AGENDA
REGULAR MEETING
CITY COUNCIL, CITY OF ASHEBORO
THURSDAY, NOVEMBER 5, 2026, 6:00 PM

1. Call to order.

2. Silent prayer and pledge of allegiance.

3. Public comment period.

4. Marty Sung, Ph.D., NCDOT Transportation Engineer, will request endorsement of the Randolph County Comprehensive Transportation Plan.

5. City Attorney Tom Carruthers will present for a first reading and vote an ordinance transferring a construction and demolition debris landfill franchise to Liberty Waste Solutions.

6. Consent agenda

   (a) Approval of the meeting minutes for the city council's regular meeting on September 10, 2026.

   (b) Acknowledgement of the receipt from the Asheboro ABC Board of the meeting minutes for October 6, 2026.

   (c) Approval of a temporary street closure for the Christmas Parade on December 4, 2026.

   (d) Approval of a temporary street closure for the Christmas on Sunset special event on December 11, 2026.

   (e) Approval of a resolution to declare and donate surplus property in accordance with North Carolina General Statute § 160A-280.

   (f) Approval of the Community Development Division's request to schedule for the December 10, 2026, City Council meeting, and to advertise a legislative application for the following case:

   Legislative Hearing (Case No. RZ-26-14): Request for an amended R40 (Low-Density Commercial Conditional Zoning) district for expansion of an existing manufactured home park (Richland Village) located at the western terminus of Ferrari Drive, northwest of Old Humble Mill Road (Randolph County Parcel Identification Number 7679350119).

(g) Acknowledgement of the receipt of the monthly report detailing major subdivisions administratively approved. *(There have been none approved)*

(h) Approval of an ordinance to amend the Water and Sewer Fund for mid-year salary adjustments.

(i) Approval of an ordinance to amend the General Fund for mid-year salary adjustments.

(j) Approval of an ordinance amending the General Fund to provide funding for the Local Law Enforcement Bonus Program, reallocate funding for an additional Police Department position, and fund a Recreation Department Audit and Optimization Study.

(k) Approval of an ordinance to amend the David and Pauline Jarrell Garden Project Fund to account for grant donations towards the facility's Nature Play Area.

(l) Approval of an ordinance to amend the Cone Health Zoo City Sportsplex Fund to facilitate the addition of shade structures to the playground.

7. Community Development Director John Evans will present the item below.

Legislative Hearing (Case No. RZ-26-13 and SUB-26-01): Text amendments to the zoning ordinance and subdivision ordinance intended to address changes in state law and land use regulations including, but not limited to, off-street parking; home occupations; billboards (off-premises signs); and provisions for a fee in lieu of sidewalk construction in certain instances.

8. PUBLIC HEARING: Building Reuse/Renovation application for a Small Business Investment Incentive at 118 ½ Sunset Avenue submitted by Taylor Callicutt

(a) Community Development Director John Evans will present the initial testimony;

(b) Invitation for public participation in the hearing; and

(c) Council action on the application, including authorization for city officials to prepare and execute all necessary documents.

9. PUBLIC HEARING: Assistant City Manager Trevor Nuttall will introduce a Project Amendment request for the CASPN Homes Rehabilitation Project involving Community Development Block Grant – Neighborhood Revitalization (CDBG-NR) funding.

10. Recreation Services Director Jonathan Sermon will present for review and consideration proposed rules and regulations for the David and Pauline Jarrell Center City Garden.

11. City Engineer Michael Leonard, PE will present

    Annexation:

    Consideration of a petition received by BDE23, LLC and Robert Arther Wilkerson & Alice Wilkerson requesting the contiguous annexation of two parcels (PIN 7751695691 – 21.09 Acres and PIN 7751690352 – 4.01 Acres) containing a total of 25.104 acres located at the end of an unopened portion of Oakland Ave.

    Airport Items:

    (a) Consideration of a recommendation by the Asheboro Airport Authority related to a change in ownership of Cardinal Air, LLC from Karen McCraw to Landon Hilliard and Shelby Hunt.

    (b) Consideration of a recommendation by the Airport Authority to select W. K. Dickson & Company, Inc. to provide engineering services for airport improvements for the next five (5) years.

12. Mayor Trogdon will lead a discussion about potential changes to the city council's typical schedule for regular meetings in 2027.

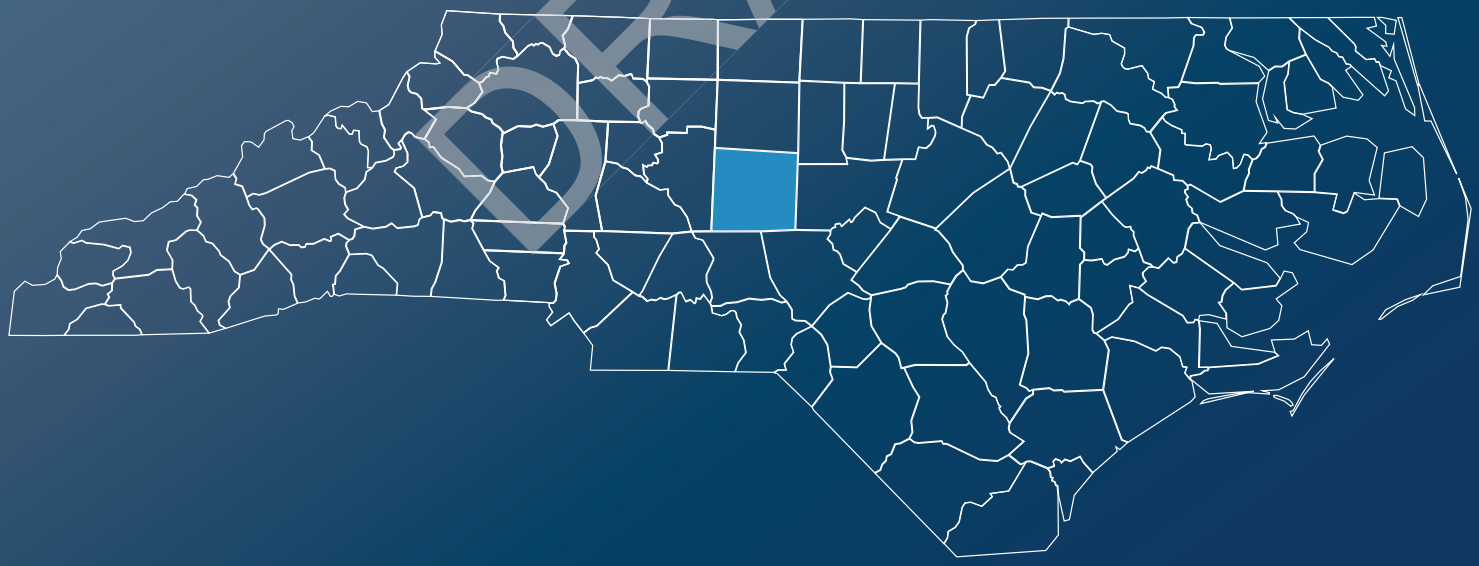
13. Mayor Trogdon will lead a discussion of upcoming events and items not on the agenda.

14. Adjournment.

RANDOLPH COUNTY

COMPREHENSIVE TRANSPORTATION PLAN

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MONTH 2027

ACKNOWLEDGEMENTS

Thank you to the hundreds of residents, business owners, community leaders, special interest groups, and governmental staff who participated in the development of this plan through meetings, events, comment forms, and plan reviews.

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IN COOPERATION WITH

Piedmont Triad Rural Planning Organization
Randolph County
City of Asheboro
Town of Franklinville
Town of Liberty
Town of Ramseur
City of Randleman
Town of Seagrove
Town of Staley

STEERING COMMITTEE MEMBERS

Juanna Allen, Program Assistant, Randolph Partnership for Children
Dale Brinkley, Executive Director for Operations
Kayla Brown, Randolph County
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Adam Deathe, President, Asheboro/ Randolph Chamber of Commerce
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Leia Stiegmann, Strategic Program Coordinator
Diane Villa, Deputy Director, NC Zoo
Richard Weldon, Ph.D., Vice President of Operations, Randolph Community College
Tawanna Williams, Director, RCATS (Regional Coordinated Area Transportation System)

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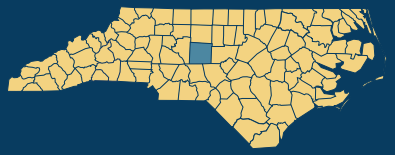
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EXECUTIVE SUMMARY



In 2024 the Transportation Planning Division of the N.C. Department of Transportation (NCDOT), Randolph County and its municipalities, and the Piedmont Triad Rural Planning Organization began a Comprehensive Transportation Plan (CTP) study for Randolph County.

The Randolph County CTP includes identified transportation system needs, as well as possible solutions, to support anticipated growth and development over a 25 year timeframe. Various modes of transportation were evaluated, and recommendations made, including highway, public transportation, bicycle/pedestrian. The impact of other modes of travel, such as airports and ferries, play significant roles in moving people and freight in North Carolina and in the CTP.

The Randolph CTP was adopted locally and by the North Carolina Board of Transportation in MONTH. 2027.

This plan does not cover routine maintenance or minor operations issues. Refer to the Appendix X for contact information on these types of issues.

VISION

"The vision for Randolph County is to produce and maintain a Comprehensive Transportation Plan to establish a safe, efficient, and sustainable multimodal transportation system that meets the needs of residents, visitors, and the traveling public. This system will support economic vitality, conserve resources, and enhance the quality of life by providing diverse and transportation choices."

- Vision statement from the Randolph County CTP Steering Committee

PLAN GOALS

Goal 1: Safety, Connectivity, and Mobility

Improve the safety, connectivity, and mobility of the transportation system for people, freight and all modes of transportation in and through the region.

Goal 2: Quality and Performance (System Operations)

Maintain and enhance the quality and performance of the transportation system in Randolph County through efficient congestion management and operations techniques.

Goal 3: Regional Connectivity and Metropolitan Integration

Promote and enhance connectivity and mobility throughout Randolph County and the surrounding region and metropolitan areas.

Goal 4: Natural environment and rural character

Protection of natural environment and preservation of rural characters for recreational use and tourism.

STUDY APPROACH

1. Development of goals and objectives
2. Public involvement and community understanding
3. Data compilation and collection
4. Data analysis
5. Identification of multimodal transportation deficiencies and CTP project proposals
6. Local and NCDOT adoption

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ANALYSIS AND PUBLIC INPUT KEY TYPES OF MEETINGS AND PUBLIC INPUT:

Steering committee meetings	Public Engagement Meetings	Adoption Meetings	Total Survey Respondents	Survey Comments
14	6	9	423	153

Priorities

Road Condition & Safety (1st), **Environment** (2nd), and **Community and Economy** (3rd) ranked as the top three priorities, based on average priority scores (lower values indicate higher importance).

Connectivity, **pedestrian network**, **public transit**, **intersections safety** and **natural environment protection** showed higher ranks than other potential issues as major challenges in the county.

See Chapter 2 for more on this topic.

Survey Comments

Many survey comments are related to **Congestion** (302), **Roadway** (169), **Public transit** (140) and **Pedestrian** (107).

Several keywords for improvements were '**intersection**,' '**light**,' '**congestion**,' '**sidewalks**,' '**bike lanes**,' '**bus stop**,' '**downtown**' and '**zoo**'.

PRINCIPAL RECOMMENDATIONS

These are some of the principal CTP Recommendations of the Randolph County CTP. They are not listed in any priority order and more information can be found in Chapter 3 and in the Appendix X.

I-73/74

Widen from four lanes to six lanes between U.S. 64 and 1 mile north of Pineview Road (S.R. 1712).

View Project Map

U.S. 64

Widen to a four-lane divided roadway between Davidson County and I-73/74.

View Project Map

U.S. 64 Business

Improve this five-lane road by constructing reduced conflict intersections and traffic signal upgrades and constructing new service roads near commercial stores along East Dixie Drive.

View Project Map

U.S. 220 Business

Widen to three lanes with a center left-turn lane in Randleman. Widen to five-lane facility with a center left turn lane facility from Vision Drive to Hub Morrison Road and from McDowell Road to East Dixie Drive

View Project Map

U.S. 421

Upgrade to interstate standards with interchange improvements between the Chatham County line and the Guilford County line.

View Project Map

N.C. 49

Improve the existing two - lane road with 5-foot paved shoulders and construct turn lanes where warranted at intersections.

View Project Map

PROJECT SHEETS

There are 196 Project Sheets that feature individual project maps, recommendation details, and can be found in the CTP Projects Appendix.

APPROVALS

☑ This information will be added after mutual adoption.

Chapter ONE
Introductions and Overview

The Comprehensive Transportation Plan (CTP) is North Carolina's multimodal long range transportation plan. The CTP is mutually adopted and identifies transportation system needs, as well as solutions, to support anticipated growth and development over a 25-30-year timeframe.

PURPOSE AND OVERVIEW

This plan is developed by NCDOT and the Piedmont Triad Rural Planning Organization, and local planning partners with the support of Randolph County CTP Steering Committee.

The CTP supports the community's adopted vision and goals by integrating land use and transportation planning. This should be used by local officials to ensure that planned transportation facilities reflect the needs of the public, while minimizing the disruption to local residents, businesses and environmental resources. The CTP process is designed to provide useful information into the project development process.

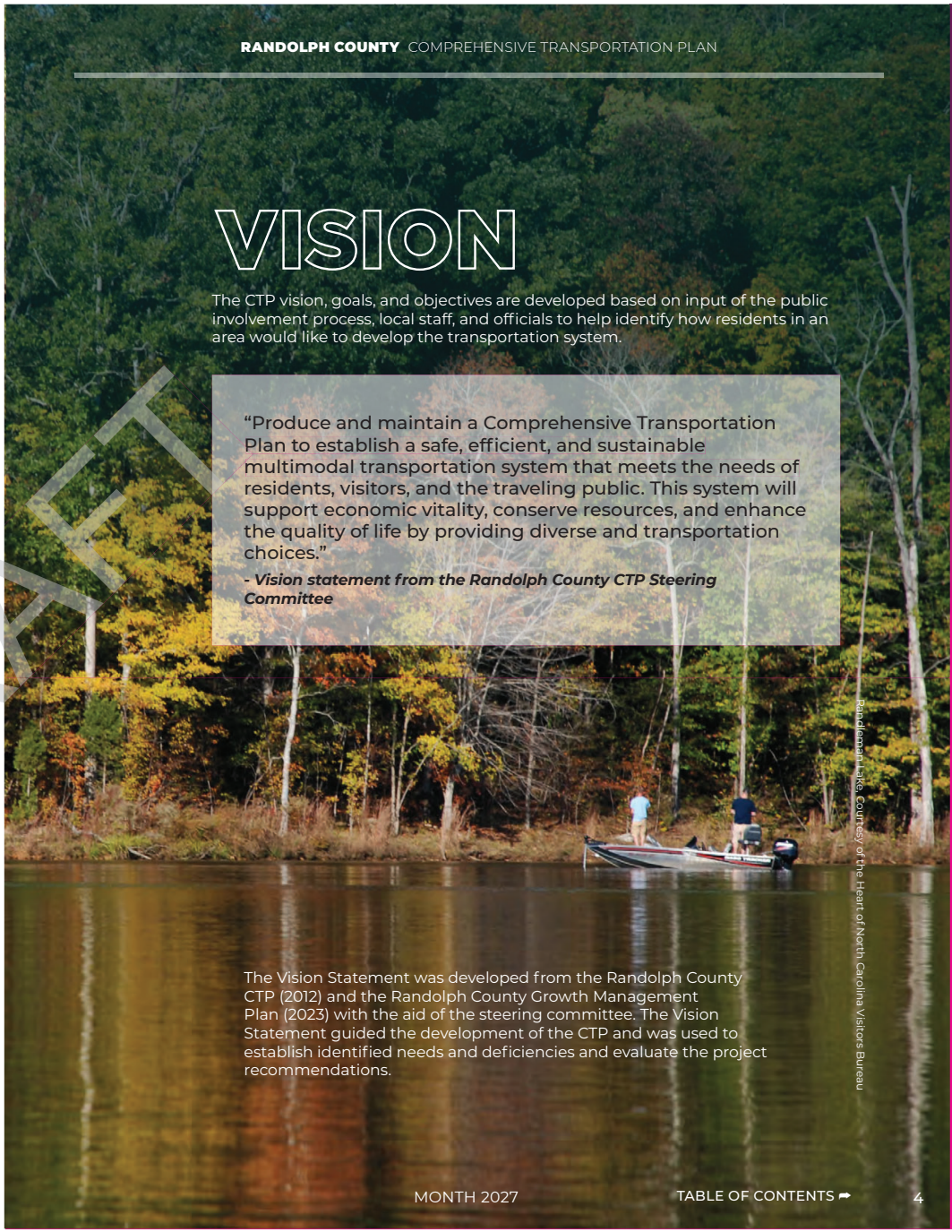
When starting a CTP study, officials form a steering committee of individuals who represent the various stakeholders of the community. NCDOT and other local planning staff also participate. The committee develops the draft vision, goals, objectives, and performance measures. These are further refined with input from residents and then used to guide the development and evaluation of the CTP.

VISION

The CTP vision, goals, and objectives are developed based on input of the public involvement process, local staff, and officials to help identify how residents in an area would like to develop the transportation system.

"Produce and maintain a Comprehensive Transportation Plan to establish a safe, efficient, and sustainable multimodal transportation system that meets the needs of residents, visitors, and the traveling public. This system will support economic vitality, conserve resources, and enhance the quality of life by providing diverse and transportation choices."

- Vision statement from the Randolph County CTP Steering Committee



Randleman Lake, Courtesy of the Heart of North Carolina Visitors Bureau

The Vision Statement was developed from the Randolph County CTP (2012) and the Randolph County Growth Management Plan (2023) with the aid of the steering committee. The Vision Statement guided the development of the CTP and was used to establish identified needs and deficiencies and evaluate the project recommendations.

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STUDY GOALS AND OBJECTIVES

GOAL 1:
IMPROVE THE SAFETY, CONNECTIVITY, AND MOBILITY OF THE TRANSPORTATION SYSTEM FOR PEOPLE AND FREIGHT ACROSS ALL MODES THROUGHOUT THE REGION.

- Enhance the capacity of major highways where heavy congestion is projected.
- Reduce the frequency and severity of crashes at identified locations through targeted safety improvements (e.g., median control, roundabouts, turn lanes, or improved signaling).
- Implement "Complete Streets" principles to ensure safe access for all users, including motorists, cyclists, pedestrians, and transit riders.
- Enhance freight mobility by designating and improving key truck routes to support local industries and reduce heavy vehicle traffic in residential areas.

GOAL 2:
MAINTAIN AND ENHANCE THE QUALITY AND PERFORMANCE OF THE TRANSPORTATION SYSTEM IN RANDOLPH COUNTY THROUGH EFFICIENT CONGESTION MANAGEMENT AND OPERATIONAL TECHNIQUES.

- Improve intersection and interchange performance along major corridors (e.g., synchronized traffic signals, shared driveways, and median control, real-time travel information etc.) to improve traffic flow and to reduce crash rates without expanding physical road width.
- Utilize traffic data to identify issues, analyze existing conditions, and evaluate alternatives.
- Support the maintenance and rehabilitation of existing bridge and pavement infrastructure to extend the lifecycle of roadways.

GOAL 3:
PROMOTE AND ENHANCE CONNECTIVITY AND MOBILITY THROUGHOUT RANDOLPH COUNTY, THE SURROUNDING REGION, AND MAJOR METROPOLITAN AREAS.

- Improve reliability of rural highways connecting cities, towns, and key regional destinations (e.g., Greensboro, High Point, Raleigh, and Charlotte).
- Integrate local and regional bicycle and pedestrian networks into a unified connectivity plan.
- Support expansion of public transportation system to ensure multiple travel options are available to residents.
- Coordinate with neighboring counties and MPOs to ensure that cross-county transportation projects (like highway improvements or regional trails) are seamlessly aligned.

GOAL 4:
ENCOURAGE THE PRESERVATION OF SCENIC VIEWS AND RURAL CHARACTER.

- Identify and avoid environmentally sensitive areas (e.g., wetlands, floodplains, and historic sites) during project planning.
- Ensure connectivity to recreational and touristic places such as public parks and pottery places)

The Measures of Effectiveness are detailed in Appendix X.

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STATE AND FEDERAL POLICIES AND PLANS

This section outlines some of the important state and federal policies and plans that were considered while developing the Randolph County CTP. See the Appendices for an outline of the CTP requirements, and how they are accounted for and followed. Please click on any item in the following list for more information:

Complete Streets
Multimodal Statewide Freight Plan
N.C. Planning Facility Type
N.C. General Statute 136-66.2
N.C. Moves 2050 Plan
Statewide Logistics Plan
Strategic Transportation Corridors
Strategic Transportation Investments
North Carolina Planning Facility Types
Title VI in Public Involvement

LOCAL POLICIES AND PLANS

This section outlines some of the important local policies and plans that were considered while developing the Randolph County CTP.

Please click on any item in the following list for more information:

Randolph County Growth Management Plan (2023)
City of Asheboro Comprehensive Transportation Plan (2014)
City of Asheboro Comprehensive Pedestrian Transportation Plan – A Vision for 2025 (2008)
City of Asheboro 2020 Land Development Plan (2015)
City of Randleman Land Development Plan (2022)
Town of Ramseur Zoning Map (2007)
North Asheboro Greenway Feasibility Study (2024)

THIS PLAN FEATURES:

- ☑ **A thorough analysis of current conditions and public feedback regarding various modes of transportation.**
- ☑ **A list of recommendations.**
- ☑ **Supporting documentation of the plan, study process, and recommendations.**
- ☑ **A recommended comprehensive transportation network for Randolph County.**

CTP PROCESS SUMMARY

The development of this plan was open and participatory, with area residents providing input through committee meetings, online and paper surveys and public involvement meetings. The overall process and timeline are summarized in the list below:

SPRING 2024
Began data gathering, local staff meetings, established study scope, and preparation for CTP Steering Committee meetings.

SUMMER/FALL 2024
Kick-off CTP Steering Committee meeting, Develop CTP Vision statement, Goals & Objectives. Preparation for CTP Public Survey.

WINTER 2024
Review public Survey, analyze existing conditions.

SPRING/SUMMER 2025
Development and Endorsement of Socio-Economic Projections, review future conditions, begin development of CTP recommendations.

FALL/WINTER 2025
Finalize Draft Recommendations with CTP Steering Committee.

SPRING/SUMMER 2026
Review Draft Recommendations at Public Involvement meetings.

FALL/WINTER 2026 + SPRING 2027
Local CTP Adoptions, RPO Endorsement, Board of Transportation Adoption.



Seagrove, Courtesy of the Heart of North Carolina Visitors Bureau

Chapter TWO
Existing and Future Conditions

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This chapter summarizes the current and future conditions of the transportation system in the Randolph County CTP with consideration of public involvement.

To meet future travel demand, reliable forecasts of future travel patterns are needed to estimate congestion.

For highways, this is usually accomplished through mainly a capacity deficiency analysis (which is a measure of how the facility is operating based on existing and projected traffic) and a traffic crash analysis.

For multimodal uses, the distance between destinations, and roadway characteristics, are key components in the analysis.

This information, along with population growth, economic development potential, and land use trends is used to determine the potential impacts on the future transportation system.

PUBLIC, COMMUNITY, STAKEHOLDER INVOLVEMENT SUMMARY

Public involvement is a key element in the transportation planning process.

Public input was an overarching component of this plan, collected through multiple avenues and methods. This plan will affect those who live, work, own a business, play, and/or enjoy leisure activities in Randolph County. Feedback from the public guided the creation of this plan's project recommendations. A full summary of public outreach can be found in Public/Community Involvement Appendix.

Throughout the course of the study, the NCDOT Transportation Planning Division cooperatively worked with the Randolph County Steering Committee and the Piedmont Triad RPO. The committee provided information on current local plans, developed transportation vision and goals, discussed population and employment projections, and put forth CTP project recommendations.

COMMUNITY UNDERSTANDING

A Community Understanding Report (CUR) was created which summarizes local information about population, employment, expected growth areas, schools, and transportation methods. This report can be found in Community Understanding Appendix.

TYPES OF PUBLIC INVOLVEMENT USED

The project team set a goal to reach as many residents as possible and hear from diverse communities and stakeholders. Equal opportunities regardless of race, color, national origin, limited English proficiency, income, sex, age, or disability were provided during the development of the CTP. The public engagement efforts as part of this study process ensured appropriate outreach and opportunity for involvement from these identified groups. More information can be found in the Community Understanding Appendix.

The steering committee was involved during the process using:

- ☑ Committee meetings (in-person and virtual)
- ☑ E-mail and phone communications
- ☑ Surveys

The public was involved using:

- ☑ Study website
- ☑ Surveys (English & Spanish, online, paper)
- ☑ Coverage in local newspapers, and TV Media
- ☑ Public Meetings
- ☑ Draft and final plan presentations

More information can be found in the Public/Community Involvement Appendix.

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WHAT WE HEARD

Highway

- "Areas of employment and schools and medical facilities are key places people need to be able to get to."
- "New projects are great, but, yes, make sure the roads traveled on a daily basis are in good condition."

Bicycle

- "Very important as a source of exercise and tourism/economy, not to mention the environment..."
- "We need proper sidewalk and bicycle connectivity in Asheboro and the rest of the county..."

Pedestrian

- "Sidewalks are critical for a pedestrian-friendly community."
- "Make intersections more accessible for pedestrians and bikers and not drivers."

Public Transportation

- "A public transit system (such as a public bus system) is greatly needed, particularly within Asheboro."
- "Currently there is not enough public transportation between cities or counties for medical trips."

COMMUNITY DEMOGRAPHIC / LAND USE TRENDS

In developing this plan, the timeframe used to project travel demand was from 2022 to 2050. Excluding the High Point Urban Area MPO, growth in Randolph County is expected to occur primarily within the City of Asheboro along U.S. 220 Business and U.S. 64 Business. The county also expects significant employment increases from the Toyota battery Mega site and resulting residential and commercial growth near the town of Liberty and U.S. 421 corridor. The Randolph County CTP study area, excluding the High Point MPO, accounts for approximately 76.1% of the county's total population.

2022 POPULATION	109,572
2050 PROJECTED POPULATION	130,921
2022 EMPLOYMENT	41,202
2050 PROJECTED EMPLOYMENT	54,317

More information can be found in the Socioeconomic Data Forecast and methodology Appendix about the methodology that was used to project the population and employment to 2050.

The socioeconomic data was endorsed by the Randolph County Commissioners on April 7th, 2025.

NC State Statute §136-66.2 specifically states that NCDOT may participate in the development and adoption of a CTP when all governments within the area covered by the plan have adopted land development plans adopted within the previous five years. The Randolph County Growth Management Plan adopted in 2023 meets that requirement.

TRANSPORTATION NETWORK SUMMARY

An important stage in the development of a CTP is the analysis of the existing transportation system and ability to serve the area's travel demand.,

The following table shows specific highlights, and not a comprehensive list, of the transportation network. More detail can be found elsewhere in this chapter.

Primary North-South Roadways	I-73/74, U.S. 220 Business, U.S. 421
Primary East-West Roadways	U.S. 64, N.C. 49, N.C. 42
Strategic Transportation Corridors	I-73/74, U.S. 64, N.C. 49, U.S. 421
Public Transportation Services (Demand Response)	Regional Coordinated Area Transportation system) (RCATS),
Fixed Route Bus (Deviated)	Route 10: Randolph County Express – Piedmont Authority for Regional Transportation (PART)
General Aviation Airports	Asheboro Regional Airport
Park and Ride Lots	None
Railroads (Freight)	Norfolk Southern, from High Point to Asheboro, and from Greensboro to Chatham County line
Railroads (Passenger)	None
Primary Freight Movement	I-73/74, U.S. 220 Business, U.S. 64, U.S. 421, N.C. 49
Sidewalks	Sidewalks are primarily located in downtowns or within municipal boundaries
Bicycle Lanes	None
Statewide Bicycle Routes	None
Greenways	Deep River State Trail The Birkhead Mountain Trail
Ferries	None

Each mode of travel covered by a comprehensive transportation plan has been independently analyzed for both current and forecast conditions.

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HIGHWAY ANALYSIS SUMMARY

Roadway System Capacity Deficiencies

Comparing roadway demand (vehicle volumes) to roadway supply (carrying capacity) is one of the primary measures of roadway performance.

Capacity deficiencies occur when the traffic volume approaches or exceeds the road's capacity. The analysis assumes 2026-2035 State Transportation Improvement Program (STIP) projects that are in the right-of-way acquisition phase or are under construction.

Key highway capacity deficiencies for the Randolph County CTP

[I-73/74] (From U.S. 64 Business/West Dixie Drive to I-74/U.S. 220)
2022 (base year) – Under capacity
2050– Near capacity

[U.S. 220 Business] (From Pineview Street to New Salem Road)
2022 (base year) – Under/Near capacity
2050 – Near capacity

[U.S. 220 Business] (From Old Liberty Road to Pineview Street and From U.S. 64 Business to Charles Avenue)
2022 (base year) – Near/Over capacity
2050 –Over capacity

[U.S. 64 Business] (From I-73/74 to N.C. 42)
2022 (base year) – Near/Over capacity
2055 – Over capacity

[N.C. 42] (From I-73/74 to U.S. 64 Business N.C. 49)
2022 (base year) – Near/Over capacity
2050 – Over capacity

[N.C. 42] (From U.S. 64 Business to Old Buffalo Ford Road)
2022 (base year) – Under capacity
2050 – Near capacity

[N.C. 49] (From Old N.C. 49 to I-73/74)
2022 (base year) – Over capacity
2050 – Over capacity

Refer to the Multimodal Analysis Appendix for existing and future capacity deficiencies.

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Planning Level Intersection Assessment

Roadway intersections in Randolph County were assessed using a high level of analysis, including the type of facility and current delay. The recommendations identify a possible solution to a problem or "identified need." The improvement types can be interchanges, overpasses, limited movement and all movement intersections. Refer to Definitions and References Appendix for definitions of any terms.

The major intersections identified for improvement in the CTP are:

- I-73/74 and N.C. 42 Interchange
- I-73/74 and U.S. 64 Business Interchange
- U.S. 220 Business and W Presnell Street Intersection
- U.S. 220 Business and N.C. 42 Intersection
- U.S. 220 Business and U.S. 64 Business Intersection
- U.S. 220 Business and Old Liberty Road
- U.S. 421 and Julian Airport Road/ Dogwood Lane Interchange
- U.S. 421 and Starmount Road Interchange
- U.S. 421 and Shiloh Rd Intersection
- U.S. 64 Business and N.C. 42 Intersection
- U.S. 64 Business and South Cox Street
- U.S. 64 and N.C. 49 in Ramseur
- U.S. 64 and Sunflower Drive
- U.S. 64 and Loflin Pond Drive
- U.S. 64 and Mountain Road

Planning Level Traffic Crash Assessment

Traffic crashes are often used as an indicator for locating congestion and roadway problems. Safety is at the core of the NCDOT's mission of connecting people, products, and places; and therefore, there are several ongoing programs and initiatives within NCDOT that specifically address safety. The crash locations in Randolph County which occurred between January 1, 2018, and December 31, 2022, are shown on Figure 3 in the Transportation Planning Analysis Appendix.

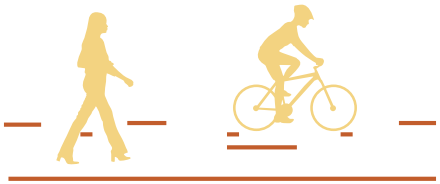
Figure 4 shows the Fatal/Severe crash locations which occurred between January 1, 2018, and December 31, 2022.

The CTP Steering Committee reviewed the Fatal and Severe Crash Locations Map and noted that Randolph County has a moderate crash history. Most incidents occur along major roadways, specifically U.S. 64 Business, N.C. 49, and N.C. 42; these safety issues are expected to be alleviated by the improvements proposed for these corridors. Multiple intersections were also identified during the development of this CTP and have been recommended for safety enhancements. Because safety concerns often require more immediate action than the long-range projects identified in the CTP, public comments regarding safety were shared with NCDOT Division 8 for their review and consideration.

Bridge Deficiency Assessment

There are 51 structurally deficient and functionally obsolete bridges identified along the studied roads. Refer to the Transportation Planning Analysis Data Appendix for more detailed bridge deficiency information.





BICYCLE AND PEDESTRIAN ANALYSIS SUMMARY

Bicyclists and pedestrians are elements of the transportation system in North Carolina. Many communities are working to improve mobility for cyclists and pedestrians.

The Deep River State Trail runs through Randleman, Franklinville, and Ramseur. The Uwharrie River Trail and the Birkhead Mountain Trail are in Southwest Randolph. Both trails provide vital options for walking, jogging and biking. The Lake Lucas trail is within Lake Lucas Park in Asheboro.

Within Randolph County, sidewalks are primarily concentrated in downtowns in municipal areas. However, significant gaps remain in the pedestrian network; some segments end abruptly, failing to link to key destinations such as schools, parks, shopping centers, and residential areas. The Steering Committee prioritized addressing these gaps to improve overall connectivity to various community destinations.

Currently, there are no dedicated bike lanes within the county, forcing cyclists to share the road with motorized traffic, which remains a primary safety concern. Consequently, the Steering Committee focused on connecting towns to key activity centers—such as schools, libraries, and retail hubs—to support safer commuting, errands, and school-related travel.

Refer to Multimodal Analysis Appendix if needed.



PUBLIC TRANSPORTATION ANALYSIS SUMMARY

Public transportation in Randolph County primarily focuses on regional connectivity and specialized demand-response services. While the county does not currently operate a traditional fixed-route municipal bus system (such as a city loop), several regional and local options are available.

Piedmont Authority for Regional Transportation (PART): PART connects Randolph County to the broader Triad region, including Greensboro, High Point, and Winston-Salem. Specifically, Route 10 serves Asheboro, Randleman, and Greensboro, providing six key stops within the county.

Regional Coordinated Area Transportation System (RCATS): As the county's primary public transportation provider, RCATS offers point-to-point service to various destinations, including government agencies, employment sites, medical centers, community colleges, and senior centers. These services utilize vans and buses through subscription and demand-response routes, which require advance scheduling. All vehicles are ADA-compliant to effectively serve the disabled population.

Intercity Service: The Mid-State Express, managed by NCDOT and operated by Sunway Charters, connects Winston-Salem to Fayetteville with a designated stop in Asheboro.

Refer to Multimodal Analysis Appendix for more details.

Urban Transportation (provide both rural and urban transportation)	**RCATS (demand-response service)**
Rural Transportation (provide both local and rural transportation)	**RCATS (demand-response service)**
Regional Transportation (Operate in multiple areas of the state and connect multiple municipalities and counties)	**PART (Route 10, deviated fixed route);**
Intercity Transportation (Greyhound and Amtrak)	**Sunway Charters (Mid-State Express)**

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AIRPORTS

Randolph County features one primary public regional airport along with several private airfields used for general aviation and agricultural purposes. The Asheboro Regional Airport is the only public-use facility in the county and serves as a vital hub for business travel, private pilots, and the local aviation community. Located on Pilots View Road—approximately six miles southwest of downtown Asheboro—the airport features a 5,500-foot paved runway capable of accommodating corporate jets and small aircraft.

The table below shows airports near municipalities in this CTP.

Type of Airport	Name	Location	Distance
Public General Airport	Asheboro Regional Airport	Asheboro, N.C.	6 miles
Closest Passenger Service Airport	Piedmont Triad International Airport	Greensboro, N.C.	37 miles
Closest International Airport	Raleigh-Durham International Airport	Morrisville, N.C.	60 miles

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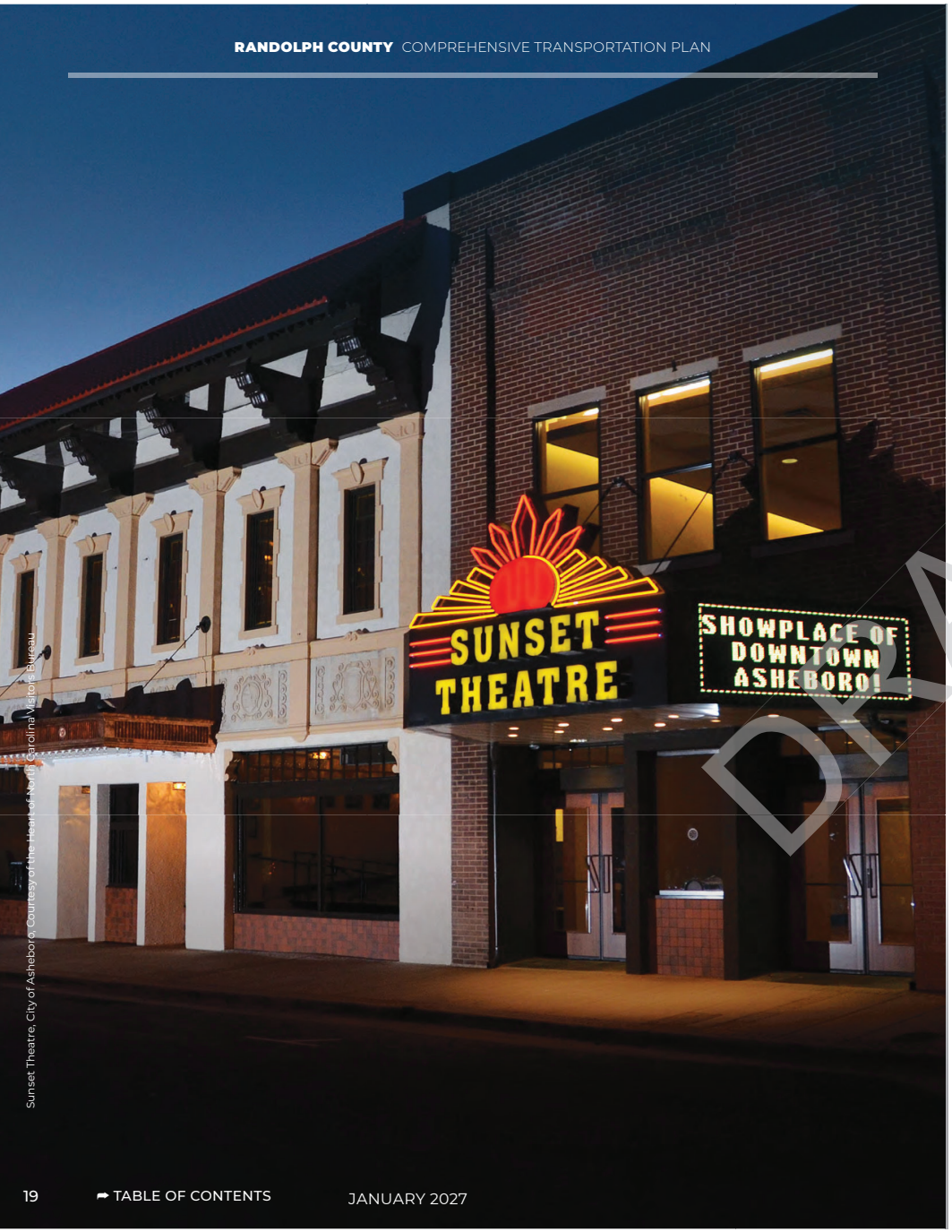
GOODS MOVEMENT / FREIGHT

Major freight generators in the Randolph County CTP study area were identified based on their proximity to railroads and primary highway corridors. The Norfolk Southern rail line provides vital short-line freight movement between High Point and Asheboro, while another significant rail line connecting Greensboro to Chatham County runs through Liberty and Seagrove.

Data analysis indicates that the majority of truck freight movement utilizes the following corridors:

- **I-73/74, U.S. 220, U.S. 220 Business, U.S. 64, U.S. 64 Business, U.S. 421, N.C. 42, and N.C. 49.**
- **I-73/74 serves as the backbone of the county's freight network.**
- **U.S. 64 is a primary east-west corridor connecting Asheboro to Lexington, Raleigh, and I-85.**
- **N.C. 49 provides a direct link between the Charlotte metropolitan area and Asheboro.**
- **U.S. 421 has become an increasingly critical freight artery, particularly near the Toyota Battery Manufacturing plant in Liberty, facilitating industrial traffic between Greensboro and Fayetteville.**

Refer to the Transportation Planning Analysis Data Appendix for more details.



Sunset Theatre, City of Asheboro, Courtesy of the Heart of North Carolina Visitors Bureau

RANDOLPH COUNTY COMPREHENSIVE TRANSPORTATION PLAN

Chapter **THREE**

CTP Project Proposals

Each mode of travel included in the Randolph County Comprehensive Transportation Plan (Highway, Public Transportation, Bicycle / Pedestrian) have been independently analyzed for current and future conditions.

Projected 2050 needs for each mode of transportation were analyzed and project recommendations developed through consideration of benefits and potential impacts including an extensive public engagement process. The results of this analysis are found in Figure 1.

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DOT PROJECT DELIVERY PROCESS

Years of extensive planning, study and work occur before NCDOT begins building a roadway. The process, known as the Project Development Process, begins with the department assisting municipalities and regions in developing Comprehensive Transportation Plans, which are long range plans that identify area transportation needs and priorities.

Once a project is programmed for funding, NCDOT initiates studies and the project enters into the environmental analysis and development phase. As part of this process, further studies are conducted to get additional public input on how the proposed project might affect people living and working in the area, as well as assessing the potential environmental impact and how to meet the transportation need.

Once the final design location has been determined and NCDOT acquires necessary property to accommodate the project and awards a construction contract ("Let"). Then, construction begins.

The typical NCDOT Project Delivery Process is shown in the figure below.

CTP PROJECT RECOMMENDATIONS LIST

The following list contains information about Randolph County Comprehensive Transportation Plan recommendations. These recommendations represent an agreement (between NCDOT and adopting planning partners) of an identified transportation deficiency and a potential solution.

While the CTP does recommend possible solutions called project recommendations, it may not represent the final location or cross-section, and features associated with the improvement and may change over time due to further and more detailed studies. It is the responsibility of local communities to help protect transportation corridors for new location facilities.

The list shown below is not in any priority order.

CTP MAPS

The mutually adopted Randolph County CTP Maps are found in Figure 1.

The maps included are:

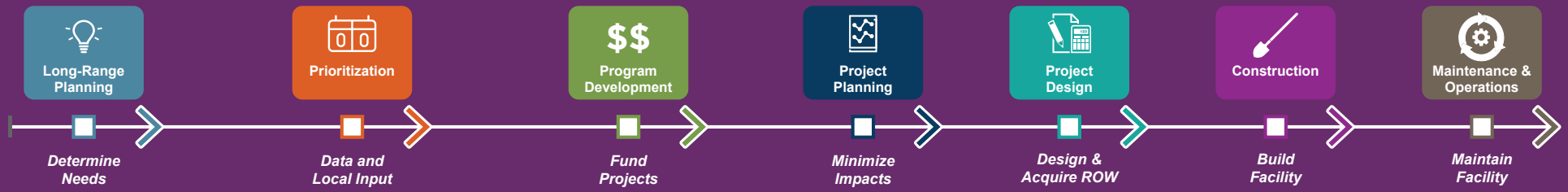
1. **Facility Types and Control of Access**
2. **Highway Recommendations**
3. **Public Transportation Recommendations**
4. **Bicycle / Pedestrian Recommendations**

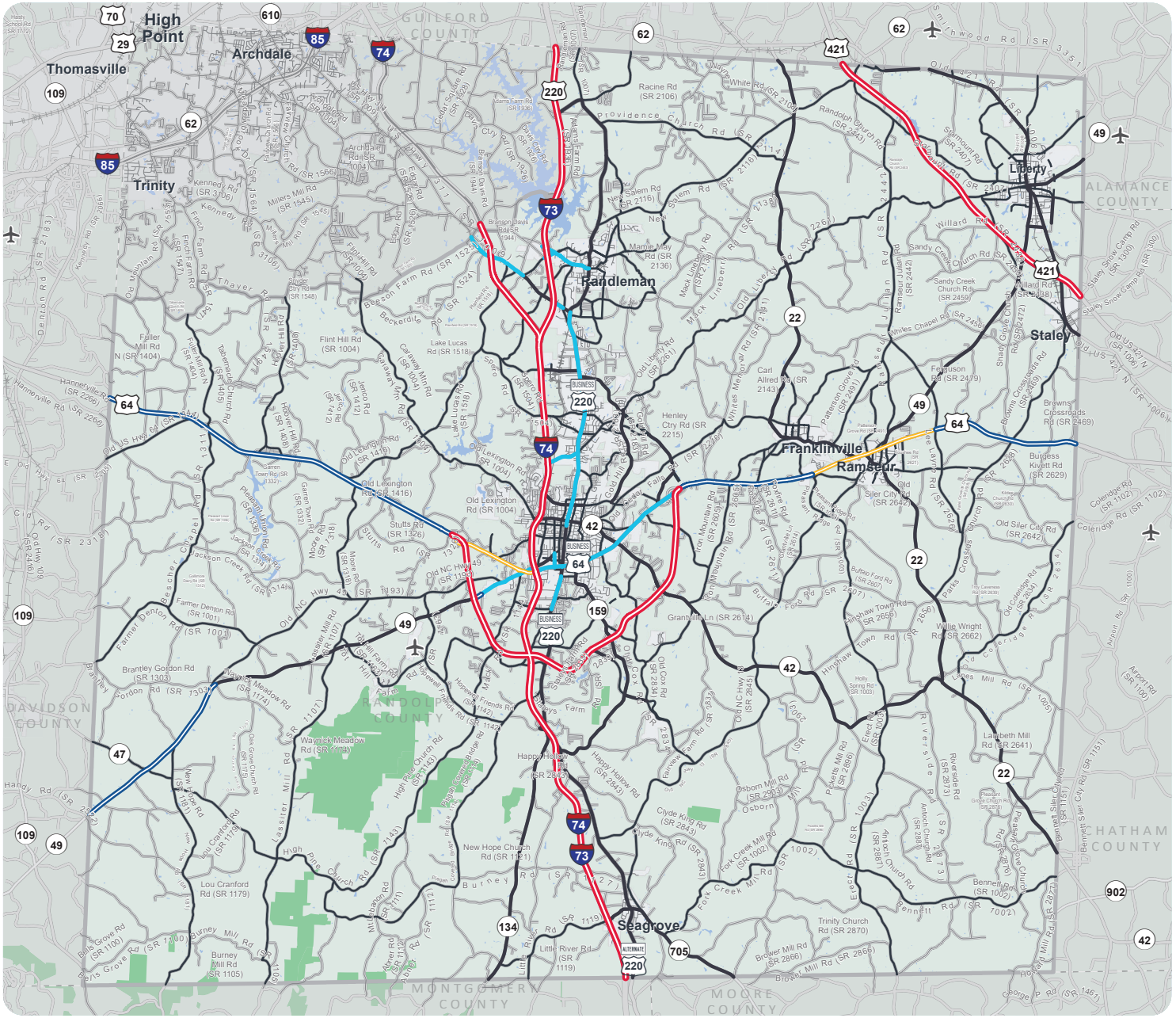
The Facility Type and Control of Access map is important for planning, design, and operations. The various Recommendations Maps identify an agreement of an identified transportation deficiency and a potential solution.

