.1636; Fax: 336.458.9377



Home Office:
119 Brookstown Ave. Suite PH1
Winston-Salem, NC 27101
Main: 336.744.1636; Fax: 336.458.9377


Query
Filter
DATA SOURCE:
Trip Generation Manual, 11th Ed
SEARCH BY LAND USE CODE:
210
LAND USE GROUP:
(200-299) Residential
LAND USE :
210 - Single-Family Detached Housing
LAND USE SUBCATEGORY:
All Sites
SETTING/LOCATION:
General Urban/Suburban
INDEPENDENT VARIABLE (IV):
Dwelling Units
TIME PERIOD:
Weekday
TRIP TYPE:
Vehicle
ENTER IV VALUE TO CALCULATE TRIPS:
155
Calculate
Data Plot and Equation
T = Trip Ends
X = Number of Dwelling Units
Reset Zoom
Restore
Study Site
Fitted Curve
Average Rate
DATA STATISTICS
Land Use:
Single-Family Detached Housing (210) Click for Description and Data Plots
Independent Variable:
Dwelling Units
Time Period:
Weekday
Setting/Location:
General Urban/Suburban
Trip Type:
Vehicle
Number of Studies:
174
Avg. Num. of Dwelling Units:
246
Average Rate:
9.43
Range of Rates:
4.45 - 22.61
Standard Deviation:
2.13
Fitted Curve Equation:
Ln(T) = 0.92 Ln(X) + 2.68
R²:
0.95
Directional Distribution:
50% entering, 50% exiting
Calculated Trip Ends:
Average Rate: 1462 (Total), 731 (Entry), 731 (Exit)
Fitted Curve: 1510 (Total), 755 (Entry), 755 (Exit)


Query
Filter
DATA SOURCE:
Trip Generation Manual, 11th Ed
SEARCH BY LAND USE CODE:
210
LAND USE GROUP:
(200-299) Residential
LAND USE :
210 - Single-Family Detached Housing
LAND USE SUBCATEGORY:
All Sites
SETTING/LOCATION:
General Urban/Suburban
INDEPENDENT VARIABLE (IV):
Dwelling Units
TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traff
TRIP TYPE:
Vehicle
ENTER IV VALUE TO CALCULATE TRIPS:
155
Calculate
Data Plot and Equation
T = Trip Ends
X = Number of Dwelling Units
Reset Zoom
Restore
Study Site
Fitted Curve
Average Rate
DATA STATISTICS
Land Use:
Single-Family Detached Housing (210) Click for Description and Data Plots
Independent Variable:
Dwelling Units
Time Period:
Weekday
Peak Hour of Adjacent Street Traffic:
One Hour Between 7 and 9 a.m.
Setting/Location:
General Urban/Suburban
Trip Type:
Vehicle
Number of Studies:
192
Avg. Num. of Dwelling Units:
226
Average Rate:
0.70
Range of Rates:
0.27 - 2.27
Standard Deviation:
0.24
Fitted Curve Equation:
Ln(T) = 0.91 Ln(X) + 0.12
R²:
0.80
Directional Distribution:
25% entering, 75% exiting
Calculated Trip Ends:
Average Rate: 109 (Total), 27 (Entry), 82 (Exit)
Fitted Curve: 111 (Total), 28 (Entry), 83 (Exit)


Query
Filter
DATA SOURCE:
Trip Generation Manual, 11th Ed
SEARCH BY LAND USE CODE:
210
LAND USE GROUP:
(200-299) Residential
LAND USE :
210 - Single-Family Detached Housing
LAND USE SUBCATEGORY:
All Sites
SETTING/LOCATION:
General Urban/Suburban
INDEPENDENT VARIABLE (IV):
Dwelling Units
TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traff
TRIP TYPE:
Vehicle
ENTER IV VALUE TO CALCULATE TRIPS:
155
Calculate
Data Plot and Equation
T = Trip Ends
X = Number of Dwelling Units
Reset Zoom
Restore
Study Site
Fitted Curve
Average Rate
DATA STATISTICS
Land Use:
Single-Family Detached Housing (210) Click for Description and Data Plots
Independent Variable:
Dwelling Units
Time Period:
Weekday
Peak Hour of Adjacent Street Traffic:
One Hour Between 4 and 6 p.m.
Setting/Location:
General Urban/Suburban
Trip Type:
Vehicle
Number of Studies:
208
Avg. Num. of Dwelling Units:
248
Average Rate:
0.94
Range of Rates:
0.35 - 2.90
Standard Deviation:
0.31
Fitted Curve Equation:
Ln(T) = 0.94 Ln(X) + 0.27
R²:
0.92
Directional Distribution:
63% entering, 37% exiting
Calculated Trip Ends:
Average Rate: 146 (Total), 92 (Entry), 54 (Exit)
Fitted Curve: 150 (Total), 95 (Entry), 55 (Exit)

Case No. RZ-23-05: Staff Summary of Anticipated Operational Impacts

CITY OF ASHEBORO
COMMUNITY DEVELOPMENT DIVISION

Summary of Anticipated Operational Impacts to City Services

As part of the city's review of the rezoning application, departments were given an opportunity to provide comments on how the proposed development is likely to affect service provision should the property be annexed. The following information was received;

Fire and Rescue Department: See included memorandum.

Public Works: Recent growth and development has stretched the city's ability to pickup garbage and recycling utilizing current routes. The proposed development will necessitate an additional route and truck along with one operator if not funded before Phase 1. Public Services also is close to needing an additional position to maintain street right-of-ways; those impacts will be evaluated as the project builds out.

Building Inspections: Inspections continues to see more activity, and growth throughout the city is expected to persist. The project is likely to contribute to the need for an additional multi-trade building official at the time of construction to ensure that state requirements for 48-hour inspection turnarounds for single-family residential permits can be met.

Police Department: See included memorandum.

146 N. Church Street
PO Box 1106
Asheboro, NC 27204
Tel: 336-626-1201
Fax: 336-626-1218

ASHEBORO FIRE AND RESCUE DEPARTMENT

Asheboro Fire and Rescue Department Richlands Creek Development Assessment

Per our conversation on May 15, 2023, concerning the potential Richlands Creek Development annexation into the City of Asheboro, the Asheboro Fire and Rescue Department (AFRD) has identified some possible challenges and solutions related to emergency service delivery should the property come into the city limits.

The proposed Richlands Creek Development falls outside the recommended 5-mile service area by the Insurance Service Office (ISO) based on current AFRD facility locations. Being outside the 5-mile service area could result in increased response times and decreased effectiveness and efficiency for emergency services and likely would negatively affect our current Classification 1 ISO rating; any area outside of a 5-mile service area can be considered to have an ISO rating Classification of 10 (essentially, no fire protection).

Insurance companies use ISO ratings to determine insurance rates; poor ratings can lead to higher insurance premiums. However, provided the planned AFRD Station #3 is constructed and operational prior to residences being built and occupied in the development, adequate service will be provided. We are planning to have Station #3 constructed and operational within 30 months.

Mutual aid agreements also can be used to address challenges related to emergency service delivery, but such agreements should seek to ensure covered areas receive a level of service comparable to other parts of the city's jurisdiction. It is not always feasible for mutual aid agreements to satisfy that recommended level of service. The capacity of any partner agency to meet this standard should be evaluated if this option is pursued.

Ultimately, service delivery will depend on various factors, including existing and planned emergency services infrastructure and capabilities and measures taken by the city and development to address service needs.

Below are measures that the City of Asheboro, AFRD, and the Richland Creek developer can take to address concerns related to the property's location outside the recommended 5-mile service area by ISO. These measures may include:

- **Fire and Emergency Medical Services (EMS) infrastructure:** The City of Asheboro should work diligently to build and staff Station #3 within the next 30 months. In addition, the developer may be required to build additional fire suppression infrastructure, such as increased hydrants, or invest in other measures, such as additional fire access roadways, to improve service delivery as a part of the project.

- **Mutual Aid Agreements:** The city can explore the possibility of entering into mutual aid agreements with neighboring departments to ensure that emergency services are available during a natural disaster or other emergency. The mutual aid department should be able to provide the same level of service that AFRD provides, i.e., the number of personnel and fire apparatus placed on the initial alarm.

It's worth noting that if future annexations in the vicinity fall outside of the 5-mile service area of future Station #3, additional measures and investment may be necessary to ensure adequate emergency service response. Resource availability and the willingness of the community to work together will be essential as the city continues to grow.

Sincerely,

Willie Summers |Fire Chief
Asheboro Fire and Rescue

Asheboro Police Department

205 E. Academy Street
Asheboro, North Carolina 27203

Mark T. Lineberry
CHIEF OF POLICE

Telephone
(336) 626-1300

Date: June 6, 2023

To: Trevor Nuttall, Michael Leonard

From: Mark Lineberry, Chief of Police MTL

Subject: Potential Impact of Police Services (Richland Creek)

This memo is in reference to the proposed annexation of the Richland Creek development plan. Naturally, the police department has no opinion whether to re-zone or annex Richland Creek so we are only pointing out potential impacts to police services.

Under our current staffing levels, especially regarding patrol response times, we have consistently maintained over the last 3.5 years an average 5-minute response time, city wide: 2020 – 5:05, 2021 – 4:58, 2022 – 5:05, 2023 – 4:57. The location of this development, under current staffing levels, makes this a challenge to maintain. A normal drive from the intersection of Dixie Drive and Hwy 42 is 6:30 – 7:00 minutes and from the intersection of Dixie Drive and Zoo Parkway is 6:00 – 6:30 minutes. A drive from the police department would easily be over 9 minutes to the Richland Creek area. Under our current zone system, this development will fall within our South Zone, which is our second busiest zone in call volume. The average 2023 response for calls in the South Zone is 5:28. Richland MHP is already in the city; 64 calls for service there in 2023 are included in that average. The highest volume of calls for service in the South Zone would occur at Wal-Mart with over 300 calls for service so far in 2023. Also located in the South Zone with higher calls for service would include both Food Lion locations, E. Dixie Dr. and NC Hwy 49, with a combined total of 90+ calls. Randolph Mall is located in the South Zone with over 160 calls for service in 2023.

I believe, as do many, in a high level of professional police service. All our communities, citizens, and businesses within the city, no matter which area of the city they are in, should receive exceptional service. To provide this high level of professional police service I would propose staffing increase to patrol teams and the

creation of a new police zone, which would encompass areas south of Dixie Drive like the Sportsplex, Richland Mobile Home Park, the proposed Richland Creek Community, and property near the NC Zoo, which is currently undeveloped inside the city limits. This would require hiring four new officers, one for each patrol team. It may be possible to phase these positions in over a period of time depending on the rate of growth in the area and the demand.

The addition of License Plate Readers (LPR) or cameras, such as FLOCK or other companies, could be installed by the developer, which would assist in policing efforts especially in solving criminal offenses that occur within the development. Large developments, such as this, are often a target for vehicle B&Es and package thefts (porch pirates). Surveillance equipment installed by developers and/or homeowners will help deter and solve criminal offenses. Criminals tend to avoid areas or businesses that have advanced surveillance equipment installed. The logic behind LPRs and surveillance cameras are more tools for patrol to able to solve crimes which would minimize impact to Criminal Investigation Division as far as case load. The increase in traffic will naturally increase the risk of traffic collisions, which I'm sure has been addressed in traffic studies to minimize those risks.

Naturally everyone, regardless of where you live, wants to feel safe in their own community and home; I am no different. If you are a citizen of Asheboro, the Asheboro Police Department will always do its very best to meet the needs of the citizens we serve.

Notes:
1. This project is located within a special flood hazard area per NCFRIS.
   Map #: 37107679OOJ Effective Date: 1/2/2008
   Map #: 37107669OOJ Effective Date: 1/2/2008
   Map #: 37107668OOJ Effective Date: 1/2/2008
   Map #: 37107678OOJ Effective Date: 1/2/2008
2. Area calculated by coordinate geometry.
3. All lines surveyed by Survey Carolina, PLLC are indicated by bold lines. All lines not surveyed by Survey Carolina, PLLC are indicated by dashed lines.
4. No attempt was made by this survey to locate all underground utilities nor any other easements that would be revealed by a title search.
5. Tax PIN: 7679024396, 7669905560, 7679008885

Date Annexation Ordinance

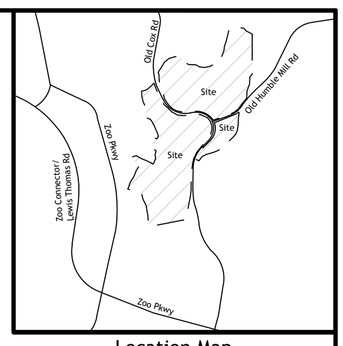
Adopted by the Asheboro City Council:_____

Annexation Ordinance Effective Date:_____

STATE OF NORTH CAROLINA

I, _____ Review Officer of Randolph County, certify that the map or plat to which this certification is affixed meets all statutory requirements for recording.

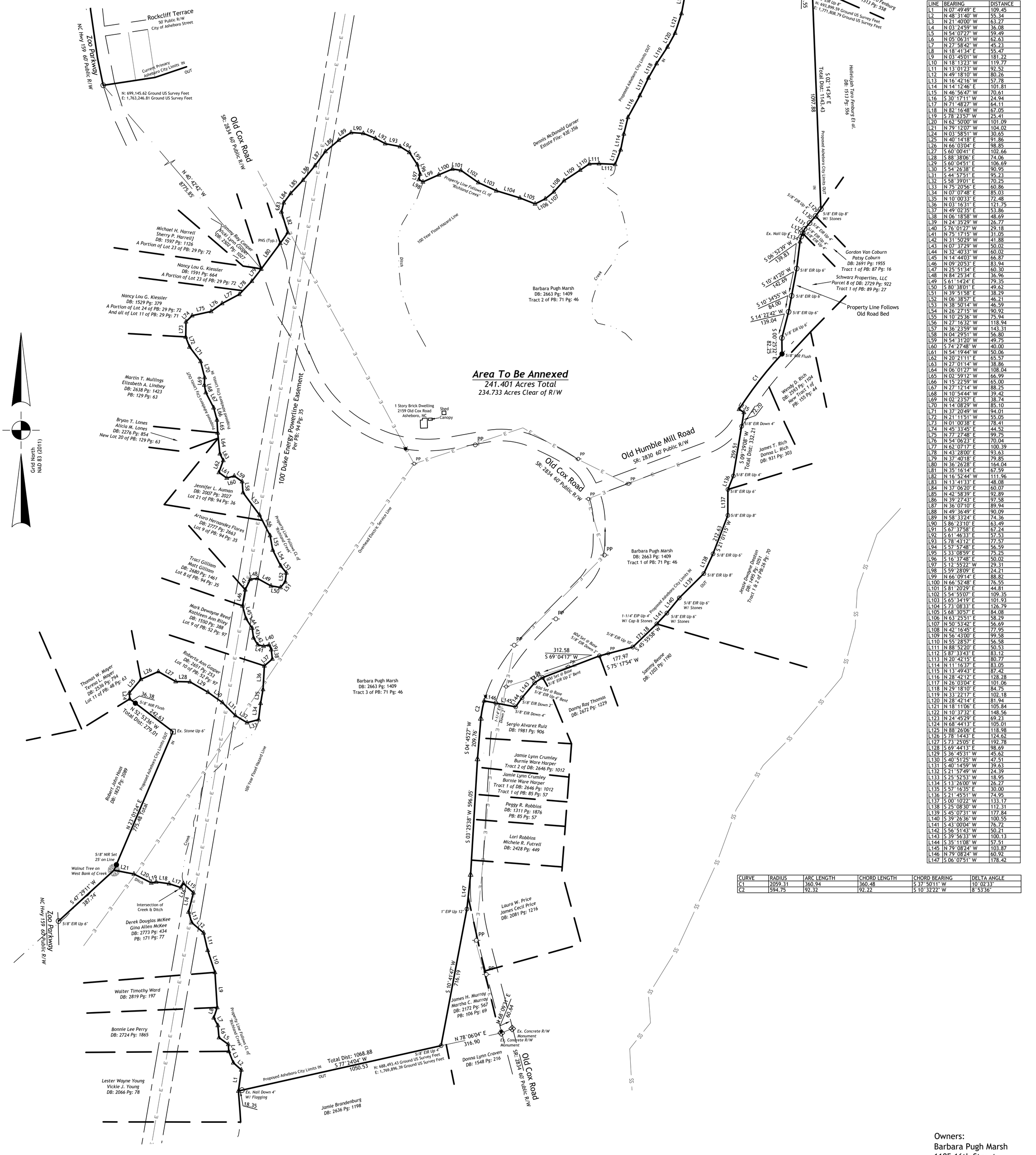
_____ _____
Date Review Officer



Location Map
(Not to Scale)

LINE	BEARING	DISTANCE
L1	N 07°49'49" E	109.45
L2	N 48°31'40" W	55.34
L3	N 21°40'00" W	63.27
L4	N 03°24'59" W	36.08
L5	N 54°07'27" W	59.49
L6	N 05°06'31" W	62.63
L7	N 27°58'42" W	45.23
L8	N 18°41'34" E	55.47
L9	N 03°45'01" W	181.22
L10	N 18°13'23" W	119.77
L11	N 13°01'23" W	92.52
L12	N 49°18'10" W	80.26
L13	N 16°42'16" W	57.78
L14	N 14°12'46" E	101.81
L15	N 46°56'47" W	70.61
L16	S 30°17'11" W	24.94
L17	N 71°48'27" W	64.11
L18	N 82°16'48" W	67.05
L19	S 78°23'57" W	25.41
L20	N 62°50'00" W	101.09
L21	N 79°12'07" W	104.02
L24	N 03°58'51" W	30.65
L25	N 40°14'18" E	91.86
L26	N 66°03'04" E	98.85
L27	S 60°00'41" E	102.66
L28	S 88°38'06" E	74.06
L29	S 60°04'51" E	106.69
L30	S 54°26'38" E	90.95
L31	S 44°57'51" E	95.23
L32	S 58°39'01" E	70.25
L33	N 75°20'56" E	60.86
L34	N 07°07'48" E	85.03
L35	N 10°00'33" E	72.48
L36	N 03°16'31" E	121.75
L37	N 49°02'35" E	53.86
L38	N 06°18'58" W	48.69
L39	N 24°35'29" W	26.77
L40	S 76°01'27" W	29.18
L41	N 75°17'15" W	31.05
L42	N 31°50'29" W	41.88
L43	N 07°37'29" W	50.02
L44	N 32°40'33" W	60.02
L45	N 14°44'03" W	66.87
L46	N 09°20'53" E	83.94
L47	N 25°51'34" E	60.30
L48	N 84°25'34" E	36.96
L49	S 61°14'24" E	79.35
L50	S 80°38'01" E	49.62
L51	N 39°51'58" E	38.29
L52	N 06°38'57" E	46.21
L53	N 38°50'14" W	46.59
L54	N 26°27'15" W	90.92
L55	N 10°25'36" W	75.94
L56	N 27°16'32" W	118.94
L57	N 36°23'59" W	143.31
L58	N 04°29'51" W	56.80
L59	N 54°31'20" W	49.75
L60	S 74°27'48" W	40.00
L61	N 54°19'44" W	50.06
L62	N 20°21'11" E	65.57
L63	N 27°01'14" W	38.86
L64	N 06°01'27" W	108.04
L65	N 02°59'12" W	66.99
L66	N 15°22'59" W	65.00
L67	N 27°12'14" W	88.25
L68	N 10°54'44" W	39.42
L69	N 02°23'57" E	38.74
L70	N 14°08'29" W	85.10
L71	N 37°20'49" W	94.01
L72	N 21°11'51" W	55.05
L73	N 01°00'38" E	78.41
L74	N 45°33'45" E	44.52
L75	N 77°27'48" E	99.75
L76	N 54°06'23" E	70.04
L77	N 62°07'17" E	100.39
L78	N 43°28'00" E	93.63
L79	N 37°40'18" E	79.85
L80	N 36°26'28" E	164.04
L81	N 35°16'14" E	67.59
L82	N 16°52'44" W	111.96
L83	N 13°41'33" E	48.08
L84	N 37°06'20" E	60.07
L85	N 42°58'39" E	92.89
L86	N 39°27'43" E	97.58
L87	N 36°07'10" E	89.94
L88	N 49°36'49" E	90.09
L89	N 58°33'24" E	74.36
L90	S 86°23'10" E	63.49
L91	S 67°37'58" E	67.24
L92	S 61°46'33" E	57.53
L93	S 78°43'12" E	77.57
L94	S 57°57'48" E	56.59
L95	S 33°08'59" E	75.25
L96	S 16°37'48" E	50.02
L97	S 12°55'22" W	29.31
L98	S 59°28'09" E	24.21
L99	N 66°09'14" E	88.82
L100	N 66°52'48" E	76.55
L101	S 81°20'29" E	44.81
L102	S 54°55'07" E	109.35
L103	S 65°34'19" E	101.93
L104	S 73°08'33" E	126.79
L105	S 68°30'57" E	84.08
L106	N 63°25'51" E	58.29
L107	N 50°53'42" E	56.69
L108	N 42°16'45" E	77.95
L109	N 56°43'00" E	99.58
L110	N 55°28'57" E	56.58
L111	N 88°52'20" E	50.53
L112	S 87°33'43" E	83.12
L113	N 20°42'15" E	80.77
L114	N 11°16'37" E	83.05
L115	N 13°49'43" E	87.42
L116	N 28°42'12" E	128.28
L117	N 26°03'04" E	101.06
L118	N 29°18'10" E	84.75
L119	N 33°22'17" E	102.18
L120	N 28°42'14" E	81.94
L121	N 18°11'06" E	105.84
L122	N 10°37'32" E	148.56
L123	N 24°45'29" E	69.23
L124	N 68°44'13" E	105.01
L125	N 88°26'06" E	118.98
L126	S 78°14'43" E	124.62
L127	S 73°25'05" E	192.78
L128	S 69°44'13" E	98.69
L129	S 36°45'31" W	45.62
L130	S 40°51'25" W	47.51
L131	S 40°14'59" W	39.63
L132	S 21°57'49" W	24.39
L133	S 25°52'53" W	18.95
L134	S 13°26'00" W	26.27
L135	S 57°16'35" E	30.00
L136	S 21°45'51" W	74.95
L137	S 00°10'22" W	133.17
L138	S 25°08'30" W	112.31
L139	S 45°07'31" W	177.84
L140	S 39°26'36" W	100.55
L141	S 43°00'04" W	76.72
L142	S 56°51'43" W	50.21
L143	S 39°56'33" W	100.13
L144	S 35°11'08" W	57.51
L145	N 79°08'24" W	103.87
L146	N 79°08'24" W	60.92
L147	S 06°07'51" W	178.42

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	2059.31	360.94	360.48	S 37°50'11" W	10°02'33"
C2	594.75	92.32	92.22	S 10°32'22" W	8°53'36"



Owners:
Barbara Pugh Marsh
1105 16th Street
Port Royal, SC 29935

I, Dan W Tanner II, Professional Land Surveyor, certify:

In accordance with NC General Statute 47-30(f)11d
That the survey is of another category, such as the recombination of existing parcels, a court-ordered survey, or other exemption or exception to the definition of subdivision.

I, Dan W Tanner II, certify that this plat was drawn under my supervision from an actual survey made under my supervision (deed description recorded in:

Book 2663 , page 1409 ;

that the boundaries not surveyed are clearly indicated as drawn from information found in Book See , page Notes ; that the ratio of precision or positional accuracy as calculated is 1:10000+, that this plat was prepared in accordance with G.S. 47-30 as amended. Witness my original signature, license number and seal this the 16th day of January, A.D., 2023.

PRELIMINARY PLAT - NOT FOR RECORDATION, CONVEYANCES, OR SALES

_____ _____
Professional Land Surveyor L-4787

NORTH CAROLINA PROFESSIONAL SEAL L-4787 LAND SURVEYOR DAN W TANNER II

I, Dan W Tanner II, certify that this map was drawn under my supervision from an actual GPS/ GNSS survey made under my supervision and the following information was used to perform the survey:
(1) Class of survey: Class A
(2) Positional accuracy: <0.10'
(3) Type of GNSS field procedure: Real-Time Kinematic Networks
(4) Dates of survey: January 02, 2023
(5) Datum/Epoch: NAD83(2011) / 2010.00
(6) Published/Fixed-control use: North Carolina Real Time Network
(7) Geoid model: Geoid 12A
(8) Combined grid factor(s): 0.99987208
(9) GPS/GNSS Scale Point:
N:691,418.16 E:1,770,703.59 Z:700.06
(10) Units: US Survey Feet

Hardwood Tree
Evergreen Tree
Stone
R/W - Right of Way Monument
RRS - Railroad Spike
NIR - New Iron Rod
NIP - New Iron Pipe
NCGS Monument
EN - Existing Nail
EIR - Existing Iron Rod
EIP - Existing Iron Pipe
Existing Concrete Monument
Bench Mark
Computed Point / Point Not Set
Well
Property Line
Computed Property Line
Right of Way Line
Easement Line
Tie Lines
Setback Lines
Gas Line
Sanitary Sewer Line
Storm Sewer Line
Water Line
Fence
Overhead Utility Line
Overhead Power Line
Underground Electric Line
Underground Comm. Line
100-Year Flood Hazard Line
Floodway
C/L Railroad
Catch Basin
Yard Inlet
Storm Sewer Manhole
Junction Box
Drop Inlet
Irrigation Control Valve
Back Flow Preventer
Water Valve
Water Manhole
Water Meter
Fire Dept. Connection
Fire Hydrant
Utility Pole
Telephone Pedestal
Telephone Pole
Transformer
Communications Manhole
SS - Sanitary Sewer
SS Manhole
SS Cleanout
U/G Power Box
Power Pole
Light Pole
Guy Pole
Gas Valve
Guy Wire
Gas Manhole
Gas Meter
Electric Meter
Electric Manhole
Z:0.00 Spot Elevation

Area To Be Annexed: 241.401 Acres

Annexation Survey For:

Bill Turner

On The Property Of:

Barbara Pugh Marsh

Grant Township Randolph County
North Carolina March 23, 2023
Deed Book:2663 Pg:1409
Plat Book:71 Pg:46
Scale: 1" = 250 US Survey Feet

Bar Scale:
0 250 500 750

SURVEY CAROLINA, PLLC
154 S. Fayetteville St, Suite B, Asheboro, NC 27203
Phone Number: 336 625-8000
Email: mail@surveycarolina.com
Firm #: P-1110
Dan W Tanner II L-4787

© 2023 Survey Carolina, Pllc

Job #: 14513

RZ-23-07: An application to rezone property located at 379-1 and 379-2 South Cox Street from OA6 (Office-Apartment) to OA6 (CZ) Office-Apartment Conditional Zoning for a Congregate Living Facility.

A continuance until the August 10, 2023 City Council meeting has been requested by the applicant.

Staff Report

John Evans

From: Trevor Nuttall
Sent: Thursday, June 29, 2023 2:58 PM
To: John Evans; John Ogburn
Subject: Fwd: [External Sender] Keaton's Place zoning request

FYI below.

---------- Forwarded message ----------
From: Chip Womick <chip@keatonsplace.org>
Date: Jun 28, 2023 6:08 PM
Subject: [External Sender] Keaton's Place zoning request
To: Trevor Nuttall <tnuttall@ci.asheboro.nc.us>
Cc:

> Trevor,
>
> We recently hosted an information meeting on our proposal for conditional zoning of a parcel at 379 S. Cox St.
> So that we have time to evaluate the feedback from that meeting, we request continuation of consideration of our application to the August meetings of the planning board and the city council.
>
> Chip Womick
> Director of Services
> Keaton's Place
> 120 Worth St.
> Asheboro
>
> 336-628-0070

Planning Board Recommendation & Comments to City Council

NOTE: Have applicant Certify to Council mailings to all adjoining property owners.

Case # **RZ-23-07**

Date 7-10-23 Planning Bd.

Applicant Susan Hunt (Keaton's Place)

Legal Description

The property of Maxton C. McDowell, located at 379-1 and 379-2 South Cox Street, totaling approximately 0.27 acres +/- and more specifically identified by Randolph County Parcel Identification Number 7751816243.

Requested Action Rezone from B2 (CZ) General Commercial Conditional Zoning to R10 (CZ) Conditional Zoning for the purpose of a Residential Planned Unit Development, including a special intensity allocation within the Back Creek Watershed (Balance)

Existing Zone N/A

Land Development Plan See Land Development Plan

Planning Board Recommendation

On May 1, 2023, the Planning Board voted to continue its request until the June 5, 2023 meeting.
On June 5, 2023, the Planning Board granted a second continuance.
On July 10, 2023, the Planning Board granted a third continuance.
These continuance requests have been made by the applicant.

Reason for Recommendation

Planning Board Comments

Rezoning Staff Report

RZ Case # **RZ-23-07** **Date** July 13, 2023 City Council

General Information

Applicant Keaton's Place

Address 120 Worth Street

City Asheboro NC 27203

Phone 336-628-0070

Location 379-1 and 379-2 South Cox Street

Requested Action Rezone from OA6 (Office-Apartment) to OA6 (CZ) (Office-Apartment Conditional Zoning) to permit a congregate living facility

Existing Zone OA6 **Existing Land Use** Formerly business services (accountant) office

Size 0.27 acres +/- **Pin #** 7751816243

Applicant's Reasons as stated on application

Congregate Living Facility. The proposed application for Conditional Zoning is consistent with the Center City Applicable Goals, including large scale, mixed use activity center serving the entire community. The existing infrastructure is adequate to support the desired zone. The proposed rezoning is compatible with the applicable small-area plan and surrounding land uses. The purpose of this conditional rezoning application is to offer a bridgeway temporary residency, for example, between Daymark and a rehab placement. The conditional use conditions would address public safety general welfare, and public welfare. This application is not for a detox or rehab unit. It will be temporary housing for residents in recovery who will be subject to drug testing with staff on-site day and night.

Surrounding Land Use

North Multi-use office development **East** Office/residential

South Office **West** Office

Zoning History N/A

Legal Description

The property of Maxton C. McDowell, located at 379-1 and 379-2 South Cox Street, totaling approximately 0.27 acres +/- and more specifically identified by Randolph County Parcel Identification Number 7751816243.

Analysis

See attachment 1.

1. The property is inside the city limits.
2. South Cox Street is a state-maintained minor thoroughfare. East Wainman Avenue is a local, city-maintained street.
3. The requested conditional zoning is for a Congregate Living Facility. Either a Special Use Permit or Conditional Zoning request is required when the number of residents in such a facility exceeds 6. Congregate Living for six or fewer residents can be considered a "Family Care Home" which, under state law, must be regulated as a single-family residential use with the exception that permitted homes can be required to provide separation between from one another.
4. A Congregate Living Facility is defined as: *any building, buildings, section of a building, or distinct part of a dwelling unit, home for the aged or other place, whether operated for profit or not, which undertakes through its ownership or management to provide to individuals, for a period exceeding twenty-four hours, housing, food services, and one or more personal care services. For purposes of this definition "Personal Care Services," means services, in addition to housing and food service which include, but are not limited to, personal assistance with bathing, dressing, ambulation, supervision of self-administered medication, transportation, emotional security, and other related service. Furthermore, personal care services are deemed to include on-site ancillary services to mentor and provide personal support and improve life skills of residents, including but not limited to, job training, homemaking skills, personal budgeting, parenting, personal counseling and GED programs. Personal care services do not include nursing or medical treatment. Such facilities shall contain congregate kitchen, dining and living areas only, with separate sleeping rooms. Further, such facilities shall not be used for those persons in need of a structured environment, as it is defined herein. For purposes of this Ordinance, Congregate Living Facilities shall not be deemed to include boarding/rooming houses; fraternities/sororities; monasteries; convents; hotels/motels; professional recovery facilities; or nursing, convalescent and extended care facilities. A congregate living facility is synonymous with a family care home as defined by NCGS § 168, Article 3.*
5. Typical development standards for congregate living facilities are as follows:
(1) Such facilities may be developed, provided the development is located on a minimum of 2 acres.
(2) Evidence of ongoing discussion with the Division of Facility Services of the Department of Human Resources of the State of North Carolina shall be provided to the City Council prior to permit approval. Evidence shall be submitted to the City prior to issuance of a Certificate of Zoning Compliance that the requirements and standards of the Division of Facility Services of the Department of Human Resources of the State of North Carolina have been and shall continue to be met.
(3) All facilities permitted under this section shall be planned and constructed to be harmonious with the area in which they are located. In addition to site plans required, elevations shall be submitted indicating final appearance.
(4) The Performance Standards established in Chapter 6 for commercial uses shall be met by the proposed facility. All other Ordinance requirements such as but not limited to parking, buffers and screens, signs etc. shall be met. Plans required to be submitted shall detail how all applicable requirements are met.
6. The conditional zoning process allows an applicant to propose a project-specific zoning district that establishes permitted uses, development conditions and site development requirements. The project-specific zoning district is allowed to diverge from the zoning ordinance's predetermined land use requirements. The applicant seeks to deviate from the

Ordinance's standard that a congregate living facility to serve more than 6 residents be located on at least 2 acres of property; if the district is approved, the facility will sit on 0.27 acre.
7. A Congregate Living Facility differs from an Emergency Shelter and also from a Professional Recovery Facility. The former provides temporary accommodations due to emergencies or circumstances that threaten the safety or well-being of those assisted. The latter provides board and lodging as well as professionally administered treatment, under state license, to overcome various conditions that will enable full participation in community life.
8. No building additions are proposed; the use would occur within the existing structure. Building upfits, however, would be required under the state building code. The site plan submitted does not indicate any exterior site improvements except a 6' wooden privacy fence along the northern and eastern property boundaries.
9. The property is within Tier 2 of the Center City Planning Area (Central Business District Fringe). As described by the zoning ordinance: "This planning area encompasses blocks adjacent to Tier 1, the core Central Business Area. Properties in this planning area, unlike those in Tier 1, are not readily accessible to public downtown parking. Coordinated development of a variety of mixed uses is encouraged."
10. Staff has requested more project details related to landscaping, the number of residents to be housed, the location of outdoor recreation area, and proposed lighting.
11. Staff has confirmed with the NC Department of Health and Human Services that the use, as proposed, would not require state licensing.
12. The applicant has requested an additional continuance until the August 7, 2023 Planning Board and August 10, 2023 City Council. The applicant's written request is included in this report.

Rezoning Staff Report

RZ Case # **RZ-23-07**

Consistency with the 2020 LDP Growth Strategy designations

In reviewing this request, careful consideration is given to each Goal and Policy as outlined in the Land Development Plan. Some Goals and Policies will either support or will not support the request, while others will be neutral or will not apply. Only those Goals and Policies that support or do not support the request will be shown.

Proposed Land Use Map Designation	City Activity Center
Small Area Plan	Central
Growth Strategy Map Designation	Primary Growth

LDP Goals/Policies Which Support Request

Rezoning Staff Report

RZ Case # **RZ-23-07**

LDP Goals/Policies Which Do Not Support Request

Staff's Final Analysis Concerning Consistency with Adopted Comprehensive Plans, Reasonableness and Public Interest

Recommendation Staff supports the applicant's continuance request.

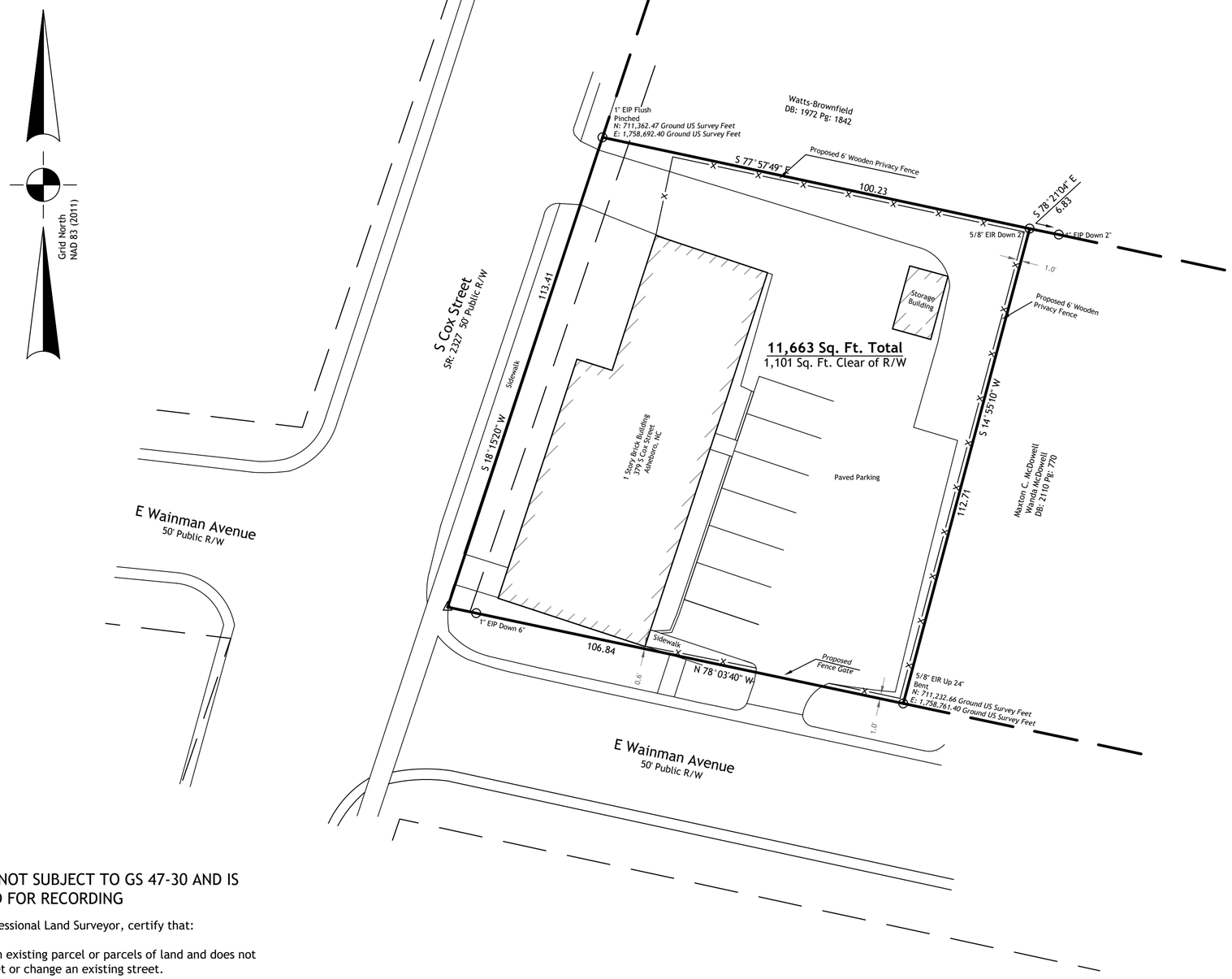
Rezoning Staff Report

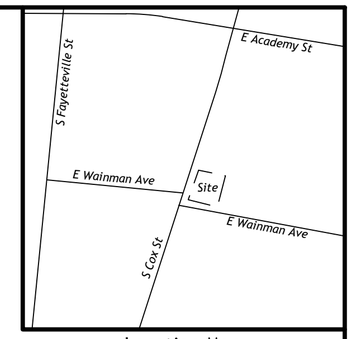
Suggested Conditions for Conditional Zoning applications (subject to change prior to final report)

Proposed conditions are pending.

Notes:

1. This project is not located within a special flood hazard area per NCFRIS.
   Map #: 3710775100J Effective Date: 1/2/2008
2. Area calculated by coordinate geometry.
3. All lines surveyed by Survey Carolina, PLLC are indicated by bold lines. All lines not surveyed by Survey Carolina, PLLC are indicated by dashed lines.
4. No attempt was made by this survey to locate all underground utilities nor any other easements that would be revealed by a title search.
5. Tax PIN: 7751816243





Location Map
(Not to Scale)

Hardwood Tree
Evergreen Tree
Stone
R/W - Right of Way Monument
RRS - Railroad Spike
NIR - New Iron Rod
NIP - New Iron Pipe
NCGS Monument
EN - Existing Nail
EIR - Existing Iron Rod
EIP - Existing Iron Pipe
Existing Concrete Monument
Bench Mark
Computed Point / Point Not Set
Well
Property Line
Computed Property Line
Right of Way Line
Easement Line
Tie Lines
Setback Lines
Gas Line
Sanitary Sewer Line
Storm Sewer Line
Water Line
Fence
Overhead Utility Line
Overhead Power Line
Underground Electric Line
Underground Comm. Line
100-Year Flood Hazard Line
Floodway
C/L Railroad
Catch Basin
Yard Inlet
Storm Sewer Manhole
Junction Box
Drop Inlet
Irrigation Control Valve
Back Flow Preventer
Water Valve
Water Manhole
Water Meter
Fire Dept. Connection
Fire Hydrant
Utility Pole
Telephone Pedestal
Telephone Pole
Transformer
Communications Manhole
SS - Sanitary Sewer
SS Manhole
SS Cleanout
U/G Power Box
Power Pole
Light Pole
Guy Pole
Gas Valve
Guy Wire
Gas Manhole
Gas Meter
Electric Meter
Electric Manhole
Z:0.00 Spot Elevation

Owners:
Mahan Properties, LLC
955 S Cox Street
Asheboro, NC 27205

THIS SURVEY IS NOT SUBJECT TO GS 47-30 AND IS NOT TO BE USED FOR RECORDING

I, Dan W Tanner II, Professional Land Surveyor, certify that:

This survey is of an existing parcel or parcels of land and does not create a new street or change an existing street.

I Dan W Tanner II certify that this map was drawn under my supervision from an actual survey made under my supervision (deed description recorded in
Book 2854, page 1663;
that the boundaries not surveyed are indicated as drawn from information in Book See, page Notes or other reference source _____; that the ratio of precision or positional accuracy is 1:10,000 +; and that this map meets the requirements of The Standards of Practice for Land Surveying in North Carolina (21 NCAC 56. 1600)."
This 26th day of April, 2023.
Seal

PRELIMINARY PLAT - NOT FOR RECORDATION, CONVEYANCES, OR SALES

_____
Professional Land Surveyor

NORTH CAROLINA PROFESSIONAL SEAL L-4787 LAND SURVEYOR DAN W TANNER II

Survey For:

Keaton's Place

City of Asheboro
Asheboro Township Randolph County
North Carolina April 26, 2023
Deed Book:2854 Pg:1663
Scale: 1" = 20 US Survey Feet

Bar Scale:

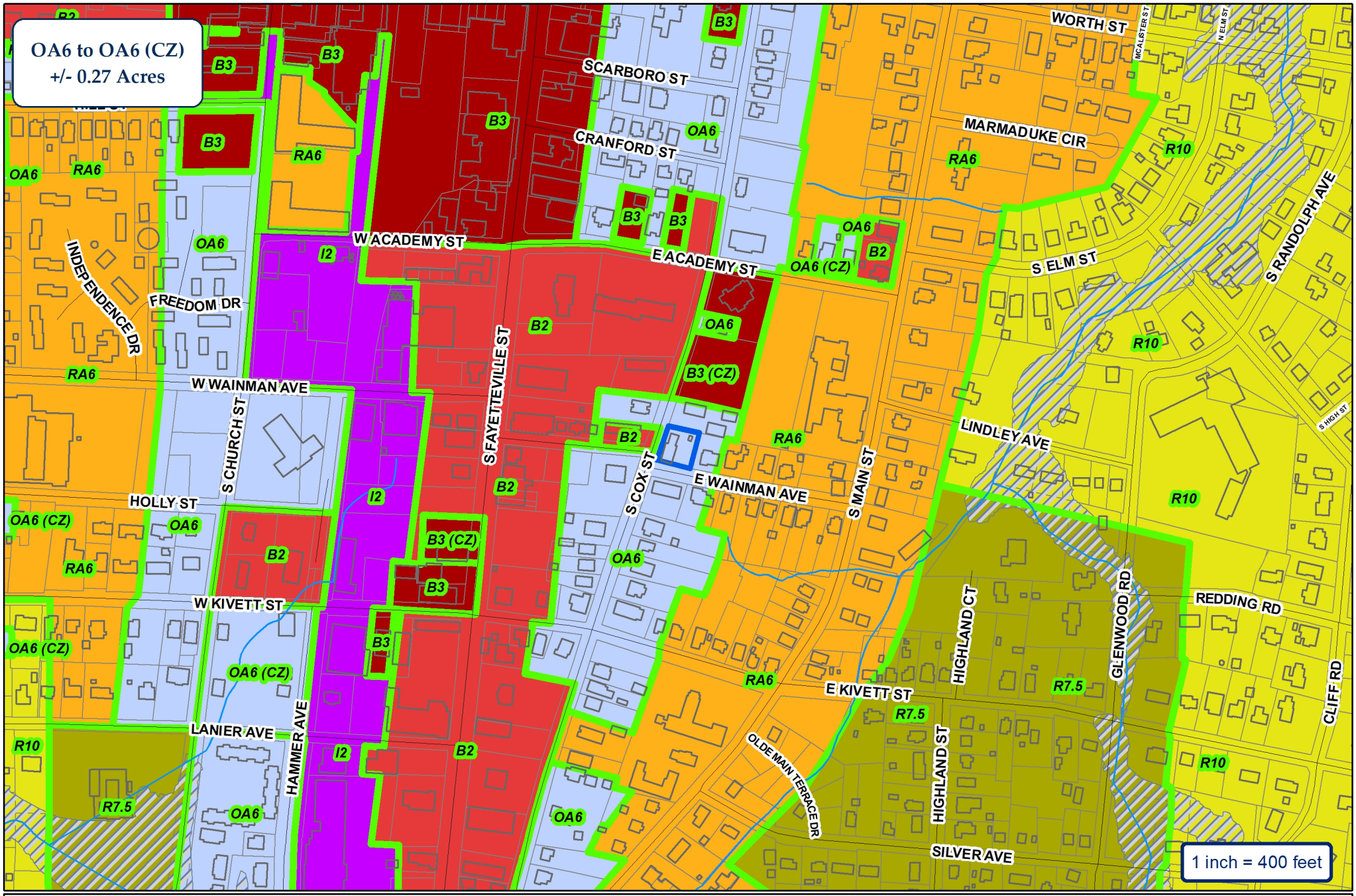
0 20 40 60

SURVEY CAROLINA, PLLC
154 S. Fayetteville St, Suite B, Asheboro, NC 27203
Phone Number: 336 625-8000
Email: mail@surveycarolina.com

Firm #: P-1110
Dan W Tanner II L-4787

© 2023 Survey Carolina, Pllc

Job #: 15079



CITY OF ASHEBORO
NORTH CAROLINA
Exactly where you want to be.