For more information, see Definition and Resources Appendix.

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NCDOT PROJECT DELIVERY PROCESS





FACILITY TYPES

Facility classifications for mobility and control of access planning through2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Facility Types and Control of Access
(Listed in Order of Mobility Function)

	Planned on Existing	Planned on New Location
Freeway		
Expressway (Multilane Divided)		
Boulevard (Multilane Divided)		
Major Thoroughfare (Multilane Undivided)		
Major Thoroughfare (2 Lane)		
Minor Thoroughfare		

Other Features

Studied Roads

High Point MPO

Piedmont Triad RPO

Full report at:
https://tinyurl.com/4k2xucan

0 0.75 1.5 3 4.5 6 Miles

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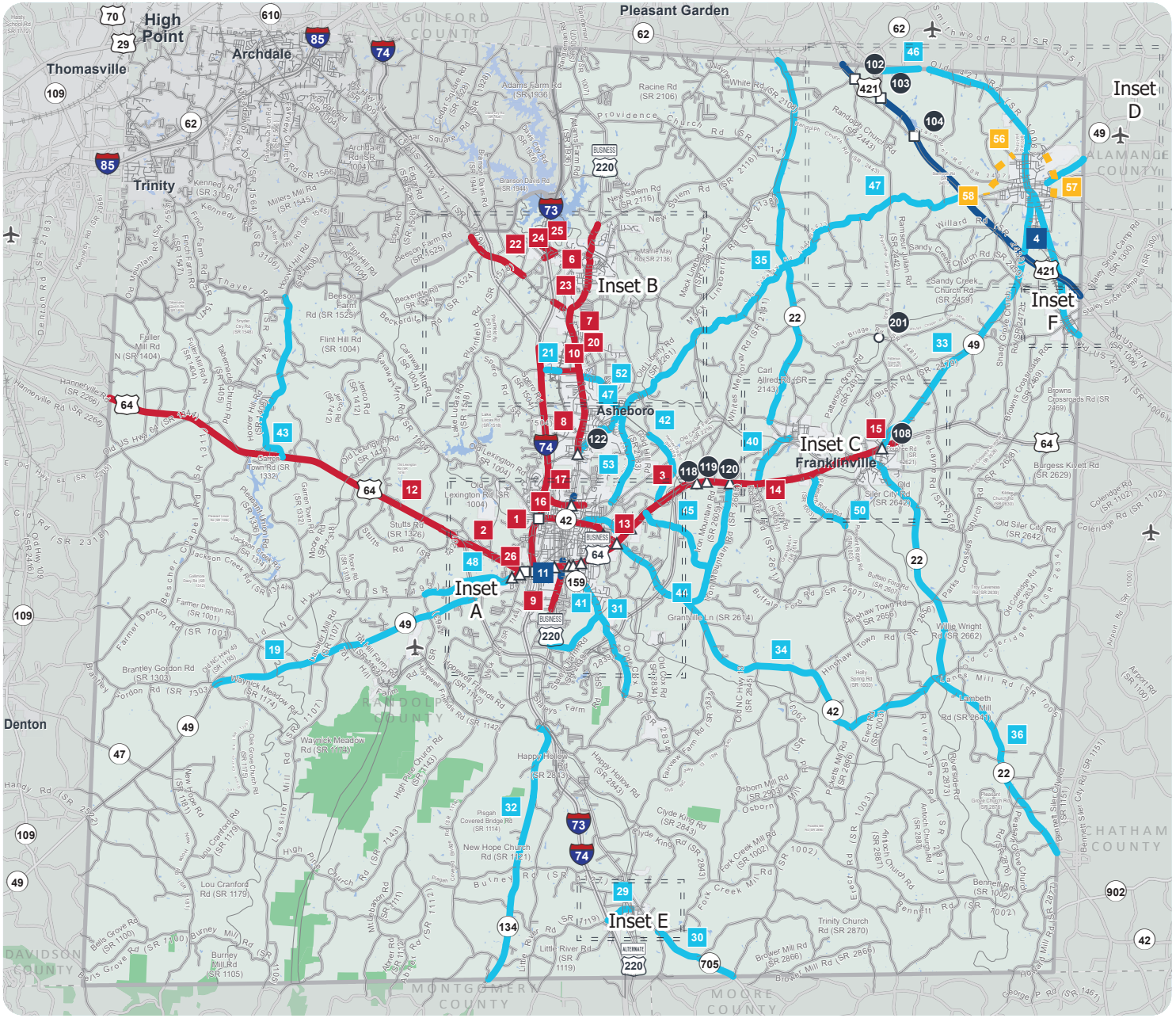
Sheet 1 of 4

Base map date: April 04, 2024

Legal Disclaimer

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DRAFT
Plan Date: October 13, 2026



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2045

RANDOLPH COUNTY

Comprehensive Transportation Plan

Highway Features

	Proposal ID #	Recommended On Existing	Recommended New Location
Congestion / Mobility (e.g., add lanes)	#	▬	▬
Access Management / Operations (e.g., add median)	#	▬	▬
Modernization (e.g., widen lanes, add turn lanes)	#	▬	▬
Other (e.g., safety, economic development)	#	▬	▬
Interchange	#	□	□
Bridge / Overpass	#	○	○
Intersection	#	△	△

Other Features

Studied Roads

High Point MPO

Piedmont Triad RPO

Full report at:
https://tinyurl.com/4k2xucan

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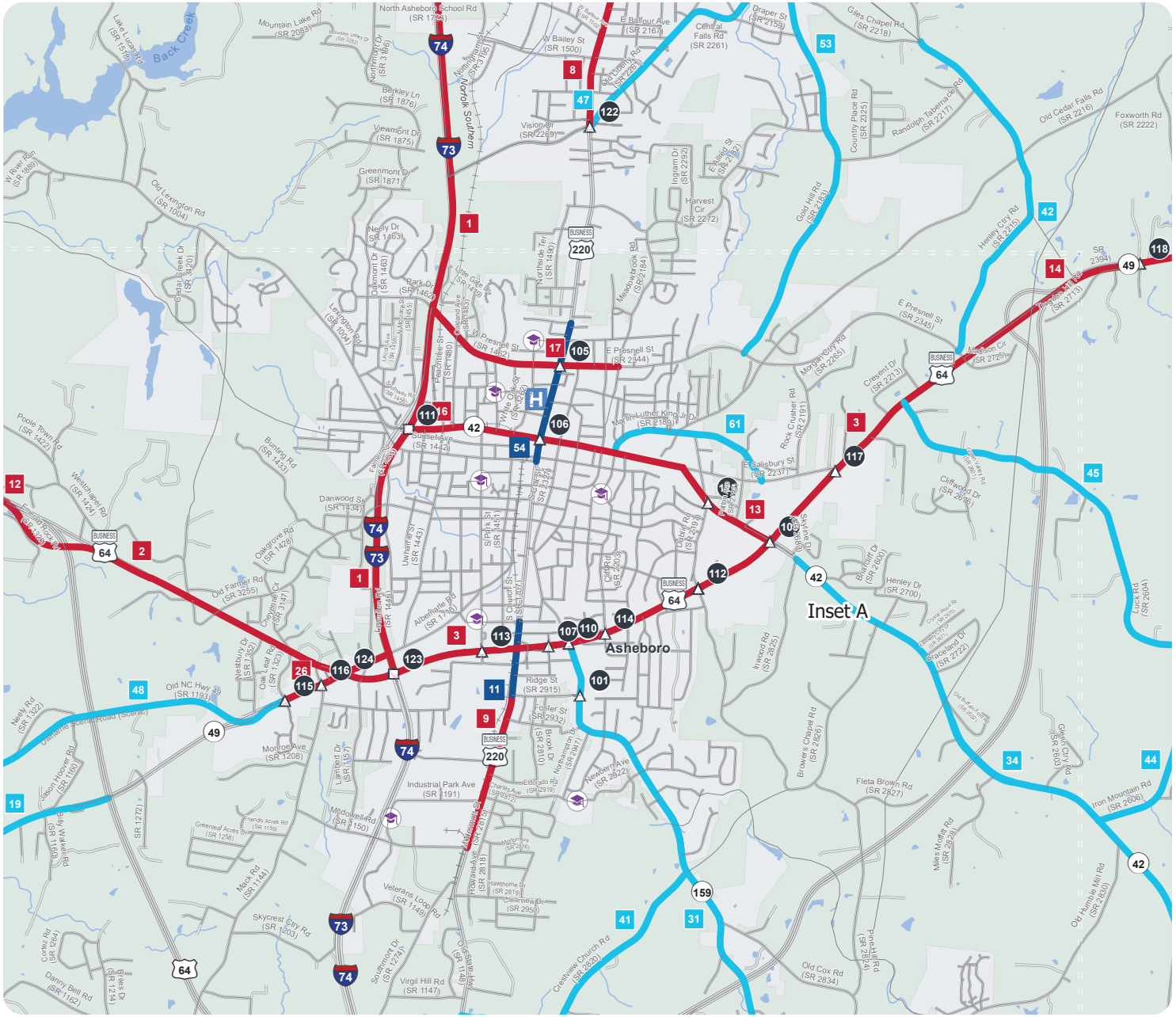
Sheet 2 of 4

Base map date: April 04, 2024

Legal Disclaimer

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DRAFT
Plan Date: October 13, 2026



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Highway Features

	Proposal ID #	Recommended On Existing	Recommended New Location
Congestion / Mobility (e.g., add lanes)	#	▬	▬
Access Management / Operations (e.g., add median)	#	▬	▬
Modernization (e.g., widen lanes, add turn lanes)	#	▬	▬
Other (e.g., safety, economic development)	#	▬	▬
Interchange	#	□	□
Bridge / Overpass	#	○	○
Intersection	#	△	△

Other Features

Studied Roads

High Point MPO

Piedmont Triad RPO

Full report at:
https://tinyurl.com/4k2xucan

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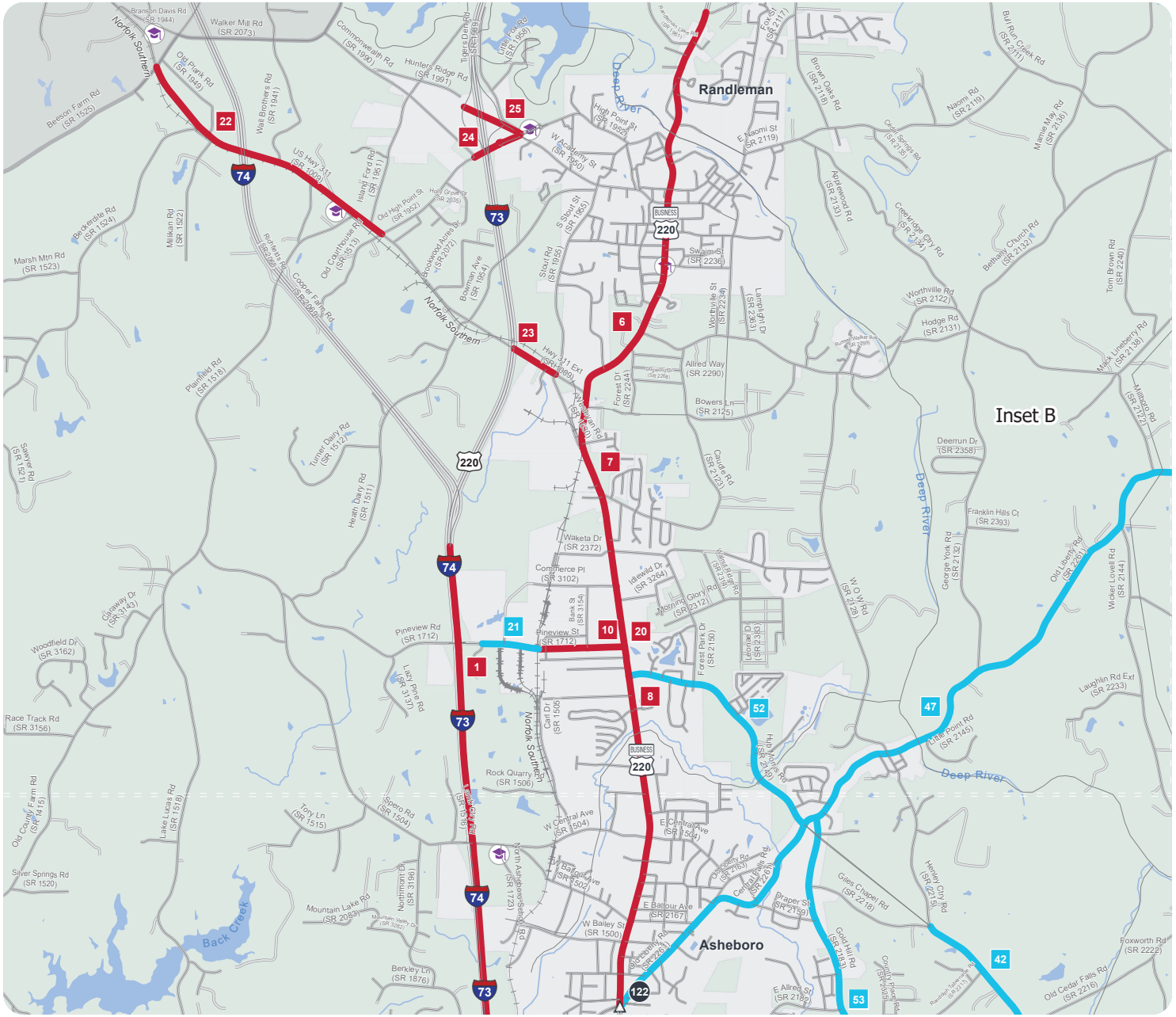
Sheet 2A of 4 Inset A

Base map date: April 04, 2024

Legal Disclaimer

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DRAFT
Plan Date: October 13, 2026



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Highway Features

	Proposal ID #	Recommended On Existing	Recommended New Location
Congestion / Mobility (e.g., add lanes)	#	▬	▬
Access Management / Operations (e.g., add median)	#	▬	▬
Modernization (e.g., widen lanes, add turn lanes)	#	▬	▬
Other (e.g., safety, economic development)	#	▬	▬
Interchange	#	□	□
Bridge / Overpass	#	○	○
Intersection	#	△	△

Other Features

Studied Roads

High Point MPO

Piedmont Triad RPO

Full report at:
https://tinyurl.com/4k2xucan

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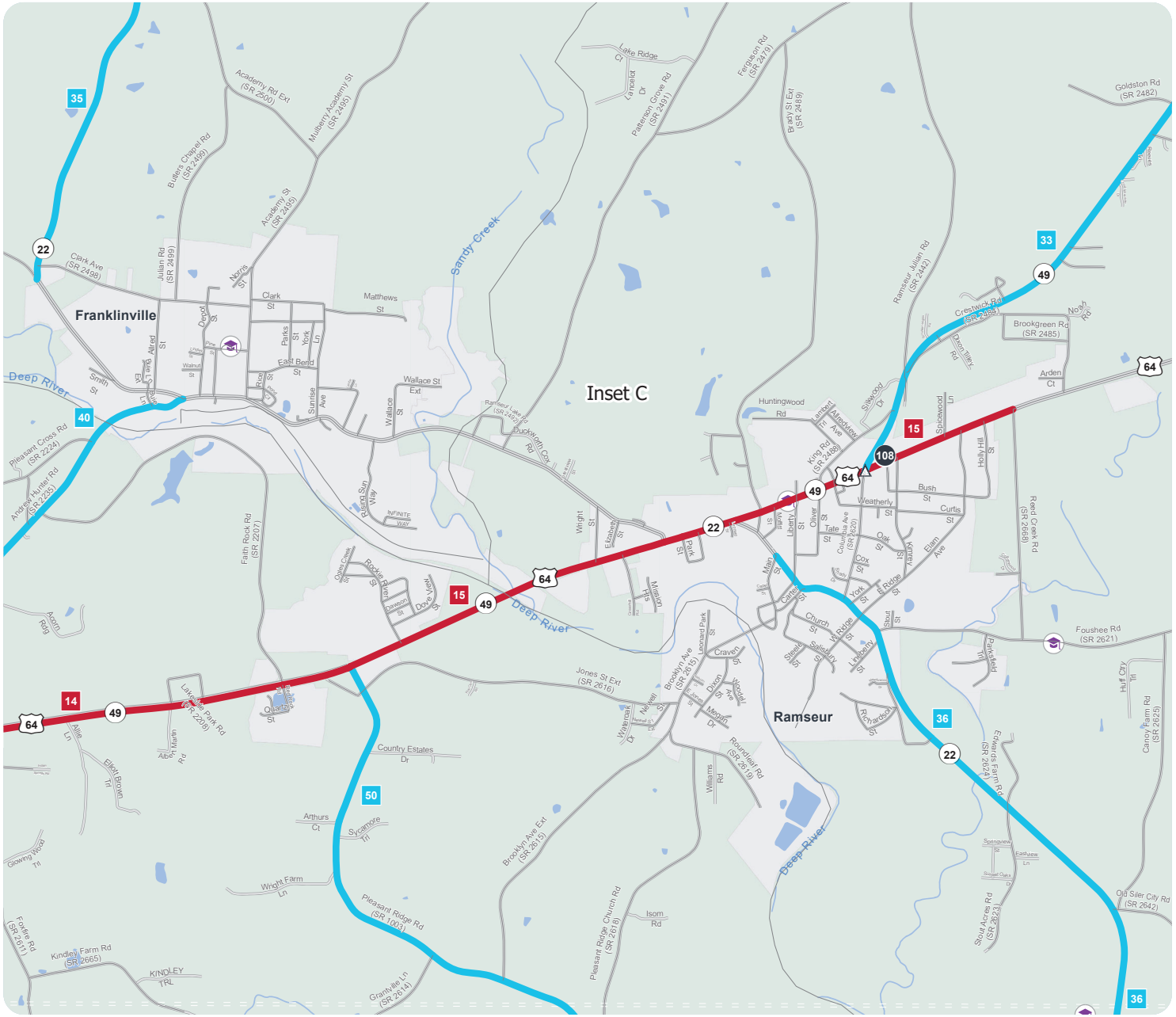
Sheet 2B of 4 Inset B

Base map date: April 04, 2024

Legal Disclaimer

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DRAFT
Plan Date: October 13, 2026



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Highway Features

	Proposal ID #	Recommended On Existing	Recommended New Location
Congestion / Mobility (e.g., add lanes)	#	▬	▬
Access Management / Operations (e.g., add median)	#	▬	▬
Modernization (e.g., widen lanes, add turn lanes)	#	▬	▬
Other (e.g., safety, economic development)	#	▬	▬
Interchange	#	□	□
Bridge / Overpass	#	○	○
Intersection	#	△	△

Other Features

Studied Roads

High Point MPO

Piedmont Triad RPO

Full report at:
https://tinyurl.com/4k2xucan

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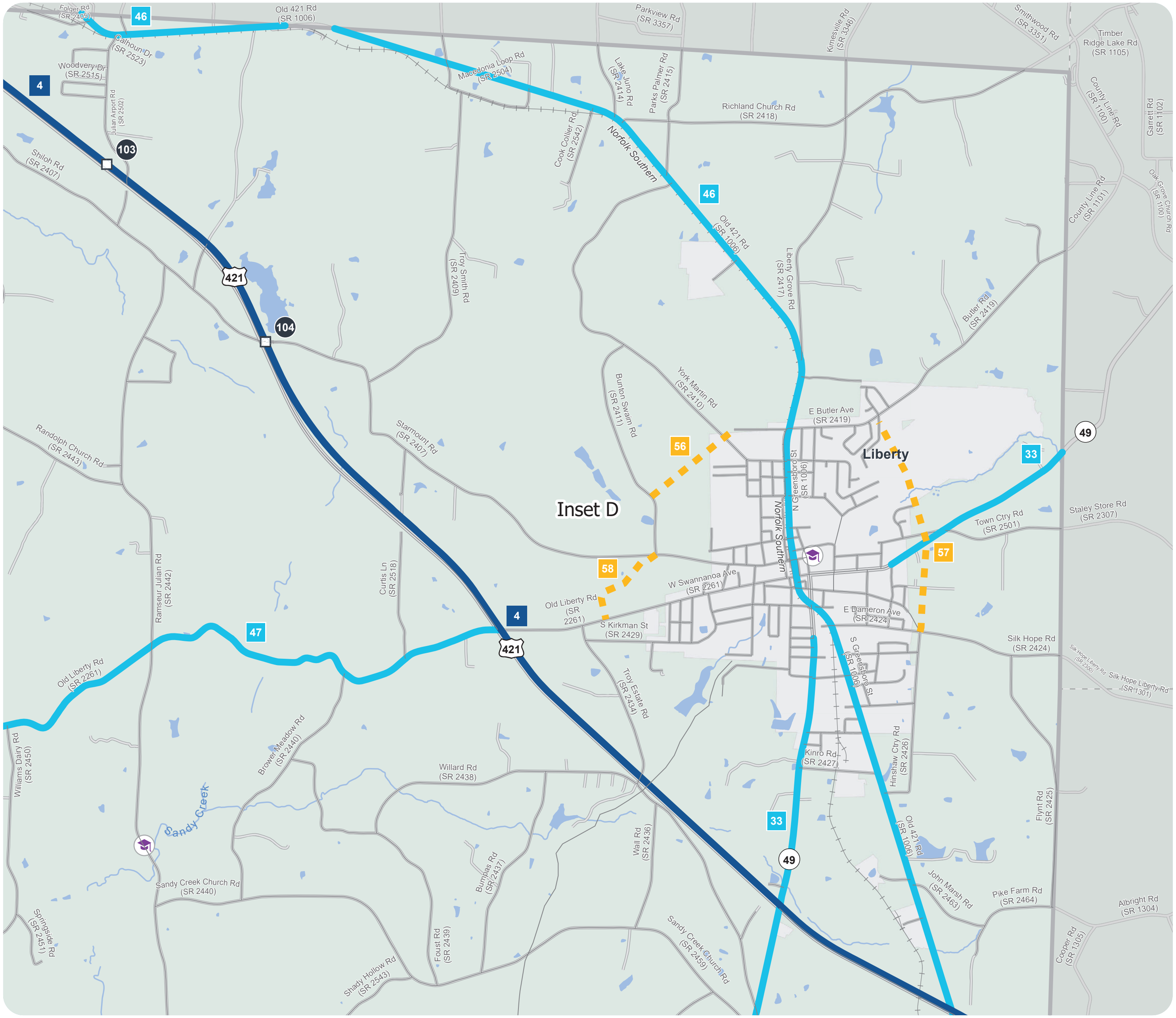
Sheet 2C of 4 Inset C

Base map date: April 04, 2024

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DRAFT
Plan Date: October 13, 2026



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Highway Features

	Proposal ID #	Recommended On Existing	Recommended New Location
Congestion / Mobility (e.g., add lanes)	#		
Access Management / Operations (e.g., add median)	#		
Modernization (e.g., widen lanes, add turn lanes)	#		
Other (e.g., safety, economic development)	#		
Interchange	#		
Bridge / Overpass	#		
Intersection	#		

Other Features

Studied Roads

High Point MPO

Piedmont Triad RPO

Full report at: https://tinyurl.com/4k2xucan

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Sheet 2D of 4 Inset D

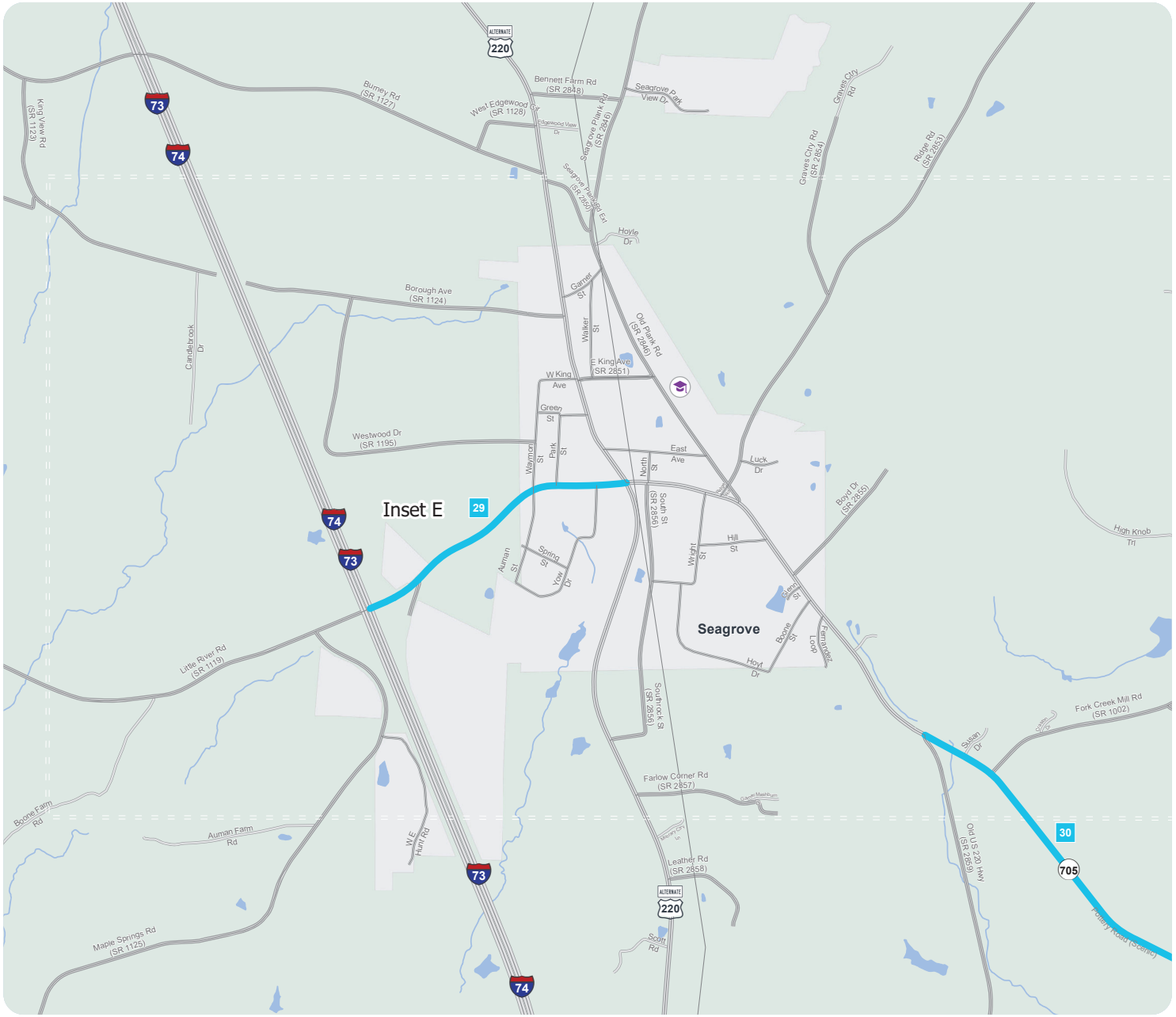
Base map date: April 04, 2024

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DRAFT

Plan Date: October 13, 2026



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Highway Features

	Proposal ID #	Recommended On Existing	Recommended New Location
Congestion / Mobility (e.g., add lanes)	#	▬	▬
Access Management / Operations (e.g., add median)	#	▬	▬
Modernization (e.g., widen lanes, add turn lanes)	#	▬	▬
Other (e.g., safety, economic development)	#	▬	▬
Interchange	#	□	□
Bridge / Overpass	#	○	○
Intersection	#	△	△

Other Features

Studied Roads

High Point MPO

Piedmont Triad RPO

Full report at:
https://tinyurl.com/4k2xucan

N

0 0.07 0.15 0.3 0.45 0.6 Miles

Sheet 2E of 4 Inset E

Base map date: April 04, 2024

Legal Disclaimer

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DRAFT
Plan Date: October 13, 2026



HIGHWAY RECOMMENDATIONS

Proposals that address identified needs through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Highway Features

	Proposal ID #	Recommended On Existing	Recommended New Location
Congestion / Mobility (e.g., add lanes)	#		
Access Management / Operations (e.g., add median)	#		
Modernization (e.g., widen lanes, add turn lanes)	#		
Other (e.g., safety, economic development)	#		
Interchange	#	□	■
Bridge / Overpass	#	○	●
Intersection	#	△	▲

Other Features

Studied Roads

High Point MPO

Piedmont Triad RPO

Full report at:
https://tinyurl.com/4k2xucan

N

0 0.05 0.1 0.2 0.3 0.4 Miles

Sheet 2F of 4 Inset F

Base map date: April 04, 2024

Legal Disclaimer

These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.

DRAFT
Plan Date: October 13, 2026

Randolph County
Highway Recommendations

1

Interstate Hwy 73/74 Widening, RAND10001-H:

From US 64 to Pineview St (SR1712) | 6.77 miles

Widen to a six lane divided facility to alleviate future congestion from US 64/NC 49 to 1 mile north of Pineview Road (SR 1712) including interchange improvements at NC 42 and US 64 Business.

2

US 64 BUS Widening, U-5813:

From US 64 Bypass to I-73/74 | 2.81 miles

Widen to a four lane divided facility to alleviate future congestion from US 64 Bypass to I-73/74, including interchange improvements at NC 49 and at I-73/74.

3

US 64 BUS Widening, RAND20001-H:

From I-73/74 to US 64 Bypass | 5.06 miles

Recommended Improvements to this facility include: reducing conflict intersections, traffic signal operation adjustments, and adding new service roads to alleviate future congestion. This project also includes a sidewalk recommendation.

4

US 421 Improvement, RAND20002-H:

From Chatham County to Guilford County | 9.97 miles

Upgrade to Interstate standards from the Chatham County line to the Guilford County line to improve mobility along the corridor.

6

US 220 BUS Widening, RAND20004-H:

From Hwy 311 Ext (SR 1009) to New Salem Rd (SR 2116) | 2.87 miles

Widen to a three-lane facility with a center left turn lane to alleviate future congestion. This project also includes a bicycle recommendation.

7

US 220 BUS Widening, U-6006:

From Caudle Rd to US 311 Ext | 0.71 miles

Widen to a four lane facility to alleviate future congestion from Caudle Road (SR 2123) to US 311 Extension (SR 2270). This is 2026-2035 STIP project.

DRAFT

Highway Class: Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection

8

US 220 BUS Widening, R-5956A:

From Vision Dr to Hub Morris Rd | 2.28 miles

Widen to a five lane facility with a center left turn lane to alleviate future congestion and improve mobility from Vision Drive to Hub Morrison Road.

9

US220 BUS Widening, RAND20006-H:

From McDowell Rd (SR 1150) to E Dixie Dr (US 64 BUS) | 1.02 miles

Widen from a three-lane to a five-lane facility with a center turn lane to alleviate future congestion, improve mobility and safety from McDowell Road to East Dixie Drive. This project also includes a sidewalk recommendation.

10

Pineview St Widening, U-5711:

From West of Sylvan Drive to US 220 Business | 0.58 miles

Widen from a two-lane to a three-lane facility with a center turn lane to alleviate future congestion from west of Sylvan Drive to US 220 Business.

11

US 220 Business Improvement, U-6007:

From Ridge Street to Walker Avenue | 0.47 miles

Construct left and right-turn lanes at intersections and major points of activity from Ridge Street (SR 2915) to West Walker Avenue (SR 1453). This project also includes a sidewalk recommendation.

12

US 64 Widening, R-2220DA:

From Davidson County to West side of US 64 Bypass | 11.13 miles

Widen to a four-lane with median expressway from Davidson County to the US 64 Bypass to improve mobility from I-85 to Raleigh.

13

NC 42 Widening, U-5743:

From East Salisbury St (SR 2237) to Dixie Dr (US 64/ NC49) | 0.76 miles

Widen from a two-lane to a three-lane facility with a center left turn lane to alleviate future congestion from East Salisbury Street (SR 2237) to Dixie Drive (US 64/NC 49). This project also includes sidewalk and bicycle recommendations.

14

US 64 / NC49 Improvement, RAND20007-H:

From US 64 Bypass to Pleasant Ridge Rd (SR 1003) | 4.02 miles

Upgrade to expressway standards to improve regional mobility from the US 64 Bypass to Pleasant Ridge Road (SR 1003), including intersection improvements at Trogdon Hill Rd (SR 2692), Loflin Rd (SR 2221), and Iron Mountain Rd (SR 2605).

DRAFT

Highway Class: Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection

15

US 64 / NC 49 Improvement, RAND20008-H:

From Pleasant Ridge Rd (SR 1003) to Reed Creek Rd (SR 2668) | 2.86 miles

Upgrade to boulevard standards by converting the existing five-lane facility to a four-lane facility with a median, including adding a turn lane at NC 22 intersection. This project also includes a bicycle recommendation from Pleasant Ridge Road to Reed Creek Road.

16

NC 42 Widening, RAND30001-H:

From I-73/74 to E Salisbury St (SR 2237) | 1.79 miles

Widen from a two-lane to a three-lane facility with a center left turn lane to alleviate future congestion including an intersection improvements at US 220 Business. This project also includes sidewalk and bicycle recommendations from I-73/74 to East Salisbury Street.

17

W Presnell Street Widening, RAND40001-H:

From I-73/74 to Meadowbrook Rd | 1.32 miles

Widen from a two-lane to a three-lane facility with a center left-turn lane to alleviate future congestion from I-73/74 to Meadowbrook Road, including an intersection improvement at US 220 BUS. This project also includes sidewalk and bicycle facility recommendations.

19

NC 49 Improvement, RAND30002-H:

From Brantley Gordeon Rd (SR1174) to US 64 Bypass | 8.18 miles

Improve the existing two-lane facility by adding 5-foot paved shoulders and introducing turning lanes at key intersections from Brantley Gordon Road (SR 1174) to the US 64 Bypass.

20

US 220 BUS, R-5956B:

From Hub Morris Rd to Caudie Road | 1.26 miles

Widen from a three-lane to a five-lane facility with a center left-turn lane to alleviate future congestion from Hub Morris Road (SR 2149) to Caudle Road (SR 2123). This project includes a sidewalk facility recommendations.

21

Pineview Rd (SR 1712) Improvements, RAND40004-H:

from Hopewood Rd (SR 1508) to West of Sylvan Dr | 0.39 miles

Upgrade to 12-foot wide lanes with paved shoulders to improve mobility and safety from Hopewood Road (SR 1508) to West of Sylvan Drive.

DRAFT

Highway Class: Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection

22

Old US Hwy 311 Widening, RAND40003-H:

From Beeson Farm Rd to Old Courthouse Rd (SR 1513) | 1.97 miles

Widen from a two-lane facility to a five-lane major thoroughfare facility with a center left-turn lane to alleviate future congestion from Beeson Farm Rd to Old Courthouse Road (SR 1513).

23

Hwy 311 Ext Widening, RAND40005-H:

From I-73 to Stout Rd | 0.33 miles

Widen from a two-lane or a three lane facility to a four-lane facility to alleviate future congestion from I-73 to Stout Road.

24

High Point St Widening, RAND40006-H:

From W Academy St (SR 1950) to Commonwealth Rd (SR 1990) | 0.35 miles

Widen from a two-lane facility to a four-lane divided facility with a median to alleviate current and future congestion from W Academy Street (SR 1950) to Commonwealth Road (SR 1990).

25

W Academy St Widening, RAND40007-H:

From I-73 Northbound On-Ramp to High Point St (SR1952) | 0.42 miles

Widen from a two-lane facility to a four-lane facility to alleviate future congestion from I-73 Northbound On-Ramp to High Point Street (SR 1952).

26

NC 49 Widening, RAND30003-H:

From Old NC Hwy 49 to I-73/74 | 0.73 miles

Widen from a two-lane facility to a five-lane facility with a center left turn lane to alleviate future congestion from Old NC Hwy 49 to I-73/74.

29

NC 705 Improvements, RAND30004-H:

From I-73/74 to Old US 220 Alt | 0.8 miles

Upgrade to 11-foot lanes with paved shoulders to improve mobility and safety from I-73/74 to Old US 220 Alternative (SR 2859).

30

NC 705 Improvements, RAND30005-H:

From Moore County to US 220 ALT | 2.66 miles

Upgrade to 12-foot lanes with paved shoulders to improve mobility and safety from Moore County to Old US 220 Alternative (SR 2859).

DRAFT

Highway Class: Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection

31

NC 159 Improvments, RAND30006-H:

From East Dixie Drive to Zoo Connector | 5.0 miles

Upgrade to 12-foot lanes with paved shoulders to improve mobility and safety from East Dixie Drive to Zoo Connector. Extend the roadway to existing roundabout on Zoo Parkway. This project also includes a bicycle facility recommendation.

32

NC-134 Improvements, RAND30007-H:

From Montgomery County (Beane County Rd) to Dawson Miller Rd (SR 1138) | 7.95 miles

Upgrade to 12-foot wide lanes with paved shoulders to improve mobility and safety from Montgomery County to Dawson Miller Road (SR 1138).

33

NC 49 Improvements, RAND30008-H:

from Alamance County to South Valley Street and from the West Patterson Avenue in Liberty to US 64 in Ramseur | 10.24 miles

Upgrade to 12-foot wide lanes with paved shoulders to improve mobility and safety from Alamance County to South Valley Street and from West Patterson Avenue to US 64. This project also includes a bicycle facility recommendation from Furguson Road to Old Staley Road.

34

NC 42 Improvements, RAND30010-H:

From Ironwood Rd (SR 2825) to NC 22 | 12.82 miles

Upgrade to 12-foot wide lanes with paved shoulders to improve mobility and safety from Ironwood Road to NC 22.

35

NC 22 Improvements, RAND30011-H:

From Cedar Falls Rd (SR2226) to Guilford County | 11.28 miles

Upgrade to 12-foot wide lanes with paved shoulders to improve mobility and safety from Cedar Falls Road (SR 2226) to Guilford County.

36

NC 22 Improvements, RAND30012-H:

From Main St to Chatham County | 13.84 miles

Upgrade to 12-foot wide lanes with paved shoulders to improve mobility and safety from Main Road to Chatham County.

40

Andrew Hunter Road (SR 2235) Improvements, RAND40010-H:

From NC 49 to NC 22 | 1.79 miles

Upgrade to 11-foot wide lanes with paved shoulders to improve mobility and safety from NC 49 to NC 22.

DRAFT

Highway Class: Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection

41

Crestview Church Road (SR 2820), RAND40015-H:

From US 220 Business to NC 159 | 1.92 miles

Upgrade to 11-foot wide lanes with paved shoulders to improve mobility and safety from US 220 Business to NC 159.

42

Henley Country Road (SR 2215) Improvements, RAND40022-H:

From East Presnell St (SR 2345) to Giles Chapel Rd (SR 2218) | 2.41 miles

Upgrade to 11-foot wide lanes with paved shoulders to improve mobility and safety from East Presnell Street (SR 2345) to Giles Chapel Road (SR 2218).

43

Hoover Hill Road (SR 1408) Improvements, RAND40024-H:

From US 64 to Snyder Country Road | 5.42 miles

Upgrade to 11-foot wide lanes with paved shoulders to improve mobility and safety from US 64 to Snyder Country Road.

44

Iron Mountain Road (SR 2605) Improvements, RAND40025-H:

From NC 49 to NC 42 | 3.99 miles

Upgrade to 11-foot wide lanes with paved shoulders to improve mobility and safety from NC 49 to NC 42.

45

Luck Road (SR 2604) Improvements, RAND40029-H:

From Iron Mountain Road (SR 2605 to US 64 BUS | 2.81 miles

Upgrade to 11-foot wide lanes with paved shoulders to improve mobility and safety from Iron Mountain Road (SR 2605) to US 64 Business.

46

Old 421 Rd (SR 1006) Improvements , RAND40032-H:

Chatham County to Guilford County | 11.32 miles

Upgrade Old US 421 (SR 1006) to 12-foot lanes with paved shoulder from Chatham County to Guilford County. This includes a bicycle recommendation from W Franklinville St in Staley to W Starmount Ave in Liberty.

47

Old Liberty Road (SR 2261) Improvements, RAND40034-H:

From US 220 BUS to US 421 | 15.57 miles

Upgrade to 12-foot wide lanes with paved shoulders to improve mobility and safety from US 220 Business to US 421. This project also includes sidewalk and bicycle facility recommendations from US 220 Business to Little Point Road.

DRAFT

Highway Class: Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection

48

Old NC Hwy 49 (SR 1193) Improvements, RAND40035-H:

From Union Church Rd (SR1163) to NC 49 | 2.75 miles

Upgrade to 12-foot wide lanes with paved shoulders to improve mobility and safety from Union Church Road (SR 1163) to NC 49.

50

Pleasant Ridge Road (SR 1003) Improvements, RAND40042-H:

From Pleasant Ridge Church Rd to US 64 | 2.2 miles

Upgrade to 12-foot wide lanes with paved shoulders to improve mobility and safety from Pleasant Ridge Church Road to US 64.

52

Hub Morrison Rd (SR 2149) Improvements, RAND40045-H:

From US 220 BUS to Old Liberty Rd (SR 2261) | 1.76 miles

Upgrade to 12-foot wide lanes with paved shoulders to improve mobility and safety from US 220 Business to Old Liberty Road (SR 2261).

53

Gold Hill RD (SR 2183) Improvements, RAND40046-H:

From Old Liberty Rd (SR2261) to E Presnell St (SR 2345) | 2.98 miles

Upgrade to a 2-lane major thoroughfare with 12-foot wide lanes with paved shoulders to improve mobility and safety from Old Liberty Road (SR 2261) to East Presnell Street (SR 2345). This project also includes a bicycle facility recommendation.

54

US 220 BUS Improvements, RAND20011-H:

From Sunset Ave (SR 1442) to Hampton Rd (SR 1485) | 0.92 miles

Implement access management strategy to improve mobility and safety from Sunset Avenue (SR 1442) to Hampton Road (SR 1485), including intersection improvements at NC 42 and East Presnell Street. This project also includes a sidewalk recommendation.

56

Liberty Northwestern Loop, RAND40052-H:

From Bunton Swaim Rd to W Butler Ave | 0.67 miles

Construct a new two-lane minor thoroughfare with 12-foot wide lanes and paved shoulders from Bunton Swaim Road to West Butler Avenue to improve mobility and connectivity.

57

Libety Northeastern Loop, RAND40053-H:

From Silk Hope Rd Rd to Hamilton Dr | 1.38 miles

Construct new two-lane minor thoroughfare with 12-foot wide lanes and paved shoulders from Silk Hope Road to Hamilton Drive to improve mobility and connectivity.

DRAFT

Highway Class: Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection

58

Libety Northeastern Loop, RAND40054-H:

From Old Liberty Rd to Starmount Rd | 0.6 miles

Construct new two-lane minor thoroughfare with 12-foot wide lanes and paved shoulders from Old Liberty Road to Starmount Road to improve mobility and connectivity.

61

Martin Luther King Jr. Drive, RAND40057-H:

From NC 42 to E Slisbury St (SR 2237) | 1.15 miles

Upgrade to 11-foot wide lanes with paved shoulders to improve mobility and safety from NC 42 to East Salisbury Street (SR 2237).