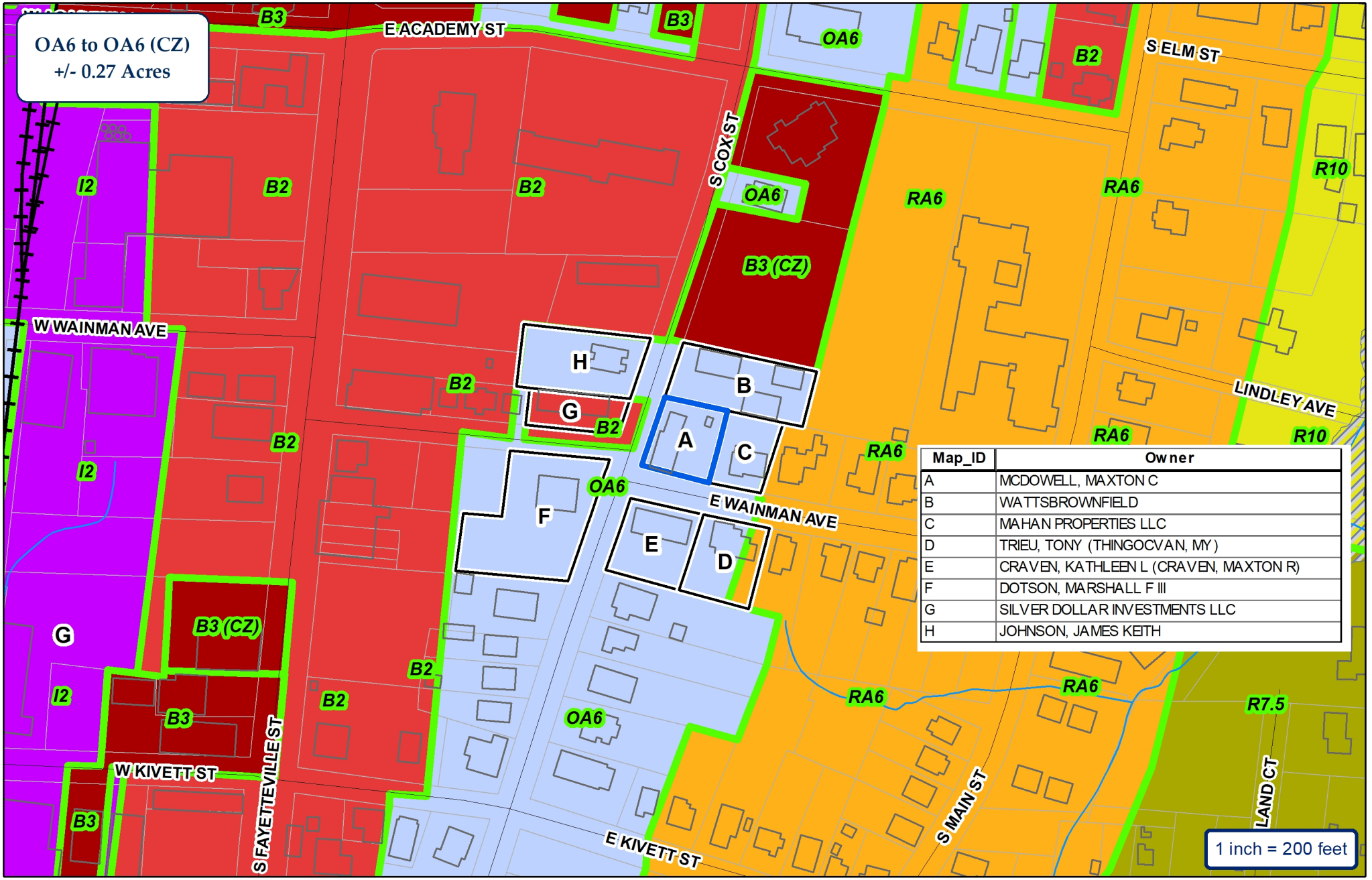
ETJ

City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-23-07

Parcels: 751816243

Subject Property
Zoning



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NORTH CAROLINA
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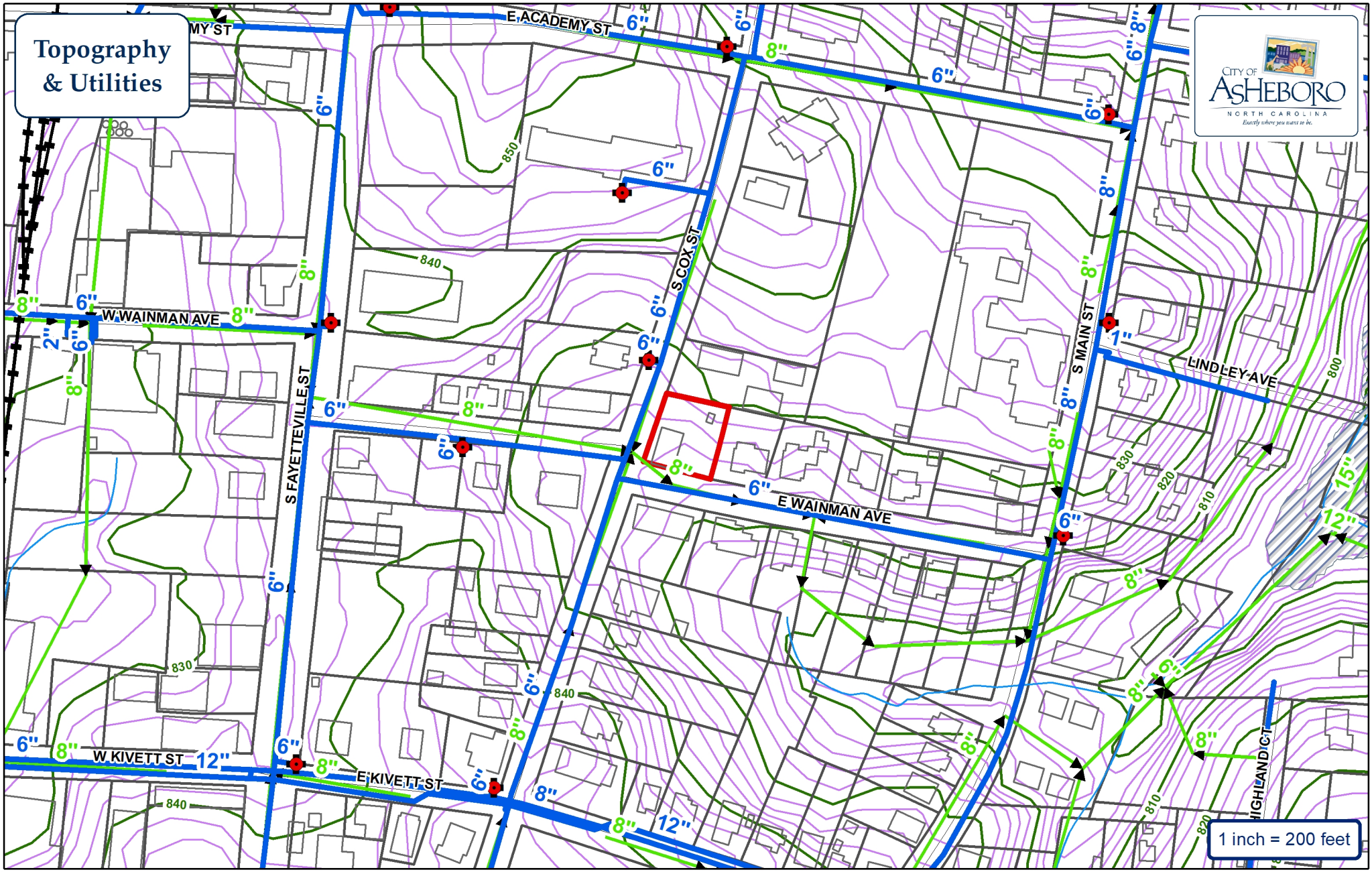
City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-23-07

Parcels: 7751816243

Subject Property
Adjoining Properties
City Zoning

N
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E
S



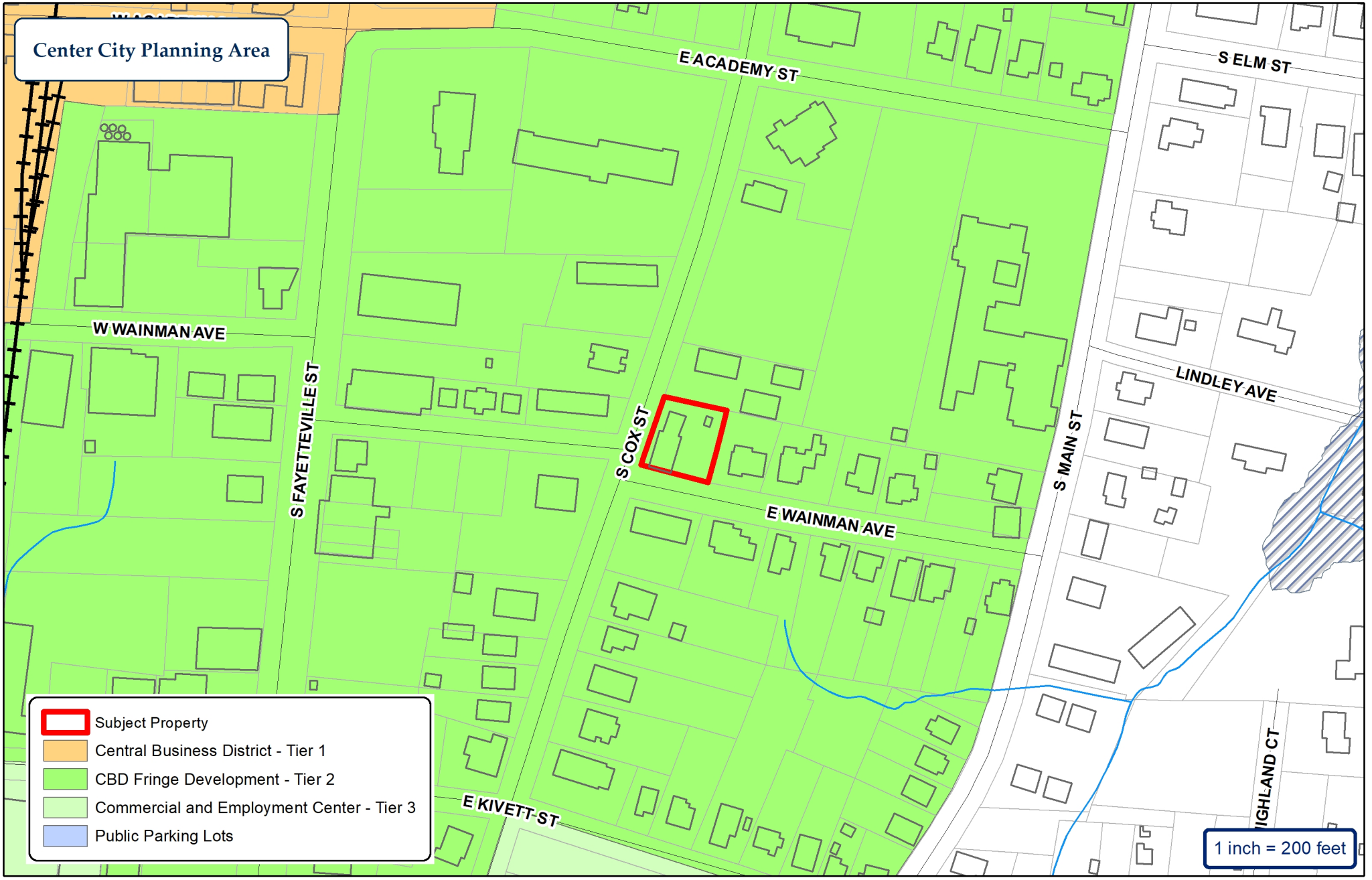
Water Main
Sewer Main
Force Main
Fire Hydrant
PS Pump Station
Watershed

City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-23-07

Parcels: 751816243

Subject Property



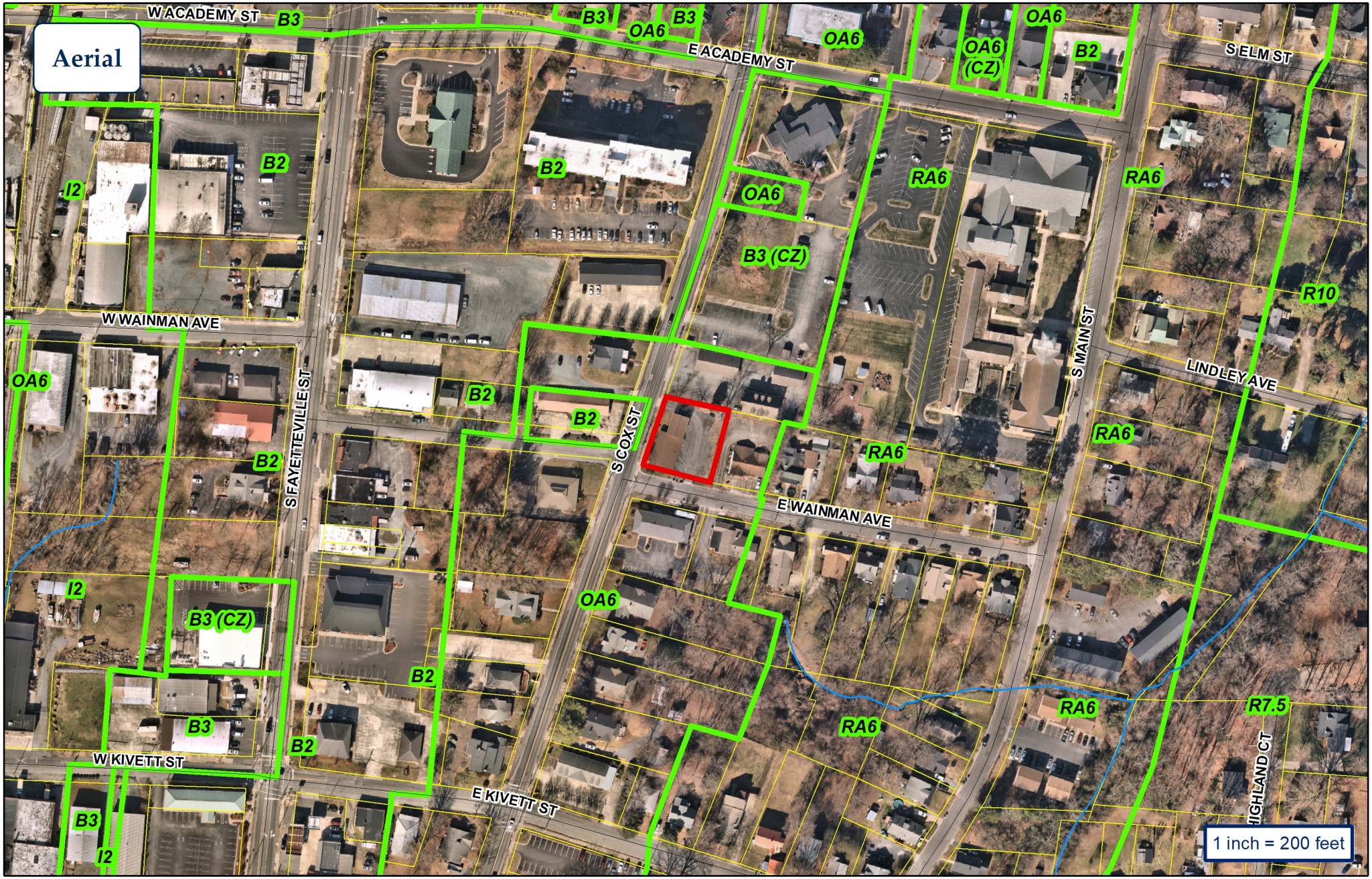
CITY OF ASHEBORO
NORTH CAROLINA
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City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-23-07

Parcels: 7751816243



CITY OF ASHEBORO
NORTH CAROLINA
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City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-23-07

Parcels: 751816243

Subject Property
Zoning

N
W
E
S
GIS

limitation, the North Carolina Department of Transportation and the North Carolina Department of Environmental Quality.

APPLICANT INFORMATION

Applicant Keaton's Place *Applicant's Phone #* 336-628-0070

Applicant's Address 120 Worth St.

Asheboro, N.C. 27203

Applicant email address susan@keatonsplace.org

PROPERTY INFORMATION

Property Owner's Name Maxton C. McDowell

Location of Property 379 S. Cox St. *Property Size (ac. or s.f.)* 0.27 acre

Randolph County Property Identification Number (PIN#) 7751816243

Current Zoning District OA-6 *Requested Zoning District* OA-6 (CZ)

Date Property Title Acquired 9/29/1995 *Deed Book* 001434 *Page* 01038

Subdivision _____ *Section* _____ *Lot #* _____

Plat Book _____ *Page* _____

CONDITIONAL ZONING DISTRICT INFORMATION (Attach additional sheets if necessary)

1. Application is hereby made to the City of Asheboro for a Conditional Zoning District for the following purpose:

Congregate living facility

2. In what manner will the proposed amendment carry out the intent of the Land Development Plan?

The proposed Application for Conditional Zoning is consistent with the Center City Applicable Goals, including large-scale, mixed use activity center serving the entire community.

* The existing infrastructure is adequate to support the desired zone.
* The proposed rezoning is compatible with the applicable small-area plan and surrounding land uses.

For questions (3) and (4), if either of these questions apply, please state a reason. If you believe these do not apply, please check "does not apply".

3. Are there alleged errors in this Ordinance that would be corrected by the proposed amendment? If so, give a detailed explanation of such error and detailed reasons how the proposed amendment will correct the errors.

Does not apply ☒

4. What are the changed or changing conditions, if any, in the jurisdiction of the City of Asheboro generally, which would make the proposed amendment reasonably necessary to the promotion of the public health, safety, and general welfare?

The purpose of this conditional rezoning application is to offer a bridgeway temporary residency, for example between Daymark and a rehab placement. The conditional use conditions would address public safety general welfare, and public welfare.

Does not apply ☐

5. Are there any other circumstances, factors, or reasons that the applicant offers in support of the proposed amendment?

This application is not for a detox or rehab unit. It will be temporary housing for residents in recovery, who will be subject to drug testing, with staff on site day and night.

APPLICATION SIGNATURES

It is understood by the undersigned that while this application will be carefully reviewed and considered, the burden of proving the need for a Conditional Zoning District rests with the applicant.

No application for a Conditional Zoning District will be advertised for public hearing until the Planning and Zoning Department has received all required materials. If all required materials are not received prior to the specified deadlines, hearings for the case may be delayed.

Per Section 4.05 of the zoning ordinance, it is intended that property will be reclassified to a Conditional Zoning District only in the event of firm plans to develop the property. Accordingly, subject to any specific durational limits imposed by the ordinance applying conditional zoning to the Zoning Lot, if no action has been taken to obtain a Zoning Compliance Permit in conformance with the conditional zoning ordinance within 36 months of the City Council's approval of conditional zoning for the Zoning Lot, the Community Development Director or his or her designee shall initiate appropriate action to rezone the Zoning Lot to a general zoning classification that is consistent with the adopted comprehensive plan.

Applicant Signature

Printed Name of Authorized Signatory (if different from Applicant)

Susan E. Hunt

Position/Relationship of Authorized Signatory to Applicant

Exec. Director

Owner Signature (if different than Applicant)

Maxton C McDowell

Owner Address

3354 old Hwy 49
Asheboro, NC 27205

Telephone Number

336-241-2256

Printed Name of Authorized Signatory (if different from Owner)

MAXTON C McDOWELL

Position/Relationship of Authorized Signatory to Owner

Self

STAFF USE R2-

Received by: JTE **Date:** 4-14-23 **Case Number:** 23-07

146 N. Church St., Asheboro, NC 27203
Telephone: (336) 626-1201; Fax: (336) 626-1218; www.asheboronc.gov

Request to designate property referred to by the Historic Preservation Commission as Acme-McCrary Hosiery Mills, 1909 located at 159 North Street, Asheboro, N.C (PIN 7751738393) as a Local Historic Landmark.

Ordinance Number _____

Ordinance Designating the Exterior of the ACME-McCRARY HOSIERY MILLS, 1909 as a Local Historic Landmark in Asheboro, North Carolina

WHEREAS, Chapter 160A, Article 19, Part 3C of the North Carolina General Statues provides for the designation of local historic landmarks; and

WHEREAS, the City of Asheboro designated the Randolph County Historic Landmark Preservation Commission as a joint historic preservation commission on September 4, 2008, having the authority to exercise, within the planning jurisdiction of the City of Asheboro, all powers and duties given it by the Randolph County Historic Preservation Ordinance; and

WHEREAS, the Randolph County Historic Landmark Preservation Commission has taken into consideration all information contained in the Historic Landmark Designation Application for the Acme-McCrary Hosiery Mills, 1909; and

WHEREAS, the North Carolina Department of Natural and Cultural Resources, State Historic Preservation Office has been given the opportunity to review the Local Landmark designation report which contains the historical information necessary for the Randolph County Historic Landmark Preservation Commission to determine special historical significance and integrity; and

WHEREAS, the Randolph County Historic Landmark Preservation Commission and the Asheboro City Council conducted the require public hearings, and published legal notices; and

WHEREAS, the Randolph County Historic Landmark Preservation Commission has adopted a unanimous resolution requesting the City of Asheboro to designate the exterior of the Acme-McCrary Hosiery Mills, 1909 as a local historic landmark, and

WHEREAS the Randolph County Historic Landmark Preservation Commission finds that the Acme-McCrary Hosiery Mills, 1909 meets the following specific criteria outlined in the Ordinance establishing the Commission: (1) Critical part of the Asheboro's and Randolph County's heritage by having value as an example of the cultural, historic and social heritage of the city and the County; (2) Its identification with persons who significantly contributed to the architectural, cultural, economic, historical, social or other aspect of the development of the Asheboro and Randolph County; (3) Its important architecture as an exemplification of an architectural type or style distinguished by innovation, rarity, uniqueness, or overall quality of

design, detail, materials or craftsmanship; (4) Its distinctive theme, representing an architectural, cultural, economic, historic or other theme expressed through distinctive buildings.

WHEREAS, the property is more specifically described as follows:

The Acme-McCrary Hosiery Mills, 1909 is located at 159 North Street, Asheboro, N.C (PIN 7751739323), Asheboro, N.C. (PIN 7751831174); in Asheboro Township;

NOW, THEREFORE, BE IT ORDAINED, by the Asheboro City Council, North Carolina, that:

1: The property known as the exterior of the Acme-McCrary Hosiery Mills, 1909 located at 159 North Main Street, Asheboro, N.C., within the planning jurisdiction of the City of Asheboro, North Carolina, is hereby designated as a Local Historic Landmark pursuant to Chapter 160A, Article 19, Part 3C, of the North Carolina General Statutes, and by inter-local agreement approved September 4, 2008, between the City of Asheboro and the County of Randolph.

2: That the exterior of the Acme-McCrary Hosiery Mills, 1909 building may be materially altered, restored, remodeled, or demolished only following issuance of a Certificate of Appropriateness from the Historic Landmark Preservation Commission.

3: That nothing in this Ordinance shall be construed to prevent the ordinary maintenance or repair of any architectural feature in or on said property that does not involve a change of design, material or outer appearance thereof, after obtaining the necessary permits and official approval for said stated repair. Nothing herein shall prevent the construction, alteration, restoration, demolition, or removal of such features when a building inspector or similar authorized official certifies to the Historic Landmark Preservation Commission that such action is required for the public safety because of an unsafe condition. Furthermore, nothing shall be construed to prevent the property owner from making any use of this property not prohibited by other statutes, ordinances or regulations.

4: That suitable signs may be posted indicating the designation as a Local Historic Landmark and containing appropriate information.

5: That the City of Asheboro, owners of the Acme-McCrary Hosiery Mills, 1909 hereby accepts notice as required by the applicable law of this action and directs that copies of this Ordinance be filed and indexed in the office of the Asheboro City Clerk, the Randolph County Register of Deeds, the Randolph County Tax Department, and both the City and County Planning and Inspections Departments as required by applicable law.

Upon the motion of _____ , and a second by _____, the foregoing ordinance was passed upon its first reading by a vote of _____.

CITY OF ASHEBORO
NORTH CAROLINA

BY: _____
David H. Smith, Mayor

_____
Adoption Date

ATTEST: _____
Holly H. Doerr, City Clerk

Randolph County Historic Landmark Preservation Commission
201 Worth Street, Asheboro, North Carolina 27203 ♦ 336-318-6806 ♦ www.rchlpc.org

Resolution Recommending Local Historic Landmark Designation
ACME-McCRARY HOSIERY MILLS, 1909
PARKS HOSIERY MILL/McCRARY HOSIERY MILL No. 2, ca. 1925
ACME-McCRARY & SAPONA RECREATION CENTER, 1949

WHEREAS, Chapter 160A, Article 19, Part 3C of the North Carolina General Statues provides for the designation of local historic landmarks; and

WHEREAS, the Randolph County Board of Commissioners has appointed the Randolph County Historic Landmark Preservation Commission, having the authority to exercise all powers and duties given it by the Randolph County Historic Preservation Ordinance; and

WHEREAS, the Randolph County Historic Landmark Preservation Commission has taken into consideration all information contained in the Historic Landmark Designation Application for the Acme-McCrary Hosiery Mills, 1909; the Parks Hosiery Mill/McCrary Hosiery Mill, ca. 1925; and the Acme-McCrary & Sapona Recreation Center (now Asheboro Recreation Center), 1949; and

WHEREAS, the North Carolina Department of Natural and Cultural Resources, State Historic Preservation Office, has been given the opportunity to review the Local Landmark Designation Report and has advised that the Randolph County Historic Landmark Preservation Commission will have sufficient evidence to prove that the Acme-McCrary Hosiery Mills, the Parks Hosiery Mill/McCrary Hosiery Mill and the Acme-McCrary & Sapona Recreation Center (now Asheboro Recreation Center) possesses the requisite special character and integrity for designation as a local historic landmark; and

WHEREAS, the Randolph County Historic Landmark Preservation Commission conducted the required public hearing, having published legal notices; and

WHEREAS, the Randolph County Historic Landmark Preservation Commission finds that the Cedar Falls Manufacturing Company, 1848, meets the following specific criteria outlined in the Ordinance establishing the Commission: (1) Critical part of the Asheboro's and Randolph County's heritage by having value as an example of the cultural, historic and social heritage of the city and the County; (2) Its identification with persons who significantly contributed to the architectural, cultural, economic, historical, social or other aspect of the development of the Asheboro and Randolph County; (3) Its important architecture as an exemplification of an architectural type or style distinguished by innovation, rarity, uniqueness, or overall quality of design, detail, materials or craftsmanship; (4) Its distinctive theme, representing an architectural, cultural, economic, historic or other theme expressed through distinctive buildings.

WHEREAS, the property is more specifically described as follows:

The Acme-McCrary Hosiery Mills, 1909 is located at 159 North Street, Asheboro, N.C (PIN 7751739323); and the Parks Hosiery Mill/McCrary Hosiery Mill, ca. 1925, is located at 170 N. Church Street, Asheboro, N.C. (PIN 7751736404); and the Acme-McCrary & Sapona Recreation Center (now the Asheboro Recreation Center) is located at 148 North Street, Asheboro, N.C. (PIN 7751831174); in Asheboro Township;

NOW, THEREFORE, BE IT RESOLVED, this 25th day of January, 2023, that the Randolph County Historic Landmark Preservation Commission approves the application for local landmark designation, and recommends to the Asheboro City Council that the exterior of the Acme-McCrary Hosiery Mills, 1909; the Parks Hosiery Mill/McCrary Hosiery Mill, ca. 1925; and the Acme-McCrary & Sapona Recreation Center (now Asheboro Recreation Center), 1949, be designated as Local Historic Landmarks.

Randolph County Historic Landmark Preservation Commission

L. McKay Whatley Jr. Chairman

RANDOLPH COUNTY, NORTH CAROLINA 1779

Attest: Dana S. Crisco

Date: 1-25-23

LOCAL HISTORIC LANDMARK DESIGNATION REPORT

Acme-McCrary Hosiery Mills
148 North Street, 159 North Street, 170 North Church Street
Asheboro, Randolph County







Prepared for the Randolph County Historic Landmark Preservation Commission
by Heather Fearnbach, Fearnbach History Services, Inc.
3334 Nottingham Road
Winston-Salem, NC 27104

October 2022

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Statement of Significance

Acme-McCrary Hosiery Mills possesses the requisite special local industrial and architectural significance for local historic landmark designation. The plant located adjacent to the downtown commercial center is Asheboro's largest and most intact historic industrial complex, comprising six buildings and a smokestack erected from 1909 through 1962 on 7.32 acres on West Salisbury Street's south side north of Sunset Avenue. The entity's contribution to the local economy began when seventeen Asheboro businessmen created Acme Hosiery Company in 1907. The concern incorporated as Acme Hosiery Mills on December 15, 1908, struggled until brothers-in-law and hardware and farm machinery purveyors D. B. McCrary and T. H. Redding partnered with banker W. J. Armfield Jr. to assume the company's ownership in 1909. Their management transformed the cotton sock-knitting mill into the successful enterprise that it remains today.

To ensure an ample supply of high-quality cotton yarn, McCrary, Redding, and Armfield established Sapona Cotton Mills on March 20, 1916, and acquired and soon improved the existing Cedar Falls Manufacturing Company complex to serve that purpose. McCrary and Armfield remained Acme Hosiery and Sapona Cotton Mills' chief executives following T. H. Redding's 1918 death. Around 1927, the entrepreneurs created McCrary Hosiery Mills, a silk and rayon hosiery manufacturing concern housed in the three-story 1924 addition on the Acme plant's south end. Acme Hosiery Mills and McCrary Hosiery Mills continued to expand operations in Asheboro and Cedar Falls, and further increased capacity in 1938 through the construction of a Ramseur factory that remained a separate corporate entity until merging with McCrary Hosiery Mills in 1948. Acme and McCrary hosiery mills consolidated on April 1, 1961, to form Acme-McCrary Corporation.

Acme-McCrary Hosiery Mills is architecturally significant due to its collection of intact early- to mid-twentieth-century buildings that manifest the evolution of industrial design during the period. The 1909 mill and dye house feature heavy-timber framing in conjunction with load-bearing brick exterior walls executed in common bond. Corbelled Italianate hoods surmount the segmental-arched window and door openings on the mill's facade. These elements, in conjunction with the low-pitched gable roof, deep eaves with exposed rafter ends, double-thickness wood floors, and large, multi-pane, double-hung, wood-sash windows, are representative of fire-resistant industrial architecture commonly employed through the early twentieth century. The 1915, 1917, and 1924 structures manifest the ongoing use of heavy-timber framing and the addition of long gable-roofed monitors to improve light and ventilation. The buildings and additions completed between 1928 and 1972 incorporate structural-steel and reinforced-concrete framing systems frequently used during the mid-twentieth century.

The complex reflects the influence of architect Richard C. Biberstein and his successor firms, who prepared plans for the company's Asheboro, Cedar Falls, and Ramseur mill expansions beginning in 1927. McCrary Hosiery Mill No. 2, built in 1937 with a steel and concrete structural system that includes first-floor concrete mushroom columns and running-bond wire-cut variegated-brick veneer with cast-stone accents, is particularly noteworthy. In 1948 and 1949 the company embraced current architectural trends, erecting two streamlined Art Moderne-style buildings—McCrary Hosiery Mill No. 3 designed by the Biberstein firm and the Acme-McCrary-Sapona Recreation Center rendered by Henderson, North Carolina, architect Eric G. Flannagan—and thus conveying a sense of modernity and industrial prosperity. The period of significance begins in 1909, with the construction of the first mill and attached dye house at what is now 159 North Street, and continues to 1964. Although the Acme-McCrary Corporation continued to use the plant until 2022, its industrial function and physical expansion after 1964 are not of exceptional significance.

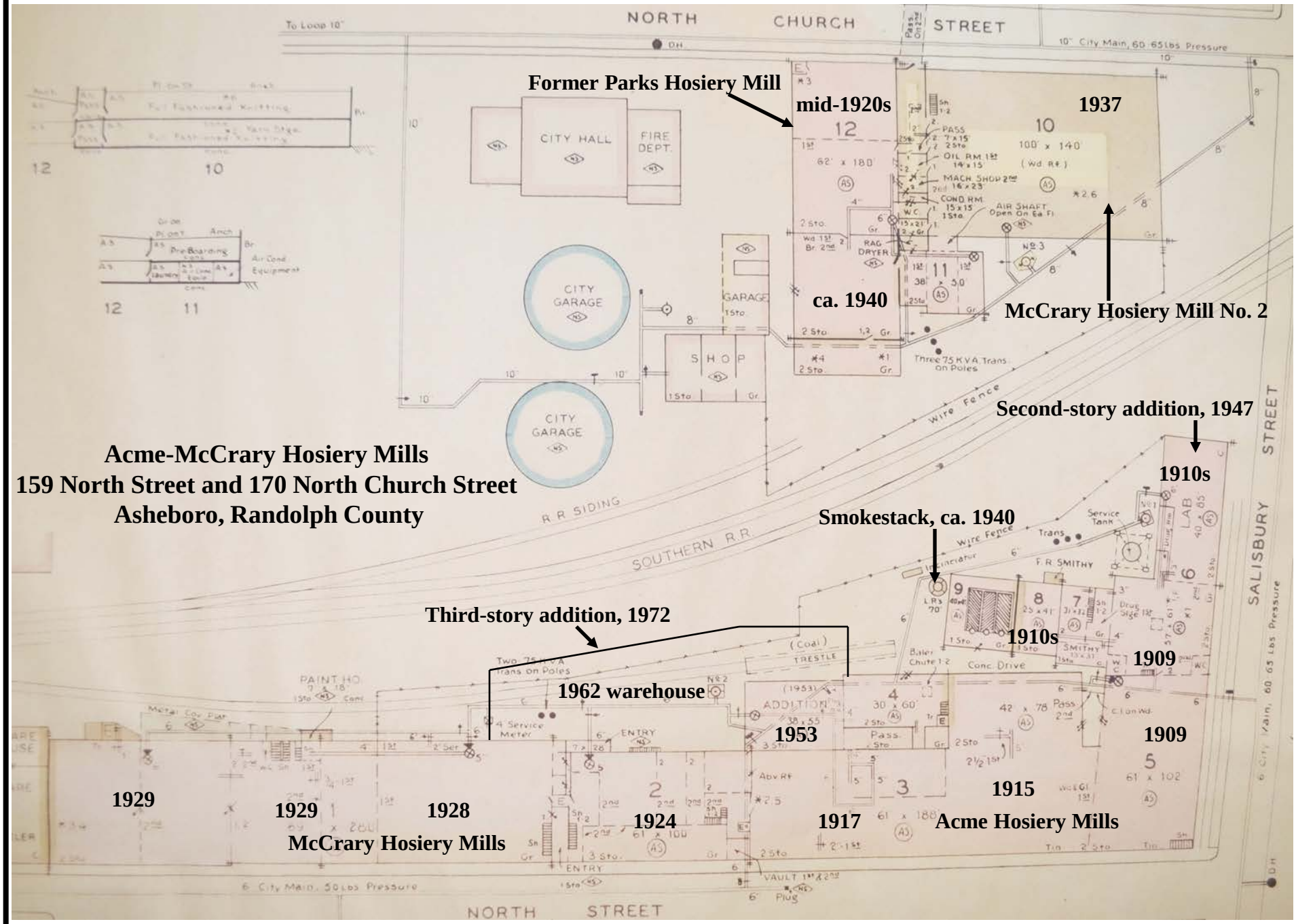
Site Evolution

Although utilized by two distinct business entities—Acme Hosiery Mills and McCrary Hosiery Mills—the plant was commonly referred to as Acme-McCrary Hosiery Mills during the period of significance. The six buildings and smokestack erected from 1909 through 1962 span the railroad and North and Church streets on 7.32 acres between West Salisbury Street and Sunset Avenue. Acme Hosiery Mills constructed the two-story heavy-timber frame and brick mill on the railroad's east side at what is now 159 North Street in 1909. Acme and McCrary hosiery mills' subsequent expansions to the original building include two- and three-story brick, heavy-timber, structural-steel, and reinforced-concrete-framed dye house, mill, and warehouse additions that extend west toward the railroad and south to commercial buildings on Sunset Avenue's north side.

In March 1931, McCrary Hosiery Mills acquired the neighboring two-story, heavy-timber frame, brick Parks Hosiery Mill west of the railroad on North Church Street's east side. McCrary Hosiery Mills expanded into the facility, constructed the connected two-story brick Mill No. 2 to the north in 1937, and slightly enlarged the mid-1920s mill around 1940. The company's ongoing growth necessitated the 1948 completion of a third contiguous knitting mill: the two-story, Art Moderne, steel-framed, brick building at 347 West Salisbury Street. The two-story brick employee recreation center finished in December 1949 at 148 North Street also reflects the company's up-to-date image through its Art Moderne design. The last substantial expansion of the industrial complex's footprint was the two-story, brick, wedge-shaped, 1962 office and warehouse that spans the distance between the 1924 section's west side and the railroad right-of-way. The building received a third-story addition in 1972.

Acme-McCrary Corporation retains ownership of 2.38-acres encompassing the production, storage, and office building at 159 North Street and a 0.35-acre parking lot on North Street's east side. In 2012 and 2013, Acme-McCrary Corporation sold to private entities the 2.58-acre parcel at 347 West Salisbury Street containing McCrary Hosiery Mill No. 3 and a parking lot as well as the commercial block that occupies a 0.39-acre parcel at 124 North Street south of the recreation building. In June 2017, the company donated the recreation center and its 1.12-acre lot to the City of Asheboro. In September 2021, company sold the 0.85-acre parcel at 170 Church Street containing Parks Hosiery Mill - McCrary Hosiery Mill No. 2 to Church Street Loft Apartments, LLC. Acme-McCrary Corporation is preparing to convey the building at 159 North Street and associated parking lot to the City of Asheboro.

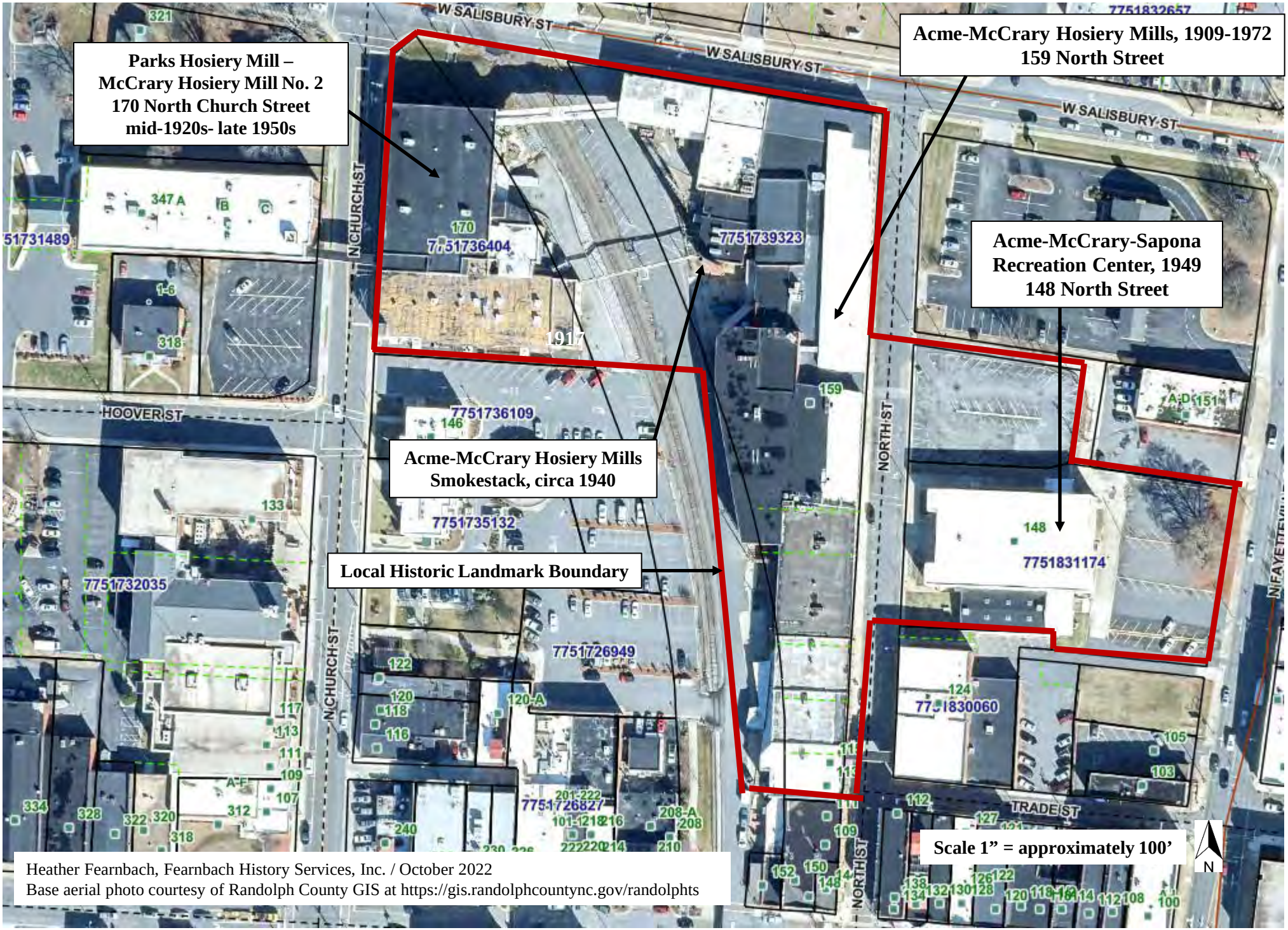
The local historic landmark encompasses three pivotal resources within the complex listed in the National Register of Historic Places individually in 2014 and within the Downtown Asheboro Historic District in 2021: Acme Hosiery Mills and McCrary Hosiery Mills, Parks Hosiery Mill - McCrary Hosiery Mill No. 2, and the recreation center. The commercial buildings at 124 North Street and on Trade Street and McCrary Hosiery Mill No. 3 at 347 West Salisbury Street are not included due to alterations. The Randolph County Senior Adults Association, Inc. undertook the $3 million renovation of the latter building to serve as the Harry and Jeanette Weinberg Adult Resource and Education Center. The exterior scope included the installation of aluminum-frame multi-pane sash and doors, sidelights, and transoms with tinted glass. The sizable two-story steel-frame brick-veneered flat-roofed rear addition has a hip-roofed full-width east porch connected by a gabled breezeway to a pedimented porte cochere, all supported by robust Tuscan columns. The project, designed by Greensboro architect Major S. Sanders Jr. and Asheboro's Summey Engineering Associates, PLLC, was executed by Asheboro contractor S. E. Trogdon and Sons in 2014.



Base map created by Factory Insurance Association, Eastern Regional Office, Hartford, Connecticut, September 28, 1953
Building construction dates added by Heather Fearnbach, Fearnbach History Services, Inc., October 2022

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Acme-McCrary Hosiery Mills Local Historic Landmark Boundary
148 and 159 North Street, 170 North Church Street, Asheboro, Randolph County, North Carolina



Heather Fearnbach, Fearnbach History Services, Inc. / October 2022
Base aerial photo courtesy of Randolph County GIS at https://gis.randolphcountync.gov/randolphts

Resource List

Acme Hosiery Mills and McCrary Hosiery Mills, 159 North Street, 1909, 1915, 1917, 1924, 1928, 1929, 1947, 1953, 1956, 1962, 1972, 1986
Acme-McCrary Hosiery Mills Smokestack, circa 1940
Parks Hosiery Mill - McCrary Hosiery Mill No. 2, 170 North Church Street, mid-1920s, 1937, circa 1940, late 1950s
Acme-McCrary-Sapona Recreation Center, 148 North Street, 1949, 2019

Acme Hosiery Mills and McCrary Hosiery Mills, 159 North Street, 1909, 1915, 1917, 1924, 1928, 1929, 1947, 1953, 1956, 1962, 1972, 1986

In February 1909, Acme Hosiery Mills began erecting a two-story heavy-timber frame mill with load-bearing brick walls and an attached one-story dye house of the same construction on the railroad's east side at what is now 159 North Street.[1] Italianate-style corbelled hoods embellish the six-bay-wide east façade below its stepped parapet and blind transoms surmount the central double-leaf door and the single-leaf door near the north corner. The 1909 mill is thirteen bays long, while the dye house comprises seven bays to the west. The company subsequently expanded the building numerous times, constructing austere two- and three-story brick, heavy-timber, structural-steel, and concrete-framed mill and warehouse additions that extend west toward the railroad and south to commercial buildings on Sunset Avenue's north side. In the earliest sections, low-pitched gable roofs with exposed rafter ends and deep eaves shelter segmental- and flat-arched window and door openings. Although many double-hung, wood-frame, multi-pane windows have been covered with vinyl siding, a few are exposed and protected by storm windows. Some ten-over-ten sash double-hung, wood-frame, sash with ten-pane transoms are encapsulated within additions. Large steel-frame multi-pane windows remain in most of the post-1928 edifices, which have flat or only slightly pitched roofs. Most original exterior wood doors have been replaced with steel doors in compliance with fire-safety regulations.

In 1915 and 1917, the company commissioned construction of two almost identical, contiguous, two-story additions to the south on North Street. As in the original section, both structures have heavy-timber frames and load-bearing brick walls executed in five-to-one common bond pierced by large, double-hung, multi-pane, wood-sash windows in arched surrounds. The 1915 building is approximately one hundred feet long and sixty feet wide, with a belt course extending across the eleven-bay east and west walls between the first and second stories. For the fourteen-bay-long 1917 addition, masons dispensed with the belt course in order to accommodate larger windows and achieve greater ceiling height. The 1917 improvements included the addition of a long gable-roofed monitor featuring four-foot-tall side walls and operable wood sash windows that runs north-south above the 1909, 1915, and 1917 sections to provide supplementary second-story light. The one-story, hip-roofed, 1909 dye house to the west also manifested this feature.

The April 1922 Sanborn map indicates that Acme Hosiery Mills then encompassed boarding equipment on the 1909 mill's first floor and knitting machines on the second, while the North Street additions contained knitting, looping, hemming, and finishing areas. To the west, extending from the dye house's south elevation, three one-story structures served as dye storage, a machine shop, and the boiler room. By April 1931, Acme Hosiery Mills had erected a second story above the dye house and a one-story, eleven-bay addition on its west end in order to increase space for knitting operations. A

[1] "Acme Hosiery Mills Co.," *Courier (Asheboro)*, February 4, 1909, p. 1.

roof monitor with three-foot side walls illuminated the one-story wing until 1947, when it received a second-story expansion.[2] Masons inserted a row of short window openings between the first and second stories in order to match the 1909 mill's height.

In 1924, a three-story, twelve-bay-long, heavy-timber frame addition's construction on the plant's south end greatly increased manufacturing space. Stepped parapets disguise the low-pitched gable roof, which includes exposed rafter ends and deep eaves. Segmental-arched window and door openings pierce the load-bearing brick walls. McCrary Hosiery Mills, established around 1927, occupied the addition, employing the second floor for silk stocking knitting and the first floor for finishing. Acme Hosiery Mills continued to utilize the earlier complex to the north in the same manner as it had previously. A 1928 rendering and the April 1931 Sanborn map illustrate two modest-sized two-story additions on the 1915 and 1917 wings' west elevation that functioned as storage, packing, and knitting rooms.

The plant's southern expansion continued in 1928 with the completion of an addition designed for McCrary Hosiery Mills by Charlotte architect Richard C. Biberstein to house full-fashioned hosiery machines. A three-story, single-bay, brick hyphen containing a recessed double-leaf steel door surmounted by a tempered-glass transom and a steel-frame multi-pane window on each of the upper two floors connects the 1924 and 1928 sections. The eleven-bay-long addition is almost the same height as the 1924 structure but only two stories. The 1928 knitting mill manifests an important shift in building technology, as its steel structure allows for wider spans between interior posts, thus accommodating more equipment. The windows also represent evolving industrial standards, as the red-brick curtain walls contain tall, steel-frame, multi-pane units with cast-stone sills. Brick pilasters frame the window bays. Biberstein's firm specified a similar appearance for the two four- and eight-bay additions to the south that followed the next year in rapid succession. Each building is two stories tall with parapets a few feet higher than the 1928 mill. Brick pilasters flank the window bays and extend several inches above the parapet walls, creating a stepped effect. Masons used red brick to execute the four-bay section and wire-cut variegated brick to erect the eight-bay section, thus clearly delineating the phased construction.[3]

The three-story brick 1953 addition on the 1917 section's west side included a loading dock adjacent to the railroad. Another significant 1950s modification was the 1956 Acme-McCrary Hosiery Mills office renovation planned by Biberstein, Bowles, and Meacham that included the addition of a streamlined Modernist cast-stone surround at the 1924 building's North Street entrance. The surround is intact, although a single-leaf, aluminum-frame, tinted-plate-glass door and sidelight installed in 1986 light the foyer. Most other operational exterior doors are fireproof steel.

Biberstein, Bowles, Meacham, and Reed designed the last substantial expansion of the industrial complex's footprint: a two-story, wedge-shaped, brick, 1962 office and warehouse that spans the distance between the 1924, 1928, and 1953 sections' west elevations and the railroad right-of-way. The location dictated the canted configuration of the 1962 building's west wall. The firm also prepared plans for the third floor added in 1972. The brick-veneered concrete block edifice features vertical columns of six-panel steel-frame windows with recessed spandrels and a freight elevator that

[2] Acme-McCrary-Sapona, "Service Awards 1948."

[3] Richard C. Biberstein plans for eleven-bay addition created in March 1927 and revised in April 1927 and October 1928. Plans for four-bay addition dated April 1929 and those for eight-bay additions created in June 1929 and revised in July. All plans in the Acme-McCrary Corporation's collection.

also serves the earlier sections. The 1962 building obscures the 1928 section's northwest end and the 1924 and 1953 sections' west elevations.

In the late 1950s, the company constructed three steel-frame corrugated-metal-clad overhead walkways spanning North Church Street, the railroad, and North Street, thus facilitating connectivity between formerly free-standing sections of the mill complex. The walkway sheathing was replaced in kind in 2011. This improvement made the entire plant accessible from the interior for employee and product movement and ameliorated safety concerns as well as inconveniences due to inclement weather.





1909 mill and 1910s addition, northwest oblique (above), and 1915 and 1917 additions, east elevations (below)

All exterior photographs taken by Heather Fearnbach on March 14, 2020 unless otherwise noted







1924 (top), 1928 (center), and 1929 (bottom) additions, east elevations







West elevation, 1929 additions at foreground (top), 1928 and 1929 additions (center) and 1962 addition, northwest oblique (bottom)







Looking north (top), 1910s addition with 1947 second story south elevation (center) and northwest oblique (bottom)

Interior

Much of the Acme-McCrary Hosiery Mills complex served as a finishing plant and warehouse and thus retains an open plan. Most pre-1929 sections of the substantially intact interior feature wood floors and exposed brick walls, while later construction and some renovated areas have concrete floors. Chamfered square wood posts and substantial wood beams comprise the structure in the sections erected in 1924 and earlier. Engineers specified the installation of steel posts and beams to provide supplementary support, as replacements, and to build additions beginning in 1928. Steel braces and girders reinforce some areas to compensate for heavy equipment's weight and vibration.

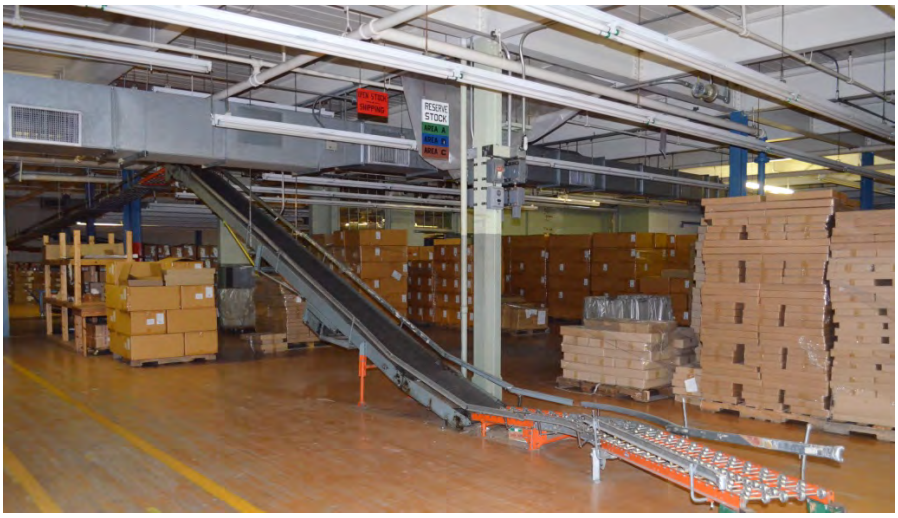


1915 addition, second floor beneath roof monitor
All interior photographs of Acme-McCrary Hosiery Mills taken by Heather Fearnbach on March 14, 2020

Beadboard and vertical boards cover stair enclosure and restroom walls in multiple locations throughout the building's pre-1930 sections. Doors with horizontal raised panels and glazed upper sections provide access to the restrooms, which have frame stalls. Beadboard-sheathed walls with expansive multi-pane fixed-sash interior windows enclose the first-floor dye house office in what is now a storage room. Some interior doorways are open, but between building sections metal fire doors slide on steel tracks and are held open by weighted pulleys. In post-1953 areas, fire doors are mounted above door lintels and roll down. On many outside walls and formerly exterior walls that have been encapsulated between additions, original double-hung, multi-pane, wood-frame sash windows are intact. In other interior cases, window sashes between sections have been removed, leaving open spaces. Contractors have dropped fluorescent lights, sprinkler system pipes, and HVAC ductwork from the ceilings and installed acoustical-tile ceilings in a few spaces. Carolina Steel of Greensboro fabricated the steel racks and floor plates installed on the 1929 building's second floor in 1969. Climate control and air quality specialists configured air conditioning and washing systems for the finishing plant and boarding room between 1965 and 1973.[4]

[4] Plans in the Acme-McCrary Corporation's collection.



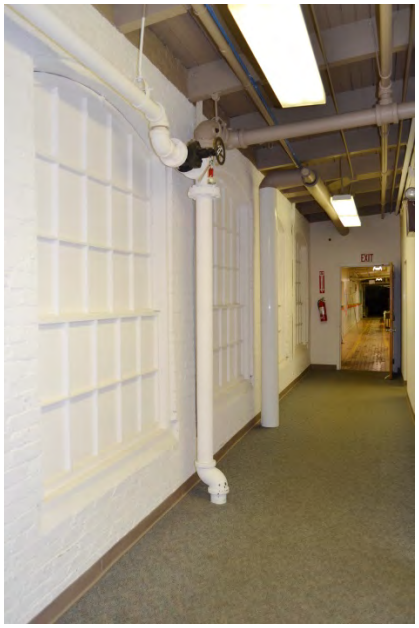




1909 mill (top) and 1917 (center) and 1924 (bottom) additions









Windows of the first story of the 1909 west wing (top) and in 1917 (center left) and 1924 (center right) additions, 1962 addition (bottom)



1956 second-floor offices (above), vault in 1924 building (below left), walkway over railroad (below right)





Biberstein, Bowles, and Meacham's design for the 1956 Acme and McCrary Hosiery Mills office renovation included the installation of wood-paneled partition walls, acoustical-tile ceilings, and air conditioning on the 1924 building's second floor. Subsequent modifications created first-floor offices with dropped ceilings and gypsum-board partition walls in the same building. Acme-McCrary Corporation converted the southeast corner of the 1917 section's second-story to office use in 1986, but the original ceiling remains exposed above gypsum-board partition walls.

The 1924 building retains a brick-walled vault with a steel-reinforced barrel-arched brick ceiling. Cary Safe Company of Buffalo, New York, manufactured the steel unit that secures the vault's entrance, which comprises a double-leaf interior door in addition to the exterior door.

The late 1950s elevated walkways have hardwood floors, gypsum-board-sheathed walls, and acoustical-tile ceilings.

Acme-McCrary Hosiery Mills Smokestack, circa 1940

A seventy-foot-tall brick smokestack executed in all-header bond and emblazoned with "Acme-McCrary" in white letters on its east side rises south of the boiler room. The smokestack's exact construction date is unknown, but Sanborn maps indicate that coal fueled the complex's steam heating system. Historic photographs and renderings illustrate two tall, narrow smokestacks rising through the boiler room roof. A circa 1940 rendering of the complex illustrates the single existing smokestack, but it does not appear on the 1950 Sanborn map.

Parks Hosiery Mill - McCrary Hosiery Mill No. 2, 170 North Church Street, mid-1920s, 1937, circa 1940, late 1950s, 2022

McCrary Hosiery Mill No. 2 also comprises multiple construction phases. In March 1931, the company acquired the mid-1920s Parks Hosiery Mill on North Church Street's east side. The two-story load-bearing brick structure originally included a one-story eastern dye house lighted by a large roof monitor. The building's location just west of the railroad opposite the Acme-McCrary complex was optimal, as was the fact that the sale included all of the equipment. Parks Hosiery Mill employees operated 176 knitting machines prior to ceasing production in early 1931.[5]

Church Street Loft Apartments, LLC's rehabilitation of this building to create fifty efficiency, one-, and two-bedroom apartments in compliance with the Secretary of the Interior's standards should be finished in December 2022. Photographs of the completed project will be submitted to the Randolph County Historic Landmark Preservation Commission and the State Historic Preservation Office. The following description details pre-rehabilitation appearance as well as the renovation scope of work.

Exterior

A stepped parapet tops the-two-story mid-1920s mill's six-bay west elevation, which originally contained large multi-pane steel sash on both levels. However, when the elevator shaft with a tower that extends above the parapet was created at the mill's southwest corner in the 1950s, window openings in the west elevation's south bay and the south elevation's west bay were filled with brick. Deep eaves supported by exposed rafter ends shelter the south elevation's original sixteen bays. All but two first-story windows were filled with brick and small square louvered vents in conjunction with HVAC system installation. Walls are laid in five-to-one common bond.

Renderings and Sanborn maps indicate that the company removed the one-story dye house at the mill's east end around 1940 and constructed the two-story, two-bay-deep, six-bay-wide addition with five-to-one common bond walls at that location. The addition's flat concrete-coping-capped parapet rises a few feet above the mid-1920s mill's roof. The circa 1940 addition that extends from the mid-1920s building's north elevation is distinguished by six-to-one common bond brick walls punctuated with brick pilasters with canted concrete caps. A narrow hyphen connects the north addition to the 1937 building. A two-story brick mid-1950s elevator shaft abuts the hyphen's north wall and the 1937 building's east wall. The company subsequently built the canted two-story steel-frame structure that spans the distance between the circa 1940 addition's north elevation and the elevator tower to serve as

[5] The April 1931 Sanborn map indicates that Parks Hosiery Mill was not in use at that time. *News and Observer*, *The North Carolina Yearbook*, 1931, p. 78; Randolph County Deed Book 227, p. 630.

a passage. Corrugated metal siding sheathes the second story. The first story was enclosed with painted T1-11 siding in the late-twentieth century.

Although Richard C. Biberstein's firm prepared plans in January 1932 for an addition to be erected on Parks Hosiery Mill's north side, McCrary Hosiery Mills did not expand Mill No. 2 until 1937.[6] The two-story, five-bay-wide, ten-bay-long, flat-roofed building fills North Church and West Salisbury Street's southeast corner. Masons executed the exterior walls in running-bond wire-cut variegated-brick veneer punctuated by concrete pilasters with canted concrete caps that frame bays originally filled with almost full-height steel-frame windows. Continuous cast-stone sills and lintels remain, but the company enclosed the expansive window openings with brick and much smaller, central, glass-block windows by 1957. An original flat-roofed metal canopy embellished with Art Deco-style geometric motifs shelters the double-leaf steel door with a flat-panel base and four-pane upper section at the north elevation's center. Art Deco-style sconces flank the canopy.

An elevated, corrugated-metal-clad, steel-frame, late 1950s pedestrian walkway extends from the north bay of Mill No. 2's east elevation to the portion of the complex east of the railroad tracks.

A one-story, single-bay-wide, brick hyphen initially connected the mid-1920s mill and the 1937 addition. After 1950, McCrary Hosiery Mills increased the hyphen to two stories in height, which allowed for the late 1950s construction of the elevated, corrugated-metal-clad, steel-frame pedestrian walkway that spans the distance between Mill No. 2 and the two-story 1948 Mill No. 3 on North Church Street's west side. Mill No. 2's North Church Street entrance pierces the hyphen's first-story wall.



Southwest oblique
All photographs taken by Heather Fearnbach on September 16, 2020 unless otherwise noted

[6] Richard C. Biberstein plans in the Acme-McCrary Corporation's collection.







Southwest oblique (top), east elevation (center), looking southwest (bottom)







1937 addition, east elevation (top), northeast oblique (center), northwest oblique (bottom, April 11, 2014)

Exterior Rehabilitation Scope

Existing steel-frame sash were refurbished and re-glazed. Elsewhere, multi-pane aluminum sash that emulate missing original sash were installed in existing window openings. Sash in the mid-1920s building have thirty-six panes and eight-pane central hoppers. On the 1937 building's north elevation, window openings each contain a central fixed twenty-eight-pane steel sash flanked by two thirty-five-pane sash with six-pane lower hoppers. Pairs of fixed thirty-five-pane steel sash were installed in most openings on the 1937 building's east and west elevations. In the east elevation's northernmost bay and the west elevation's two north bays, fixed twenty-eight-pane steel sash flank a thirty-five-pane sash. Horizontal ten-pane steel sash with six-pane central hoppers were installed in original first-story window openings on the north circa 1940 addition's east and north elevations. North of the circa 1940 addition, the two-story brick addition that extends from the 1937 building's east elevation now functions as a light well. Aluminum-frame multi-pane windows were added in the flanking apartment walls.

Original exterior doors were refurbished; some were fixed in place. New doors were installed in a few locations. Single-leaf flat-panel steel doors secure the two mechanical room entrances in the first-story of the circa 1940 addition's east elevation and the light well. Door openings were created on the east and north elevations of the elevator shaft, which now serves as an open vestibule adjacent to a double-leaf steel corridor door. The roll-up corrugated metal door and the double-leaf steel door at the loading dock on the 1937 building's east elevation were removed. A sixteen-pane aluminum-frame storefront replaced the roll-up door. A double-leaf steel door with a flat-panel base and four-pane upper section that emulates the original second-story door above the loading dock replaced the double-leaf door. The T1-11 siding was removed from the late 1950s addition's first story, revealing the steel structure and creating an open outdoor seating area.

Interior Pre-rehabilitation

Painted brick walls; substantial wood, concrete, and steel columns, posts, and beams; wood roof decking boards; hardwood and concrete floors; and metal kalamein doors characterize the manufacturing areas. Single-and-double-leaf glazed and paneled wood doors secured storage and mechanical rooms and restrooms. Fluorescent lights, sprinkler system pipes, and HVAC ductwork hung from the ceilings. Restrooms were simply finished with rectangular oversized beige-glazed-ceramic-tile wainscoting; patterned small, square, brown tile floors; painted-wood stall partition walls; and white porcelain fixtures.

Chamfered heavy-timber posts and beams remain throughout the mid-1920s mill, supplemented with steel posts and beams likely added circa 1940. McCrary Hosiery Mills replaced the first story's wood floor with poured concrete at about the same time. Hardwood floors cover the mid-twentieth-century elevated platform and ramp at the first story's west end and remain throughout the building's second story.

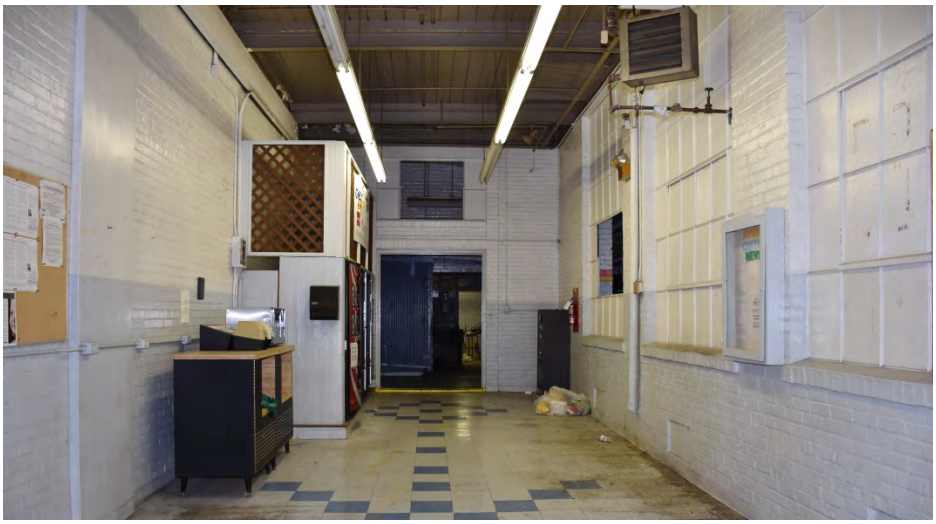
The north first-story room of the circa 1940 addition at the mill's east end has a poured concrete floor. The south room, which served as a loading dock staging area, had a hardwood floor above the crawl space. Wood shelves lined the west wall and the west portion of the north wall, a vertical-board partition that separates the two rooms. The addition's second story was a single open room with a hardwood floor.

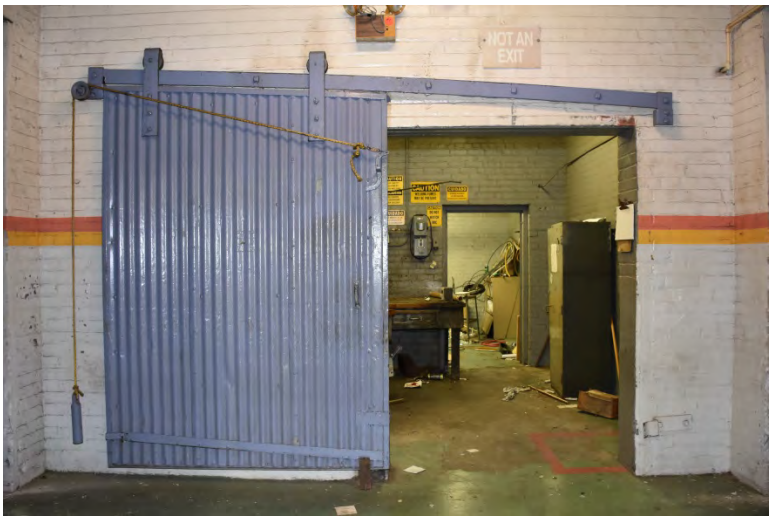
The north circa 1940 addition's first story contained four mechanical and boiler rooms with painted brick walls and concrete floors. The second-story room, which was open on at its north end to the late 1950s addition and at the south end to the mid-1920s building, has a hardwood floor.

The late 1950s addition's steel structure and wall sheathing are exposed on the interior. The first-story floor is concrete and the second-story hardwood.

Original exterior windows on the mid-1920s mill's north elevation were encapsulated in the hyphen between the mid-1920s and 1937 buildings. On the first-story, the hyphen's west section, which serves as an east-west corridor, had a vinyl-composition-tile floor. The intersecting north-south corridor and the mechanical rooms east of the corridor have concrete floors.

The 1937 building epitomizes the most advanced industrial construction methods of its era. Each level contained an expansive open room. A poured-concrete foundation, concrete and steel mushroom columns, and formed-concrete ceilings comprise the first-story structural system. The column name derives from the flared top, which has a mushroom-like appearance. On the second story, steel posts support steel beams spanned by wood roof decking. Hardwood second-story floors are in good condition. Brick walls are painted on both levels.





1937 hyphen looking east (above) and adjacent corridor looking east (below)







Mid-1920s mill and ca. 1940 addition, looking east on first-floor (top) and second floor (center)
North ca. 1940 addition, looking south (bottom)







Late 1950s addition second floor looking northwest (top), 1937 addition first floor looking south (center) and second floor looking west (bottom)

Interior Rehabilitation Scope

Mid- to late-twentieth century modifications including partition walls, vinyl-composition-tile floors, and dropped linear fluorescent lights were removed. The elevated floors at the west end of the mid-1920s building's first story, in the restrooms in the central hyphen, and in the east circa 1940 addition's south room were removed. Restroom finishes and fixtures were removed.

Fifty efficiency, one-, and two-bedroom apartments were created. All brick walls that were originally painted were repainted. Original doors, including metal kalamain doors and single-and-double-leaf glazed and paneled wood doors were retained and refurbished. New wood-frame partition walls sheathed with smooth, painted gypsum board were erected as needed. Two-panel single- and double-leaf wood doors were installed in apartments and double-leaf wood partially-glazed doors secure common areas. Original ceiling height was maintained to the greatest extent possible.

Concrete floors were stained. Bedrooms and some closets in areas with concrete floors are carpeted. Existing second-story hardwood floors were repaired and refinished. Floor boards that have been damaged beyond repair or are missing were replaced with wood boards that match the existing adjacent flooring. Wood baseboards and quarter-round molding were installed. Three common laundry rooms have vinyl-composition-tile floors.

Site Improvements in 2022

A freestanding running-bond red-brick sign base with a concrete cap was erected in the front lawn's northeast section. A vertical-bar steel railing was installed on the south entrance landing. The loading dock platform adjacent to the apartment entrance on the east elevation of the east circa 1940 addition also received a vertical-bar steel railing. On the north circa 1940 addition's east elevation, the steel steps and landing that provided access to the second-story entrance were removed and a small steel balcony with a vertical-bar steel railing was installed. The loading dock that abuts the 1937 building's east elevation was modified to create an accessibility ramp with vertical-bar steel railings. The ramp's lower portion curves as it extends southeast. Concrete-capped brick walls were repaired. The chain-link fencing was replaced with an approximately four-and-a-half-foot-tall black-finished aluminum fence with slender pickets. Evergreen and deciduous shrubs were planted along the fence northeast of the ramp and south of the mill. A dumpster enclosure was erected in the municipal parking lot.

<u>Acme-McCrary-Sapona Recreation Center</u>, 148 North Street, 1949, 2019

Henderson, North Carolina, architect Eric G. Flannagan designed the distinctive Art Moderne-style two-story brick recreation center constructed between April 1948 and December 1949. In conjunction with the City of Asheboro's $1.8-million renovation of the building to serve as a public fitness center, the "Acme-McCrary & Sapona Fitness Center" sign above the west entrance was replaced with an "Asheboro Recreation Center" sign. A similar larger "City of Asheboro Recreation Center" sign is mounted on the east elevation beneath five colorful panels displaying Olympic symbols for running, swimming, basketball, table tennis, and volleyball. The Asheboro Recreation Center opened in December 2019.

The recreation center has five-to-one-common-bond wire-cut yellow-brick walls accented with cast-stone window surrounds and spandrels and a cast-stone water table and cornice. The three-part, seven-bay façade encompasses a recessed central section flanked by two wings with corners that step back to the outside edges. The projecting one-story entrance bay contains three double-leaf aluminum doors surmounted by geometric-patterned transoms. Tall glass-block windows border the entrance and light the gymnasium. Brick pilasters with canted cast-stone caps frame most of the gymnasium window bays on the side elevations. Aluminum-frame one-over-one sash and transoms were installed in office and community room window openings that originally contained steel-frame horizontal-pane sash in 2019. Concurrently, a yellow brick and concrete accessibility ramp with tubular steel railings was erected adjacent to south wing's west elevation. A one-story, gable-roofed, brick swimming pool wing illuminated by large, aluminum-frame, tinted insulated-glass windows projects from the south elevation's east section. The large deck and stair at the pool wing's east end received vertical-bar railings in 2019.



West elevation, March 14, 2020







Southwest oblique (top), southeast oblique (center), and north elevation (bottom)

Interior

Beginning in December 1949, employees and their guests enjoyed the 1,200-seat combination gymnasium and auditorium, heated swimming pool, bowling alleys, volleyball courts, and ping-pong tables; a cafeteria and commissary; lounge, reading, television, shower, and locker rooms; and two apartments.[7] Many original features are intact. In the lobby, tri-colored basketweave-pattern linoleum covers the floor and display cases flank the central wire-cut yellow-brick fireplace and chimney. Four double-leaf doors with streamlined modern handles lead into the gymnasium/auditorium, which features an exposed bow-arch steel-truss roof system, large rectangular cream tile wainscoting, hardwood floors, collapsible wood bleachers, and a stage at the east end. First- and second-story offices, meeting rooms, and other spaces have plaster walls. Most doors have glazed upper sections. Restrooms contain pink marble partition walls, square tile wainscots and mosaic floors, and original Art Deco-style white ceramic fixtures.

Large rectangular yellow-glazed tiles sheathe most basement walls, providing hygienic and easy-to-clean surfaces in the cafeteria (which currently serves as an aerobics room), commissary, other gathering spaces, halls, and locker rooms. Three built-in refrigerators and freezers occupy the kitchen's south wall, which is sheathed in aluminum panels and retains three horizontal-wood-paneled doors. A soda fountain and a jukebox once occupied the area near the basement bowling lanes, which were removed to create a weight room. Carpenters utilized some of the lane flooring to create benches for the basement. The swimming pool features exposed bow-arch steel-trusses, skylights, a corrugated metal roof, large rectangular cream tile wainscoting, and a mosaic tile floor. Acoustical-tile ceilings and fluorescent lights, sprinkler system pipes, and HVAC ductwork are present in most areas other than the gymnasium and swimming pool. The 2019 rehabilitation included gymnasium, pool, office, meeting, and fitness room refurbishment; kitchen renovation; and interior finishes, systems, and accessibility updates.



Gymnasium/Auditorium looking east, April 11, 2014

[7] Jack Abernathy, "Building Will Be Pleasure To Workers," *Greensboro Daily News*, December 24, 1949.



Lobby looking east, March 11, 2011 (above) and south, April 11, 2014 (below)





Pool looking east (above) and second-floor meeting room looking northeast (below), April 11, 2014



Integrity Statement

Acme-McCrary Hosiery Mills encompasses two of Asheboro's most intact early- to mid-twentieth-century knitting mills as well as an associated recreation center. Although Acme Hosiery Mills and McCrary Hosiery Mills erected a series of additions to accommodate increased production during the period of significance, the complex has experienced remarkably little alteration over decades of continuous use. The edifices manifest technological evolution from heavy-timber frame with load-bearing brick walls to steel and concrete structural systems. Particularly significant early features include large double-hung, multi-pane, wood-sash windows in segmental-arched surrounds and a long gabled roof monitor with four-foot-tall side walls and operable wood sash windows that provided supplementary light for second stories of the 1909 mill and 1915 and 1917 additions. Large steel-frame multi-pane windows remain in most post-1924 buildings and additions. McCrary Hosiery Mill No. 2, built in 1937 with a steel and concrete structural system retains first-floor concrete mushroom columns and running-bond wire-cut variegated-brick-veneered walls with cast-stone accents. The Acme-McCrary-Sapona Recreation Center features five-to-one-common-bond wire-cut yellow-brick walls accented with cast-stone window surrounds and spandrels and a cast-stone water table and cornice. Double-leaf aluminum doors surmounted by geometric-patterned-transoms remain at the north entrance flanked by tall glass-block windows, which also light the gymnasium. The complex manifests changing stylistic preferences ranging from the corbelled Italianate window and door hoods on the 1909 mill's façade to the Art Moderne elements of McCrary Hosiery Mill No. 2 and the 1949 Acme-McCrary-Sapona recreation center.

Historical Background

North Carolina's earliest hosiery manufacturing entities included the Randleman Hosiery Mill in Randolph County, incorporated in 1893, and the Durham Hosiery Company and the Golden Belt Hosiery Company, also in Durham, both established in 1895. By 1914 the state's seventy-four knitting plants employed approximately eight thousand workers who produced almost nine million dollars-worth of stockings. Most hosiery mills were located in central North Carolina cities with strong textile manufacturing traditions such as Asheboro, Burlington, Hickory, High Point, and Winston-Salem.[8]

Seventeen Asheboro businessmen created Acme Hosiery Company in 1907. The concern incorporated as Acme Hosiery Mills on December 15, 1908, and stockholders met on January 5, 1909, to elect officers and a board of directors and to vet potential mill sites. D. B. McCrary served as the first president, C. C. Cranford vice-president, and O. R. Cox secretary and treasurer, leading a board comprised of William J. Armfield Jr., William F. Hughes, Earnest L. Auman, and Edwin H. Morris. The enterprise initially maintained an office in the McCrary-Redding Hardware Company's North Street warehouse. On January 30, 1909, D. B. and Allie McCrary, T. H. and Pattie W. Redding, and W. J. and J. Alice Miller sold the parcel at North and West Salisbury Street's southwest corner to Acme Hosiery Mills for $1,000. Builders began erecting a two-story brick mill on the site in February. Brothers-in-law and hardware and farm machinery purveyors D. B. McCrary and T. H. Redding

[8] Brent D. Glass, *The Textile Industry in North Carolina: A History* (Raleigh: North Carolina Department of Cultural Resources, Division of Archives and History, 1992), 44; L. Barron Mills Jr., *Randolph County: A Brief History* (Raleigh: Office of Archives and History, 2008), 89; Jean Bradley Anderson, *Durham County: A History of Durham County, North Carolina* (Durham: Duke University Press, 1990), 213.

partnered with banker W. J. Armfield Jr. to assume the operation's ownership later that year. Their management soon transformed the cotton sock-knitting mill into a successful venture.[9]

Acme Hosiery Mills employed twenty-two men and thirty-eight women in 1911. The following year, Acme and Randleman Hosiery Mills remained Randolph County's sole knitting plants. Acme workers utilized eighty steam-powered seamless hosiery machines and six sewing machines to generate $65,000-worth of black, burgundy, grey, and white socks. As German dyes were the most colorfast available at that time, Acme purchased supplies from the Berlin Aniline Works until World War I's onset. In order to facilitate greater fiber quality control, McCrary, Redding, and Armfield established Sapona Cotton Mills on March 20, 1916, soon improving the Cedar Falls Manufacturing Company complex, established in 1829 on Deep River's banks just over seven miles from Asheboro. The enterprise then provided Acme Hosiery Mills with cotton yarns. Acme constructed two-story additions at its Asheboro mill in 1915 and 1917, increasing the facility's capacity to 42,000 stocking pairs daily.[10]

By 1921, Randolph County's hosiery knitting mills had grown in number to four: Acme, Asheboro, Randleman, and Staley. Acme Hosiery Mills employees operated 400 knitting machines and 45 sewing machines for 300 days. The following year, W. J. Armfield Jr. served as the company's president; D. B. McCrary its secretary, treasurer, and buyer; and Kemp Alexander its superintendent. Workers manned equipment including 10 ribbing, 11 sewing, 22 looping, and 425 knitting machines.[11]

In 1924, Sapona Cotton Mills's 200 employees ran 12,000 spindles and Acme Hosiery Mills's 200 workers generated $300,000-worth of cotton and rayon stockings. The three-story addition completed that year on the Acme plant's south end accommodated fine-gauge circular knitting machines. The company soon diversified its operations to include full-fashioned (with seams at the back of each leg) silk hosiery manufactured under the auspices of a third business, McCrary Hosiery Mills, created around 1927. As the operation required more square footage and equipment, Charlotte architect Richard C. Biberstein designed the contiguous two-story steel-frame building completed in 1928. Biberstein's firm also prepared plans for the two four- and eight-bay additions to the south that followed the next year. The plant growth allowed Acme to increase its equipment from 650 silk, rayon, and cotton hosiery knitting machines in 1931 to 850 such machines in 1935. McCrary's plants then contained 92 full-fashioned silk hosiery knitting machines. Sapona Cotton Mills comprised 12,584 spindles and 188 looms used to produce Osnaburg and hosiery yarns.[12]

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[9] "Acme Hosiery Mills Co.," *Courier*, January 7, 1909, p. 1; *Courier*, February 4, 1909, p. 1; Randolph County Deed Book 135, p. 88.

[10] Acme Hosiery Mills acquired the lot upon which the 1917 addition stands in April of that year. M. L. Shipman, *Twenty-Fifth Annual Report of the Department of Labor and Printing of the State of North Carolina, 1911* (Raleigh: E. M. Uzzell and Company, 1911), 152; M. L. Shipman, *Twenty-Sixth Annual Report of the Department of Labor and Printing of the State of North Carolina (*Raleigh: Edwards & Broughton Printing Company, 1912), 142-143, 146; Randolph County Deed Book 173, p. 19; "The Story of McCrary Hosiery Mills, Inc. and Acme Hosiery Mills, Inc.," *Textile Age*, April 1949, unpaginated.

[11] M. L. Shipman, *Thirty-Second Report of the Department of Labor and Printing of the State of North Carolina, 1919-1920* (Raleigh: Edwards and Broughton Printing Company, 1921), 82-83, 90-91; "Acme Hosiery Mill," *American Wool and Cotton Reporter: Section Two*, Volume XXXVI, No. 7, February 16, 1922, p. 789.

[12] Fred Burgess, *Randolph County, Economic and Social* (Chapel Hill: University of North Carolina, Department of Rural Social Economics, May 1924), 41; *News and Observer, The North Carolina Yearbook*, 1931 and 1935; "Acme Hosiery Mills," "Central Falls Manufacturing Company," "D. B. McCrary Store Building," McCrary Hosiery Mills," "Sapona Cotton Mills," drawings and project files, 1926-1956, Biberstein, Bowles, Meacham & Reed Records, J. Murrey Atkins Library Special Collections, University of North Carolina at Charlotte.

The Acme and McCrary hosiery mills' successes epitomize statewide trends in the industry. North Carolina was second only to Pennsylvania in the number of hosiery mills operating in 1927, when 117 plants in thirty-five counties employed approximately 15,500 workers and produced hosiery valued at almost $53 million. Alamance County contained the largest number of hosiery mills (26), followed by Guilford County (15), Catawba County (10), Burke and Durham counties (8 each), and Forsyth and Randolph counties (5 each). In 1936, North Carolina's 187 hosiery mills (of the South's 239) encompassed 2,028 full-fashioned hosiery machines. By the late 1930s, more new hosiery mills were being established in North Carolina than any other type of industrial plant. In 1938, entrepreneurs erected forty-four new plants and expanded thirty-eight existing hosiery mills, resulting in a total of 249 hosiery mills (75 full-fashioned and 174 seamless) by 1939. North Carolina manufactured approximately twenty-six percent of the nation's hosiery that year, almost doubling the state's product in 1929.[13]

Diversification was particularly important during the early 1930s, which brought challenges to the textile industry nationwide. Mechanization transformed manufacturing operations, with more efficient equipment resulting in mill employee layoffs. Job loss, decreased pay, and poor working conditions thus made unions more appealing to mill workers. The Great Depression further contributed to pay cuts and job losses in Asheboro and elsewhere, and set the stage for mill employees across the South to participate in the General Textile Strike of 1934, which closed down textile mills throughout the region. Many mill owners fired known union members and sympathizers. Union efforts were not in vain, however, as the Roosevelt administration's social and economic reform programs eventually resulted in the institution of a forty-hour work week and increased worker pay.[14]

The Acme and McCrary hosiery mills and Sapona Cotton Mills maintained production during the Great Depression while weathering the economic downturn. McCrary, Redding, and Armfield family members and long-time Acme Hosiery Mills superintendent Kemp Alexander continued to function as officers of the three companies. In March 1931, Acme Hosiery Mills enlarged its plant by purchasing for $84,000 the adjacent Parks Hosiery Mill and its contents on North Church Street.[15] Sapona Cotton Mills converted to a silk throwing facility in 1936 in response to consumer demand for silk stockings. McCrary Hosiery Mills completed a sizable addition to the former Parks Hosiery plant in 1937, setting the stage for the company to become one of thirty-two hosiery mills in the United States authorized to weave DuPont's new nylon fiber after its 1938 introduction. McCrary Hosiery Mills remained Asheboro's largest full-fashioned hosiery business that year, with between seven and eight hundred employees. Acme-McCrary Hosiery Mills further expanded in 1938 through the construction of a plant in Ramseur. In 1939, Acme employees utilized 850 knitting machines to generate silk, rayon, and cotton hosiery, while McCrary workers operated 125 full-fashioned silk hosiery knitting machines

[13] Marvin Shirley, "Of 672 Mills In County, State Has 117, Is Second to Pennsylvania With 277," *The Charlotte Observer*, November 23, 1930; Robert Menzies, "Stockings Miss North Carolina Buys From Chicago Probably Made at Home," *News and Observer* (Raleigh), October 24, 1937; "Migration," *News and Observer*, January 29, 1939; C. H. McGregor, *The Hosiery Manufacturing Industry in North Carolina and Its Marketing Problems*, Research Paper 15, Graduate School of Business Administration, University of North Carolina at Chapel Hill, June 1965, 6-7.

[14] Jacquelyn Dowd Hall, James Leloudis, Robert Korstad, Mary Murphy, Lu Ann Jones and Christopher B. Daly, *Like a Family: The Making of the Southern Cotton Mill World* (New York: W.W. Norton and Company, 1987), 202-208; Margaret Crawford, *Building the Workingman's Paradise: The Design of American Company Towns* (London and New York: Verso, 1995), 194-195.

[15] Acme Hosiery Mills also purchased $5,000-worth of Cetwick Silk Mills stock in March 1931. Randolph County Deed Book 227, p. 630.

and the Ramseur plant contained 15 full-fashioned knitting machines. Sapona Cotton Mills comprised 6,544 spindles and 6,000 silk-throwing machines, generating Osnaburg as well as hosiery yarns.[16]

Acme-McCrary Hosiery Mills gradually acquired property surrounding the Asheboro plant to facilitate future growth. One such tract on North and Worth (now Trade) streets' northeast corner contained a row of attached commercial buildings erected at different times between 1900 and 1920. A one-story store, a one-and-one-half-story automobile service garage with a twenty-five car capacity, and a two-story commercial building with three storefronts fronted North Street by April 1922, when the structure to the east, originally a livery stable, functioned as retail space. The building configuration remained the same through 1935, when Richard C. Biberstein's firm planned the complex's conversion for Asheboro Grocery Company's use as a warehouse. The architects specified a wire-cut variegated-brick façade to unify the North Street elevation and interior modifications including a steel structural system's installation in the south building. At the time contractors completed the renovation, Alton R. Hix served as Asheboro Grocery Company's president, Pattie Walker Redding its vice-president, and D. B. McCrary its secretary-treasurer.[17]

North Carolinians rose to the challenges of World War II in the early 1940s. Approximately 4,500 Randolph County residents served in the military during the war, and those left behind were occupied with the war effort in a variety of ways, from participating in bond drives to filling vacant positions at mills and factories that accelerated their production to meet the needs of servicemen and women. Industrial jobs increased by seventy-five percent in the South over the course of World War II, with traditionally underemployed groups such as women, African Americans, and the elderly receiving invaluable education, training, and experience. Output soared after May 1943, when President Franklin D. Roosevelt established the Office of War Mobilization to coordinate a diverse array of support endeavors including manufacturing, scientific research, and agricultural production.[18]

Asheboro's industrial development burgeoned during this period, far surpassing the twentieth century's earlier decades. Although World War II silk importation and nylon rationing presented stocking production challenges, the Acme and McCrary hosiery mills furnished the military with nylon for parachutes, ponchos, and other items. Reflecting its increased synthetic yarn production, Sapona Cotton Mills changed its name to Sapona Manufacturing Company in 1942 and increased its plant's size considerably in 1946. J. F. McCrary served as the concern's president and W. A. Underwood Jr. managed the nylon throwing facility. McCrary Hosiery Mills expanded its Asheboro complex with a

[16] North Carolina Division of Commerce and Industry, North Carolina Department of Labor, and the Works Progress Administration, *Industrial Directory and Reference Book of the State of North Carolina*, 1938, 506; *News and Observer*, *The North Carolina Yearbook*, 1939; Acme-McCrary Hosiery Mills. *Acme-McCrary: Fifty Years in Hosiery, 1909-1959* (Raleigh, NC: Edwards & Broughton Company, 1959), not paginated; "Acme-McCrary celebrates 75 years of history," *Courier-Tribune (Asheboro)*, October 21, 1984, p. 4; Chip Womack, "Families, not family, remain key ingredient," *Courier-Tribune*, October 31, 1999, pp. 1A and 12A; Larry Penkava, "McCrary Gym was gathering place," *Randolph Guide*, April 7, 1999, pp. 1 and 11; Sapona Manufacturing Company, Inc., "History of Sapona Manufacturing," Cedar Falls, N. C., 2006.

[17] Between April and June 1932, Acme Hosiery Mills, Inc., purchased three tracts on North Street's east side that had previously belonged to T. H. Redding. Sanborn Map Company, Asheboro, North Carolina, Sheet 2, May 1910, April 1922, and April 1931; Randolph County Deed Book 252, p. 260; Deed Book 256, pp. 261 and 349; *Miller's Asheboro, N. C., City Directory*, 1937; "Store Building for Asheboro Grocery Co.," H. V. Biberstein plans dated October 1935 in the Acme-McCrary Corporation's collection.

[18] Marilyn M. Harper, et. al., *World War II and the American Home Front* (Washington, D. C.: The National Historic Landmarks Program, October 2007), 3, 13-16; Randolph County Historical Society, *Randolph County, 1779-1979* (Winston-Salem: Hunter Publishing Company, 1980), 179-180.

second-story addition above the dye room in 1947. Ramseur Hosiery Mills invested in a new plant in 1947 and remained an independent corporation until merging with McCrary in 1948. The following year, the company's four plants' approximately 1,500 employees produced 360,000 pairs of ladies' hosiery per week. Acme workers operated 800 fine-gauge seamless machines and McCrary staffed 100 full-fashioned machines.[19]

Acme Hosiery Mills superintendent Kemp Alexander, who oversaw operations for almost four decades, retired in 1948. He continued to serve as a company vice-president and a member of the Board of Directors until his 1963 death. His son, World War II veteran John Wilson Alexander, managed Acme's seamless hosiery division's quality control department for twelve years. The late 1940s also brought physical expansion, as the corporation invested in two of Asheboro's most distinctive Art Moderne-style structures: McCrary Hosiery Mill No. 3, a knitting, looping, and seaming facility at 173 North Church Street completed in 1948, and the approximately $500,000 Acme-McCrary-Sapona Recreation Center at 148 North Street, finished in 1949.[20] The McCrarys, who were instrumental in Randolph Hospital and Asheboro High School's construction, worked with architect Eric G. Flannagan on those projects and thus commissioned him to render the recreation center in the same style.

Acme Hosiery Mills and McCrary Hosiery Mills had previously afforded their employees with myriad recreational opportunities, sponsoring athletic teams, classes, and social clubs. The McCrary Eagles basketball and semi-professional baseball teams garnered winning records beginning in the 1930s. The baseball team won the North Carolina championship in 1937 and went on to attain a ranking of fifth in the national tournament. Company owners and employees incorporated a recreational association in April 1941 to facilitate programming as well as fundraising for a structure to accommodate such activities. However, World War II's onset delayed the building's construction, which finally commenced in April 1948. Beginning in December 1949, employees and their guests enjoyed a 1,200-seat combination gymnasium and auditorium, heated swimming pool, bowling alleys, volleyball courts, and ping-pong tables; a cafeteria and commissary; lounge, reading, television, shower, and locker rooms; and two apartments. The McCrary Eagles played Davidson College in the basketball game that marked the facility's opening. Athletic director Paul Clyde Cheek, his assistants Ab Williams and Bill Sheets, cafeteria manager Jennie Thurston, and commissary operator Guy Clodfelter served as the center's initial staff. The company also subsidized the 1949 completion of McCrary Field, an 8.77-acre baseball park at 138 Southway Road.[21]

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[19] Acme-McCrary-Sapona, "Service Awards 1948;" "The Story of McCrary Hosiery Mills, Inc. and Acme Hosiery Mills, Inc.," *Textile Age*, April 1949.

[20] Kemp Alexander attained a degree from North Carolina Agricultural and Mechanical College's Textile Department in 1900. John Wilson Alexander, born in 1919, also matriculated at the institution and worked at Acme Hosiery Mills until his death in 1957. "The Story of McCrary Hosiery Mills, Inc. and Acme Hosiery Mills, Inc.," *Textile Age*, April 1949; Eleanor Bell Alexander and Margaret Alexander Stevens, "Kemp Alexander," in Cheryl Lynn Martin, ed., *The Heritage of Randolph County, North Carolina, Volume I* (Asheboro, N. C.: Randolph County Heritage Book Committee, 1993), 29, 130.

[21] Elon College physical education program graduate Paul C. Cheek began his career as a shipping clerk at Sapona Cotton Mills in 1936 and soon began coaching the company's baseball and basketball teams. He became recreation director in 1939. "America's Greatest Semi-Pro Baseball Teams," 1937; "O'Quinn Gets Honors…Eagles Dedicate Gymnasium," December 5, 1949, and "Cheek's Career Reflects Twenty Years of Athletics," ca. 1959, newspaper clippings in a scrapbook in the possession of the Acme-McCrary Corporation; "McCrary Wins Semi-Pro Title," *Enterprise*, July 16, 1937; "Asheboro Mill Workers Hold Annual Meeting," *Greensboro Daily News*, December 22, 1949; Jack Abernathy, "Building Will Be Pleasure To Workers," *Greensboro Daily News*, December 24, 1949; "Acme-McCrary Organization Announces Formation of A Recreation Association," *Courier-Tribune*, December 22, 1943; Adrian Brodeur, "Balanced

Randolph County's 35 hosiery plants (17 seamless, 15 full-fashioned, and 3 knitting) employed 4,457 workers in 1953. Strong product demand necessitated plant growth. Around 1955, McCrary Hosiery Mills assumed use of the entire building at 124 North Street as a warehouse, print shop, and carpentry shop. Acme Hosiery Mills commissioned the construction of a state-of-the-art brick-veneered seamless knitting mill on an 11.58-acre parcel at 647 East Pritchard Street in 1956. The same year, Sapona Manufacturing Company enlarged its complex to facilitate the production of a greater variety of nylon yarns. By 1959, Robert W. Hughes, Charles W. McCrary, J. Frank McCrary, T. Henry Redding, W. Howard Redding, and William A. Underwood managed Acme and McCrary hosiery mills's 1,800 employees. Executives oversaw production facilities in Asheboro, Cedar Falls, and Ramseur, and salespeople marketed its product from offices in Asheboro, Chicago, Dallas, New York City, and San Francisco.[22]

In the late 1950s, Acme Hosiery Mills and McCrary Hosiery Mills faced challenges resulting from women's fashion shifts that dramatically impacted the hosiery industry. When full-fashioned hosiery declined in popularity, the associated job of sewing seams became obsolete. McCrary laid off many of its full-fashioned knitters in March 1958 due to what it deemed the hosiery industry's "deplorable condition." The action reflected a broader trend, as although almost half (49.4 percent) of the nation's hosiery mills were located in North Carolina in 1958, the state's full-fashioned hosiery mills decreased sixty-one percent in number (from 414 to 159 plants) by 1963.[23]

The Acme and McCrary hosiery mills's reorganization and expansion during this period included merging on April 1, 1961, to form the Acme-McCrary Corporation. Charles Walker McCrary served as president, T. Henry Redding and W. Howard Redding vice-presidents, J. Frank McCrary treasurer, and Robert W. Hughes secretary. Improvements at the Asheboro complexes included a new North Street office and warehouse erected in 1962 and enlarged in 1972 and the Pritchard Street facility's 1970 expansion. Sapona Manufacturing Company president T. Henry Redding orchestrated new product development such as stretch nylon yarns. As long-tenured employees retired, management duties shifted. Sapona plant manager William A. Underwood worked until 1967, when his assistant manager L. Frank Henry assumed the facility's oversight.[24]

Sports Program Offered By McCrary Gym," *Greensboro Record*, January 10, 1953; Acme-McCrary-Sapona, "Service Awards 1973: Featuring the Recreational Association." Asheboro engineer Richard H. Moore prepared plans for the Acme-McCrary Recreation Association's baseball practice field in December 1946. Plans in the Acme-McCrary Corporation's collection.

[22] Acme-McCrary expanded the East Pritchard Street complex with the construction of a concrete block warehouse in 1985. "Acme-McCrary Leading Firm in State's Hosiery Industry," *The Employment Security Commission Quarterly*, Winter-Spring 1953, p. 30; Acme-McCrary Hosiery Mills. *Acme-McCrary: Fifty Years in Hosiery, 1909-1959*, not paginated; Chip Womick, "Families, not family, remain key ingredient," *Courier-Tribune*, October 31, 1999, pp. 1A and 12A-14A; "Building Summary," Randolph County Tax Department.

[23] "Multiple Machinery Work Begins at McCrary Mill," *Courier-Tribune*, March 10, 1958, p. 2; C. H. McGregor, *The Hosiery Manufacturing Industry in North Carolina and Its Marketing Problems*, Research Paper 15, Graduate School of Business Administration, University of North Carolina at Chapel Hill, June 1965, 7, 23.

[24] Acme-McCrary Hosiery Mills, *Acme-McCrary: Fifty Years in Hosiery, 1909-1959*, not paginated; "Acme and McCrary To Merge April 1," *High Point Enterprise*, March 2, 1961, p. 8B; *Miller's Asheboro, N. C., City Directory*, 1962; Acme-McCrary-Sapona, "Service Awards 1971: Featuring the Sapona Story;" Womick, "Families, not family, remain key ingredient; "Acme Hosiery Mills, Inc.," "Acme Hosiery Corporation," "Sapona Cotton Mills, Inc.," and "Sapona Manufacturing Company, Inc.," Business Corporation Information, North Carolina Department of the Secretary of State, http://www.secretary.state.nc.us/corporations/, accessed in November 2013.

As new competitors emerged and the industry continued to change, the Acme and McCrary hosiery mills's owners explored other textile manufacturing avenues.[25] They partnered with Frank and Jeanne Guest, who established girls' sportswear producer Marlowe Manufacturing Company in Florence, South Carolina, in May 1959. The business became a subsidiary of Acme-McCrary Corporation in June 1963, with Frank Guest remaining its president and Charles Walker McCrary chairing the board of directors.[26]

Fashion trends influenced the hosiery industry again in the 1970s as more women began wearing pants and therefore purchased short stockings, which were much less labor-intensive to produce than pantyhose, or dispensed with hosiery altogether. Acme-McCrary Corporation thus diversified into sport sock manufacture in the late 1970s. By 1982, demand fueled company-wide high-speed knitting machine purchases and plant expansions. The ongoing decline of sheer hosiery's popularity allowed Acme-McCrary to absorb four competitors between 1996 and 2004: Roane Hosiery Mill of Tennessee and in North Carolina, Laughlin Hosiery of Randleman, Vision Hosiery of Spruce Pine, and Phantom, Inc., of Canada's Siler City manufacturing facility, Phantom USA. Subsequent expansions included opening a finishing plant in close proximity to San Pedro Sula in Honduras in 2008. The company moved manufacturing operations from Asheboro to a second Siler City location in 2012. Acme-McCrary Corporation continues to design, develop, and produce socks, sheer hosiery, and seamless apparel such as women's active wear and lingerie, primarily for private labels including Wal-Mart Stores, Inc.; J. C. Penney Company, Inc.; and Spanx, a shapewear purveyor established by Sara Blakely in 2002.[27]

Asheboro's Industrial Development

The completion of a Southern Railway line through Asheboro in July 1889 spurred development and the municipality's population exploded, almost doubling every decade between 1890 and 1930. John Milton Worth established two of the city's earliest manufactories, Asheboro Roller Mills and a lumber mill, abutting the railroad tracks. After an early 1890s fire destroyed many commercial buildings on Main Street's east side near the courthouse, other entrepreneurs followed suit, erecting brick mills and factories on lots closer to the railroad than the courthouse. The McAlister family began operating Asheboro's first hosiery mill in a brick commercial building at the intersection of Salisbury and Main streets in the late 1890s.[28]

In 1900, Asheboro Roller Mills and Home Building and Materials Company owners J. D. Ross, Arthur Ross, and W. J. Scarboro erected an electric generator to power their adjacent plants. Arthur Ross partnered with C. C. Cranford in 1905 to form the Asheboro Electric Company, making power available to other townspeople. The city purchased the company in 1911, but afforded residents use of electric power only at night given the demands of local industries.[29]

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[25] Randolph County entrepreneurs established approximately thirty new hosiery mills, mostly small concerns with fewer than twelve employees, between 1955 and 1970. Mills, *Randolph County: A Brief History*, 109.

[26] Acme-McCrary-Sapona, "Service Awards 1972: Featuring the Marlowe Story."

[27] Charlene Nelson, "Acme-McCrary Corporation Now Largest Manufacturer of Private Label Sheers," *Legwear Trends and Fashions*, March 2004, pp. 12 and 13; J. D. Walker, "Local Textile Firm Grows," *Courier-Tribune*, January 6, 2004, pp. 1 and 2A; Larry Penkava, "Acme-McCrary expanding," *Randolph Guide*, December 12, 2007, pp. 1 and 10A; Justin Catanoso, "Spanx giving a lift to Acme-McCrary," *Triad Business Journal*, November 5, 2010.

[28] Whatley, *Architectural History of Randolph County*, 188-189; Mills, *Randolph County: A Brief History*, 86; Hammer and Lambert, "History of Asheboro (to 1938)," 5.

[29] Whatley, *Architectural History of Randolph County*, 192.

Seventeen Asheboro businessmen invested in textile manufacturing with Acme Hosiery Company's 1907 creation. The enterprise prospered, eventually sharing a complex just north of Asheboro's central commercial district with McCrary Hosiery Mills, established around 1927. The North Street plant expanded with the companies' exponential growth.

Early furniture-making endeavors included those of industrialist C. C. Cranford, who in 1908 purchased property on Church Street south of Asheboro's commercial center that contained the Randolph Chair Company as well as vacant buildings that once functioned as the Asheboro Furniture Company. In 1917, Cranford constructed a two-story brick building to house Asheboro Hosiery Mills, which grew from a plant with approximately thirty employees operating thirty seamless hosiery machines to become one of Randolph County's largest industrial concerns, employing six hundred workers who used one thousand circular knitting machines to manufacture sixty thousand pairs of hose daily in 1937. Around 1918, he erected the first new building in the Cranford Furniture Company complex. By 1938, his businesses, collectively known as Cranford Industries, encompassed Asheboro Hosiery Mills, Cranford Furniture Company, National Chair Company, Piedmont Chair Company, Standard Tytape Company, and the Asheboro Hardwood Company and provided jobs for fifteen hundred Randolph County residents. The company enlarged the Asheboro Hosiery Mills complex and the Cranford Furniture Company factory significantly in the late 1930s and 1940s as demand resulted in increased production.[30]

Although Asheboro Hosiery and the Acme and McCrary hosiery mills initially dominated the local hosiery manufacturing scene, brothers Charles G. and Joseph C. Bossong, who incorporated Bossong Mills in New York in 1927 and erected a 25,000-square foot Asheboro plant in 1928, transformed Asheboro's hosiery industry through the introduction of the full-fashioned stocking fabrication process to the city. The company's approximately thirty employees initially operated ten knitting machines. By 1938, Bossong Mills employed between 450 and 500 workers, making them almost as large an operation as Asheboro Hosiery Mills, which had around six hundred employees that year. The company was one of the first hosiery mills in the country to weave DuPont's new nylon fiber, which was introduced in 1938 but was in limited supply during World War II due to its use for military applications. Hosiery mills were forced to utilize silk, which was also difficult to procure as Japan was the world's primary supplier. In 1953, the Bossong plant's sixty full-fashioned machines knitted ladies' hosiery marketed by a New York sales representative. Due to changing demand, the company transitioned completely from full-fashioned to seamless hosiery manufacture in 1959. Bossong Mills still produces hosiery at their 840 West Salisbury Street complex.[31]

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[30] Sanborn Map Company, Asheboro, North Carolina, May 1910; Sheet 2, April 1922, Sheet 3; and April 1931, Sheet 1; Burgess, *Randolph County, Economic and Social*, 41; "Cranford Furniture Manufacturing Plant," *Burlington Daily Times*, July 21, 1931, p. 4; "Keystone of Stability in Cranford Enterprises," *News and Observer*, April 7, 1935; "Cranford Furniture Company Develops Into an Outstanding Unit of the Cranford Group," "Hardwood Plant Latest Addition to Cranford Group," and "Standard Tytape Company One of Largest Tape Plants Operating in North Carolina," *The Randolph Tribune*, Randolph County Progress Edition, circa 1937, p. 3; Mrs. W. C. Hammer and Miss Massa E. Lambert, "History of Asheboro (to 1938)," *Courier-Tribune*, 1938, reprinted by the Randolph County Historical Society, 1968, 5; "75th Birthday Today," *News and Observer* article reprinted in an unnamed newspaper on February 2, 1950, "James A. Hayworth, "The Industrial Development of Asheboro, North Carolina," 9; Whatley, *Architectural History of Randolph County, North Carolina*, 195, 223; Chip Womick, "A dream that just ran out of steam," *Courier-Tribune*, October 29, 1999, p. A10.

[31] North Carolina Division of Commerce and Industry, et. al., *Industrial Directory and Reference Book of the State of North Carolina*, 1938, 506; "Bossong Mills," http://bossongmills.com/, accessed in December 2010; "Bossong Hosiery Mills, Inc.," *The Employment Security Commission Quarterly*, Winter-Spring 1953, p. 30; Chip Womack, "Bossongs keep changing to keep up in tough business," *Courier-Tribune*, October 28, 1999, pp. 1A and 16A.

The number of hosiery concerns located in Asheboro increased significantly during the 1930s. Parks Hosiery Mills, owned and managed by Hugh Parks, produced ladies' silk and rayon hose with 176 knitting machines in 1931. J. Roosevelt Hinshaw's company, Hinshaw Hosiery Mills, employed fewer than ten workers who wove children's socks on thirty circular knitting machines in 1939. N. McLaurin Cranford purchased Keystone Hosiery in the late 1930s and established McLaurin Hosiery Mills. The plant's approximately 200 employees manufactured "men's banner wrap and misses' anklets" on 183 circular knitting machines in 1939. Cranford sold the enterprise to Burlington Mills before his death in 1945 and the company commissioned the northern building's construction in 1947.[32]

Arthur Ross founded Tip-Top Hosiery Mills in 1932 to produce men's hosiery. In 1939, the company owned $35,000-worth of assets including one hundred knitting machines and employed between 75 and 100 workers. His son Arthur Ross Jr. served as president in 1953, when the Asheboro plant manufactured a variety of socks including "Genuine wrap, English ribs, argyle, and cushion soles" on 167 circular knitting machines. The business ceased operating in 1972.[33]

Numerous small hosiery mills were listed in Asheboro Chamber of Commerce brochures and Asheboro City Directories from 1930 through 1962, but most operated for only a short period and employed fewer than twelve workers. Such businesses include Allred Hosiery Mills, Arch Hosiery Mills, Auman Hosiery Mills, Balfour Hosiery Company, Brown and York Hosiery Mill, Burke Hosiery Mill, Charmeuse Hosiery Industries, Cline Hosiery Mill, Cornelison and Hallman Hosiery Company, Craven Hosiery Mill, Fair Grounds Hosiery Mills, Richard Grey Hosiery Company, Golda Hosiery Mill, Harvelle Hosiery Mills, Isley Hosiery Company, Kennedy Hosiery Mills, Longwear Hosiery Mills, Luck Hosiery Mills, Martha Mills, Moffit Hosiery Mills, E. H. Steere and Company, Swing-Taylor Hosiery, Terry Hosiery Mill, and Vuncannon Hosiery Mills.[34]

Asheboro's hosiery mills were the municipality's largest industries, but other textile mills and establishments producing goods ranging from mattresses to millwork were also successful. The Chamber of Commerce reported that the city's fifty-one industrial plants drew from an abundant local labor force in 1937. C. C. Cranford's 1938 letter detailing Asheboro's economy lists thirty-eight industries operating at that time, including three full-fashioned hosiery mills, two seamless hosiery mills, two mills that manufactured men's half-hose, a broom factory, a printed string plant, a silk throwing plant, a handkerchief factory, a tape manufacturing plant, a flour and feed mill, a paper box factory, a creamery, two ice plants, two lumber and building supply companies, four furniture factories, and fourteen other sundry concerns.[35]

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[32] Sanborn Map Company, Asheboro, North Carolina, April 1931 and April 1950, Sheet 7; *News and Observer*, *The North Carolina Yearbook*, 1931 and 1939; North Carolina Division of Commerce and Industry et. al., *Industrial Directory and Reference Book of the State of North Carolina*, 506; Randolph County Historical Society, *Randolph County, 1779-1979*, 170.

[33] Ibid.; Mills, *Randolph County: A Brief History*, 97; "Tip-Top Hosiery Mills, Inc.," *The Employment Security Commission Quarterly*, Winter-Spring 1953, p. 30.

[34] Asheboro Chamber of Commerce, *Asheboro, North Carolina: The Center of North Carolina* (High Point: Barber-Hall Print Company, circa 1939); Asheboro Chamber of Commerce, *Asheboro, North Carolina: The Center of North Carolina* (High Point: Hall Print Company, circa 1941); Asheboro Chamber of Commerce, *Asheboro, North Carolina: The Center of North Carolina* (circa 1938 brochure in Randolph County vertical file, North Carolina Collection Vault, Box 1, Folder 1); Charles W. Miller, *Miller's Asheboro, N. C. City Directories* (Asheville: Southern Directory Company, 1939-1940, 1949-1950, 1960).

[35] Asheboro Chamber of Commerce, *Asheboro, North Carolina: The Center of North Carolina*, circa 1937 brochure in the Asheboro Chamber of Commerce vertical file, Randolph Room, Asheboro Public Library; C. C. Cranford,

Stedman Manufacturing Company, established by Sulon B. Stedman in 1930 to make handkerchiefs, expanded their Hoover Street factory with the construction of a large, two-story, streamlined, brick building in the late 1930s. The United States Navy commissioned the company to produce men's t-shirts during World War II, and they continued fabricating men's apparel at a new plant after the war ended. The Stedman complex at 604 Hoover Street was utilized by Sunspun Chenilles by 1941 and Blue Gem Manufacturing Company, who fabricated work garments, by 1951.[36]

Industrial Architecture Context

Many of North Carolina's nineteenth-century textile producers adapted existing frame buildings to serve as their first mills. Such structures, which usually had rough-sawn wood floors and wood-shingle roofs, often resembled large residential or agricultural buildings as they were typically located in rural settings along the rivers and streams that generated their power. Edwin Michael Holt and William A. Carrigan's frame 1837 mill on Alamance Creek was one of the piedmont's earliest sizable textile mills.[37]

In the first purpose-built industrial buildings erected in the United States, engineers and architects strove to accommodate machinery in a manner that allowed for efficient access to power sources as well as maximum utilization of natural light and ventilation. By the mid-nineteenth century, "slow-burn" masonry construction, with load-bearing brick walls, exposed heavy-timber framing, thick plank floors, gabled roofs, large operable multi-pane sash and transoms, segmental-arched window and door lintels, and metal fire doors predominated.[38]

During the late nineteenth century, steam and electric power availability encouraged factory movement to urban areas in close proximity to railroad lines and sizable potential employee pools. Mill and factory design evolved from a process whereby owners worked with builders who erected edifices based on mutually understood norms to a field dominated by professionally-trained engineers who rendered plans for industrial buildings and supervised their execution. Although the construction of durable, economical structures was the primary objective, variegated, patterned, and corbelled brick and cast-stone accents were employed as an inexpensive means to increase aesthetic interest. Expressed pilasters, stringcourses, water tables, window sills, arched door and window lintels, and exterior stair towers enhanced visual appeal while serving important structural functions.[39]

Standards imposed by machinery manufacturers and insurance companies also guided industrial architecture's evolution during the late nineteenth century. In order to minimize fire risk, stairwells, which could serve as conduits for fire movement between floors, were located in projecting stair

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"Asheboro Today," December 19, 1938, letter written to be sealed in the Asheboro Municipal Building's corner stone, in the Asheboro Hosiery Mills vertical file, Randolph Room, Asheboro Public Library.

[36] Asheboro Chamber of Commerce, *Asheboro, North Carolina: The Center of North Carolina* (High Point: Barber-Hall Print Company, circa 1939); Mills, *Randolph County: A Brief History*, 103, 106; Sanborn Map Company, Asheboro, North Carolina, April 1931 and April 1950, Sheet 9.

[37] Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States* (Oxford: Oxford University Press, 1999), 16-17; Brent D. Glass, *The Textile Industry in North Carolina: A History* (Raleigh: North Carolina Department of Cultural Resources, Division of Archives and History, 1992), 16-17; Laura A. W. Phillips, "Alamance Mill Village Historic District," National Register of Historic Places Nomination, 2007.

[38] Sara E. Wermiel, "Heavy Timber Framing in Late-Nineteenth-Century Commercial and Industrial Buildings," *APT Bulletin: Journal of Preservation Technology*, Volume 35, No. 1, 2004, 56; Bradley, *The Works*, 234.

[39] Bradley, *The Works*, 15-21, 230-234.

towers. Brick interior walls and galvanized-sheet-metal-clad, solid-core-wood doors, known as kalamein doors, separated the mill sections where fires might start or spread rapidly. These heavy doors would automatically close in the case of a fire, as the heat would melt a soft metal link in the door's counterweight assembly and the door would slide shut on the sloped metal track. As an additional precaution, water reservoirs and elevated water tanks supplied automatic sprinkler systems in many industrial complexes.[40]

During the twentieth century's first decades, architects and engineers continued to plan manufacturing complexes that were similar in appearance to earlier industrial buildings. However, new materials, technology, and forms manifested efficiency, modernity, and economic progress. Mill and factory designers specified steel and reinforced-concrete columns, posts, and beams in conjunction with brick, concrete, terra cotta block, or tile curtain walls that provided structural bracing but did not carry any weight. Bands of steel-frame multi-pane windows and roof monitors provided workers with abundant light and ventilation. Steel truss roof systems spanned open interiors that accommodated sizable equipment and allowed for flexibility as manufacturing needs changed.[41]

Although structural systems for some late-nineteenth-century industrial buildings included cast-iron or wrought-iron columns or steel posts and beams, high cost greatly limited the materials' use until the early twentieth century. The ability to withstand the weight and vibrations of heavy machinery without failing contributed to the widespread use of structural-steel construction by the 1910s, as did the ease of fabricating framing systems from standard factory-generated parts. Typical elements include I-, T-, H-, and box-shaped beams and posts; round columns; reinforcing plates; and angles, which serve as braces, tension members, struts, or lintels. Steel components could be riveted together, creating strong connections, and tended to be smaller and lighter than heavy-timber or iron framing members. This allowed for wider and taller buildings with more square footage for equipment. The popularity of flat roofs and sizable roof monitors also resulted in structural-steel framing prevalence. In order to reduce oxidation and achieve fire resistance, steel members were coated with intumescent paint; sprayed with a thin mixture of cement, sand, and water called gunite; or encased in concrete.[42]

Concrete construction technology also improved during the early twentieth century. Engineer Claude A. P. Turner patented a structural system comprised of concrete mushroom columns and formed-concrete floors in 1908 after utilizing it in his plans for Minneapolis's 1906 Johnson-Bovey Building. He then designed the first American bridge supported by the columns, which carried Lafayette Avenue over the Soo Line in St. Paul, Minnesota. The technology was often used in mill construction, appearing in North Carolina factories such as those erected in Winston-Salem by R. J. Reynolds Tobacco Company beginning in 1915 and the six-story knitting mill that P. H. Hanes Knitting Company built in 1921.[43]

[40] Glass, *Textile Industry*, 38.
[41] Bradley, *The Works*, 144-147.
[42] Ibid.
[43] J. E. Sirrine and Company, architects and engineers of many R. J. Reynolds Tobacco Company structures, specified mushroom columns for buildings erected during that period. A. S. Macolmson, "The Mushroom System of Reinforced Concrete Building Construction," *Engineering-Contracting*, September 4, 1907, p. 137; Nannie M. Tilley, *The R. J. Reynolds Tobacco Company* (Chapel Hill: University of North Carolina Press, 1985), 307; *Manufacturers' Record*, August 26, 1915 and October 14, 1915; Anita Scism and Spencer Gung, "R. J. R. Downtown Buildings, 1875-1950: A Historical Perspective," unpublished report prepared for R. J. Reynolds Tobacco Company, March 12, 2002.