101

Ridge St & NC 159 Zoo Parkway Intersection, R-5958:

Ridge St & NC 159 Zoo Parkway | 0.0 miles

Improve this intersection to reduce the number of crashes and improve mobility by addressing alignment concerns extending from NC 159 Zoo Parkway and Ridge Street.

102

US 421 & Colonial Trading Path Interchange, HE-0004A:

US 421 & Colonial Trading Path | 0.0 miles

Improve this intersection to improve mobility and safety from US 421 and Colonial Trading Path.

103

US 421, Dogwoood Ln and Julian Airport Rd Interchange, HE-0004B:

US 421, Dogwoood Ln and Julian Airport Rd | 0.0 miles

Improve this intersection to improve mobility and safety by converting the traditional at-grade intersection into an interchange extending from US 421, Dogwood Lane, and Julian Airport Road.

104

US 421 & Starmount Rd Interchange, HE-0004C:

US 421 & Starmount Rd | 0.0 miles

Improve this intersection to improve mobility and safety by converting the traditional at-grade intersection into an interchange extending from US 421 and Starmount Road.

105

US 220 BUS & W Presnell St Intersection Improvement, RAND20002-I:

US 220 BUS and W Presnell St Intersection | 0.0 miles

Improve this intersection to reduce the number of crashes and improve mobility by constructing operational enhancements extending from US 220 Business and West Presnell Street.

DRAFT

Highway Class: Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection

106

US 220 Business & E Salisbury St Intersection Improvement, RAND20003-I:

US 421 & E Salisbury St | 0.0 miles

Improve this intersection to reduce the number of crashes and improve mobility by constructing operational enhancements extending from US 220 Business and East Salisbury Street.

107

3rd Street and E Dixie Dr Intersection Improvement, RAND20004-I:

3rd Street and E Dixie Drive | 0.0 miles

Improve this intersection to reduce the number of crashes and improve mobility by constructing operational enhancements extending from East Dixie Drive and 3rd Street.

108

US 64 & NC 42 Intersection Improvement, RAND20005-I:

US 64 & NC 42 Intersection | 0.0 miles

Redesign intersection to improve safety, travel-time reliability, and mobility on this corridor extending from US 64 and NC 42.

109

NC 42 & US 64 BUS Intersection Improvement, RAND20007-I:

NC 42 & US 64 BUS | 0.0 miles

Improve this intersection to reduce the number of crashes and improve mobility by addressing alignment concerns extending from NC 42 and US 64 Business.

110

S Cox Street & US 64 BUS Intersection Improvement, RAND20008-I:

NC 159 & US 64 BUS | 0.0 miles

Improve this intersection to reduce crashes and improve mobility by constructing operational enhancements extending from South Cox Street and US 64 Business.

111

I-73/74 and NC 42 Interchange Imrprovement and Reconfiguration, RAND10003-I:

I-73/74 and NC 42 | 0.0 miles

Reconfigure this interchange to improve safety and mobility by constructing operational improvements extending from I-73/I-74 and NC 42.

112

US 64 and Dublin Rd Intersection Improvement, RAND20006-I:

US 64 and Shamrock Rd | 0.0 miles

Improve this intersection to reduce crashes and improve mobility by constructing operational enhancements extending from US 64 and Dublin Road.

DRAFT

113

US 64 and S Park St Intersection improvement, RAND20009-I:

US 64 and S Park St | 0.0 miles

Improve this intersection to reduce crashes and improve mobility by constructing operational enhancements extending from US 64 and South Park Street.

114

US 64 and Cliff Rd Intersection Improvement, RAND20010-I:

US 64 and Cliff Rd | 0.0 miles

Improve this intersection to reduce crashes and improve mobility by constructing operational enhancements extending from US 64 and Cliff Road.

115

NC 49 and Oak Leaf Rd Intersection Improvement, RAND30001-I:

NC 49 and Oak Leaf Rd | 0.0 miles

Improve this intersection to reduce crashes and improve mobility by constructing operational enhancements extending from NC 49 and Oak Leaf Road.

116

NC 49 and Mack Rd Intersection Improvement, RAND30002-I:

NC 49 and Mack Rd | 0.0 miles

Improve this intersection to reduce crashes and improve mobility by constructing operational enhancements extending from NC 49 and Mack Road.

117

US 64 and E Salisbury St Intersection Improvement, RAND20011-I:

US 64 and E Salisbury St | 0.0 miles

Improve this intersection to reduce crashes and improve mobility by addressing alignment concerns extending from US 64 and East Salisbury Street.

118

US 64 and Trogdon Hill Rd Intersection Improvement (RCI), RAND20012-I:

US 64 and Trogdon Hill Rd | 0.0 miles

Improve this intersection to reduce crashes and improve mobility by constructing a Reduced Conflict Intersection (RCI) design extending from US 220 Business and Trogdon Hill Road.

119

US 64 and Loftin Pond Rd Intersection Improvement (RCI), RAND20013-I:

US 64 and Loftin Pond Rd | 0.0 miles

Improve this intersection to reduce crashes and improve mobility by constructing a Reduced Conflict Intersection (RCI) design extending from US 64 and Loftin Pond Road.

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Highway Class: Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection

121

NC 42 and Dublin Rd Intersection Improvement, RAND30003-I:

NC 42 and Dublin Rd | 0.0 miles

Improve this intersection to reduce crashes and improve mobility by addressing alignment concerns extending from US 64 and Iron Mountain Road.

122

US 220 BUS and Old Liberty Rd Intersection Improvement, RAND20015-I:

US 220 BUS and Old Liberty Rd | 0.0 miles

Improve this intersection to reduce the number of crashes and improve mobility by addressing alignment concerns extending from US 220 Business and Old Liberty Road.

123

I-73 / 74 and US 64 Business Interchange Improvement, RAND10004-I:

i -73/74 and US 64 Business | 0.0 miles

Reconfigure this interchange to improve safety and mobility by constructing operational improvements extending from I-73/I-74 and NC 42.

124

US 64 and NC 49 Interchange Improvement, RAND20016-I:

US 64 and NC 49 | 0.0 miles

Reconfigure this interchange to improve safety and mobility

201

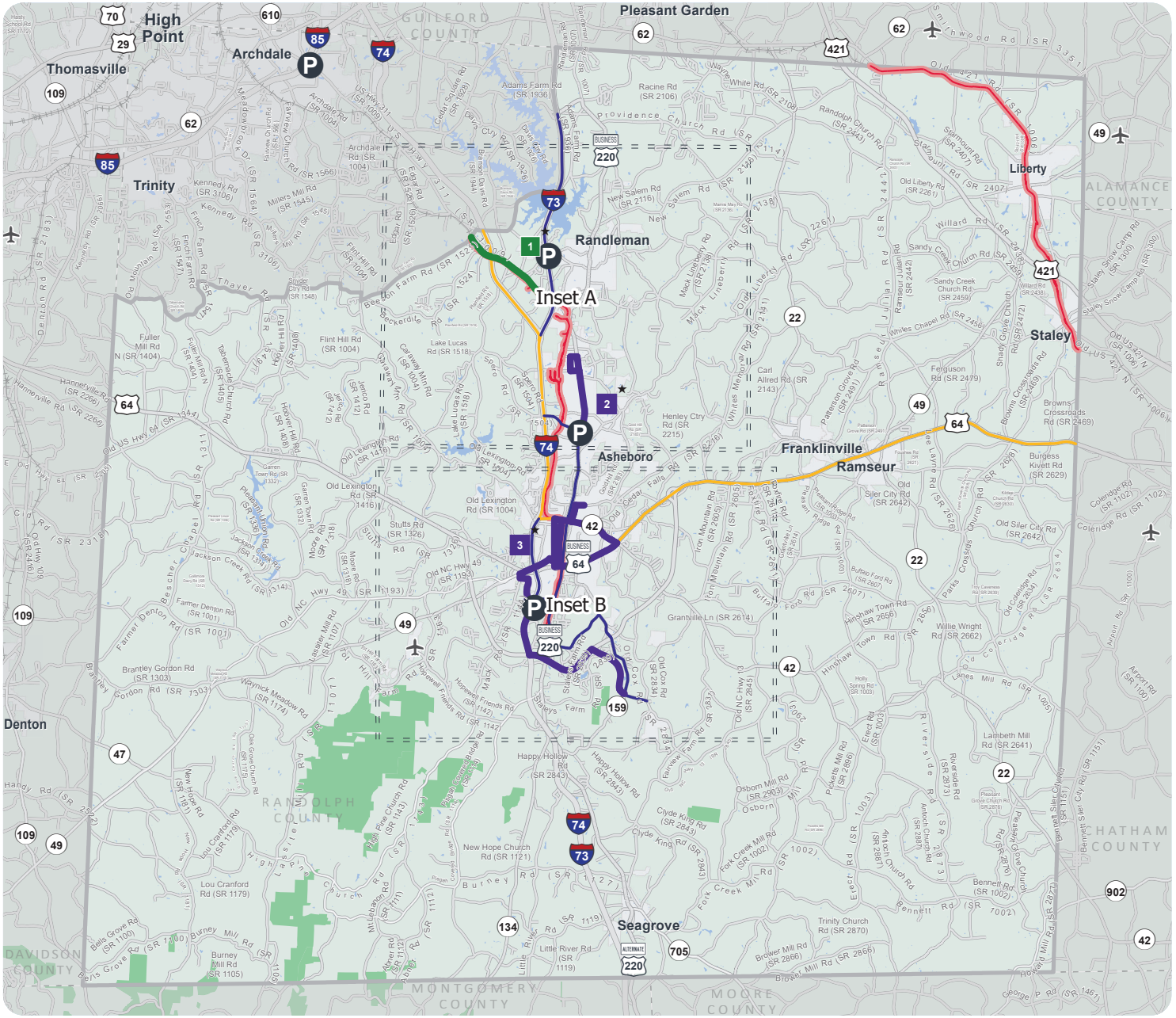
Bridge 750307 , B-5546:

Low Bridge Road | 0.0 miles

Replace Bridge 750307 on Low Bridge Road over Mount Pleasant Creek to improve structural integrity and ensure long-term travel safety

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Highway Class: Congestion Access Management Modernization Other (Safety, etc.) Bridge/Intersection



PUBLIC TRANSPORTATION AND RAIL RECOMMENDATIONS

Proposals that address identified needs through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Public Transportation and Rail Features

	Proposal ID #	Existing	Recommended New Location
Urban Fixed Bus Corridors	#		
Regional Bus Corridors	#		
Rural Fixed Bus Corridors	#		
Fixed Guideway	#		
Amtrak / Freight Route	#		
Current Railroad	#		
Transit Facility	#		
Park and Ride Lot	#		
Amtrak Station	#		
Intermodal Terminal	#		

High Point MPO

Piedmont Triad RPO

Studied Roads

Denotes Highway Incidental ★

Full report at:
https://tinyurl.com/4k2xucan

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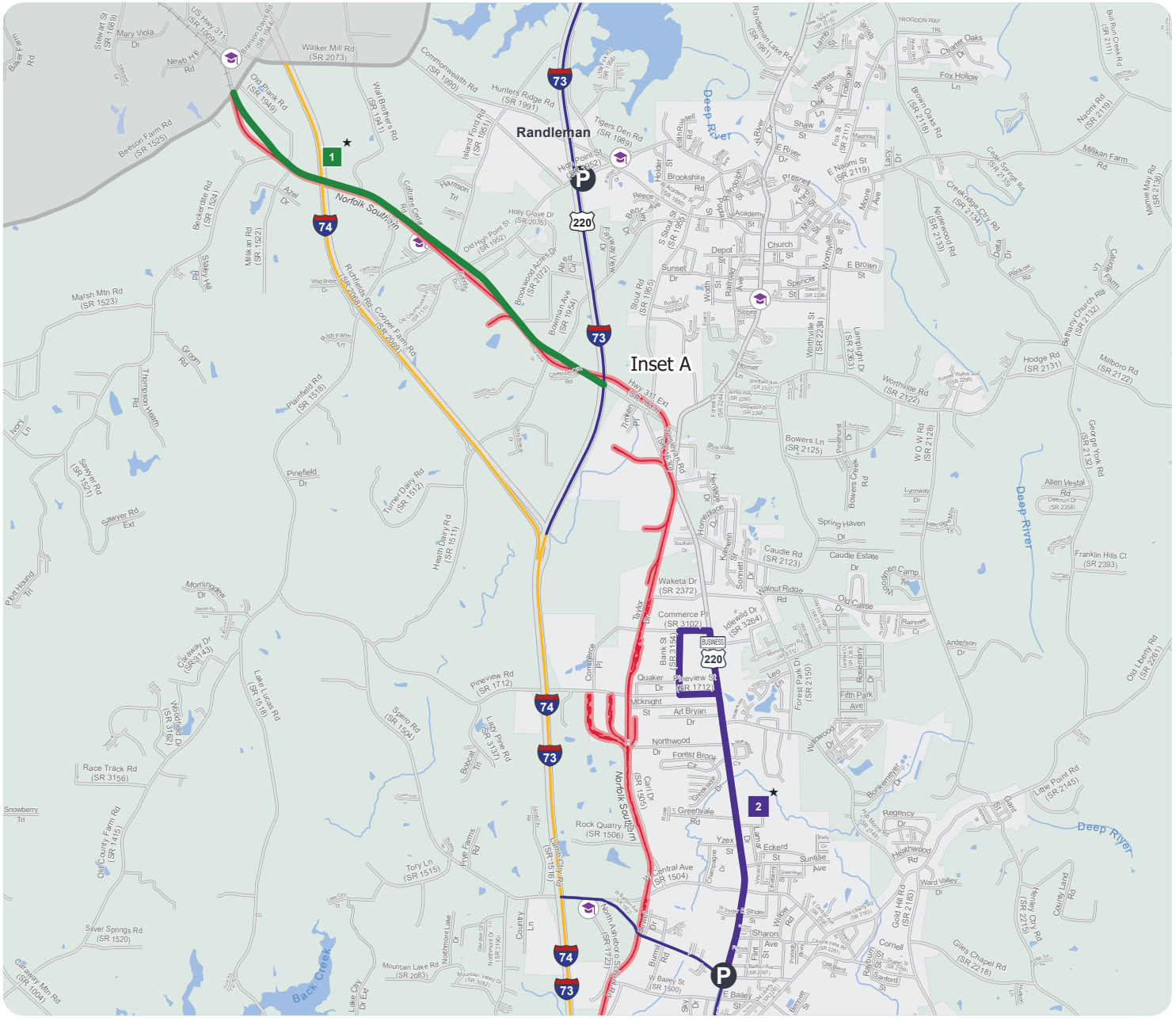
Sheet 3 of 4

Base map date: April 04, 2024

Legal Disclaimer

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DRAFT
Plan Date: October 13, 2026



PUBLIC TRANSPORTATION AND RAIL RECOMMENDATIONS

Proposals that address identified needs through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Public Transportation and Rail Features

	Proposal ID #	Existing	Recommended New Location
Urban Fixed Bus Corridors	#		
Regional Bus Corridors	#		
Rural Fixed Bus Corridors	#		
Fixed Guideway	#		
Amtrak / Freight Route	#		
Current Railroad	#		
Transit Facility	#		
Park and Ride Lot	#		
Amtrak Station	#		
Intermodal Terminal	#		

High Point MPO

Piedmont Triad RPO

Studied Roads

Denotes Highway Incidental ★

Full report at:
https://tinyurl.com/4k2xucan

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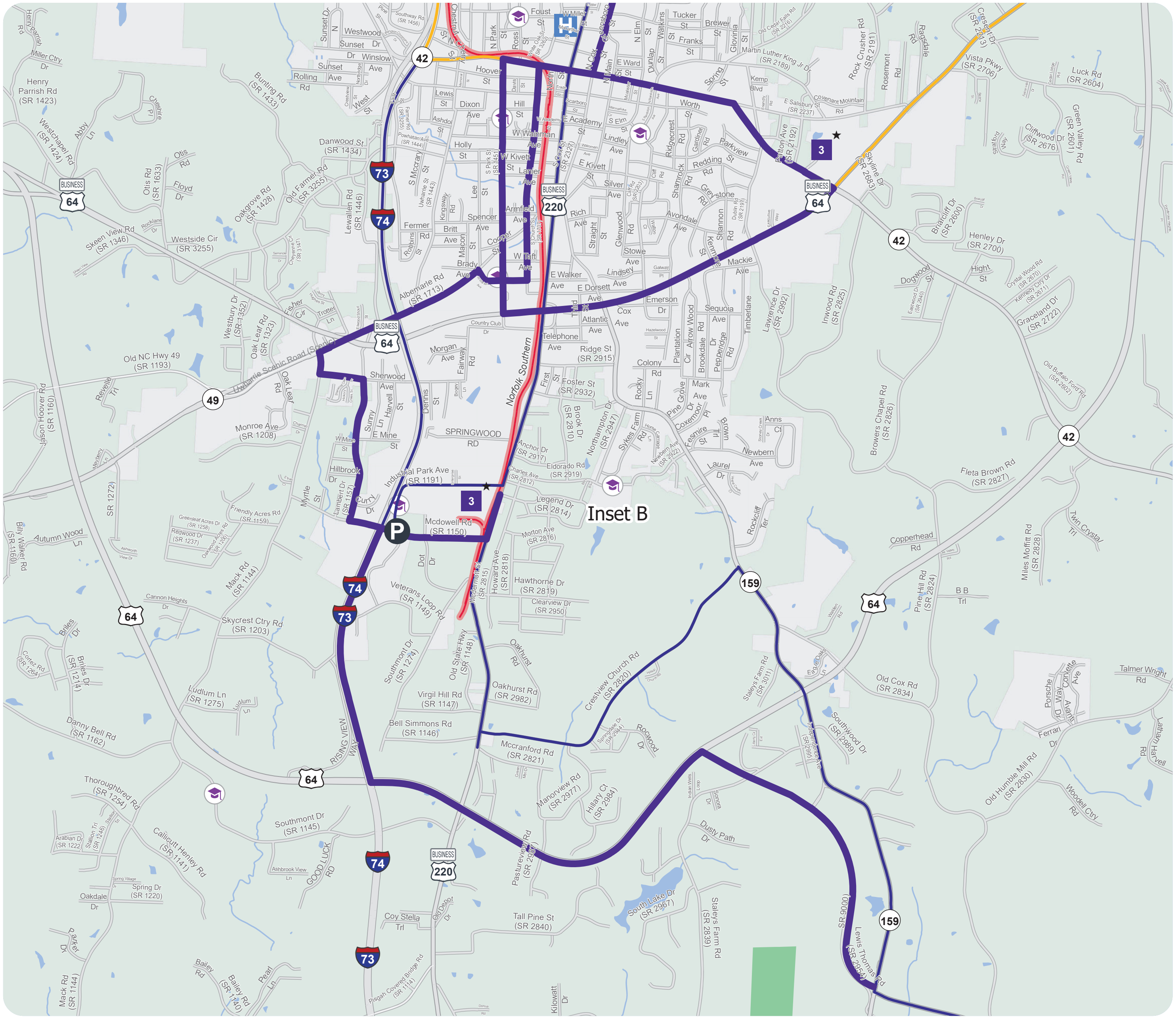
Sheet 3A of 4 Inset A

Base map date: April 04, 2024

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DRAFT
Plan Date: October 13, 2026



PUBLIC TRANSPORTATION AND RAIL RECOMMENDATIONS

Proposals that address identified needs through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Public Transportation and Rail Features

	Proposal ID #	Existing	Recommended New Location
Urban Fixed Bus Corridors	#		
Regional Bus Corridors	#		
Rural Fixed Bus Corridors	#		
Fixed Guideway	#		
Amtrak / Freight Route	#		
Current Railroad	#		
Transit Facility	#		
Park and Ride Lot	#	P	P
Amtrak Station	#		
Intermodal Terminal	#		

High Point MPO

Piedmont Triad RPO

Studied Roads

Denotes Highway Incidental ★

Full report at:
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N

0 0.15 0.3 0.6 0.9 1.2 Miles

Sheet 3B of 4 Inset B

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DRAFT
Plan Date: October 13, 2026

Randolph County **Public Transportation and Rail Recommendations**

1 ★ **Old US Hwy 311 Widening, RAND40003-H:**

From Beeson Farm Rd to Old Courthouse Rd (SR 1513) | 1.97 miles

Widen from a two-lane facility to a five-lane major thoroughfare facility with a center left-turn lane to alleviate future congestion from Beeson Farm Rd to Old Courthouse Road (SR 1513).

2 ★ **US 220 BUS Widening, R-5956A:**

From Vision Dr to Hub Morris Rd | 1.69 miles

Widen to a five lane facility with a center left turn lane to alleviate future congestion and improve mobility from Vision Drive to Hub Morrison Road.

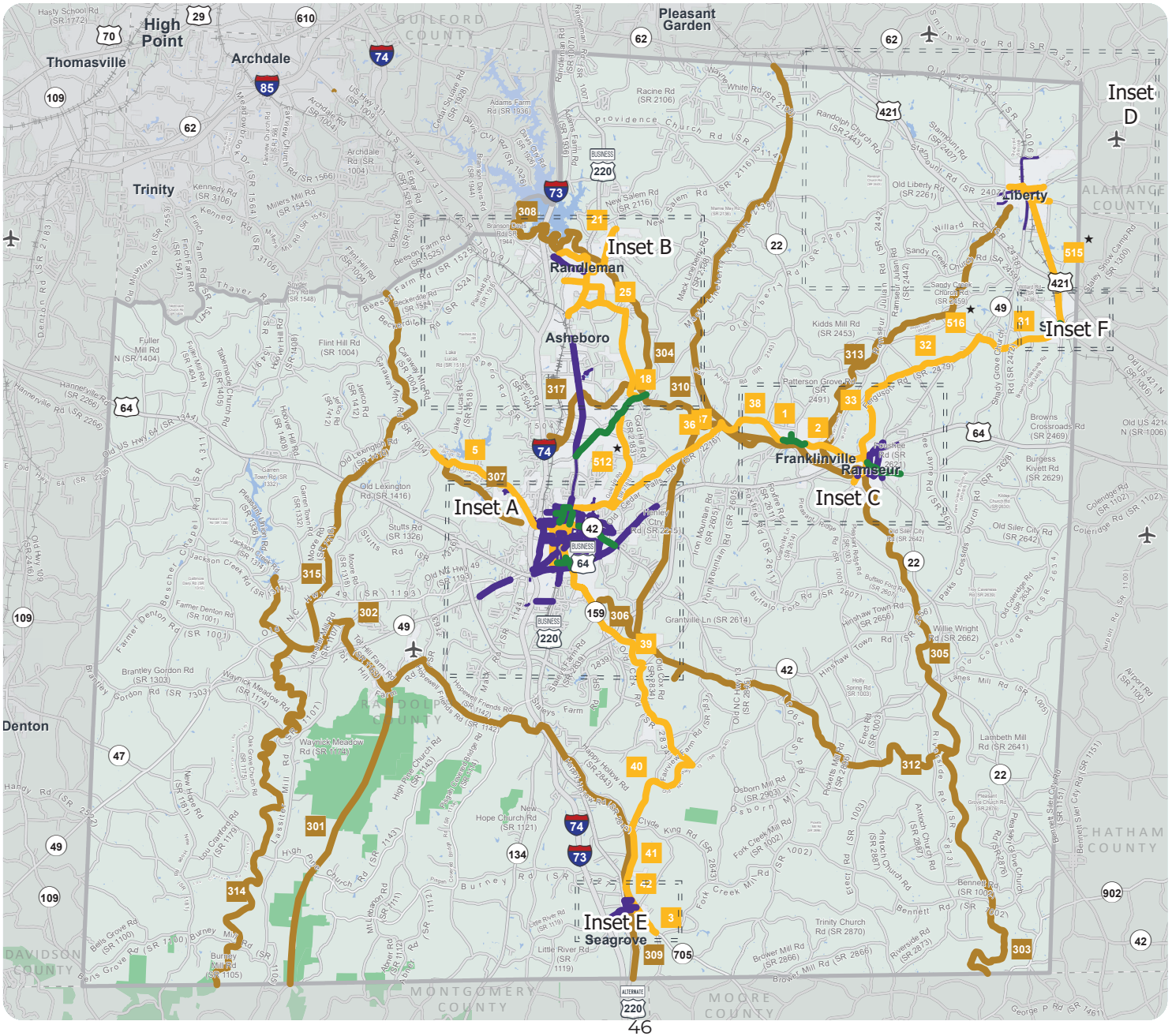
3 ★ **US 64 BUS Widening, RAND20001-H:**

From I-73/74 to US 64 Bypass | 2.01 miles

Recommended Improvements to this facility include: reducing conflict intersections, traffic signal operation adjustments, and adding new service roads to alleviate future congestion. This project also includes a sidewalk recommendation.

DRAFT

Public Trans/Rail Class: Urban Bus Corridor Regional Bus Corridor Rural Bus Corridor Fixed Guideway
Amtrak/Freight Route Park and Ride or Multimodal Amtrak/Light Rail Station or Intermodal Terminal
★ Denotes Highway Incidental



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Recommended New Location
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#	○	○
Denotes Highway Incidental	★		

Other Features

- Studied Roads
- High Point MPO
- Piedmont Triad RPO

Full report at:
https://tinyurl.com/4k2xucan

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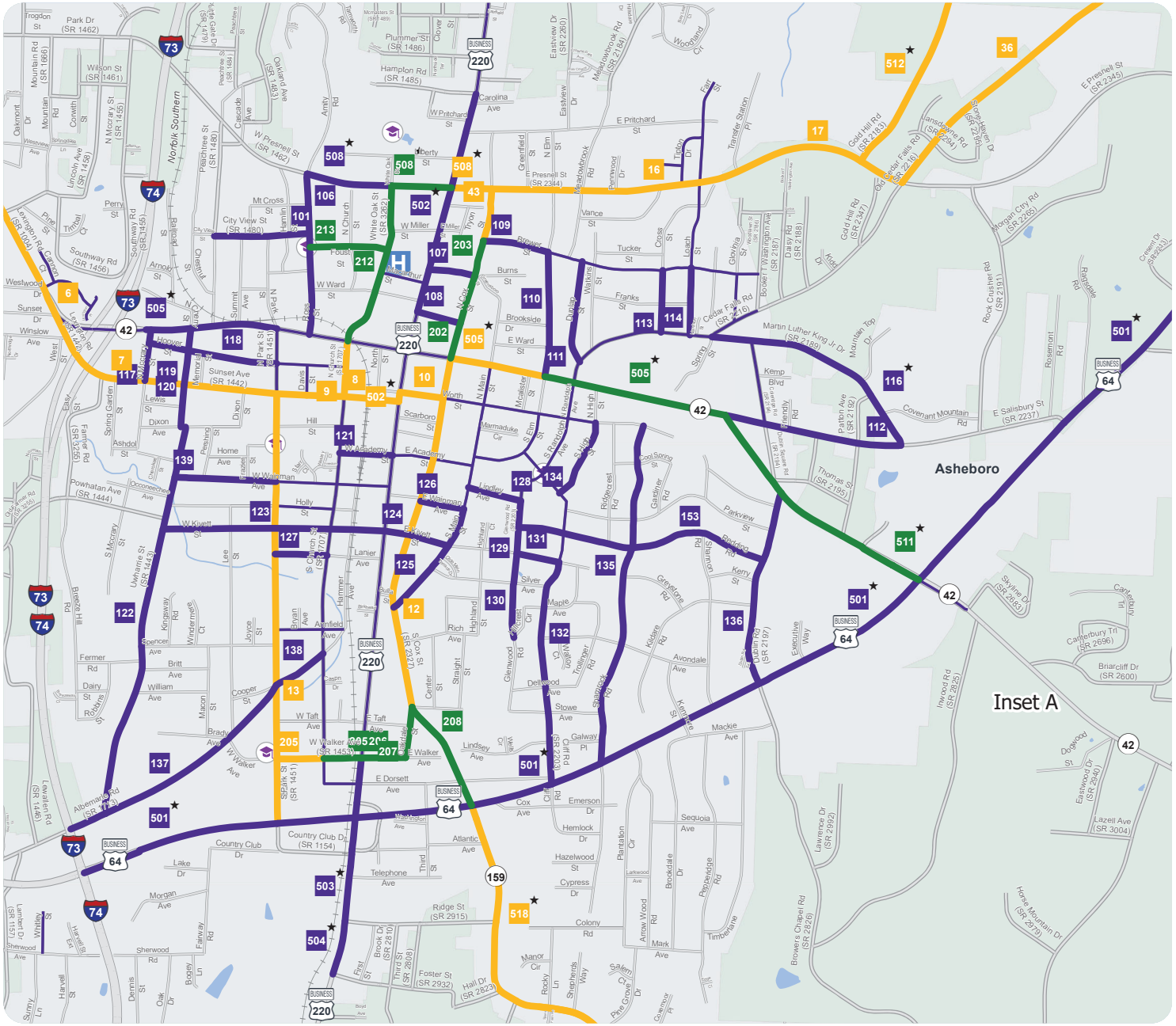
Sheet 4

Base map date: April 04, 2024

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DRAFT
Plan Date: October 13, 2026



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Recommended New Location
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#	○	●
Denotes Highway Incidental	★		

Other Features

- Studied Roads
- High Point MPO
- Piedmont Triad RPO

Full report at:
https://tinyurl.com/4k2xucan

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Sheet 4A of 4 Inset A

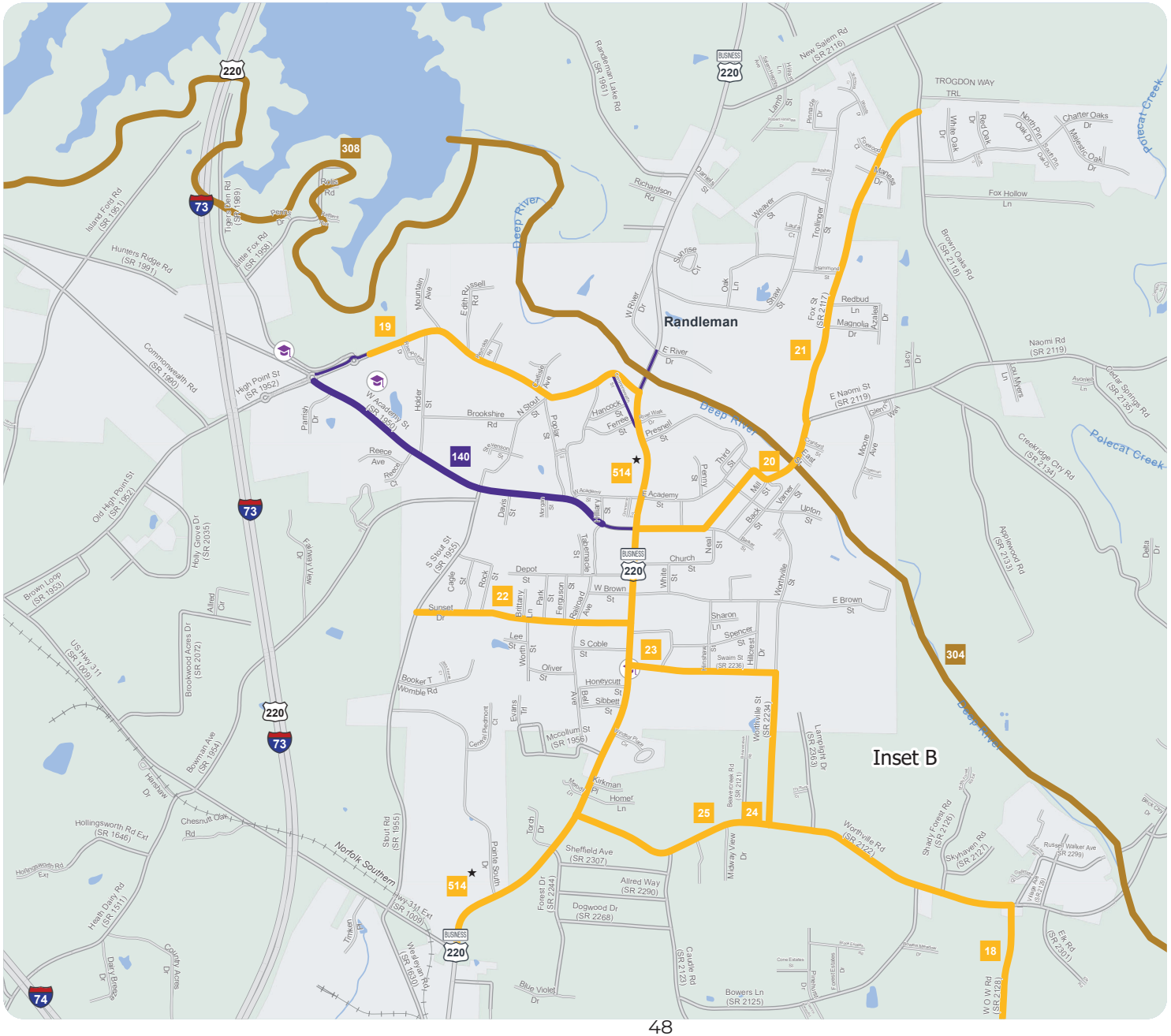
Base map date: April 04, 2024

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Plan Date: October 13, 2026



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Recommended New Location
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#	○	●
Denotes Highway Incidental	★		

Other Features

- Studied Roads
- High Point MPO
- Piedmont Triad RPO

Full report at:
https://tinyurl.com/4k2xucan

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Sheet 4B of 4 Inset B

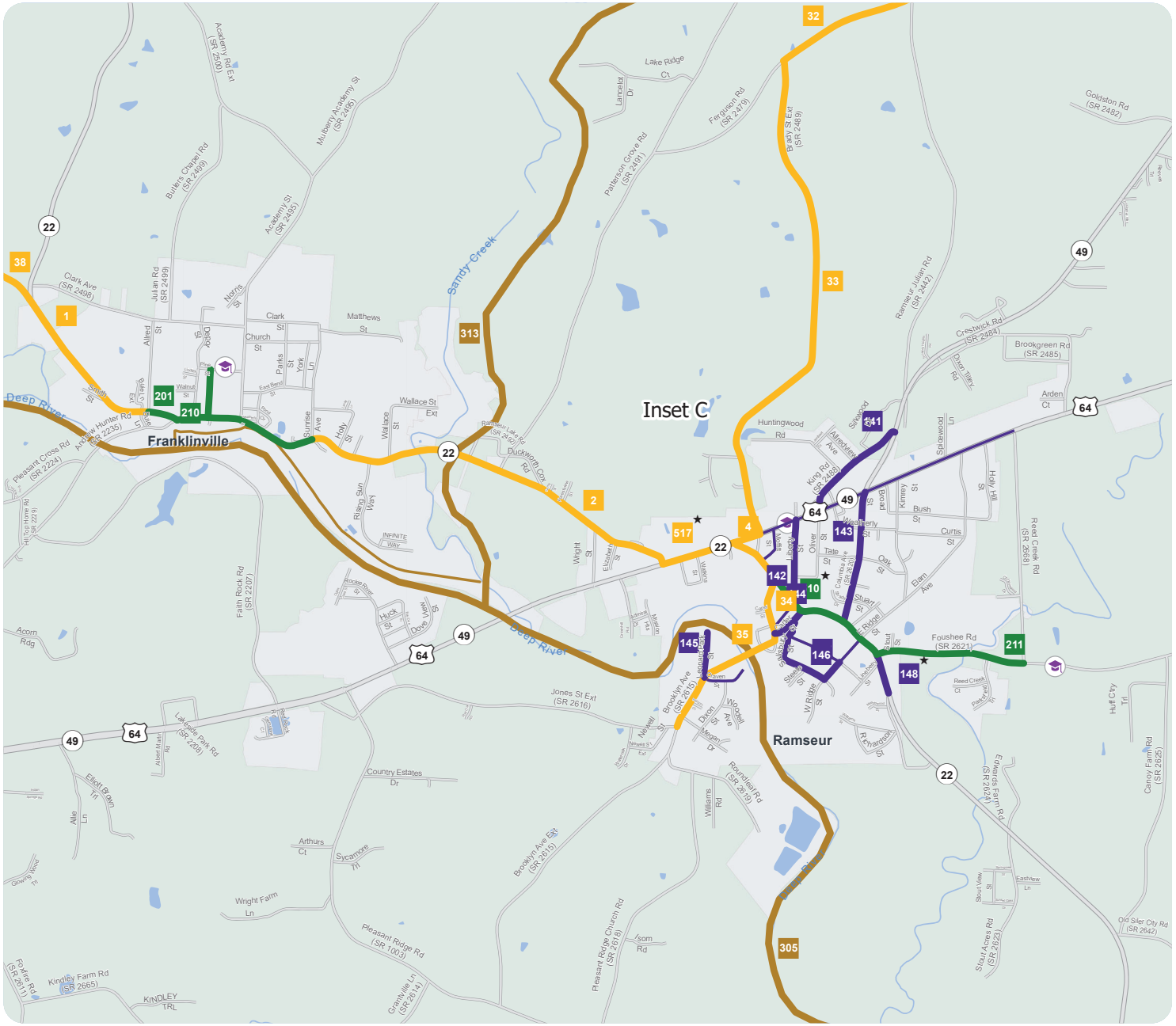
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Plan Date: October 13, 2026



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Recommended New Location
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#	○	●
Denotes Highway Incidental	★		

Other Features

- Studied Roads
- High Point MPO
- Piedmont Triad RPO

Full report at:
https://tinyurl.com/4k2xucan

0 0.1 0.2 0.4 0.6 0.8 Miles

N

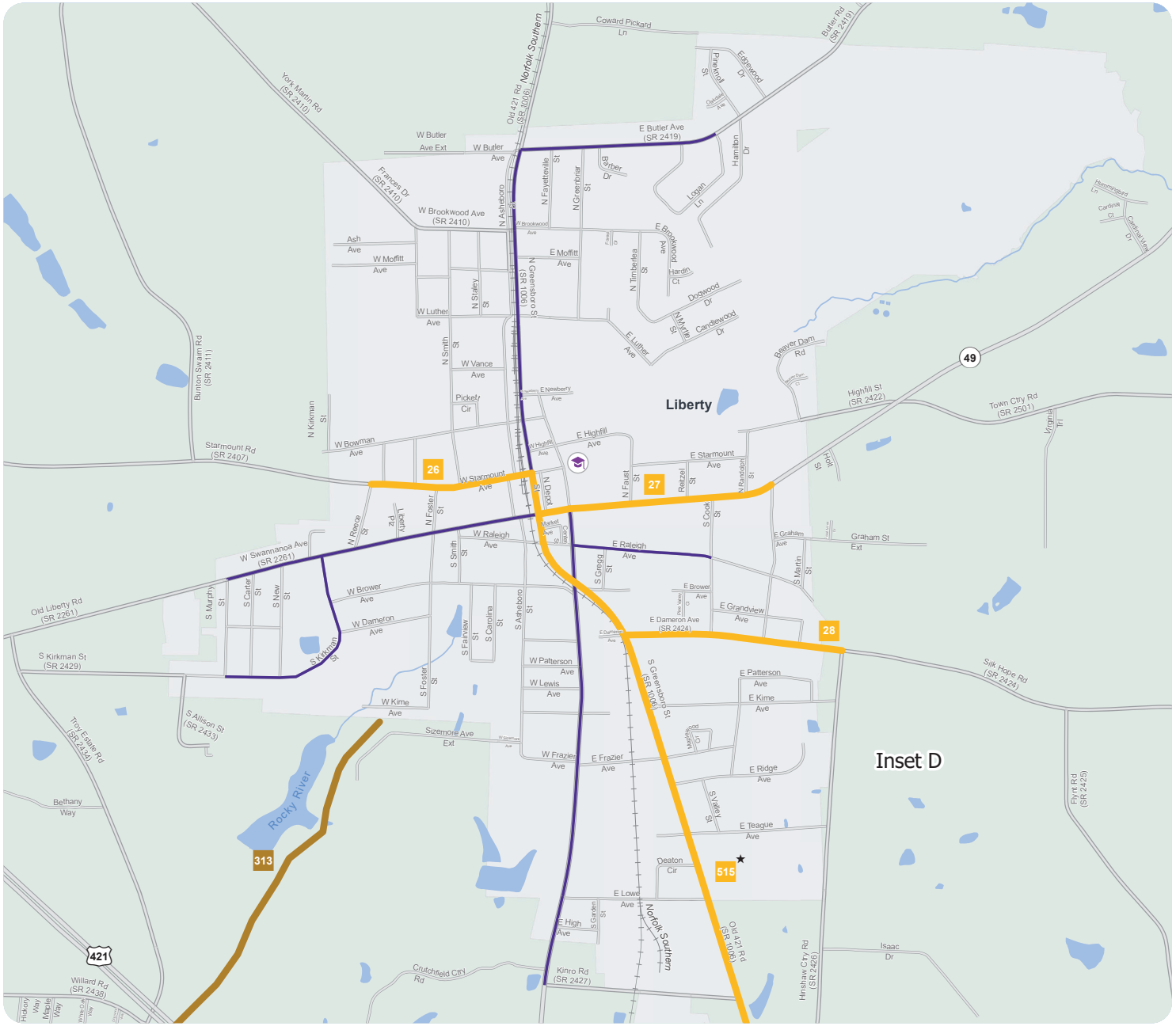
Sheet 4C of 4 Inset C

Base map date: April 04, 2024

Legal Disclaimer

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DRAFT
Plan Date: October 13, 2026



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Recommended New Location
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#	○	●
Denotes Highway Incidental	★		

Other Features

- Studied Roads
- High Point MPO
- Piedmont Triad RPO

Full report at:
https://tinyurl.com/4k2xucan

N

0 0.07 0.15 0.3 0.45 0.6 Miles

Sheet 4D of 4 Inset D

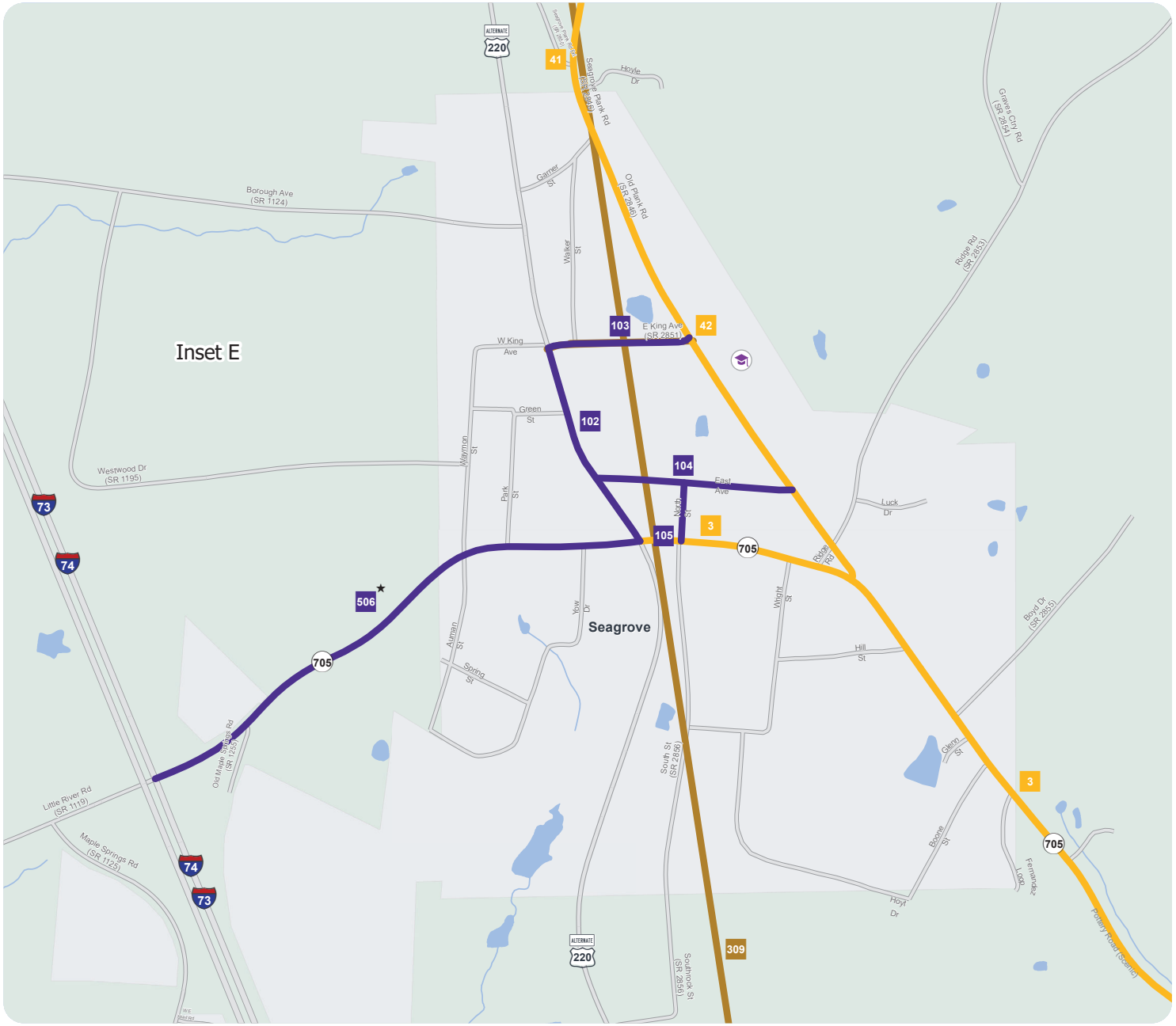
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DRAFT

Plan Date: October 13, 2026



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Recommended New Location
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#	○	●
Denotes Highway Incidental	★		

Other Features

- Studied Roads
- High Point MPO
- Piedmont Triad RPO

Full report at:
https://tinyurl.com/4k2xucan

N

0 0.04 0.09 0.17 0.26 0.34 Miles

Sheet 4E of 4 Inset E

Base map date: April 04, 2024

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DRAFT

Plan Date: October 13, 2026



BICYCLE / PEDESTRIAN RECOMMENDATIONS

Proposals that address identified needs through 2050

RANDOLPH COUNTY

Comprehensive Transportation Plan

Bicycle and Pedestrian Features

	Proposal ID #	Existing	Recommended New Location
Bicycle	#		
Pedestrian	#		
Bicycle and Pedestrian	#		
Multiuse Path	#		
Bicycle and Pedestrian Bridge	#	○	●
Denotes Highway Incidental	★		

Other Features

- Studied Roads
- High Point MPO
- Piedmont Triad RPO

Full report at:
https://tinyurl.com/4k2xucan

N

0 0.04 0.09 0.17 0.26 0.34 Miles

Sheet 4F of 4 Inset F

Base map date: April 04, 2024

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DRAFT
Plan Date: October 13, 2026

Randolph County
Bicycle and Pedestrian Recommendations

1

NC 22 (West Main Street), RAND30001-B:

From Allred St to Cedar Fallls Rd (SR 2226) | 0.69 miles

Add a bicycle facility on NC 22 to connect the Cedar Falls River to Franklinville, from Allred Street to Cedar Falls Road (SR 2226) .