Albert Kahn was one of only a few American architects who specialized in industrial building design during the early twentieth century. In many of his commissions, traditional load-bearing walls were replaced with curtain walls containing large steel-frame windows and monitor roofs provided illumination and ventilation. His office supplied factory plans to hundreds of American industrialists including automobile manufacturers Packard, Chrysler, Ford, and General Motors, as well as for international clients. At the Packard Motor Car Company Forge Shop (1910) in Detroit, Kahn used a steel structural frame to support a traveling crane mounted to the roof trusses and glass curtain walls to allow for maximum light and air circulation. He minimized the exterior walls' bay articulation by specifying narrow steel columns of about the same size as steel window sashes. Kahn's firm continued to employ bands of steel windows in conjunction with masonry or concrete screens to conceal steel structural framing in edifices such as the Industrial Works (ca. 1915) in Bay City, Michigan. The firm's design for the Dodge Half-Ton Truck Plant in Detroit, completed in 1937, was a much more sophisticated building with tall glazed curtain walls reminiscent of Walter Gropius's Bauhaus School (1926) in Dessau, Germany.[44] Gropius's streamlined design for the 1911 Fagus Factory in Germany, which features steel-frame multi-pane curtain walls, was also internationally influential.[45]

Modernist architectural principles such as simplicity, efficiency, affordability, and intrinsic material expression were inherently applicable to industrial buildings. Industrial architecture continued to reflect these tenets as the twentieth century progressed. Building materials and labor were in short supply during World War II, but when construction resumed after the war's end, steel and reinforced-concrete industrial edifices with masonry (brick, tile, or concrete) curtain walls predominated. Fire-resistant corrugated metal and asbestos panels were often used as warehouse sheathing. Windows decreased in size and number in the 1960s as central air conditioning became prevalent.

Asheboro's Industrial Architecture

Industrial architecture consistently utilizes new building materials, technology, and forms in an attempt to create edifices that epitomize efficiency, modernity, and economic progress. Asheboro's simply-executed, utilitarian, early-twentieth-century, heavy-timber frame and brick mills and factories with flat or low-pitched gable roofs and large windows reflect late-nineteenth-century design principles as well as the transition from heavy-timber to structural-steel and reinforced-concrete framing. By the 1940s, Asheboro's industrialists embraced popular architectural styles, particularly Art Moderne, to convey a sense of prosperity and modernity. Architects were inspired by the early-twentieth-century Italian Futurist movement, which completely rejected historical precedents and celebrated the era's progress, utilized stucco, structural glass, glass block, porcelain-enameled steel, and anodized aluminum to embody a machine aesthetic. The resulting architectural style, known as Art Moderne, reflects the speed, energy, and power of automobiles, trains, steamships, and factories in buildings with horizontal massing, asymmetrical facades, curved corners, banding, and flat roofs.[46] Asheboro

[44] "Art: Industrial Architect," *Time*, August 8, 1938; Bradley, *The Works: The Industrial Architecture of the United States*, 248, 248-258.

[45] Gropius, the highly influential founder of the German design school known as the Bauhaus, which operated from 1919 until 1933, taught at Harvard's Graduate School of Design beginning in 1937. Bradley, *The Works*, 250; Henry-Russell Hitchcock Jr. and Philip Johnson, *The International Style: Architecture since 1922* (New York, W. W. Norton & Company, 1932, 20; Henry-Russell Hitchcock Jr., *In the Nature of Materials: The Buildings of Frank Lloyd Wright, 1887-1941* (New York: Da Capo Press, Inc., 1942), 52, 92-93, Figures 99 and 328-338; Historic New England, "Gropius House," http://www.historicnewengland.org/visit/homes/gropius.htm (accessed in August 2015).

[46] Gelernter, *A History of American Architecture*, 227-228; Peter Gossel and Gabriele Leuthauser. *Architecture in the Twentieth Century* (Koln, Slovenia: Taschen, 2001), 319.

Hosiery Mill No. 2's 1945 expansion, McCrary Hosiery Mill No. 3, erected in 1948 per the plans of Charlotte architects Biberstein and Bowles, and the 1949 Acme-McCrary-Sapona Recreation Center, designed by Henderson, North Carolina, architect Eric G. Flannagan, exemplified this trend with streamlined features such as rounded corners and glass-block windows.[47]

Although Asheboro retains a number of industrial buildings erected during the first half of the twentieth century, many have been extensively modified or demolished. The Acme-McCrary Hosiery Mills and Asheboro Hosiery Mills - Cranford Furniture Company complexes encompass the city's earliest and most intact industrial edifices, as well as some of the most stylish**.** The 1909 Acme Hosiery Mill and its 1915-1929 additions, the 1917 Asheboro Hosiery Mill No. 1, the 1924 Asheboro Hosiery Mill No. 2, the 1925 Cranford Furniture Company factory, and the mid-1920s Parks Hosiery Mill have experienced remarkably little alteration over decades of continuous use. The buildings manifest the fire-resistant construction that continued to prevail through the twentieth-century's first decades.

Asheboro's largest industrial complex, owned and operated by the Acme-McCrary Corporation, encompasses buildings erected from 1909 through 1962 on seven acres south of West Salisbury Street. Acme Hosiery Mills's first building, a two-story brick edifice, stands on the railroad's east side at what is now 159 North Street. The load-bearing masonry structure, which has a low-pitched gable roof with exposed rafter ends and deep eaves, features arched window and door opening embellished with Italianate-style corbelled hoods below the stepped parapet on its east façade. The company expanded the complex numerous times, constructing more austere two- and three-story, brick, heavy-timber, structural-steel, and concrete warehouse and factory additions that extend west toward the railroad and south to commercial buildings on Sunset Avenue's north side. Architect Richard C. Biberstein and his successor firms prepared plans for the company's Asheboro and Cedar Falls mills from 1927 through 1986.[48] The window openings in the earliest buildings, which contain double-hung, wood-frame sashes, have been covered with vinyl siding, but large steel-frame and glass-block windows illuminate the later edifices.

An elevated, corrugated-metal-clad, pedestrian walkway extends above the railroad at the complex's north end, providing access to McCrary Hosiery Mill No. 2. The two-story, flat-roofed, 1937 building is sheathed in running bond wire-cut variegated-brick walls accented with cast-stone pilasters with canted caps and cast-stone window sills and lintels. The structure abuts a mid-1920s two-story brick hosiery mill with large multi-pane steel-frame windows that stands to the south on North Church Street's east side. Another elevated, corrugated-metal-sided pedestrian walkway connects McCrary Hosiery Mill No. 2 to the company's third Asheboro mill, a two-story, redbrick, Art Moderne-style plant erected to the west at 173 North Church Street in 1948.

[47] Eric G. Flannagan's other local commissions include the 1932 Randolph County Hospital and the 1949 Asheboro High School. Plans in the Acme-McCrary Collection and the Biberstein, Bowles, Meacham & Reed Records, J. Murrey Atkins Library Special Collections, University of North Carolina at Charlotte; "Acme-McCrary Recreation Building, exterior sketch and plans 1944-1948 in Flat Folders 52, 61, and 66 in the Eric G. Flannagan Papers, 1922-1989, Collection MC 00087, North Carolina State University.

[48] Whatley, *Architectural History of Randolph County*, 195; "Acme Hosiery Mills," "Central Falls Manufacturing Company," "D. B. McCrary Store Building," "McCrary Hosiery Mills," "Sapona Cotton Mills," 1927-1986 drawings in the possession of Acme-McCrary Corporation; Drawings and project files, 1926-1956, Biberstein, Bowles, Meacham & Reed Records, J. Murrey Atkins Library Special Collections, University of North Carolina at Charlotte.

McCrary Hosiery Mill No. 3's asymmetrical four-bay façade features a slightly projecting entrance bay at the center of a three-bay north section with curved outside edges. A two-story, fluted, cast-stone band surrounds the double-leaf aluminum-frame door, multi-pane sidelights, and transom, as well as the large, multi-pane, aluminum-frame window that surmounts the entrance above a flat-roofed metal canopy. The Acme-McCrary-Sapona Recreation Center completed at 148 North Street the following year is even more distinctive, with five-to-one common-bond wire-cut yellow-brick walls punctuated by cast-stone window surrounds and spandrels and a cast-stone water table and cornice. Brick pilasters with canted cast-stone caps frame most gymnasium window bays on the side elevations. The three-part, seven-bay façade features a recessed central section flanked by two wings with corners that step back to the outside edges. The projecting entrance bay has three double-leaf aluminum doors surmounted by geometric-patterned transoms.

Asheboro Hosiery Mills also evolved to accommodate increased production. Like the earliest Acme Hosiery Mills buildings, Asheboro Hosiery Mill No. 1 features five-to-one common-bond load-bearing brick walls, a heavy-timber frame, a low-pitched gable roof, and segmental-arched window and door openings. The original, large, double-hung, twelve-over-twelve, wood-sash windows that remain on the second floor's south elevation include a mechanism that allowed the upper sash to tilt open, facilitating ventilation. A long, rectangular, wood-frame, monitor-roofed skylight provided abundant illumination.

The company erected a two-story addition on the 1917 building's south end as part of their 1924 plant expansion and enlarged the mill again in the late 1930s with the construction of a two-story wing near the main mill's southeast corner, doubling the building's size.[49] The 1924 and 1930s additions were executed in five-to-one common bond with rectangular window opening and very low-pitched gable roofs. Chamfered square wood posts and substantial wood beams support the floor and roof systems in the 1924 section, while steel posts and beams were used to construct the late 1930s addition. As with many industrial buildings during this period, the exterior brick walls are load-bearing. Large steel-frame windows with eight-pane central sections that tilt open illuminate the entire building.

Asheboro Hosiery Mill No. 2, erected in 1924, is also a two-story, heavy-timber frame edifice with load-bearing five-to-one common-bond brick walls. Cranford Industries constructed a three-story brick building that abutted the 1924 mill's north elevation at the same time and leased it to Old Dominion Box Company, who operated a factory at the site for about twenty years.[50] Both buildings were extensively renovated as part of Asheboro Hosiery Mills' 1945 update. The floor systems in the three-story factory were removed and the interior was completely reconfigured, creating a two-story building with structural-steel framing, high ceilings, and improved lighting. Asheboro Hosiery's narrow, two-story, brick, Art Moderne-style addition on Mill No. 2's west elevation created a new entrance, stair hall, and elevator tower. The streamlined façade, which features translucent glass-block windows and a two-story, stepped, soldier-course band surrounding the central entrance bay, foreshadowed the two Art Moderne-style buildings in the Acme-McCrary Hosiery Mills complex that manifest more high-style design elements. All three buildings represent the influence of European architectural trends on American industrial design.[51]

[49] The two-story wing does not appear on the 1931 Sanborn map but is illustrated in a line drawing and photographs that appear in Asheboro Chamber of Commerce brochures from the late 1930s and early 1940s.

[50] Ibid.; *News and Observer*, *The North Carolina Yearbook* (Raleigh: *News and Observer*, 1931), 78.

[51] "Asheboro Hosiery Mill Expansion Under Way Provides Plenty of Jobs," *Courier-Tribune*, September 9, 1945, p. 1; Womick, "A dream that just ran out of steam;" Sanborn Map Company, "Asheboro," Sheet 3, April 1931 and 1950.

The Cranford Furniture Company factory that occupies the block's south end is another intact example of early to mid-twentieth-century industrial architecture. The two-story brick building's original section, constructed around 1925, is executed in five-to-one common bond with stepped-parapet north and south elevations and a very low-pitched gable roof. The additions to this factory, like the others in the complex, manifest the company's use of structural-steel framing technology by the late 1930s. The building retains large steel-frame windows with eight-pane central sections that tilt open.

Other Asheboro industrial buildings feature similar construction technology but have less integrity. The former Keystone Hosiery Mills – McLaurin Hosiery Mills complex at 150 North Park Street consists of a one-story, brick, heavy-timber frame mill erected at the northeast corner of Hoover and Park Streets in 1930. Like the pre-1924 sections of the Acme-McCrary Hosiery Mills complex, the mill features a very low-pitched gable roof with deep eaves, but most of its windows have been enclosed with brick. The two-story, brick, heavy-timber frame, 1947 building to the north has a flat roof and intact steel-frame windows. Brick pilasters with canted cast-stone caps flank the window bays.[52]

The Biberstein firm's design for the former Stedman Manufacturing Company complex erected at 604 Hoover Street in 1930 is similarly utilitarian, consisting of austere one- and two-story heavy-timber frame industrial buildings with load-bearing exterior brick walls pierced by large multi-pane steel-frame windows like those in the post-1928 Acme-McCrary Hosiery Mills. Many first-floor window openings have been infilled with brick or concrete block or covered with plywood or vinyl siding. The one-story, flat-roofed, brick office addition lighted by double-hung, wood-sash windows that projects from the two-story building's façade was constructed in the 1930s.[53]

The Bossong Hosiery Mills plant has been greatly altered, but the complex, like others in Asheboro, employs both heavy-timber and structural-steel industrial framing. The one-story, four-bay, sawtooth-roofed edifice that stands next to the smokestack emblazoned with the company's name was encompassed by the construction of the one-story, flat-roofed 1935 factory at 840 West Salisbury Street, which was subsequently enlarged several times. Although the façade (south elevation) retains a Classical Revival-style entrance flanked by original sconces at its west end, all but one of the steel-frame windows on the building's south, east, and west elevations were enclosed and the brick walls stuccoed after a 1950s expansion, significantly diminishing the building's architectural integrity. The original brick exterior walls, cast-stone foundation, steel-frame windows, and cast-stone window sills are still intact on the rear (north) elevation, however. A one-story metal-sided warehouse and a 48,000-square-foot, one-story, brick-veneered, 1970 addition occupy the complex's northwest end.[54]

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[52] Sanborn Map Company, "Asheboro," Sheet 7, April 1931 and April 1950; Randolph County Historical Society, *Randolph County, 1779-1979*, 170.

[53] "Stedman Manufacturing Company," drawings for 1930 plant and 1933 addition and project files (1930-1936), Biberstein, Bowles, Meacham & Reed Records, J. Murrey Atkins Library Special Collections, University of North Carolina at Charlotte.

[54] Asheboro Chamber of Commerce, *Asheboro, North Carolina: The Center of North Carolina* (circa 1938 brochure in Randolph County vertical file, North Carolina Collection Vault, Box 1, Folder 1); Asheboro Chamber of Commerce, *Asheboro, North Carolina: The Center of North Carolina* (High Point: Barber-Hall Print Company, circa 1939), 5; Chip Womack, "Bossongs keep changing to keep up in tough business," *Courier-Tribune*, October 28, 1999, pp. 1A and 16A.

Other Asheboro industrial concerns had much smaller operations, and many buildings constructed prior to the mid-twentieth century are no longer extant or have been significantly altered. For the most part, these complexes contained completely utilitarian factory and warehouse buildings erected to facilitate manufacturing and storage needs without any concern for aesthetic appearance.

The two-story heavy-timber-frame brick factory at 130 S. Church Street was erected by Asheboro Broom Company in the late 1920s, utilized and expanded by Standard Tytape Company from 1933 until 1953, and leased by Stedman Manufacturing Company in 1957. The early-twenty-first-century-renovation involved aluminum-frame storefront, window, and door installation. The window openings on the north elevation have been filled with brick and all but two sills have been removed. Entrances have been added on the north, south, and west elevations.

The former Banner Hosiery Mills plant consists of a small one-story building erected at 406 Hoover Street in 1940 that was completely surrounded by expansions in 1973 and 1981. Nantucket Hosiery Mills Corporation conveyed the property to Swing Enterprises in 1984. The structure served as Acme-McCrary Mill No. 4 from February 2010 until May 2011.[55] The building's windowless design reflects its later construction date. A few loading docks pierce the north elevation, but the east elevation is blind. The entrance near the south elevation's southwest corner is characterized by a Roman brick-veneered wall surmounted by canted plate-glass windows.

Klopman Mills, organized in 1947, improved the Cetwick Silk Mills plant, established in 1928, at 162 North Cherry Street to function as their Asheboro plant. The company became a division of Burlington Industries in 1954. According to Randolph County property card data, the complex includes a 1927 building, which is likely the west end's central section. The plant had been expanded by 1950, and was significantly altered by the construction of large, windowless, one- and two-story additions in 1966. The northwest corner entrance was also updated at that time by the installation of aggregate wall-sheathing panels and a flat-roofed entrance porch supported by decorative concrete block posts.[56]

Additional Context: Richard C. Biberstein, architect

Fredericksburg, Texas, native Richard C. Biberstein, born in 1859, attained a mechanical engineering degree from the Worcester (Massachusetts) Polytechnic Institute in 1882. He was employed at U. S. Electric Lighting Company in Newark, New Jersey, and Atlas Engine Works in Indianapolis before moving to Charlotte in 1887 as a draftsman for industrialist John Wilkes's Mecklenburg Iron Works. H. S. Chadwick offered him a similar position at Charlotte Machine Company, which manufactured mill equipment, in 1897. Biberstein accepted the offer and remained on staff until 1902, when he became prolific mill designer Stuart Cramer's employee, thus garnering valuable experience that prepared him to launch an independent firm specializing in mill design three years later.[57]

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[55] Schwarz Properties, LLC, purchased 406 Hoover Street from Swing Enterprises in 2007. Randolph County Deed Book 1157, p. 857; Deed Book 2040, p. 891; Bruce Patram, Chief Financial Officer, Acme-McCrary Corporation, email correspondence with Heather Fearnbach, December 11, 2013

[56] Ibid.; "History of Klopman Mills," October 23, 1963, from the Klopman Mills vertical file in the Randolph Room of the Asheboro Public Library; Randolph County Historical Society, *Randolph County, 1779-1979*, 170.

[57] Thomas W. Hanchett, William H. Huffman, and Catherine W. Bishir, "Richard C. Biberstein," *North Carolina Architects and Builders: A Biographical Dictionary*, 2009 (accessed in June 2020); "Biberstein, Bowles, Meacham & Reed: Biographical/Historical Note," Biberstein, Bowles, Meacham & Reed Records, J. Murrey Atkins Library Special Collections, University of North Carolina at Charlotte.

Richard C. Biberstein's son Herman Von Biberstein began working with his father after attaining a civil engineering degree North Carolina State University in 1914. Architect William Andrew Bowles became a partner in 1930. Following the senior Biberstein's 1931 death, the practice bore his name until around 1940, when H. V. Biberstein's name appears on plan sheets. Biberstein and Bowles operated as principals until Louis Hunter Meacham achieved partnership in 1948. Biberstein, Bowles, and Meacham subsequently elevated Charles Harmon Reed to full partnership between 1956 and 1959. Mechanical engineer William Ernest Stowe Jr. became a principal by 1962.[58]

The firm had a significant impact on Southern industrial development, designing hundreds of structures throughout the region. Asheboro industrialists began engaging the Bibersteins to design mills in the 1920s and continued to solicit the firm's services through the 1980s. The practice's Asheboro commissions include buildings for Acme Hosiery Mills, Asheboro Furniture Company, Asheboro Hosiery Mills, McCrary Hosiery Mills, McLaurin Hosiery Mills, Sapona Cotton Mills, and Stedman Manufacturing Company.[59]

[58] "Biberstein, Bowles, & Meacham: Biographical Note," Guide to the Biberstein, Bowles, & Meacham Records, 1944-1954, MC 00222, North Carolina State University, Raleigh. Plans in the Acme-McCrary Corporation's collection in Asheboro created from March 1927 through the 1930s are stamped "R. C. Biberstein, mill engineer and architect." A set of drawings from May 29, 1940, has "H. V. Biberstein, mill engineer and architect" in the title block.

[59] Richard C. Biberstein, et. al. "Acme Hosiery Mills," "Asheboro Grocery Store," "Central Falls Manufacturing Company," "D. B. McCrary Store Building," "McCrary Hosiery Mills," "Sapona Cotton Mills," 1927-1986 drawings in the possession of Acme-McCrary Corporation, Asheboro, N. C.; "Biberstein, Bowles, Meacham & Reed: Scope and Contents," Biberstein, Bowles, Meacham & Reed Records, J. Murrey Atkins Library Special Collections, University of North Carolina at Charlotte; George S. Koyl, ed., *American Architects Directory, Second Edition* (New York: R. R. Bowker Company, 1962), 54; George S. Koyl, ed., *American Architects Directory, Third Edition* (New York: R. R. Bowker Company, 1970), 70.

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Designation Parameters

The property owners are seeking local historic landmark designation for three pivotal buildings within the Acme-McCrary Hosiery Mill complex: Acme Hosiery Mills and McCrary Hosiery Mills, Parks Hosiery Mill - McCrary Hosiery Mill No. 2, and the recreation center. Character-defining features are enumerated below. The Randolph County Historic Landmark Commission's jurisdiction over interior spaces is limited to the features delineated in the following list.

Acme Hosiery Mills and McCrary Hosiery Mills

Exterior

1909 mill and 1910s, 1915, 1917, and 1924 additions

- Italianate-style corbelled door and window hoods on six-bay-wide east façade (1909)
- stepped east parapet (1909)
- low-pitched-gable roofs
- exposed shaped rafter ends and deep eaves
- five-to-one common-bond red-brick walls
- double-header-course segmental-arched window and door lintels
- slightly projecting header-course window sills
- double-hung, wood-frame, multi-pane windows, in some cases surmounted by transoms
- long gabled roof monitor with four-foot-tall side walls and operable wood sash window constructed in 1917 to provide supplementary light for the second stories of the 1909 mill and 1915 and 1917 additions
- 1956 streamlined Modernist cast-stone surround at the 1924 addition's North Street entrance

1928 and two 1929 additions

- low-pitched-gable roof (1928)
- flat roofs (1929)
- five-to-one common-bond red-brick walls (1928 and first 1929 additions)
- running bond wire-cut variegated-brick walls (second 1929 addition)
- brick pilasters flanking window bays
- tall, steel-frame, multi-pane, rectangular sash windows with cast-stone sills
- soldier-course window lintels (second 1929 addition)
- freight elevator shaft projecting from second 1929 addition's west elevation
- loading dock north of elevator shaft

1953 addition (no exterior visibility as 1962 addition wraps around its west and south elevations)

- flat roof
- five-to-one common-bond red-brick walls

1962 office and warehouse with 1972 third floor

- flat roof
- running-bond red-brick-veneered concrete-block walls
- vertical columns of six-panel steel-frame windows with recessed spandrels
- slightly projecting header-course sills on all but ground-level openings, which have cast-stone sills

Interior

- exposed and painted heavy-timber-frame posts and beams; steel I-beams, posts, and trusses; round steel posts
- painted brick and concrete walls
- wide-board roof decking boards
- narrow-board and concrete floors
- single- and double-leaf wood and steel doors
- metal Kalamein doors
- beadboard-sheathed walls with expansive multi-pane fixed-sash interior windows enclose the first-floor dye house office
- brick-walled vault with a steel-reinforced barrel-arched brick ceiling and door system manufactured by Cary Safe Company of Buffalo, New York, in 1924 addition

Acme-McCrary Hosiery Mills Smokestack

- circa 1940 seventy-foot-tall brick smokestack executed in all-header bond and emblazoned with "Acme-McCrary" in white letters on its east side

Parks Hosiery Mill - McCrary Hosiery Mill No. 2

Mid-1920s mill and circa 1940 addition

Exterior

- flat roof
- five-to-one common bond walls
- stepped parapet tops the-two-story mid-1920s mill's six-bay west elevation; terra-cotta coping caps the central portion
- cast-stone coping elsewhere
- 1950s elevator shaft with a tower that extends above the parapet at the mill's southwest corner
- large, multi-pane, steel-frame windows thirty-six-pane with eight-pane central hoppers
- circa 1940 addition that extends from the mid-1920s building's north elevation with six-to-one common bond red-brick walls punctuated by brick pilasters with canted cast-stone caps
- late 1950s addition with corrugated-metal second-story sheathing

Interior

- painted brick walls
- substantial wood and steel columns, posts, and beams
- wood roof decking boards
- hardwood and concrete floors
- metal kalamein doors
- single-and-double-leaf glazed and paneled wood doors

1937 Addition

Exterior

- flat roof
- running bond wire-cut variegated-brick walls punctuated by cast-stone pilasters with canted caps

● continuous cast-stone sills and lintels
● flat-roofed metal canopy embellished with Art Deco-style geometric motifs above north entrance
● Art Deco-style sconces flanking the canopy
● double-leaf steel door with flat-panel base and four-pane upper section at the north elevation's center
● brick mid-1950s elevator shaft that abuts the hyphen's north wall and the 1937 building's east wall.
● east loading dock

Interior

● painted brick walls
● substantial concrete and steel columns, posts, and beams
● wood roof decking boards
● hardwood and concrete floors
● metal kalamein doors
● single-and-double-leaf glazed and paneled wood doors

Acme-McCrary-Sapona Recreation Center

Exterior

● flat roof
● five-to-one common-bond wire-cut yellow-brick walls
● cast-stone window surround and spandrels
● cast-stone water table and cornice
● brick pilasters with canted cast-stone caps framing most gymnasium window bays on side elevations
● one-story entrance bay with three double-leaf aluminum doors surmounted by geometric-patterned transoms
● tall glass-block windows flanking the west entrance and gymnasium bays
● one-story brick swimming pool wing with a corrugated metal roof illuminated by large, aluminum-frame, tinted-insulated-glass windows and skylights

Interior

● tri-colored basketweave-pattern linoleum on lobby floor
● display cases flanking the central wire-cut yellow-brick fireplace and chimney in lobby and second-floor meeting room
● double-leaf doors with streamlined modern handles lead into the gymnasium/auditorium,
● gymnasium/auditorium characterized by exposed bow-arch steel-truss roof system, large rectangular cream tile wainscoting, hardwood floors, collapsible wood bleachers, and a stage at the east end
● plaster walls in most first- and second-floor rooms
● large rectangular yellow-glazed tiles sheathe most basement walls
● swimming pool with exposed bow-arch steel-trusses, large rectangular cream tile wainscoting, and a mosaic tile floor

Overhead Walkways

● three steel-frame late 1950s overhead walkways spanning North Church Street, the railroad, and North Street

Tax Value

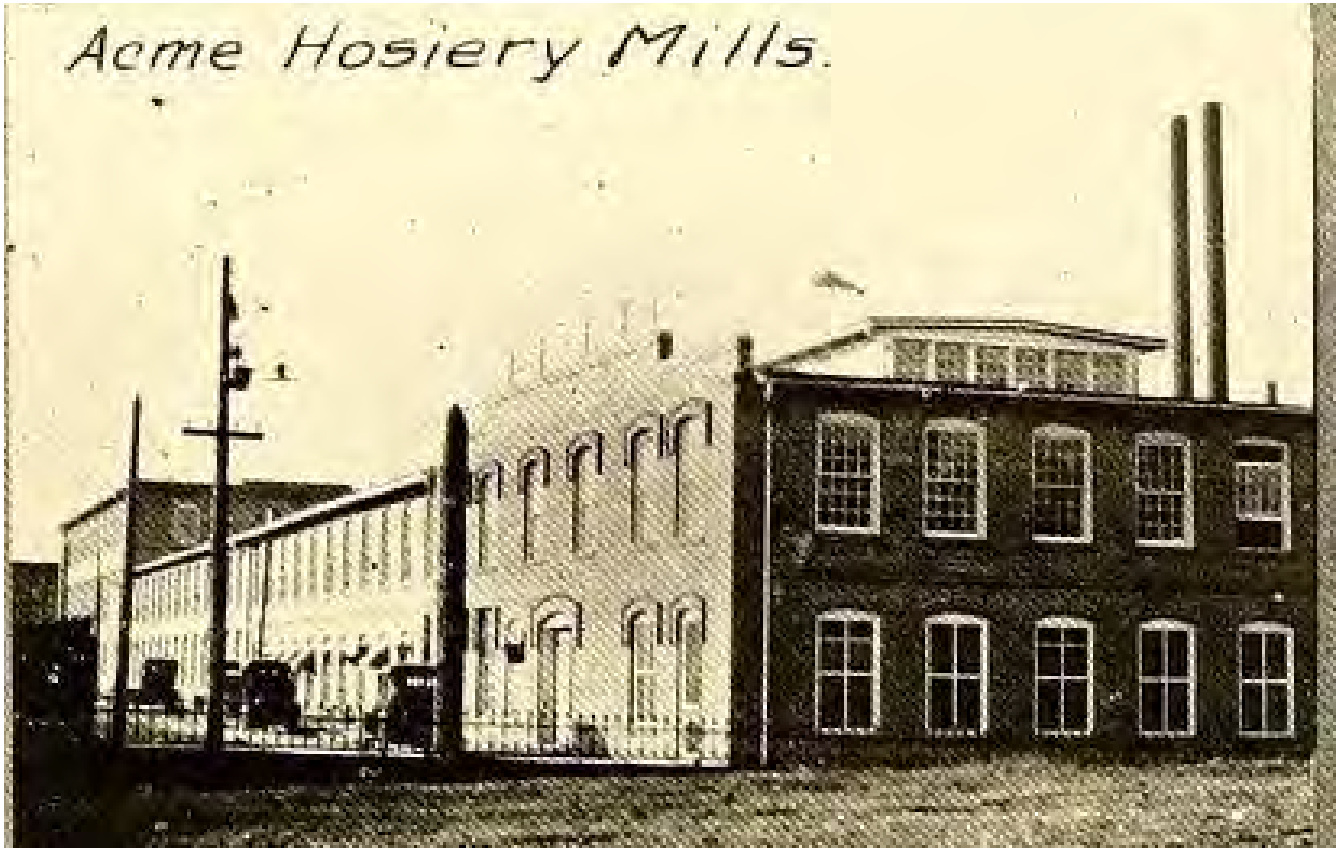
The Acme-McCrary-Sapona Recreation Center at 148 North Street (Randolph County tax parcel 7751-83-1174) has a $268,290 land value and $601,100 building value as of October 2022.

Acme Hosiery Mills and McCrary Hosiery Mills at 159 North Street (Randolph County tax parcel 7751-73-9323) has a $344,060 land value and $1,087,270 building value as of October 2022.

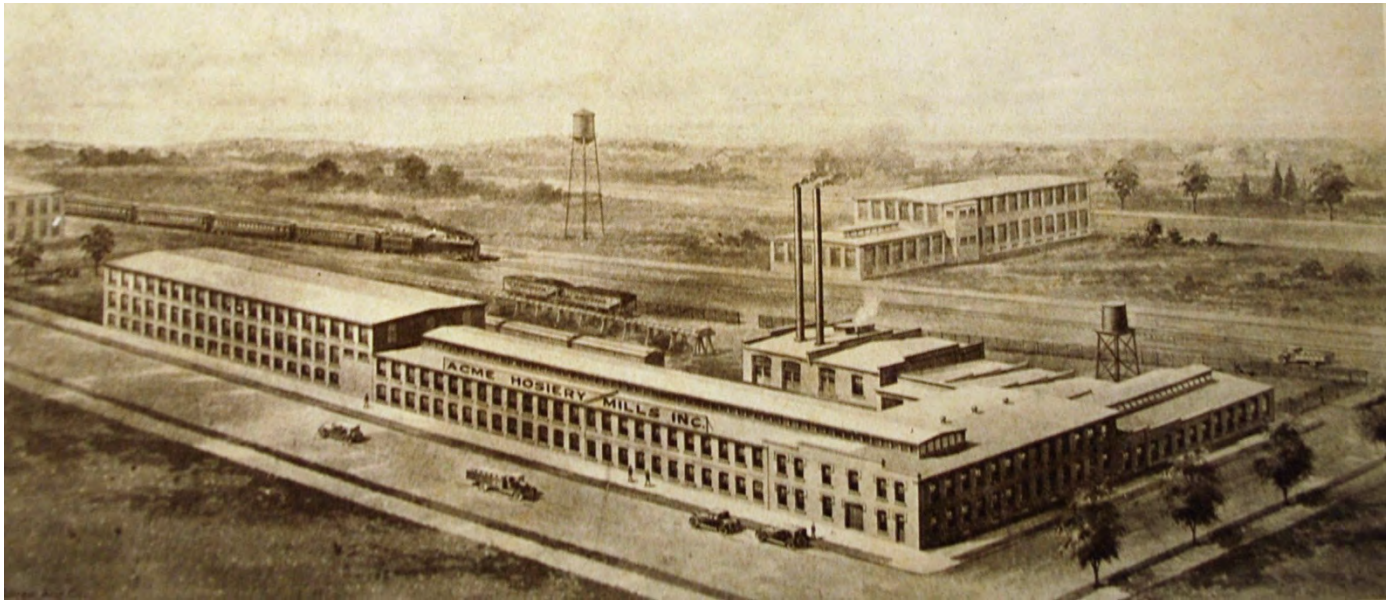
Parks Hosiery Mill - McCrary Hosiery Mill No. 2 at 170 North Church (Randolph County tax parcel 7751-73-6404) has a $119,000 land value and $361,000 building value as of October 2022

Local Historic Landmark Boundary Description and Justification

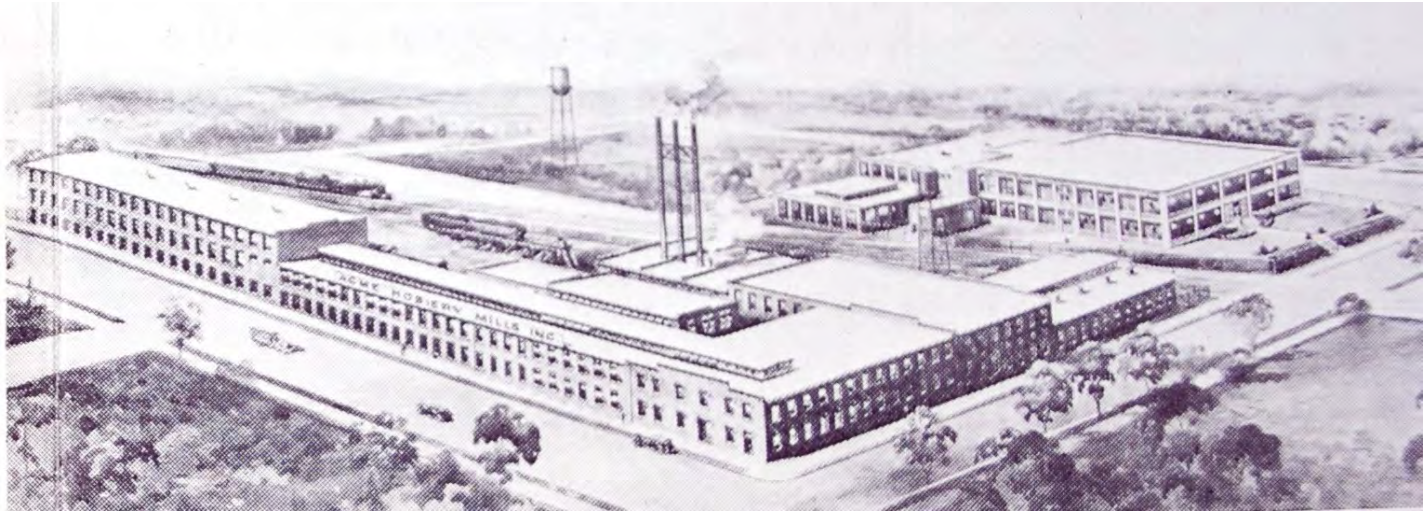
The local historic landmark encompasses three pivotal resources within the complex listed in the National Register of Historic Places individually in 2014 and within the Downtown Asheboro Historic District in 2021: Acme Hosiery Mills and McCrary Hosiery Mills, Parks Hosiery Mill - McCrary Hosiery Mill No. 2, and the recreation center. The commercial buildings at 124 North Street and on Trade Street and McCrary Hosiery Mill No. 3 at 347 West Salisbury Street are not included due to alterations. The almost five acre local historic landmark boundary encompasses tax parcels 7751-83-1174, 7751-73-9323, 7751-73-6404; areas where building footprints encroach into the railroad right-of-way; and a portion of the railroad corridor between the plants. This property historically associated with the complex provides an appropriate setting.



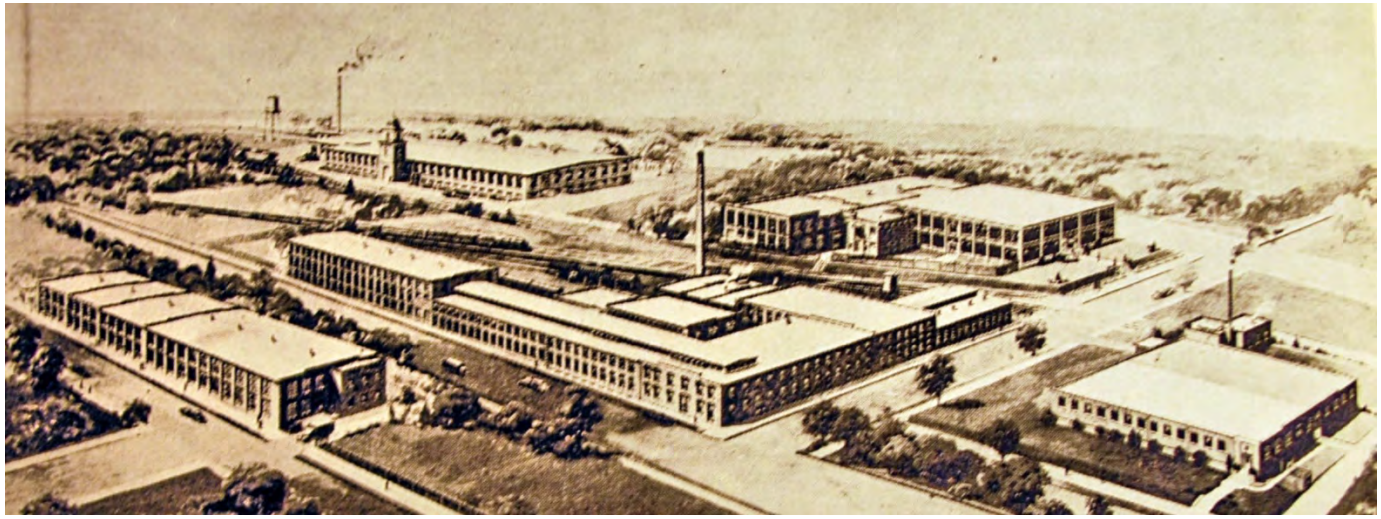
Northeast oblique *Drummond's Pictorial Atlas of North Carolina,* 1924, page 29

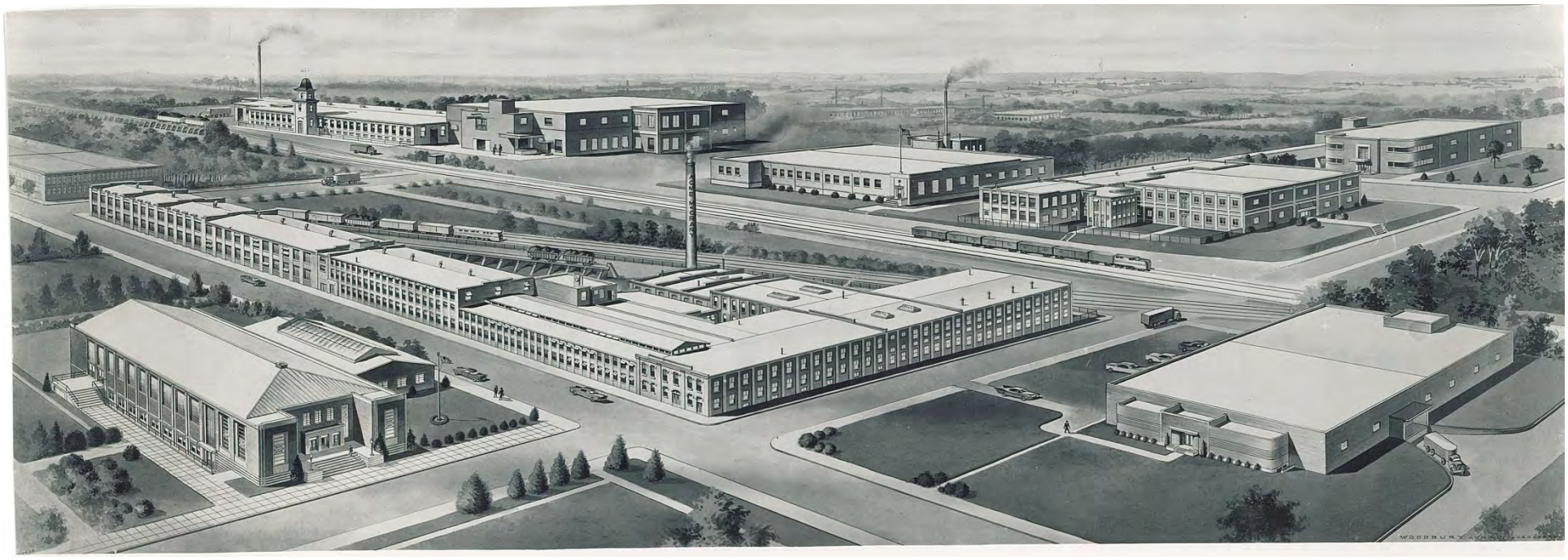


Asheboro Chamber of Commerce brochures from around 1928 through 1937 featured this line drawing, entitled "Knitting and Finishing Plant of the Acme Hosiery Mills, Inc."



"Acme Hosiery Mills, Inc.," rendering included in the 1938 Asheboro Chamber of Commerce brochure illustrates additions completed by that time.



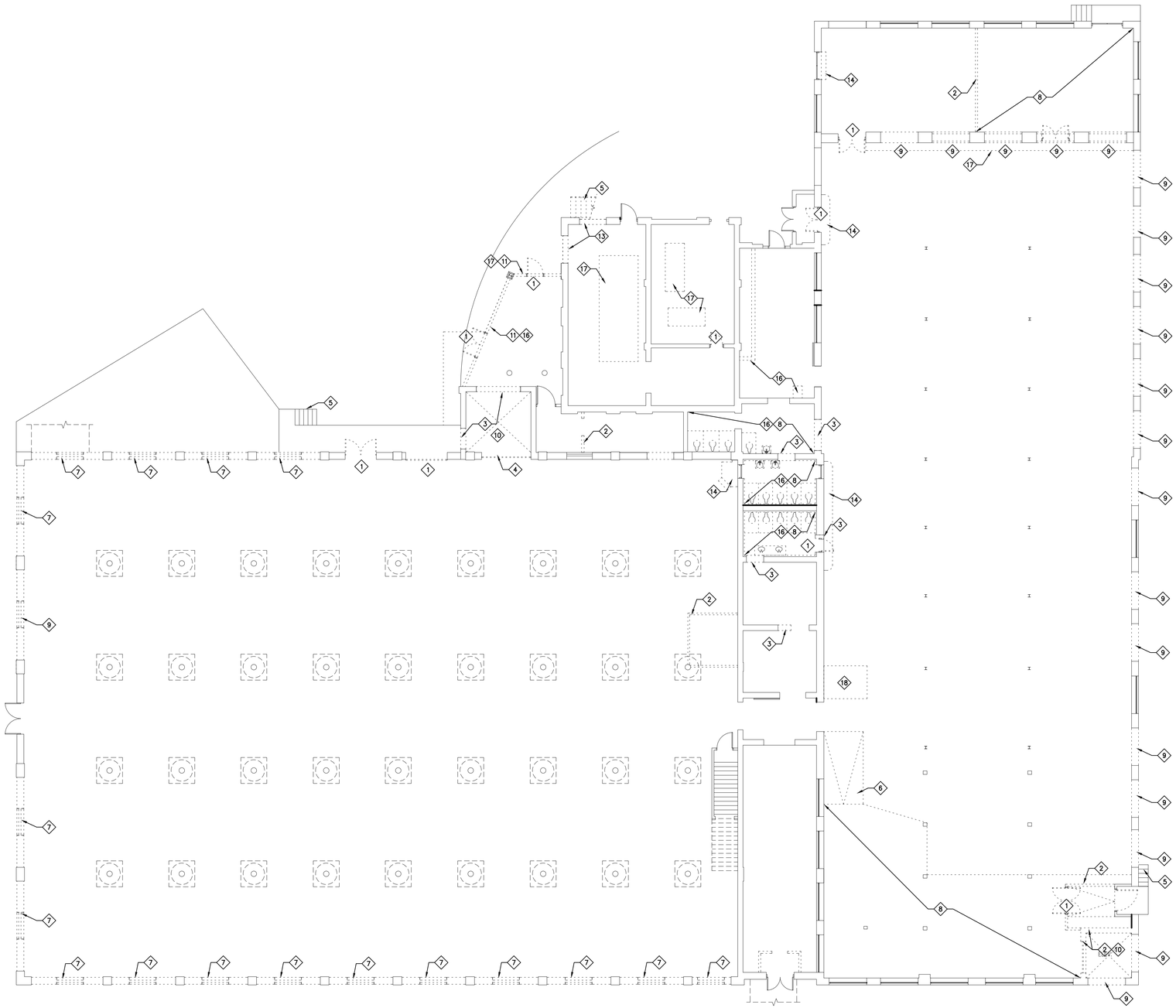


Composite rendering of Sapona Cotton Mills (upper left) in Cedar Falls and Acme Hosiery Mills and McCrary Hosiery Mills plants in Asheboro, 1941 Asheboro Chamber of Commerce brochure (above) and after 1949 (below), Randolph County Public Library, Randolph Room



McCrary Hosiery Mill No. 2, northwest oblique, undated postcard (above) and undated photograph by John-David Studio that appeared in the 1957 Asheboro Chamber of Commerce brochure (below) Randolph County Public Library, Randolph Room





GENERAL NOTES:

A. ALL CONSTRUCTION IS EXISTING TO REMAIN UNLESS NOTED OTHERWISE.

B. PROVIDE TEMPORARY SHORING AND BRACING OF EXISTING STRUCTURE DURING DEMOLITION ACTIVITIES.

DEMOLITION NOTES:

1. REMOVE EXISTING DOOR AND FRAME COMPLETELY.
2. REMOVE EXISTING WALL PARTITIONS AS INDICATED.
3. REMOVE PORTION OF EXISTING WALL AS REQUIRED FOR NEW DOOR OPENING. COORDINATE WITH NEW WORK PLAN.
4. REMOVE PORTION OF EXISTING WALL AS REQUIRED FOR PASS-THRU OPENING. COORDINATE WITH NEW WORK PLAN.
5. REMOVE EXISTING STAIRS COMPLETELY.
6. REMOVE EXISTING RAMP; PATCH AND REPAIR FLOOR AS REQUIRED.
7. REMOVE EXISTING WINDOW AND BRICK INFILL BACK TO ORIGINAL EXISTING WINDOW OPENING.
8. REMOVE EXISTING RAISED FLOOR AREA AS INDICATED.
9. REMOVE EXISTING BRICK INFILL BACK TO ORIGINAL WINDOW OPENING.
10. REMOVE EXISTING ELEVATOR SYSTEM COMPLETELY.
11. CAREFULLY REMOVE WALLS AT FIRST FLOOR ONLY, SECOND FLOOR TO REMAIN, SHORE UP AS REQUIRED.
12. REMOVE EXISTING DOOR AND BRICK INFILL BACK TO ORIGINAL EXISTING WINDOW OPENING.
13. REMOVE VENT IN EXISTING OPENING.
14. REMOVE EXISTING CONC. STEP COMPLETELY.
15. REMOVE EXISTING COUNTER COMPLETELY.
16. REMOVE PLUMBING FIXTURES AND ACCESSORIES COMPLETELY.
17. REMOVE EXISTING CONC. LEDGE COMPLETELY.
18. REMOVE PORTION OF FLOOR FOR NEW ELEVATOR, COORDINATE WITH NEW WORK.

NOTE:

BASED ON A PHASE I ENVIRONMENTAL SITE ASSESSMENT, AN ASBESTOS-CONTAINING MATERIALS ASSESSMENT, AND LEAD-BASED PAINT SURVEY BY SWIFT CREEK ENVIRONMENTAL, INC. SCE PROJECT NUMBER 19-021 DATED MAY 1, 2019,SOME ASSBESTOS-CONTAINING MATERIALS, SOME LEAD-BASED PAINT, AND TWO ABOVE GROUND FUEL TANKS WERE IDENTIFIED. ALL WILL BE ABATED OR ENCAPSULATED AS REQUIRED.

WALL LEGEND

EXISTING CONSTRUCTION TO REMAIN.

EXISTING CONSTRUCTION TO BE REMOVED.

1A **FIRST FLOOR DEMOLITION PLAN**

SCALE: 3/32" = 1'-0"

PRELIMINARY
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CHURCH STREET LOFTS
ASHEBORO, NC

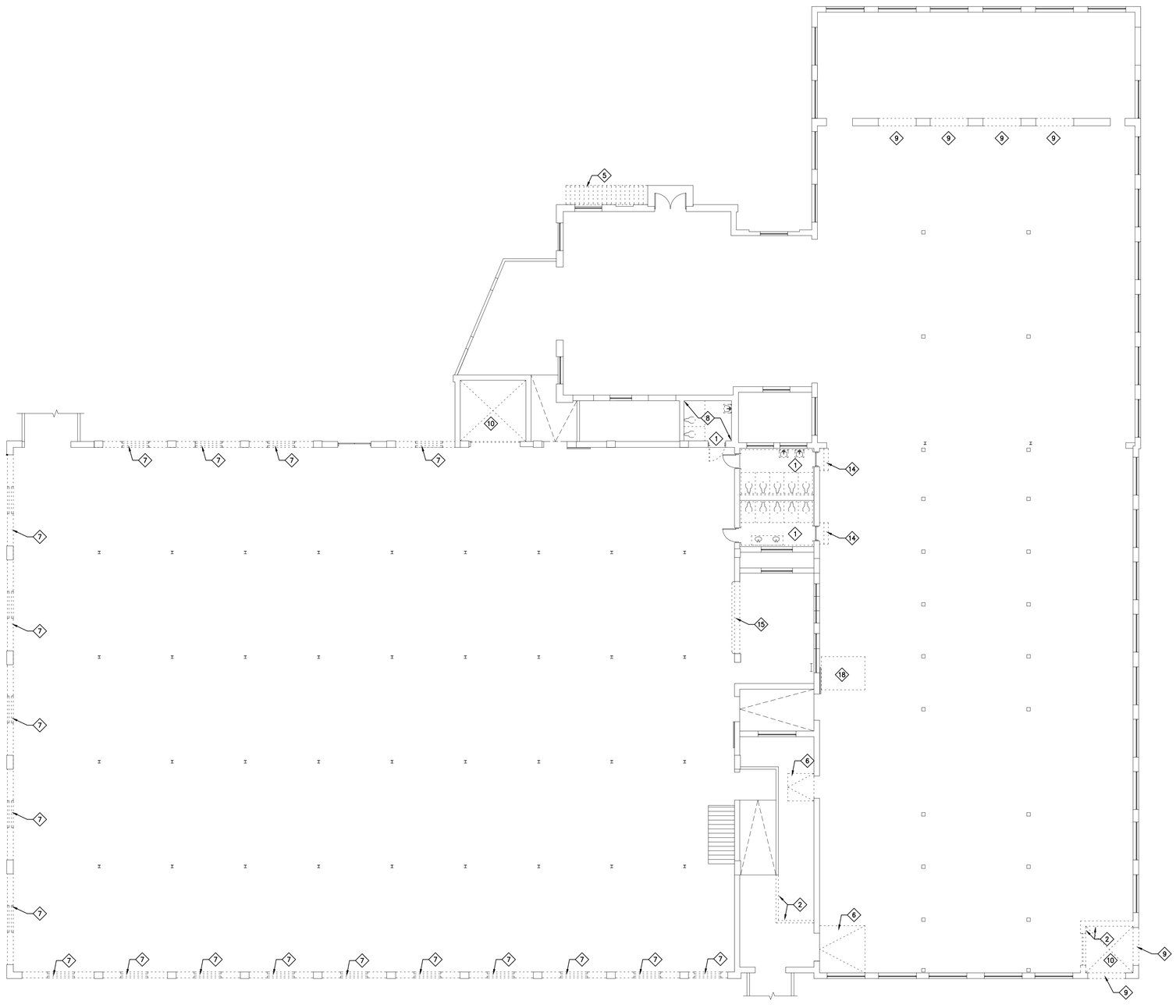
Project Number: LAN-17077

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Issue Date: 11/6/20
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EXISTING CONSTRUCTION TO BE REMOVED.