2

NC Hwy 22 N, RAND30002-B:

From NC 49 to Sunrise Ave | 1.55 miles

Add a bicycle facility on NC 22 to connect Franklinville to Ramseur, from NC 49 to Sunrise Ave.

3

NC 705 (E Main St), RAND30004-B:

From Old US 220 Hwy (SR 2859) to US 220 BUS | 1.11 miles

Add a bicycle facility on NC 705 (E Main St) to connect local businesses, from Old US 220 Hwy (SR 2859) to US 220 BUS.

4

NC 22 (Coleridge Rd), RAND30003-B:

From Main St to NC 49 | 0.22 miles

Add a bicycle facility on Coleridge Road (NC 22) to connect to local businesses, from Main Street to NC 49.

5

Old Lexington Rd (SR 1004) , RAND40001-B:

From Old Lexington Rd (SR 1004) to Edgewood Rd (SR 1465) | 3.17 miles

Add a bicycle facility on Lexington Rd (SR 1004) to connect Asheboro to Lake Lucas, from Old Lexington Road (SR 1004) to Edgewood Road (SR 1465).

6

Lexington Rd (SR 1004), RAND40002-B:

From Edgewood Rd (SR 1465) to W Salisbury St (NC 42) | 0.68 miles

Add a bicycle facility on Lexington Road (SR 1004) to connect Asheboro to Lake Lucas and other connecting bicycle facility, from Edgewood Road (SR 1465) to W Salisbury Street (NC 42).

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

7

Sunset Ave (SR 1442), RAND40003-B:

From N Park St (SR 1451) to Sunset Dr | 0.75 miles

Add a bicycle facility on Sunset Avenue (SR 1442) to connect Lake Lucas to Asheboro, from N Park Street (SR 1451) to Sunset Drive.

8

Sunset Ave (SR 1442), RAND40004-B:

From US 220 BUS to S Park St / Sunset Ave (SR 1442) | 0.36 miles

Add a bicycle facility on Sunset Avenue (SR 1442) to connect downtown, public institutions, and local businesses, from US 220 BUS to S Park Street / Sunset Avenue (SR 1442).

9

N Church St, RAND40005-B:

W Walker Ave (SR 1453) to NC 42 | 0.16 miles

Add a bicycle facility on North Church Street to connect downtown, public institutions, and local businesses, from W Walker Avenue (SR 1453) to NC 42.

10

Worth St, RAND40006-B:

US 220 BuS to N Main St | 0.13 miles

Add a bicycle facility on Worth Street to connect downtown, public institutions, and local businesses, from US 220 BUS to N Main St.

12

S Cox St and N Cox St (SR 2327), RAND40007-B:

From Stowe Ave to NC 42 | 1.03 miles

Add a bicycle facility on on S Cox St and N Cox St (SR 2327) to connect downtown, public institutions, and local businesses, from Stowe Avenue to NC 42.

13

S Park St (SR 1451), RAND40008-B:

From US 64 to Sunset Ave (SR 1442) | 1.24 miles

Add a bicycle facility on South Park Street (SR 1451) to connect downtown, public institutions, and local businesses, from US 64 to Sunset Avenue (SR 1442).

16

E Presnell St (SR 2344), RAND40009-B:

From Meadowbrook Rd to Farr St | 0.34 miles

Add a bicycle facility on East Presnell Street (SR 2344) to connect Asheboro to Ramseur, from Meadowbrook Road to Farr Street.

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

17

E Presnell St (SR 2345), RAND40010-B:

From Old Cedar Falls Rd (SR 2216) to Farr St | 0.62 miles

Add a bicycle facility on East Presnell Street (SR 2345) to connect Asheboro to Ramseur and other other proposed regional bicycle facilities, from Old Cedar Falls Road (SR 2216) to Farr St.

18

W.O.W Rd (SR 2128), RAND40011-B:

From W Swannanoa Ave (SR 2261) to Worthville Rd (SR 2122) | 2.81 miles

Add a bicycle facility on W.O.W Road (SR 2128) to connect Randleman to the Asheboro suburbs, from W Swannanoa Avenue (SR 2261) to Worthville Road (SR 2122).

19

High Point St (SR 1952), RAND40012-B:

From US 220 BUS to 0.1 miles west of Holder St. | 0.94 miles

Add a bicycle facility on High Point St (SR 1952) to connect to Randleman Middle School and Randleman High School, from US 220 BUS to 0.1 miles west of Holder St.

20

East Naomi St, RAND40013-B:

From US 220 BUS to Fox St (SR 2117) | 0.73 miles

Add a bicycle facility on East Naomi Street to connect to City of Randleman government offices and the Deep River Trail, from US 220 BUS to Fox Street (SR 2117).

21

Fox St (SR 2117), RAND40014-B:

From Brown Oaks Rd (SR 2118) to Naomi St (SR 2119) | 1.05 miles

Add a bicycle facility on Fox St (SR 2117) to connect local residential areas to Randleman downtown, from Brown Oaks Road (SR 2118) to Naomi Street (SR 2119).

22

Sunset Dr, RAND40015-B:

From US 220 BUS to S Stout St (SR 1955) | 0.66 miles

Add a bicycle facility on Sunset Drive to connect to Randleman Park, from US 220 BUS to S Stout Street (SR 1955).

23

Swaim St (SR 2236), RAND40016-B:

From US 220 BUS to Worthville St (SR2234) | 0.45 miles

Add a bicycle facility on Swaim St (SR 2236) to connect to Randleman Elementary School, from US 220 BUS to Worthville Street (SR 2234).

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

24

Worthville St (SR 2234), RAND40017-B:

Swaim St (SR2236) to Worthville Rd (SR 2122) | 0.47 miles

Add a bicycle facility on Worthville Street (SR 2234) to connect to Randleman Elementary School and local residential areas, from Swaim Street (SR 2236) to Worthville Road (SR 2122).

25

Worthvlle Rd (SR 2122), RAND40018-B:

From US 220 BUS to W.O.W. Rd (SR 2128) | 1.45 miles

Add a bicycle facility on Worthville Road (SR 2122) to connect to Randleman and the Asheboro suburbs, and other proposed bicycle projects on US 220 BUS, from US 220 BUS to W.O.W. Road (SR 2128).

26

W Starmount Ave, RAND40019-B:

From N Greensboro St to N Reece St | 0.41 miles

Add a bicycle facility On West Starmont Avenue to connect to Liberty Elementary School and preschools, from North Greensboro Street to North Reece St.

27

E and W Swannanoa Ave, RAND40020-B:

From N Greeensboro St (SR 1006) to S Fayettville St | 0.6 miles

Add a bicycle facility on East and West Swannanoa Avenue to connect residential areas to downtown Liberty and Liberty Elementary School, from North Greensboro Street (SR 1006) to South Fayetteville Street.

28

E Dameron Ave (SR 2424), RAND40021-B:

From Old 421 Rd (SR 1006) to Hinshaw Ctry Rd (SR 2426) | 0.56 miles

Add a bicycle facility on E Dameron Avenue (SR 2424) to connect residential areas to Liberty Town Hall and the public library, from Old 421 Road (SR 1006) to Hinshaw Ctry Road (SR 2426).

29

W Franklinville St (SR 2465), RAND40022-B:

From N Staley St to N Main St | 0.05 miles

Add a bicycle facility on West Franklinville Street (SR 2465) to connect Staley to other proposed regional bicycle facilities, from North Staley Street to North Main Street.

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

30

Columbia St (SR 2470), RAND40023-B:

From Browns Crossroads Rd (SR 2469) to Langley Rd (SR 2471) | 0.98 miles

Add a bicycle facility on Columbia Street (SR 2470) to connect to Staley town hall and other proposed regional bicycle facilities, from Browns Crossroads Road (SR 2469) to Langley Road (SR 2471).

31

Old Staley Rd (SR 2470), RAND40024-B:

From Langley Rd (SR 2471) to NC49 | 1.74 miles

Add a bicycle facility on Old Staley Road (SR 2470) to connect downtown Staley to other proposed regional bicycle facilities, from Langley Road (SR 2471) to NC 49.

32

Ferguson Rd (SR 2479), RAND40025-B:

From Brady St Ext (SR 2489) to NC49 | 3.13 miles

Add a bicycle facility on Ferguson Road (SR 2479) to connect Staley to Ramseur, Asheboro, and other proposed regional bicycle facilities, from Brady Street Ext (SR 2489) to NC 49.

33

Brady St Ext, RAND40026-B:

From Ferguson Rd (SR 2479) to NC 49 | 2.07 miles

Add a bicycle facility on Brady Street Ext to connect to downtown Ramseur and Ramseur Elementary School, from Ferguson Road (SR 2479) to NC 49.

34

Main St, RAND40027-B:

From NC 22 to Brooklyn Ave (SR 2615) | 0.26 miles

Add a bicycle facility on Main Street to connect residential areas to downtown Ramseur and local businesses, and Ramseur Town Hall, from NC 22 to Brooklyn Avenue (SR 2615).

35

Brooklyn Ave (SR 2615), RAND40028-B:

From Main St to Jones St Ext (SR2616) | 0.54 miles

Add a bicycle facility Brooklyn Ave (SR 2615) to connect to Ramseur Town Hall, Ramseur Public Library, and other proposed regional bicycle facilities, from Main Street to Jones Street Ext (SR 2616).

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

36

Old Cedar Falls Rd (SR 2216), RAND40029-B:

From E Presnell St (SR 2345) to Loflin Pond Rd (SR 2221) | 3.99 miles

Add a bicycle facility on Old Ceder Falls Road (SR 2216) to connect Franklinville to the Asheboro suburbs and other proposed regional bicycle facilities, from E Presnell Street (SR 2345) to Loflin Pond Road (SR 2221).

37

Loflin Pond Rd (SR 2221), RAND40030-B:

From Whites Memorial Rd (SR 2141) to Old Cedar Falls Rd (SR 2216) | 0.18 miles

Add a bicycle facility on Loflin Pond Road (SR 2221) to connect to other proposed regional bicycle facilities, from Whites Memorial Road (SR 2141) to Old Cedar Falls Road (SR 2216).

38

Cedar Falls Rd (SR 2226), RAND40031-B:

From NC 22 to Whites Memorial Rd (SR 2141) | 1.66 miles

Add a bicycle facility on Cedar Falls Road (SR 2226) to connect Franklinville to other proposed regional bicycle facilities, from NC 22 to Whites Memorial Road (SR 2141).

39

Old Cox Rd (SR 2834), RAND40032-B:

From Old NC Hwy 13 (SR2845) to Zoo Parkway | 5.57 miles

Add a bicycle facility on Old Cox Road (SR 2834) to connect Asheboro to other proposed regional bicycle facilities and Seagrove, from Old NC Hwy 13 (SR 2845) to Zoo Parkway.

40

Old NC Hwy 13 (SR 2845), RAND40033-B:

From Old Cox Rd (SR2834) to Seagorve Plank Rd | 3.25 miles

Add a bicycle facility on Old NC Hwy 13 (SR 2845) to connect Asheboro to other proposed regional bicycle facilities and Seagrove, from Old Cox Road (SR 2834) to Seagrove Plank Rd.

41

Seagrove Plank Rd (SR 2846), RAND40034-B:

From Seagrove Plank Rd Ext (SR 2850) to Old NC Hwy 13 (SR 2845) | 1.81 miles

Add a bicycle facility on Seagrove Plank Road (SR 2846) to connect Asheboro to downtown Seagrove and the Seagrove Public Library, from Zoo Parkway to US 220 Alt.

42

Old Plank Rd (SR 2846), RAND40035-B:

From NC 705 to Seagove Plank Rd Ext (SR 2850) | 0.84 miles

Add a bicycle facility on Old Plank Road (SR 2846) to connect other proposed regional bicycle facilities to downtown Seagrove, Seagrove Public Library, and Seagrove Elementary School, from NC 705 to Seagrove Plank Road (SR 2850).

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

43

Greensboro St, RAND40036-B:

E Presnell St (SR 2344) to Brewer St | 0.15 miles

Add a bicycle facility on Greensboro Street to connect the Asheboro suburbs to downtown Asheboro, from East Presnell Street (SR 2344) to Brewer Street.

101

City View St (SR 1480), RAND40001-P:

From Peachtree St to Ross St | 0.27 miles

Add sidewalk to improve connectivity to existing sidewalks along City View Street (SR 1480) from Peachtree Street to Ross Street.

102

N Broad St (US 220 Alt), RAND20002-P:

From NC 705 to E King Ave (SR 2851) | 0.31 miles

Add sidewalk to improve connectivity to local businesses and institutions along North Broad Street (US 220 Alt) from NC 705 to East King Avenue (SR 2851).

103

E King Ave (SR 2851), RAND40003-P:

From US 220 To Seagrove Plank Rd (SR 2846) | 0.2 miles

Add sidewalk to improve connectivity to local businesses and institutions along E King Avenue (SR 2851) from US 220 to Seagrove Plank Road (SR 2846).

104

East Ave, RAND40004-P:

From US 220 BUS To Seagrove Plank Rd (SR 2846) | 0.28 miles

Add sidewalk to improve connectivity to local businesses and institutions along East Avenue from US 220 Business to Seagrove Plank Road (SR 2846).

105

North St, RAND40005-P:

From NC 705 To East Ave | 0.08 miles

Add sidewalk to improve connectivity to local businesses and institutions along North Street from NC 705 to East Avenue.

106

Ross St, RAND40006-P:

From NC 42 To Park Dr (SR 1462) | 0.47 miles

Add sidewalk to improve connectivity to local businesses and institutions along Ross Street from NC 42 to Park Drive (SR 1462).

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

107

Burns St, RAND40007-P:

From US 220 BUS to N Cox St | 0.13 miles

Add sidewalk to improve connectivity to local businesses and institutions along Burns Street from US 220 Business to N Cox Street.

108

E Ward St, RAND40008-P:

From US 220 BUS to N Cox St | 0.13 miles

Add sidewalk to improve connectivity to local businesses and institutions along East Ward Street from US 220 Business to North Cox Street.

109

Brewer St, RAND40009-P:

From N Elm St to Greensboro St | 0.19 miles

Add sidewalk to improve connectivity to local businesses along Brewer Street from N Elm Street to Greensboro Street.

110

N Elm St, RAND40010-P:

From E Salisbury St to Brewer St | 0.36 miles

Add sidewalk to improve connectivity to local businesses along N Elm Street from E Salisbury Street to Brewer Street.

111

Dunlap St, RAND40011-P:

From Martin Luther King Jr Dr (SR 2189) To Brewer St | 0.3 miles

Add sidewalk to improve connectivity to local businesses and institutions along Dunlap Street from Martin Luther King Jr Drive (SR 2189) to Brewer Street.

112

E Salisbury St (SR 2237), RAND40012-P:

From NC 42 to Martin Luther King Jr Dr (SR 2189) | 0.51 miles

Add sidewalk to improve connectivity to local businesses and institutions along E Salisbury Street (SR 2237) from NC 42 to Martin Luther King Jr Drive (SR 2189).

113

Cross St, RAND40013-P:

From Martin Luther King Jr Dr (SR 2189) To Brewer St | 0.18 miles

Add sidewalk to improve connectivity to local businesses along Cross Street from Martin Luther King Jr Drive (SR 2189) to Brewer Street.

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

114

Loach St, RAND40014-P:

From Martin Luther King Jr Dr (SR 2189) To Brewer St | 0.19 miles

Add sidewalk to improve connectivity to local businesses along Loach Street from Martin Luther King Jr Drive (SR 2189) to Brewer Street

116

Martin Luther King Jr Dr (SR 2189), RAND40016-P:

From Old Cedar Falls Rd (SR 2216) To E Salisbury St (SR 2237) | 0.68 miles

Add sidewalk to improve connectivity to local businesses along Martin Luther King Jr Drive (SR 2189) from Old Cedar Falls Road (SR 2216) to E Salisbury Street (SR 2237).

117

N Mccrary St, RAND40017-P:

From Sunset Ave (SR 1442) to NC 42 | 0.15 miles

Add sidewalk to improve connectivity to local businesses along N McCrary Street from Sunset Avenue (SR 1442) to NC 42.

118

Hoover St, RAND40018-P:

From N Park St To N Mccrary St | 0.37 miles

Add sidewalk to improve connectivity to local businesses along Hoover Street from N Park Street to N McCrary St.

119

N Cherry St, RAND40019-P:

From Sunset Ave (SR 1442) To NC 42 | 0.16 miles

Add sidewalk to improve connectivity to local businesses along N Cherry Street from Sunset Avenue (SR 1442) to NC 42.

120

S Cherry St, RAND40020-P:

From Sunset Ave (SR 1442) To Dixon Ave | 0.12 miles

Add sidewalk to improve connectivity to local businesses along S Cherry Street from Sunset Avenue (SR 1442) to Dixon Ave.

121

W Academy St, RAND40021-P:

From US 220 BUS to S Church St (SR 1707) | 0.15 miles

Add sidewalk to improve connectivity to local businesses and institutions along W Academy Street from US 220 BUS to S Church Street (SR 1707).

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

122

Uwharrie St, RAND40022-P:

From Dixon Ave (SR 1443) To Albermarle Rd (SR 1713) | 1.15 miles

Add sidewalk to improve connectivity to local businesses along Uwharrie Street from Dixon Avenue to Albermarle Rd (SR 1713)

123

W Kivett St, RAND40023-P:

From Uwharrie St (SR 1443) To S Fayetteville St US 220 BUS) | 0.64 miles

Add sidewalk to improve connectivity to local businesses and institutions along W Kivett Street from Uwharrie Street (SR 1443) to S Fayetteville Street (US 220 BUS).

124

E Kivett St, RAND40024-P:

From US 220 Bus To S Main St | 0.19 miles

Add sidewalk to improve connectivity to local businesses along E Kivett Street from US 220 Bus to S Main Street.

125

S Main St, RAND40025-P:

From Worth St To E Wainman Ave | 0.35 miles

Add sidewalk to improve connectivity to local businesses and institutions along S Main Street from Worth Street to E Wainman Avenue.

126

E Wainman Ave, RAND40026-P:

From S Cox St (SR 2327) to S Main St | 0.13 miles

Add sidewalk to improve connectivity to local businesses along E Wainman Avenue from S Cox Street (SR 2327) to S Main St.

127

Lanier Ave, RAND40027-P:

From S Church St To N Park St (SR 1451) | 0.15 miles

Add sidewalk to improve connectivity to local businesses along Lanier Avenue from S Church Street to N Park Street (SR 1451).

128

Lindley Ave, RAND40028-P:

From S Main St To Cliff Rd (SR 2203) | 0.16 miles

Add sidewalk to improve connectivity to local businesses and institutions along Lindley Avenue from S Main Street to Cliff Road (SR 2203).

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

129

Glenwood Rd, RAND40029-P:

From E Kivett St To Lindley Ave | 0.15 miles

Add sidewalk to improve connectivity to local businesses and institutions along Glenwood Road from E Kivett Street to Lindley Ave.

130

Glenwood Rd, RAND40030-P:

From E Kivett St To Hillcrest Ctr | 0.24 miles

Add sidewalk to improve connectivity to local businesses and institutions along Glenwood Road from E Kivett Street to Hillcrest Ctr.

131

E Kivett St, RAND40031-P:

From Glenwood Rd to Cliff Rd (SR 2203) | 0.12 miles

Add sidewalk to improve connectivity to local businesses along E Kivett Street from Glenwood Road to Cliff Road (SR 2203).

132

Cliff Rd, RAND40032-P:

From US 64 To E Kivett St (SR 2203) | 0.65 miles

Add sidewalk to improve connectivity to local businesses along Cliff Road from US 64 to E Kivett Street (SR 2203).

134

S High St, RAND40034-P:

From Worth St To Cliff Rd | 0.24 miles

Add sidewalk to improve connectivity to local businesses and institutions along S High Street from Worth Street to Cliff Rd.

135

Shamrock Rd, RAND40035-P:

From Worth St To E Dixie Dr (US 64 Bus) | 1.0 miles

Add sidewalk to improve connectivity to local businesses along Shamrock Road from Worth Street to E Dixie Dr (US 64 Bus).

136

Dublin Rd, RAND40036-P:

From NC 42 To US 64 BUS | 0.57 miles

Add sidewalk to improve connectivity to local businesses and institutions along Dublin Road from NC 42 to US 64 BUS.

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

137

Albemarle Rd, RAND40037-P:

From I-73/74 to S Park St | 0.74 miles

Add sidewalk to improve connectivity to local businesses and institutions along Albemarle Road from I-73/74 to S Park Street.

138

Cooper St, RAND40038-P:

From S Church St To S Park St | 0.16 miles

Add sidewalk to improve connectivity to local businesses and institutions along Cooper Street from S Church Street to S Park Street.

139

W Wainman Ave, RAND40039-P:

From S Park St To S Cherry St (SR 1443) | 0.29 miles

Add sidewalk to improve connectivity to local businesses and institutions along W Wainman Avenue from S Park Street to S Cherry Street (SR 1443).

140

W Academy St (SR 1950), EB-5744:

From High Point St To Railroad Ave | 1.02 miles

Add sidewalk to improve connectivity to local businesses and institutions along W Academy Street (SR 1950) from High Point Street to Railroad Ave.

141

King Rd (SR 2551), RAND40041-P:

From US 64 BUS to NC 49 | 0.46 miles

Add sidewalk to improve connectivity to local businesse along King Road (SR 2551) from US 64 BUS to NC 49.

142

Liberty St, RAND40042-P:

From NC 49 To Depot St | 0.33 miles

Add sidewalk to improve connectivity to local businesses and institutions along Liberty Street from NC 49 to Depot Street.

143

Columbia Ave, RAND40043-P:

From NC 22 To US 64 | 0.53 miles

Add sidewalk to improve connectivity to local businesses along Columbia Avenue from NC 22 to US 64.

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

144

Carter St, RAND40044-P:

From NC 22 To Main St | 0.15 miles

Add sidewalk to improve connectivity to local businesses and institutions along Carter Street from NC 22 to Main St.

145

Leonard Park St, RAND40045-P:

From Brooklyn Ave (SR 2615) To DEAD -END | 0.18 miles

Add sidewalk to improve connectivity to local businesses along Leonard Park Street from Brooklyn Avenue (SR 2615) to the end of the street.

146

Salisbury St, RAND40046-P:

From Church St to W Ridge St | 0.3 miles

Add sidewalk to improve connectivity to local businesses and institutions along Salisbury Street from Church Street to W Ridge Street.

147

W Ridge St, RAND40047-P:

From Church St To Salisbury St | 0.09 miles

Add sidewalk to improve connectivity to local businesses and institutions along W Ridge Street from Church Street to Salisbury Street.

148

Coleridge Rd, RAND40048-P:

From Chisholm Rd (SR 2622) To Foushee Rd | 0.16 miles

Add sidewalk to improve connectivity to local businesses along Coleridge Road from Chisholm Road (SR 2622) to Foushee Road.

150

W Railroad St (SR 2467), RAND40050-P:

From S Main St To Church St | 0.28 miles

Add sidewalk to improve connectivity to local businesses and institutions along W Railroad Street (SR 2467) from Sout Main Street to Church Street.

151

School St, RAND40051-P:

From S Main St To Church St | 0.11 miles

Add sidewalk to improve connectivity to local businesses and institutions along School Street from S Main Street to Church Street.

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

152

Church St, RAND40052-P:

From W Railroad St (SR 2467) To School St | 0.1 miles

Add sidewalk to improve connectivity to local businesses along Church Street from W Railroad Street (SR 2467) to School Street.

153

Redding Rd, RAND40053-P:

From Glenwood Rd (SR 2203) To Dublin Rd (SR 2197) | 0.74 miles

Add sidewalk to improve connectivity to local businesses along Redding Road from Glenwood Road (SR 2203) to Dublin Road (SR 2197).

154

Industrial Park Ave (SR 1191), EB-5862:

From US 220 BUS to Randolph Community College | 0.49 miles

Add sidewalk to improve connectivity to local businesses and institutions along Industrial Park Ave (SR 1191) from US 220 BUS to Randolph Community College.

155

NC 49 , RAND30003-P:

From Jaeco Caudill Drive (SR 1272) to Oak Leaf Road (SR 1323). | 1.04 miles

Add sidewalk to improve connectivity to local businesses along NC 49 from Jaeco Caudill Drive (SR 1272) to Oak Leaf Road (SR 1323).

201

NC 22 (W Main St), RAND30001-BP:

From Sunrisse Ave to Allred St | 1.36 miles

Add a bicycle facility and sidewalks on West Main Street (NC 22) to connect to downtown Franklinville, the Franklinville Public Library, and Franklinville Town Hall, from Sunrise Avenue to Allred Street.

202

N Cost St, RAND40001-BP:

From NC 42 to Greensboro St | 0.5 miles

Add a bicycle facility and sidewalks on North Cost Street to connect Shepherds Day School, local businesses, existing sidewalk networks, and proposed bicycle facilities, from NC 42 to Greensboro Street.

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

203

Greensboro St, RAND40002-BP:

From E Presnell St (SR2344) to Burns St | 0.2 miles

Add a bicycle facility and sidewalks on Greensboro Street to connect to local businesses, medical centers, Randolph Health Hospital, and downtown Asheboro, from E Presnell Street (SR 2344) to Burns Street.

204

S Main St (SR 2469), RAND40003-BP:

From E Franklinville St (SR 2465) to Enterprise St | 0.36 miles

Add a bicycle facility and sidewalks on S Main Street (SR 2469) to connect to Staley Town Hall from E Franklinville Street (SR 2465) to Enterprise Street.

205

W Walker Ave (SR 1453), RAND40004-BP:

From S Park St (SR 1451) to US 220 BUS | 0.36 miles

Add a bicycle facility and sidewalks on West Walker Avenue (SR 1453) to connect to downtown Asheboro, South Asheboro Middle School, and the existing sidewalk network, from S Park Street (SR 1451) to US 220 BUS.

206

E Walker Ave, RAND40005-BP:

From US 220 BUS to Oakdale St | 0.26 miles

Add a bicycle facility and sidewalks on East Walker Avenue to connect to downtown Asheboro and the existing sidewalk network, from US 220 BUS to Oakdale Street.

207

Oakdale St, RAND40006-BP:

From S Cox St (SR 2327) to E Walker Ave | 0.3 miles

Add a bicycle facility and sidewalks on Oakdale Street to connect to downtown Asheboro and the existing sidewalk network from S Cox Street (SR 2327) to E Walker Avenue.

208

S Cox St (SR 2327), RAND40007-BP:

From US 64 to Stowe Ave | 0.68 miles

Add a bicycle facility and sidewalks on South Cox Street (SR 2327) to connect to Randolph Community College, local businesses, and downtown Asheboro, from US 64 to Stowe Avenue.

210

Rose St , RAND40010-BP:

From NC22 to Pine St | 0.38 miles

Add a bicycle facility and sidewalks on Rose Street to connect to the Franklinville Public Library, Franklinville Town Hall, and Franklinville Elementary School, from NC 22 to Pine Street.

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

211

Foushee Rd (SR 2621), RAND40011-BP:

From NC 22 To Reed Creek Rd (SR 2668) | 1.18 miles

Add bicycle facility and sidewalks on Foushee Rd (SR 2621) to connect to downtown Ramseur and Southeastern Randolph Middle School from NC 22 to Reed Creek Road (SR 2668).

212

White Oak St (SR 3262), RAND40012-BP:

From NC 42 to W Presnell St (SR 1462) | 0.96 miles

Add a bicycle facility and sidewalks on White Oak Street (SR 3262) to connect to downtown Asheboro, Randolph Health Hospital, and the existing sidewalk network from NC 42 to W Presnell Street (SR 1462).

213

Foust St, RAND40013-BP:

From White Oak St (SR 3262) To Ross St | 0.46 miles

Add a bicycle facility and sidewalks on Foust Street to connect to downtown Asheboro, Randolph Health Hospital, Charles W. McCrary Elementary School, from White Oak Street (SR 3262) to Ross St.

301

Birkhead Wilderness Trail 1, RAND00001-M:

From Montgomery County To Birkhead Wilderness Trail 1 | 9.67 miles

A multi-use path on off-road trails is recommended to improve multi-modal connectivity from Montgomery County to other proposed regional multi-modal facilities near Tot Hill Farm Road.

302

Birkhead Wilderness Trail 2, RAND00002-M:

From Uwharrie River to Old Asheboro/Seagrove Rail Trail | 11.23 miles

A multi-use path on off-road trails is recommended to improve multi-modal connectivity from the Uwharrie River to other proposed regional multi-use path facilities.

303

Deep River Heritage Corridor , RAND00003-M:

From Moore County to Richland Creek Trail | 9.12 miles

A multi-use path on off-road trails is recommended to improve multi-modal connectivity from Montgomery County to other proposed regional multi-use path facilities.

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

304

Deep River Trail 1, RAND00004-M:

From Randleman Lake Trail to Deep River Heritage Corridor | 5.99 miles

A multi-use path on off-road trails is recommended to improve multi-modal connectivity from Randleman to other proposed regional multi-use path facilities connecting to Asheboro and Ramseur.

305

Deep River Trail 2, RAND00005-M:

From Haskett Creek Trail to Richland Creek Trail | 18.46 miles

A multi-use path on off-road trails is recommended to improve multi-modal connectivity from Ramseur to other proposed regional multi-use path facilities.

306

Gabriels Creek Trail, RAND00006-M:

From Richland Creek Trail To Haskett Creek Trail | 6.72 miles

A multi-use path on off-road trails is recommended to improve multi-modal connectivity from Franklinville to south of Asheboro and other proposed regional multi-use path facilities.

307

Lake Lucas Trail, RAND00007-M:

From Old Lexington Rd to Sunset Ave | 3.21 miles

A multi-use path on off-road trails is recommended to improve multi-modal connectivity from Lake Lucas to Asheboro.

308

Muddy Creek Trail , RAND00008-M:

From Walker Mill Rd To Deep River Trail | 4.76 miles

A multi-use path on off-road trails is recommended to improve multi-modal connectivity to Randleman Lake and other proposed regional multi-use path facilities.

309

Old Asheboro/Seagrove Rail Trail, RAND00009-M:

From High Pine Church Road To Near US 220 BUS | 11.1 miles

A multi-use path on off-road trails is recommended to improve multi-modal connectivity to Seagrove and other proposed regional multi-use path facilities.

310

Old Franklinville Trail, RAND00010-M:

From Deep River Trail To Guilford County | 13.37 miles

A multi-use path on off-road trails is recommended to improve multi-modal connectivity from Franklinville and Ramseur to Guilford County.

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

312

Richland Creek Trail, RAND00012-M:

From NC 159 To Deep River Trail | 14.7 miles

A multi-use path on off-road trails is recommended to improve multi-modal connectivity from south Asheboro to other proposed regional multi-use path facilities.

313

Sandy Creek Trail, RAND00013-M:

From Deep River Trail to Town of Liberty | 11.11 miles

A multi-use path on off-road trails is recommended to improve multi-modal connectivity to Liberty, Staley, and other proposed regional multi-use path facilities.

314

Uwharrie River Trail, RAND00014-M:

From Montgomery County to Birkhead Wilderness Trail | 17.03 miles

A multi-use path on off-road trails is recommended to improve multi-modal connectivity from Montgomery County to other proposed regional multi-use path facilities.

315

Caraway Creek Trail, RAND00015-M:

From Birkhead Wilderness Trail to Indian Trail (SR 3277) | 12.56 miles

A multi-use path on off-road trails is recommended to improve multi-modal connectivity to the High Point MPO and other proposed regional multi-use path facilities.

317

Haskett Creek Trail , RAND00017-M:

From W Bailey St to Deep River Trail | 4.64 miles

A multi-use path on off-road trails is recommended to improve multi-modal connectivity to Haskett Creek in north Asheboro, Balfour Elementary school, North Asheboro Middle School and other proposed regional multi-use path facilities.

501 ★

US 64 BUS Widening, RAND20001-H:

From I-73/74 to US 64 Bypass | 4.32 miles

Recommended Improvements to this facility include: reducing conflict intersections, traffic signal operation adjustments, and adding new service roads to alleviate future congestion. This project also includes a sidewalk recommendation.

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

502 ★ **US 220 BUS Improvements, RAND20011-H:**

From Sunset Ave (SR 1442) to Hampton Rd (SR 1485) | 0.68 miles

Implement access management strategy to improve mobility and safety from Sunset Avenue (SR 1442) to Hampton Road (SR 1485), including intersection improvements at NC 42 and East Presnell Street. This project also includes a sidewalk recommendation.

503 ★ **US 220 Business Improvement, U-6007:**

From Ridge Street to Walker Avenue | 0.47 miles

Construct left and right-turn lanes at intersections and major points of activity from Ridge Street (SR 2915) to West Walker Avenue (SR 1453). This project also includes a sidewalk recommendation.

504 ★ **US220 BUS Widening, RAND20006-H:**

From McDowell Rd (SR 1150) to E Dixie Dr (US 64 BUS) | 0.16 miles

Widen from a three-lane to a five-lane facility with a center turn lane to alleviate future congestion, improve mobility and safety from McDowell Road to East Dixie Drive. This project also includes a sidewalk recommendation.

505 ★ **NC 42 Widening, RAND30001-H:**

From I-73/74 to E Salisbury St (SR 2237) | 1.28 miles

Widen from a two-lane to a three-lane facility with a center left turn lane to alleviate future congestion including an intersection improvements at US 220 Business. This project also includes sidewalk and bicycle recommendations from I-73/74 to East Salisbury Street.

506 ★ **NC 705 Improvements, RAND30004-H:**

From I-73/74 to Old US 220 Alt | 0.8 miles

Upgrade to 11-foot lanes with paved shoulders to improve mobility and safety from I-73/74 to Old US 220 Alternative (SR 2859).

508 ★ **W Presnell Street Widening, RAND40001-H:**

From I-73/74 to Meadowbrook Rd | 1.32 miles

Widen from a two-lane to a three-lane facility with a center left-turn lane to alleviate future congestion from I-73/74 to Meadowbrook Road, including an intersection improvement at US 220 BUS. This project also includes sidewalk and bicycle facility recommendations.

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

510 ★ **NC 22 Improvements, RAND30012-H:**

From Main St to Chatham County | 0.69 miles

Upgrade to 12-foot wide lanes with paved shoulders to improve mobility and safety from Main Road to Chatham County.

511 ★ **NC 42 Widening, U-5743:**

From East Salisbury St (SR 2237) to Dixie Dr (US 64/ NC49) | 0.76 miles

Widen from a two-lane to a three-lane facility with a center left turn lane to alleviate future congestion from East Salisbury Street (SR 2237) to Dixie Drive (US 64/NC 49). This project also includes sidewalk and bicycle recommendations.

512 ★ **Gold Hill RD (SR 2183) Improvements, RAND40046-H:**

From Old Liberty Rd (SR2261) to E Presnell St (SR 2345) | 2.98 miles

Upgrade to a 2-lane major thoroughfare with 12-foot wide lanes with paved shoulders to improve mobility and safety from Old Liberty Road (SR 2261) to East Presnell Street (SR 2345). This project also includes a bicycle facility recommendation.

513 ★ **Old Liberty Road (SR 2261) Improvements, RAND40034-H:**

From US 220 BUS to US 421 | 2.99 miles

Upgrade to 12-foot wide lanes with paved shoulders to improve mobility and safety from US 220 Business to US 421. This project also includes sidewalk and bicycle facility recommendations from US 220 Business to Little Point Road.

514 ★ **US 220 BUS Widening, RAND20004-H:**

From Hwy 311 Ext (SR 1009) to New Salem Rd (SR 2116) | 1.93 miles

Widen to a three-lane facility with a center left turn lane to alleviate future congestion. This project also includes a bicycle recommendation.

515 ★ **Old 421 Rd (SR 1006) Improvements , RAND40032-H:**

Chatham County to Guilford County | 4.26 miles

Upgrade Old US 421 (SR 1006) to 12-foot lanes with paved shoulder from Chatham County to Guilford County. This includes a bicycle recommendation from W Franklinville St in Staley to W Starmount Ave in Liberty.

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

516 ★ **NC 49 Improvements, RAND30008-H:**

from Alamance County to South Valley Street and from the West Patterson Avenue in Liberty to US 64 in Ramseur | 0.74 miles

Upgrade to 12-foot wide lanes with paved shoulders to improve mobility and safety from Alamance County to South Valley Street and from West Patterson Avenue to US 64. This project also includes a bicycle facility recommendation from Furguson Road to Old Staley Road.

517 ★ **US 64 / NC 49 Improvement, RAND20008-H:**

From Pleasant Ridge Rd (SR 1003) to Reed Creek Rd (SR 2668) | 0.4 miles

Upgrade to boulevard standards by converting the existing five-lane facility to a four-lane facility with a median, including adding a turn lane at NC 22 intersection. This project also includes a bicycle recommendation from Pleasant Ridge Road to Reed Creek Road.

518 ★ **NC 159 Improvments, RAND30006-H:**

From East Dixie Drive to Zoo Connector | 2.73 miles

Upgrade to 12-foot lanes with paved shoulders to improve mobility and safety from East Dixie Drive to Zoo Connector. Extend the roadway to existing roundabout on Zoo Parkway. This project also includes a bicycle facility recommendation.

519 ★ **US 220 BUS Widening, R-5956A:**

From Vision Dr to Hub Morris Rd | 2.28 miles

Widen to a five lane facility with a center left turn lane to alleviate future congestion and improve mobility from Vision Drive to Hub Morrison Road.

520 ★ **US 220 BUS, R-5956B:**

From Hub Morris Rd to Caudie Road | 1.26 miles

Widen from a three-lane to a five-lane facility with a center left-turn lane to alleviate future congestion from Hub Morris Road (SR 2149) to Caudle Road (SR 2123). This project includes a sidewalk facility recommendations.

DRAFT

Bike/Ped Class: Bicycle Pedestrian Bike and Ped Multiuse Path Bike/Ped Bridge
★ Denotes Highway Incidental

CTP MAPS AND RECOMMENDATIONS FILES

Name of Facility Types Map File: **Randolph_Highway_Facility_Types_Map.pdf**
Name of Highway Map File: **Randolph_Highway_Recommendations_Map.pdf**
Name of Highway Recommendations File: **Randolph_Highway_Recommendations_List.pdf**
Name Public Transportation Map File: **Randolph_PublicTransport_Recommendations_Map.pdf**
Name Public Transportation Recommendations File: **Randolph_PublicTransport_Recommendations_List.pdf**
Name of Bike/Ped Map File: **Randolph_BikePed_Recommendations_Map.pdf**
Name of Bike/Ped Recommendations File: **Randolph_BikePed_Recommendations_List.pdf**

CTP APPROVALS

Based on state statute §136-66.2, Comprehensive Transportation Plans must be adopted locally and by the North Carolina Board of Transportation.

The below table shows all the areas that adopted or endorsed the Randolph County CTP.

Area	Dates	Type
City of Asheboro	November 5, 2026	Adoption
Town of Franklinville	November 9, 2026	Adoption
Town of Liberty	October 26, 2026	Adoption
Town of Ramseur	November 17, 2026	Adoption
City of Randleman	November 3, 2026	Adoption
Town of Seagrove	November 10, 2026	Adoption
Town of Staley	December 8, 2026	Adoption
Randolph County	December 7, 2026	Adoption
Piedmont Triad RPO	December 16, 2026	Endorsement
N.C. Board of Transportation	January 2027	Adoption

Adoption and endorsement resolutions are available in the Approvals/ Resolutions Appendix.

UNADDRESSED DEFICIENCIES

This section identifies any deficiencies that were identified during the development of the plan, but, for varying reasons, recommendations were not made.

They are:

- By 2050, U.S. 64 Business is projected to be near or over capacity from I-73/74 to N.C. 42. Local consensus favors preserving the current 5-lane facility with a centered turn lane. Consequently, proposed interim measures prioritize intersection-level enhancements to manage traffic flow without full corridor widening. The previous efforts in the Randolph County CTP (2014) recommended to have a six-lane divided facility with median to have more restrictive access management along the corridor.
- E/W Salisbury Street from I-73/74 to NC 42 is expected to be over capacity by 2050. Given the low speeds and limited room for full widening, it was determined to recommend a 3-lane facility with a centered turn lane with intersection- level enhancements.

DISCLAIMER

This report documents the work of the Randolph County Comprehensive Transportation Plan study.

The N.C. Department of Transportation and any of the adopting/endorsing organizations of Randolph County Comprehensive Transportation Plan:

1. Shall not be held liable for any errors in the data in this report or any accompanying documentation. This includes errors of omission, commission, errors concerning the content of the data, and relative and positional accuracy of the data.
2. Do not represent, warrant or guarantee that the guidance in this report will lead to any particular outcome or result.
3. Will not be held liable in respect to any losses, including without limitation: loss of profits or income, revenue, use, production, anticipated savings, business, contracts, commercial opportunities, or goodwill based on the information in this report or other supporting documentation.

Primary sources from which this data was compiled must be consulted for verification of information contained in this report.

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ORDINANCE NUMBER. _____

CITY COUNCIL OF THE CITY OF ASHEBORO, NORTH CAROLINA

AN ORDINANCE TRANSFERRING A CONSTRUCTION AND DEMOLITION DEBRIS LANDFILL FRANCHISE TO WALL RECYCLING, LLC D/B/A LIBERTY WASTE SOLUTIONS

WHEREAS, pursuant to a franchise ordinance that received final approval from the Asheboro City Council (the "Council") on January 7, 2021, Asheboro Land Development, LLC operates a construction and demolition debris landfill within the corporate limits of the City of Asheboro (the "City") at 385 Gold Hill Road, Asheboro, North Carolina 27203 under the name of under the name of Wall Recycling; and

WHEREAS, pursuant to this January 7, 2021 Franchise Ordinance, The State of North Carolina Department of Environmental Quality, Division of Waste Management, Solid Waste Division (DEQ) issued Permit No. 7606 to Asheboro Land Development, LLC (Landowner) and Wall Recycling, LLC (Operator); and

WHEREAS, Wall Recycling, LLC acquired ownership of the approximately 30 acres of land permitted for use as a construction and demolition debris landfill, by the January 7, 2021 Franchise Ordinance and DEQ Permit No. 7606, in Deed Book 2906, Page 94, of the Randolph County Register of Deeds; and

WHEREAS, Wall Recycling, LLC d/b/a Liberty Waste Solutions acquired Wall Recycling LLC; and

WHEREAS, in recognition of this change in ownership, the Council has been asked to transfer the January 7, 2021 Franchise Ordinance from Asheboro Land Development, LLC to Wall Recycling, LLC d/b/a Liberty Waste Solutions; and

WHEREAS, immediately prior to taking final action on this request, the Council utilized a properly advertised public hearing to obtain comments from interested parties on the question of granting the requested franchise; and

WHEREAS, after reviewing the available information, the Council concluded that transferring the January 7, 2021 Franchise Ordinance from Asheboro Land Development, LLC to Wall Recycling, LLC d/b/a Liberty Waste Solutions is in the public interest.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Asheboro as follows:

Section 1. Pursuant to and in accordance with Sections 130A-294 and 160A-319 of the North Carolina General Statutes, Wall Recycling, LLC d/b/a Liberty Waste Solutions (the "Franchisee") is hereby transferred the January 7, 2021 Franchise Ordinance originally issued to Asheboro Land Development, LLC to operate the construction and demolition debris landfill at 385 Gold Hill Road, Asheboro, North Carolina 27203 (the "Landfill").

Section 2. The Landfill shall have available for its use approximately 30 acres of land permitted in accordance with the laws of the State of North Carolina for use as a construction and demolition debris landfill.

Section 3. No more than 500 tons of waste shall be deposited into the Landfill per day. With this amount of incoming waste, the Landfill will have an estimated life of 20 years.

Section 4. A facility plan for the Landfill has been submitted to the city. The facility plan includes the boundaries of the proposed facility, the proposed development of the facility, the boundaries of all waste disposal units, final elevations and capacity of all waste disposal units, the amount of waste to be received per day in tons, the total waste disposal capacity of the Landfill in tons, a description of environmental controls, and a description of any other waste management activities to be conducted at the facility as well as the proposed location of soil borrow areas and all other facilities and infrastructure, including ingress and egress to the facility. No leachate facilities are needed for this construction and demolition debris landfill.

A copy of the facility plan is on file in the city clerk's office and is available for public inspection. The facility plan is hereby incorporated into this Ordinance by reference as if copied fully herein.

Section 5. Throughout the duration of the franchise granted by this Ordinance, the Franchisee shall purchase and maintain an environmental liability insurance policy with coverage limits of no less than $1,000,000; a general liability insurance policy with coverage limits of no less than $1,000,000; and workers' compensation insurance coverage that complies with the applicable provisions of the North Carolina General Statutes. The City shall be named as an additional insured under the environmental liability insurance and general liability insurance policies.

On an annual basis, the City shall be furnished with Certificates of Insurance in a form satisfactory to the City for the purpose of verifying the existence of the insurance coverage required by this section. The insurance policies mandated by this section shall provide for 30 days advance written notice of material change, cancellation, or non-renewal.

Section 6. The population to be served by the Landfill will be primarily commercial contractors who specialize in construction and demolition activities. The main waste stream will primarily come from the City of Asheboro and Randolph County, but all counties in North Carolina are included in the Landfill's service area.

Section 7. As part of its efforts to reduce, reuse, and recycle as much solid waste as possible, the City has worked in a cooperative manner with the landfill at 385 Gold Hill Road to dispose of the following materials: brush, tree trimmings, leaves, yard waste, and stumps as well as clean concrete, building materials, and construction and demolition materials. After these materials are taken to the facility by city personnel and/or others, the materials are processed in a variety of ways and, if possible, resold to the public. Therefore, the continued successful operation of the landfill at 385 Gold Hill Road will have a positive impact on the City's efforts to reduce, reuse, and recycle solid waste.

With specific regard to the disposal of construction and demolition waste, the Landfill will continue to be a vital actor in the process. The granting of the requested franchise so as to maintain a privately owned and properly permitted construction and demolition debris landfill in Asheboro is critical to providing cost-effective disposal options to meet the needs of the municipality's citizens.

Section 8. The waste accepted by the Landfill shall be composed of waste or debris resulting from roofing, construction, remodeling, repair, or demolition operations on pavement, buildings, or other structures. In furtherance of the City's goal to promote and make available cost-effective disposal options that are

environmentally sustainable, the Franchisee is authorized, by way of illustration and not limitation, to accept waste containing asbestos. However, the Franchisee shall monitor the waste offered to the Landfill and shall reject any unacceptable waste including without limitation organic/household waste; waste that has been in contact with petroleum, solvents, or chemicals; waste containing PCB's; and waste that has been in contact with pesticides or herbicides.

Section 9. The fee schedule for the Landfill is attached to this Ordinance as Exhibit A and is hereby incorporated into this Ordinance by reference as if copied fully herein. This fee schedule may be adjusted by the Franchisee on an annual basis in accordance with the Consumer Price Index - All Urban Consumers, U.S. City Average, All Items (not seasonally adjusted) as published by the U. S. Department of Labor, Bureau of Labor Statistics with an index base period of 1982-84 = 100. Such an adjustment shall be made on the 1st day of July of each year that this franchise is in full force and effect. On the adjustment date, the above-referenced fee schedule may be increased by a percentage equal to the cumulative percentage increase, if any, in the above-cited consumer price index (the "CPI"). The cumulative percentage increase in the CPI means the percentage increase, if any, in the CPI for the month of May immediately preceding the adjustment date over the CPI recorded for the month of May during the preceding calendar year.

If the CPI ceases to use as the basis of calculation the standard of 1982-84 = 100, or if a change is made in the items contained in the CPI, or if the CPI is altered, modified, converted, or revised in any other manner, then the foregoing computations shall be made with the use of such conversion factor, formula, or table for converting the CPI as may be published by the Bureau of Labor Statistics. If the Bureau of Labor Statistics does not publish such conversion information, then the foregoing computations shall be made with the use of a conversion factor that adjusts the modified CPI to the figure that would have been calculated had the manner of computing the CPI not been altered.

Section 10. The franchise granted by this Ordinance is granted for the Landfill's life-of-site, but this period shall not exceed 60 years. The term "life-of-site" is defined in Section 130A-294(a2) of the North Carolina General Statutes.

Section 11. The Franchisee agrees to operate the Landfill in accordance with all applicable laws and regulations and shall comply with any permit(s) issued by the State of North Carolina.

Section 12. The Franchisee shall require anyone using the Landfill to comply with Section 20-116(g) of the North Carolina General Statutes.

Section 13. The effective date of this January 7, 2021 Franchise Ordinance shall remain January 7, 2021. The effective date of the transfer of the January 7, 2021 Franchise Ordinance shall be December 10, 2026.

Section 14. All ordinances and clauses of ordinances in conflict with this Ordinance, specifically including without limitation any and all previously approved construction and demolition debris landfill franchise ordinances, are hereby repealed effective December 10, 2026.

This Ordinance was initially adopted by the Asheboro City Council during a regular meeting held on November 5, 2026.

The Asheboro City Council granted final approval of the Ordinance after a public hearing and second reading of the Ordinance during the Council's regular meeting on _____.

_____

W. Joseph Trogdon, Jr., Mayor

ATTEST:

_____

Holly H. Doerr, CMC, NCCMC, City Clerk

EXHIBIT A

June 19, 2026

Mr. Thomas D. Carruthers, City Attorney
Mr. Donald Duncan, City Manager
Mr. David Hutchins, Publics Work Director
City of Asheboro, North Carolina

Re: Annual Rate Adjustment
Wall Recycling, LLC d/b/a Liberty Waste Solutions – Asheboro C&D Landfill

Please allow this letter to serve as formal notification of rate adjustments effective July 1, 2026, pursuant to Section 9 of the current franchise ordinance 10 ORD 4-20 entered into as of April 15, 2020, by and between Morton & Sewell Development Company, Inc, whom was later acquired by Wall Recycling, LLC (d/b/a Liberty Waste Solutions), and the City of Asheboro, North Carolina.

As customary, the fee schedule may be adjusted on an annual basis utilizing the Consumer Price Index – All Urban Consumers (CPI-U), U.S. City Average, All Items (not seasonally adjusted), as published by the U.S. Department of Labor, Bureau of Labor Statistics, with an index base period of 1982-84 = 100, to determine the applicable rate adjustment since the last increase. The period utilized for this calculation is May 2025 through May 2026.

Please find attached the Bureau of Labor Statistics index data along with the Fee Schedule reflecting both current and newly adjusted rates effective July 1st.

The adjustment for this period is 4.25%, calculated as follows:

335.123 (May 2026) ÷ 321.465 (May 2025)

Please let me know if you have any questions or require any additional information. As always, we appreciate the continued partnership.

Regards,

Rick Klonowski
Area Post Collections & Environmental Manager – Liberty Waste Solutions
Email: rklonowski@libertywastesolutions.com
Phone: (984) 332-2796

CPI Data:

Consumer Price Index for All Urban Consumers (CPI-U)
Original Data Value

Series Id:	CUUR0000SA0
Not Seasonally Adjusted	
Series Title:	All items in U.S. city average, all urban consumers,
Area:	U.S. city average
Item:	All items
Base Period:	1982-84=100
Years:	2016 to 2026

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	HALF1	HALF2
2016	236.916	237.111	238.132	239.261	240.229	241.018	240.628	240.849	241.428	241.729	241.353	241.432	238.778	241.237
2017	242.839	243.603	243.801	244.524	244.733	244.955	244.786	245.519	246.819	246.663	246.669	246.524	244.076	246.163
2018	247.867	248.991	249.554	250.546	251.588	251.989	252.006	252.146	252.439	252.885	252.038	251.233	250.089	252.125
2019	251.712	252.776	254.202	255.548	256.092	256.143	256.571	256.558	256.759	257.346	257.208	256.974	254.412	256.903
2020	257.971	258.678	258.115	256.389	256.394	257.797	259.101	259.918	260.280	260.388	260.229	260.474	257.557	260.065
2021	261.582	263.014	264.877	267.054	269.195	271.696	273.003	273.567	274.310	276.589	277.948	278.802	266.236	275.703
2022	281.148	283.716	287.504	289.109	292.296	296.311	296.276	296.171	296.808	298.012	297.711	296.797	288.347	296.963
2023	299.170	300.840	301.836	303.363	304.127	305.109	305.691	307.026	307.789	307.671	307.051	306.746	302.408	306.996
2024	308.417	310.326	312.332	313.548	314.069	314.175	314.540	314.796	315.301	315.664	315.493	315.605	312.145	315.233
2025	317.671	319.082	319.799	320.795	321.465	322.561	323.048	323.976	324.800		324.122	324.054	320.229	324.000
2026	325.252	326.785	330.213	333.020	335.123									

Beginning Calc Period	May	2025	321.465
End Calc Period	May	2026	335.123
CPI Adjustment			4.25%

Asheboro C&D Landfill Fee Schedule - Rate Adjustment Effective July 1st, 2026

			4.25%		$15.87	
Waste Description	**Unit of Charge**	**Current Base Fee**	**Base Fee Increase**	**Base Fee**	**Minimum Fee**	**State Tax (Per Ton)**
Construction and Demolition Waste	Per Ton	$40.19	$1.71	$41.90	$16.54	$2.00
Clean Concrete	Per Ton	$15.87	$0.67	$16.54	$16.54	$2.00
Asbestos	Per Ton	$79.33	$3.37	$82.71	$16.54	$2.00

Notes:

The price list, as with the franchise ordinance itself, only addresses the Construction and Demolotion Debris Landfill charges and is not inclusive of all user charges incurred at the landfill.

All materials will be charged a $2.00/ton Solid Waste Tax

227

Minutes of the meeting of the Asheboro Alcoholic Beverage Control Board held on October 6, 2026

The Asheboro ABC Board met on Tuesday, October 6, 2026, 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 (GM)Amy Welch. 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 regular September 2026, meeting (held August 25, 2026), were reviewed and approved by the Board.

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

Chairman Steve Knight, made a motion to receive, accept, and approve the annual independent audit completed by Durham Lewis CPA, PLLC. The motion was approved by the Board.

The Board reviewed the Insurance Renewal Proposal with High Point Bank. Chairman Steve Knight made the motion to increase the Public Officials/Employment Practices Liability Policy to $3,000,000. The Chairman made the motion to accept the proposal once the changes have been made and the Board approved.

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

1. Asheboro ABC sales statistics comparing:

    - August 2026 sales with the previous month indicate:
        - An overall -5.4% change (all sales and tax collections)

    - August 2026 sales with sales from the same month last year indicate:
        - Retail Sales -8.8%.
        - Mixed Beverage Sales +6.4%.
        - Sales Tax Collections: -8.8%.
        - Overall Collections: -6.57%.

    - August 2026 bottle sales with bottle sales from the same month last year indicate:
        - Retail Bottle Sales: +4.3%
        - Mixed Beverage Bottle Sales: +18.5%
        - Overall Bottle Sales% +5.7%

    - September 2026 sales with the previous month indicate:
        - An overall +.3% change (all sales and tax collections)

- September 2026 sales with sales from the same month last year indicate:
  - Retail Sales 0.0%
  - Mixed Beverage Sales: +7.1%
  - Sales Tax Collections: +1.1%
  - Overall Collections: +1.03%

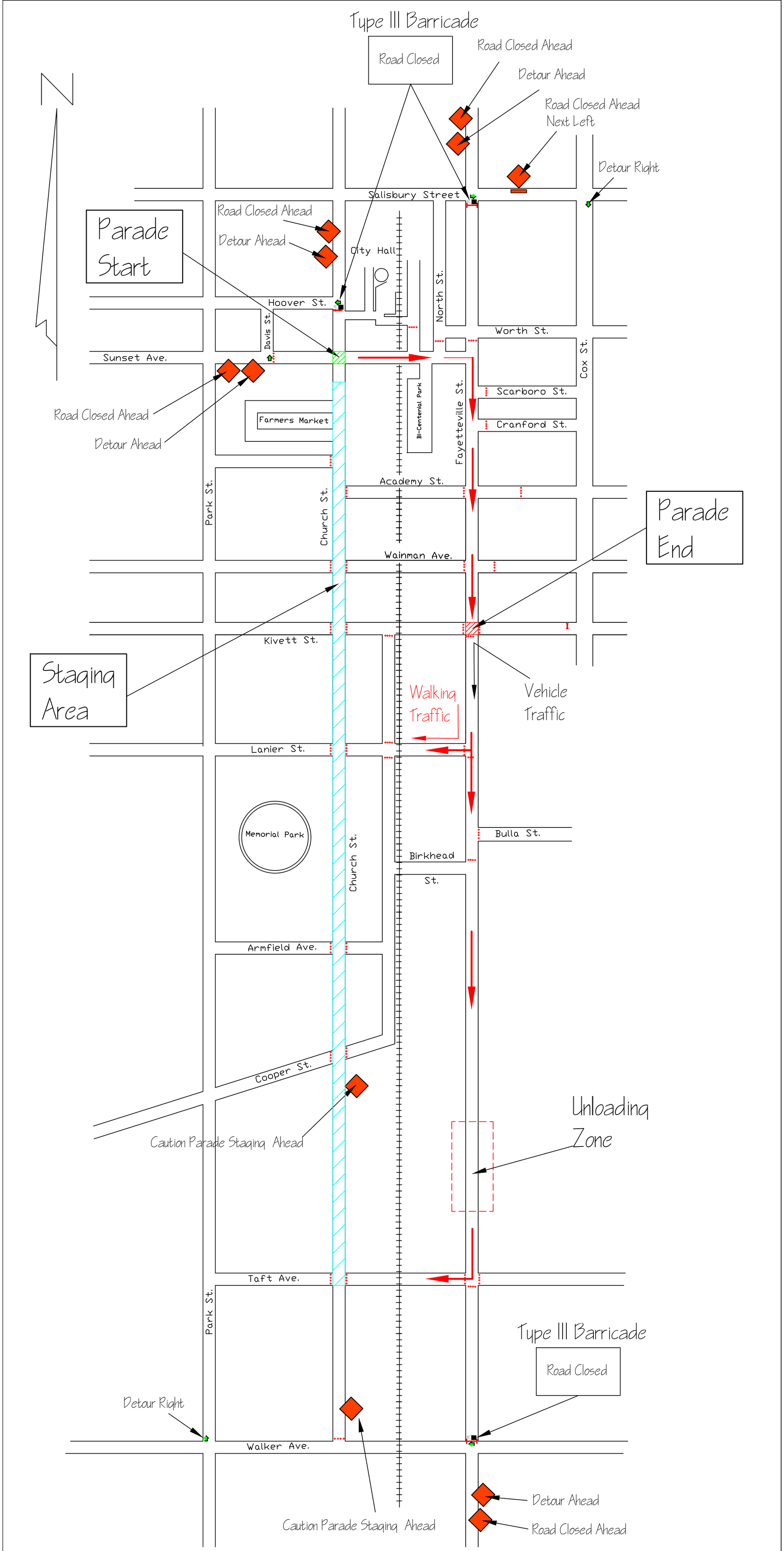
- September 2026 bottle sales with bottle sales from the same month last year indicate:
  - Retail Bottle Sales: +6.5%
  - Mixed Beverage Bottle Sales: +9.7%
  - Overall Bottle Sales: +6.8%

The next regular Asheboro ABC Board meeting will be held Tuesday, November 3, 2026, at 5:30 p.m.

There being no further business, the meeting was adjourned.

Prepared by Amy Welch, GM, and Approved by the Board Amy Welch 11/3/26
GM

Stephen R Knight



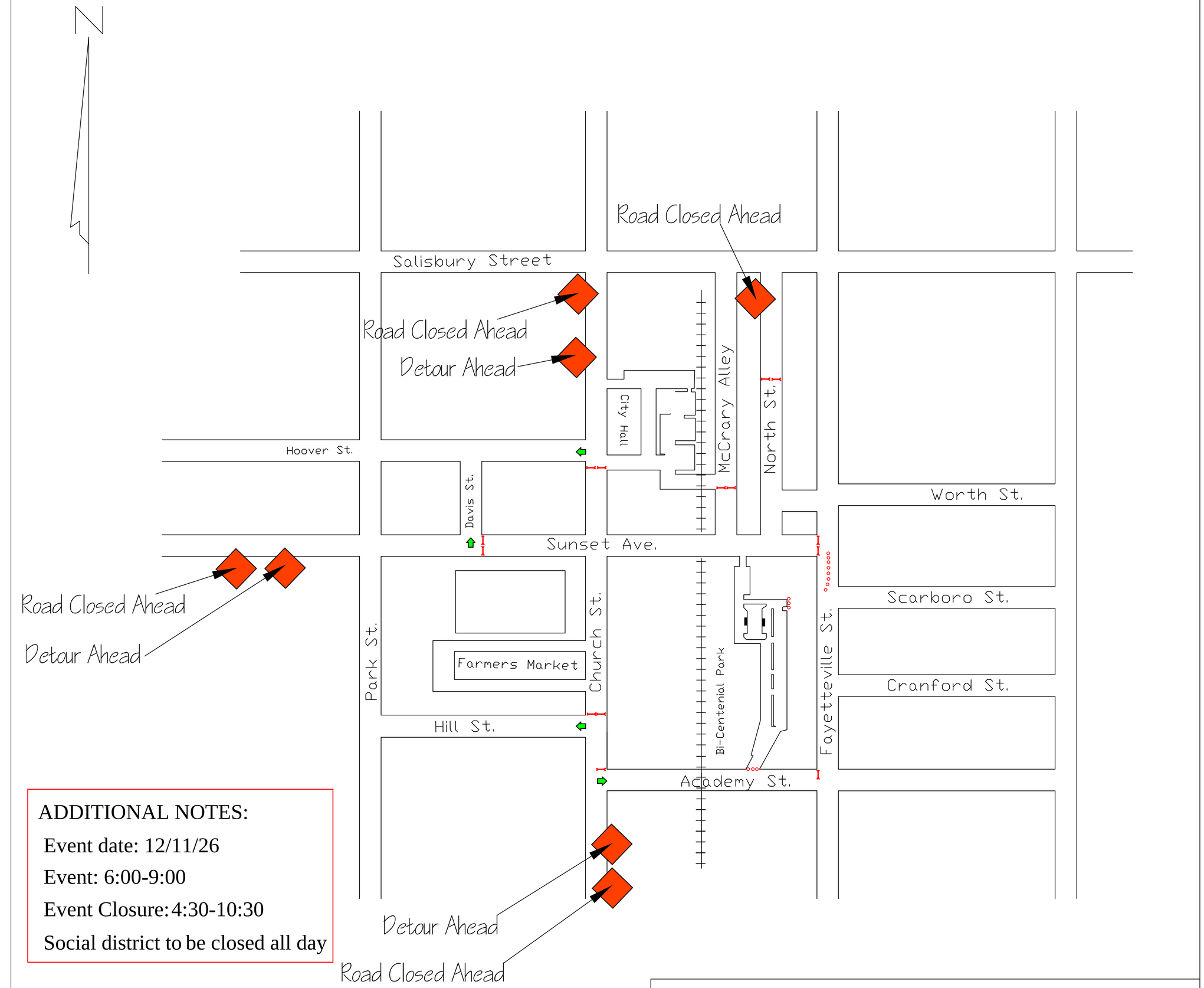
ADDITIONAL NOTES:

Event Date: 12/4/26

Event: 7:00-9:00

Event Closure: 5:00-10:30

Social district to be closed all day



ADDITIONAL NOTES:

Event date: 12/11/26

Event: 6:00-9:00

Event Closure: 4:30-10:30

Social district to be closed all day

Christmas On Sunset

PUBLIC NOTICE

PROPOSED DONATION OF SURPLUS VEHICLE TO NONPROFIT ORGANIZATION

Pursuant to North Carolina General Statute § 160A-280, the City of Asheboro hereby gives notice of its intent to donate surplus personal property to a nonprofit organization.

The property proposed for donation is a **2011 Dodge Grand Caravan**, which the City has determined to be surplus, obsolete, or unused and no longer needed for municipal operations.

The proposed recipient is **Keaton's Place**, a nonprofit 501(c)(3) organization dedicated to providing second chances for individuals and families impacted by substance use disorder. The organization intends to use the vehicle to transport individuals to appointments, treatment services, and family-related activities, helping improve access to essential services and support.

The Asheboro City Council will consider adoption of a resolution authorizing the donation at its Regular Meeting on **Thursday, November 5, 2026, at 6:00 p.m.**, in the City Council Chamber at Asheboro City Hall, 146 N. Church Street, Asheboro, North Carolina.

This notice is posted pursuant to N.C.G.S. § 160A-280.

CITY OF ASHEBORO

October 30, 2026

ORDINANCE TO AMEND
THE WATER AND SEWER FUND
FY 2026-2027

WHEREAS, The City of Asheboro recommends an amendment to all General Operating Fund budgets to account for mid-year salary adjustments that are not included in adopted 2026-2027 operating budget.

WHEREAS, the City of Asheboro recommends an amendment to the Building Inspection Department for position reclassification and division reorganization.

WHEREAS The City Council of the City of Asheboro desires to amend the budget as required by law to adjust for changes in expenditures in comparison to the current fiscal year adopted budget.

WHEREAS the City Council of the City of Asheboro wants to follow all generally accepted accounting principles.

THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ASHEBORO, NORTH CAROLINA:

That the following Revenue line item be increased:

Account #	Description	Increase
30-000-399.0000	Fund Balance Allocation	60,775

That the following Expense line item be increased / (decreased):

Account #	Description	Increase
30-720-502.0000	Salaries and Wages	2,917
30-720-502.1000	Salaries and Wages- PT	584
30-720-507.0002	FICA / Medicare	268
30-720-507.0005	Retirement	440
30-810-502.0000	Salaries and Wages	4,083
30-810-507.0002	FICA / Medicare	312
30-810-507.0005	Retirement	617
30-820-502.0000	Salaries and Wages	5,250
30-820-507.0002	FICA / Medicare	402
30-820-507.0005	Retirement	793
30-830-502.0000	Salaries and Wages	7,583
30-830-507.0002	FICA / Medicare	580
30-830-507.0005	Retirement	1,145
30-840-502.0000	Salaries and Wages	8,167
30-840-507.0002	FICA / Medicare	625
30-840-507.0005	Retirement	1,233

ORDINANCE TO AMEND
THE WATER AND SEWER FUND
FY 2026-2027

Account #	Description	Increase
30-850-502.0000	Salaries and Wages	8,750
30-850-507.0002	FICA / Medicare	669
30-850-507.0005	Retirement	1,321
30-860-502.0000	Salaries and Wages	1,750
30-860-507.0002	FICA / Medicare	134
30-860-507.0005	Retirement	264
30-870-502.0000	Salaries and Wages	7,583
30-870-507.0002	FICA / Medicare	580
30-870-507.0005	Retirement	1,145
30-880-502.0000	Salaries and Wages	2,917
30-880-507.0002	FICA / Medicare	223
30-880-507.0005	Retirement	440
		$60,775

Adopted the 5th day of November 2026.

_____
W. Joseph Trogdon Jr., Mayor

ATTEST:

_____
Holly H. Doerr, CMC, NCCMC, City Clerk

ORDINANCE TO AMEND
THE GENERAL FUND
FY 2026-2027

WHEREAS, The City of Asheboro recommends an amendment to all General Operating Fund budgets to account for mid-year salary adjustments that are not included in the 2026-2027 operating budget.

WHEREAS, the City of Asheboro recommends an amendment to the Building Inspection Department for position reclassification and division reorganization.

WHEREAS The City Council of the City of Asheboro desires to amend the budget as required by law to adjust for changes in expenditures in comparison to the current fiscal year adopted budget.

WHEREAS the City Council of the City of Asheboro wants to follow all generally accepted accounting principles.

THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ASHEBORO, NORTH CAROLINA:

That the following Revenue line item be increased:

Account #	Description	Increase
10-000-399.0000	Fund Balance Allocation	$273,143

That the following Expense line item be increased / (decreased):

Account #	Description	Increase
10-420-502.0000	Salaries and Wages	1,750
10-420-507.0002	FICA / Medicare	134
10-420-507.0005	Retirement	264
10-440-502.0000	Salaries and Wages	2,333
10-440-507.0002	FICA / Medicare	179
10-440-507.0005	Retirement	352
10-450-502.0000	Salaries and Wages	583
10-450-507.0002	FICA / Medicare	45
10-450-507.0005	Retirement	88
10-480-502.0000	Salaries and Wages	2,917
10-480-507.0002	FICA / Medicare	223
10-480-507.0005	Retirement	440
10-490-502.0000	Salaries and Wages	3,500
10-490-502.1000	Salaries and Wages- PT	292
10-490-507.0002	FICA / Medicare	290
10-490-507.0005	Retirement	529

ORDINANCE TO AMEND
THE GENERAL FUND
FY 2026-2027

Account #	Description	Increase
10-510-502.0000	Salaries and Wages	57,750
10-510-502.1000	Salaries and Wages- PT	1,167
10-510-507.0002	FICA / Medicare	4,507
10-510-507.0005	Retirement	9,875
10-510-507.0005	401K	2,887
10-530-502.0000	Salaries and Wages	39,083
10-530-507.0002	FICA / Medicare	2,990
10-530-507.0005	Retirement	5,902
10-540-502.0000	Salaries and Wages	13,490
10-540-507.0002	FICA / Medicare	1,032
10-540-507.0005	Retirement	2,037
10-540-502.0000	Salaries and Wages	2,333
10-540-507.0002	FICA / Medicare	179
10-540-507.0005	Retirement	352
10-545-502.0000	Salaries and Wages	1,750
10-545-507.0002	FICA / Medicare	134
10-545-507.0005	Retirement	264
10-550-502.0000	Salaries and Wages	8,167
10-550-502.1000	Salaries and Wages- PT	875
10-550-507.0002	FICA / Medicare	692
10-550-507.0005	Retirement	1,233
10-555-502.0000	Salaries and Wages	9,333
10-555-507.0002	FICA / Medicare	714
10-555-507.0005	Retirement	1,409
10-565-502.0000	Salaries and Wages	13,417
10-565-502.1000	Salaries and Wages- PT	583
10-565-507.0002	FICA / Medicare	1,071
10-565-507.0005	Retirement	2,026
10-575-502.0000	Salaries and Wages	2,917
10-575-507.0002	FICA / Medicare	223
10-575-507.0005	Retirement	440
10-580-502.0000	Salaries and Wages	9,917
10-580-502.1000	Salaries and Wages- PT	583
10-580-507.0002	FICA / Medicare	803
10-580-507.0005	Retirement	1,497
10-590-502.0000	Salaries and Wages	2,333
10-590-507.0002	FICA / Medicare	179
10-590-507.0005	Retirement	352
10-615-502.0000	Salaries and Wages	1,167
10-615-502.1000	Salaries and Wages- PT	3,500

ORDINANCE TO AMEND
THE GENERAL FUND
FY 2026-2027

Account #	Description	Increase
10-615-507.0002	FICA / Medicare	357
10-615-507.0005	Retirement	176
10-620-502.0000	Salaries and Wages	8,750
10-620-502.1000	Salaries and Wages- PT	10,208
10-620-507.0002	FICA / Medicare	1,450
10-620-507.0005	Retirement	1,321
10-623-502.0000	Salaries and Wages	2,333
10-623-502.1000	Salaries and Wages- PT	1,167
10-623-507.0002	FICA / Medicare	268
10-623-507.0005	Retirement	352
10-625-502.0000	Salaries and Wages	1,167
10-625-502.1000	Salaries and Wages- PT	583
10-625-507.0002	FICA / Medicare	134
10-625-507.0005	Retirement	176
10-640-502.0000	Salaries and Wages	16,333
10-640-502.1000	Salaries and Wages- PT	1,458
10-640-507.0002	FICA / Medicare	1,362
10-640-507.0005	Retirement	2,466
		$273,143

Adopted the 5th day of November 2026.

_____
W. Joseph Trogdon Jr., Mayor

ATTEST:

_____
Holly H. Doerr, CMC, NCCMC, City Clerk

ORDINANCE TO AMEND
THE GENERAL FUND
FY 2026-2027

WHEREAS, The City of Asheboro recommends an amendment to the City Manager Department budget to move our salaries allocated for the unfilled grant writer position to the Police Department for an additional position as discussed in the October 8, 2026 City Council Meeting

WHEREAS, The City of Asheboro recommends an amendment to the Police Department budget for the Local Law Enforcement Bonis program awarding bonus payment of $1750 to sworn local law enforcement officers employed on June 30,2026 as authorized and funded by the State Bureau of Investigation.

WHEREAS, The City of Asheboro recommends an amendment to the Recreation Department budget to allocate funding for an “Audit and Optimization Study” to assist the City of Asheboro in decisions on how to maximize the impact of current recreation facilities and decide on the most beneficial way to move into future enhancements.

WHEREAS, the cost of the Recreation Audit and Optimization study is $25,000 plus an estimated $5,000 for reimbursable travel expenses as applicable.

WHEREAS The City Council of the City of Asheboro desires to amend the budget as required by law to adjust for changes in expenditures in comparison to the current fiscal year adopted budget.

WHEREAS the City Council of the City of Asheboro wants to follow all generally accepted accounting principles.

THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ASHEBORO, NORTH CAROLINA:

That the following revenue line item be increased:

Account #	Description	Increase
10-000-350.0000	State Grant	155,421
10-000-399.0000	Fund Balance Allocation	30,000
		$185,421

THE SPORTS FACILITIES ADVISORY™

SERVICES AGREEMENT

Between:

Sports Facilities Advisory, LLC

&

Asheboro, North Carolina

October 2026

SERVICES AGREEMENT

SPORTS FACILITIES ADVISORY, LLC – U.S. TAX ID: 32-0109344

17755 US Highway 19 N. Unit 300 • Clearwater, FL 33764 • P: 727.474.3845 • F: 727.462.2800

1. City of Asheboro, NC (hereinafter referred to as "Client") hereby engages Sports Facilities Advisory, LLC (hereinafter referred to as "Consultant") for the services set forth in this Services Agreement (hereinafter referred to as "Agreement").
2. **Scope of Services:** The Client is engaging the Consultant to provide the services set forth on Exhibit A in the attached hereto and the Consultant is agreeing to provide the services set forth on Exhibit A in the attached hereto.
3. **Period of Performance:** The period of performance under this Agreement shall commence upon signature of this Agreement by both parties and shall continue through the delivery by Consultant of Exhibit A but in no case shall be longer than 120 days. Any services provided by Consultant to Client beyond the scope of services and period of performance described herein will be contracted separately and billed at Consultant's hourly rates.
4. **Confidentiality, Nondisclosure, and Non-Use Covenants:** For purposes of this Agreement, the party disclosing confidential information is the "Discloser," and the party receiving the information is the "Recipient." Confidential information means all information concerning either party's business including, but not limited to, all tangible, intangible, visual, electronic, present or future information such as (a) trade secrets; (b) financial information, including pricing; (c) technical information, including research, development, procedures, algorithms, data designs, and know-how; (d) business information, including operations, planning, marketing interests, and products and services; and (e) the terms of this Agreement.
   Recipient does not have an obligation to protect confidential information that is; (a) in the public domain through no action of Recipient; (b) within the legitimate possession of Recipient, with no confidentiality obligations to a third party; (c) lawfully received from a third party having rights in the information without restriction, and without notice of any restriction against its further disclosure; (d) independently developed by Recipient without breaching the agreement or by the parties who have not had, either directly or indirectly, access to or knowledge of the confidential information; or (e) disclosed with the prior written consent of Discloser. If confidential information is required to be produced by law, court order or government authority, Recipient must immediately notify Discloser of that obligation. Recipient will not produce or disclose confidential information in response to that obligation until Discloser has requested protection from the court or other legal or governmental authority issuing the process and the request has been denied, or consented in writing to the production or disclosure of the confidential information in response to the process, or taken no action to protect its interests in the confidential information within 14 business days after the receipt of notice from Recipient of the obligation to produce or disclose.
   Recipient will use the confidential information only to further the relationship between the parties. Confidential information may not be disclosed to any third party without the written consent of Discloser or used by Recipient in any manner which may be competitive to Discloser.
5. **Responsibility**: Client assumes all responsibility for financial and other risks associated with the planning, development, operations & management of the Client's business and Consultant assumes no liability for the Client's project. The Client agrees to seek independent accounting and legal services that are necessary for the operation of Client's businesses.
6. **Consultant Services**: Client understands that consultant is a management consulting firm, is not licensed to sell securities, is not a licensed accounting practice nor licensed to practice law.
7. **Governing Law:** The execution, interpretation, and performance of this Agreement shall be governed by the laws of the State of North Carolina. Any lawsuits arising from this Agreement shall be brought before a Court of Law in Randolph County, North Carolina.
8. **Construction**: The parties hereto acknowledge and agree that: (i) each party has participated in the drafting of this Agreement; (ii) no inference in favor of, or against, any party shall be drawn from the fact that one party

has drafted any portion hereof; and (iii) each party has had the opportunity to have this document reviewed by their respective legal counsel.

9. **Entire Agreement:** This Agreement and the attached Exhibit A contains the entire understanding and agreement between the parties hereto with respect to the subject matter hereof and supersedes all prior agreements or understandings, expressed or implied, written or oral, between the parties hereto with respect to the subject matter hereof. This Agreement may not be modified or amended except by a written instrument signed by the parties hereto.
10. **Compensation**: Upon execution of this Agreement, the compensation for Exhibit A shall be due and owing as follows under the Payment Terms:

Payment Terms – Exhibit A ($25,000.00)

- **Payment 1 – (50%) $12,500.00:** Due upon execution of Agreement. Consultant will not provide services nor book meetings until Payment 1 is made in full.
- **Payment 2 – (50%) $12,500.00:** To be invoiced and paid to Consultant by Client upon presentation of the draft pro forma to Client. Copy of the draft deliverable(s) to be delivered to Client only upon payment.
- **Reimbursable Travel Expenses (if applicable):** To be invoiced upon completion of travel. Reimbursable travel expenses are due upon receipt of invoice. Travel expenses encompass flights, hotel accommodations, ground transportation and associated fees (parking, tolls, etc.), and meals, which will be billed at $65 per consultant per day.

- Preferred Payment: To avoid additional processing fees, the preferred payment method is via check.
- Wire Transfers: Client is responsible for all additional fees associated with electronic wire transfers.
- Credit Card Payments: Credit card payments will not be accepted.

In the event Client fails to make any payments when due, interest will be charged on the unpaid total in the amount of 18% per annum or the maximum rate allowed under state and federal law, whichever is greater. All payment due dates, unless otherwise stated, are to be within 30 days of receipt of the invoice. Deposit (or initial) payments are the exception as these payments are immediately due to engage Consultant for services.

City of Asheboro, North Carolina
"CLIENT"

BY: _____

Donald Duncan III, City Manager

_____
Date

Sports Facilities Advisory, LLC
"CONSULTANT"

BY: _____

Jason Clement, Manager

11/2/2026
Date

City of Asheboro Finance Department, PO Box 1106, Asheboro NC 27204-1106
Client Billing Address

Deborah Reeves
Invoicing/Billing Contact Name

dreaves@asheboronc.gov, 336-626-1201 ext. 2347
Invoicing/Billing Contact Email/Phone

"This Instrument has been preaudited in the manner required by the Local Government Budget and Fiscal Control Act"

_____

Finance Director

EXHIBIT A - SCOPE OF WORK

Project Kick-Off Meeting and Ongoing Project Updates

To initiate the project, SFA (the Advisory Team) will set up an initial virtual kick-off meeting with the PCW Investments team and any key partners you wish to include to cover six topics that allows the Advisory Team to begin its work. Those topics are:

- Introductions
- History and key insights
- Existing data
- Existing and potential partners and stakeholders
- Key dates for the project
- Other questions & answers

Throughout the project, the Advisory Team will provide weekly update emails to ensure full transparency in the process and to provide the your team with details related to progress, work performed, and work ahead. Additionally, the Advisory Team will work with you to schedule and facilitate virtual progress meetings to provide updates, solicit feedback, make and follow-up on requests, and coordinate future trips, meetings, and presentations.

Existing Data Review

Following the kick-off meeting, the Advisory Team will request and review any existing data, documentation, and/or resources related to the facility. The Advisory Team expects the existing data will include information related to:

- Historic Financial Performance Data
- An Overview of Assets and Conditions
- Existing Use Agreements
- Pricing Policies
- Facility Schedule
- Historic Tournament Information (Organizer, Size, Dates, Number of Teams, Number of Visitors, Fees and Fee Structure, Economic Impact Generation, Etc.)
- Program Partner Information (Program Descriptions, Schedules, Registration Information, Etc.)
- Planned and Potential Capital Improvements
- Current and Expected Organizational Structure
- Past Studies
- Economic Tools that Could be Deployed to Fund Improvement and/or Expansion Projects

Demographic, Socioeconomic, Participation, and Trends Analysis

The Advisory Team will conduct an analysis of current and future-facing demographics and socioeconomics in the local, subregional, and regional market areas. Additionally, the Advisory Team will evaluate activity participation rates and trends in sports, recreation, and sports tourism.

Local & Regional Inventory Assessment
The Advisory Team will research existing local sports and recreation facility inventory and conduct an analysis of outside service providers (competition) to identify factors that influence recommendations and projections. The evaluation of local assets will inform opportunities to leverage existing assets and infrastructure to attract and host larger tournaments and/or add additional programming. The evaluation of regional competing facilities – which may include public, private, and non-profit sports complexes that could compete for tournaments and events – will inform the requirements and opportunities to attract tournaments/events that are not currently held in the area. To inform the regional competition analysis, the Advisory Team will evaluate location, distance from the facility, site and facility layout/assets/capacity, tournaments and events, and any additional available data that informs the study.

Benchmarking and Visitor Profiles Using Mobile Analytics
The Advisory Team will analyze historic visitation data from the facility and compare that data to up to five regional competitors and/or comparable national sports complexes to establish a set of benchmarks and visitor profiles that are relevant to the assessment. To perform this work, the Advisory Team uses cutting-edge mobile analytics technology that demonstrates key visitation volume, origin (by zip code, county, and state), and targeted consumer profiles.

The benchmark analysis will result in an evaluation of how current program offerings have drawn visits and the type of visitors they attract, how local and regional complexes have performed comparatively in terms of customer traffic, and to set targets and expectations for the benefit of enhancing opportunities at the facility.

Using the data gathered through our mobile analytics platform, the Advisory Team will create a set of visitor profiles for previous and potential future guests at the facility. This data will demonstrate the value of programs based on the type of people who participate in various sports and programs, and who are typically among the most desirable type of visitors because of household income, household makeup, and other consumer behaviors and psychographic factors.

Site Visit with Development Planning Session, Tours, and Meetings/Interviews
Prior to traveling to market, the Advisory Team will work with the your Team to develop a schedule of meetings, events, and tours. Working together, we will create an agenda and schedule that maximizes the opportunity to gain alignment, engage project stakeholders, and develop a deep familiarity with the community and the factors that will support a successful optimization initiative.

The Advisory Team will travel to market to facilitate a Development Planning Session (DPS), which is a half-day session designed to create alignment, identify the parameters of the

initiative, and create the most likely path forward for the project. The DPS will encompass discussions related to existing programs and events, project goals, and plans for facility improvements, as well as topics such as the business model, the program plan, design/space considerations, alliances with sports and other user groups, utilization, funding/financing, competition analysis and market share, the management and staffing plan, and much more. This step also assists the Advisory Team in learning about potential contributions from user groups and/or partners.

As part of the site visit, the Advisory Team will work with your Team to schedule tours of existing facilities in the area. These tours will enable the Advisory Team to evaluate the opportunity to leverage existing infrastructure to expand the current and future program mark.

Additionally, the Advisory Team will independently assess leading facilities near the area to develop a detailed understanding of the competition and opportunities to improve the performance of the existing facility.

During the visit, the Advisory Team will facilitate meetings with key stakeholders and user groups to share information about the study, gain insights, and generate support for the project. The Advisory Team will work with you to develop the schedule and invitation for these important meetings. For clarity, the Advisory Team classifies “key stakeholders” as potential project supporters; these are typically a combination of rental partners, local sports clubs, private instructors, and more. The Advisory Team classifies “user groups” as potential facility users; these are typically programparticipants, fitness members, recreational sports par, schools/colleges/universities, and more.

Recommended Facility Program & Opinion of Capital Costs

Based on real-time data and reflective of the Team’s desired direction for the complex, the Advisory Team will develop a detailed facility program and opinion of cost for recommended improvements to the facility.

The Advisory Team’s recommendations for the facility will be detailed in a facility program that includes all recommended asset types (program areas and support areas such as parking, food & beverage, club rooms, event spaces, offices, restrooms, leased space, etc.), the number and size of recommended assets, and size requirements.

The Advisory Team’s opinion of capital costs will be based on current industry construction costs for comparable facilities and an analysis of the local/regional construction climate. The opinion of cost will have details related to:

- Construction hard costs (hard structure costs, parking, etc.)
- Sports equipment and surfaces (playing surfaces, lights, fencing, scoreboards, etc.)
- Furniture, fixtures, and equipment (food & beverage equipment, building and site furnishings, hardware, maintenance equipment, etc.)
- Soft costs of construction (architecture, engineering, and construction management fees, permits, inspections, etc.)
- Soft costs of operations (grand re-opening marketing allowance, pre-reopening (construction period) staff salaries, pre-funded operational account, etc.)
  *Note: soft costs of operations will include some "to be determined" line items that will be added once the full financial forecast is developed.

Optimization Report

The Advisory Team will package findings into a formal Optimization Report that will serve as a summary of findings that address the market, facilities, and financial outcomes for the project. The report will include:

- Executive Summary
- Market Overview
- Demographic and Socioeconomic Overview
- Participation Analysis
- Competition Analysis
- Events Analysis
- Industry Data and Trends
- Recommendations for Improvements
- Facility Program and Opinion of Cost for Recommended Improvements
- Overview of Programs, Products, and Revenue Streams
- Summary of Financial and Economic Impact Performance (the Detailed Projections Will be Included in the Appendix of the Optimization Report)
- Conclusion with Key Findings, Recommendations, and Next Steps

FEE PROPOSAL

TOTAL FEE + Reimbursable Travel Expenses (as applicable)*	$25,000.00

* Travel budget assumes two Advisory Team members and includes rental car, parking and other ground transportation, and a $65 per diem for meals.

ORDINANCE TO AMEND
THE GENERAL FUND
FY 2026-2027

That the following expense line item be increased / (decreased):

Account #	Description	Increase
10-510-502.0002	Bonus Program – Local Law Enforcement	155,421
10-420-502.0000	Salaries & Wages	(45,756)
10-420-507.0002	FICA	(3,500)
10-420-507.0005	Retirement	(6,932)
10-510-502.0000	Salaries & Wages	45,756
10-510-507.0002	FICA	3,500
10-510-507.0005	Retirement	6,932
10-620-522.0000	Professional Services	30,000
		$185,421

Adopted the 5th day of November 2026

_____
W. Joseph Trogdon Jr., Mayor

ATTEST:

_____
Holly H. Doerr, CMC, NCCMC, City Clerk

ORDINANCE TO AMEND
THE DAVID AND PAULINE JARRELL CENTER CITY GARDEN PROJECT FUND
FY 2026-2027

WHEREAS, The City of Asheboro has been approved as a Piedmont Foundation grant recipient for $12,500 for a Nature Play Area at the Jarrell Center City Garden.

WHEREAS, The City of Asheboro has been approved as a Duke Energy Foundation grant recipient for $12,500 for a Nature Play Area at the Jarrell Center City Garden.

WHEREAS, the City of Asheboro desires to amend the project budget to as required by law to adjust for changes in revenues and expenditures in comparison to the current adopted project budget.

WHEREAS, the City Council of the City of Asheboro wants to follow all generally accepted accounting principles.

THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ASHEBORO, NORTH CAROLINA:

That the following revenues be established and increased:

Line Item	Description	Increase
75-000-311.0000-75	Grant – Duke Energy and PNG	25,000

That the following expenses be established and increased:

Line Item	Description	Increase
75-000-451.0000-75	Nature Play Area	25,000

Adopted on the 5th day of November 2026.