1A SECOND FLOOR DEMOLITION PLAN

SCALE: 3/32" = 1'-0"

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CHURCH STREET LOFTS
ASHEBORO, NC

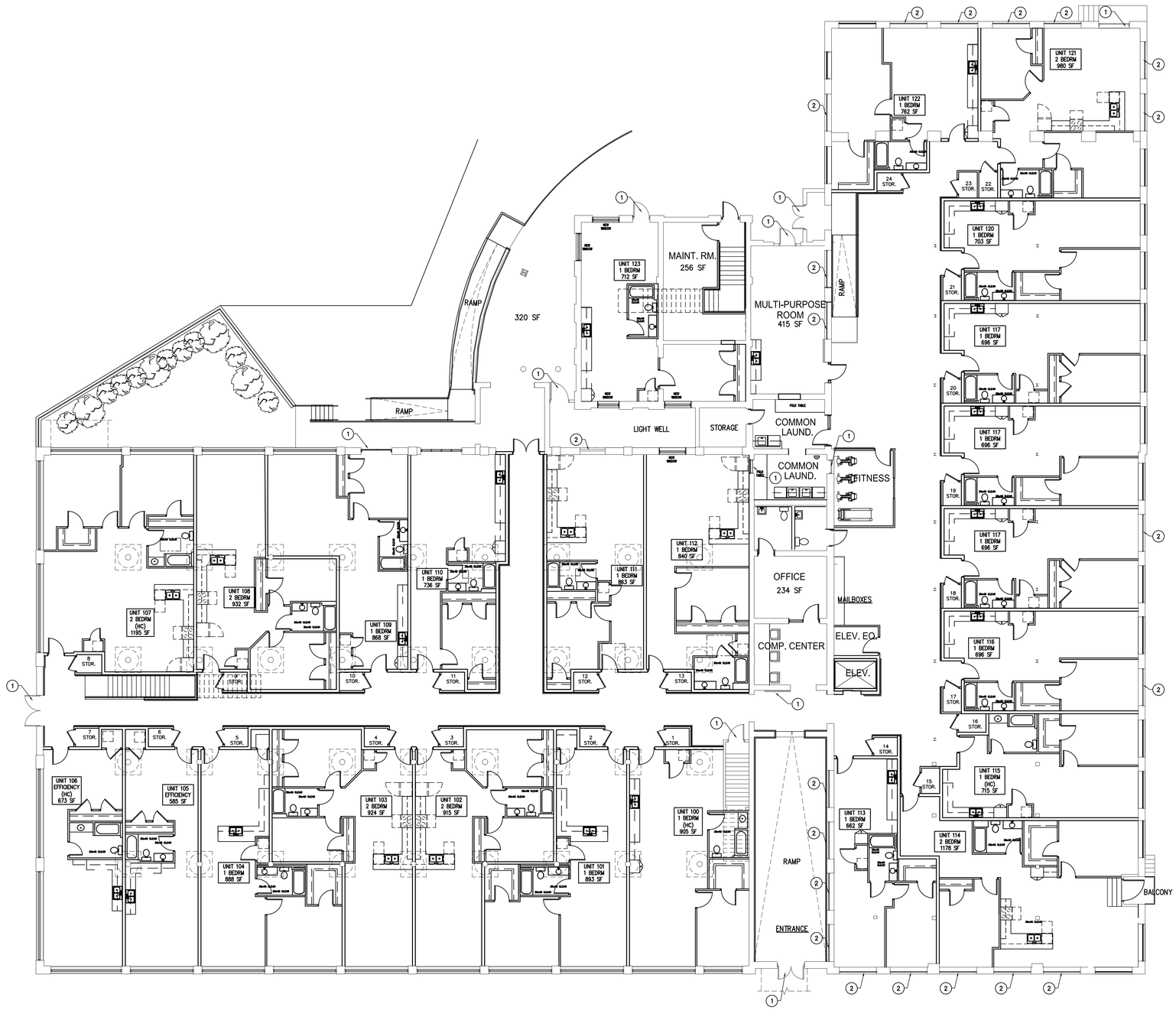
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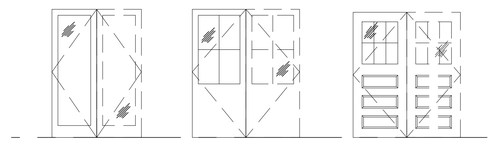


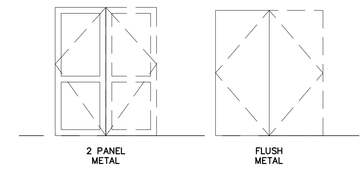
1A FIRST FLOOR PLAN

SCALE: 3/32" = 1'-0"

CONSTRUCTION NOTES

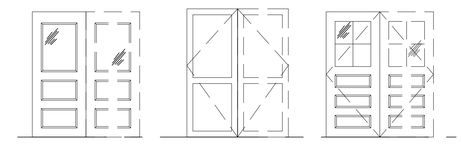
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2. EXISTING WINDOWS TO REMIAIN, CLEAN AND REPAIR AS REQUIRED, SEE ELEVATIONS.





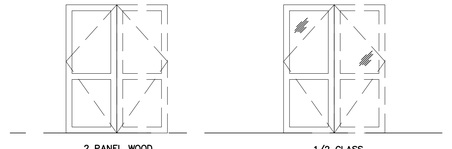
13G EXISTING TYP. EXTERIOR DOOR TYPES

SCALE: 1/4" = 1'-0"



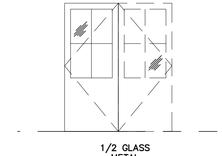
13E EXISTING TYP. INTERIOR DOOR TYPES

SCALE: 1/4" = 1'-0"



13C NEW INTERIOR DOOR TYPE

SCALE: 1/4" = 1'-0"



13A NEW EXTERIOR DOOR TYPE

SCALE: 1/4" = 1'-0"

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ASHEBORO, NC

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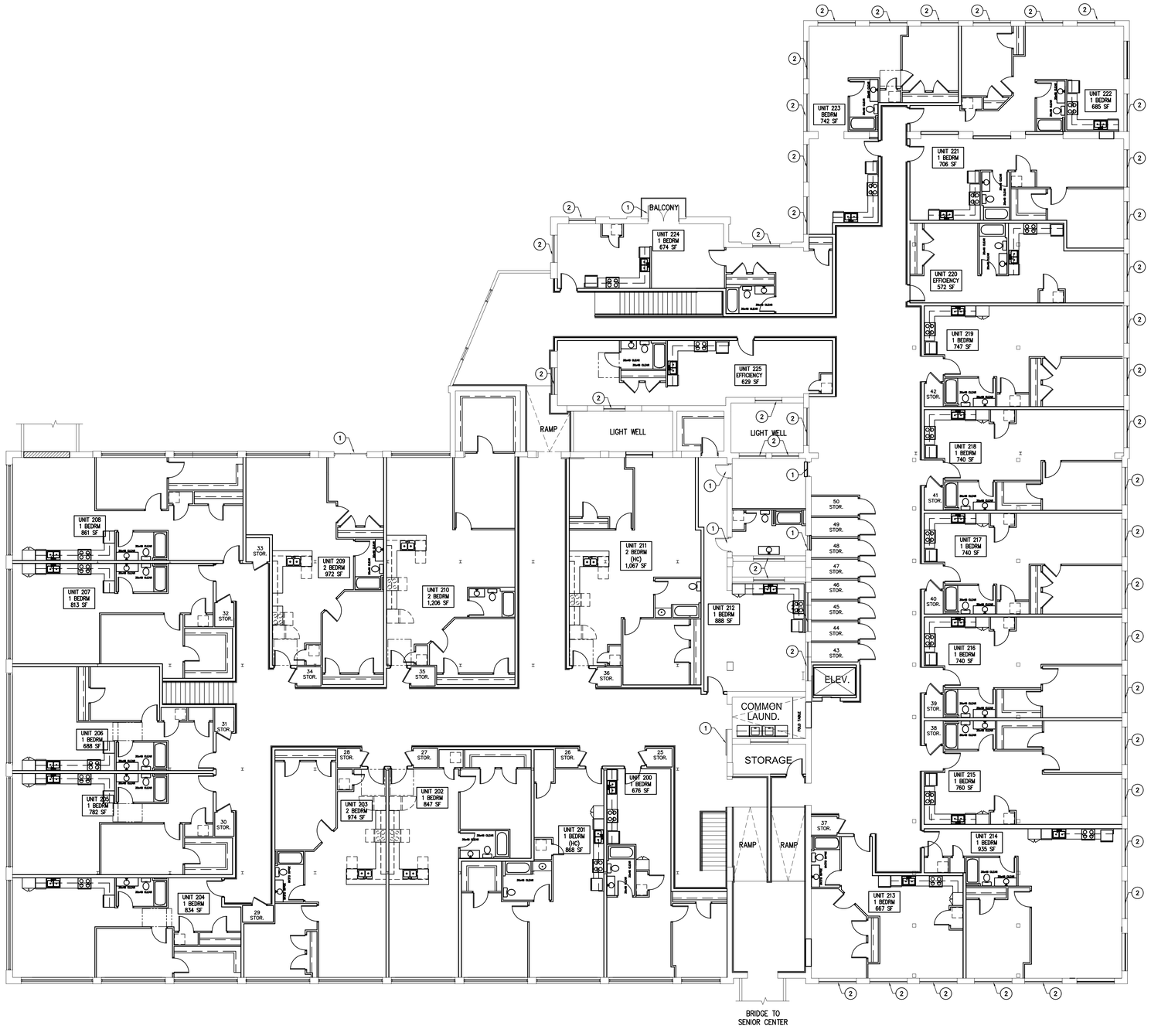
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CONSTRUCTION NOTES

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1A SECOND FLOOR PLAN

SCALE: 3/32" = 1'-0"

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ASHEBORO, NC

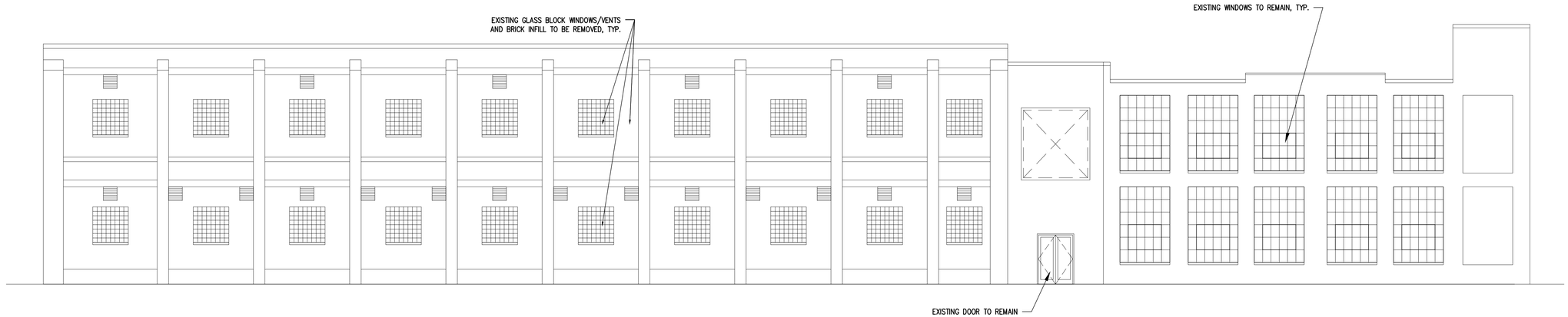
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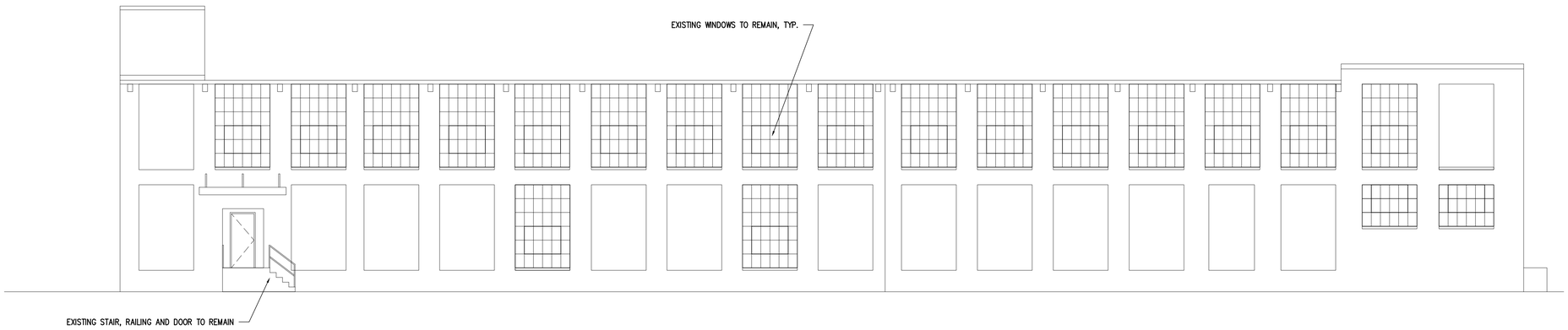
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1G **EXISTING WEST ELEVATION**

SCALE: 1/8" = 1'-0"



1A **EXISTING SOUTH ELEVATION**

SCALE: 1/8" = 1'-0"

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ASHEBORO, NC

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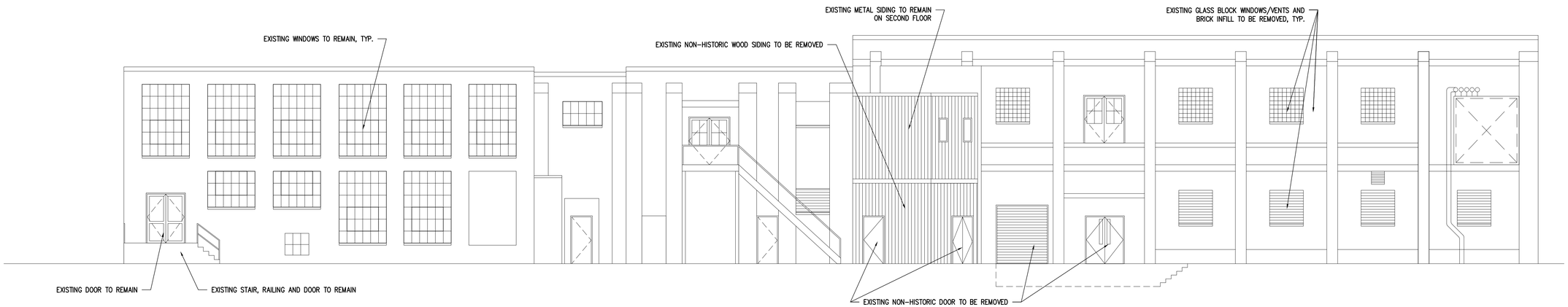
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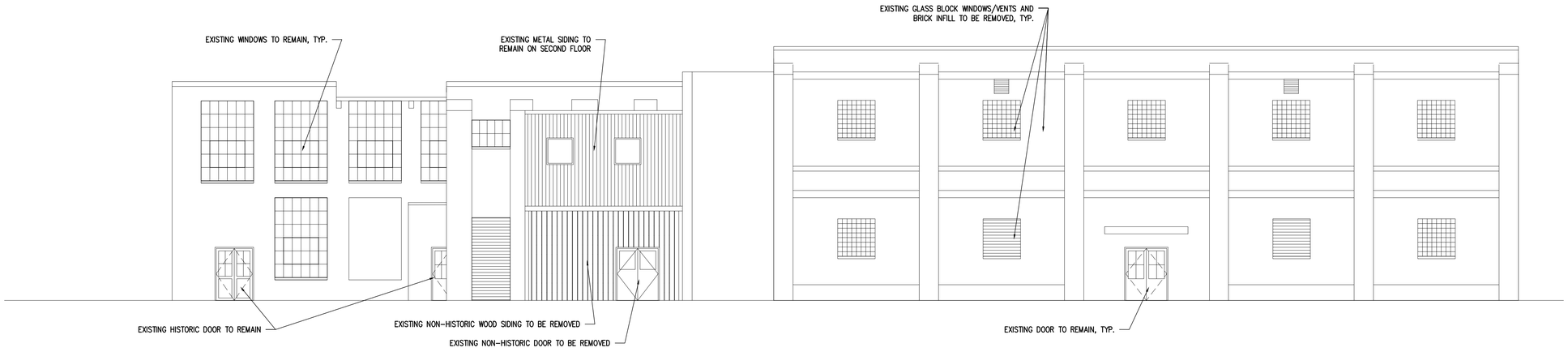
A2.1

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1G **EXISTING EAST ELEVATION**

SCALE: 1/8" = 1'-0"



1A **EXISTING NORTH ELEVATION**

SCALE: 1/8" = 1'-0"

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ASHEBORO, NC

Project Number: LAN-17077

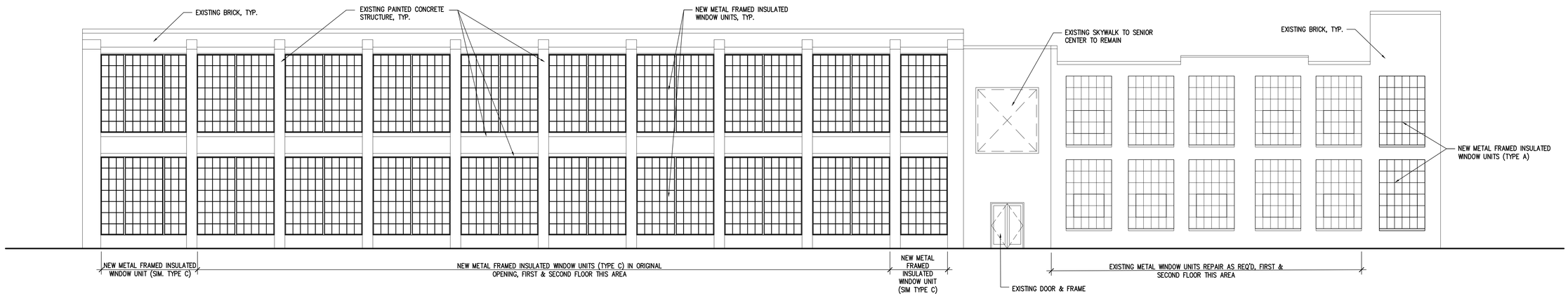
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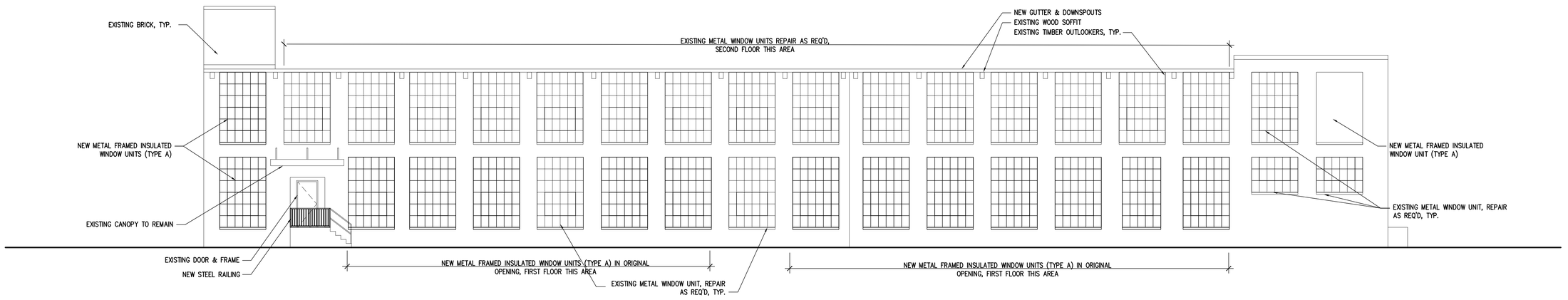
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1G PROPOSED WEST ELEVATION

SCALE: 1/8" = 1'-0"



1A PROPOSED SOUTH ELEVATION

SCALE: 1/8" = 1'-0"

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ASHEBORO, NC

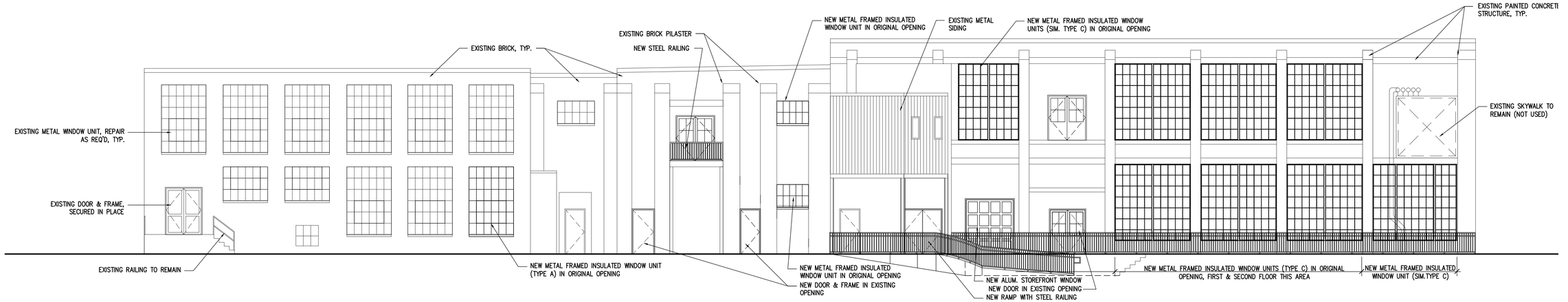
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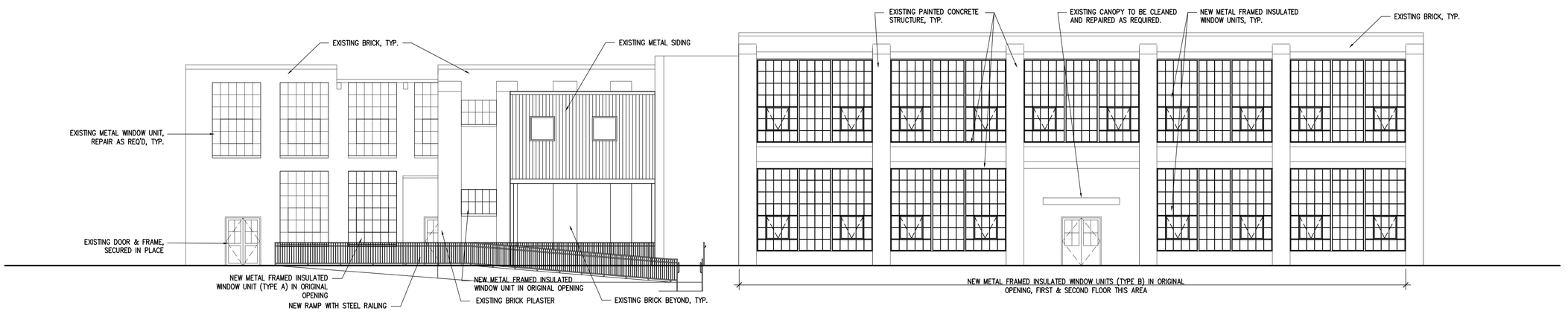
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North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office
Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary D. Reid Wilson

Office of Archives and History
Deputy Secretary Darin J. Waters, Ph.D.

November 30, 2022

Ross A. Holt
Randolph County Public Library
201 Worth Street
Asheboro, NC 27203

Via email: RHolt@randolphlibrary.org

RE: Proposed Designation of the **Acme-McCrary Hosiery Mills, 148 and 159 North St., 170 North Church Street, Asheboro, Randolph County.**

Dear Mr. Holt:

Thank you for the report for the Acme-McCrary Hosiery Mills, 148 and 159 North St., 170 North Church Street, Asheboro, Randolph County. We have reviewed the information in the report and offer the following comments in accordance with North Carolina General Statute 160D-946.

The report supporting local landmark designation for the Acme-McCrary Hosiery Mill in downtown Asheboro is exemplary We commend staff and the commission for submitting an investigative report that satisfies all the requirements outlined in the HPO's Guidelines. We believe the designation report provides the preservation commission and local governing board sufficient information to determine whether the Acme-McCrary Hosiery Mills possesses the requisite special local significance and integrity for local historic landmark designation.

Landmark designation means the community recognizes the property is worthy of preservation because of its special significance and integrity in the local community. Any substantial change in the design, materials, and appearance is subject to the design review procedures of the preservation commission. The owner may receive an annual deferral of up to fifty percent of the property taxes for as long as the property is designated and retains significance and integrity. (N.C.G.S. 150-278 *et seq*.).

Thank you for giving us the opportunity to comment on the report. Our comments are advisory only and are not binding. Once the governing board has received a recommendation from the Randolph County Historic Landmarks Preservation Commission and has proceeded in the same manner as would otherwise

be required for an amendment to the zoning ordinance, the governing board may proceed with the designation decision. Once the designation decision has been made, please return the completed designation confirmation form, enclosed.

This letter serves as our comments on the proposed landmark designation of the Acme-McCrary Hosiery Mills, 148 and 159 North St., 170 North Church Street, Asheboro, Randolph County. Please contact me at 919-814-6575 should you have any questions about our comments.

Sincerely,

Kristi Brantley

Kristi Brantley
Local Preservation Commissions / CLG Coordinator

CC: Commission Chair

Enclosure

Minutes of the meeting of the Asheboro Alcoholic Beverage Control Board held on May 1, 2023

186

The Asheboro ABC Board met on Monday, May 1, 2023, at 5:30 PM, in the Board office, 700 South Fayetteville Street, Asheboro, NC. Present at the meeting were Chairman Steve Knight, Board Member Curtis Shipley, and General Manager Rodney Johnson (GM). A quorum being present, the Chair called the meeting to order for the transaction of business and business transacted as follows:

The Chair inquired as to any known conflict of interest, appearance of a conflict of interest, or objections concerning agenda items before the Board; after Board member(s) voiced having no conflict, and there being no objection, the agenda was adopted.

Board Minutes from the April 3, 2023, meeting were reviewed and approved by the Board.

Steve Knight and the GM reviewed Board finances and reported all finances remain consistent (sales and expenses).

Monthly drafts and EFT payments from April 2023 were reviewed by the Board.

The GM presented proposed policy amendments for Sections 13 and 48. Upon motion by Curtis Shipley, the Board approved the amendments.

The Board heard reports from the General Manager concerning the following issues:

1. Asheboro ABC sales statistics comparing:

    - April 2023 sales with the previous month indicate:
        - An overall -7.9% change (all sales and tax collections)

    - April 2023 sales with sales from the same month last year indicate:
        - Retail Sales -3.1%
        - Mixed Beverage Sales: -13.7%
        - Sales Tax Collections: -3.1%
        - Overall Collections: -4.63%

    - April 2023 bottle sales with bottle sales from the same month last year indicate:
        - Retail Bottle Sales: -8.9%
        - Mixed Beverage Bottle Sales: -16.3%
        - Overall Bottle Sales: -9.5%

The next regular Asheboro ABC Board meeting will be held Monday, June 5, 2023, at 5:30 p.m.

There being no further business, the meeting was adjourned.

Prepared by Rodney Johnson, GM, and Approved by the Board 6-5-23

GM

Stephen R Knight

Curtis Shipley

Minutes of the meeting of the Asheboro Alcoholic Beverage Control Board held on June 5, 2023

The Asheboro ABC Board met on Monday, June 5, 2023, at 5:30 PM, in the Board office, 700 South Fayetteville Street, Asheboro, NC. Present at the meeting were Chairman Steve Knight, Board Member Bob Morrison, Board Member Curtis Shipley, and General Manager Rodney Johnson (GM). A quorum being present, the Chair called the meeting to order for the transaction of business and business transacted as follows:

The Chair inquired as to any known conflict of interest, appearance of a conflict of interest, or objections concerning agenda items before the Board; after Board member(s) voiced having no conflict, and there being no objection, the agenda was adopted.

No guests were present at the meeting.

Board Minutes from the May 1, 2023, meeting were reviewed and approved by the Board.

Steve Knight and the GM reviewed Board finances and reported all finances remain consistent (sales and expenses).

Monthly drafts and EFT payments from May 2023 were reviewed by the Board.

The Board reviewed and approved the meeting dates for Fiscal Year 2023-2024.

The Board reviewed the Amended Budget for Fiscal Year 2022-2023 as amended by the GM on May 18, 2023. Upon motion by Curtis Shipley, the Board ratified the Amended Budget (attached hereto and incorporated herein by reference as ASHEBORO ABC BOARD AMENDED Budget for Fiscal Year 2022-2023).

Budget Hearing (§18B-702): Board members acknowledged receipt of the Budget Message and Proposed Budget for Fiscal Year 2023-2024. The GM confirmed public notice of the Board's June 5, 2023, budget hearing was submitted to the Courier-Tribune and Randolph Hub providing the notice required by §18B-702(e). No members of the public attended the Budget Hearing.

The Board reviewed the Proposed Budget for Fiscal Year 2023-2024 and the GM discussed adjustments. Contributions to the City of Asheboro will continue at $20,000 per month with additional distributions made as excess operating capital permits. To remain competitive in the labor market, the budget provides a 5% maximum merit raise increase for employees based on performance. Upon motion by Bob Morrison, the Board approved the Proposed Budget for Fiscal Year 2023-2024 (a copy of which is attached hereto and incorporated herein by reference as ASHEBORO ABC BOARD Budget for Fiscal Year 2023-2024).

After a review of current Board finances, Steve Knight moved to disburse an additional $400,000.00 to the City of Asheboro. The Board approved the distribution and directed the GM to disburse the funds before the end of June 2023.

The Board heard reports from the General Manager concerning the following issues:

1. Asheboro ABC sales statistics comparing:

    - May 2023 sales with the previous month indicate:
        - An overall +7.8% change (all sales and tax collections)

    - May 2023 sales with sales from the same month last year indicate:
        - Retail Sales +10.6%
        - Mixed Beverage Sales: +6.4%
        - Sales Tax Collections: +10.6%
        - Overall Collections: +10.03%

    - May 2023 bottle sales with bottle sales from the same month last year indicate:
        - Retail Bottle Sales: +2.2%
        - Mixed Beverage Bottle Sales: +4.7%
        - Overall Bottle Sales: +2.4%

The next regular Asheboro ABC Board meeting will be held Monday, June 26, 2023, at 5:30 p.m. This will be the regular July meeting.

There being no further business, the meeting was adjourned.

Prepared by Rodney Johnson, GM, and Approved by the Board 6-26-23

GM

Stephen R Knight

ASHEBORO ABC BOARD
AMENDED Budget for Fiscal Year 2022-2023

Sales		5,975,000.00
Other Income		-
	Gross Sales	**5,975,000.00**
Less Taxes		1,418,372.00
	Net Sales	**4,556,628.00**
Less Cost of Sales		3,099,867.00
	Gross Profit	**1,456,761.00**
Less		
Salaries, benefits and fees		454,000.00
Payroll taxes		36,320.00
Rent		64,800.00
Repairs and maintenance		10,300.00
Utilities		15,180.00
Insurance - general and bonds		15,500.00
Supplies and janitorial		25,500.00
Travel and training		2,600.00
Professional services		15,000.00
Dues and subscriptions		550.00
Bank fees and charges		70,000.00
Miscellaneous & Contingencies		250.00
	Total Operating Expenses	**710,000.00**
	Operating Income	**746,761.00**
Less:		
Capital Expenditures		
	Capital Improvements	-
		-
	Net Income before Distributions	**746,761.00**
Less:		
Distributions		
Law Enforcement		37,338.05
Alcohol Education and Rehab		52,273.27
City of Asheboro General Fund		567,149.68
	Total Distributions	656,761.00
	Net Income after Distributions	**90,000.00**
Less:		
Retained Working Capital (Future Facility Fund)		40,000.00
Retained for Capital Improvements		50,000.00
	Total Retained	**90,000.00**
	Net Income	-

Amdended and submitted to the City of Asheboro and ABC Commission this 18th Day of May, 2023

Rodney E. Johnson, General Manager

ASHEBORO ABC BOARD
Budget for Fiscal Year 2023-2024

Sales		6,154,250.00
Other Income		-
	Gross Sales	**6,154,250.00**
Less Taxes		1,415,477.50
	Net Sales	**4,738,772.50**
Less Cost of Sales		3,222,365.30
	Gross Profit	**1,516,407.20**
Less		
Salaries, benefits and fees		476,700.00
Payroll taxes		38,136.00
Rent		64,800.00
Repairs and maintenance		10,300.00
Utilities		15,550.00
Insurance - general and bonds		17,000.00
Supplies and janitorial		26,000.00
Travel and training		2,600.00
Professional services		15,000.00
Dues and subscriptions		550.00
Bank fees and charges		73,500.00
Miscellaneous & Contingencies		5,000.00
	Total Operating Expenses	**745,136.00**
	Operating Income	**771,271.20**
Less:		
Capital Expenditures		
	Capital Improvements	-
		-
Net Income before Distributions		**771,271.20**
Less:		
Distributions		
Law Enforcement		38,563.56
Alcohol Education and Rehab		53,988.98
City of Asheboro General Fund		588,718.66
	Total Distributions	**681,271.20**
Net Income after Distributions		**90,000.00**
Less:		
Retained Working Capital (Future Facility Fund)		40,000.00
Retained for Capital Improvements		50,000.00
	Total Retained	**90,000.00**
Net Income		-

Approved by the Asheboro ABC Board this 5th day of June 2023.

Rodney E. Johnson, General Manager

AIA® Document G701™ – 2001

Change Order

PROJECT *(Name and address)*:
Asheboro-McCrary Park
Renovation and Expansion
128 Southway Road
Asheboro, NC 27205
RBI Project No. 2678

CHANGE ORDER NUMBER: **002**
DATE: **July 7, 2023**

OWNER: ☒
ARCHITECT: ☒
CONTRACTOR: ☒
FIELD: ☐
OTHER: ☐

TO CONTRACTOR *(Name and address)*:
Rodgers Builders, Inc.
PO Box 18446
Charlotte, NC 28218

ARCHITECT'S PROJECT NUMBER: **E-7290**
CONTRACT DATE: **September 23, 2022**
CONTRACT FOR: **General Construction**

THE CONTRACT IS CHANGED AS FOLLOWS:
(Include, where applicable, any undisputed amount attributable to previously executed Construction Change Directives)

RCO-0001 HVAC Unit Change for Pressbox including Material, Labor and Electrical	**$9,962.00**
RCO-0002 Two Grandstands Emergency Lights were added that were not shown on the Contract Documents	**$2,996.00**
RCO-0004 Project Taxes from December 2022 to May 2023 / Estimated Taxes to complete project	**$20,000.00**
RCO-0005 Additional Gates and Fencing below Grandstands	**$3,745.00**

The original Guaranteed Maximum Price was	$	**3,597,305.00**
The net change by previously authorized Change Orders	$	**681,162.00**
The Guaranteed Maximum Price prior to this Change Order was	$	**4,278,467.00**
The Guaranteed Maximum Price will be **increased** by this Change Order in the amount of	$	**36,703.00**
The new Guaranteed Maximum Price including this Change Order will be	$	**4,315,170.00**

The Contract Time will be **unchanged** by **zero** (**0**) days.
The date of Substantial Completion as of the date of this Change Order therefore is **July 4, 2023.**

NOTE: This Change Order does not include changes in the Contract Sum, Contract Time or Guaranteed Maximum Price which have been authorized by Construction Change Directive until the cost and time have been agreed upon by both the Owner and Contractor, in which case a Change Order is executed to supersede the Construction Change Directive

NOT VALID UNTIL SIGNED BY THE ARCHITECT, CONTRACTOR AND OWNER.

ARCHITECT	CONTRACTOR	OWNER
CPL *(Firm name)*	**Rodgers Builders, Inc.** *(Firm name)*	**City of Asheboro** *(Firm name)*
6302 Fairview Road, Suite 102 **Charlotte, NC 28210**	**PO Box 18446** **Charlotte, NC 28218**	**146 N. Church Street** **Asheboro, NC 27203**
ADDRESS	ADDRESS	ADDRESS
BY *(Signature)*	BY *(Signature)*	BY *(Signature)*
Brad Norvell	**Todd Joyce**	**John Ogburn**
(Typed name)	*(Typed name)*	*(Typed name)*
DATE	DATE	DATE

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User Notes: (3B9ADA21)

RODGERS
Our Passion is Building®

REQUEST FOR CHANGE ORDER

Project Name: Asheboro - McCrary Park Renovation and Expansion, **Project Number:** 2678

RCO No: RCO-0001 dated 07/10/2023

TO: Michael Leonard
City of Asheboro
146 N. Church Street
Asheboro, NC 27203
Phone: 336.626.1201 x228
Fax:

FROM: Christopher Mabry
Rodgers Builders, Inc.
5701 N. Sharon Amity Road P.O. Box 18446 (28218)
Charlotte, NC 28215
Phone: 704 537.6044
Fax: 704 535.0055

THE FOLLOWING CHANGE ORDER IS BEING REQUESTED: HVAC Unit change for Pressbox including material, labor, and electrical.

Request for Change Order Scope of Work:

Contractor	Description	Amount
Southern Bleacher Company, Inc.	A/C Unit Add for Pressbox Changes	$6,950.00
Watson Electrical Construction Co. LLC	Electrical Changes for HVAC change	$2,360.00
	Insurance and Bond	$186.00
	Contract Fee	$466.00
	Total Amount:	**$9,962.00**

Schedule Change Days: 0

DISCLAIMER: This Request for Change in itself does not affect the critical path of the project; therefore, a time extension is not warranted or requested. However, the change, when coupled with numerous others, will affect Rodgers and its subcontractors' ability to complete the original contract per the original schedule. We reserve the right to request a time extension when the quantity and/or dollar amount of changes reaches the level of affecting our original contract work and schedule.

Authorized:	**Authorized:**	**Authorized:**
CPL	Rodgers Builders, Inc.	City of Asheboro
ARCHITECT	CONTRACTOR	OWNER
By: _____	By: _____	By: _____
Date: _____	Date: _____	Date: _____

RODGERS
Our Passion is Building®

REQUEST FOR CHANGE ORDER

Project Name: Asheboro - McCrary Park Renovation and Expansion, **Project Number:** 2678

RCO No: RCO-0002 dated 07/10/2023

TO:
Michael Leonard
City of Asheboro
146 N. Church Street
Asheboro, NC 27203
Phone: 336.626.1201 x228
Fax:

FROM:
Christopher Mabry
Rodgers Builders, Inc.
5701 N. Sharon Amity Road P.O. Box 18446 (28218)
Charlotte, NC 28215
Phone: 704 537.6044
Fax: 704 535.0055

THE FOLLOWING CHANGE ORDER IS BEING REQUESTED: Two Grandstands Emergency Lights were added that were not shown on the contract documents.

Request for Change Order Scope of Work:

Contractor	Description	Amount
Watson Electrical Construction Co. LLC	Provide and Install Light Fixture	$2,800.00
	Insurance and Bond	$56.00
	Contract Fee	$140.00
	Total Amount:	**$2,996.00**

Schedule Change Days: 0

DISCLAIMER: This Request for Change in itself does not affect the critical path of the project; therefore, a time extension is not warranted or requested. However, the change, when coupled with numerous others, will affect Rodgers and its subcontractors' ability to complete the original contract per the original schedule. We reserve the right to request a time extension when the quantity and/or dollar amount of changes reaches the level of affecting our original contract work and schedule.

Authorized:	**Authorized:**	**Authorized:**
CPL	Rodgers Builders, Inc.	City of Asheboro
ARCHITECT	CONTRACTOR	OWNER
By: _____	By: _____	By: _____
Date: _____	Date: _____	Date: _____

RODGERS
Our Passion is Building®

REQUEST FOR CHANGE ORDER

Project Name: Asheboro - McCrary Park Renovation and Expansion, **Project Number:** 2678

RCO No: RCO-0004 dated 07/10/2023

TO:
Michael Leonard
City of Asheboro
146 N. Church Street
Asheboro, NC 27203
Phone: 336.626.1201 x228
Fax:

FROM:
Christopher Mabry
Rodgers Builders, Inc.
5701 N. Sharon Amity Road P.O. Box 18446 (28218)
Charlotte, NC 28215
Phone: 704 537.6044
Fax: 704 535.0055

THE FOLLOWING CHANGE ORDER IS BEING REQUESTED: Project taxes from December 2022 to May 2023 and estimated taxes to complete project.

Request for Change Order Scope of Work:

Contractor	Description	Amount
	Project Taxes from Dec 22 thru May 2023	$8,123.81
	Allowance for Estimated Taxes	$11,876.19
	Total Amount:	**$20,000.00**

Schedule Change Days: 0

DISCLAIMER: This Request for Change in itself does not affect the critical path of the project; therefore, a time extension is not warranted or requested. However, the change, when coupled with numerous others, will affect Rodgers and its subcontractors' ability to complete the original contract per the original schedule. We reserve the right to request a time extension when the quantity and/or dollar amount of changes reaches the level of affecting our original contract work and schedule.

Authorized:	**Authorized:**	**Authorized:**
CPL	Rodgers Builders, Inc.	City of Asheboro
ARCHITECT	CONTRACTOR	OWNER
By: _____	By: _____	By: _____
Date: _____	Date: _____	Date: _____

RODGERS
Our Passion is Building®

REQUEST FOR CHANGE ORDER

Project Name: Asheboro - McCrary Park Renovation and Expansion, **Project Number:** 2678

RCO No: RCO-0005 dated 07/10/2023

TO:
Michael Leonard
City of Asheboro
146 N. Church Street
Asheboro, NC 27203
Phone: 336.626.1201 x228
Fax:

FROM:
Christopher Mabry
Rodgers Builders, Inc.
5701 N. Sharon Amity Road P.O. Box 18446 (28218)
Charlotte, NC 28215
Phone: 704 537.6044
Fax: 704 535.0055

THE FOLLOWING CHANGE ORDER IS BEING REQUESTED: Additional Gates and Fencing below grandstands

Request for Change Order Scope of Work:

Contractor	Description	Amount
	Additional Fencing and Gates Below Grandstand	$3,500.00
	Insurance and Bond	$70.00
	Contract Fee	$175.00
	Total Amount:	**$3,745.00**

Schedule Change Days: 0

DISCLAIMER: This Request for Change in itself does not affect the critical path of the project; therefore, a time extension is not warranted or requested. However, the change, when coupled with numerous others, will affect Rodgers and its subcontractors' ability to complete the original contract per the original schedule. We reserve the right to request a time extension when the quantity and/or dollar amount of changes reaches the level of affecting our original contract work and schedule.

Authorized:	**Authorized:**	**Authorized:**
CPL	Rodgers Builders, Inc.	City of Asheboro
ARCHITECT	CONTRACTOR	OWNER
By: _____	By: _____	By: _____
Date: _____	Date: _____	Date: _____

Terry's Plumbing & Utilities, Inc
****
465 Lewallen Rd
Asheboro, NC 27205
336-625-1090
336-625-1440 Fax
tpuinc@triad.rr.com

July 10, 2023

City of Asheboro
146 North Church St.
Asheboro, NC 27203

Attn: Mr. Michael Leonard, PE

Ref: McCrary Ball Field additional work and retaining wall CO request.

Dear Mr. Leonard,

Per your request, please see below additional work performed per City's request.

Plumbing restroom building, standing seam roof Restroom Building and Ticket Building including gutters, Conduit for lights in parking lot backfilled with flowable fill, Small pump station 1st base dugout, 2" FM and ¾ water service to 1st base dugout, Pump station, 2" FM and ¾" water service to 3rd base dugout, water and sewer service from dugouts to Pump stations, 2" copper water service, MBX 5 box w/ valves to restroom building, 12" storm drainage, 4 ea. catch basins with pedestrian grates, 10" storm beside concession stand to CB including 2 catch basins with pedestrian grates, 10" storm piping under bleachers connecting downspouts and roof drainage, ¾" water and 4" sewer to serve concession stands, 8 ea. tandem loads ABC and fill dirt to fill tot lot.

Complete for the sum of ..... $ 192,330.00

We propose to furnish and install all materials, labor etc. to construct approximately 335 LF 12" block and brick retaining wall as per plans.

Complete for the sum of ..... $ 360,000.00

Total Change Order Request..... $ 552,330.00

Sincerely,

Clayton Terry Tucker, President
Terry's Plumbing & Utilities, Inc.
License No. 51103 Unlimited.

ORDINANCE TO AMEND
THE GENERAL FUND
FY 2023-2024

WHEREAS, the City of Asheboro has received 4 change orders from Rodgers Builders, Inc.

WHEREAS, change order RCO-0001 is for $9,962 for HVAC Unit change for the press box. Change order RCO-0002 is for $2,996 for two grandstands emergency lights added. Change order RCO-0004 is for $20,000 for estimated project sales tax from December 2022 to May 2023. Change order RCO-0005 is for $3,745 is for additional gates and fencing below the Grandstands.

WHEREAS, the City of Asheboro wishes to appropriate $36,703 for the Rodgers Builders change orders.

WHEREAS, the City of Asheboro has received a change order from Terry's Plumbing.

WHEREAS, one part of the change order relates to a) plumbing for the restroom building, b) roof and gutter work for the restroom building and ticket building, c) conduit work for lighting in parking area, d) pump station and water and sewer service work, e) electrical work, f) storm drainage and g) 8 ea. tandem loads ABC and fill dirt to fill tot lot. The amount of the change order relating to these costs is $192,330.

WHEREAS, the second part of the change order relates to construction of approximately 335 LP 12" block and brick retaining wall for $360,000.

WHEREAS, the City of Asheboro wishes to appropriate $552,330 for the Terry's Plumbing change orders.

WHEREAS, the City of Asheboro wishes to use General Fund Balance in the amount of $589,033 to pay for these changes.

WHEREAS, the City of Asheboro desires to amend the 2023-2024 budget to as required by law to adjust for changes in revenues and expenditures in comparison to the current adopted budget.

WHEREAS, the City Council of the City of Asheboro wants to be in compliance with all generally accepted accounting principles.

THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ASHEBORO, NORTH CAROLINA:

Section 1: The following revenue line item be increased:

Line Item	Description	Increase
10-000-399.0000	Fund Balance Approriated	$589,033

Section 2: The following expense line item be increased:

Line Item	Description	Increase
10-620-574.6500	Contribution to McCrary Ballpark Improvements Fund	$589,033

ORDINANCE TO AMEND
THE GENERAL FUND
FY 2023-2024

Adopted this the 13th day of July 2023.

_____
David H. Smith, Mayor

ATTEST:

_____
Holly H. Doerr, CMC, NCCMC, City Clerk

ORDINANCE TO AMEND
THE MCCRARY BALLPARK IMPROVEMENTS FUND
FY 2023-2024

WHEREAS, the City of Asheboro has received 4 change orders from Rodgers Builders, Inc.

WHEREAS, change order RCO-0001 is for $9,962 for HVAC Unit change for the press box. Change order RCO-0002 is for $2,996 for two grandstands emergency lights added. Change order RCO-0004 is for $20,000 for estimated project sales tax from December 2022 to May 2023. Change order RCO-0005 is for $3,745 is for additional gates and fencing below the Grandstands.

WHEREAS, the total is $36,703 for the Rodgers Builders change orders.

WHEREAS, the City of Asheboro has received a change order from Terry's Plumbing.

WHEREAS, one part of the change order relates to a) plumbing for the restroom building, b) roof and gutter work for the restroom building and ticket building, c) conduit work for lighting in parking area, d) pump station and water and sewer service work, e) electrical work, f) storm drainage and g) 8 ea. tandem loads ABC and fill dirt to fill tot lot. The amount of the change order relating to these costs is $192,330.

WHEREAS, the second part of the change order relates to construction of approximately 335 LP 12" block and brick retaining wall for $360,000.

WHEREAS, the total is $552,330 for the Terry's Plumbing change orders.

WHEREAS, the City of Asheboro wishes to recognize a transfer from the General Fund in the amount of $589,033 for these changes.

WHEREAS, the City of Asheboro desires to amend the 2023-2024 budget to as required by law to adjust for changes in revenues and expenditures in comparison to the current adopted budget.

WHEREAS, the City Council of the City of Asheboro wants to be in compliance with all generally accepted accounting principles.

Section 1: The following revenue line items be increased:

Line Item	Description	Increase
65-000-300.0001-65	Contribution from General Fund	589,033

Section 2: The following expense line item be increased:

Line Item	Description	Increase
65-000-400.9000-65	Construction Manager at Risk	$36,703
65-000-406.0000-65	Construction- storm sewer, grading, paving	552,330
		$589,033

ORDINANCE TO AMEND
THE MCCRARY BALLPARK IMPROVEMENTS FUND
FY 2023-2024

Adopted this the 13th day of July 2023.

_____
David H. Smith, Mayor

ATTEST:

_____
Holly H Doerr, CMC, NCCMC, City Clerk

RZ-23-08: An application to rezone property located at 207 East Pritchard Street (Randolph County Parcel Identification Number 7751966980) from B2 General Commercial to OA6 Office-Apartment

Staff Report

Planning Board Recommendation & Comments to City Council

NOTE: Have applicant Certify to Council mailings to all adjoining property owners.

Case # **RZ-23-08**

Date 6-5-2023 Planning Bd

Applicant Estate of Peggy Britt, HR Gallimore, Agent

Legal Description

The property of the Estate of Peggy Britt, located at 207 East Pritchard Street, more specifically identified by Randolph County Parcel Identification Number 7751966980, and totaling approximately 0.8 acres +/-.

Requested Action Rezone from B2 General Commercial to OA6 Office-Apartment

Existing Zone OA6

Land Development Plan See rezoning staff report.

Planning Board Recommendation

The Planning Board recommended approval of the request.

Reason for Recommendation

The Planning Board concurred with staff reasoning.

Planning Board Comments

Rezoning Staff Report

RZ Case # **RZ-23-08** **Date** July 13, 2023 City Council

General Information

Applicant Estate of Peggy Britt, HR Gallimore, Agent

Address 207 East Pritchard Street

City Asheboro NC 27203

Phone 336-626-5560

Location 207 East Pritchard Steret

Requested Action Rezone from B2 General Commercial to OA6 Office-Apartment

Existing Zone B2 **Existing Land Use** Formerly Business Services (insurance office)

Size 0.8 acres +/- **Pin #** 7751966980

Applicant's Reasons as stated on application

It complies; downzone. Property is flanked on one side and to the rear with residential. OA6 works for office or residential.

Surrounding Land Use

North Single-Family Residential **East** Single-Family Residential

South Industrial **West** Commercial

Zoning History RZ-99-40 (May, 1999): Property was rezoned from R10/B2 to B2.

Legal Description

The property of the Estate of Peggy Britt, located at 207 East Pritchard Street, more specifically identified by Randolph County Parcel Identification Number 7751966980, and totaling approximately 0.8 acres +/-.

Analysis

1. The property is within the city limits. East Pritchard Street is a city-maintained collector street. The property is approximately 350 feet east of East Pritchard Street's signalized intersection with North Fayetteville Street.
2. The existing B2 zoning district is described by the zoning ordinance as "intended to serve the convenience goods, shoppers goods retail and service needs of the motoring public, both local and transient. This district should always be located with access directly to minor thoroughfares or higher classification streets, but never local residential streets."
3. The OA6 Office-Apartment district is described as "intended to produce moderate intensity office and residential development to serve adjacent residential areas and to provide a transition from residential to commercial uses. Land designated OA6 shall normally be located with access to a minor thoroughfare or higher classification street with access to local residential streets discouraged."
4. The OA6 district allows residential uses (single-, two-, and multi-family with up to 4 dwellings when a property possesses less than 45,000 SF), institutional uses (such as places of worship), and some lighter commercial uses (medical/professional offices, and service uses such as hair salons). Heavier commercial uses (such as eating establishments, motor vehicle repair/sales/rental, and retail businesses) are not permitted.
5. The requested district would allow all uses permitted by right subject to complies with city land use regulations. No site-specific development plan is considered with this request.
6. The last use of the property was business services (an insurance office).
7. Information from the Randolph County Tax Department indicates that the property's building type is considered a "single-family" residence, and that the structure was built in 1923.
8. If mixed occupancy is proposed in the future (i.e. residential and non-residential), compliance with the state building code must be demonstrated.

Rezoning Staff Report

RZ Case # **RZ-23-08**

Consistency with the 2020 LDP Growth Strategy designations

In reviewing this request, careful consideration is given to each Goal and Policy as outlined in the Land Development Plan. Some Goals and Policies will either support or will not support the request, while others will be neutral or will not apply. Only those Goals and Policies that support or do not support the request will be shown.

Proposed Land Use Map Designation	Neighborhood Residential
Small Area Plan	Central
Growth Strategy Map Designation	Primary Growth

LDP Goals/Policies Which Support Request

Checklist Item 1: Complies with LDP proposed land use map.

Checklist Item 3: The property on which the rezoning district is proposed fits the description of the Zoning Ordinance.

Checklist Item 5: Complies with Growth Strategy Map

Checklist Items 12, 13, and 14: 12.) Property is located outside of watershed 13.) The property is located outside of Special Hazard Flood Area.

2.1.5 The City will ensure development regulations provide appropriate transitional land uses, such as office and institutional, between high-intensity industrial/commercial and low-intensity residential uses.

Rezoning Staff Report

RZ Case # **RZ-23-08**

LDP Goals/Policies Which Do Not Support Request

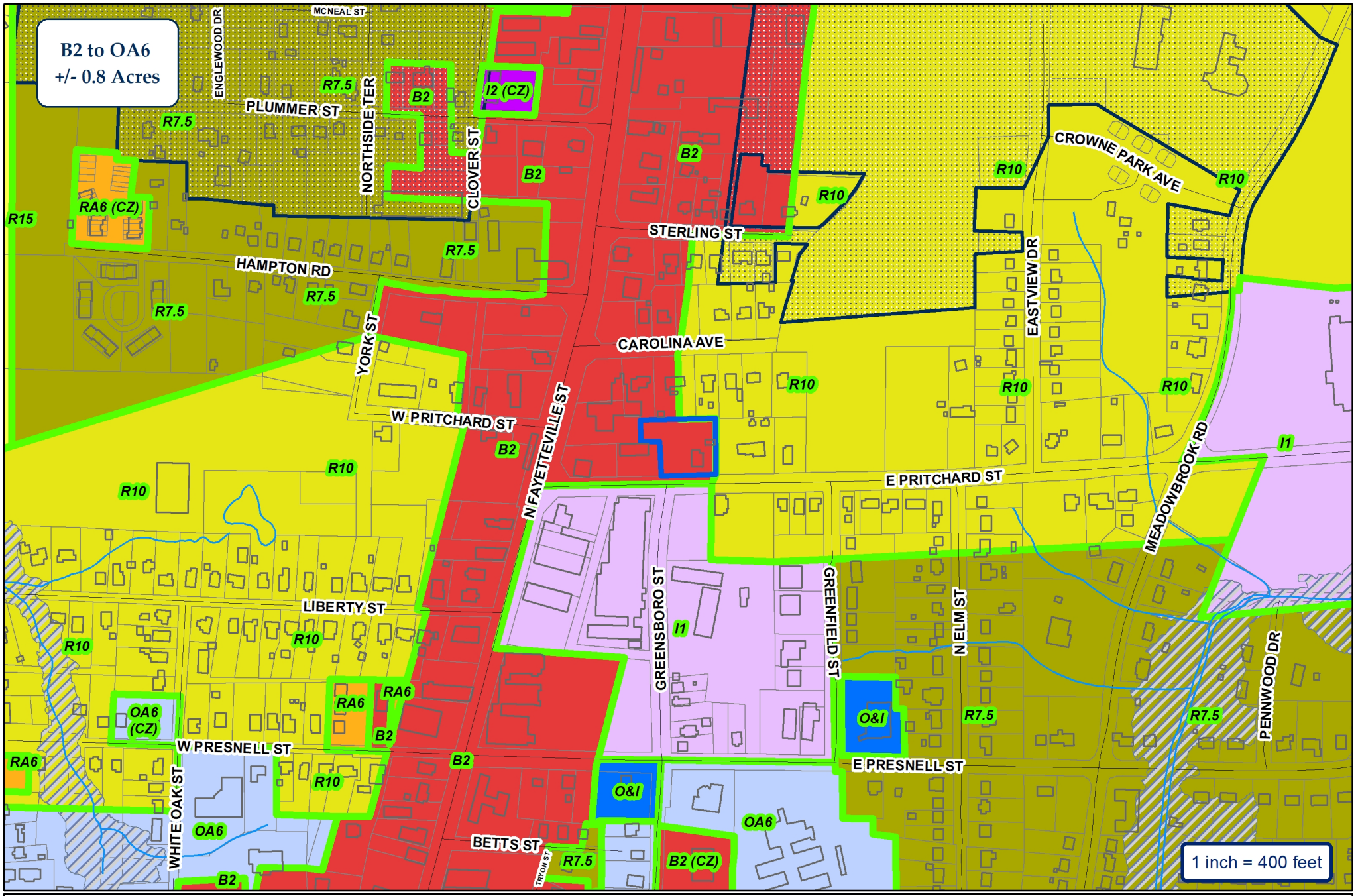
Staff's Final Analysis Concerning Consistency with Adopted Comprehensive Plans, Reasonableness and Public Interest

Staff believes that the OA6 district is a more appropriate transition between industrial uses to the south and west and commercial uses to the north and east than the existing B2 General Commercial district. The Zoning Ordinance's description of the OA6 also more closely fits the property's location.