_____
W. Joseph Trogdon Jr., Mayor

ATTEST:

_____
Holly H. Doerr, CMC, NCCMC, City Clerk

ORDINANCE TO AMEND
THE CONE HEALTH ZOO CITY SPORTSPLEX FUND
FY 2026-2027

WHEREAS, the City of Asheboro wishes to add shade toppers over playground features at the Cone Health Zoo City Sportsplex.

WHEREAS, the estimated cost of the shade toppers materials and installation by the playground manufacturer is $105,000.

WHEREAS, donations for the sportsplex have been received but have not yet been added to the project budget.

WHEREAS, the Cone Health Zoo City Sportsplex fund needs to be amended to recognize changes in donation revenue and playground expenses that have changed since the budget was last adopted

WHEREAS, the City Council of the City of Asheboro desires to be following all generally accepted accounting principles to incorporate new expenditures outline above, and

THEREFORE, BE ORDAINED by the City Council of the City of Asheboro, North Carolina that the following revenue and expense line items are changed as follows:

That the following revenue line items increased

Account #	Expense Description	(Decrease) / Increase
74-000-371.0000-74	Donations	105,000

That the following expense line items be decreased / increased

Account #	Expense Description	(Decrease) / Increase
74-000-400.9006-74	Playground	105,000

Adopted this 5th day of November 2026.

_____
W. Joseph Trogdon Jr., Mayor

ATTEST:

_____
Holly H. Doerr, CMC, NCCMC, City Clerk

CITY OF ASHEBORO
NORTH CAROLINA

RZ-26-13 AND SUB-26-01

Application to amend the Asheboro Zoning Ordinance and Subdivision Ordinance, specifically addressing parking, sidewalk, and billboard regulations.

Zoning Map Amendment: RZ-26-13
Staff Report prepared for Asheboro City Council
Date: November 5, 2026

1. Request	
Applicant: City of Asheboro	**Property Owner:** N/A
Zoning ***History:*** The zoning ordinance was last amended on June 9, 2023.	
Required Notice ***Mailed Notice by Applicant:*** N/A	
Published Notice:	10-22-26 & 10-29-26

2. Staff Analysis

1) North Carolina House Bill 162 (Session Law 2026-39) prohibits local governments from enforcing minimum off-street parking requirements that mandate a minimum number of parking spaces, effective January 1, 2027. This bill requires parking-related amendments to the Asheboro Zoning Ordinance to remain compliant with state law.
2) Recommended amendments include elimination of Table 6-1 and other language throughout the ordinance that requires or references a minimum number of parking spaces.
3) While the City can no longer require a minimum number of parking spaces, parking design standards, such as setbacks, landscaping, and pavement design, can continue.
4) Amendments to Billboard regulations are designed to clarify inconsistent and ambiguous language and address electronic billboards with standards for illumination and timing of how often electronic copy may change, consistent with requirements for other electronic signs.
5) A fee-in-lieu of sidewalk construction is proposed. This option is intended for situations where topography, stormwater constraints, utility constraints, imminent road construction, or a lack of nearby sidewalks preclude or limit the viability of sidewalk installation in the exact location where typically required. The fee would be applied toward constructing sidewalks in more viable locations within the same area in which the fee is incurred.
6) Amendments to Game Room and Night Life uses have been removed from this text amendment application.

3. Land Development Plan Consistency and Reasonableness

LDP Goals/Policies Supporting Request

- Goal 2.1: Development that enhances our city's character and sense of community
- 2.1.1 The Zoning Ordinance will periodically be reviewed to ensure that the specific regulations for each Zoning District are aligned with the desired character and focus of each district.
- 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.
- 3.1.1 The City will provide Code Enforcement with the legal tools and intergovernmental coordination it needs to effectively address community appearance standards in both newer and more established areas.
- 3.2.1 The City will amend Zoning requirements (i.e. setback regulations, permitted building materials, orientation of streetscapes, parking areas, pedestrian access, etc.) to ensure

that new development is compatible with, and enhances, the architectural design of surrounding land uses. • 3.2.2 The City will require a variety of landscaping techniques that are appropriately designed based on the desired function (i.e. riparian buffers around creeks, shade trees in parking lots, dense and expansive screening between uses of significantly different intensities, preservation of environmental character, front yard landscaping and street trees, etc.). • 4.2.2 The City will enforce zoning regulations to minimize noise, light, and odor pollution and periodically review regulations to ensure these types of pollution are effectively mitigated.	
LDP Goals/Policies Not Supporting Request • None	
Proposed Plan Consistency and Reasonableness Statement	Staff has identified various ongoing issues that these proposed text amendments are meant to address, along with state-mandated changes regarding parking and home occupations. Currently, staff is not proposing a final consistency and reasonableness statement but is presenting a draft of proposed text amendments to give the public, Planning Board, and city staff additional time for review. Therefore, an updated version of the text amendments and consistency and reasonableness statement will be provided in advance of the December Planning Board meeting.

4. Recommendations and City Council Action Items	
Staff and Planning Board Recommendation	Continue the request until the December 10, 2026, City Council meeting.
City Council Action Items	1) Move to continue RZ-26-13

Motions with Consistency and Reasonableness Statements	
Motion 1: Concurrence with Planning Board Recommendation and Statement	I move to recommend approval of rezoning request RZ-26-13 and to adopt the plan consistency and reasonableness statement articulated by the Planning Board.
Motion 2: Denial	I move to recommend denial of rezoning request RZ-26-13, finding that the plan consistency and reasonableness statement articulated by the Planning Board does not accurately describe the application's consistency with the Land Development Plan or its reasonableness for the following reason(s): *- State which goals or policies from the report support the motion to deny, and/or* *- State factors that make the request not reasonable (size of the property or project, impact on neighbors, and other public interest considerations supporting the determination to deny.*

Plan Consistency and Reasonableness Statement Information	
Plan Consistency	G.S. 160D-605 requires that governing boards approve a brief statement describing whether its action is consistent or inconsistent with the adopted land-use plan when adopting or rejecting any zoning text or map amendment. When considering if a request is consistent or inconsistent, the Council may reference the maps, goals, and policies of the Land Development Plan, as well as changing conditions since the plan's adoption.
Reasonableness	G.S. 160D-605 requires that governing boards approve a brief statement analyzing the reasonableness of any zoning map amendment being approved or denied. This statement of reasonableness may consider, among other factors: (i) the size, physical conditions, and other attributes of the area proposed to be rezoned (ii) the benefits and detriments to the landowners, the neighbors, and the surrounding community (iii) the relationship between the current actual and permissible development on the tract and adjoining areas, and the development that would be permissible under the proposed amendment (iv) why the action taken is in the public interest (v) any changed conditions warranting the amendment

NOTE: Section number renumeration will be made throughout with final text amendment document. Underlined text is new proposed text. Struck through is proposed for deletion.

Chapter 1: Definitions

Billboard/Off Premises Advertising Sign: Any sign used as an outdoor display for the purpose of directing attention to a business, commodity, service or entertainment conducted, sold, manufactured or offered at a location other than the location of said sign.

Parking Area
The total area provided for the off-street parking of automobiles, including parking ~~stalls~~ spaces, maneuvering areas, and the necessary driveway access space thereto. Walkways, planting strips, and other landscaped areas shall not be counted as gross parking space

Parking, Off-Street
Space located outside of any street right-of-way or easement and designed to accommodate the parking of domestic vehicles.

Parking Space
The off-street storage space available for the parking of motor vehicles.

Parking Space, Handicapped
A parking space as defined by the N. C. Building Code.

Chapter 2: Administration:

Section 2.03(g):

(a) **Minor Changes to be Approved by Zoning Administrator/ Modifications Require Action by City Council.**

The Zoning Administrator is authorized to approve minor changes in the approved plans of Special Uses, as long as they are in harmony with action of the approving body, but shall not have the power to approve changes that constitute a modification of the approval. A modification shall require approval of the City Council and shall be handled as a new application.

The following actions shall constitute a modification, unless expressly authorized by the permit:

(i) The erection of a new structure or the addition to an existing structure that:

(aa) exceeds 1000 square feet, either cumulatively or non-cumulatively;

(bb) exceeds 10% of the useable floor area, either cumulatively or non-cumulatively, approved by the City Council as part of its review of the applicable Special Use permit; or

(cc) results in any portion of a structure being located closer than thirty (30) feet to an adjoining property developed with a single-family or two-family dwelling.

(ii) An increase in number of dwelling or lodging units.

(iii) An increase in outside land area devoted to sales, displays, or demonstrations.

(iv) Any change in parking areas resulting in an increase or reduction of 10% or more in the number of spaces approved by the City Council. ~~In no case shall the number of spaces be reduced below the minimum required by the ordinance.~~

(v) Structural alterations significantly affecting the basic form, style, ornamentation and the like of the building as shown on the approved plan.

(vi) Substantial change in the amount and/or location of open space, recreation facilities or landscape buffers/screens.

(vii) A change in use

(viii) Substantial changes in pedestrian or vehicular access or circulation

Notwithstanding any other provision within this Section, the Zoning Administrator is expressly prohibited from approving any changes that would be in conflict with the requirements of the Zoning Ordinance or significantly contrary to the Findings of Facts, Conclusions of Law, or Order as outlined the applicable Special Use Permit.

The Zoning Administrator shall, before making a determination as to whether a proposed action is a minor change or a modification, review the record of the proceedings on the original application for the approval of the Special Use. The Zoning Administrator shall, if he determines that the proposed action is a modification, require the applicant to file a request for approval of the modification, which shall be submitted to the City Council. The Council may approve or disapprove the application for approval of a modification.

Chapter 3: General Regulation and Measurement

Section 3.01 General Regulations

(E) Required Open Space May Not Be Used By Another Building

No part of any yard or open space, ~~off-street parking or loading space~~ required in connection with any building, structure or use by this Ordinance shall be considered to be part of a required yard, or open space, ~~off-street parking or loading space~~ for any other buildings, structure or use~~., except as provided in Chapter 6 for joint use of off-street parking spaces.~~

Chapter 4: Districts

Section 4.05(15(d) Conditional Zoning Districts

Any change in parking areas resulting in an increase or reduction of 10% or more in the number of spaces approved by the existing conditional zoning ordinance~~; provided, however, any reduction in the number of spaces will be deemed to be a modification if the existing conditional zoning ordinance has already authorized a lesser number of spaces than prescribed by the predetermined standards for the Zoning Lot's general zoning classification or if the proposal results in reducing the spaces below the minimum number of spaces established by the predetermined standards adopted for the Zoning Lot by the conditional zoning ordinance.~~

Section 4.07 (Center City Planning Area Overlay District)

(C) Central Business Planning Area Tier 1, Subsection 5(1), Parking and Loading:

(1) Parking and Loading

(b) Parking for all Uses: Chapter 6 Off-Street Parking and Loading requirements for the underlying districts apply except where modified by this section.

(c) ~~On Street Parking: Where parking on street is permitted, the on street area directly along a parcel's frontage for any use may count toward the minimum parking requirement.~~

(d) ~~Alternative Parking Plan: The Community Development Director, City Engineer, and Public Works Director in agreement may reduce the minimum amount of off-street parking required where developer-submitted parking data, prepared and sealed by a registered engineer with transportation expertise, illustrates that the standards of Chapter 6 do not accurately apply to the specific development. The data submitted shall include the size and type of the proposed development, the mix of uses, the anticipated rate of parking turnover and the~~

~~anticipated peak parking and traffic loads of all uses. Public parking, off-site parking, and joint/shared parking may also be considered.~~

Subsection 10 (Multi-family developments)

(d) ~~Visitor and Recreational Parking:~~

(i) ~~Overflow parking spaces for visitors shall be designated within the parking area of multi-family housing developments providing more than **four residential** units. One overflow parking space shall be provided for every ten (10) required parking spaces within the project.~~

(ii) ~~Section 5.04(14) applies to parking of recreational vehicles (including boats, travel trailers/campers, etc.) within multi-family developments, except when developed as an Adaptive Reuse project as stated in (C)(11) below.~~

Subsection 11 (Adaptive Reuse Projects)

(b) Off Street Parking and Loading:

~~(i) No reduction in the number of required loading spaces (as specified by Chapter 6) is authorized by this section.~~

~~(ii) The following modifications apply to the number of off-street parking spaces provided:~~

(aa) ~~Residential: One (1) Off-street parking space is required per residential dwelling unit. This replaces off-street parking requirements for residential dwellings specified by Chapter 6. Parking of recreational vehicles (including boats, travel trailers/campers, etc.) is not permitted unless such parking occurs within an entirely enclosed structure that complies with the requirements of the Zoning Ordinance. The designated storage area for recreational vehicles required for multi-family dwellings shall not be required for residential adaptive reuse projects.~~

(bb) ~~Non-Residential:~~ Parking, <u>when</u> ~~shall~~ provided <u>shall be</u> in accordance with Chapter 6., ~~except that the number of required spaces shall be calculated at fifty (50) percent of the rate specified by Chapter 6.~~

(cc) ~~Mixed Uses: The number of parking spaces required is the total number of spaces required for the non-residential use as specified by this section, plus the number of required parking spaces for the residential use(s) as specified by this section.~~

(iii) Recreational Vehicle Parking

Parking of recreational vehicles (including boats, travel trailers/campers, etc.) in a multi-family development within an adaptive reuse project in Tier 1 is not permitted unless such parking occurs within an entirely enclosed structure that complies with the requirements of the Zoning Ordinance. ~~The designated storage area for recreational vehicles required for multi-family dwellings shall not be required for multi-family developments that are developed as an adaptive reuse project.~~

(D) **Central Fringe Planning Area (Tier 2), Subsection (5)Parking and Loading**

(a) Parking for all Uses: Chapter 6 Off-Street Parking and Loading requirements for the underlying districts apply except where modified by this section.

(b) ~~On-Street Parking: Where parking on street is permitted, the on street area directly along a parcel's frontage for any use may count toward the minimum parking requirement.~~

(c) ~~Alternative Parking Plan: The Community Development Director, City Engineer, and Public Works Director in agreement may reduce the minimum amount of off-street parking required where developer-submitted parking data, prepared and sealed by a registered engineer with transportation expertise, illustrates that the standards of Chapter 6 do not accurately apply to the specific development. The data submitted~~ ~~shall include the size and type of the proposed development, the mix of uses, the anticipated rate of parking turnover and the anticipated peak parking and traffic loads of all uses. Public parking, off-site parking, and joint/shared parking may also be considered.~~

Subsection 9 (Multi-family development)

~~(d) Visitor and Recreational Parking:~~

(i) ~~Overflow parking spaces for visitors shall be designated within the parking area of multi-family housing developments providing more than~~

~~**four (4)** residential units. One overflow parking space shall be provided for every ten (10) required parking spaces within the project.~~

(ii) ~~Section 5.04(14) applies to parking of recreational vehicles (including boats, travel trailers/campers, etc.) within multi-family developments.~~

Subsection 10 (Whole Block Redevelopment)

(g) Multi-family residential developments: For multi-family residential developments within a whole block redevelopment, the following provisions for amenity space ~~and visitor/recreational vehicle parking~~ apply and replace the ~~visitor/recreational vehicle parking and~~ recreation space requirements prescribed by Table 4-1, Section 5.04(14), and Section 4.07, Subsections (D)(9)(b, c and d).

(iii) ~~Visitor and Recreational Parking:~~

(a) ~~Overflow parking spaces for visitors shall be designated within the parking area of multi-family housing developments providing more than **four residential** units. One overflow parking space shall be provided for every ten (10) required parking spaces within the project.~~

(b) ~~Parking of recreational vehicles (including boats, travel trailers/campers, etc.) in a multi-family development within a Whole Block Redevelopment in Tier 2 is not permitted unless such parking occurs within an entirely enclosed structure that complies with the requirements of the Zoning Ordinance. The designated storage area for recreational vehicles required for multi-family dwellings shall not be required for multi-family developments that are within a Whole Block Redevelopment.~~

(E) Commercial and Employment Center Planning Area (Tier 3)

(3) Parking and Loading

(a) Parking for all Uses: Chapter 6 Off-Street Parking and Loading requirements for the underlying districts apply except where modified by this section.

(b) ~~On-Street Parking: Where parking on street is permitted, the on-street area directly along a parcel's frontage for any use may count toward the minimum parking requirement.~~

(c) ~~Alternative Parking Plan: The Community Development Director, City Engineer, and Public Works Director in agreement may reduce the minimum amount of off-street parking required where developer-submitted parking data, prepared and sealed by a registered engineer with transportation expertise, illustrates that the standards of Chapter 6 do not accurately apply to the specific development. The data submitted shall include the size and type of the proposed development, the mix of uses, the anticipated rate of parking turnover and the anticipated peak parking and traffic loads of all uses. Public parking, off-site parking, and joint/shared parking may also be considered.~~

Subsection 8 (Multi-family development)

(d) ~~Visitor and Recreational Parking:~~

(i) ~~Overflow parking spaces for visitors shall be designated within the parking area of multi-family housing developments providing more than **four (4)** residential units. One overflow parking space shall be provided for every ten (10) required parking spaces within the project.~~

(ii) ~~Section 5.04(14) applies to parking of recreational vehicles (including boats, travel trailers/campers, etc.) within multi-family developments.~~

Subsection 9 (Whole Block Redevelopment)

(iii) ~~Visitor and Recreational Vehicle Parking~~

(aa) ~~Overflow parking spaces for visitors shall be designated within the parking area of multi-family housing developments providing more than **four (4)** residential units. One overflow parking space shall be provided for every ten (10) required parking spaces within the project.~~

(bb) ~~Parking of recreational vehicles (including boats, travel trailers/campers, etc.) in a multi-family development within a Whole Block Redevelopment in Tier 3 is not permitted unless such parking occurs within an entirely enclosed structure that complies with the requirements of the Zoning Ordinance. The designated storage area for recreational vehicles required for multi-family dwellings shall not be required for multi-family developments that are within a Whole Block Redevelopment~~.

5.02 Unlisted Uses

(2) Criteria for Approving Unlisted Uses

In order to determine that the proposed use(s) has an impact that is similar in nature and function to the other uses allowed in a specific zoning district, the Zoning Administrator shall assess all relevant characteristics of the proposed use, including but not limited to the following:

The volume and type of sales, retail, wholesale; size and type of items sold and nature of inventory on the premises;

Any processing done on the premises, including assembly, manufacturing, warehousing, shipping, distribution; any dangerous, hazardous, toxic, or explosive materials used in the processing; and

The nature and location of storage and outdoor display of merchandise; enclosed, open, inside or outside the principal building; and predominant types of items stored (such as vehicles, work-in-process, inventory, and merchandise, construction materials, scrap and junk, and raw materials including liquids and powders); and

The type, size and nature of buildings and structures; and

The number and density of employees and customers per unit area of site in relation to business hours and employment shifts; and

Transportation requirements, including the modal split for people and freight, by volume type and characteristic of traffic generation to and from the site, trip purposes and whether trip purposes can be shared by other uses on the site; and

Parking ~~requirements,~~ turnover and generation, ~~ratio of the number of spaces required per unit area or activity,~~ and the potential for shared parking with other uses; and

The amount and nature of any nuisances generated on the premises, including but not limited to noise, smoke, odor, glare, vibration, light, radiation, and fumes; and

Any special public utility requirements for serving the proposed use, including but not limited to water supply, waste water output, pre-treatment of wastes and emissions required or recommended, and any significant power structures and communications towers or facilities; and

The impact on adjacent properties created by the proposed use will not be greater than that of other uses in the zoning district.

5.04 Supplemental Use Regulations

Dwelling – Multiple Family Units – Up to .17 FAR

(1) A full-time on-site manager shall be provided for multifamily dwellings with a total of 75 units or more. A permanent office shall be provided for the manager. The floor area contained in the on-site manager's office shall not be counted in the total FAR. The required recreation space (areas for common passive or active recreation use) may include, but not be limited to a swimming pool, picnic areas with tables, basketballs goals with paved play areas, and playground(s) with play equipment; outdoor seating areas and the like where the facilities are available for common use by tenants and visitors. Active recreation space shall be at least 20 feet from any residential unit. The project may be developed in phases. Phase 1 shall include the required amenities. No Certificate of Occupancy for any phase of the project shall be issued until all required or proposed improvements are installed for that phase.

~~A designated storage area for parking of recreational vehicles, boats, camp/travel trailers shall be provided in all multi-family housing developments containing more than four residential units.~~

~~The designated storage area(s) shall provide 72 square feet for every residential dwelling unit with a minimum of 720 square feet to be provided. Such area(s), when visible from the public right-of-way, shall have screening consisting of landscaping and/or fencing compatible with the development's architectural and landscaping design and compliant with applicable design standards. Required and non-required storage area(s) shall comply with the screening requirements of this sub-section and the requirements of Chapter 6.~~

~~Additionally, one overflow parking space shall be provided for every ten (10) required parking spaces within the development.~~

Storage of junked and/or nuisance vehicles is not permitted in the recreational vehicle storage area and/or the overflow parking area.

(15) Dwelling within Mixed Use Structure

(4) Each dwelling unit shall provide complete, separate, and independent living facilities for one or more persons, including permanent provisions for living, sleeping, eating, cooking and sanitation. Boarding houses, group housing, residential hotels or any residential design, which provides for sharing of kitchen or bath facilities, shall not be permitted.

(5) All parts of any structure renovated to provide residential units, including parts maintained for non-residential uses, shall fully comply with all applicable provision of the most current edition of the North Carolina State Building Code, as it may be amended from time to time.

(6) All renovated residential units shall meet the requirements of the City of Asheboro Code of Ordinances, Housing Code.

(7) No residential conversion shall be permitted on any ground floor in the B-3 zoning district. However, residential conversion on the ground floor is permitted in the OA-6 zoning district subject to the requirements of this section.

(8) The area, yard and height requirements as set forth in Table 4-1 shall apply to any residential conversion under this Section.

(9) Sign regulations are as set forth in Chapter 7.

~~**(10)** In the OA-6 district, the parking requirement shall be 2.0 spaces per dwelling unit plus the parking requirement for the other applicable use.~~

(11) Plans detailing the proposed conversion shall be submitted for staff review as part of the application. The plans shall be specific to the requirements of the N.C. Building Code and all requirements of this Section. The Building Inspection Department shall be provided with a copy of the plans. A report by the Building Inspection Department shall be required as part of the review process.

(12) A Certificate of Occupancy shall be obtained before the converted structure is occupied.

(19) Home Occupation

(1) Except as provided by NCGS 160A-205.8 addressing, "No-Impact Home-Based Businesses", no home occupation shall be permitted that does the following:

(e) changes the outside appearance of the dwelling unit or is visible from a street;

(f) generates traffic, parking, sewage or water use in excess of that which is normal in a residential district;

(g) creates a hazard to persons or property or is a nuisance as ~~per se or~~ per accidents;

(h) ~~utilizes any accessory structure;~~

(i) ~~results in outside storage or display of anything~~

(j) results in the erection of any sign for advertising purposes;

(k) ~~results in more than one employee who is not a resident of the dwelling unit.~~

(2) The following are permitted home occupations in all residential districts, provided that they meet the requirements of (1), above:

(a) Tailoring Services (Dressmaking, Alterations, etc.);

(b) Painting, sculpturing and writing;

(c) Telephone answering service;

(d) Home crafts, such as weaving, lapidary, potting;

(e) Tutoring or teaching music or dance ~~to no more than four students at a time;~~

(f) Computer programming, and similar home office activities that comply with other provisions of this subsection.

(g) No-impact home-based business as defined in NCGS 160A-205.8.

(3) The following are prohibited as home occupations:

(a) ~~Barber shops and beauty parlors;~~

(b) Animal hospitals/vet clinics;

(c) Health Practitioners' Offices/Health Services;

(d) Exercise studios/health/fitness centers;

(e) Funeral Parlors/Mortuaries;

(f) Nightclubs/Cabarets/Places of Assembly/Membership Organizations;

(g) Repair shops;

(h) Eating Establishments/Restaurants;

(i) Retail Sales not classified as no impact home-based businesses;

(j) Stables and kennels;

(k) Motor vehicle repair (major and minor) and paint shops.

(l) Bars/Brewpub and Breweries/Microbreweries;

(m) Junkyards;

(n) Light/heavy Manufacturing

(4) Should any storage of merchandise, equipment, products, supplies, or materials not outside of the premises authorized by NCGS 160A-205.8(d)(3) exist, such storage area shall have the equivalent of either a Type D buffer or Type D screen when adjacent to residentially zoned properties.

(5) Any proposed home occupation that is neither specifically permitted by paragraph (2) nor prohibited by paragraph (3) shall, in order to be established, obtain a Special Use Permit from the City Council in accordance with Chapter 2.

(46) Model Dwelling Units.

(1) In any residential district, the developers, builders or their agents may operate three model dwelling units as a sales office for the specific project under construction, subject to the following restrictions:

(o) The model dwelling unit shall meet all district requirements for lot and yard dimensions.

(p) Signs shall not be illuminated.

(q) The model dwelling unit shall not be used for any business activity, other than showing, later than 9:00 p.m.

(r) ~~At least two off-street parking spaces shall be provided on the same lot as the model dwelling unit or on a contiguous lot within the specific project.~~

(s) The model dwelling unit shall be discontinued when the specific residential project is sold out and shall comply with regulations generally applicable within the district.

Model dwelling units may be erected or displayed in districts which exclude residential uses, provided that such models shall not be used for residential purposes, but only for display as a means to sell homes in districts in which they are permitted and provided that all other requirements of the district in which the model dwelling unit is erected shall be met.

(51) Open Air Sales, Accessory, Seasonal/Produce Sales, and Limited Duration Events

This section is designed to provide businesses the opportunity for temporary uses without endangering the public health, safety and general welfare.

(1) The following provisions shall apply to Open Air Sales, Accessory/ Seasonal/Produce Sales, and Limited Duration Events:

(t) No structures, sales, displays, rides, or activities pertaining to the event or sale are permitted in any required setback, public or private right of way or landscaping areas (Front yard landscaping per Chapter 6, or required screening/buffers per Chapter 6).

(u) ~~No use regulated by this section may occupy required parking spaces, access, maneuvering areas, or loading spaces or areas.~~

The following provisions apply to Open Air Sales, Accessory:

Open Air Sales, Accessory are permitted without a Zoning Compliance Permit subject to the following:

(a) Open air sales, accessory must be directly subordinate to the operations of the permittee engaging in the principal use on the zoning lot (i.e. outdoor sales of auto parts at an auto parts store, clothing brought outside a clothing store, etc.) and meet the requirements of (1) above are permitted.

(b) Food vendors are allowed solely as a promotional tool in conjunction with Open Air Sales, Accessory.

The following provisions apply to seasonal/produce sales:

(c) A zoning lot may be utilized for this use twice within any calendar year. Each occurrence of this use on a zoning lot shall be limited to ninety (90) days.

(d) Signs shall be regulated by Chapter 7.

(e) ~~This use requires parking as specified by Table 6-1, in addition to the required parking provided for the principal use of the property.~~

(f) Written permission of the property owner that seasonal/produce sales use may occur on the property is required.

(g) Restroom facilities are required based on the North Carolina Building Code.

(h) An application for this use shall be submitted at least five (5) business days prior to the event.

(i) A site plan showing sales/display areas, and existing and proposed structures, access, parking and maneuvering areas is required. Certain requirements of this Ordinance do not apply, specifically; protective yards, screening of mechanical equipment, screening of solid waste storage, and front yard landscaping, and parking paving and landscaping regulations as specified in Chapter 6. A statement shall be included on the site plan that the use meets all applicable performance standards (noise, lighting, etc.)

The following provisions apply to limited duration events:

(a) Limited duration events shall include circuses, carnivals, fairs, concerts, and similar events. Limited duration events shall not include uses such as, but not limited to, sales of goods, yard sales, carwashes, and commercial services.

(b) The event shall occur for 21 days or less.

(c) Signs shall be regulated by Chapter 7.

(d) ~~Temporary uses require parking as specified by~~ ~~to be in compliance with~~ ~~Chapter 6., in addition to the required parking provided for the principal use of the property.~~

(e) Written permission of the property owner that the limited duration event may occur on the property is required.

(f) Restroom facilities are required based on the North Carolina Building Code.

(g) An application for this use shall be submitted at least five (5) business days prior to the event.

(h) A site plan identifying event areas, and existing and proposed structures, access, parking and maneuvering areas is required. Certain requirements of this Ordinance do not apply, specifically; protective yards, screening of mechanical equipment, screening of solid waste storage, and front yard landscaping, and parking paving and landscaping regulations as specified in Chapter 6. A statement shall be included on the site plan that the use meets all applicable performance standards (noise, lighting, etc.)

(i) Concerts in all public school facilities and all public parks, without regard as to Zoning District, are permitted without a Zoning Compliance Permit.

(55) Motor Vehicle Repair – Minor & Major

The intent of this Section is to provide for the appropriate location and design of accessory outdoor sales and display areas to mitigate adverse impacts that such uses may have on adjacent properties and rights-of-way.

(1) Outdoor sales and display shall only be permitted within an area not greater than five hundred (500) square feet or ten (10) percent of the gross floor area of the ground floor of the building, whichever is greater.

Outdoor sales and display shall not occur within twenty-five (25) feet of a public right-of-way

Outdoor sales and display shall be located at least thirty (30) feet from any residentially zoned property.

Item(s) shall not exceed five (5) feet in height, either individually or stacked.

Outdoor sales and display of items shall be located on an impervious surface.

Outdoor sales and display items shall be removed daily at the close of business and placed within an enclosed structure or Open Storage area meeting the requirements of Chapter 6.

Outdoor sales and display of items shall not occupy ~~required parking, loading~~, buffer/screen, or landscaping areas.

(56) Recreational Vehicle/Travel Park/Camp

(1) Use shall have a minimum area of two acres.

No recreational vehicle space, travel trailer space or campsite shall be closer than 60 feet to a public right-of-way or 100 feet to a property line of a contiguous residentially zoned property that is developed with a residential use.

The minimum area occupied by any recreational vehicle or other camping structure shall be fifteen hundred square feet with a minimum width of thirty feet.

A clearance of at least twenty feet shall be maintained between each recreational vehicle, camping structure and/or building within the park.

Use shall have direct access to a minor thoroughfare or higher classification street, as shown on the Asheboro Comprehensive Transportation Plan. Recreational vehicle spaces, travel trailer spaces and campsites shall only have direct access to an internal private street which accesses a public street: none shall have direct access to a public street.

Notwithstanding Chapter 6, all recreational vehicle spaces, travel trailer spaces and campsites shall abut a driveway which shall be all-weather surface and maintained in a serviceable condition to a continuous width of twenty-five feet.

Notwithstanding Chapter 6, ~~required~~ parking areas shall be all weather surface.

Permanent residency shall be prohibited except for full-time facility employees acting as property caretaker(s). Occupancy by non-caretakers extending beyond three (3) months in any twelve (12) month period shall be presumed to be permanent residency and is prohibited.

Use shall provide 2 toilets and lavatories for the first 25 sites and two toilets and lavatories for each additional 25 sites, or fraction thereof, which do not possess a sewer connection.

The use, parking, or storage of any manufactured/mobile home shall be prohibited.

Notwithstanding Chapter 6, only building facades visible from a public right-of-way shall be required to comply with building design standards.

All garbage and refuse shall be stored in a suitable water-tight and fly-tight standard garbage receptacle and shall be kept covered with tight fitting covers. At least one such receptacle shall be

provided and conveniently located for every campsite except where a dumpster or dumpsters are conveniently located and used in the same manner as separate receptacles. It shall be the duty of the park/camp operator to see that all garbage and refuse is disposed of regularly. It shall also be the duty of the park/camp operator to see that no materials which attract insects or rodents is stored or allowed to remain on the premises. All areas of the premises shall be kept clean and free from weeds or undergrowth.

5.05 Special Use Regulations

(15) Manufactured Home Parks

Manufactured home parks may be permitted in an R40, R10, R7.5, and RA6 District, subject to the following regulations. The yard and height regulations set forth in Table 4-1 may be modified for a manufactured home park, provided that, for such development as a whole, excluding driveways and streets but including parks and other permanent open spaces, there shall not be less than the required area per dwelling unit for the district in which such development is located.

These regulations shall not apply to sales lots on which unoccupied manufactured homes are parked.

(1) The minimum site area for a manufactured home park shall be one zoning lot or parcel of land containing not less than three (3) acres.

(2) A manufactured home lot shall be a least sixty (60) feet in width, and shall contain at least 6,000 square feet of area.

(3) An engineering study of storm water runoff shall be made. If such study indicates that post development runoff will exceed predevelopment conditions, plans for runoff control shall be designed and certified by a professional engineer. Such controls shall be designed to reduce the runoff during the occurrence of a 10 year storm to predevelopment flow rate. Prior to a Certificate of Occupancy, a Professional Engineer shall provide certification that the storm water controls were built according to the plans. The continued maintenance of all runoff control measures shall be the responsibility of the property owner.

(4) ~~Off-street parking spaces shall be provided within each manufactured home park on the ratio of at least two (2) spaces per manufactured home lot.~~

(5) There shall be a front yard of at least twenty (20) feet between any manufactured home and the internal roadway. Where exterior property lines of the manufactured home park are coincident with public street rights-of-way, all manufactured homes and

structures within the park along such rights-of-way shall observe the front yard setback from such right-of-way as required by this ordinance.

(6) There shall be a side yard along each side of every manufactured home lot. Each side yard shall be at least ten (10) feet wide. The distance between manufactured homes, including any enclosed extension thereof, shall not be less than twenty (20) feet. No manufactured home shall be located closer than fifteen (15) feet to any exterior property line of the manufactured home park or to any other structure on the premises.

(7) There shall be a rear yard of at least 20 feet between any manufactured home and the rear of the lot on which it is located.

(8) All manufactured home lots shall abut a paved roadway of not less than 22 feet in width which shall provide unobstructed access to a public street or highway. Such roadways shall be illuminated as per city street lighting policy to ensure the safe movement of pedestrians and vehicles at night.

(9) Buffering and screening shall be installed and maintained as required by Chapter 6.

(10) Adequate water service and sanitary and storm sewerage shall be provided for each lot. Plans for publicly maintained systems shall be designed by a registered engineer and submitted as part of the application for SUP.

(11) The collection of trash and garbage and their disposal shall be provided for in such a manner as to maintain a clean and orderly appearance at all times. Plans to meet this requirement shall be submitted as part of the application for SUP.

(12) Each manufactured home park shall have a minimum of five percent of the total area set aside and developed for recreational purposes. The required recreation space may include, but not be limited to a swimming pool, picnic areas with tables, basketballs goals with paved play areas, and playground(s) with play equipment. Exterior areas for common passive or active recreation use; i.e, play areas for children, outdoor seating areas and the like where the facilities are available for common use by tenants and visitors. Active recreation space shall be at least 20 feet from any residential unit. If a swimming pool is provided, it shall be separated from other uses by a fence having a gate which is capable of remaining closed.

(13) The required plans shall show the topography of the site at contour intervals no greater than five (5) feet; location and approximate size of all existing and proposed buildings and structures within the site; proposed points of ingress and egress together with the proposed pattern of internal circulation; location and dimensions of individual manufactured home lots; location and types of screening to be provided; and the

location and size of open play space and all other accessory features customarily incident to the operation of a manufactured home park. Site plans submitted shall meet all the requirements of Chapter 2.

(14) Manufactured home parks shall be subject to the regulations within Chapter 9 - Flood Damage Prevention Ordinance.

(15) Signs shall be regulated by Chapter 7 for the district in which the park is located.

(16) Manufactured homes offered for sale within the park shall not exceed 10 percent of the total approved spaces at any given time. Every manufactured home offered for sale shall be located only on an approved manufactured home space and shall be subject to the same location requirements as any home within the park. No advertising signs for manufactured home sales shall be permitted except one sign posted outside each manufactured home offered for sale. Such signs shall conform with the regulations in Chapter 7.

(17) Accessory structures may be permitted for such uses as laundries, offices, recreation, storage, etc. However, the total gross square feet of all building area shall not exceed 5 percent of the total approved park area.

(18) The park may be developed in phases. Phase 1 shall include the required amenities. No Certificate of Occupancy for any phase of the park shall be issued until all required or proposed improvements are installed for that phase and no permits to locate any home in any phase shall be issued until that phase has received a Certificate of Occupancy.

(19) A fulltime on-site manager shall be provided for parks having at least 75 sites. An onsite, permanent (not manufactured) office shall be provided for the manager.

(20) All manufactured homes shall conform to the "Manufactured/Mobile Home" definition as established in Chapter 1.

(21) ~~A designated and separate storage area for recreational vehicles, boats, and camp travel/trailers shall provide 72 square feet for every required parking space with a minimum of 720 square feet to be provided. Such area(s) shall have screening and landscaping which is consistent with other screening for similar uses (i.e. solid waste and mechanical screening). This area may be fenced. Fencing shall comply with any applicable design standards.~~

(22) All manufactured homes shall conform to supplemental regulations of Section 5.04(50).

(19) Signs, Off Premise

Off premise signs may be permitted in I1, I2, and I3 Districts in accordance with Chapter 7: Sign Regulations, provided the following additional regulations are met.

(1) Off premise signs may only be located along existing major thoroughfares or freeways as identified by the adopted Asheboro Thoroughfare Plan.

(2) The zoning district shall have at least l,000 linear feet frontage along the major thoroughfare or freeway in question.

(3) Off premise sign structures shall be located a minimum of l,000 linear feet apart as measured along the center line of the major thoroughfare or freeway. Only one off premise sign structure may occur every l,000 linear feet.

(4) Off premise signs shall not exceed thirty-five (35) feet in height. Height shall be measured in accordance with Chapter 7.

(5) Off premise signs shall be rectangular in shape and no part of the advertising face or copy shall extend or protrude beyond the outer limits of the rectangle.

(6) No portion of the off premise sign supporting structure shall be visible above the rectangular sign face.

(7) Off premise signs shall be limited to freestanding ~~ground~~ type ~~-~~signs~~,~~ ~~-~~only.

(8) No additional signs shall be permitted on any part of the supporting structure or bracing of an off premise sign.

(9) A billboard sign face area shall not exceed three-hundred (300) square feet in size.

(10) Off premise signs may only be single-faced, double-faced (back to back) or multi-faced provided that:

(j) The total sign faces in any one direction do not exceed size requirements set forth in (9) above.

(k) There is a definite distinction (such as a border or trim) between the individual sign faces to separate advertising copy.

(l) The backs of back-to-back/double-faced signs are not separated by more than thirty-six (36) inches.

(m) Double-faced or multi-faced signs when constructed in the form of a "V" when viewed from above or below, shall not exceed an angle (as measured at the apex) greater than forty-five (45) degrees.

(n) Double-faced or multi-faced signs shall be structurally tied together to be considered as one structure.

(o) Multi-faced signs shall not have more than two (2) sign faces per structure.

(11) Landscaping and screening shall be provided subject to the approval of the Planning and Zoning Department. No undue undercutting of existing vegetation shall be permitted as specified by state law and NC Administrative Code provisions.

(12) If the billboard is illuminated, maximum brightness levels shall not exceed 5,000 nits during daylight hours and shall not exceed 500 nits between dusk and dawn, as measured from the sign face.

(13) If provided, electronic changeable copy shall operate on a five second minimum delay.

(14) No billboard shall be permitted within 100 linear feet of any residential district (R40, R15, R10, R7.5, and RA6).

(15) ~~Off premise signs as provided for under Chapter 7 shall not be required to comply with the provisions set forth in this Section.~~ Consistent with Section 4.07(C)(6)(a) and Section 4.07(D)(6), and within Tier 3 of the Center City Planning Area, no billboard shall be permitted within any Tier of the Center City Planning Area.

(16) Off premise signs must comply with regulations established by the N. C. Board of Transportation. However, the State or city requirement that is more stringent or restrictive shall apply. It is the responsibility of the sign owner to insure compliance with State and city regulations.

(17) An application for a Special Use Permit as required under this Section shall be accompanied by plans showing the following information:

(p) Location of the proposed billboard, including setback from public right-of-way.

(q) Location of any existing buildings or structures within 100 feet of the proposed billboard.

(r) Location of proposed billboard in relation to any residential district (R40, R15, R10, R7.5 and RA6) to enable a determination of compliance with this Section.

(s) Size of the proposed billboard including the number of sign faces and their dimensions, as well as the proposed height of said billboard.

(t) Proposed method of landscaping and screening.

(u) Proposed removal of any existing vegetation.

(v) Type of construction material and method of construction.

(31) Residential Townhouse Developments in the B3 District

Townhouses may be permitted in the B3 district subject to the following requirements:

(1) Review of an application for a Townhouse development SUP shall occur simultaneously with a review of plats submitted in compliance with the Asheboro Subdivision Ordinance. If the Townhouse development requires review as a "major" or "minor" subdivision the Sketch Design Plat shall be properly submitted to Community Development Division staff in accordance with the Asheboro Subdivision Ordinance. The Sketch Design Plat and the site plan required for the SUP may be combined on one plat so long as the requirements for each are met. Approval shall be subject to any conditions of the SUP and granted only after approval of the SUP by the City Council.

(2) Within a residential townhouse development, all uses permitted in the B3 district shall be permitted as follows;

(w) Nonresidential activities may be located only on the ground floor townhouse units;

(x) Only 25% of the development's overall number of units shall be permitted for nonresidential uses;

(y) Such use shall be permitted only within structures with frontage on a public street. There shall be a public entrance to nonresidential uses from a public street;

(z) All requirements of the North Carolina Building Code shall be satisfied for mixed use residential townhouses;

(aa) ~~Additional parking for nonresidential uses shall not be required.~~

(3) Streets within a Townhouse development may be public or private according to the regulations of the Asheboro Subdivision Ordinance.

(4) The yard and height regulations set forth in Table 4-1 and Section 4.07 shall be met for Townhouse developments permitted by this Section.

(5) Utilities shall be planned and installed according to the Asheboro Subdivision Ordinance.

(6) Provisions and plans for garbage and waste collection shall be included with the application.

(7) Street landscaping shall be installed and maintained as per Section 4.07. Buffers and screening shall be installed and maintained as required for multi-family developments per Chapter 6.

(8) Signs will be regulated as per Section 4.07 and Chapter 7.

(9) Off street parking shall be provided as per Chapter 6.

(10) General landscaping shall be installed and maintained. Plans indicating all required and nonrequired landscaping shall be submitted as part of the application.

(32) Recreational Vehicle Resort

Recreational Vehicle Resorts shall be permitted in the R-40 and TH Districts, subject to the issuance of a special use permit and subject to the following regulations:

(1) Review of an application for a Recreational Vehicle Resort shall occur simultaneously with a review of plats submitted in compliance with the Asheboro Subdivision Ordinance. If the Recreational Vehicle Resort requires review as a "major" or "minor" subdivision, the Sketch Design Plat shall be properly submitted to Community Development Division staff in accordance with the Asheboro Subdivision Ordinance. The Sketch Design Plat and the site plan required for the Recreational Vehicle Resort may be combined on one plat so long as the requirements for each are met. Approval shall be subject to any conditions of the Recreational Vehicle Resort SUP and granted only after approval of the SUP by the City Council.

(11) Recreational Vehicle Resorts shall only be permissible on a lot or lots comprising at least one hundred (100) acres under single ownership or control at the time the special use permit is approved. The Resort may consist of subdivided and unsubdivided portions, but the entire Resort must be subject to a single special use permit.

(12) The yard and height regulations set forth in Table 4-1 may be modified for a Recreational Vehicle Resort, provided that, for such development as a whole, excluding roadways and driveways, the density within the Recreational Vehicle Resort may not exceed five (5) units per acre with a .52 open space ratio. If the Resort

contains individual lots created by the recording of a subdivision plat, the total number of such lots within the Resort may not exceed one lot per acre for the number of acres within the entire tract comprising the Resort. Such lots shall count as units for calculating the total density.

(13) The Recreational Vehicle Resort may be developed in phases. Phase One (1) shall include the required amenities. No Certificate of Occupancy for any phase of the park shall be issued until all required or proposed improvements are installed for that phase, and no RV may be located in any phase until that phase has received a Certificate of Occupancy.

(14) Recreational Vehicle Resorts shall be located so that it has direct access to minor thoroughfare or higher classification street as shown on the Asheboro Comprehensive Transportation Plan.

(15) Streets within a Recreational Vehicle Resort may be public or private according to the regulations of the Asheboro Subdivision Ordinance.

(16) Utilities shall be planned and installed according to the Asheboro Subdivision Ordinance.

(17) An engineering study of storm water runoff shall be made. If such study indicates that post development runoff will exceed predevelopment conditions, plans for runoff control shall be designed and certified by a professional engineer. Such controls shall be designed to reduce the runoff during the occurrence of a 10-year storm to predevelopment flow rate. Prior to a Certificate of Occupancy, a Professional Engineer shall provide certification that the storm water controls were built according to the plans. The continued maintenance of all runoff control measures shall be the responsibility of the property owner.

(18) An unsubdivided RV site shall be a least thirty (30) feet in width, and shall contain at least 1,800 square feet of area. Each such RV site shall be clearly established on the ground by permanent monuments or markers. A subdivided RV site shall be at least forty (40) feet in width, and shall contain at least 3,200 square feet of area. Each such RV site shall be clearly established on the ground by permanent monuments or markers.

(19) There shall be a front yard of at least twenty (20) feet between any RV and internal roadways. Where exterior property lines of the Recreational Vehicle Resort are coincident with public street rights-of-way, all Recreational Vehicles and structures within the park along such rights-of-way shall observe the front yard setback from

such right-of-way as required by this Ordinance. Individual RV sites may not have direct access to any existing public street.

(20) There shall be a side yard along each side of every RV site. Each side yard shall be at least five (5) feet wide. There shall be a rear yard of at least five (5) feet between any RV and the rear of the site on which it is located. The distance between RV units, including RV site accessory structures, shall not be less than twenty (20) feet. No RV or structure shall be located closer than thirty (30) feet to any other structure on the premises.

(21) No RV or structure shall be located closer than one hundred (100) feet to any exterior property line of the Recreational Vehicle Resort, and this area shall remain in an undisturbed condition similar to what was present on the premises at the time the special use permit for the RV resort was issued. Passive recreational uses, such as walking paths, are permitted in this area. The City Council may, as a condition of the special use permit, impose additional reasonable vegetated screening requirements in those parts of the one hundred-foot area that are open and not wooded, such as fields. Recreational Vehicle Resorts shall not, however, be required to comply with the requirements of Section 6.06 of this Ordinance.

(22) All RV sites shall abut a paved roadway which shall meet the requirements of the Asheboro Subdivision Ordinance and which shall provide unobstructed access to a public street or highway. Such roadways shall be illuminated as per city street lighting policy to ensure the safe movement of pedestrians and vehicles at night.

(23) ~~At least one parking space, a minimum of nine (9) feet by eighteen (18) feet, shall be provided within each RV site.~~ No on street parking shall be permitted.

(24) All RV sites shall have a concrete or asphalt pad. Such pad shall be a minimum of sixteen (16) feet by forty (40) feet in size.

(25) No more than one RV may be parked on any RV site.

(26) RV site accessory structures such as porches, decks, storage buildings, and walkways may be permitted within each RV site, provided no such structure may be attached to the RV and setbacks and parking spaces remain open and free of structures and the distance between the accessory structures and adjoining RVs, or adjoining accessory structures, shall not be less than twenty (20) feet.

(27) Not more than thirty percent (30%) of the RV sites within the Resort may be occupied by ANSI Park Models.

(28) Each Recreational Vehicle Resort shall have a minimum of seven percent of the gross area set aside and developed for recreational purposes. The required recreation space shall include, but not be limited to, amenities such as swimming facilities, picnic areas with tables, basketball goals with paved play areas, and playground(s) with play equipment. The specific mix of recreation facilities shall be determined during the special use permitting process. Exterior areas for common passive or active recreation use include play areas for children, outdoor seating areas, and the like, where the facilities are available for common use by tenants and visitors. Active recreation space shall be at least 30 feet from any RV site. If a swimming pool is provided, it shall be separated from other uses by a fence having a gate that is capable of remaining closed.

(29) The collection of trash and garbage and their disposal shall be provided for in such a manner as to maintain a clean and orderly appearance at all times. Plans to meet this requirement shall be submitted as part of the application for a SUP. All collection facilities shall be located outside of all required setbacks and buffer/screen yards and they shall be screened from the view of public rights-of-way and adjacent property

(30) Accessory structures (not an RV or other mobile structure) may be permitted for such accessory uses as stores, laundries, park office, recreation facilities, storage, and RV Park related services. The total gross square footage of all building areas shall not exceed two (2) percent of the total approved Recreational Vehicle Resort area or forty thousand (40,000) square feet, whichever is less. Such uses, structures and their associated signage shall be located in such a manner so that they are not visible from any public street or road. ~~Parking requirements for accessory uses shall be determined by Chapter 6.~~ ~~Required parking for accessory uses shall have a paved surface as per Chapter 6.~~

(31) Areas shall be designated and reserved for overflow parking. Such parking areas shall have paved spaces equal to ten percent (10%) of the number of sites within the park and be reasonably dispersed throughout the park. An additional area shall be designated for the parking and storage of nonhuman occupancy RV vehicles such as boats, wave runners, etc~~.~~ or such storage shall be prohibited within the park. Such storage area shall have spaces equal to five percent (5%) of the number of sites within the park and shall be located in such a manner so that it is not visible from any public street or road.

(32) A fulltime onsite manager shall be provided. An on-site, permanent (not an RV or other mobile structure) office shall be provided for the manager.

(33) General landscaping shall be installed and maintained. Plans indicating all required and nonrequired landscaping shall be submitted as part of the application.

(34) Except for the ANSI Park Models and units located on subdivided RV sites**,** no recreational vehicle or other camping structure shall be permitted to remain on any RV site for a period of more than ninety (90) days within a six-month period.

(35) Signs shall be regulated by Chapter 7.

(36) Recreational Vehicle Resorts shall be subject to the regulations within Chapter 9 - Flood Damage Prevention Ordinance and Chapter 10 -Watershed Regulations.

(37) Recreational Vehicle Resorts shall have at least one staff person who is responsible for security on the premises at all times.

(38) Recreational fires shall be regulated per the North Carolina Fire Code.

(39) Site plans submitted shall meet all the requirements of Chapter 2 and show the location and dimensions of individual RV sites and all other accessory features customarily incident to the operation of a Recreational Vehicle Resort.

(36) Residential Development with Multiple Family Structures with a Gross Floor Area Ratio in Excess of 0.22 and Up to 0.43.

Development shall comply with all applicable zoning and subdivision ordinance standards except as modified herein.

(1) Access shall be from a minor thoroughfare or higher classification street.

(2) No parking shall be permitted within the first 25 feet of the required front yard.

(3) ~~Overflow parking spaces for visitors shall be provided. One overflow parking space shall be provided for every ten (10) required parking spaces within the development.~~

(4) Parking of recreational vehicles, including but not limited to watercraft, travel trailers, and campers, is not permitted unless such parking occurs within an entirely enclosed structure that complies with the requirements of the Zoning Ordinance.

(5) Within the required front yard, there shall be planted and maintained one tree which is not less than six feet in height at the time of planting, for each twenty linear feet of street frontage or portion thereof, and one evergreen shrub for each ten linear feet of street frontage or portion thereof. The balance of the required front yard shall be covered with evergreen ground cover or mulch.

(6) A Type D buffer or screen shall be provided adjacent to single or two-family uses or zoning districts. A Type A buffer or screen shall be provided adjacent to all other uses or zoning districts.

(7) Foundation plantings consisting of evergreen shrubs shall be installed along the entire front foundation wall of each building. Plant installation shall be a minimum of two feet in height planted at six-foot intervals.

(8) All Facades: One hundred (100) percent of the area below the facia of any building, excluding trim and similar architectural detailing but including doors and windows, shall be finished with any Building Code approved material except:

(bb) Unfinished wood, concrete block (except split-faced block), vinyl siding, metal panels, metal painted panels and any metal panel with "rib" or "u" configuration.

(cc) Laminated, composite or press board wood type materials composed of layers of firmly united wood materials made by bonding or impregnating superposed layers with resin and compressed under heat.

(9) All multifamily structures less than three (3) stories in height using a sloped roof shall have a minimum slope of 5 in 12 on the principal roof. All multifamily structures not using a sloped roof shall have a parapet wall above the roof of at least three (3) feet in height.

(10) 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.

(11) The minimum recreation ratio may be satisfied with a mixture of indoor and outdoor amenity space, provided that no more than fifty (50) percent of the recreated space is located within an enclosed structure.

(12) A full-time on-site manager shall be provided for multifamily dwellings with a total of 75 units or more. A permanent office shall be provided for the manager. The floor area contained in the on-site manager's office shall not be counted in the total FAR.

6.01 SIDEWALKS

(A) PURPOSE

To create a multimodal, interconnected transportation network within the City of Asheboro.

(B) Applicability

(1) Sidewalks are required of all new buildings, except single family and duplex, located in RA6, OA6, O & I, B1, M, B2, TH and B3 districts. However, they are not required for additions, extensions or enlargements of existing buildings nor to expansions of existing multi use situations, nor for the addition of an accessory structure. Additions, extensions or enlargements of existing buildings and expansions of existing multi use situations shall install sidewalks when such buildings have street frontage with an existing sidewalk which does not extend the entire frontage of the lot. For lots with more than one street frontage, additions, extensions or enlargements of existing buildings and expansions of multi-use situations shall require the installation of sidewalks along only that frontage where the existing sidewalk does not extend along the length of that frontage.

(2) Sidewalks are required of all new buildings located in I1, I2, and I3 districts when such building is located on a major or minor thoroughfare. However, they are not required for additions, extensions or enlargements of existing buildings nor to expansions of existing multi use situations, nor for the addition of an accessory structure. Additions, extensions or enlargements of existing buildings and expansions of existing multi use situations shall install sidewalks when such buildings have street frontage with an existing sidewalk which does not extend the entire frontage of the lot. For lots with more than one street frontage, additions, extensions or enlargements of existing buildings and expansions of multi-use situations shall require the installation of sidewalks along only that frontage where the existing sidewalk does not extend along the length of that frontage.

(C) Standards

~~When required in (1) or (2) above, sidewalks shall be installed along all street frontages that possess curb and gutter. Sidewalks shall be constructed if a minimum of 8.5 feet of public right-of-way exists as measured from the back of curb to the outer boundary of the public right-of-way. In the event that a minimum of 8.5 feet of public right-of-way does not exist as measured from the back of the curb to the outer boundary of the public right-of-way, the provisions of this section shall not apply.~~ For the purposes of this Section, a street frontage shall be defined as a right-of-way or fee simple tract of land that has been set aside for public travel, built to public street standards, and eligible for maintenance by either the City of Asheboro or the State of North Carolina. Sidewalks shall be constructed in accordance with City of Asheboro sidewalk design standards as established by the City of Asheboro Engineering Department or the North Carolina Department of Transportation and shall be subject to the approval of an encroachment agreement by the applicable permitting authority. The inability to obtain said approval shall be considered a waiver of the requirements of this Section. The City of Asheboro sidewalk design standards shall be made available for public inspection in the office of the City Clerk.

Fee in Lieu of Sidewalk Construction

(1) Where a sidewalk is required, but the following conditions exist, and the provision below is agreed to by the Community Development Division, Engineering Department, and Public Works Department, a fee in lieu of constructing a sidewalk may be paid by an applicant if one or more of the following conditions exists:

(a) The location of the sidewalk occurs in a floodway or location that would result in exacerbating significant stormwater runoff concerns;

(b) The sidewalk is located on a grade so that it would require a retaining wall of six feet in height, measured from the bottom to the top of the wall at the lowest point of finished grade;

(c) The sidewalk requires relocating utility pole(s), and no alternative such as relocating the sidewalk around the utility pole.

(d) The sidewalk is proposed along a public street with a committed road project. (Staff note: removed provision of within four years).

(e) No connecting sidewalk within close proximity.

(f) Lack of curb and gutter and/or 8.5 feet from the back of the curb to the street right-of-way line.

(2) With the exception of Item 1(d), the fee in lieu of option is not available for sidewalks that are recommended to be constructed as prescribed by an adopted Comprehensive Transportation Plan or Comprehensive Pedestrian Plan.

(3) Use of Funds. All fees collected in lieu of sidewalk construction shall be deposited into a dedicated municipal account that is dedicated solely to pedestrian infrastructure. In accordance with state law, these funds must be expended by the City to construct, expand, or improve sidewalks or pedestrian infrastructure that provides a direct nexus and benefit to the development from which the fee was collected, as described in Subsection (4) below.

(4) The project benefiting from the funds must be located within the same quadrant of the city's jurisdiction as the development paying the fee, measured in a straight line, and be recommended by an adopted comprehensive transportation or pedestrian plan. For the purposes of this subsection, quadrants shall be defined by the intersection of East and West Salisbury Street and North Fayetteville Street being the origin.

(5) The calculation of this fee shall include costs for engineering, design, materials, labor, grading, and stormwater mitigation The applicant shall provide an estimate in an amount of not less than 100% of the costs of such improvements by professionals competent in their respective fields in the form of proposals or bids for the installation of required sidewalk improvements in the location in which they would be required. In addition, the City Council may adopt, by resolution, a technical policy and fee structure regarding this subsection.

6.13 PARKING

(A) Purpose

It is the intent of these regulations to encourage the appropriate location of offstreet parking and offstreet loading to provide the needed levels of service to the citizens of and visitors to the City of Asheboro and its environs, to avoid undue congestion on the streets, to protect the capacity of the street system, to move traffic, to avoid unnecessary conflicts between vehicles and pedestrians, to preserve and enhance the designated pedestrian activity areas within the City and to facilitate access from streets to offstreet parking lots and structures and offstreet loading spaces, to the extent allowable by state law.

(B) Applicability

(1) All districts, except the A ~~and B-3~~ Districts

(2) All uses, except Dwelling, Single Family

(dd) All parking areas ~~required~~ associated with ~~for~~ new construction shall be developed in strict compliance of this section

(ee) All new parking areas ~~required by~~ associated with additions and expansions shall be developed in strict compliance of this section.

Change of Use: New and existing parking areas associated with a change of use shall comply ~~be made in strict compliance~~ with this Ordinance only in cases where a two, or greater, step difference in the protective yard matrix occurs between proposed and existing uses

(a) ~~Where the required number of parking spaces for a new use according to this section is less than 125% of the parking spaces required for the existing use, no additional parking spaces, nor compliance with parking design, building separation, and landscaping standards of this section, shall be required.~~

(b) ~~Where the required number of parking spaces for a new use according to this section exceeds 125% of the parking spaces required for the existing use, parking spaces shall be provided to meet the minimum number of parking~~

~~spaces. All new parking areas required shall be developed in strict compliance with this section~~

All ~~non-required~~ parking and loading areas shall be ~~exempt from the parking design, building separation, and landscaping standards but~~ subject to City technical specifications, and maintained to prevent problems due to erosion, runoff and dust.

(C) Parking General

(1) Compliance with Regulations

The requirements for offstreet parking area and offstreet loading area shall be a continuing obligation of the owner of the real estate upon which any such structure is located, so long as the structure is in existence and its use requiring parking or loading, or both, continues. It shall be unlawful for an owner of any structure affected by this Ordinance to discontinue, change or dispense with, or cause the discontinuance or change of the required vehicle parking or loading area apart from the discontinuance of such structure, without establishing alternative parking and loading area which meets the requirements of and is in compliance with this Ordinance.

(2)

~~Methods of Providing Required Parking~~

~~All required parking areas (including parking access, spaces, and maneuvering areas) shall be located on the same zoning lot as the principal use(s) it serves, except as provided below.~~

(a) ~~Off-Site Parking Area~~

~~(i) The use being served by the off-site parking shall be a permitted principal use as established in Table 5-1, in the zoning districts within which the zoning lot containing such parking is located;~~

~~(ii) The off-site parking area shall be located within five hundred (500) feet walking distance of a public entrance to the structure or land area containing the use for which such spaces are required. A safe, direct, attractive, lighted and convenient pedestrian route~~

~~(iii) The continued availability of off-site parking areas, necessary to meet the requirements of this Section, shall be ensured by an appropriate reciprocal easement, satisfactory to the Office of the City Attorney and recorded with the Register of Deeds of Randolph County.~~

~~(iv) For purposes of determining applicable minimum and maximum land use intensities (in districts where FAR applies), the land area devoted to off-site parking shall be added to the land area of the zoning lot containing the use being served by such parking and shall be subtracted from the area of the zoning lot containing the off-site parking.~~

~~(v) The provision of off-site required offstreet parking shall not apply to any residential use located within the R-40, R-15, R-10 and R-7.5 zoning districts.~~

~~(vi) Off-site required offstreet parking shall not be separated from the use it serves by major or minor thoroughfare, as shown on the current City of Asheboro Thoroughfare Plan Map, or other similar physical barriers to convenient access between the parking and the use.~~

(b) ~~Joint Use Facilities~~

~~(i) Nothing in this Ordinance shall be construed to prevent the joint use of offstreet parking area or offstreet loading space for two or more structures or uses, if the total of such spaces, when used together, will not be less than the sum of the requirements of the various individual uses computed separately in accordance with the requirements of this Ordinance.~~

~~(ii)An agreement for such joint use, in the form of a reciprocal easement acceptable to the office of the City Attorney shall be filed with the Zoning Administrator and recorded with the Register of Deeds for Randolph County.~~

(c) ~~Shared Parking~~

~~(i)No part of an offstreet parking area or offstreet loading area required for any structure or use for the purpose of complying with the provisions of this Ordinance shall be included as a part of an offstreet parking area or offstreet loading area similarly required for another structure or use, unless the Zoning Administrator determines that the period(s) of demands for offstreet parking for such structures or uses will not be simultaneous with or overlap each other.~~

~~(ii) An agreement, with the City of Asheboro as one of the parties with a right of enforcement, for such joint use, in the form of a reciprocal easement~~

~~acceptable to the Office of the City Attorney shall be filed with the Zoning Administrator and recorded with the Register of Deeds for Randolph County.~~

~~(iii) The Zoning Compliance Permit covering such approval shall include the requirements that the permit is valid only so long as the conditions described in the application for the property exist.~~

~~**(D) Number and Calculation of Required Offstreet Parking Spaces**~~

(d) ~~The number of required offstreet parking spaces shall be as set forth in Table 6-1.~~

~~Where parking requirements relate to number of seats, and seating is in the form of undivided pews, benches, or the like, twenty lineal inches shall be construed to be equal to one seat. Where parking requirements relate to movable seating in auditoriums and other assembly rooms, ten square feet of net floor area shall be construed to be equal to one seat, except where otherwise specified. Net floor area shall be the actual area occupied by seating and related aisles, and shall not include accessory unoccupied areas or the thickness of walls.~~

~~The Zoning Administrator shall make a determination, in the cases of uses not listed in Table 6-1, of the minimum required offstreet parking spaces. In reaching the determination, the Zoning Administrator shall be guided by the requirements for similar uses, the number and kind of vehicles likely to be attracted to the proposed uses and studies of the parking requirements of such uses in other jurisdictions.~~

(E) Street and Driveway Access

Ingress-egress openings in concrete or asphalt or other curbing provisions, commonly referred to as "curb cuts" shall be regulated by the following requirements for city maintained streets. Issuance of a City of Asheboro Driveway Permit by the Asheboro Engineering Department may serve to approve modifications to requirements. Approval of street and driveway access on streets maintained by the North Carolina Department of Transportation (NCDOT) shall be determined by NCDOT.

(1) The number of Curb Cuts and all other access points shall be limited to one cut on each street where a lot has less than 120 feet of street frontage, two cuts on each street where a lot has between 120 feet and 400 feet of street frontage, or three cuts on each street where a lot has 400 feet or more of street frontage.

No residential curb cut shall be less than 12 feet in width or more than 16 feet in width. Consistent with the limitations of NCGS 160D-702(c)(2), this ordinance, and driveway permitting

requirements, every dwelling with a garage shall contain adequate space for vehicle(s) to be contained on private property and not encroaching into the public right-of-way or sidewalk.

(2) Where two curb cuts are permitted for a single lot, a distance of no less than 36 feet shall separate them. Where three cuts are permitted for a single lot, no less than 100 feet shall separate the third cut from the other two. On streets maintained by the NCDOT, the 100-foot separation requirement may be reduced upon written approval by the NCDOT and in accordance with driveway permitting requirements.

(3) No curb cut or other access point shall be located closer than 36 feet to any street intersection. The intersection is determined by the intersecting point of the two street right-of-way lines (or such lines extended in the case of a rounded corner).

(4) Width of Commercial Driveway curbcuts: The width of commercial driveways measured parallel to the edge of traveled way and from edge of pavement to edge of pavement at the narrowest width shall be within the minimum and maximum limits specified. An urban driveway with two way operation shall have a minimum of 20 feet and a maximum of 36 feet. A two-way operation for rural driveways shall be within a minimum width of 20 feet and a maximum width of 50 feet. For one-way operation, a 12-foot minimum and 24 foot maximum apply for both urban and rural locations. These values are based on edge of pavement dimensions not including the width of gutter if curb and gutter section is proposed.

(F) Parking Design Standards

(1) The minimum dimensions for ~~required~~ offstreet parking spaces and aisles shall be in accordance with Diagram 6-1.

(2) Parking for the handicapped shall be provided as per North Carolina Building Code Requirements.

(3) All off street parking facilities shall be designed with permanent means of access to a street or alley and designed to provide all necessary maneuvering lanes and areas. Access drives shall be designed to provide for two-way traffic with a minimum width of 22 feet. Drives of less than 50 feet where the view of on-coming traffic is not blocked or impaired, may be single lane of not less than 11 feet in width.

(4) Parking facilities shall observe a minimum setback of ten (10) feet from any public street right-of-way unless the Ordinance provides otherwise. Parking areas for two-family/duplex dwellings located in the R-40, R-10 and R-7.5 zoning districts shall not be permitted in the required front yard setbacks. Two-family dwelling parking shall not be subject to front yard averaging.

(5) All ~~required~~ offstreet parking areas shall be paved with concrete, asphalt, or an alternative paving material (cobblestones, brick, turf-stone, or similar material) which exhibits equivalent load bearing and wear characteristics as asphalt or concrete (spaces in stacking/waiting lanes shall be considered as ~~required~~ parking). Alternative paving materials shall be approved by the Zoning Administrator ~~Planning Director~~ upon determination that such characteristics are met. Any specifications required to make such determinations shall be provided by the applicant. All surfaces shall be maintained in a safe, sanitary and neat condition. Prior to the issuance of a Certificate of Occupancy, required paving must be installed or its installation guaranteed as per Chapter 2. All primary access driveway(s) and maneuvering areas, including drive-through lanes, shall be paved in compliance with this subsection, except up to 20 percent of provided overflow parking spaces may be unpaved if compliant with this and other applicable sections of the ordinance. All parking located within 50 feet of a public street right-of-way shall be paved.

(5) All offstreet parking lots shall be graded and drained so as to dispose of all surface water accumulated within the area. Curbed areas and islands may be required where necessary for traffic control and or drainage as necessary to comply with erosion control laws.

(**7**) Lighting shall be required if night time parking is necessary or permitted. If a facility is lighted, such lighting shall be directed away from and or shielded from public streets and residential areas and shall not be a hazard or distraction to motorists traveling on a street.

(8) Parking areas shall be used for parking of vehicles, only, with no sales, displays, dead storage, repair work, dismantling, or service of any kind including the service of motor vehicles permitted.

(9) All offstreet parking spaces, including all areas for maneuvering, shall be located solely on private property, and shall not use public property or public rights-of-way. Parked vehicles in offstreet parking areas shall be prevented from intruding on travel lanes, walkways, streets, buffer and screen yards, front yard parking setbacks, or adjacent properties by means of walls, curbs, wheel stops or other appropriate means.

(10) All offstreet parking areas shall be designed to provide safe and convenient circulation, in accordance with commonly accepted traffic engineering practices and subject to the review and approval of the Zoning Administrator in accordance with said engineering practices.

(11) In the case of parking areas where drive-through service is proposed, there shall be a waiting lane capable of accommodating a minimum of five (5) vehicles, with all waiting lanes located off street right-of-ways. Should NCDOT or City of Asheboro driveway permitting requirements mandate a lengthier waiting lane, the stricter provision shall control.

(12) All ~~required~~ paved spaces, access, and maneuvering areas shall be clearly marked and such markings shall be maintained.

(G) Parking Lot Building Separation and Landscaping

(1) Parking areas, unless located on or within a structure, shall be separated from the exterior walls of any structure by providing a buffer strip at least four feet in width that shall be landscaped and covered with a ground cover or shall be paved to be utilized as a pedestrian walkway. The pedestrian walkway shall not be paved with asphalt and shall provide (a) or (b) below:

(a) A grade separation a minimum of 4 inches to be utilized as a pedestrian walkway or a grade separated landscaped area a minimum of 4 inches in height or;

(b) In lieu of the 4 inch vertical grade separation of the pedestrian walkway, bollards and a pedestrian walkway (at least 4 feet in width) shall be provided. Bollards shall be at least 4 feet in height. When parking spaces are adjacent to

bollards, two bollards shall be provided in front of each parking space no closer than two and half feet from the inside edge of the parking space (perpendicular to vehicle as shown on Conceptual Illustration: Diagram 6-2), and shall be located no more than 6 feet apart. In cases in which bollards are utilized in lieu of vertical grade separation, and the pedestrian walkway is located between the building and parking areas other than parking spaces (i.e. access, drives, or maneuvering areas), bollards shall be located no more than 6 feet apart adjacent to the pedestrian walkway between the building and parking areas (as shown on Conceptual Illustration: Diagram 6-3).

(c) Pedestrian entrance(s) or loading access way(s) (as necessary to provide access to the structure) that span a distance greater than 6 feet shall provide bollards in addition to the horizontal grade separation required in (a) above. Bollards shall be spaced according to whether the pedestrian walkway is adjacent to parking spaces (Diagram 6-2), or other parking areas (Diagram 6-3). In no case, shall bollards adjacent to loading or access ways be located more than 6 feet apart.

(d) When bollards are utilized in conjunction with a pedestrian walkway, a change in color and/or texture of the pedestrian walkway shall be provided.

(e) All parking facilities designed for 10 or more vehicles (required ~~spaces in~~ stacking/waiting lanes shall be counted ~~as spaces~~ for determination of total ~~required~~ spaces) shall provide a minimum of 8.1 sq.ft. of landscaped area per parking space. Such landscaped areas shall contain at least 162 sq.ft. with no dimension less than 9 feet and shall be reasonably dispersed throughout the interior areas of the parking facility. Each landscaped area shall contain a canopy tree, ground cover and or mulch (see Appendix 1 for approved materials lists).

(f) In providing the vegetation required above, the retention of existing significant vegetation shall be encouraged.

(g) All landscaped areas shall be maintained in healthy and growing condition, dead or damaged materials shall be replaced, and areas shall be kept free of trash, refuse and debris.

(h) Prior to the issuance of a Certificate of Occupancy, required landscaping must be installed or its installation guaranteed as per Chapter 2.

~~(H) Required~~ Offstreet Loading Space

(1) Every use requiring the receipt or distribution, by vehicles, of materials and merchandise shall ~~have one or more~~ provide loading areas for standing, loading and unloading on the same zoning lot. Loading space shall be sufficient to allow normal loading and unloading operations of a kind and magnitude appropriate to the property served. ~~Required~~ Loading space shall be available for the loading and unloading of vehicles and shall not be used for the storage of vehicles or materials, ~~or to meet offstreet parking requirements,~~ or in conducting the use.

(2) ~~The requirements in Table 6-2 shall not be considered to make any existing structure nonconforming for lack of such offstreet loading.~~

(i) ~~**Determination of Unlisted Uses**~~

~~For any land use which is not listed in Table 6-2, the Zoning Administrator, upon review of the proposed use, shall specify the required number of loading spaces to be provided, using generally accepted traffic engineering practices and standards.~~

(j) **Offstreet Loading Space Standards**

All offstreet loading spaces shall meet the following standards:

(a) Each required offstreet loading space shall have a minimum width of twelve feet and a minimum vertical clearance of sixteen feet above the finished grade of the space. The length shall be a minimum of thirty feet for local delivery and sixty feet for semitrailers. ~~A maximum of two-thirds of the required loading spaces can be used for local delivery vehicles.~~

(b) Off-street loading spaces shall be located and arranged so that a semi-trailer truck shall be able to gain access to and use such spaces, when such spaces are provided.

(c) Loading space shall not be permitted within any required yard setback or Buffer or Screening yard as established by this ordinance.

(d) All ~~required~~ loading space and necessary maneuvering space shall be paved and shall be maintained in a safe, sanitary, and neat condition.

(e) No loading space shall be located so that a vehicle using such space intrudes on or hinders the use of the public right-of-way, or adjacent properties.

Staff note: Although state law will no longer permit requiring a specific minimum number of spaces as of 1-1-27, staff is investigating the possibilitly having loading/parking spaces as recommendations.

~~Table 6-2 Offstreet Loading Requirements~~

~~Land Use Classification~~	~~Space Requirements~~
~~Office and hotel uses (larger than 1500sqft)~~	~~One loading space for every l0,000 square feet of floor area, up to a maximum of 5 spaces.~~
~~Industrial and commercial uses as follows:~~	
~~Under — 8,000 square feet~~	~~1 Space~~
~~8,000 – 25,000 square feet~~	~~2 Spaces~~
~~25,000 – 50,000 square feet~~	~~3 Spaces~~
~~50,000 - l00,000 square feet~~	~~4 Spaces~~
~~l00,000 – Over square feet~~	~~5 Spaces~~

~~Table 6-1 Minimum Parking~~

~~Use~~	~~# of Spaces~~
~~Accessory Apartment - (amended 11-6-2014)~~	~~2.0 per dwelling unit~~
~~Adult Day Care Facility (for less than 30)~~	~~1.0 per employee plus 1.0 per facility vehicle, plus 1.0 per 15 clients~~
~~Adult Day Care Facility (for more than 30)~~	~~1.0 per employee plus 1.0 per facility vehicle, plus 1.0 per 15 clients~~
~~Adult Day Care Home - for less than 6 persons~~	~~1.0 per employee plus 1.0 per facility vehicle, plus 1 per client~~
~~Adult Establishment General~~	~~As determined by underlying equivalent non-adult use; if no equivalent exists, 5.0 per 1,000 sq. feet~~
~~Adult Establishment with Live Entertainment and On Premise Consumption of Alcoholic Beverages~~	~~3.0 per 5 occupants as established by the current NC Building Code as amended for occupancy load.~~
~~Agricultural Roadside Stand – produce produced on site~~	~~3.0 per 1,000 sq ft GFA~~
~~Agricultural Tourism Facility~~	~~4 spaces per 1,000 square feet of GFA retail/demonstration space plus 1 space per employee of largest shift plus one per facility vehicle. Areas in which seating is provided require 2 spaces per 5 seats.~~
~~Airport/Heliport~~	~~1 space per 4 seating accommodations for waiting passengers, plus 1 space for each 2 employees of largest shift~~

Table 6-1 Minimum Parking

Use	# of Spaces
Amusement Parks - Permanent	1 space per 3 persons in designed capacity, plus 2 spaces per 3 employees on the largest shift
Animal Hospital / Vet Clinic General	5.0 per 1,000 sq ft GFA
Automated Teller	2 per machine
Bakery - On and Off premises sale permitted Wholesale & Retail	1 per 400 sq ft of floor area, plus 1.0 per facility vehicle
Bakery - On premises sale only	1 per 350 sq ft of floor area
Bakery Distribution Center - with Retail Sales Permitted NO BAKING PERMITTED	1 per 350 sq ft of retail floor area; plus 1 per employee per largest shift; and 1 per facility vehicle
Banks	1 per 300 GFA plus a waiting lane for each drive up window or station with a capacity for 5 vehicles. All waiting lanes shall be located off street right-of-way
Banquet Facility (Function Hall, Rental Hall, Reception/Meeting Hall)	1 per 4 occupants as established by the current NC State Building Code as amended for "Occupant Load"
Bar	2.0 per 5 seats and/or barstools

Table 6-1 Minimum Parking

Use	# of Spaces
Bed & Breakfast	2 for owners, 1 per facility vehicle, 1.5 per guest room
Boarding / Rooming Houses	2 for resident manager plus 2 per roomer
Brewery	4 spaces per 1,000 sq ft GFA of retail space plus 1 per employee of largest shift; and 1 per facility vehicle
Brewpub	2 per 5.0 seats and/or barstools plus 3 spaces per 1,000 sq. ft. GFA brewing area.
Bus Terminal	8.0 per 1,000 sq ft GFA waiting area
Business Services	3.5 per1,000 sq ft GFA
Carwash/Mini Lube	A waiting lane for each drive thru station with a capacity for 5 vehicles. All waiting lanes shall be located off street right-of-way and outside required parking area; 1.0 per employee plus 1.0 per facility vehicle
Child Day Care Large Home	1.0 per employee plus 1.0 per facility vehicle, plus 4 additional
Child Day Care Center - Large	1.0 per employee plus 1.0 per facility vehicle, plus 2.0 per 15 children

Table 6-1 Minimum Parking

Use	# of Spaces
Child Day Care Center - Medium	1.0 per employee plus 1.0 per facility vehicle, plus 2.0 per 15 children
Child Day Care Center- Small	1.0 per employee plus 1.0 per facility vehicle, plus 2.0 per 15 children
Child Day Care Home	1.0 per employee plus 1.0 per facility vehicle, plus 2 additional
College / University Seminary	0.5 per student
Commercial Developments with multi use and or structures	5.0 per 1,000 sq ft GFA
Commercial Flex Space	5 per thousand GFA
Communication Facilities – Commercial	1.0 per 1,000 sq ft GFA
Community Center	1 per 4 occupants as established by the current NC State Building Code as amended for "Occupant Load"
Congregate Living Facility DOES NOT INCLUDE STRUCTURED ENVIRONMENT	1.0 per employee of largest shift, plus 1.0 per facility vehicle plus 0.2 per resident

Table 6-1 Minimum Parking

Use	# of Spaces
Congregate Living Facility - for 6 or less persons FAMILY CARE HOME	1.0 per employee of largest shift, plus 1.0 per facility vehicle plus 0.2 per resident
Contractors Office	1 per 400 sq ft of floor area
Correctional Facilities	1.0 per employee plus per 1.0 per 2.5 inmates
Crematorium	0.25 per seat of chapel capacity plus 0.33 per employee
Cultural Facility	3.3 per1,000 sq ft GFA
Dormitories	3.3 per 1,000 sq ft GFA
Drinking Establishments - Bar, Cocktail Lounge, Tavern, Coffeehouse	2.0 per 5 seats and/or barstools
Drive Up Window/Station/Drive throughs where permitted as part of a principal use	A waiting lane for each drive up window or station with a capacity for 5 vehicles. All waiting lanes shall be located off street right-of-way
Drive-In Theater	Car standing space for patrons awaiting admission shall be provided on the site in an amount equal to not less than 30% of the vehicular capacity of the theatre.

Table 6-1 Minimum Parking

Use	# of Spaces
Dry Cleaners - Small	1 per 350 sq ft GFA
Dry Cleaning Plant	1.0 per employee on largest shift plus 1.0 per facility vehicle
Dwelling for Caretaker/Security Guard on premise where employed	1 per employee per shift
Dwelling Multiple Family for Elderly	1.0 per dwelling unit
Dwelling Multiple Family Units up to .17 FAR -- One Bedroom Two or more Bedrooms	1.5 per unit 2.0 per unit
Dwelling Multiple Family Units up to .22 FAR by CUP/SUP -- One Bedroom Two or more Bedrooms	1.5 per unit 2.0 per unit except as modified by Chapter 4
Dwelling Single Family Units	2.0 per dwelling unit
Dwelling Two Family Units	2.0 per dwelling unit
Dwelling within Mixed Use Structure	2.0 per dwelling unit except as modified by Chapter 4

~~Table 6-1 Minimum Parking~~

~~Use~~	~~# of Spaces~~
~~Eating Establishments - Walkin / Drivein~~	~~2 .0 per 5 seats plus a waiting lane for each drive up window or station with a capacity for 5 vehicles. All waiting lanes shall be located off street right-of way~~
~~Eating Establishments - Sit Down~~	~~2 .0 per 5 seats~~
~~Electronic & Electrical Repair - Large~~	~~4.0 per 1,000 sq ft GFA plus 1 per facility vehicle~~
~~Electronic & Electrical Repair - Small~~	~~4.0 per 1,000 sq ft GFA~~
~~Exterminator~~	~~4.0 per 1,000 sq ft GFA plus 1 per facility vehicle~~
~~Extraction of Earth Products~~	~~1 .0 per each two employees on shift of average greatest employment, plus 1.0 for each vehicle used directly in the conduct of such use.~~
~~Farmers Market~~	~~1 per each 350 sq ft of display area~~
~~Flea Markets, Open Air Sales~~	~~3.0 per 1,000 sq ft GFA or outdoor area devoted to sales~~
~~Fraternity & Sorority Houses~~	~~3.3 per 1,000 sq ft GFA~~

~~Table 6-1 Minimum Parking~~

~~Use~~	~~# of Spaces~~
~~Funeral Parlor~~	~~.25 per seat of chapel capacity space~~
~~Furniture Refinishing and Repair~~	~~1 .0 per each two employees on shift of average greatest employment, plus 1.0 for each vehicle used directly in the conduct of such use.~~
~~Gamerooms~~	~~1.0 per 150 sq ft of GFA devoted to such use~~
~~Gas Station~~	~~5 per 1,000 GFA Building Only~~
~~Golf Course NOT including Par 3 or miniature courses~~	~~3.3 per 1,000 sq ft GFA or 1.0 per 30% of the maximum capacity for open uses~~
~~Health Practioners Offices~~	~~5.0 per 1,000 sq ft GFA~~
~~Health Services~~	~~1.0 per employee of largest shift plus 1.0 per facility vehicle, plus 2 per bed.~~
~~Helistop~~	~~1 space per 4 seating accommodations for waiting passengers, plus 1 space for each 2 employees of largest shift, plus 1 per facility vehicle~~
~~Home Occupation~~	~~2 per residence, plus 2~~

~~Table 6-1 Minimum Parking~~

~~Use~~	~~# of Spaces~~
~~Hospital~~	~~1 space per 2 beds, plus 1 space per doctor, plus 1 space per facility vehicle, plus 0.8 space per employee of largest shift.~~
~~Hotels / Motels~~	~~1 per lodging unit plus 1 per each 2 employees plus accessory use parking. Incidental and accessory uses open to non guests and located in the same structure as the hotel/motel (i.e. including but not limited to eating establishment, bar, retail, personal services, etc.) shall provide 50 percent of the parking spaces normally required for the respective use. Uses located on outparcel(s), or in separate structure(s), shall provide the number of parking spaces required for the respective use(s).~~
~~Industrial Developments with multi use and or structures~~	~~5.0 per 1,000 sq ft GFA except designated warehouse and or Manufacturing, Processing & Assembly sq ft plus 1.0 per 1,000 sq ft GFA of designated warehouse space and or 0.6 per employee of largest shift plus 1 space per vehicle used directly in conduct of Manufacturing, Processing & Assembly~~
~~Industrial Flex Space~~	~~3 spaces plus 3 spaces per thousand GFA when no more than 25% of building being used as office space~~
~~Interior Cleaning Services~~	~~1 .0 per each two employees on shift of average greatest employment, plus 1.0 for each vehicle used directly in the conduct of such use.~~
~~Junkyards~~	~~0.5 per employee plus 1.0 per 5,000 sq ft of lot area~~
~~Kennel~~	~~5.0 per 1,000 sq ft GFA~~
~~Landfills - Clean Material~~	~~1.0 per employee of largest shift~~

Table 6-1 Minimum Parking

Use	# of Spaces
Landfills - Sanitary	1.0 per employee of largest shift
Limited Duration-Circus, Carnival & Fair Tent Revivals (exempt from paving requirement)	.3 per seat for activities where seating provided or 1 per 3 persons expected as average attendance. Previous attendance records shall be provided as required for documentation. Plus 2 spaces per 3 employees.
Liquor Store/Package Store	4 spaces per 1,000 sq. ft. GFA. Drive through package stores shall provide a waiting lane for each drive-up window or station with a capacity for 5 vehicles. All waiting lanes shall be located off street right-of-way
Lumber & Building Material Sales	2.0 per 1,000 sq ft GFA
Lumberyard	2.0 per 1,000 sq ft GFA
Mail Order Distribution Center	1 .0 per each two employees on shift of average greatest employment, plus 1.0 for each vehicle used directly in the conduct of such use.
Mail Order Office	1 .0 per each two employees on shift of average greatest employment, plus 1.0 for each vehicle used directly in the conduct of such use.
Manufactured Home / Mobile Home Park	2 per dwelling unit
Manufactured Home / Mobile Home Sales Lot	3.00 per 1,000 sq ft GFA

~~Table 6-1 Minimum Parking~~

~~Use~~	~~# of Spaces~~
~~Manufactured Home / Mobile Homes - Class A- Double wide~~	~~2 per dwelling unit~~
~~Manufactured Home / Mobile Homes - Class A- Single wide~~	~~2 per dwelling unit~~
~~Manufacturing, Processing & Assembly- Light~~	~~0.6 per employee of largest shift plus 1 space per vehicle used directly in conduct of such use~~
~~Manufacturing, Processing & Assembly - Heavy~~	~~0.6 per employee of largest shift plus 1 space per vehicle used directly in conduct of such use~~
~~Massagists, Therapeutic Health~~	~~5.0 per 1,000 sq ft GFA~~
~~Meat Packing/Slaughterhouse~~	~~1.0 per 1,000 sq ft GFA~~
~~Medical & Dental Labs~~	~~4.0 per 1,000 sq ft GFA~~
~~Membership Organizations - not for commercial gain~~	~~3.3 per 1,000 sq ft GFA~~
~~Mental Institutions/Sanitariums~~	~~2 per bed~~

~~Table 6-1 Minimum Parking~~

~~Use~~	~~# of Spaces~~
~~Microbrewery~~	~~4 spaces per 1,000 sq ft GFA of retail space plus 1 per employee of largest shift; and 1 per facility vehicle~~
~~Mini-warehouse~~	~~1.0 per 100 storage units plus 1.0 per employee~~
~~Mobile Home Sales Lots~~	~~3 per 1,000 sq ft GFA~~
~~Motor Vehicle Repair -Major~~	~~3.0 per bay/work area plus 2.0 per 3 employees plus 1 per vehicle used directly in the conduct of such use. (Amend. 9-8-05)~~
~~Motor Vehicle Repair -Minor~~	~~3.0 per bay/work area plus 2.0 per 3 employees plus 1 per vehicle used directly in the conduct of such use. (Amend. 9-8-05)~~
~~Nightclub/Cabaret~~	~~5 spaces per 1,000 sq. ft. GFA.~~
~~Nursing, Convalescent & Extended Care Facilities~~	~~1.0 per employee of largest shift plus 1.0 per facility vehicle, plus 0.35 per bed~~
~~Office Development with Multi use and/or structures~~	~~5.0 per 1,000 sq. ft. GFA~~
~~Personal Services~~	~~1.0 per 350 sq ft GFA~~

~~Table 6-1 Minimum Parking~~

~~Use~~	~~# of Spaces~~
~~Photographic Lab Facility - Commercial~~	~~4.0 per 1,000 GFA plus 1.0 for each vehicle used directly in the conduct of such use.~~
~~Photographic Mini-Lab Facility (One hour type)~~	~~4.0 per 1,000 GFA plus 1.0 for each vehicle used directly in the conduct of such use.~~
~~Photography Studio - with Lab for in house use only~~	~~4.0 per 1,000 GFA plus 1.0 for each vehicle used directly in the conduct of such use.~~
~~Place of Assembly, Commercial~~	~~0.3 per seat in main assembly area~~
~~Place of Assembly, Non-Commercial~~	~~0.3 per seat in main assembly area~~
~~Printing & Publishing~~	~~1.0 per 1,000 sq ft GFA~~
~~Produce Sales, Temporary~~	~~3.0 per 1,000 sq ft GFA or outdoor area devoted to sales~~ ~~The following sections do not apply: 408E, 408F, 409, 410~~
~~Professional Recovery Facility (amended 11-6-2014)~~	~~1.0 per employee of largest shift plus 1.0 per facility vehicle, plus 0.2 per resident~~
~~Professional Services~~	~~1.0 per 400 sq ft of GFA~~

~~Table 6-1 Minimum Parking~~

~~Use~~	~~# of Spaces~~
~~Public Facility~~	~~.3 per seat for activities where seating provided or 1 per 3 persons expected as average attendance. Previous attendance records shall be provided as required for documentation. Plus 2 spaces per 3 employees~~
~~Public Use Facility~~	~~1.0 per employee .~~
~~Railroad Classification Yard~~	~~1.0 per employee~~
~~Recreation, Commercial Indoor~~	~~1.0 per 150 sq ft of GFA devoted to such use~~
~~Recreation, Commercial Outdoor~~	~~1.0 per tee, green, court, cage, and/or other method of participation however styled, plus 1.0 per employee~~
~~Recreational Vehicle / Travel Park/Camp~~	~~2.0 per site plus 1.0 per employee of largest shift, plus 1.0 per facility vehicle~~
~~Recycling Plant~~	~~1.0 per employee of largest shift~~
~~Recycling Center~~	~~1 .0 per employee plus 1.0 per facility vehicle used in conduct of such use~~
~~Rehabilitation Center~~	~~4.0 per 1,000 sq ft GFA~~

~~Table 6-1 Minimum Parking~~

~~Use~~	~~# of Spaces~~
~~Rental/Sales of Commercial Vehicles & Heavy Equipment~~	~~3.0 per 1,000 sq ft gross retail area plus 1.0 space per bay / work area plus 2 spaces per 3 employees plus 1 space per vehicle used directly in the conduct of such use (Amended June 8, 2006)~~
~~Rental/Sales of Domestic Vehicles~~	~~3.0 per 1,000 sq ft GFA~~
~~Repair Services~~	~~4.0 per 1,000 sq ft GFA~~
~~Research Activities~~	~~1.4 per employee~~
~~Residential Townhouse Development in the B3 District~~	~~1.5 spaces per unit (Inserted 2-9-06)~~
~~Retail Convenience Goods~~	~~4.0 per 1,000 sq ft GFA~~
~~Retail Shoppers Goods~~	~~4.0 per 1,000 sq ft GFA~~
~~School - Business~~	~~1.6 per classroom, 0.33 per student , plus1.0 per staff member~~
~~School - Technical/Vocational~~	~~1.6 per classroom, 0.33 per student , plus1.0 per staff member~~

Table 6-1 Minimum Parking

Use	# of Spaces
Schools Public, Private, Charter (4-2013) High	1.6 per classroom, 0.33 per student , plus 1.0 per staff member
Schools Public, Private, Charter (4-2013) Elementary, Middle	1.0 per employee plus 1.0 per facility vehicle, plus 1.0 per 15 children (7/97)
Schools, Nursery/Pre Schools etc.	1.0 per employee plus 1.0 per facility vehicle, plus 1.0 per 15 children
Seasonal Sales, Temporary	3.0 per 1,000 sq ft GFA or outdoor area devoted to sales The following sections do not apply: 408E, 408F, 409, 410
Service Station	1.0 per 4 pumps plus 3.0 per repair bay
Sign Painting	4.0 per 1,000 GFA
Solar Farm	0.6 per employee of largest shift (if employees are part of regular operations plus 1 space per vehicle used directly in conduct of such use)
Stable - Commercial	1.0 per 5 stalls
Taxi Stand	1.0 per employee

~~Table 6-1 Minimum Parking~~

~~Use~~	~~# of Spaces~~
~~Transfer Station~~	~~1.0 per employee, plus 1 per facility vehicle used in conduct of such use~~
~~Truck Terminal~~	~~1.0 per employee~~
~~Vehicle Towing Operation~~	~~1.0 per employee, plus 1 per facility vehicle used in conduct of such use, plus 2~~
~~Warehouse~~	~~0.6 per employee of largest shift~~
~~Wholesale Distribution~~	~~0.6 per employee of largest shift~~

Asheboro Subdivision Ordinance Amendment regarding fee in lieu of constructing sidewalks (SUB-26-01)

The following draft provisions are intended to correspond with proposed language related to text amendments to the zoning ordinance to allow the potential for the city to accept a fee in lieu of constructing a sidewalk. The draft language is in Article VII, Section II, C1 below, adds a new subsection (1d)

C. Final Plat

1. Improvements, Installation or Guarantees
   Prior to certification of a Final Plat the subdivider shall have installed improvements specified in Article IX of this Ordinance or guaranteed their installation in one of the following ways:

   a. File with the City Clerk a performance or surety bond made by a surety company licensed to do business in North Carolina. Such guarantee shall be in an amount of not less than 100% of the construction of required uncompleted improvements as estimated by professional contractors competent in their respective fields in the form of proposals or bids for the installation being guaranteed. Performance guarantees shall run for a period of one year and may be renewed once for a period of one year upon written approval from the City Manager.

   b. Deposit or place in escrow with the City Clerk a certified check or cash in an amount not less than 100% of the estimated cost of the construction of the required improvements. Said funds shall not be returned by the City until improvements have been satisfactorily installed. Portions of the deposit may be released as work progresses provided that such refunds shall be made no often than once per calendar month.

   c. File with the City Clerk a letter of credit from a financial institution licensed to do business in the State of North Carolina for the cost. Such letter of credit shall be in an amount of not less than 100% of the construction of required uncompleted improvements as estimated by the professional contractors competent in their respective fields in the form of proposals for bids or the installation being guaranteed. The letter of credit shall run for a period of one year and may be renewed once for a period of one year upon written approval from the City Manager.
      The guarantee shall not apply to the installation of the water and sewer systems, or stone base for the street. These items shall be installed and "as built" drawings shall be submitted prior to approval of any final plat. If street lights are not installed prior to final plat certification, the subdivider shall provide evidence that any assessed charge or fee from the applicable power company has been paid and documentation that the design and layout has been approved. Cost for installation shall be the responsibility of the developer.

   d. <u>If a Fee in Lieu of constructing a sidewalk has been accepted by the City as provided for in the Asheboro Zoning Ordinance, such fee shall be paid in full prior to the certification of a Final Plat.</u>

CITY OF ASHEBORO
PLANNING & ZONING

Application for Zoning Ordinance/Map Amendment

APPLICATION FEE

A $350 filing fee is required for any map amendment application for property less than 2 acres and for any Zoning Ordinance text amendment application. A filing fee of $500 is required for any map amendment application from 2 to 10 acres, and a filing fee of $800 + $15/acre is required for any map amendment application for over 10 acres.