Additionally, available records indicate that either office or residential uses have occurred from the property over time; both are appropriate in an OA6 district.

Considering these factors, staff believes that the proposed zoning map amendment is reasonable and in the public interest.

Recommendation In light of the above analysis, staff recommends approval.



CITY OF ASHEBORO
NORTH CAROLINA
Exactly where you want to be.

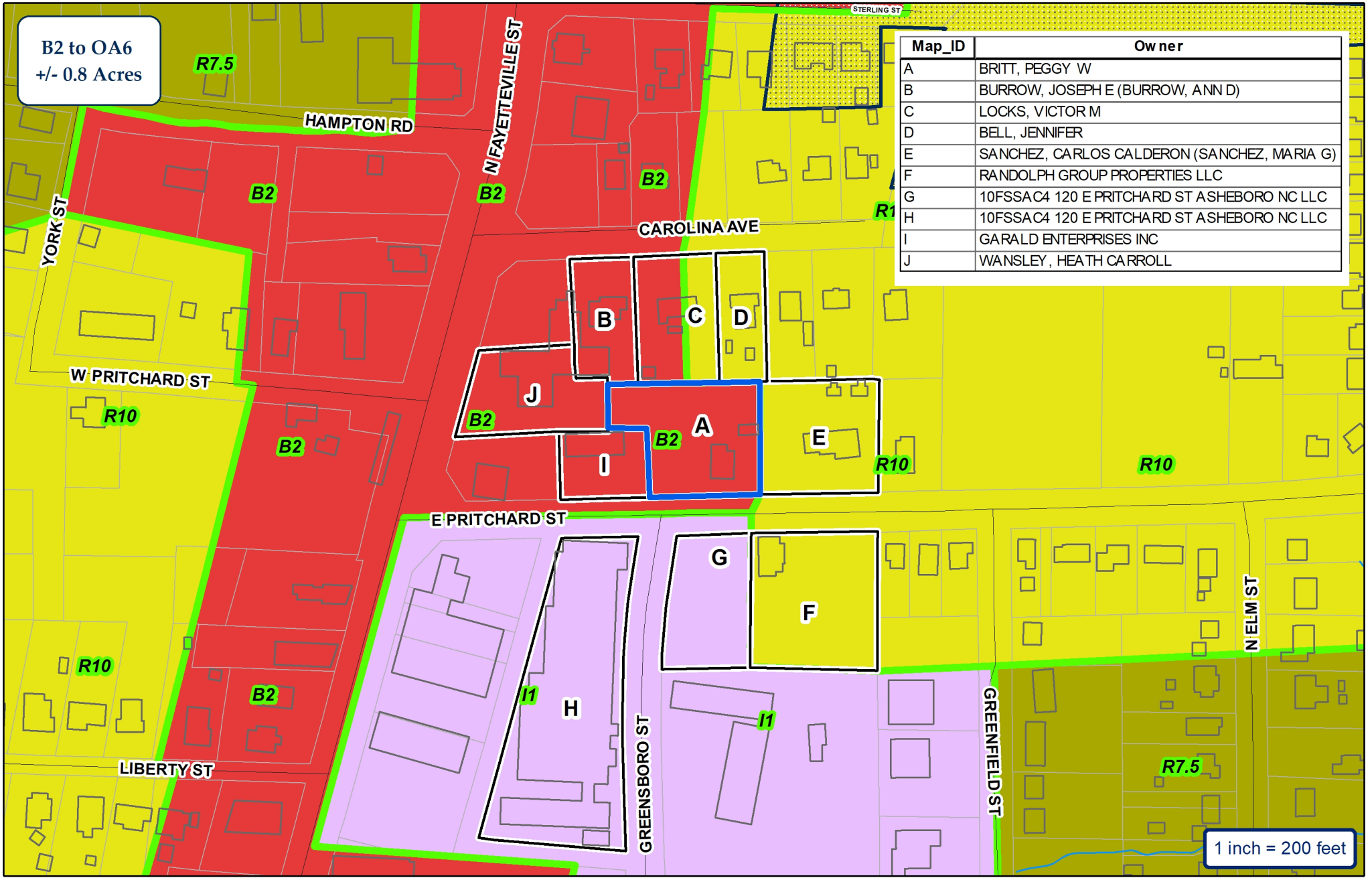
ETJ

City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-23-08

Parcels: 7751966980

Subject Property
Zoning



Map_ID	Owner
A	BRITT, PEGGY W
B	BURROW, JOSEPH E (BURROW, ANN D)
C	LOCKS, VICTOR M
D	BELL, JENNIFER
E	SANCHEZ, CARLOS CALDERON (SANCHEZ, MARIA G)
F	RANDOLPH GROUP PROPERTIES LLC
G	10FSSAC4 120 E PRITCHARD ST ASHEBORO NC LLC
H	10FSSAC4 120 E PRITCHARD ST ASHEBORO NC LLC
I	GARALD ENTERPRISES INC
J	WANSLEY, HEATH CARROLL

CITY OF ASHEBORO
NORTH CAROLINA
Exactly where you want to be.

ETJ

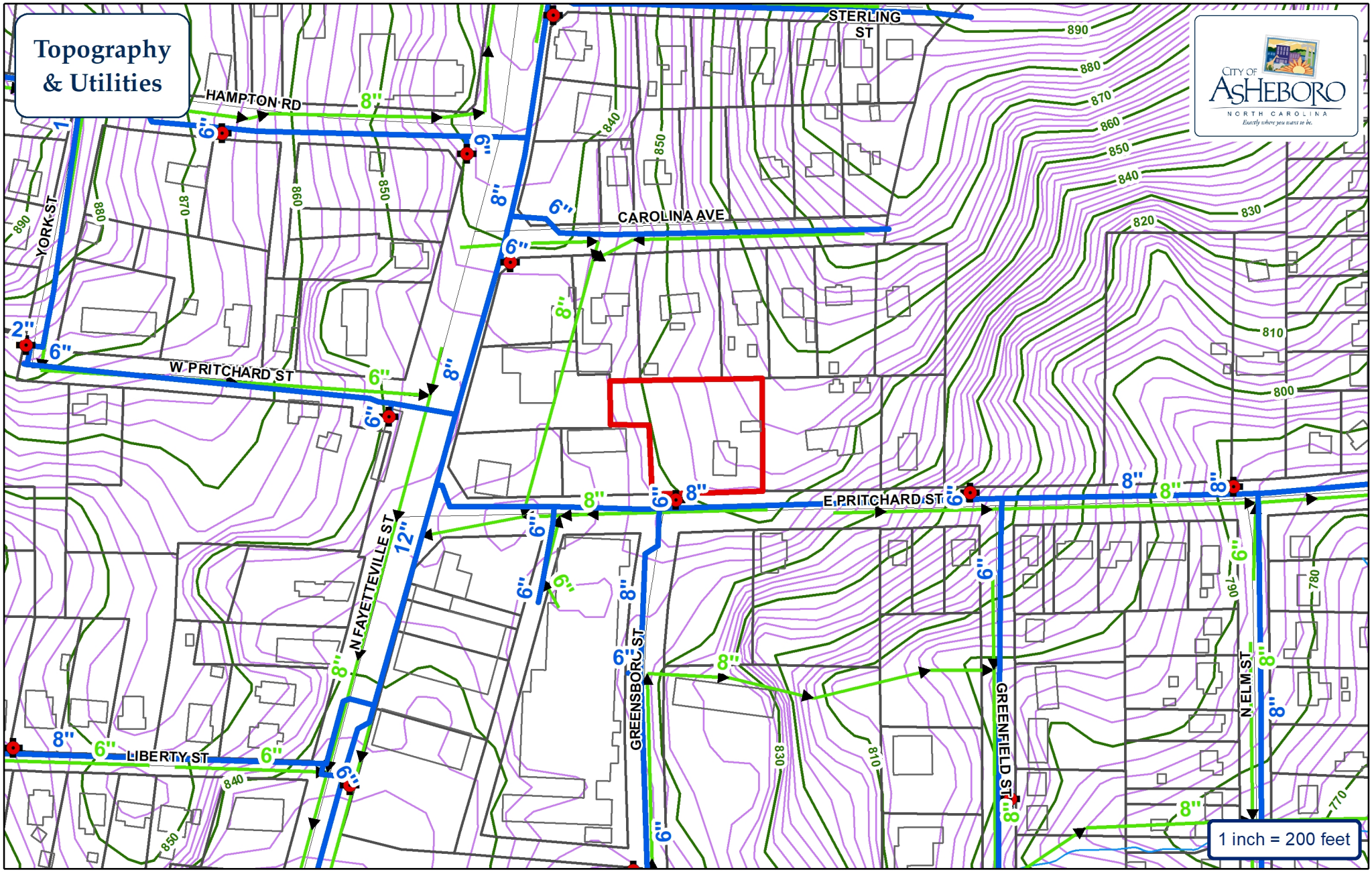
City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-23-08

Parcels: 7751966980

Subject Property
Adjoining Properties
City Zoning

N
W
E
S



Water Main
Sewer Main
Force Main
Fire Hydrant
PS Pump Station
Watershed

City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-23-08

Parcels: 7751966980

Subject Property



CITY OF ASHEBORO
NORTH CAROLINA
Exactly where you want to be.

City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-23-08

Parcels: 7751966980

Subject Property
Zoning

N W E S

APPLICANT INFORMATION

Applicant Estate of Peggy Britt

Applicant's Phone # _____

Applicant's Address _____

_____

Applicant Email Address _____

PROPERTY INFORMATION FOR MAP AMENDMENTS

Property Owner's Name Estate of Peggy Britt

Location of Property 207 East Pritchard Street, Asheboro

Property Size (ac. or s.f.) 0.8 acre

Randolph County Property Identification Number (PIN#) 7751966980

Current Zoning District B-2

Requested Zoning District OA-6

Date Property Title Acquired March 8, 1991

Deed Book 1292 Page 132

Subdivision _____ Section _____ Lot # _____

Plat Book _____ Page _____

ORDINANCE AMENDMENT INFORMATION

1. In what manner will the proposed amendment carry out the intent of the Land Development Plan?

It Complies Down Zone

_____

For questions (2) and (3), if either of these questions apply, please state a reason. If you believe these do not apply, please check "does not apply".

2. Are there alleged errors in this Ordinance that would be corrected by the proposed amendment? If so, give a detailed explanation of such error and detailed reasons how the proposed amendment will correct the errors.

NONE

_____

Does not apply ☐

3. What are the changed or changing conditions, if any, in the jurisdiction of the City of Asheboro generally, which would make the proposed amendment reasonably necessary to the promotion of the public health, safety, and general welfare?

NONE

Does not apply ☐

4. Are there any other circumstances, factors, or reasons that the applicant offers in support of the proposed amendment?

Property is flanked on one side and to the rear with Residential. OA6 works [redacted] for Office or Residential.

APPLICATION SIGNATURES

It is understood by the undersigned that while this application will be carefully reviewed and considered, the burden of proving the need for the proposed amendment rests with the applicant. The applicant for rezoning to any district other than a conditional use district shall be prohibited from offering any testimony or evidence concerning the specific manner in which he or she intends to use or develop the property.

Applicant Signature

H.R. Gallimore

Printed Name of Authorized Signatory (if different from Applicant)

Position/Relationship of Authorized Signatory to Applicant

Agent

Owner Signature (if different than Applicant)

Ricky G. Britt

Owner Address

1315 Iron Mountain
Asheboro N.C. 27205

Telephone Number

336-629-5153

Printed Name of Authorized Signatory (if different from Owner)

Ricky G Britt

Position/Relationship of Authorized Signatory to Owner

Ricky G Britt

STAFF USE

Received by: John Evans **Date:** 4-17-23 **Case Number:** RZ-23-08

RZ-23-09: An application to rezone property located at 3114 Zoo Parkway (Randolph County Parcel Identification Number 7669460864) from R40 (Low-Density Residential) to R10 (Medium-Density Residential)

Staff Report

Planning Board Recommendation & Comments to City Council

NOTE: Have applicant Certify to Council mailings to all adjoining property owners.

Case # **RZ-23-09**

Date 7-10-2023 PB

Applicant Ricky E. Spencer

Legal Description

The property of Ricky Eugene Spencer & Clarissa Spencer, located at 3114 Zoo Parkway, across from & immediately south of the Old Cox Road intersection, totaling approximately 2.2 acres +/- and more specifically identified by Randolph Couny PIN 7669460864

Requested Action Rezone from R40 Low-Density Residential to R10 Medium-Density Residential

Existing Zone R40

Land Development Plan See rezoning staff report.

Planning Board Recommendation

June 5, 2023: The Planning Board recommended continuing its case until its July 10, 2023 meeting.

July 10, 2023: The Planning Board recommended approval in a 6-1 vote.

Reason for Recommendation

June 5, 2023: The Planning Board had concerns with the potential number of driveways in the R10 district. The Planning Board also wanted to give the applicant, who was not present for the June 5, 2023 meeting, the opportunity to address the Board.
July 10, 2023: The Planning Board concurred with staff reasoning.

Planning Board Comments

Rezoning Staff Report

RZ Case # **RZ-23-09** **Date** July 10, 2023 Planning Board

General Information

Applicant Ricky Eugene Spencer

Address 651 Karla Drive

City Asheboro NC 27205

Phone 336-953-8060

Location 3114 Zoo Parkway

Requested Action Rezone from R40 Low-Density Residential to R10 Medium-Density Residential

Existing Zone R40 **Existing Land Use** Undeveloped/formerly single-family dwelling

Size 2.2 acres +/- **Pin #** 7669460864

Applicant's Reasons as stated on application

Provide new housing opportunities. New development has occurred in the area over last 15-20 years.

Surrounding Land Use

North Industrial/Single-Family **East** Zoo City Sportsplex & Congregate Living

South Residential PUD (Parkway South) **West** Undeveleoped

Zoning History N/A

Legal Description

The property of Ricky Eugene Spencer & Clarissa Spencer, located at 3114 Zoo Parkway, across from & immediately south of the Old Cox Road intersection, totaling approximately 2.2 acres +/- and more specifically identified by Randolph Couny PIN 7669460864

Analysis

1. The property is outside the city limits. Zoo Parkway is a state-maintained major thoroughfare at this location.
2. Access to city utilities (water/sewer) requires annexing the property.
3. The existing R40 district allows a single-family dwelling on a lot with 40,000 SF and a two-family dwelling on a lot with 80,000 SF.
4. The zoning ordinance describes the R10 zoning district as "intended to provide regulations which will produce a moderate intensity of residential uses, usually single family or two family in character and served by central water supply and sewage disposal systems, plus the necessary governmental and other support facilities to service such urban intensity living."
5. The current R40 zoning only allows one two-dwelling unit on the property. If the property is rezoned, it is possible that additional lots can be created through the subdivision process and additional homes constructed.
6. The Village Activity Center is described by the Land Development plan to have a "variety of housing types surrounding the mixed-use core, including some multi-family residential units (e.g. Apartments, Townhouses, and Condominiums)." It describes the intent as to "create pedestrian-friendly, community focal points containing a mixture of commercial, office and institutional, entertainment, open space, and residential uses & housing types
7. The area already includes a mixture of housing types (single-family, residential townhomes, Crossroads Rest and Retirement) and is across from the city-owned Zoo City Sportsplex.

Rezoning Staff Report

RZ Case # **RZ-23-09**

Consistency with the 2020 LDP Growth Strategy designations

In reviewing this request, careful consideration is given to each Goal and Policy as outlined in the Land Development Plan. Some Goals and Policies will either support or will not support the request, while others will be neutral or will not apply. Only those Goals and Policies that support or do not support the request will be shown.

Proposed Land Use Map Designation	Village Activity Center
Small Area Plan	Southeast
Growth Strategy Map Designation	Secondary Growth

LDP Goals/Policies Which Support Request

Checklist Item 3: The property on which the rezoning district is proposed fits the description of the Zoning Ordinance.

Checklist Item 5: Complies with Growth Strategy Map

2.1.5 The City will ensure development regulations provide appropriate transitional land uses, such as office and institutional, between high-intensity industrial/commercial and low-intensity residential uses.

Checklist Items 12, 13, and 14: 12.) Property is located outside of watershed 13.) The property is located outside of Special Hazard Flood Area.

Rezoning Staff Report

RZ Case # **RZ-23-09**

LDP Goals/Policies Which Do Not Support Request

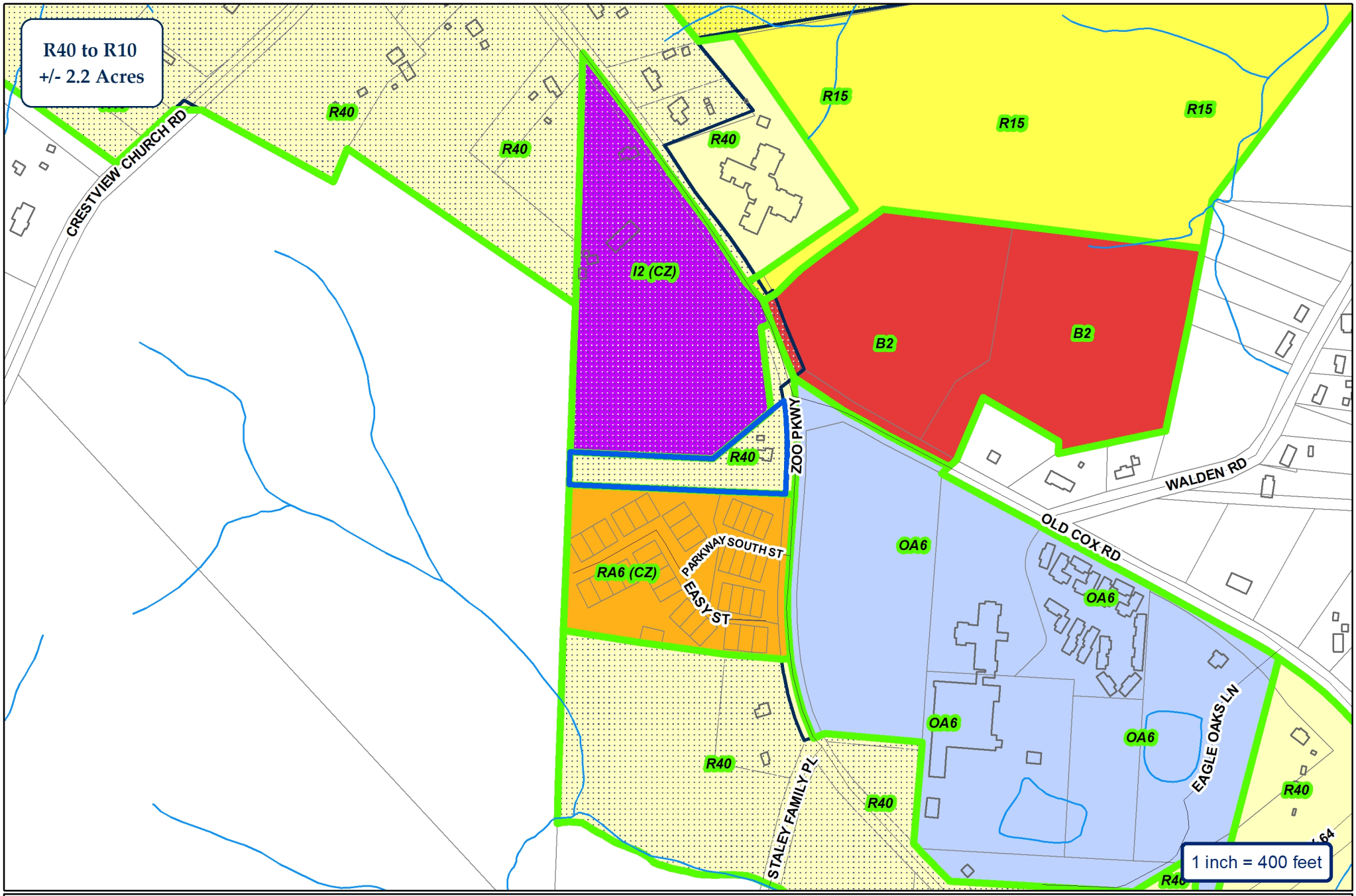
Checklist Item 1: Does not comply with LDP proposed land use map.

Staff's Final Analysis Concerning Consistency with Adopted Comprehensive Plans, Reasonableness and Public Interest

Staff believe that the requested R10 zoning designation is appropriate for the property given the area's mixture of housing types and densities. While the application does not implement the Land Development Plan's recommendations for a mixed use Village Activity Center, recent investments and growth in the area justify a transition to medium-density residential zoning from the present low-density district.

Considering these factors, staff believes that the proposed zoning map amendment is reasonable and in the public interest.

Recommendation In light of the above analysis, staff recommends approval.



CITY OF ASHEBORO
NORTH CAROLINA
Exactly where you want to be.

ETJ

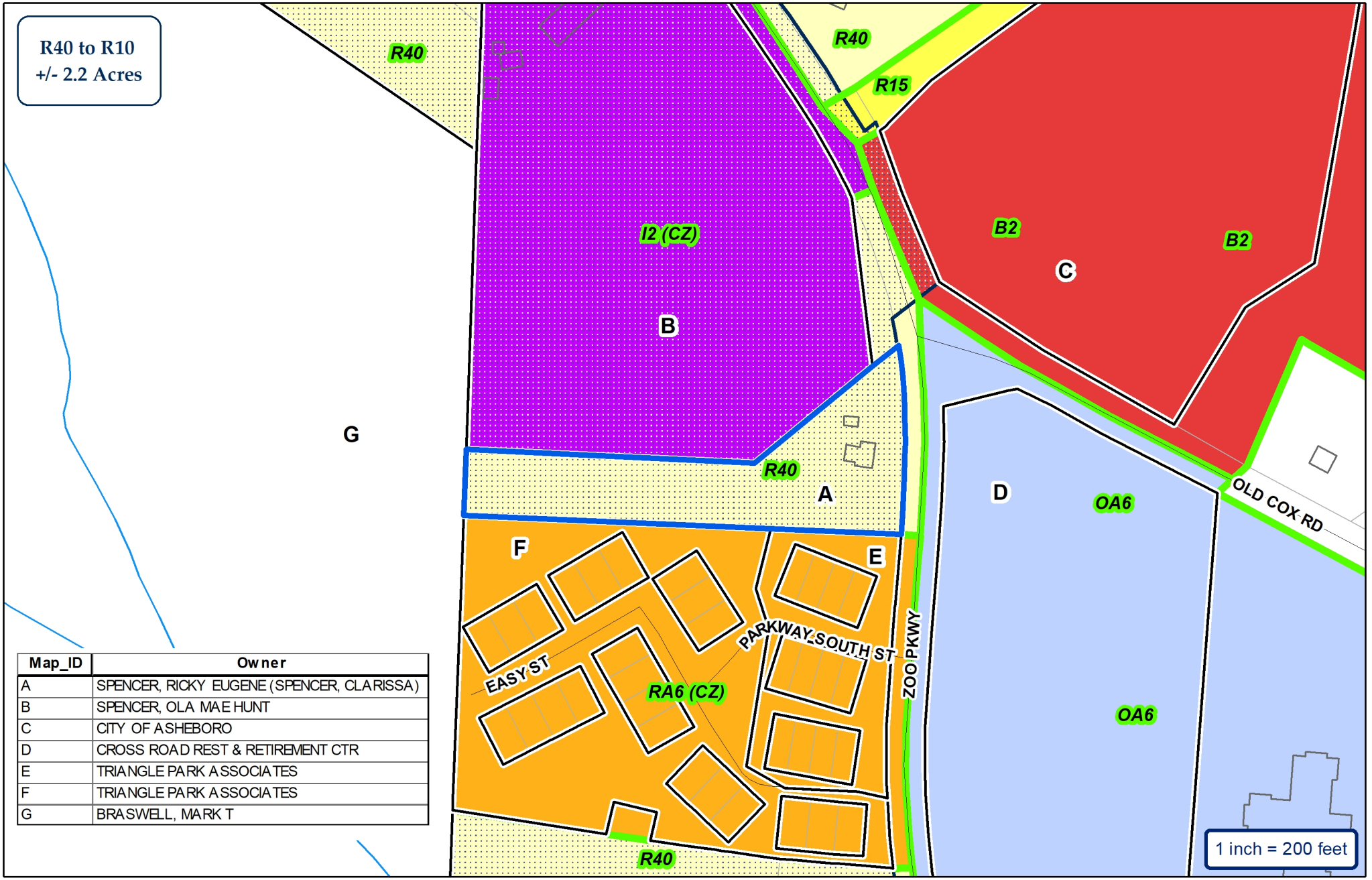
City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-23-09

Parcels: 7669460864

Subject Property
Zoning

N
W
E
S



Map_ID	Owner
A	SPENCER, RICKY EUGENE (SPENCER, CLARISSA)
B	SPENCER, OLA MAE HUNT
C	CITY OF ASHEBORO
D	CROSS ROAD REST & RETIREMENT CTR
E	TRIANGLE PARK ASSOCIATES
F	TRIANGLE PARK ASSOCIATES
G	BRASWELL, MARK T

CITY OF ASHEBORO
NORTH CAROLINA
Exactly where you want to be.

ETJ

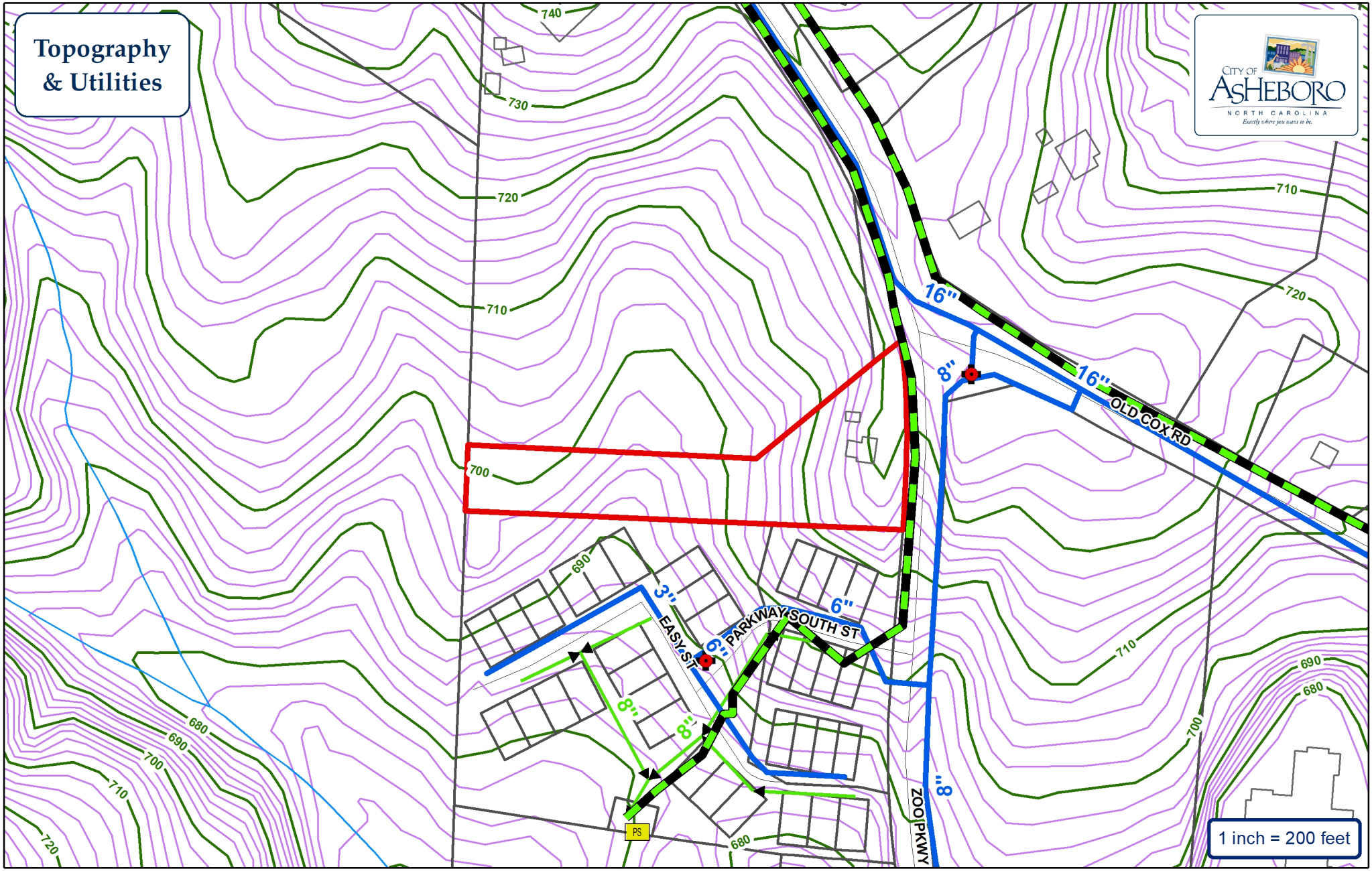
City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-23-09

Parcels: 7669460864

Subject Property
Adjoining Properties
City Zoning

N
W
E
S



Water Main
Sewer Main
Force Main
Fire Hydrant
PS Pump Station
Watershed

City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-23-09

Parcels: 7669460864

Subject Property

N
W
E
S



CITY OF ASHEBORO
NORTH CAROLINA
Exactly where you want to be.

City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-23-09

Parcels: 7669460864

Subject Property

N
W
E
S

APPLICANT INFORMATION

Applicant Ricky Eugene Spencer

Applicant's Phone # 336-953-8060

Applicant's Address 651 Karla Dr

Asheboro, N.C.

Applicant Email Address respencer54@gmail.com

PROPERTY INFORMATION FOR MAP AMENDMENTS

Property Owner's Name

Location of Property 3114 Zoo Parkway, Asheboro, NC 27205

Property Size (ac. or s.f.) 2.2 ac.

Randolph County Property Identification Number (PIN#) 7669-46-0864

Current Zoning District R40

Requested Zoning District R10

Date Property Title Acquired 9/28/2017

Deed Book 002565 Page 01174

Subdivision _____ Section _____ Lot # _____

Plat Book _____ Page _____

ORDINANCE AMENDMENT INFORMATION

1. In what manner will the proposed amendment carry out the intent of the Land Development Plan?

Provide new housing opportunities

For questions (2) and (3), if either of these questions apply, please state a reason. If you believe these do not apply, please check "does not apply".

2. Are there alleged errors in this Ordinance that would be corrected by the proposed amendment? If so, give a detailed explanation of such error and detailed reasons how the proposed amendment will correct the errors.

Does not apply ☑

3. What are the changed or changing conditions, if any, in the jurisdiction of the City of Asheboro generally, which would make the proposed amendment reasonably necessary to the promotion of the public health, safety, and general welfare?

new development has occurred in area over last 15-20 years

Does not apply ☐

4. Are there any other circumstances, factors, or reasons that the applicant offers in support of the proposed amendment?

APPLICATION SIGNATURES

It is understood by the undersigned that while this application will be carefully reviewed and considered, the burden of proving the need for the proposed amendment rests with the applicant. The applicant for rezoning to any district other than a conditional use district shall be prohibited from offering any testimony or evidence concerning the specific manner in which he or she intends to use or develop the property.

Applicant Signature

Kirby E. Spencer

Printed Name of Authorized Signatory (if different from Applicant)

Position/Relationship of Authorized Signatory to Applicant

Owner Signature (if different than Applicant)

Kirby E. Spencer Clarissa Spencer

Riley Eugene Spencer

Owner Address

6051 Karla Dr

Asheboro NC

Telephone Number

336-953-8060

Printed Name of Authorized Signatory (if different from Owner)

Position/Relationship of Authorized Signatory to Owner

STAFF USE

Received by: TW ***Date:*** 5/10/23 ***Case Number:*** _____

RZ-23-10: An application to rezone property located at 615 & 617 South Church Street; 233 West Kivett Street; 616 & 622 Hammer Avenue (Randolph County Parcel Identification Number 7751703525), with an amended Conditional Zoning Office-Apartment designation for the purpose of a Multi-Family Development for the Elderly that is a Whole Block Redevelopment project

Staff Report

Planning Board Recommendation & Comments to City Council

NOTE: Have applicant Certify to Council mailings to all adjoining property owners.

Case # **RZ-23-10**

Date 7-10-23 Planning Bd.

Applicant Wynnefield Forward, LLC

Legal Description

The property of Memorial Square, LLC., located at 615 & 617 South Church Street; 233 W. Kivett Street, and 616 & 622 Hammer Avenue, consisting of approximately 2.5 acres +/- and more specifically identified by Randolph County Parcel Identification Number 7751703525.

Requested Action Rezone to an amended OA6 (CZ) Office-Apartment Conditional Zoning designation for a Whole Block Redevelopment for a Multi Family Development for the Elderly

Existing Zone OA6 (CZ)

Land Development Plan See rezoning staff report.

Planning Board Recommendation

June 5, 2023: At the applicant's request, the Planning Board continued the request until its July 10, 2023 meeting.

July 10, 2023: The Planning Board recommended approval.

Reason for Recommendation

July 10, 2023: The Planning Board's recommendation for approval was due to concurrence with staff reasoning.

Planning Board Comments

Rezoning Staff Report

RZ Case # **RZ-23-10** **Date** July 10, 2023 Planning Board

General Information

Applicant Wynnefield Forward, LLC

Address PO Box 566

City Asheboro NC 27203

Phone 336-822-0765

Location 615 & 617 South Church Street; 233 West Kivett Street; 616 & 622 Hammer Avenue

Requested Action Rezone to an amended OA6 (CZ) Office-Apartment Conditional Zoning designation for a Whole Block Redevelopment for a Multi Family Development for the Elderly

Existing Zone OA6 **Existing Land Use** Single Family (2); Two-Family (1); Multi-Family (5 units)

Size 2.5 acres +/- **Pin #** 7751703525

Applicant's Reasons as stated on application

See attached

Surrounding Land Use

North Commercial/Office **East** Commercial/Industrial/Railroad

South Multi-family residential **West** Single-Family dwelling /Office

Zoning History RZ-22-04: Rezone from OA6 (Office-Apartment) to OA6 (CZ) for a Whole Block Redevelopment for a Multi Family Development for the Elderly

Legal Description

The property of Memorial Square, LLC., located at 615 & 617 South Church Street; 233 W. Kivett Street, and 616 & 622 Hammer Avenue, consisting of approximately 2.5 acres +/- and more specifically identified by Randolph County Parcel Identification Number 7751703525.

Analysis

1. The applicant is requesting a Conditional Zoning requesting a Multi Family Development for the Elderly that is a Whole Block Redevelopment project.
2. The property is within the city limits.
3. South Church Street is a state-maintained minor thoroughfare. West Kivett Street is a city-maintained minor thoroughfare. Lanier Avenue and Hammer Avenue are city-maintained local streets.
4. This use was approved in 2022 (Case No. RZ-22-04), allowing a four-story structure with 60 dwelling units.
5. The applicant is proposing an amended conditional zoning district, which (1) reduces the total number of units from 60 to 48; (2) moves the building closer to Hammer Avenue and further from South Church Street; and (3) changes the parking location and reduces the number of parking spaces.
6. The zoning ordinance allows an applicant to propose a conditional zoning district that deviates from the zoning ordinance's pre-prescribed requirements. Three deviations from typically applied zoning ordinance requirements are proposed: the first is the elimination of five (5) overflow parking spaces, the second is to exceed the typical 45 ft. height limitation with a building that is 47.5 feet in height; and the third is to permit indoor recreational area to be provided via indoor space as opposed to exclusively by outdoors.
7. The OA6 zoning district is described as "intended to produce moderate intensity office and residential development to serve adjacent residential areas and to provide a transition from residential to commercial uses. Land designated OA6 shall normally be located with access to a minor thoroughfare or higher classification street with access to local residential streets discouraged." Multi-family Development for the Elderly is a permitted use within the OA6 district.
8. The property is located within Tier 3 (Commercial and Employment Center) of the Center City Planning Area. Two properties with a B3 (Central Commercial) designation are within 300 feet of the subject property.
9. The application seeks approval of a Whole Block Redevelopment proposal. Whole Block Redevelopment is envisioned to help with the the revitalization of neighborhoods, removal of blighted and unsafe structures, encouragement of reinvestment into properties in the vicinity of the development, stabilization and enhancement of property values, improvement of the City's housing stock, enhancement of the historic integrity of neighborhoods and improvement to public infrastructure.
10. There are currently two single-family dwellings, one two-family (duplex) dwelling, and one multi-family structure

with five residential dwelling units located on the property requested for rezoning.

RZ Case # **RZ-23-10**

Consistency with the 2020 LDP Growth Strategy designations

In reviewing this request, careful consideration is given to each Goal and Policy as outlined in the Land Development Plan. Some Goals and Policies will either support or will not support the request, while others will be neutral or will not apply. Only those Goals and Policies that support or do not support the request will be shown.

Proposed Land Use Map Designation	City Activity Center
Small Area Plan	Central
Growth Strategy Map Designation	Primary Growth

LDP Goals/Policies Which Support Request

Checklist Item 1: Rezoning is compliant with the Proposed Land Use Map.

Checklist Item 3: The property on which the rezoning district is proposed fits the description of the Zoning Ordinance. *(Article 200, Section 210, Schedule of Statements of Intent)*

Checklist Item 5: Complies with Growth Strategy Map

Checklist Item 7: The proposed rezoning is compatible with the applicable Small Area Plan.

Checklist Item 8: The request is an adaptive reuse of a vacant or unused lot, or is an infill lot.

2.1.5: The City will ensure development regulations provide appropriate transitional land uses, such as office and institutional, between high-intensity industrial/commercial and low-intensity residential uses.

Rezoning Staff Report

RZ Case # **RZ-23-10**

LDP Goals/Policies Which Do Not Support Request

Checklist Item 14: Rezoning is located on steep slopes of greater than 20%.

Staff's Final Analysis Concerning Consistency with Adopted Comprehensive Plans, Reasonableness and Public Interest

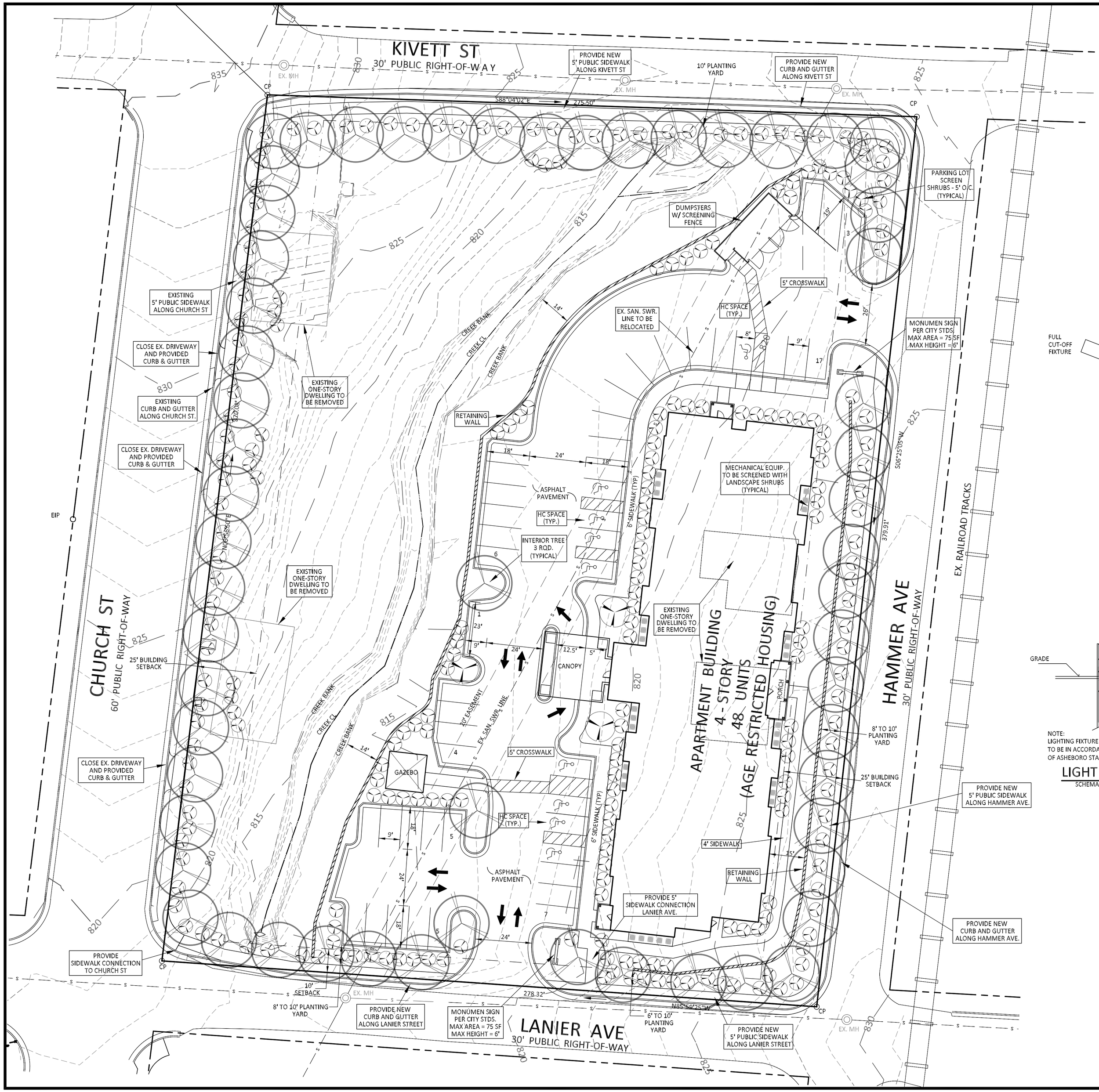
While the application shifts the building location away from S. Church Street to Hammer Avenue in order to minimize environmental impacts, many of the project's primary design elements remain. Redevelopment still will result in needed housing for the elderly in an urban location with the necessary supportive services in close proximity. Transportation-related improvements that are important for a project of this type and advocated by the Central Small Area Plan are included. Impervious surface is reduced, steeper slopes are better protected, and additional tree preservation is expected with the revised design. While the applicant is requesting deviations from certain parking provisions and the type of recreation space provided, staff believes that the requests are reasonable based on the plan presented and in light of the property's characteristics and limitations. The district and conditions proposed are consistent with the city's adopted plans and approval would facilitate a reasonable use of the property.

Recommendation In light of the above analysis, staff's recommendation is to approve the request.

Rezoning Staff Report

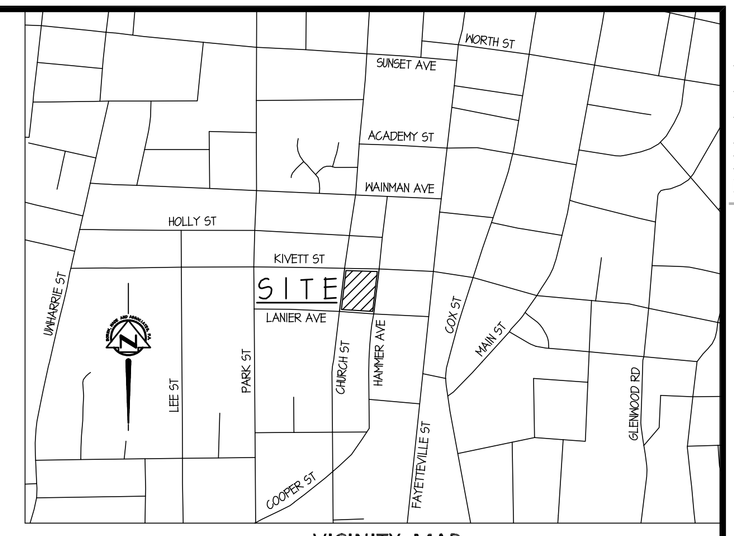
Suggested Conditions for Conditional Zoning applications (subject to change prior to final report)

(A) The use approved shall be a Whole Block Redevelopment for a Multi Family Development for the Elderly and the site developed consistent with the site plan submitted.
(B) All parties involved in this request, including the owner, successors, heirs, and assigns, agree to the conditions and approved site plan.
(C) The existing city sewer line that will be impacted by the project shall be relocated by the developer and in a manner approved by the city.
(D) Project landscaping shall be installed in a manner to preserve appropriate sight distances and avoid conflict with public right-of-ways.
(E) The applicant shall obtain and submit documentation detailing the following approvals at the appropriate time:
(i) NCDEQ (Erosion&Sediment Control).
(ii) NCDOT encroachment agreement for curb and gutter modifications to South Church Street (SR 1707).
(F) Prior to the issuance of a Zoning Compliance Permit for the proposed land use, the owner(s) of the Zoning Lot shall properly execute, and deliver to the Zoning Administrator for recordation in the office of the Randolph County Register of Deeds a Memorandum of Land Use Restrictions prepared by the City Attorney for the purpose of placing notice of the conditions attached to this Conditional Zoning in the chain of title for the Zoning Lot.



BORUM, WADE AND ASSOCIATES, P.A.

GRID NORTH
NAD 83 / NSRS 2011



VICINITY MAP
N. T. S.

SITE DATA

AREA IN R/W:	0.11 ± ACRES
SITE AREA:	2.36 ± ACRES
TOTAL AREA:	2.47 ± ACRES
PARCEL PIN:	7751703525
DEED REFERENCE:	D.B. 1165, PG 491
PLAT REFERENCE:	P.B. 1, PG. 177
EXISTING ZONING:	OA6 (CZ)
PROPOSED ZONING:	OA6 (CZ)
EXISTING USE:	SINGLE FAMILY HOMES
PROPOSED USE:	RESIDENTIAL MULTI-FAMILY APARTMENTS
NO. OF UNITS:	48 APTS. UNITS
DENSITY:	48 UNITS / 2.47 AC = 19.43 UNITS / AC

BUILDING SETBACKS

STREET	ORDINANCE REQUIRED SETBACK	REQUESTED SETBACK
KIVETT STREET	25'	25' MIN.
HAMMER AVENUE	10'	10' MIN.
LANIER AVENUE	10'	10' MIN.
CHURCH STREET	25'	25' MIN.

PARKING SUMMARY

UNIT PARKING REQUIRED:	48 UNITS * 1 SP/UNIT = 48 SP. (+) 0 SP OVERFLOW = 48 SP.
VISITOR PARKING REQUIRED:	48 SPACES X 10% = 5 SPACES
UNIT PARKING PROVIDED:	48 SP.
VISITOR PARKING PROVIDED:	0 SP - DUE TO SITE CONSTRAINTS NO VISITOR PARKING PROPOSED.

RECREATIONAL AREA SUMMARY

RECREATIONAL AREA REQUIRED:	(2.36 AC. X 0.025 X 43560 SF) =2,570 S.F.
RECREATIONAL AREA PROVIDED:	
INSIDE BUILDING:	
COMMON SITTING AREAS:	480 SF
MULTI-PURPOSE ROOM:	432 SF
FLEX SPACE:	180 SF
COMPUTER ROOM:	120 SF
ACTIVITY ROOMS:	1,800 SF
OUTSIDE BUILDING:	
GAZEBO:	250 SF
DESIGNATED AREA:	3,262 SF

BUILT UPON AREA SUMMARY

BUILT-UPON AREA ALLOWABLE:	70% MAX (2.36 AC * 70% = 1.65 AC)
BUILT-UPON AREA PROVIDED:	1.04 AC (1.04 AC / 2.36 AC = 44% +/-)

STORM WATER MANAGEMENT

STORMWATER MANAGEMENT BMP TO BE PROVIDED TO CONTROL RUNOFF FROM A 10 YEAR STORM TO THE PRE-DEVLOPMENT RATE.

NOTES

1. BOUNDARY INFORMATION TAKEN FROM AVAILABLE RECORED DEED INFORMATION. NO FIELD SURVEY OF THE PREMESIS WAS PERFORMED FOR THIS MAP.
2. TOPOGRAPHICAL INFORAMTION FROM NC LIDAR.
3. EXISTING STRUCTURES TO BE REMOVED FROM THE PROPERTY.
4. NO R.V. STORAGE IS PERMITTED ON THE SITE.
5. THIS SITE SKETCH IS "SCHEMATIC" AND "ILLUSTRATIVE" ONLY. FINAL SITE PLANS TO BE REMITTED TO THE CITY FOR APPROVAL WITH THE FINAL CONSTRUCTION DOCUMENTS.
6. SEE ARCHITECTURAL PLANS FOR BUILDING DIMENSIONS, ELEVATIONS AND INTERIOR LAYOUTS.

LANDSCAPE SYMBOLS

LARGE MATURING TREES

SHRUBS

SEE CITY OF ASHEBORO ORDINANCE FOR APPROVED TREE AND SHRUB LIST

LANDSCAPE REQUIREMENTS

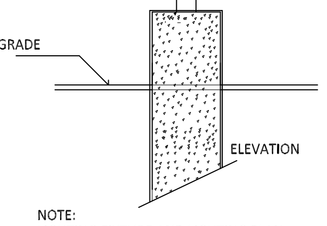
TYPE	REQUIREMENT	PROVIDED
KIVETT STREET	(277 LF - 24' DRIVE - 22' ESMT AREA) FRONTAGE * 1 LARGE TREE/20' = 11 TREES (277 LF - 24' DRIVE - 22' ESMT AREA) FRONTAGE * 1 SHRUB/10' = 22 SHRUBS	11 TREES 22 SHRUBS
HAMMER AVENUE	374 LF FRONTAGE * 1 LARGE TREE/20' = 18 TREES 374 LF FRONTAGE * 1 SHRUB/10' = 36 SHRUBS	18 TREES 36 SHRUBS
LANIER AVENUE	(279 LF - 24' DRIVE - 22' ESMT AREA) FRONTAGE * 1 LARGE TREE/20' = 11 TREES (279 LF - 24' DRIVE - 22' ESMT AREA) FRONTAGE * 1 SHRUB/10' = 22 SHRUBS	11 TREES 22 SHRUBS
CHURCH STREET	365 LF FRONTAGE * 1 LARGE TREE/20' = 18 TREES 365 LF FRONTAGE * 1 SHRUB/10' = 36 SHRUBS	18 TREES 36 SHRUBS
INTERIOR TREES	3 TREES REQUIRED FOR PARKING LOT	3 TREES
MECHANICAL SCREEN	SHRUBS TO PLACED AS REQUIRED	SHRUBS PROVIDED AS NEEDED
PARKING LOT SCREEN	SHRUBS AT 5' O/C	SHRUBS PROVIDED AS NEEDED

ALL LANDSCAPING TO BE IN ACCORDANCE WITH THE CITY OF ASHEBORO ORDINANCE REQUIREMENTS.
* SMALL TREES CAN REPLACE THE LARGE TREES ONLY AS ALLOWABLE BY THE CITY REVIEWER
LANDSCAPING AS SHOWN ON THIS PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY.
FINAL LANDSCAPE PLAN TO BE REMITTED WITH CONSTRUCTION DOCUMENTS FOR APPROVAL.
PLAN TO BE ADJUSTED IF SO REQUIRED BY TRC FOR SIGHT DISTANCES AT INTERSECTIONS

GRAPHIC SCALE

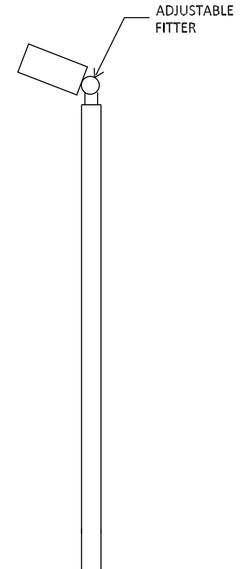
0 10' 20' 40' 60' 80'

1" = 20'



NOTE:
LIGHTING FIXTURE AND LIGHTING PLAN TO BE IN ACCORDANCE WITH THE CITY OF ASHEBORO STANDARDS AND SPECIFICATIONS.

LIGHT POLE DETAIL
SCHEMATIC - NOT TO SCALE



BWA Engineers Planners Surveyors
Borum, Wade and Associates, P.A.
621 Eugene Court, Suite 100, Greensboro, NC 27401-2711
PO Box 21882 Greensboro, NC 27420-1882
Phone: 336-275-0471 Fax: 336-275-3719
Web: www.borum-wade.com
N.C. License #: C-0868

SEALS:

NORTH CAROLINA PROFESSIONAL SEAL 26443 ENGINEER MATTHEW L. WILLIAMS
7-10-2023

PROJECT:

PRELIMINARY FOR REZONING

MEMORIAL SQUARE APARTMENTS

617 S CHURCH ST.
ASHEBORO TOWNSHIP, RANDOLPH COUNTY
ASHEBORO, NORTH CAROLINA

/DEVELOPER:

WYNNEFIELD FORWARD, LLC
PO BOX 566
JAMESTOWN, NORTH CAROLINA 27282
PHONE: 336-822-0765
CONTACT: DAVIS RAY

DRAWN BY:	WRB
DATE:	MARCH 31, 2022
REVISIONS:	MARCH 20, 2023
	MARCH 29, 2023
	APRIL 14, 2023
	MAY 23, 2023
	JUNE 29, 2023
	JULY 10, 2023

SHEET TITLE:

ZONING PLAN

FILE NO: F:\WYNNEFIELD\ASHEBORO-MEMO...\SITEBASE

DRAWING SCALE: 1"=20'

PLAN SHEET NO.



4 REAR ELEVATION
1/8"= 1'-0"



3 LEFT SIDE ELEVATIONS(FROM PARKING LOT)
1/8"= 1'-0"



2 RIGHT SIDE ELEVATIONS(FROM PARKING LOT)
1/8"= 1'-0"



1 FRONT PARKING LOT ENTRY ELEVATION
1/8"= 1'-0"

0 5'-4" 10'-8" 21'-4"
SCALE: 3/32" = 1'-0"

REVISIONS

PROJECT 2022-002
DATE 12-20-2022
DRAWN BY / CHECKED BY HJD

JACKIE L. MARTIN
REGISTERED ARCHITECT
3283
NORTH CAROLINA
ATLANTA GEORGIA

MARTIN RILEY ASSOCIATES - ARCHITECTS, P.C.
215 CHURCH STREET SUITE 200 DECATUR GEORGIA 30030-3329 404-373-2800

MEMORIAL SQUARE
ASHEBORO, NORTH CAROLINA

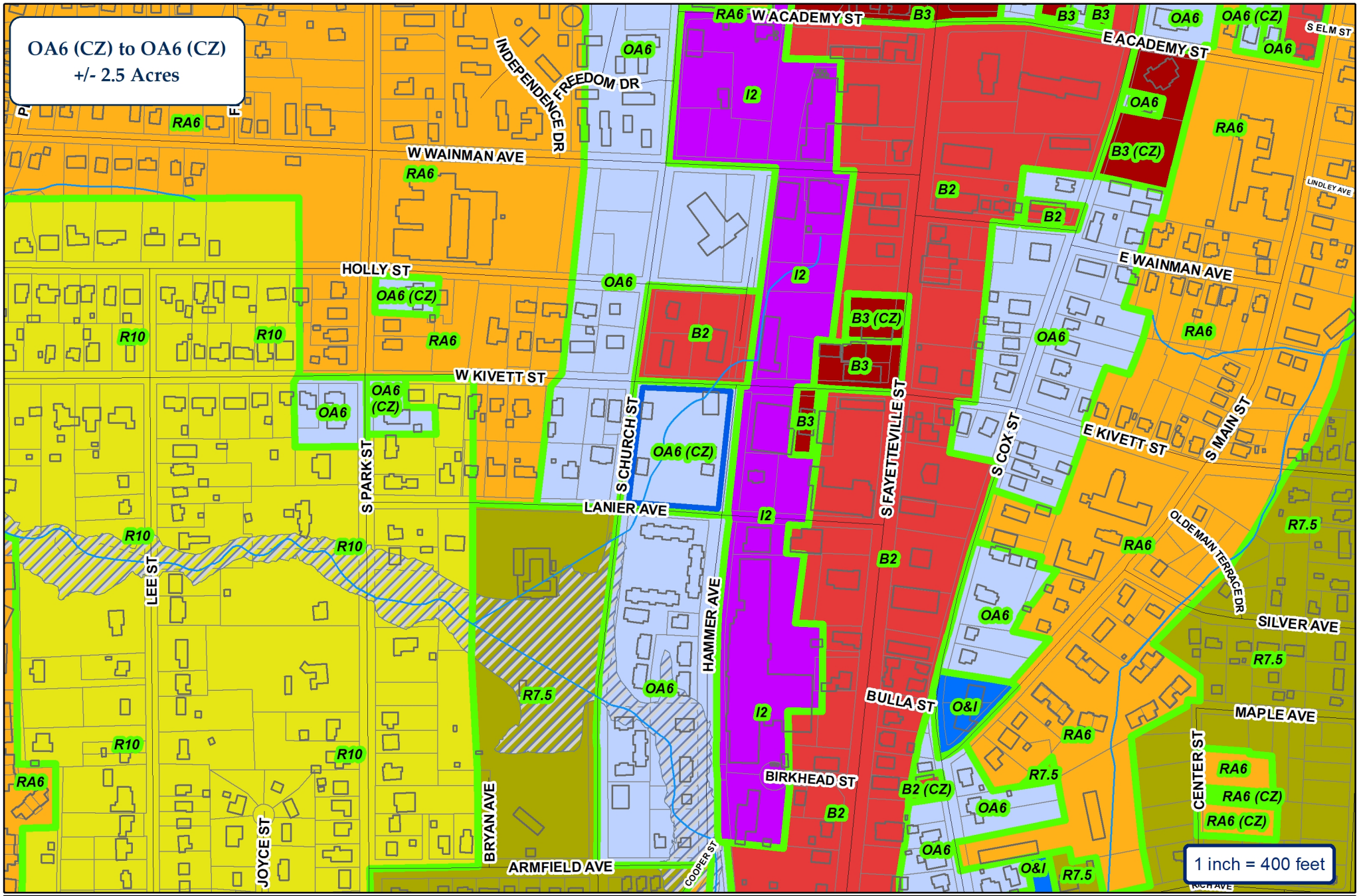
BUILDING ELEVATIONS

MRA

A3.01

NOT RELEASED FOR CONSTRUCTION

PLOTTED: 7/5/2023 11:22:20 AM - DRAWING: C:\USERS\TMCKELVY\DESKTOP\2022-002 ASHEBORO, NC\DRAWINGS\2022-002-A3-01 NEW.DWG - PLOTTED BY: TAYANNA MCKELVY - COPYRIGHT 2023



CITY OF ASHEBORO
NORTH CAROLINA
Exactly where you want to be.

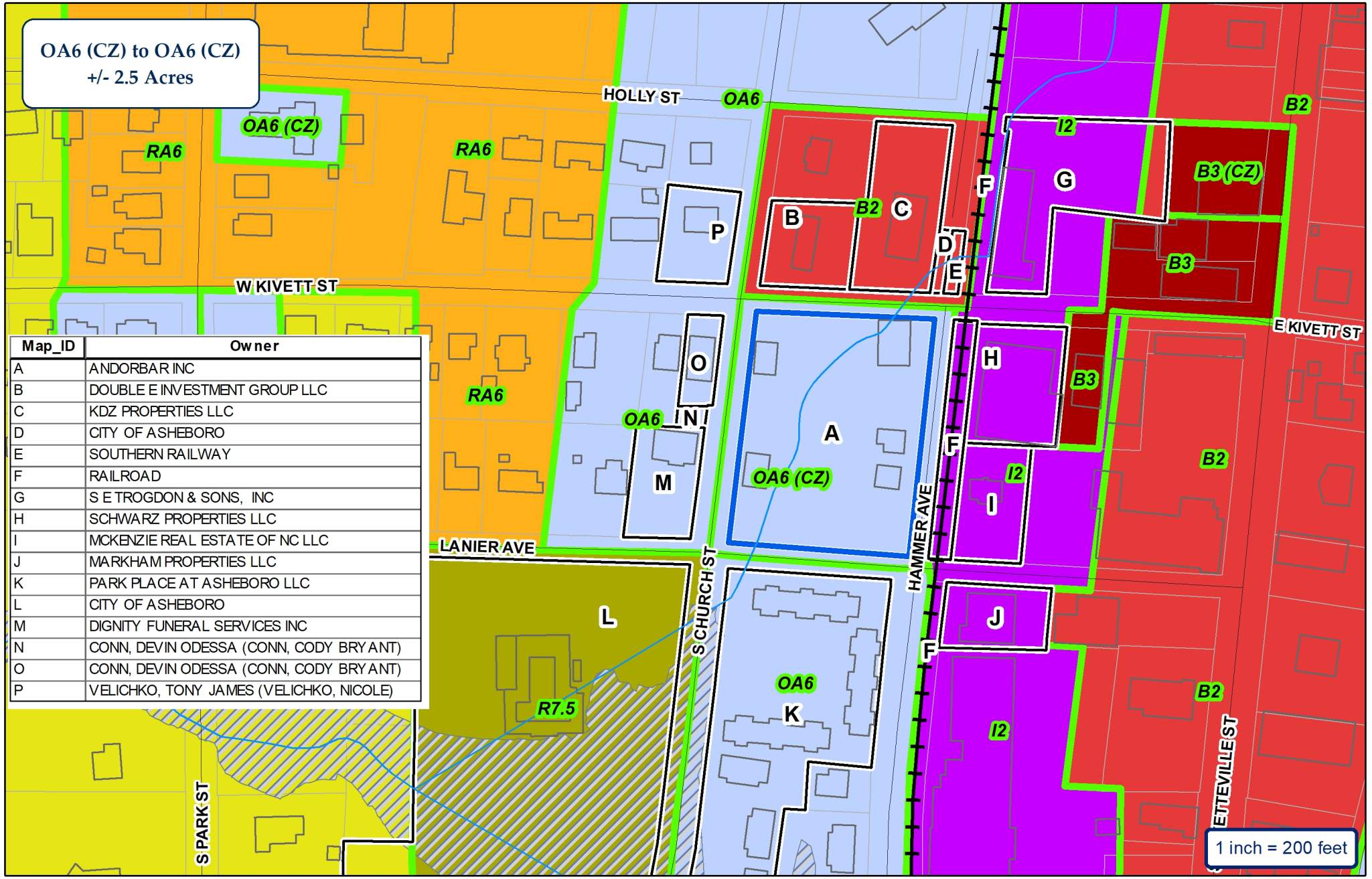
ETJ

City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-23-10

Parcels: 7751703525

Subject Property
Zoning



Map_ID	Owner
A	ANDORBAR INC
B	DOUBLE E INVESTMENT GROUP LLC
C	KDZ PROPERTIES LLC
D	CITY OF ASHEBORO
E	SOUTHERN RAILWAY
F	RAILROAD
G	S E TROGDON & SONS, INC
H	SCHWARZ PROPERTIES LLC
I	MCKENZIE REAL ESTATE OF NC LLC
J	MARKHAM PROPERTIES LLC
K	PARK PLACE AT ASHEBORO LLC
L	CITY OF ASHEBORO
M	DIGNITY FUNERAL SERVICES INC
N	CONN, DEVIN ODESSA (CONN, CODY BRYANT)
O	CONN, DEVIN ODESSA (CONN, CODY BRYANT)
P	VELICHKO, TONY JAMES (VELICHKO, NICOLE)

CITY OF ASHEBORO
NORTH CAROLINA
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ETJ

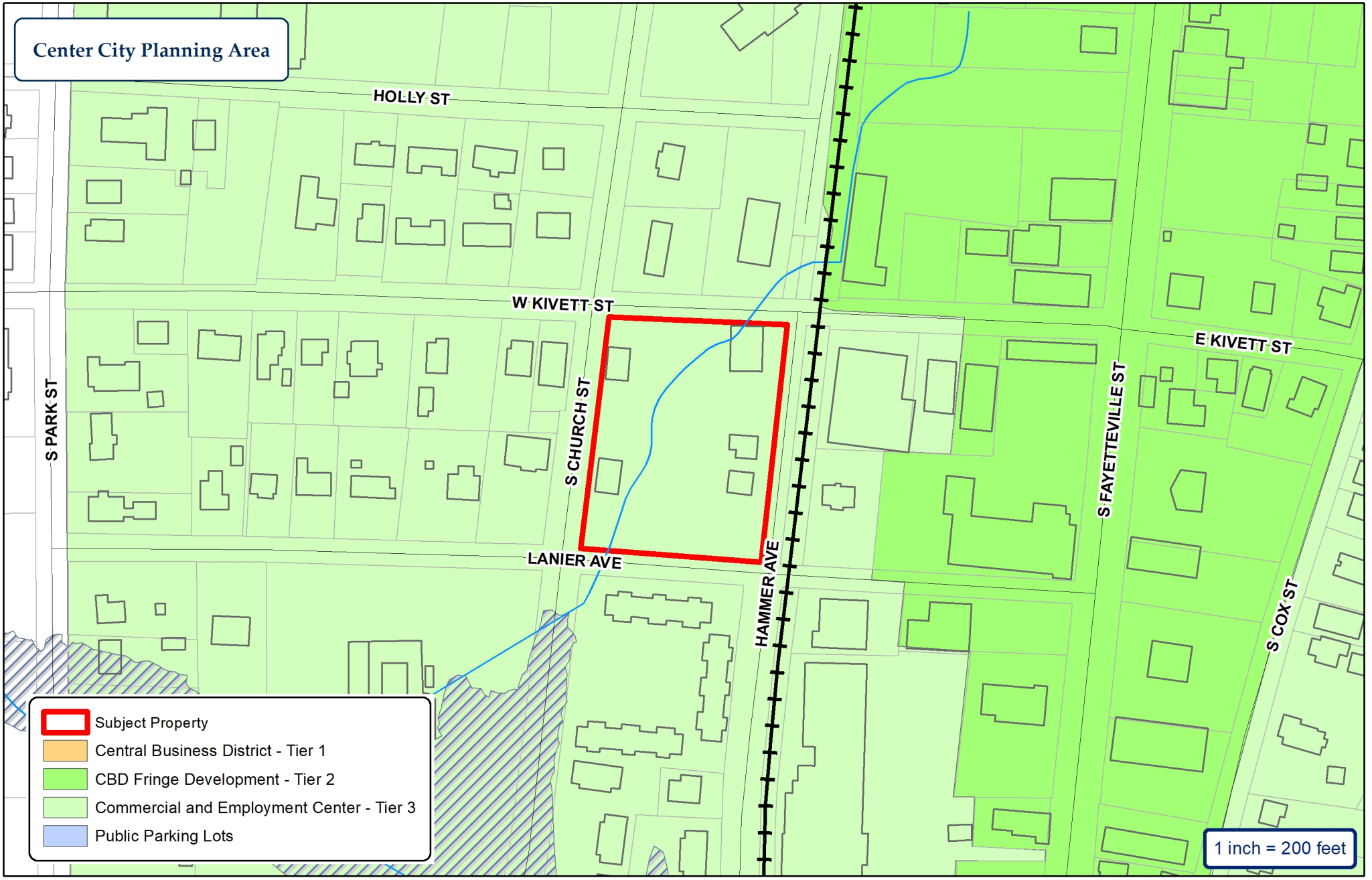
City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-23-10

Parcels: 7751703525

Subject Property
Adjoining Properties
City Zoning

N
W
E
S



CITY OF ASHEBORO
NORTH CAROLINA
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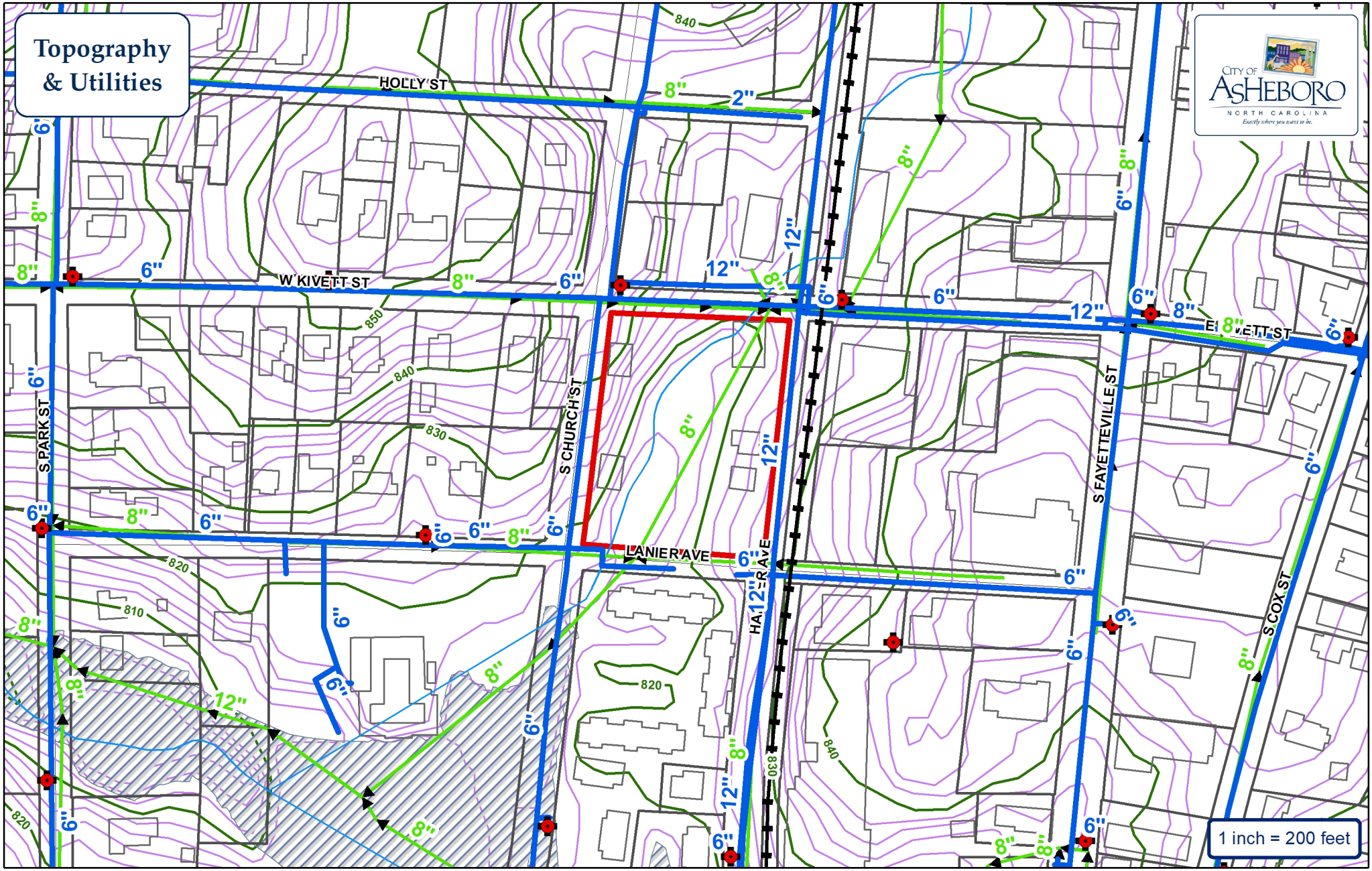
ETJ

City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-23-10

Parcels: 7751703525

N
W
E
S



Water Main
Sewer Main
Force Main
Fire Hydrant
PS Pump Station
Watershed

City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-23-10

Parcels: 7751703525

Subject Property



CITY OF ASHEBORO
NORTH CAROLINA
Exactly where you want to be.

City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-23-10

Parcels: 7751703525

Subject Property

N
W
E
S

limitation, the North Carolina Department of Transportation and the North Carolina Department of Environmental Quality.

APPLICANT INFORMATION

Applicant Wynnefield Forward, LLC Applicant's Phone # 336.882.0765

Applicant's Address PO Box 566

Jamestown, NC 27282

Applicant email address davis@wynnefieldforward.com

PROPERTY INFORMATION

Property Owner's Name Andor Inv, Inc. (under contract by applicant)

Location of Property 617 S Church St. et al Property Size (ac. or s.f.) 2.5 ac

Randolph County Property Identification Number (PIN#) 7751703525

Current Zoning District OA6 (CZ) Requested Zoning District OA6 (CZ)

Date Property Title Acquired 1985 Deed Book 165 Page 491

Subdivision _____ Section _____ Lot # _____

Plat Book 1 Page 177

CONDITIONAL ZONING DISTRICT INFORMATION (Attach additional sheets if necessary)

1. Application is hereby made to the City of Asheboro for a Conditional Zoning District for the following purpose:

Request to reconfigure layout of project - rational remains as provided in RZ-22-04

146 N. Church St., Asheboro, NC 27203
Telephone: (336) 626-1201; Fax: (336) 626-1218; www.asheboronc.gov

2. In what manner will the proposed amendment carry out the intent of the Land Development Plan?

As provided in RZ-22-04

For questions (3) and (4), if either of these questions apply, please state a reason. If you believe these do not apply, please check "does not apply".

3. Are there alleged errors in this Ordinance that would be corrected by the proposed amendment? If so, give a detailed explanation of such error and detailed reasons how the proposed amendment will correct the errors.

Does not apply ☑

4. What are the changed or changing conditions, if any, in the jurisdiction of the City of Asheboro generally, which would make the proposed amendment reasonably necessary to the promotion of the public health, safety, and general welfare?

Does not apply ☑

5. Are there any other circumstances, factors, or reasons that the applicant offers in support of the proposed amendment?

As provided in RZ-22-04

APPLICATION SIGNATURES

It is understood by the undersigned that while this application will be carefully reviewed and considered, the burden of proving the need for a Conditional Zoning District rests with the applicant.

No application for a Conditional Zoning District will be advertised for public hearing until the Planning and Zoning Department has received all required materials. If all required materials are not received prior to the specified deadlines, hearings for the case may be delayed.

Per Section 4.05 of the zoning ordinance, it is intended that property will be reclassified to a Conditional Zoning District only in the event of firm plans to develop the property. Accordingly, subject to any specific durational limits imposed by the ordinance applying conditional zoning to the Zoning Lot, if no action has been taken to obtain a Zoning Compliance Permit in conformance with the conditional zoning ordinance within 36 months of the City Council's approval of conditional zoning for the Zoning Lot, the Community Development Director or his or her designee shall initiate appropriate action to rezone the Zoning Lot to a general zoning classification that is consistent with the adopted comprehensive plan.

Applicant Signature

X

Printed Name of Authorized Signatory (if different from Applicant)

Davis Ray for C. Craig Stone

Position/Relationship of Authorized Signatory to Applicant

Owner Signature (if different than Applicant)

Owner Address

Telephone Number

Printed Name of Authorized Signatory (if different from Owner)

Position/Relationship of Authorized Signatory to Owner

STAFF USE

Received by: TW **Date:** 5/10/23 **Case Number:** RZ-23-10

146 N. Church St., Asheboro, NC 27203
Telephone: (336) 626-1201; Fax: (336) 626-1218; www.asheboronc.gov

9

Item ~~10~~ (e): **An update on the proposed Trade Street Renovations, including but not limited to the results of the completed Traffic Analysis.**

RAMEY KEMP ASSOCIATES
TOGETHER WE ARE LIMITLESS

T 919 872 5115
5808 Faringdon Pl,
Raleigh, NC 27609

May 26, 2023

Trevor Nuttall
Community Development Director
City of Asheboro

Reference: Trade Street Streetscape Master Plan – Asheboro, NC
Traffic Analysis Memorandum

Mr. Nuttall:

Introduction

As part of the Trade Street Streetscape Plan being conducted by The Wooten Company, Ramey Kemp Associates (RKA) was tasked with analyzing several roadway network configurations for Trade Street and the surrounding area in Asheboro, North Carolina. The results of these analyses will help identify feasible opportunities for changing the roadway network and future development to support the streetscape plan. This letter provides a summary of the traffic assessment results and recommendations to improve traffic flow where applicable.

Executive Summary

A maximum development buildout and a moderate development buildout scenario were considered in this study. It was found that the difference in traffic anticipated to be generated by each scenario was not significantly different. Details can be found in the Trip Generation section.

Under the moderate buildout scenario, multiple roadway network configurations were analyzed. This included the existing roadway network; making North Street one-way southbound; and making North Street one-way southbound with a closure between Trade Street and Sunset Avenue, paired with a reversal of traffic flow on Trade Street.

It was found that the maximum buildout and moderate buildout scenarios did not significantly impact the existing levels-of-service in the study area. When changing traffic flow to southbound only on North Street, it was found that minor signal phasing modifications at the intersections of Fayetteville Road and Sunset Avenue and Worth Street were necessary to relieve additional queueing along Sunset Avenue.

The results of the analysis found that changing the traffic flow to southbound only on North Street, coupled with closing North Street south of Trade Street and changing the flow of traffic to eastbound

on Trade Street significantly increased queueing on several study area roadways. This includes queueing along Trade Street and North Street up to Salisbury Street. When changing the direction of Trade Street, a signal phase must be added to the signal at Fayetteville Street. This additional phase takes time from existing phases and creates more movement conflicts, which degrades the effectiveness of the signal. For this roadway network configuration to operate acceptably, right-turns from Trade Street onto Fayetteville Street must be prohibited. This would require drivers to use Worth Street or Salisbury Street to find alternate routes.

Study Area

The study area and analysis scenarios for this study were coordinated with City staff. It was determined that the following intersections would be analyzed:

- US 220 Business (Fayetteville Street) and Salisbury Street (signalized)
- US 220 Business (Fayetteville Street) and Worth Street / Trade Street (signalized)
- US 220 Business (Fayetteville Street) and Sunset Avenue (signalized)
- North Street and Sunset Avenue (unsignalized)
- North Street and Trade Street (unsignalized)
- North Street and Salisbury Street (unsignalized)

Refer to Figure 1, attached, for the project location map. Existing lane configurations (number of traffic lanes on each intersection approach), lane widths, storage capacities, and other intersection and roadway information was collected through field reconnaissance and recent aerial imagery by RKA. Refer to Figure 2 for an illustration of the existing lane configurations within the study area.

Peak period (7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM) turning movement counts were conducted in February of 2023 at the existing study intersections above. Traffic counts were balanced, where appropriate. Refer to Figure 3 for existing (2023) weekday AM and PM peak hour traffic volumes. Raw traffic counts are attached in Appendix A for reference. An annual growth rate of 2.0% was applied to generate 2025 No-Build weekday AM and PM peak hour traffic volumes. Refer to Figure 4 for projected (2025) weekday AM and PM peak hour traffic volumes.

Future Development and Analysis Scenarios

The analysis includes two different proposed buildouts: a maximum buildout and a moderate buildout. The **maximum buildout** assumes 130 residential apartment units in the ACME building, a 64-seat restaurant and 7,000 square feet (sq. ft.) of office space along Trade Street, and a 120-space parking deck with access only to North Street. In this scenario, approximately 65% of the parking deck would serve the residential units, while 35% would be available for public use.

The **moderate buildout** includes 90 residential apartment units, a 64-seat restaurant, 7,000 sq.ft. of office space, and a 45-space parking lot with access only to North Street. In this scenario, the parking lot would serve the residential units only, with little to no public parking. Supplemental residential parking would likely be provided as on-street parking along North Street.

The following scenarios were analyzed:

- 2023 Existing Traffic Conditions
- 2025 **Maximum Buildout** with current road configuration
- 2025 **Moderate Buildout** with current road configuration
- 2025 **Moderate Buildout** with North Street one way south; current directional flow for Trade Street **(New Configuration 1)**
- 2025 **Moderate Buildout** with North Street one way south and closed between Trade Street and Sunset Avenue; Trade Street traffic reversed from west to east **(New Configuration 2)**

Traffic Diversion Methodology

Traffic volumes were diverted based on the following methodology to determine the potential impacts to the study intersections due to the proposed changes in traffic flow configurations.

New Configuration 1 *[North Street southbound only; Trade Street westbound only]*

It was assumed that traffic traveling northbound on North Street would use the closest alternate route. Vehicles entering the study area eastbound on Sunset Avenue accessed North Street by traveling northbound on Church Street (west of the study area) and eastbound on Salisbury Street. Vehicles entering North Street via westbound Sunset Avenue used Fayetteville Street and Salisbury Street to access North Street. Vehicles that had exited North Street via northbound turn movements were rerouted to exit North Street southbound and use Fayetteville Street or Church Street to travel to their desired route. Vehicles traveling from Trade Street to westbound Salisbury Street were rerouted to use Sunset Avenue and Church Street.

New Configuration 2 *[North Street southbound only and closed south of Trade Street; Trade Street eastbound only]*

Traffic rerouted in this scenario is similar to New Configuration 1. New Configuration 1 was modified such that vehicles exiting southbound on North Street would now exit eastbound on Trade Street. Vehicles previously entering North Street via Trade Street would enter North Street via Fayetteville Street and Salisbury Street. See Appendix C for calculations.

Refer to Figures 5a and 5b for future no-build (2025) weekday AM and PM peak hour traffic volumes with diverted traffic.

Trip Generation

The proposed development is assumed to consist of either 130 residential apartment units, a 64-seat restaurant, and 7,000 sq.ft. of office space in a maximum buildout or 90 residential apartment units, a 64-seat restaurant, and 7,000 sq.ft. of office space in a moderate buildout. Average weekday daily, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the ITE *Trip Generation Manual*, 11.1 Edition. Tables 1 and 2 provide a summary of the trip generation potential for the proposed development.

Table 1: Trip Generation Summary - Maximum Buildout

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)		Weekday PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
High-Turnover (Sit-Down) Restaurant (932)	64 seats	280	0	0	14	11
Small Office Building (712)	7000 SF	101	10	2	5	10
Multifamily Housing (Low-Rise) (220)	130 Units	909	15	48	48	28
Total Trips		***1,290***	***25***	***50***	***67***	***49***

Table 2: Trip Generation Summary - Moderate Buildout

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)		Weekday PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
High-Turnover (Sit-Down) Restaurant (932)	64 seats	280	0	0	14	11
Small Office Building (712)	7000 SF	101	10	2	5	10
Multifamily Housing (Low-Rise) (220)	90 Units	652	12	39	37	22
Total Trips		***1,033***	***22***	***41***	***56***	***43***

Maximum buildout is expected to generate approximately 1,300 trips per day. Moderate buildout is expected to generate approximately 1,000 trips per day.

Site Trip Distributions

Trip Distribution percentages used in assigning site traffic for the buildouts were estimated based on a combination of existing traffic patterns, population centers adjacent to the study area, and engineering judgment.

It is estimated that the buildout site trips will be regionally distributed as follows:

- 25% to/from the west via Salisbury Street
- 30% to/from the north via Fayetteville Street
- 20% to/from the east via Salisbury Street
- 5% to/from the west via Sunset Avenue
- 20% to/from the south via Fayetteville Street

The traffic diversion methodology results in changes to the trip distributions to the west at Salisbury Street and Sunset Avenue. Refer to Figure 6a for the existing configuration trip distribution and Figures 6b and 6c for the diverted traffic trip distributions. Refer to Figures 7a-7c for the site trip assignments.

Future Traffic

To estimate traffic conditions with all of the buildout scenarios, the total site trips were added to the 2025 Projected and 2025 No-Build traffic volumes to determine the 2025 Build Traffic Volumes. Refer to Figure 8a for the maximum buildout with current road configuration. Refer to Figure 8b for the moderate buildout with current road configuration. Refer to Figure 8c for the moderate build out with new configuration 1 and refer to Figure 8d for the moderate buildout with new configuration 2.

Capacity Analysis

Study intersections were analyzed using the methodology outlined in the *Highway Capacity Manual* (HCM), 6th Edition published by the Transportation Research Board. Capacity and level of service are the design criteria for this traffic study. Synchro (Version 11) was used to complete the analyses for all study area intersections. Note that the unsignalized capacity analysis for two-way stop-control does not provide an overall level of service for an intersection; only delay for an approach with a conflicting movement. Refer to Table 3 for HCM levels of service and related average control delay per vehicle for both signalized and unsignalized intersections.

Table 3 – Highway Capacity Manual – Levels-of-Service and Delay

UNSIGNALIZED INTERSECTION		SIGNALIZED INTERSECTION	
LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SECONDS)	LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SECONDS)
A	0-10	A	0-10
B	10-15	B	10-20
C	15-25	C	20-35
D	25-35	D	35-55
E	35-50	E	55-80
F	>50	F	>80

Typically, a signalized intersection is considered as operating acceptably with an overall LOS D or better. At unsignalized intersections it is not uncommon for the minor street approach to operate at LOS E or LOS F, depending on opposing traffic volumes. An overall intersection level-of-service is not calculated for unsignalized intersections. Instead, the delay is calculated for the minor and/or stop-controlled approach(es) and the mainline left-turning movements that have opposing traffic.

US 220 Business (Fayetteville Street) and Salisbury Street

The signalized intersection of US 220 Business (Fayetteville Street) and Salisbury Street was analyzed under existing (2023) conditions, maximum buildout (2025), moderate buildout (2025), moderate buildout with new configuration 1 (2025), and moderate buildout with new configuration 2 (2025) traffic conditions. Refer to Table 4 for a summary of the capacity analysis results. Refer to Appendix D for Synchro analysis output reports and Appendix J for the SimTraffic queuing reports.

Table 4: Analysis Summary of US 220 Business (Fayetteville Street) and Salisbury Street

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (sec)	Approach	Overall (sec)
Existing (2023) Conditions	EB	1 LT, 1 TH-RT	C	C (29)	D	C (35)
	WB	1 LT, 1 TH-RT	D		D	
	NB	1 LT, 1 TH-RT	C		D	
	SB	1 LT, 1 TH, RT	C		C	
Maximum Buildout (2025)	EB	1 LT, 1 TH-RT	C	C (30)	D	D (36)
	WB	1 LT, 1 TH-RT	D		D	
	NB	1 LT, 1 TH-RT	C		D	
	SB	1 LT, 1 TH, RT	C		C	
Moderate Buildout (2025)	EB	1 LT, 1 TH-RT	C	C (30)	D	D (36)
	WB	1 LT, 1 TH-RT	D		D	
	NB	1 LT, 1 TH-RT	C		D	
	SB	1 LT, 1 TH, RT	C		C	
Moderate Buildout with New Configuration 1 (2025)	EB	1 LT, 1 TH-RT	C	C (30)	D	D (36)
	WB	1 LT, 1 TH-RT	D		D	
	NB	1 LT, 1 TH-RT	C		D	
	SB	1 LT, 1 TH, RT	C		C	
Moderate Buildout with New Configuration 2 (2025)	EB	1 LT, 1 TH-RT	C	C (30)	C	D (37)
	WB	1 LT, 1 TH-RT	D		D	
	NB	1 LT, 1 TH-RT	C		D	
	SB	1 LT, 1 TH, RT	C		C	

Capacity analysis indicates that the intersection operates at a level-of-service D or better during both the AM and PM peak hours. None of the roadway configuration scenarios analyzed are anticipated to significantly impact operations at this intersection.

US 220 Business (Fayetteville Street) and Trade Street / Worth Street

The signalized intersection of US 220 Business (Fayetteville Street) and Trade Street / Worth Street was analyzed under existing (2023) conditions, maximum buildout (2025), moderate buildout (2025), moderate buildout with new configuration 1 (2025), and moderate buildout with new configuration 2 (2025) traffic conditions. Refer to Table 5 for a summary of the capacity analysis results. Refer to Appendix E for Synchro analysis output reports and Appendix J for the SimTraffic queuing reports.

Table 5: Analysis Summary of US 220 Business (Fayetteville Street) and Trade Street / Worth Street

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (sec)	Approach	Overall (sec)
Existing (2023) Conditions	WB NB SB	1 LT-TH-RT 1 LT, 1 TH-RT 1 LT, 1 TH-RT	C A B	B (12)	D A C	B (16)
Maximum Buildout (2025)	WB NB SB	1 LT-TH-RT 1 LT, 1 TH-RT 1 LT, 1 TH-RT	C A B	B (12)	D A C	B (17)
Moderate Buildout (2025)	WB NB SB	1 LT-TH-RT 1 LT, 1 TH-RT 1 LT, 1 TH, RT	C A B	B (12)	D A C	B (17)
Moderate Buildout with New Configuration 1 (2025)	WB NB SB	1 LT-TH-RT 1 TH-RT 1 LT, 1 TH-RT	D A B	B (11)	E A C	B (15)
Moderate Buildout with New Configuration 2 (2025)	**EB** WB NB SB	**1 TH-LT** 1 LT-RT **1 TH, 1 RT** 1 LT**, 1 TH**	C C A B	B (11)	D D A C	B (18)

Lane configuration modifications shown in **bold**.

Capacity analysis indicates that the intersection operates at an overall LOS B or better during both the AM and PM peak hours. This intersection and the intersection of Fayetteville Street and Sunset Avenue operate under a single signal controller. Under moderate buildout conditions with New Configuration 1, there is significant queuing on the Sunset Avenue eastbound approach at Fayetteville Street. The signal phasing was adjusted to pair the eastbound left at Sunset Avenue with the northbound through movement for Fayetteville Street at Trade Street/Worth Street. With this

modification, significant queueing on eastbound Sunset Avenue is no longer present.

Under moderate buildout conditions with New Configuration 2, SimTraffic indicates significant queuing on Trade Street, back to Salisbury Street, with a LOS F at the eastbound approach. Due to the change in direction of Trade Street, an additional signal phase is added to the intersection of Fayetteville Street. This phase takes time away from existing phases and introduces additional movement conflicts. For instance, when eastbound Trade Street has a green light, the northbound through movement on Fayetteville Street can no longer go because of the through and left turns coming out of Trade Street. To improve queuing, right turns from Trade Street onto Fayetteville Street were restricted. This would require those drivers to either go straight onto Worth Street or left onto Fayetteville Street and find an alternate route to their destinations. The LOS of the eastbound movement improved to an LOS D in the PM peak hour with queueing of approximately 6 vehicles.

US 220 Business (Fayetteville Street) and Sunset Avenue

The signalized intersection of US 220 Business (Fayetteville Street) and Sunset Avenue was analyzed under existing (2023) conditions, maximum buildout (2025), moderate buildout (2025), moderate buildout with new configuration 1 (2025), and moderate buildout with new configuration 2 (2025) traffic conditions. Refer to Table 6 for a summary of the capacity analysis results. Refer to Appendix F for Synchro analysis output reports and Appendix J for the SimTraffic queuing reports.

Table 6: Analysis Summary of US 220 Business (Fayetteville Street) and Sunset Avenue

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (sec)	Approach	Overall (sec)
Existing (2023) Conditions	EB NB SB	1 LT, 1 RT 1 LT, 1 TH 1 TH-RT	C A A	B (11)	D B B	B (15)
Maximum Buildout (2025)	EB NB SB	1 LT, 1 RT 1 LT, 1 TH 1 TH-RT	C A A	B (11)	D B B	B (16)
Moderate Buildout (2025)	EB NB SB	1 LT, 1 RT 1 LT, 1 TH 1 TH-RT	C A A	B (11)	D B B	B (16)
Moderate Buildout with New Configuration 1 (2025)	EB NB SB	1 LT, 1 RT 1 LT, 1 TH 1 TH-RT	C B A	B (13)	D B B	B (18)
Moderate Buildout with New Configuration 2 (2025)	EB NB SB	1 LT, 1 RT 1 LT, 1 TH 1 TH-RT	C A A	A (9)	D B B	B (16)

Capacity analysis indicates that that the intersection operates at an overall LOS B or better during both the AM and PM peak hours. However, under moderate buildout with New Configuration 1, significant queuing occurs on the eastbound approach of Sunset Avenue. Since this signal operates under the same controller as Worth Street, the eastbound left turn phase was paired with the northbound through phase at the intersection of Fayetteville and Trade Street / Worth Street. This pairing of phases allows vehicles turning left to continue through the next intersection allowing the

traffic to flow better. The SimTraffic results show improved results and less queuing with the phase change.

As noted under the previous analysis summary, under the moderate buildout with New Configuration 2, significant queuing occurred along the Trade Street eastbound approach in the intersection to the north and at the eastbound approach along Sunset Avenue. Due to the extra phase added from Trade Street changing direction, the left turns onto Fayetteville Street backed up onto Sunset Avenue. With the signal phasing adjustments, queuing is still an issue along Sunset Avenue in this scenario. The maximum queue is approximately 500 feet, compared to approximately 400 feet under existing conditions.

North Street and Sunset Avenue

The unsignalized intersection of North Street and Sunset Avenue was analyzed under existing (2023) conditions, maximum buildout (2025), moderate buildout (2025) and moderate buildout with new configuration 1 (2025) traffic conditions. In the moderate buildout with new configuration 2 scenario, this intersection is removed from the network. Refer to Table 7 for a summary of the capacity analysis results. Refer to Appendix G for Synchro analysis output reports and Appendix J for the SimTraffic queuing reports.

Table 7: Analysis Summary of North Street and Sunset Avenue

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (sec)	Approach	Overall (sec)
Existing (2023) Conditions	EB WB SB	1 TH-LT 1 TH-RT 1 LT-RT	A[2] -- A[1]	N/A	A[2] -- B[1]	N/A
Maximum Buildout (2025)	EB WB SB	1 LT-TH 1 TH-RT 1 LT-RT	A[2] -- A[1]	N/A	A[2] -- B[1]	N/A
Moderate Buildout (2025)	EB WB SB	1 LT-TH 1 TH-RT 1 LT-RT	A[2] -- A[1]	N/A	A[2] -- B[1]	N/A
Moderate Buildout with New Configuration 1 (2025)	EB WB SB	1 TH 1 TH 1 LT-RT	-- -- A[1]	N/A	-- -- B[1]	N/A

1. Level of service for minor-street approach.
2. Level of service for major-street left-turn movements.

Capacity analysis indicates that the minor approach and major street left-turn movement are anticipated to operate at LOS B or better during the AM and PM peak hours. With the improved signal phasing at Fayetteville Street and Sunset Avenue, significant queuing is not expected on the southbound and eastbound approaches.

North Street and Trade Street

The unsignalized intersection of North Street and Trade Street was analyzed under existing (2023) conditions, maximum buildout (2025), moderate buildout (2025) and moderate buildout with new configuration 1 (2025) traffic conditions. In the moderate buildout with new configuration 2 scenario, this intersection becomes a bend in the roadway not in need of traffic control. Refer to Table 8 for a summary of the capacity analysis results. Refer to Appendix H for Synchro analysis output reports and Appendix J for the SimTraffic queuing reports.

Table 8: Analysis Summary of North Street and Trade Street

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (sec)	Approach	Overall (sec)
Existing (2023) Conditions	WB NB SB	1 LT-RT 1 TH 1 TH	A[1] -- --	N/A	A[1] -- --	N/A
Maximum Buildout (2025)	WB NB SB	1 LT-RT 1 TH 1 TH	A[1] -- --	N/A	A[1] -- --	N/A
Moderate Buildout (2025)	WB NB SB	1 LT-RT 1 TH 1 TH	A[1] -- --	N/A	A[1] -- --	N/A
Moderate Buildout with New Configuration 1 (2025)	WB SB	1 LT 1 TH	A[1] --	N/A	A[1] --	N/A

1. Level of service for minor-street approach.

Capacity analysis indicates that the westbound approach (Trade Street) operates at LOS A during both the AM and PM peak hour during all scenarios. Under moderate buildout with New Configuration 1, significant queuing was resolved with the phasing changes at Fayetteville Street and Trade Street / Worth Street.

North Street and Salisbury Street

The unsignalized intersection of North Street and Salisbury Street was analyzed under existing (2023) conditions, maximum buildout (2025) and moderate buildout (2025) traffic conditions. In the moderate buildout with new configuration 1 and 2 scenarios, North Street is southbound only therefore there is no northbound approach. Refer to Table 9 for a summary of the capacity analysis results. Refer to Appendix I for Synchro analysis output reports and Appendix J for the SimTraffic queuing reports.

Table 9: Analysis Summary of North Street and Salisbury Street

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (sec)	Approach	Overall (sec)
Existing (2023) Conditions	EB WB NB	1 TH, 1 TH-RT 1 LT-TH, 1 TH 1 LT-RT	-- A[2] B[1]	N/A	-- A[2] C[1]	N/A
Maximum Buildout (2025)	EB WB NB	1 LT-TH, 1 TH 1 LT-TH, 1 TH 1 LT-RT	-- A[2] B[1]	N/A	-- A[2] C[1]	N/A
Moderate Buildout (2025)	EB WB NB	1 LT-TH, 1 TH 1 LT-TH, 1 TH 1 LT-RT	-- A[2] B[1]	N/A	-- A[2] C[1]	N/A

1. Level of service for minor-street approach.
2. Level of service for major-street left-turn movements.

Capacity analysis indicates that the northbound approach (North Street) operates at LOS B during the AM peak hour and at LOS C during PM peak hour during all scenarios.

Conclusions

This letter provides a summary of the traffic assessment performed for the proposed development in the Trade Street area along with modifications to traffic flow directions. The existing roadway configuration will operate acceptably with maximum or moderate buildout, as identified in this letter. Converting North Street to one-way southbound (New Configuration 1) is also expected to operate acceptably with some signal phasing modifications at Fayetteville Street and Worth Street.

New Configuration 2, which consists of converting North Street to southbound only and closing the roadway south of Trade Street along with reversing the direction of travel on Trade Street, would require significant changes to the signal at Fayetteville Street and Worth Street / Trade Street. In addition to a new signal phase to accommodate the new Trade Street approach, right-turns from Trade Street onto Fayetteville Street must be prohibited to reduce queueing issues.

Please contact us with any questions or comments at (919) 872-5115.

Thank You,
Infrastructure Consulting Services, Inc. *dba* Ramey Kemp Associates

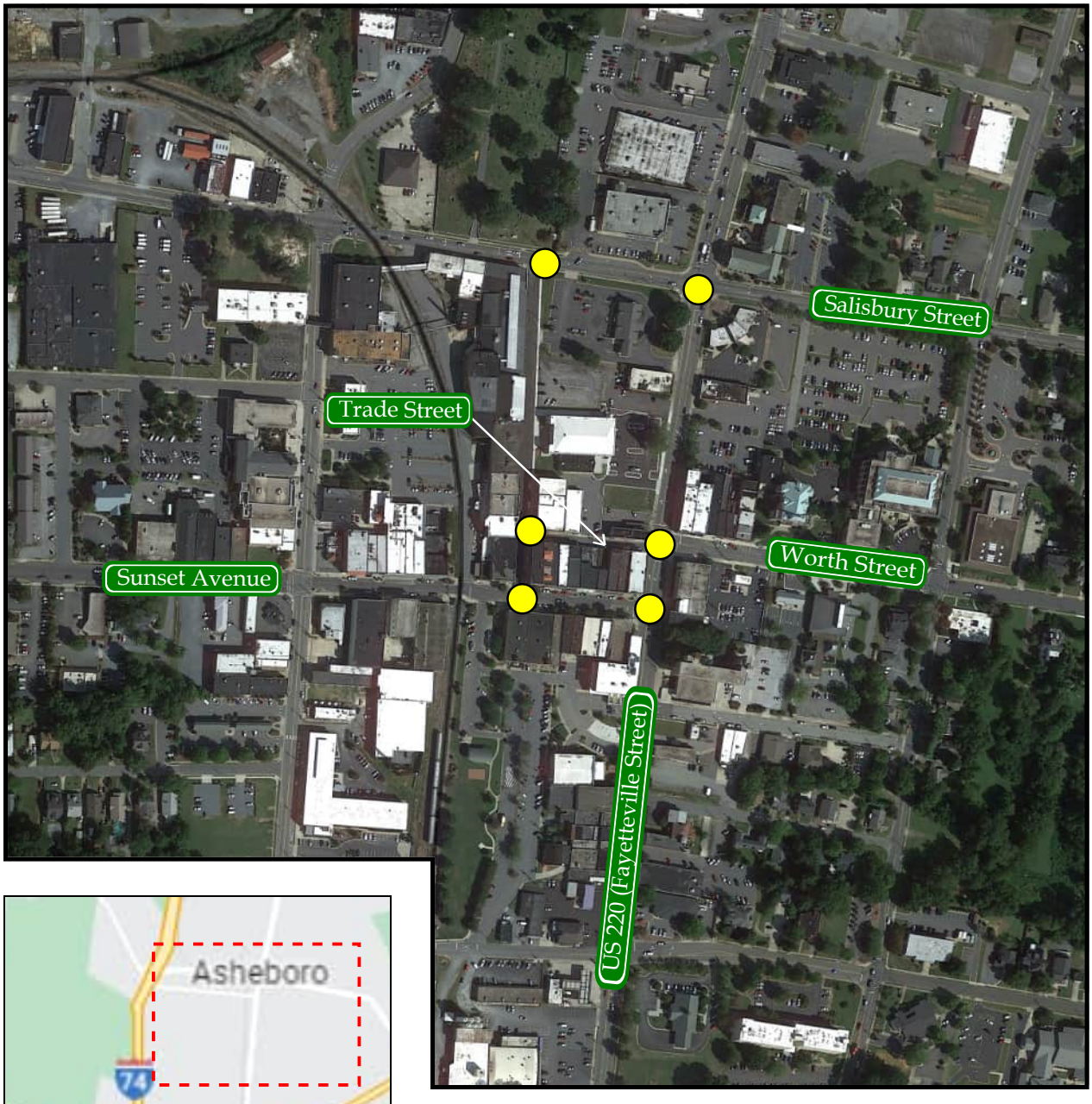
NORTH CAROLINA PROFESSIONAL SEAL 040324 ENGINEER JESSICA McCLURE

5/24/23

Jessica McClure, P.E.
State Traffic Engineering Lead

Attachments: Figures
Technical Appendix
- Count Data
- Signal Plan
- Traffic Diversion Calculations
- Capacity Analysis Reports
- SimTraffic Queuing Reports

RKA





N

LEGEND

- Study Intersection
- Proposed Site Access
- Study Area

RAMEY KEMP ASSOCIATES

Trade Street Master Plan
Asheboro, NC

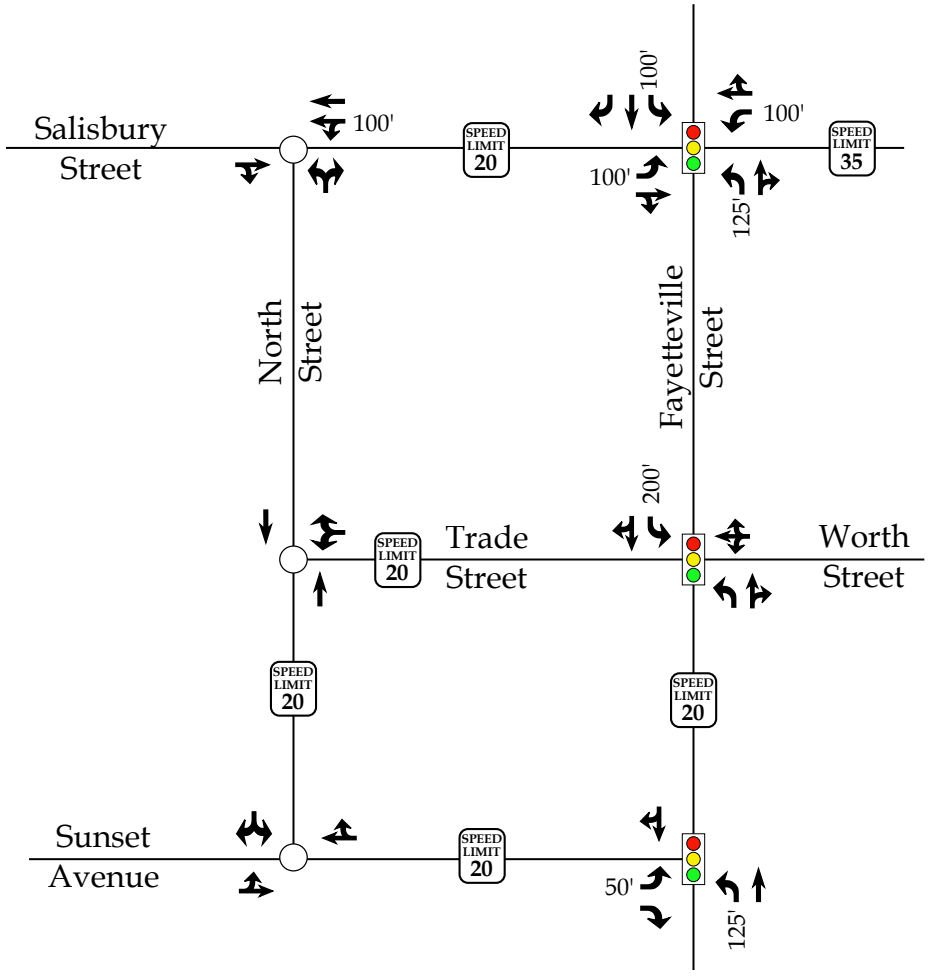
Site Location Map

Scale: Not to Scale

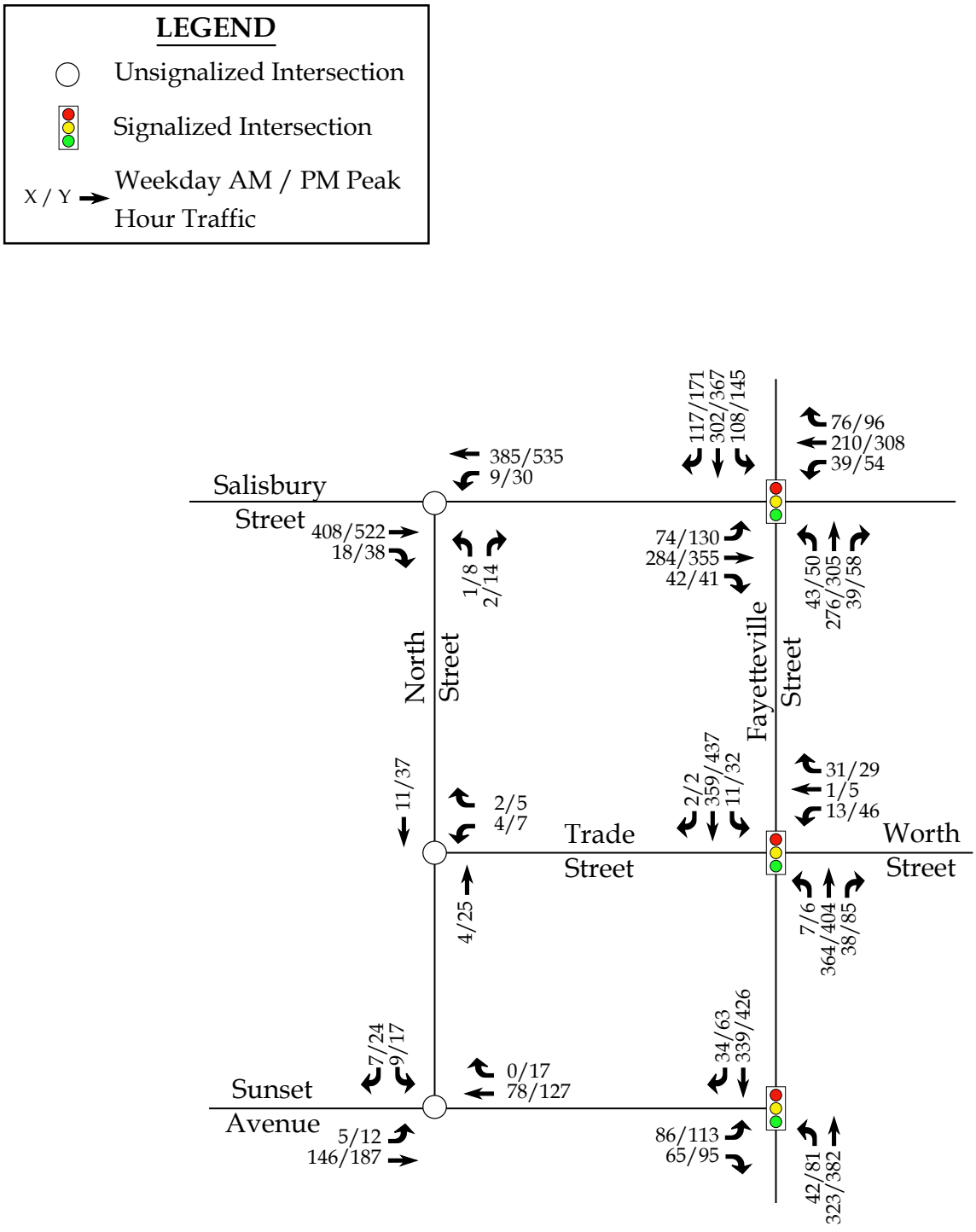
Figure 1

LEGEND

- Unsignalized Intersection
- Signalized Intersection
- Existing Lane
- X' Storage (In Feet)
- SPEED LIMIT XX Posted Speed Limit

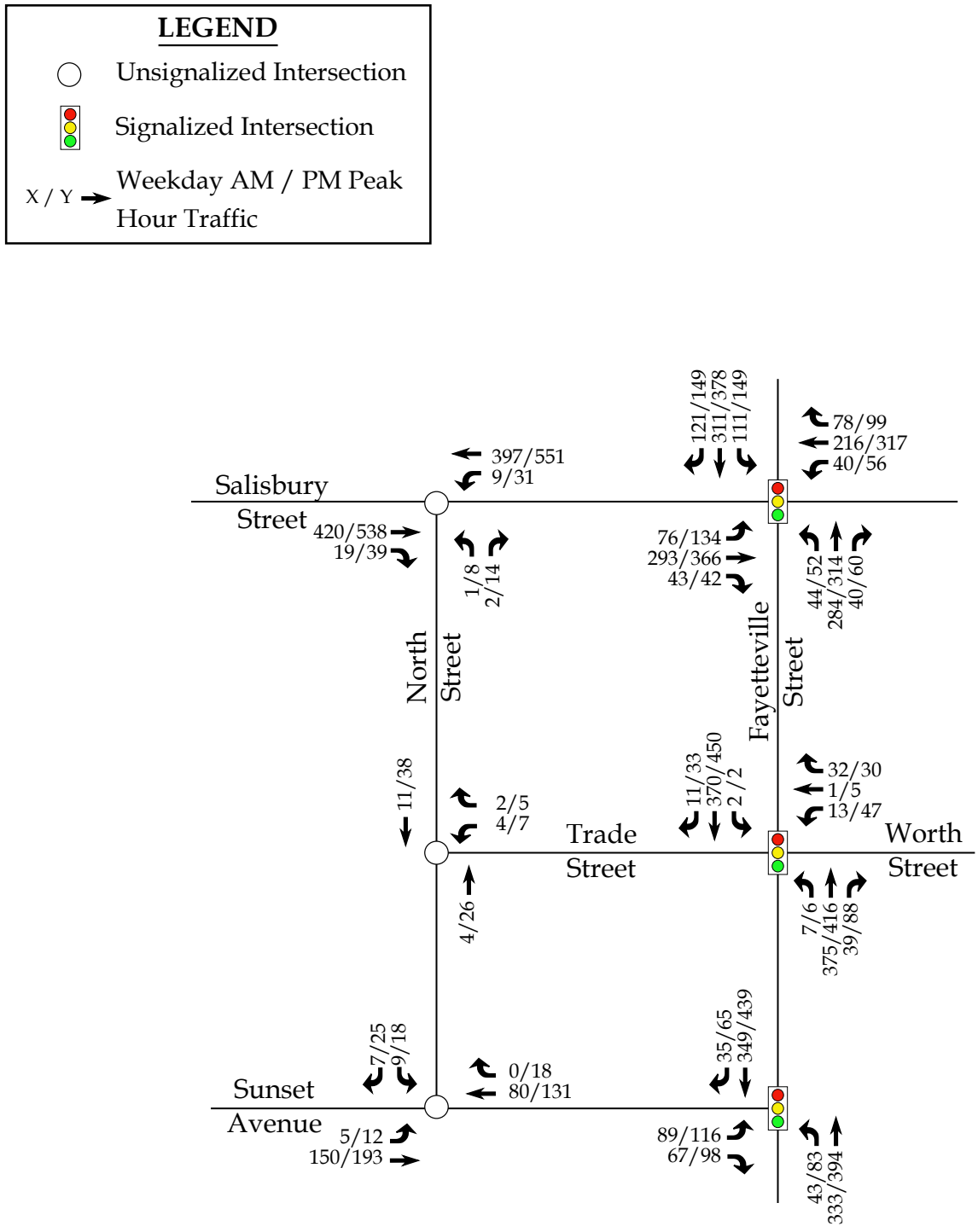


RKA RAMEY KEMP ASSOCIATES	Trade Street Master Plan Asheboro, NC	2023 Existing Lane Configurations Scale: Not to Scale | Figure 2



Note: Based on NCDOT Congestion Management guidelines, a volume of 4 vehicles per hour (vph) was analyzed for any movement with less than 4 vph.

RAMEY KEMP ASSOCIATES	Trade Street Master Plan Asheboro, NC	2023 Existing Peak Hour Traffic
		Scale: Not to Scale — Figure 3

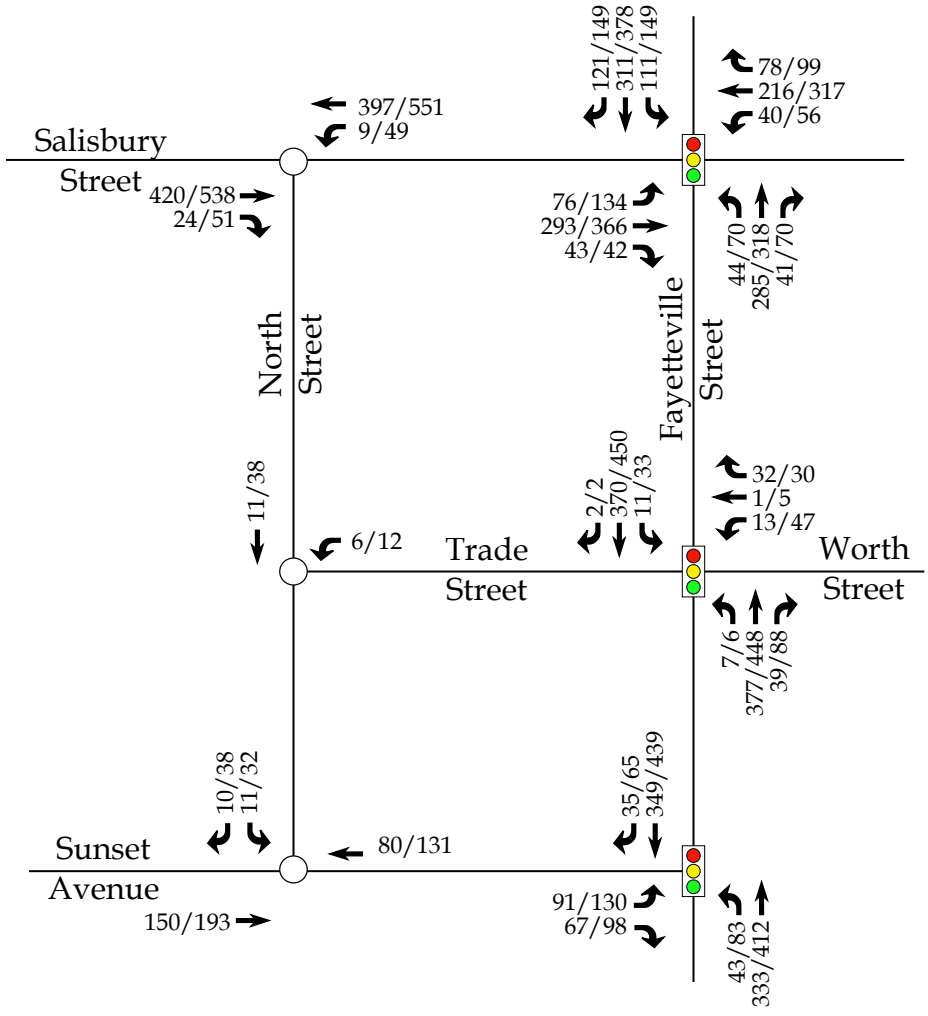


Note: Based on NCDOT Congestion Management guidelines, a volume of 4 vehicles per hour (vph) was analyzed for any movement with less than 4 vph.

RAMEY KEMP ASSOCIATES	Trade Street Master Plan Asheboro, NC	2025 Projected Peak Hour Traffic Scale: Not to Scale | Figure 4

LEGEND

- Unsignalized Intersection
- Signalized Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic

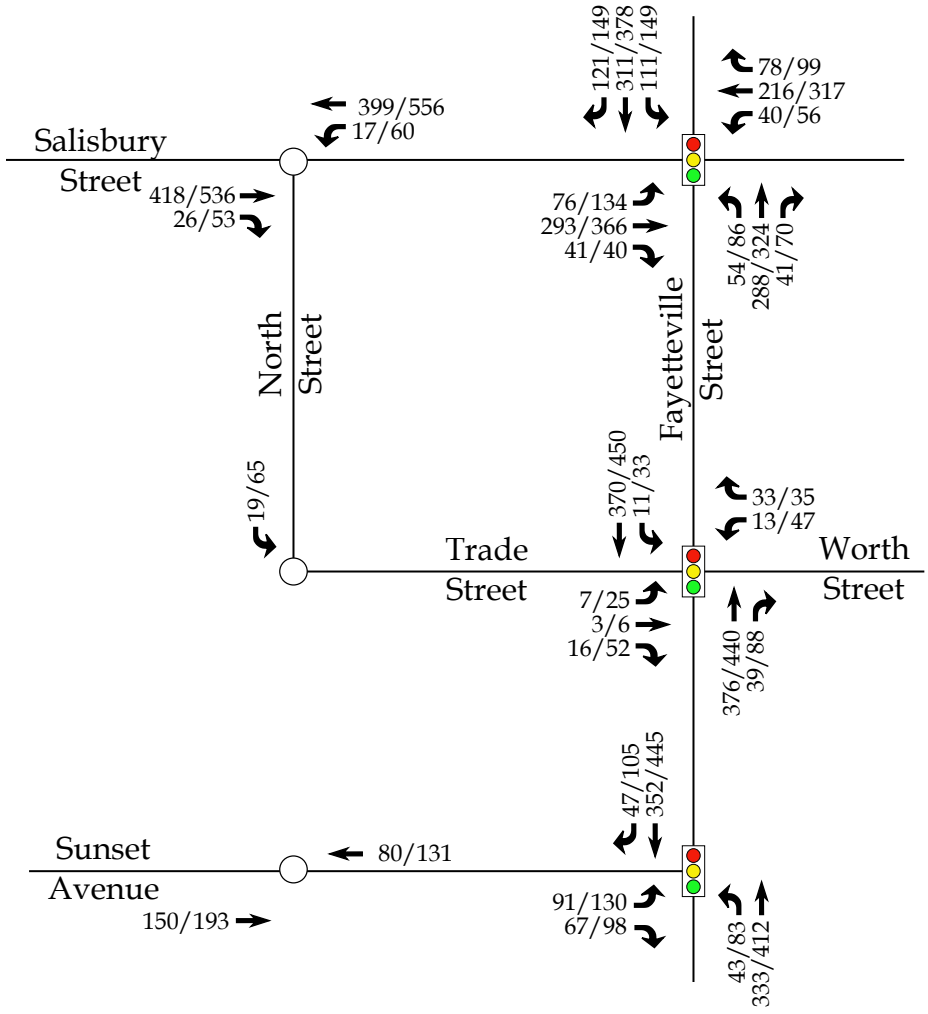


Note: Based on NCDOT Congestion Management guidelines, a volume of 4 vehicles per hour (vph) was analyzed for any movement with less than 4 vph.

RKA RAMEY KEMP ASSOCIATES	Trade Street Master Plan Asheboro, NC	2025 No-Build Peak Hour Traffic New Configuration 1
		Scale: Not to Scale — Figure 5a

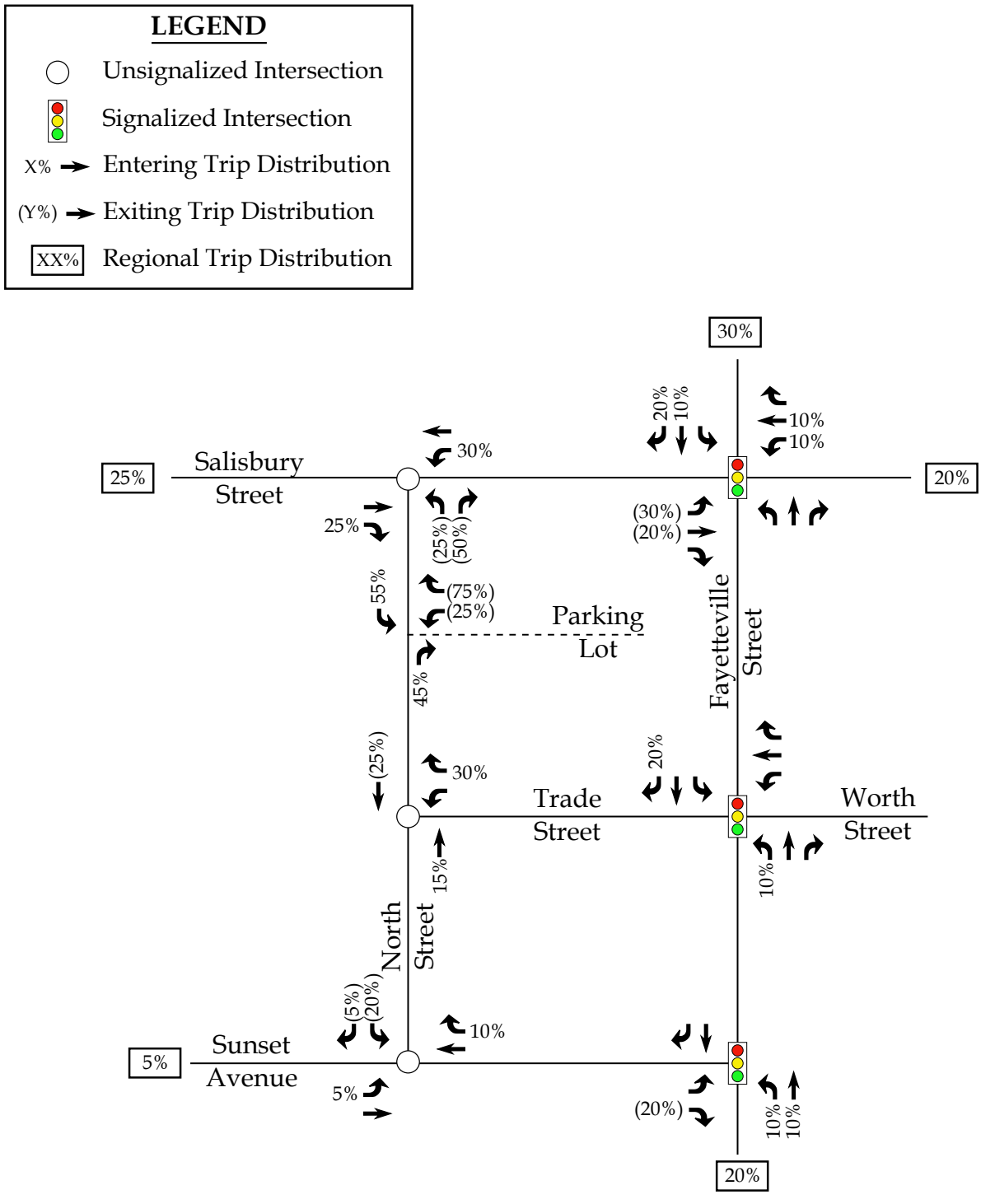
LEGEND

- Unsignalized Intersection
- Signalized Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic

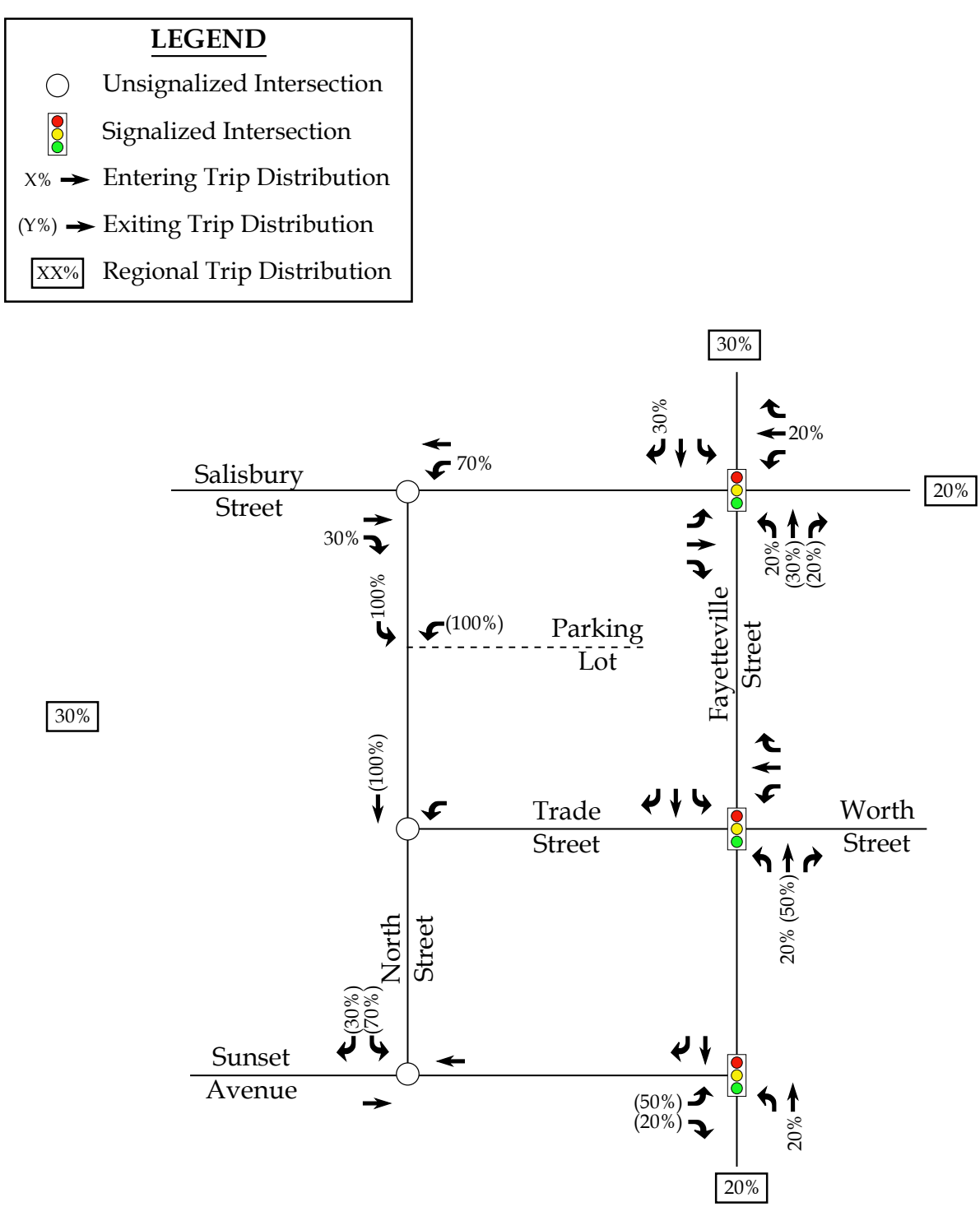


Note: Based on NCDOT Congestion Management guidelines, a volume of 4 vehicles per hour (vph) was analyzed for any movement with less than 4 vph.

RKA RAMEY KEMP ASSOCIATES	Trade Street Master Plan Asheboro, NC	2025 No-Build Peak Hour Traffic New Configuration 2
		Scale: Not to Scale / Figure 5b



RAMEY KEMP ASSOCIATES	Trade Street Master Plan Asheboro, NC	Site Trip Distribution	
		Scale: Not to Scale	Figure 6a



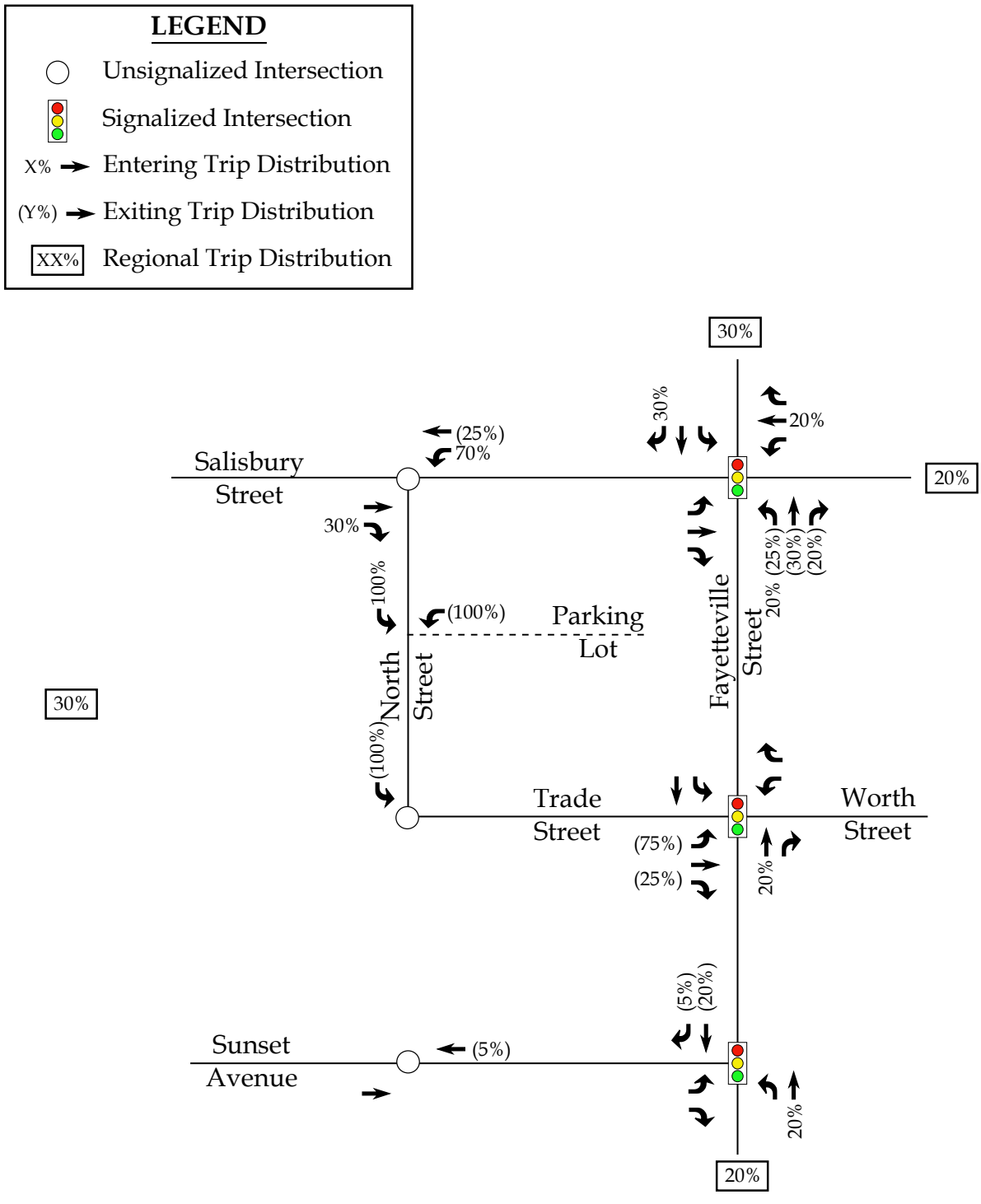
RAMEY KEMP ASSOCIATES

Trade Street Master Plan
Asheboro, NC

Site Trip Distribution
New Configuration 1

Scale: Not to Scale

Figure 6b



RAMEY KEMP ASSOCIATES

Trade Street Master Plan
Asheboro, NC

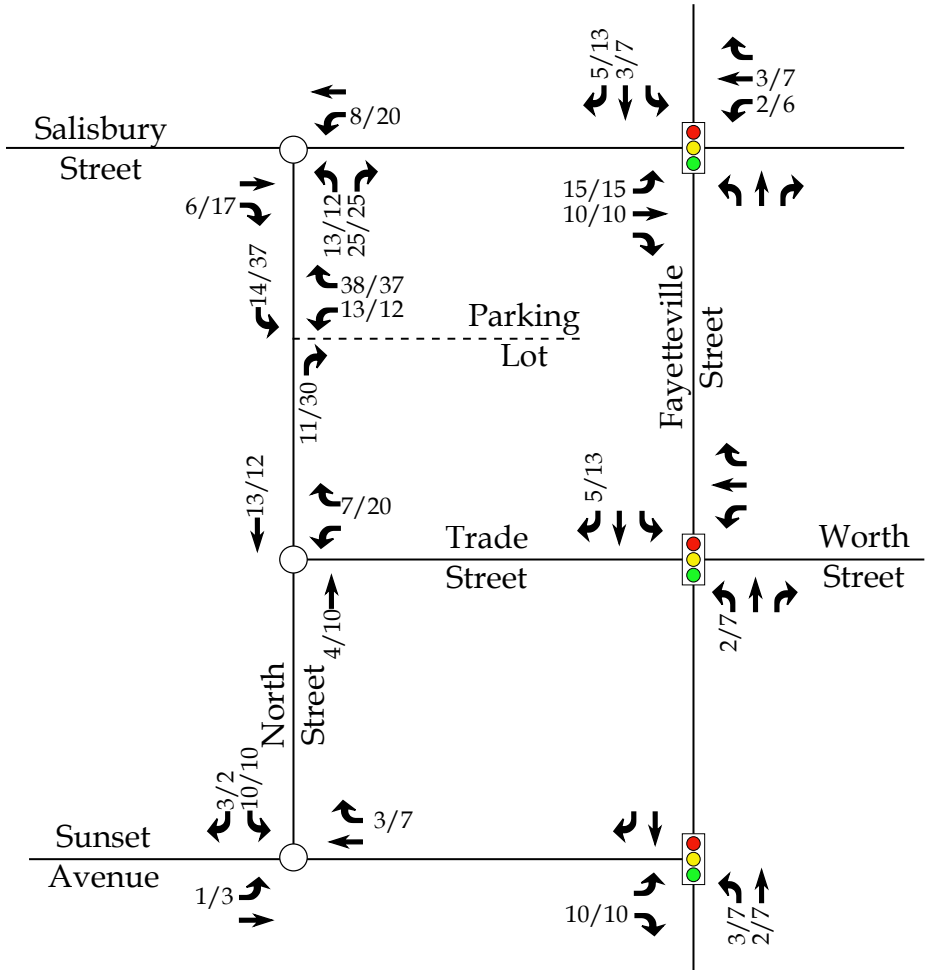
Site Trip Distribution
New Configuration 2

Scale: Not to Scale

Figure 6c

LEGEND

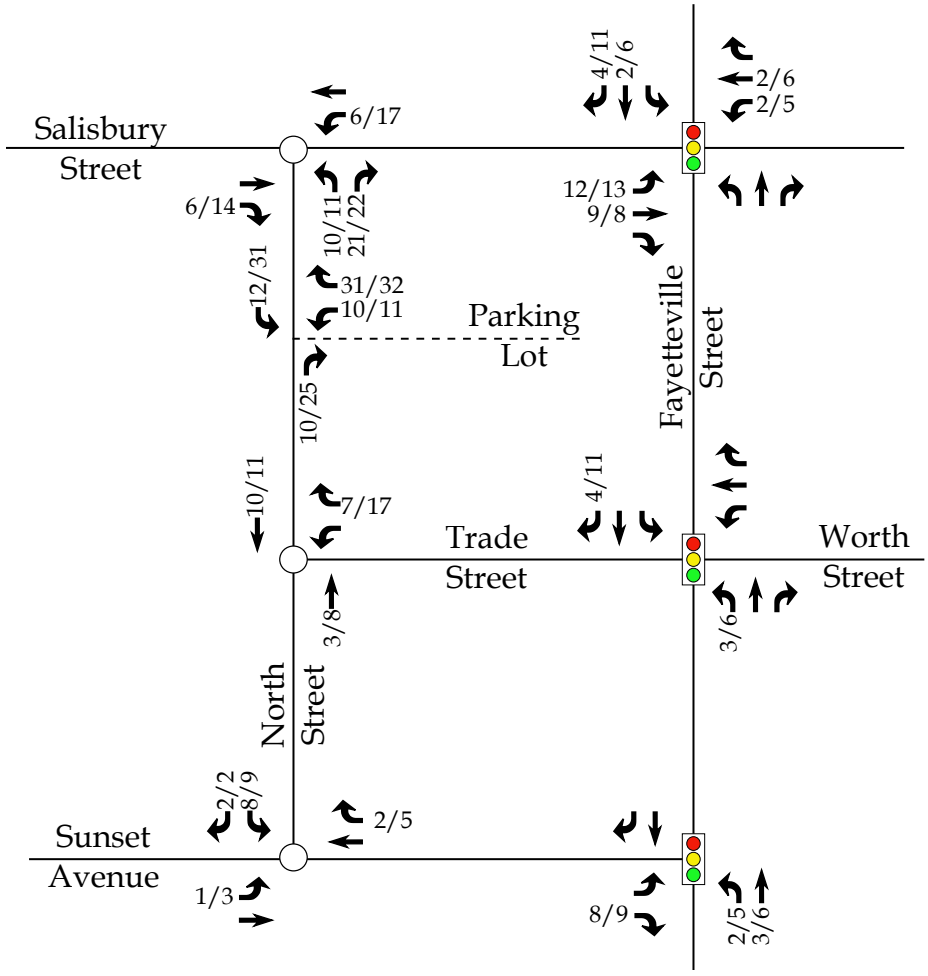
- Unsignalized Intersection
- Signalized Intersection
- X / Y → Weekday AM / PM Peak Hour Site Trips



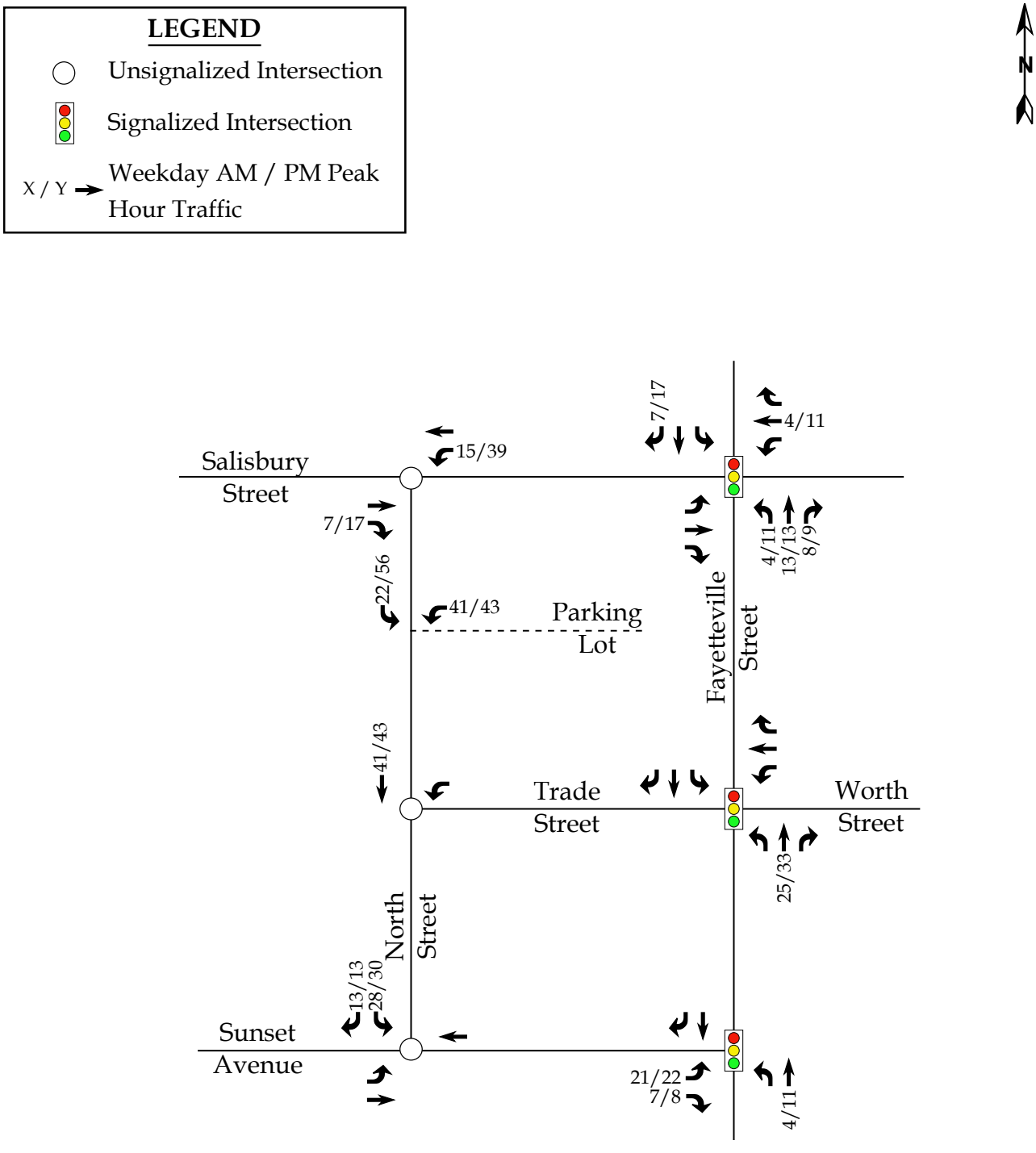
RAMEY KEMP ASSOCIATES	Trade Street Master Plan Asheboro, NC	Site Trip Assignment Max Buildout Exist Configuration Scale: Not to Scale — Figure 7a

LEGEND

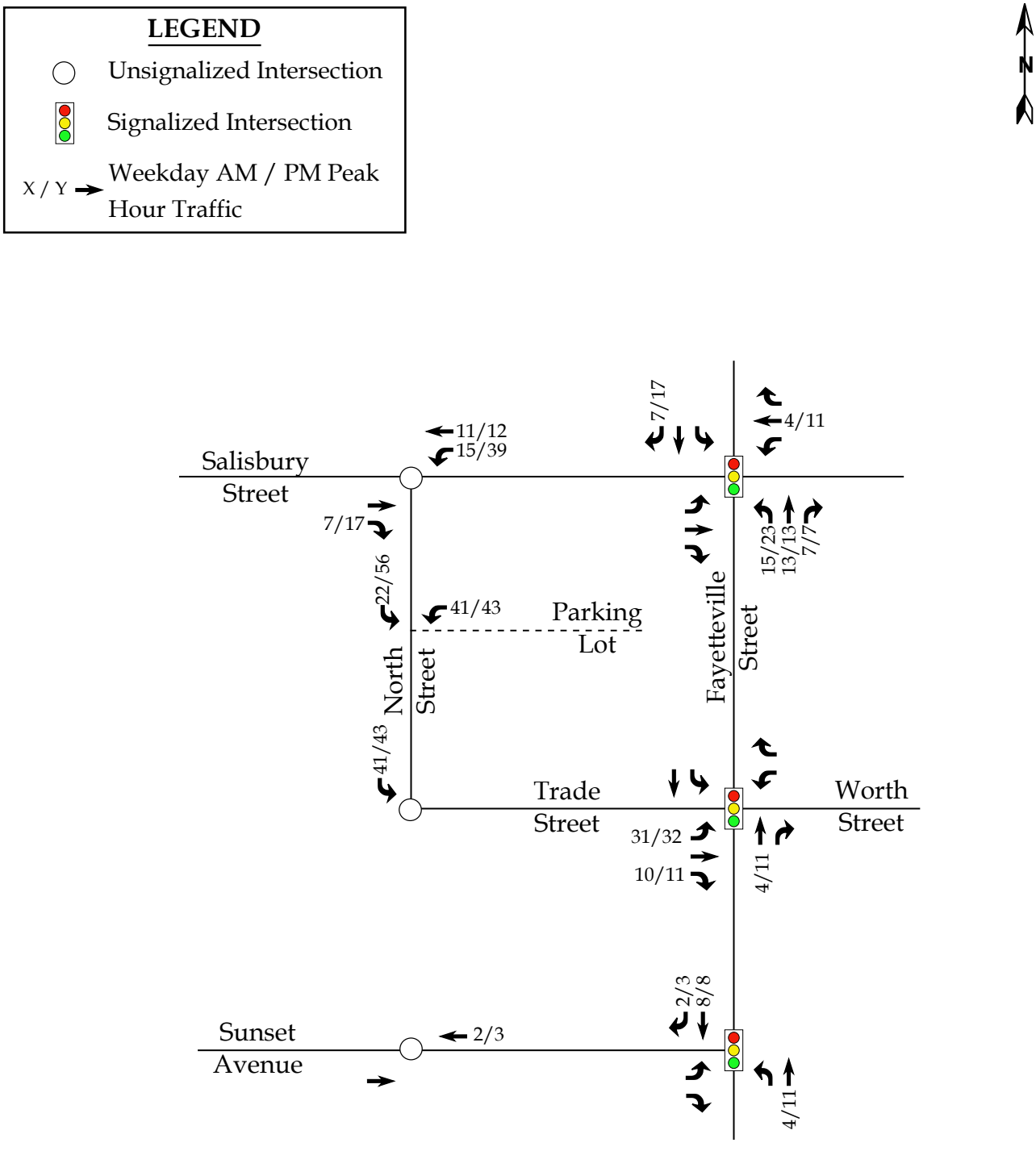
- Unsignalized Intersection
- Signalized Intersection
- X / Y → Weekday AM / PM Peak Hour Site Trips



RAMEY KEMP ASSOCIATES	Trade Street Master Plan Asheboro, NC	Site Trip Assignment Moderate Buildout Exist Configuration Scale: Not to Scale — Figure 7b



RKA RAMEY KEMP ASSOCIATES	Trade Street Master Plan Asheboro, NC	Peak Hour Site Trips New Configuration 1	
		Scale: Not to Scale	Figure 7c



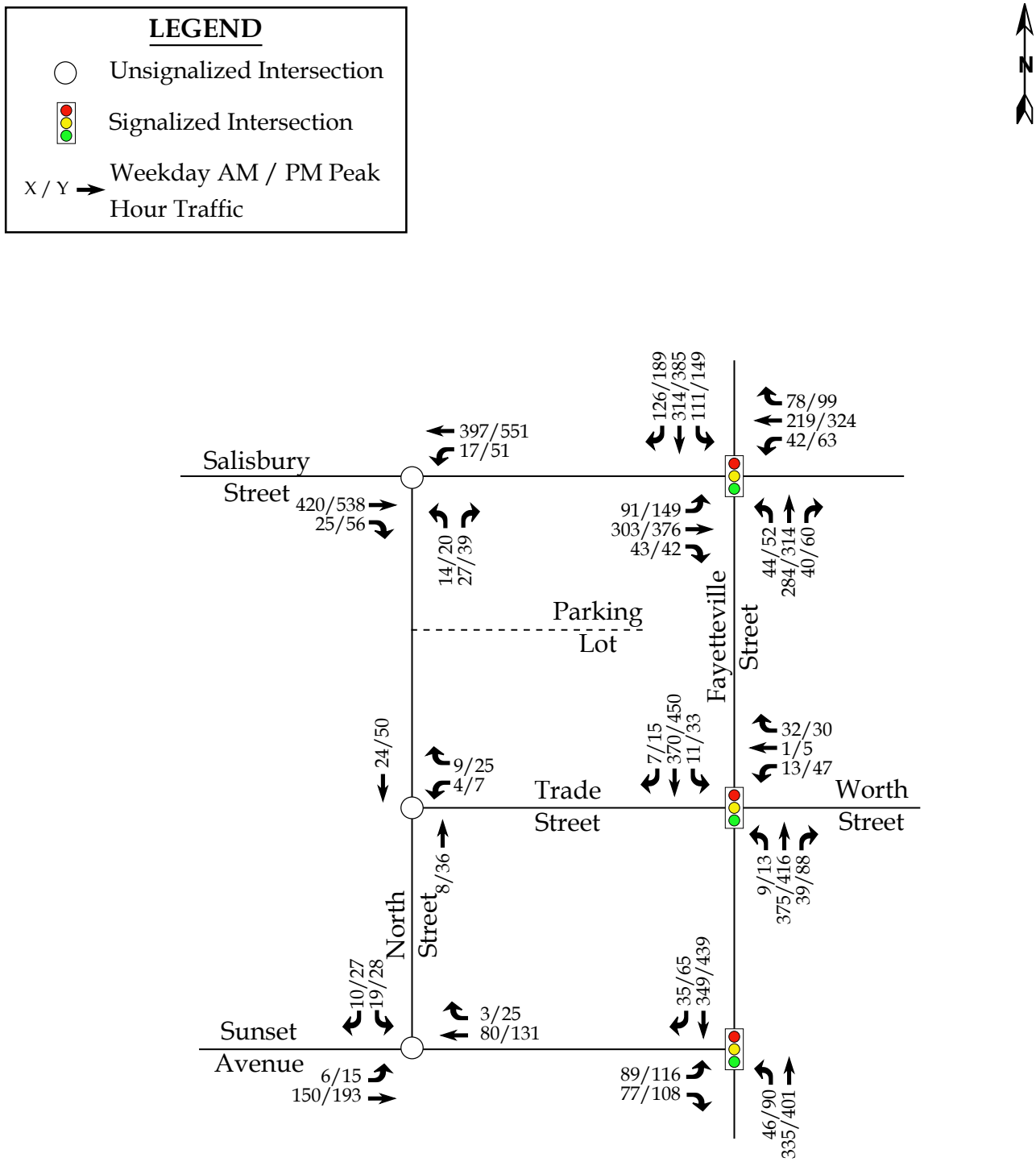
RAMEY KEMP ASSOCIATES

Trade Street Master Plan
Asheboro, NC

Peak Hour
Site Trips
New Configuration 2

Scale: Not to Scale

Figure 7d

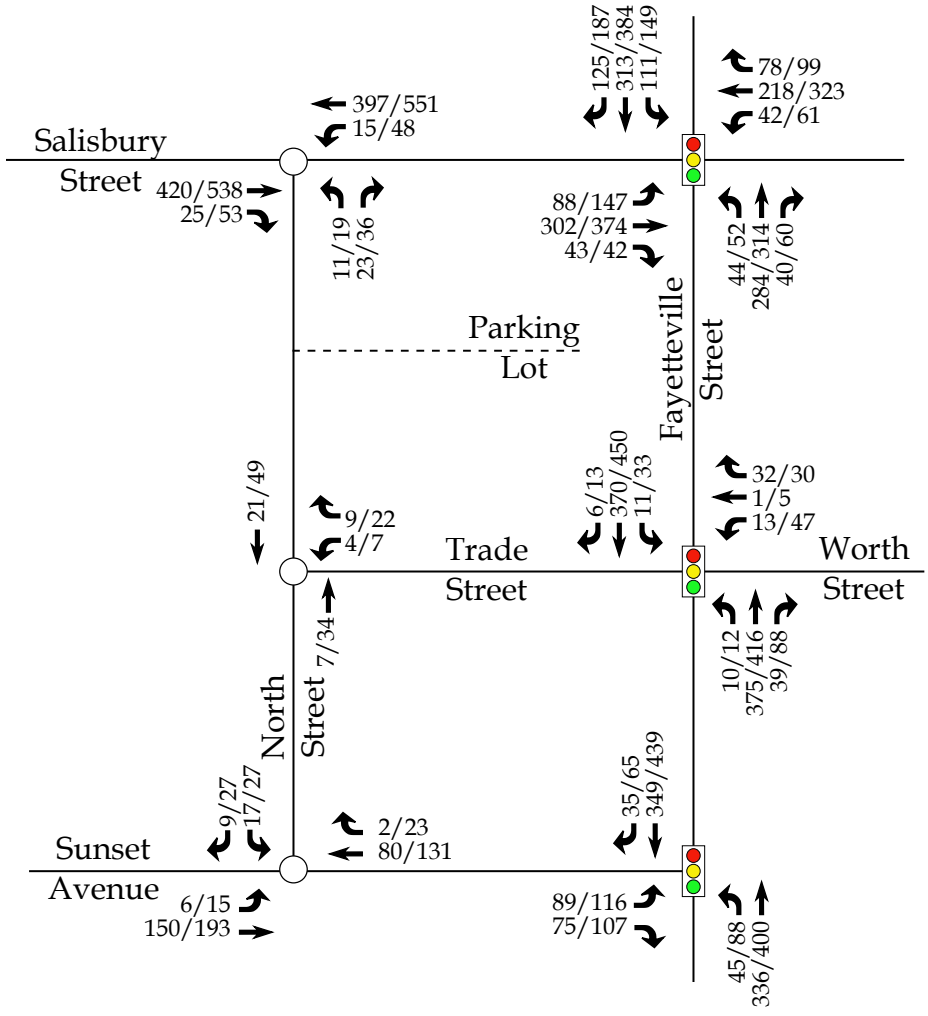


Note: Based on NCDOT Congestion Management guidelines, a volume of 4 vehicles per hour (vph) was analyzed for any movement with less than 4 vph.

RAMEY KEMP ASSOCIATES	Trade Street Master Plan Asheboro, NC	Max Buildout Exist Configuration 2025 Build Peak Hour Traffic
		Scale: Not to Scale / Figure 8a

LEGEND

- Unsignalized Intersection
- Signalized Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic

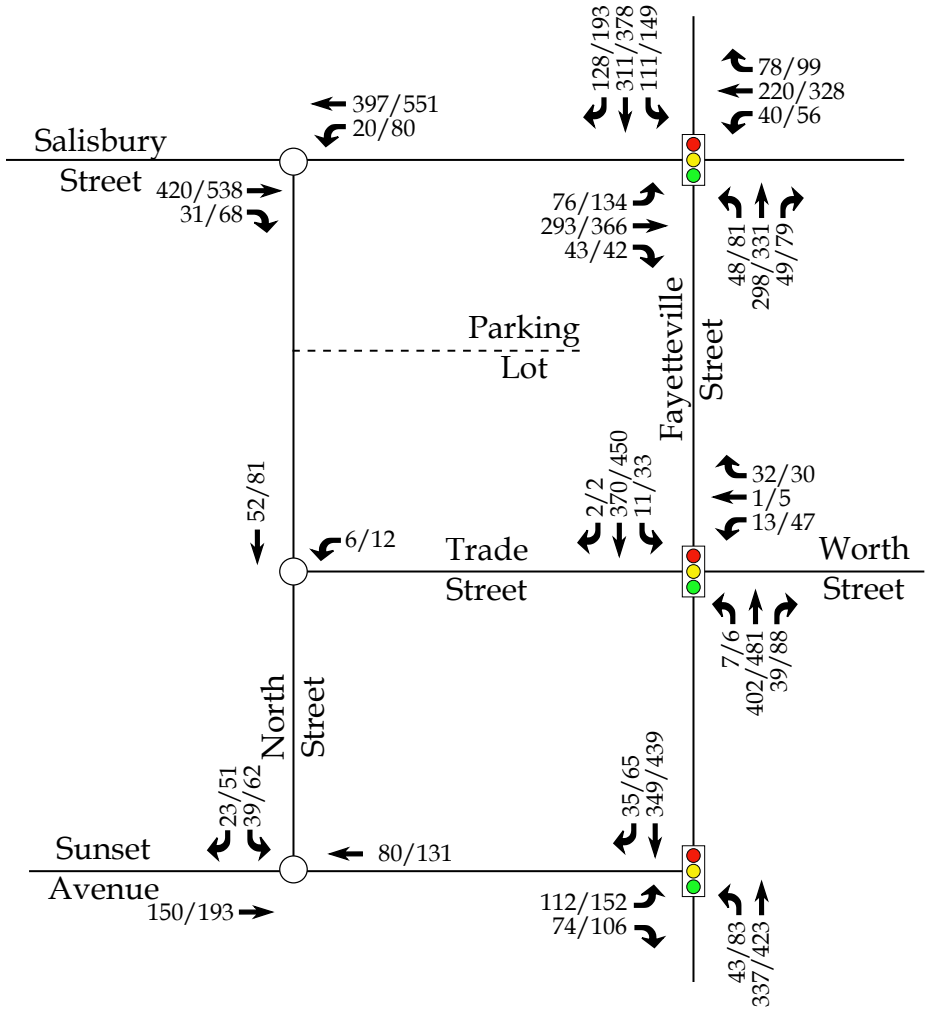


Note: Based on NCDOT Congestion Management guidelines, a volume of 4 vehicles per hour (vph) was analyzed for any movement with less than 4 vph.

RKA RAMEY KEMP ASSOCIATES	Trade Street Master Plan Asheboro, NC	Moderate Buildout Exist Configuration 2025 Build Peak Hour Traffic Scale: Not to Scale — Figure 8b

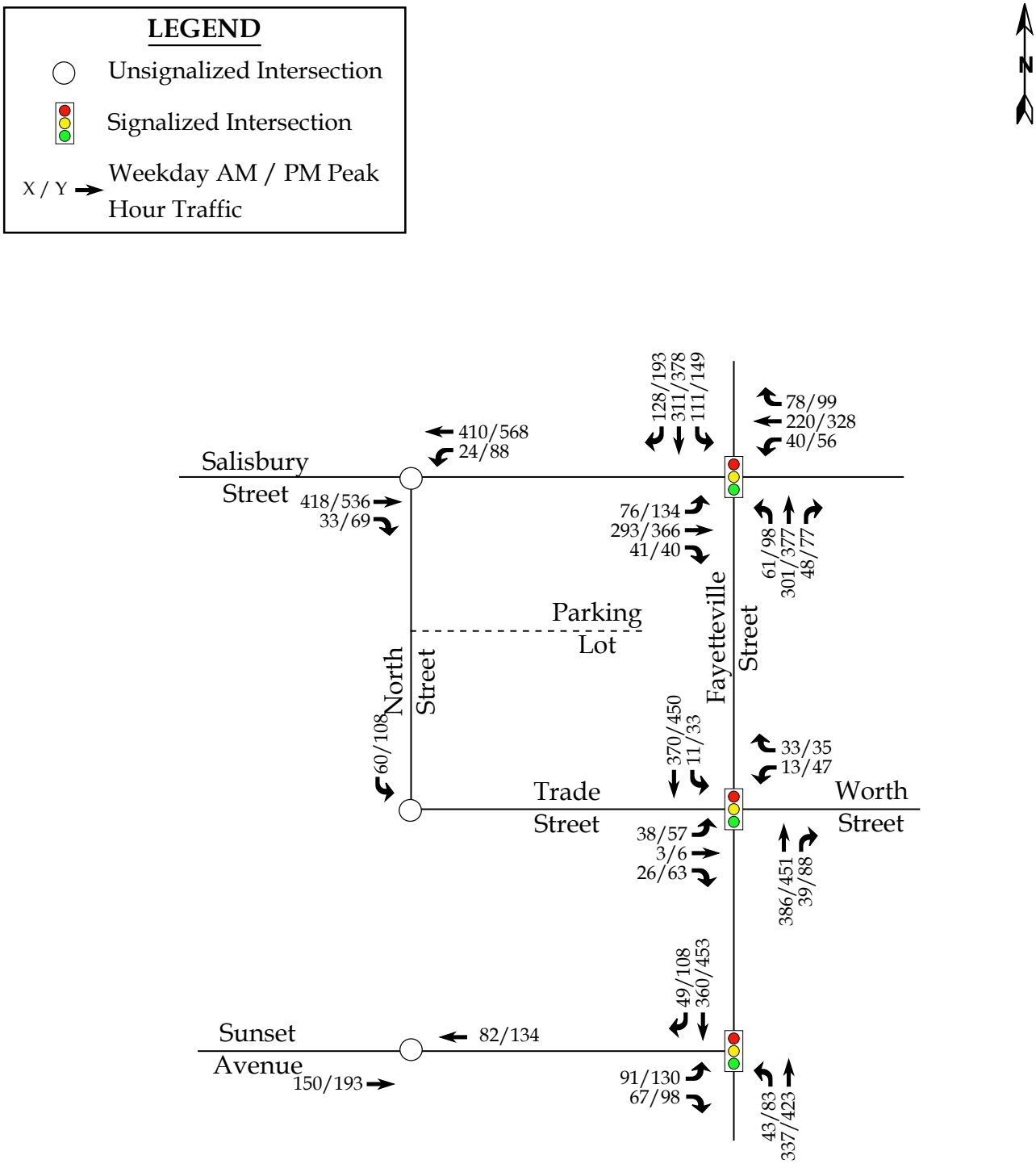
LEGEND

- Unsignalized Intersection
- Signalized Intersection
- X / Y → Weekday AM / PM Peak Hour Traffic



Note: Based on NCDOT Congestion Management guidelines, a volume of 4 vehicles per hour (vph) was analyzed for any movement with less than 4 vph.

RKA RAMEY KEMP ASSOCIATES	Trade Street Master Plan Asheboro, NC	Moderate Buildout New Configuration 1 2025 Build Peak Hour Traffic Scale: Not to Scale — Figure 8c



Note: Based on NCDOT Congestion Management guidelines, a volume of 4 vehicles per hour (vph) was analyzed for any movement with less than 4 vph.

RAMEY KEMP ASSOCIATES	Trade Street Master Plan Asheboro, NC	Moderate Buildout New Configuration 2 2025 Build Peak Hour Traffic Scale: Not to Scale — Figure 8d