APPLICATION INSTRUCTIONS

The rezoning process can be complex**.** It is highly recommended that the applicant speak with Planning and Zoning Department staff prior to submitting the application and paying the filing fee. Contact staff at (336) 626-1201 ext. 2392 to ensure application requirements are satisfied.

REQUIRED APPLICATION CONTENTS

1) A dimensional map, at a scale of not more than 200 feet to the inch, showing the land that would be covered by the proposed amendment, if the amendment would require a change in the zoning atlas.
2) A legal description/deed reference of such land.
3) Letter to be mailed by applicant notifying neighboring property owners of the request. Consistent with Section 160D-602(e) of the North Carolina General Statutes, the applicant shall notify neighboring property owners of the requested conditional zoning as well as the location, time, and date on which the Planning Board will hold a legislative hearing on the request. This notice must be in the form of a mailed notice provided in compliance with the guidance found in Section 160D-602(a) of the North Carolina General Statutes. During the legislative hearing, the applicant shall report to the Planning Board on the delivery of the required notice and any communication with neighboring property owners and residents concerning the requested conditional zoning.

APPLICATION DEADLINES AND MEETING DATES

The deadline for filing of applications for legislative hearings will be the day which is 55 days prior to the date of the City Council meeting for which the public hearing is to be set, provided that the deadline is no less than 17 days prior to the Planning Board's required legislative hearing; in these instances, the deadline will be 62 days prior to the date of the City Council meeting for which the public hearing is to be set. If five (5) applications have been received prior to the cut-off date, the request will be heard the following month.

Application Deadline	***Planning Board Meeting***	***City Council Meeting***
December 12, 2025	Monday, January 5, 2026	Thursday, February 5, 2026
January 9, 2026	Monday, February 2, 2026	Thursday, March 5, 2026
February 13, 2026	Monday, March 2, 2026	Thursday, April 9, 2026
March 13, 2026	Monday, April 6, 2026	Thursday, May 7, 2026
April 10, 2026	Monday, May 4, 2026	Thursday, June 4, 2026
May 15, 2026	Monday, June 1, 2026	Thursday, July 9, 2026
June 12, 2026	Monday, July 6, 2026	Thursday, August 6, 2026
July 17, 2026	Monday, August 3, 2026	Thursday, September 10, 2026
August 14, 2026	Tuesday, September 8, 2026	Thursday, October 8, 2026
September 11, 2026	Monday, October 5, 2026	Thursday, November 5, 2026
October 16, 2026	Monday, November 2, 2026	Thursday, December 10, 2026
*November, 2026: Confirm application deadline with staff	Monday, December 7, 2026.	*January, 2027: Confirm meeting date with staff

*January, 2027 Council meeting date is not set by Council, until December, 2026

APPLICANT INFORMATION

Applicant City of Asheboro

Applicant's Phone # 336-626-1201

Applicant's Address 146 N. Church St.

Asheboro, NC 27203

Applicant Email Address tnuttall@ci.asheboro.nc.us

PROPERTY INFORMATION FOR MAP AMENDMENTS

Property Owner's Name N/A

Location of Property _____

Property Size (ac. or s.f.) _____

Randolph County Property Identification Number (PIN#) _____

Current Zoning District _____

Requested Zoning District _____

Date Property Title Acquired _____

Deed Book _____ Page _____

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?

Goal 2.1: Development that enhances our city's character and sense of community

2.1.1 The Zoning Ordinance will periodically be reviewed to ensure that the specific regulations for each Zoning District are aligned with the desired character and focus of each district.

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 X

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 public health, safety, and general welfare?

_____

_____

Does not apply X

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

LDP Policies:

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.

3.1.1 The City will provide Code Enforcement with the legal tools and intergovernmental coordination it needs to effectively address community appearance standards in both newer and more established areas.

3.2.1 The City will amend Zoning requirements (i.e. setback regulations, permitted building materials, orientation of streetscapes, parking areas, pedestrian access, etc.) to ensure that new development is compatible with, and enhances, the architectural design of surrounding land uses.

3.2.2 The City will require a variety of landscaping techniques that are appropriately designed based on the desired function (i.e. riparian buffers around creeks, shade trees in parking lots, dense and expansive screening between uses of significantly different intensities, preservation of environmental character, front yard landscaping and street trees, etc.).

4.2.2 The City will enforce zoning regulations to minimize noise, light, and odor pollution and periodically review regulations to ensure these types of pollution are effectively mitigated.

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



For TLN

Printed Name of Authorized Signatory (if different from Applicant)

Trevor Nuttall

Position/Relationship of Authorized Signatory to Applicant

Assistant City Manager

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: JTL Date: 9-11-26 Case Number: 26-13

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

MEMO

To: Asheboro City Council

From: John L. Evans, Community Development Division Director

Date: October 29, 2026

RE: Building Reuse Grant application for 118 ½ Sunset Avenue

Regarding the Building Reuse Grant application submitted by Taylor Callicutt for the building located at 118 ½ Sunset Avenue, the attached includes the application and corresponding details provided by the applicant and Resolution for Council's consideration.

During its meeting on October 2, 2026, the Redevelopment Commission unanimously recommended approval of the application.

ASHEBORO
NORTH CAROLINA

Small Business Investment Incentive Program

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SMALL BUSINESS INVESTMENT INCENTIVES PROGRAM

At the City of Asheboro, we believe that small businesses are the cornerstone of our community. Small businesses help strengthen our economy and what our city has to offer its citizens, enriching the lives of business owners and residents alike. We also understand that small business owners face many challenges getting their businesses off the ground. The City desires to increase the population, taxable property, employment, and business prospects of the City as well as encourage new and expanded business within the City.

The City has created incentive programs for this purpose which are intended for those businesses who are unable to access assistance from other programs. These programs are available for small business owners investing in Asheboro. Please note that awards are subject to availability of funds AND contingent upon an appropriation by City Council for the project.

Applicants are encouraged to apply for any program to which you may qualify. Applications will be evaluated as they are received and evaluated based on program requirements and the City's best interest. Funding decisions will be made by the City Council in consultation with the Asheboro Redevelopment Commission

Available Programs

1) Local Jobs Creation Incentive– $2,000 per net new eligible job, up to 15 jobs

Employers that commit to creating and maintaining at least five new permanent positions within the city with competitive wages (at or above 90% of the Randolph County annual average) may be eligible to receive up to $2,000 per verified new full-time job. This program is intended to increase employment and the business environment of the City.

2) Building Reuse/Renovation Incentive– 50/50 match, up to $25,000

Property owners, or tenants with the owner's permission, that commit to permanently improving certain commercial or industrial buildings within Asheboro may be eligible to receive reimbursement of up to 50% eligible costs up to a maximum of $25,000. This program is intended to increase the taxable property and improve the business environment of the City.

Application Process

The City expects that the entire application process (from initial consultation through executed incentive agreement) will take approximately 120 days.

1. **Pre-Application Consultation (recommended)**
   - **Before** applying for any available program, the City recommends that the applicant consult with the Chamber of Commerce, Downtown Asheboro Inc., and Randolph County Economic Development Corporation. This will ensure that the investment being contemplated generally aligns with the purpose of the program.

2. **Fill out and Submit Application**
   - Interested parties should review information about each incentive program to ensure understanding of eligibilities, restrictions, and terms.
   - Completed Applications should be submitted to Nate Marsh, City of Asheboro Grants Writer and program liaison at nmasrsh@ci.asheboro.nc.us.

3. **Application Review**
   - The Redevelopment Commission will review applications and consult with the Chamber of Commerce, Downtown Asheboro Inc., and Randolph County Economic Development Corporation as needed.
   - The Redevelopment Commission will prepare a recommendation to the City Council as to funding. This recommendation will be based on:
     i. Alignment with program purpose
     ii. Readiness to perform
     iii. Community impact

4. **City Council Hearing and Decision**
   - Upon the Redevelopment Commissions recommendation, the City Council will hold a public hearing and determine whether to approve the incentive award.
   - Applicants are encouraged to attend the public hearing and Council meeting.

5. **Incentive Agreement**
   - If the City Council approves the award, the City will execute an Agreement with the applicant
   - This agreement will outline the period of performance and all the requirements necessary for the applicant to receive the award.

6. **Closeout and Incentive Award**
   - Following completion of the incentive program requirements or at the end of the period of performance, the applicant may submit evidence of satisfaction of requirements to the City and requests disbursement of funds.
   - The City will confirm the activities meet the conditions of the incentive and will arrange for disbursement of the funds.

LOCAL JOBS CREATION INCENTIVE

Overview

The City of Asheboro has created the Local Jobs Creation Incentive to provide up to $2000 per eligible job to support the development of an economic environment that attracts or encourages new investment, creates new jobs and encourage business owners to create new opportunities for employment in the City.

Applicants with the following categories of business are specifically encouraged to apply:

- Advanced Manufacturing
- Professional Services
- Data Processing
- Wholesale Trade
- Retail
- Medical
- Non-Franchise Restaurants
- Technology Companies
- Grocers
- Medical

Applications are reviewed on an ongoing basis. Awards are based on the availability of funds and meeting the programs requirements. Jobs created prior to approval of an application are not eligible for this program.

The Incentive

Business located, or that intend to locate, within Asheboro and that intend to create at least 5 full-time jobs over the following 18 months may receive up to $2000 per eligible job, up to $30,000.

The program is performance-based: no incentive payments will be issued until the new jobs exist and are documented.

For the purposes of this incentive program, full-time employment means one person working at least 30 hours per week, receiving pay at 90% or above the Randolph County annual average, whose wages are subject to tax withholding, and who is employed in a permanent position. Applicants must commit to creating and maintain the newly created jobs for at least 6 consecutive months.

Businesses relocating from within Randolph County, but outside Asheboro, may only be eligible for the creation of new jobs.

Eligible Applicants

Business located, or that intend to locate, within Asheboro and that intend to create at least 5 full-time jobs over the following 18 months

Program Requirements

- Remain in good standing on taxes, licenses, utility payments, and code requirements
- If an existing business, establish a baseline employment number using the most recent Quarterly Tax and Wage Report (Form NCUI 101)
- Create 5 new full-time jobs within 18 months from the date of the incentive agreement.
- Maintain baseline employment plus the new, full-time jobs concurrently for at least 6 consecutive months.
    - The number of new jobs will be verified by reviewing two consecutive quarterly NCUI 101 reports.

Period of Performance

- Applicants will have 18 months to establish eligible jobs and have them filled for a period of at least 6 months.

- At the end of the period of performance, the applicant may request an incentive payment for each of the created jobs. The City will then verify that the jobs were created and maintained in accordance with the incentive agreement.

- If fewer than 100% of the anticipated new full-time jobs have been filled for 6 months by the end of the allotted time, the business may request an extension to the period of performance or may seek payment for any eligible jobs, provided at least 5 jobs were created. For example, if an applicant expected to create 10 jobs but created only 5 during the performance period the applicant could request payment for those 5 jobs.

CITY OF ASHEBORO BUILDING REUSE/RENOVATION INCENTIVE

Overview

The City of Asheboro has established the building reuse/renovation incentive program to offer an incentive that stimulates investment, encourages property and business owners to make improvements to their building(s), and supports a vibrant commercial and industrial sector. Improvement of buildings within Asheboro promotes economic growth by attracting and retaining residents and businesses, creating jobs, and reducing the deterioration of properties and thereby increasing property values.

Applications are reviewed on an ongoing basis. Awards are based on the availability of funds and meeting the programs requirements. Work done prior to approval of an application is not eligible for reimbursement.

Projects that improve a property's appearance and lead to occupancy or increased building utilization will be prioritized as will applicants who are not otherwise eligible for assistance from other programs.

The Incentive

The City will reimburse up to 50% of eligible expenses (up to $25,000) for eligible project costs following project completion. Only work completed after the award of an incentive will be eligible for reimbursement.

Reimbursement for eligible project costs will occur only after improvements are completed, eligible costs are incurred and paid for by the applicant, and all required code inspections have been completed permitting occupancy of the improved space.

Eligible Properties

Properties within Asheboro's city limits that 1) have been vacant for at least three months, or 2) are occupied but underutilized. The City may give preference to projects proposing to improve vacant eligible properties.

Applicant must be the legal owner or authorized by the legal owner and be in good financial standing with the city and county (no back taxes, utility fees, or civil penalties).

Eligible Activities

Eligible costs include, but are not limited to:

- Window and door replacement
- Repairs to facades visible from public streets

- Site work that improves aesthetics or functionality, including fencing, landscaping, and paving
- Demolition of blighted buildings/structures
    - Demolition incentive payments are issued upon completion of demolition and site stabilization.
- Roof repairs, HVAC, plumbing, accessibility modifications, electrical systems, and other building code compliance
- Fire suppression improvements

Note: projects within the Downtown Historic District must comply with relevant historic preservation goals.

Ineligible Uses and Expenses

The following are **ineligible** uses: short-term rentals, religious organizations, not-for-profits/civic organizations, discriminatory organizations, political activities, and adult businesses.

Funds **cannot** be used for:

- building purchase
- design or engineering costs
- permit fees
- surveys
- legal fees
- machinery & equipment
- cranes
- security
- telephone or computer hardware and software
- solar panels
- business signage
- purely cosmetic changes such as painting
- to remedy existing violations of law

Period of Performance

Applicants will have 18 months from the date of the incentive agreement to complete the building improvements and request reimbursement for eligible costs. The City will then verify that the project was completed in accordance with the incentive agreement and properly permitted and inspected.

Applicants may request an extension to the period of performance prior to its expiration

SMALL BUSINESS INCENTIVE PRE-APPLICATION

Completed Pre-Applications should be submitted to Nate Marsh, City of Asheboro Grants Writer and program liaison at nmasrsh@ci.asheboro.nc.us.
Applicants will be contacted following review and consultation with program partners.

The City of Asheboro offers the following incentive programs:

1) Local Jobs Creation Incentive– $2,000 per net new full-time job, up to 15 jobs

Employers located within the City that commit to creating and maintaining at least five new permanent positions with competitive wages (90% or above the Randolph County annual average) within the City may be eligible to receive up to $2,000 per verified new full-time job. This program is intended to increase employment and the business environment of the City.

2) Building Reuse/Renovation Incentive– 50/50 match, up to $25,000

Property owners, or tenants with the owner's permission, that commit to permanently improving certain commercial or industrial buildings within Asheboro may be eligible to receive reimbursement of up to 50% eligible costs up to a maximum of $25,000. This program is intended to increase the taxable property and business environment of the City.

Please indicate which incentive program(s) you would like to apply to and fill in the basic information about your project below:

☐ Local Jobs Creation Incentive ☒ Building Reuse/Renovation Incentive

Business/Project Name: _____

Business/ Project Address: 118 1/2 Sunset Ave. Asheboro, NC 27203

Please provide a brief description of the project:

Applicant Name: Haney's Holding Company, LLC

Property Owner Name (if different from Applicant): _____

Mailing Address (if different from above): P.O. Box 4367 Asheboro, NC 27204

Email: Taylor@parttimeattorney.net **Phone:** (336)953-4661

Parcel/Tax ID: 7751820758 **Federal Tax ID number:** 88-3472977

Applicant Signature: _____ **Date:** 9-15-26

Property Owner Signature (if applicable): _____ **Date:** _____

LOCAL JOBS CREATION INCENTIVE APPLICATION

Completed Applications should be submitted to Nate Marsh, City of Asheboro Grants Writer and program liaison at nmasrsh@ci.asheboro.nc.us. Applicants will be contacted following review and consultation with program partners.

Business/Project Name: _____

Business/ Project Address: _____

Business Category: _____

Baseline Employment Numbers (if existing business): _____
Please attach your most recent NCUI 101 report (redact SSNs).

Total Number of Jobs to be Created: _____
For Randolph County businesses proposing to relocate, only net new jobs may be counted.

Expected category of worker of new employees: _____

Expected wage of new employees:

_____

Expected time by when jobs will be created and filled: _____

Real/Personal Property Investment Amount: _____

I certify that all information included with the application is true and correct and agree to adhere to any conditions stated herein in addition to all city ordinances and the laws of the State of North Carolina regarding this work.

_____ _____

Signature **Date**

BUILDING REUSE/ RENOVATION INCENTIVE APPLICATION

Completed Applications should be submitted to Nate Marsh, City of Asheboro Grants Writer and program liaison at nmasrsh@ci.asheboro.nc.us. Applicants will be contacted following review and consultation with program partners.

Address of Project: 118 1/2 Sunset Ave. Asheboro, NC 27203

Business Name: Haney's Holding Company, LLC

Business Owner's Name: Taylor B. Callicutt / Jeremy E. McNeill

Property Owner's Name (if different from above): _____

Telephone Number: (336) 953-4661 **Email:** Taylor@parttimeattorney.net

Briefly describe proposed improvements and building use: See attached.

Please attach drawing or sketch/renderings of proposed renovations, specifically identifying building material changes for each detail of the building (if applicable), along with photos of the areas of the building to be renovated.
Note: Projects within the Downtown Historic District must follow relevant historic preservation requirements.

Estimate Total Amount of Project: $21,900.00 – $23,000.00

Provide a copy of any detailed quotes or estimates for the project and any contractor's contact information.

Estimated date of Project Completion: November 1, 2026

Reimbursement Amount Request: $10,950.00 – $11,500.00

I certify that all information included with the application is true and correct and agree to adhere to any conditions stated herein in addition to all city ordinances and the laws of the State of North Carolina regarding this work.

J. B. Callicutt — **Signature of Applicant** — 9-15-26 — **Date**

_____ — **Signature of Property Owner (if different)** — _____ — **Date**

HANEY'S HOLDING COMPANY, LLC

118 ½ SUNSET AVE ASHEBORO, NC

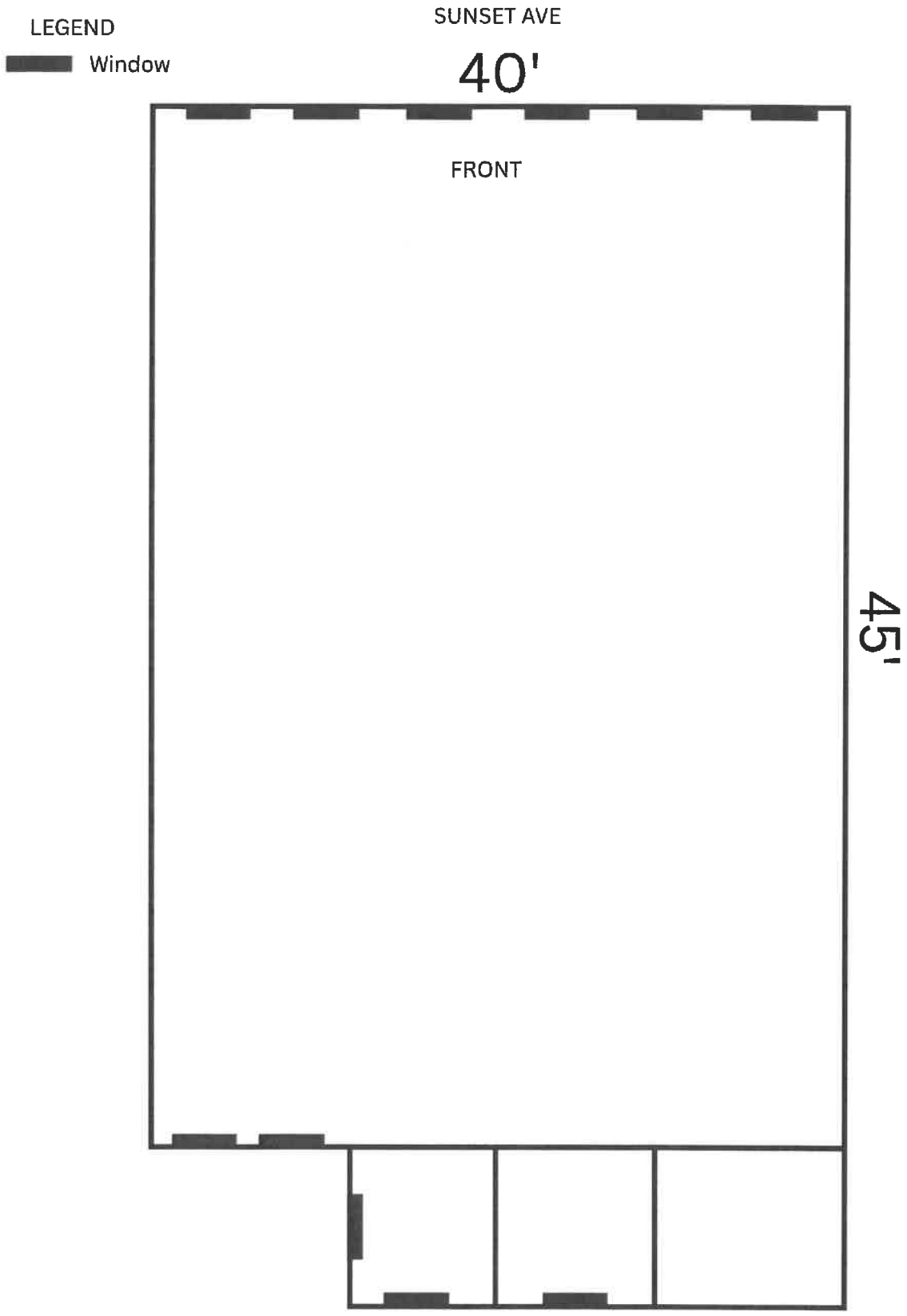
PROPOSED IMPROVEMENTS AND BUILDING USE

PROPOSED IMPROVEMENTS

The proposed improvements involve the renovation of the upstairs portion of an existing commercial building located in downtown Asheboro. The improvements will include the replacement of eleven (11) existing windows with new windows of similar size and configuration. The work is intended to improve the appearance, energy efficiency, and overall condition of the building while maintaining the existing character of the downtown property.

BUILDING USE

The upstairs space will be renovated and offered for lease to a future commercial tenant. The anticipated use of the space is primarily as a yoga studio (The Spiral Yoga Studio). The space may be used for yoga classes, fitness or wellness-related activities, and any associated office/administrative functions. No specialized improvements beyond the proposed replacement of eleven (11) windows and general preparation of the space for future occupancy are currently planned.


LEGEND
Window
SUNSET AVE
40'
FRONT
45'

McNeill & McNeill Development LLC

INVOICE

1213 S Cox St Ste B
Asheboro NC 27203

DATE: 8/26/2026

TO:
Haney's Holding Co LLC
PO Box 4387
Asheboro NC 27204

COMMENTS OR SPECIAL INSTRUCTIONS:
Upstairs only

SALESPERSON	P.O. NUMBER	REQUISITIONER	SHIPPED VIA	F.O.B. POINT	TERMS
Farrah-L106898	118 ¼ Sunset				Due on receipt

QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL
	Remove all existing windows and replace with a white vinyl replacement window		$23,000
		SUBTOTAL	
		SALES TAX	
		SHIPPING & HANDLING	
		TOTAL DUE	$23,000.0

Make all checks payable to McNeill & McNeill Development LLC

THANK YOU FOR YOUR BUSINESS!

Alex Construction & Remodeling LLC

2630 Merrit Dr

Greensboro NC 27407

INVOICE

8/27/2026

For:

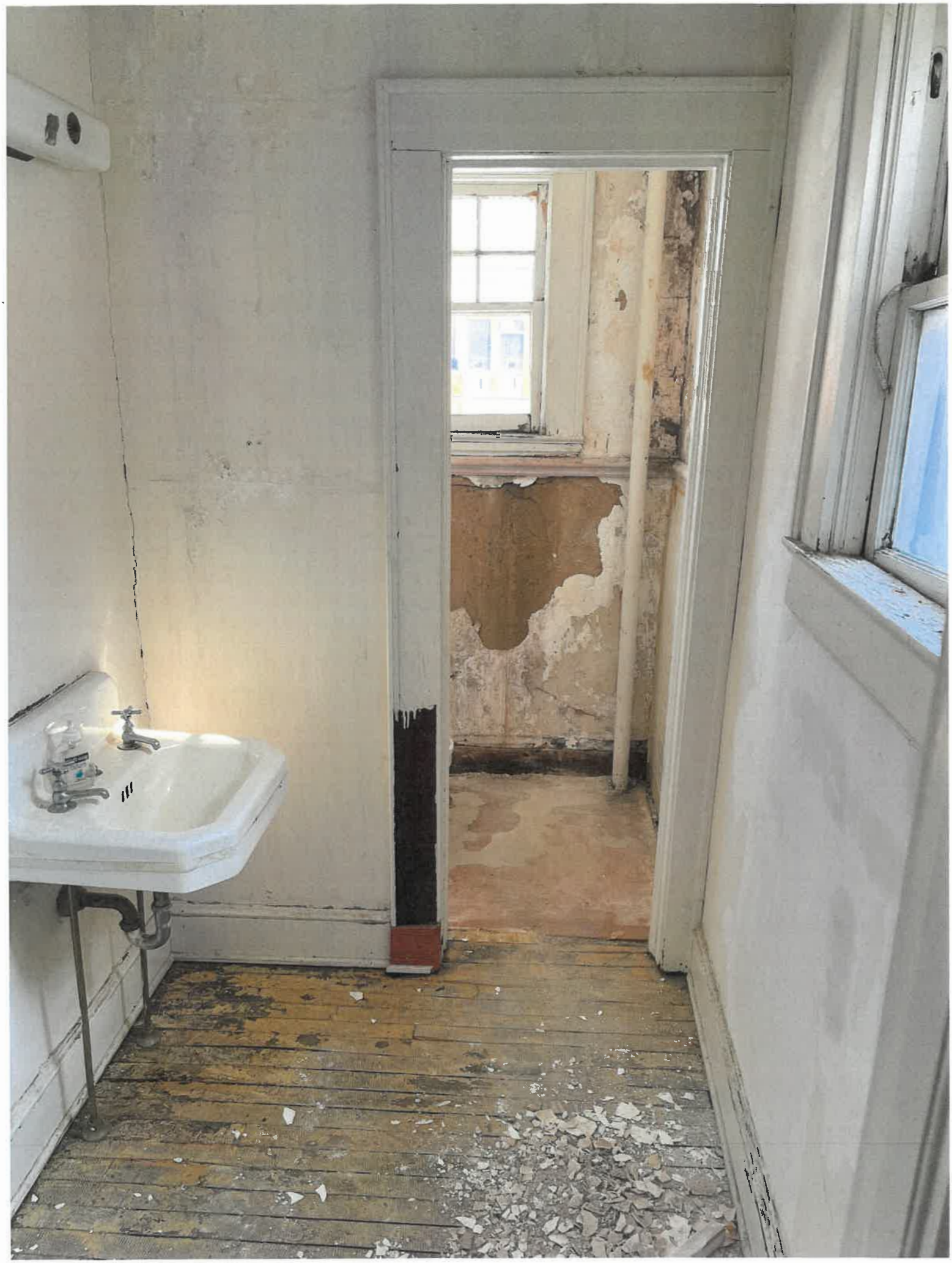
118 ½ Sunset Ave Asheboro NC 27203

- Remove whole old windows from back and front walls, upstairs
- White window with grid and half screen
- Includes permits

Materials and Labor: $21,900

Thank you,

Alex












ALL
PURPOSE

RESOLUTION NO. _____
CITY COUNCIL OF THE CITY OF ASHEBORO, NORTH CAROLINA
RESOLUTION APPROVING AN ECONOMIC DEVELOPMENT INCENTIVE FOR
118 ½ SUNSET AVENUE

WHEREAS, the City Council of Asheboro, North Carolina has previously authorized a Small Business Investment Incentive Program; and

WHEREAS, Taylor Callicutt, on behalf of Haney's Holdings, LLC, has applied for an incentive grant to replace the second story windows of 118 ½ Sunset Avenue, which will support utilization of the entire building; and

WHEREAS, these improvements are consistent with the purposes of the Incentive Program by enhancing the commercial district by preparing an underutilized building to be fully utilized; and

WHEREAS, the improvements to 118 ½ Sunset Avenue will contribute to the City's business interests by increasing the utilization of downtown property and increasing the City's business prospects; and

WHEREAS, the total cost of the eligible improvements are estimated at about $21,900 and a maximum reimbursement amount for the improvements is $10,950.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Asheboro as follows:

Section 1. The City authorizes an incentive award to reimburse 50%, up to a total grant of $10,950, of the eligible costs of improvements to 118 ½ Sunset Avenue, in accordance with the City's Small Business Incentive Grant Program and the incentive application submitted by Taylor Callicutt, on behalf of Haney's Holdings, LLC.

Section 2. The Council authorizes the City Manager to execute and deliver the incentive agreement and award. The Council authorizes City Manager, the Finance

Officer, and all other City officers and employees to take all proper steps to complete the incentive agreement and award in accordance with this resolution.

Section 3. This Resolution shall become effective upon adoption.

****

This Resolution was adopted by the Asheboro City Council in open session during a regular meeting held on November 5, 2026.

_____
W. Joseph Trogdon, Jr., Mayor

ATTEST:

_____
Holly H. Doerr, CMC, NCCMC, City Clerk

Asheboro Housing Authority
PO Box 609 Asheboro, NC 27204
(336) 629-4146

To: The City of Asheboro, attn: Trevor Nuttall, Assistant City Manager
From: Angela Whitt, Executive Director, Asheboro Housing Authority
Date: 9-22-2026
Subject: Request for Additional Funding from Community Development Block Grant - Neighborhood Revitalization

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Purpose:

The Asheboro Housing Authority is requesting:

1. A time extension of 60 days to the original contract and scope of work due to the addition of more window replacement utilizing contingency funds within the base bid contract.

2. A request for additional funding with a time extension of 120 days from the Community Development Block Grant (CDBG) - Neighborhood Revitalization to replace aging windows in our 50 unit building CASPN Homes Apartments.

Background:

CASPN has already been awarded approximately $900K for construction improvements to the building. The vast majority of the original Scope of Work as submitted for CDBG funding has been completed. However, due to increased material and labor costs from the time of the initial grant submission, additional funding is needed in order to afford the replacement of windows and other minor issues:

- Continuation of window replacement due to the unforeseen extent of deteriorated and rotten wood discovered during the work;
- Plumbing replacements and appliance upgrades at dishwasher locations;
- Removal of dead shrubs and replacement with new landscaping;
- Trimming of tree limbs located too close to the buildings; and
- Stabilization of the creek bank at the rear of the site.

The primary item of concern is the need to replace windows. These windows have experienced seal failures, wood rot, are no longer energy-efficient and are creating life safety hazards due to operational deficiencies. Our neighborhood revitalization efforts have identified a critical need to address the deteriorating condition of windows in many properties. Specifically:

1. **Seal Failures:** The seals in many windows have failed, leading to air and moisture infiltration. This issue reduces the thermal integrity of the buildings and increases utility costs for residents.
2. **Wood Rot:** The windows are dated windows with wooden interior parts. These wooden elements have experienced varying degrees of water damage and rot.
3. **Reduced Energy Efficiency:** The compromised seals have rendered these windows inefficient, contradicting our commitment to sustainability and energy conservation.

4. **Operational Deficiencies:** Many windows do not open or close properly, posing a significant life safety hazard by preventing adequate ventilation and hindering emergency egress

Proposal:

To remedy these issues, we propose the following actions:

1. **Assessment and Identification:** Architect has conducted a follow-up assessment to identify all additional deficiencies both interior and exterior.
2. **Funding and Time Extension Request:** Secure additional funding and construction timing from the CDBG - Neighborhood Revitalization Grant to cover the costs associated with the updated assessment.
3. **Window Replacement:** Replace the remaining original windows with modern, energy-efficient units that comply with current safety standards and improve thermal performance.
4. **Interior Plumbing work:** Replace the failing plumbing and appliances relating to dishwashers.
5. **Exterior Site Work:** Replace dead shrubbery with new shrubbery, trim dead limbs and limbs too close to buildings, repair and stabilize creek bed at rear of building.
6. **Project Closeout:** Complete documentation of all required paperwork and documentation.

Cost Estimate:

Based on preliminary assessments, the estimated cost for the proposed window replacement project is as follows (see also detailed breakdown spreadsheet):

- **Assessment and Identification:** $1,500
- **Window Replacement (Materials and Labor):** $216,000+-
- **Interior Plumbing/Appliance Work:** $8,400+-
- **Exterior Site Work:** $39,000+-
- **Administrative A&E Fees:** $18,700+-
- **Contingency :** $12,500+-

Total Estimated Cost: $294,725.05

Conclusion:
Replacing these aging windows, updating plumbing/appliances and maintaining exterior site and landscaping is essential to enhancing energy efficiency, safety, and the overall quality of life for our residents. The additional funding from the CDBG - Neighborhood Revitalization Grant is vital for achieving these objectives.

We respectfully request your approval to proceed with the application for additional funding. Your support in this endeavor is greatly appreciated.

Thank you for your consideration.

Sincerely,



Angela Whitt, Executive Director
Asheboro Housing Authority
(336) 629-4146 207
awhitt@asheboroha.org

Asheboro Housing Authority - CASPN Homes - Request for Additional CDBG Funding

Renovation Cost Estimate - Expanded Scope

Based on Cost Estimate dated 9/19/2023 and Revised Cost Estimate dated 9/22/2026 for Additional Funding Request

ORIGINAL SCOPE OF WORK - COMPLETED WORK ITEMS

Category	Work Item	Quantity	Estimated Cost	Revised Subtotal	Status / Notes
Interior	Painting of common space	Lump Sum	$15,000.00	$45,000.00	Completed / Existing Scope
Interior	Replace toilets w/ water conserving units	50	$350.00	$17,500.00	Completed / Existing Scope
Interior	Provide new smoke detectors	50	$120.00	$0.00	Completed / Existing Scope
Interior	Replace flooring in halls/common spaces	Lump Sum	$65,000.00	$75,000.00	Completed / Existing Scope
Interior	Drywall and Ceilings	Lump Sum	$85,000.00	$85,000.00	Completed / Existing Scope
Interior	Plumbing (upgrade to water efficient fixtures)	50	$700.00	$35,000.00	Completed / Existing Scope
Interior	Mechanical	Lump Sum	$35,000.00	$0.00	Completed / Existing Scope
Interior	Electrical	Lump Sum	$25,000.00	$0.00	Completed / Existing Scope
Exterior	Clean and seal wood decks, replace top rail	50	$1,200.00	$60,000.00	Completed / Existing Scope
Exterior	Replace HVAC	44	$6,600.00	$376,288.00	Completed / Existing Scope
Exterior	Vinyl Window and Siding Repairs	Lump Sum	$75,000.00	$95,000.00	Completed / Existing Scope
Exterior	Asphalt Parking/Drive Repairs	Lump Sum	$50,000.00	$0.00	Completed / Existing Scope
Exterior	Landscaping	Lump Sum	$10,000.00	$0.00	Completed / Existing Scope
				$788,788.00	

EXPANDED / ADDITIONAL SCOPE

Category	Work Item	Quantity	Unit Cost	Subtotal	Status / Notes
Interior	Replace SINGLE windows in residential units due to rot	51.00	$1,283.71	$65,469.21	Additional Work
Interior	Replace windows DOUBLE in residential units due to rot	66.00	$2,290.24	$151,155.84	Additional Work
Interior	Plumbing and appliance replacement at dishwashers	12.00	$700.00	$8,400.00	Additional Work
Exterior	Trim Tree limbs too close to building	lump sum	$5,000.00	$5,000.00	Additional Work
	Remove and replace dead/dying shrubbery	65.00	$400.00	$26,000.00	Additional Work
	Stabalize creek bank at rear of building	lump sum	$8,000.00	$8,000.00	Additional Work
Administrative	Additional A&E design, site visits and construction admin	lump sum	$18,700.00	$18,700.00	Additional Work
Contingency	Unforeseen work items	lump sum	$12,000.00	$12,000.00	Additional Work

GRAND TOTAL ESTIMATE FOR ADDITIONAL CDBG FUNDING **$294,725.05**

ESTIMATE NOTES

Original source: Cost Estimate dated 9/19/2023, prepared by Stogner Architecture, P.A.

Expanded Scope: Cost Estimate dated 9/22/2026, prepared by Stogner Architecture, P.A.

NOTICE OF PUBLIC HEARING
CITY OF ASHEBORO
COMMUNITY DEVELOPMENT BLOCK GRANT – NEIGHBORHOOD REVITALIZATION (CDBG-NR) PROGRAM
AMENDMENT TO GRANT PROJECT

NOTICE IS HEREBY GIVEN that the City Council of the City of Asheboro will conduct a public hearing on Thursday, November 5, 2026, at 6:00 PM (or as soon thereafter as the matter may be heard) in the Council Chambers at Asheboro City Hall, located at 146 North Church Street, Asheboro, NC 27203.

The purpose of this public hearing is to receive public comment and citizen input regarding a proposed amendment to the City's active Community Development Block Grant – Neighborhood Revitalization (CDBG-NR) project - CASPN Homes Rehabilitation, Funding Grant Agreement Number 22-C-4113, administered by the North Carolina Department of Commerce (NCDOC).

The City of Asheboro proposes to modify the scope and budget allocation of the existing grant project to better address local community revitalization needs. The proposed changes are as follows:

- Budget Revisions: The total grant budget will be increased by $294,725.05.
- Scope Revisions: Revised scope will include replacement of additional windows, additional interior plumbing work, and exterior site work/landscaping

Citizens are invited to submit written comments, objections, or suggestions regarding the proposed amendment from October 23, 2026, through November 4, 2026.
Written comments may be mailed or delivered to the City Manager's Office at 146 North Church Street, Asheboro, NC 27203, or submitted via email to tnuttall@asheboronc.gov prior to the close of business on November 4, 2026. All written comments received will be compiled, submitted to NCDOC, and incorporated into the official record of the public hearing.

The City of Asheboro does not discriminate on the basis of race, color, religion, sex, national origin, handicap, age, or familial status in the admission, access to, treatment, or employment in its federally assisted programs or activities.
The City Hall Council Chambers are accessible to persons with physical disabilities. Disabled persons, visually or hearing-impaired individuals, or persons requiring special accommodations to participate in this hearing should contact Trevor Nutall, Assistant City

Manager at 336-626-1201 ext. 2323 or via TDD/TTY at NC Relay TTY# 711 or 1-800-735-2962 at least 48 hours prior to the hearing.

Esta información está disponible en español o en cualquier otro idioma bajo petición. Por favor, póngase en contacto con Trevor Nuttal, Assistant County Manager, al 336-626-1201 ext. 2323 o en City Hall, 146 N. Churhc Street, Asheboro, NC para obtener asistencia con traducción o arreglos especiales para personas con dominio limitado del inglés (LEP).



"Per CDBG regulations, this must be run as a non-legal block/display advertisement in the general news or community section of the paper, NOT in the classified legal columns."

TO: Donald Duncan, Jr., *City Manager*

FROM: Jonathan Sermon, *Recreation Services Director*

DATE: October 28, 2026

SUBJECT: **Written notice for placement on the November 5th, 2026, Asheboro City Council Agenda to address items related to proposed rules and regulations for the David & Pauline Jarrell Center City Garden.**

The Cultural & Recreation Services Department is requesting to be placed on the council's agenda for the November 5th city council meeting. The request is to provide council with information concerning proposed rules and regulations for the new David & Pauline Jarrell Center City Garden. Following council's review and recommendations, staff will submit at councils regularly scheduled December meeting a final draft for inclusion to the City of Asheboro Cultural and Recreation Services Policy Manual.

Jonathan Sermon, Recreation Services Director, will attend the council meeting to present the proposed rules and regulations and to answer any questions concerning the proposed addition.

ARTICLE XXII. DAVID & PAULINE JARRELL CENTER CITY GARDEN

SECTION 22.1 OPERATION AND CONTROL

The David & Pauline Jarrell Center City Garden (hereinafter interchangeably referred to as the "Garden" or the "Facility") is one of Asheboro's most unique public gathering places. The Garden offers a place created to celebrate our community's heritage while providing a peaceful space for residents and visitors to enjoy nature in the heart of the city. With several garden features and amenities available, the David & Pauline Jarrell Center City Garden is the perfect place where history, nature, and community can grow together.

The David & Pauline Jarrell Center City Garden will be administered by the City of Asheboro in a manner that will provide the citizens of Asheboro and Randolph County with an opportunity for a quality natural experience. Within this Article, and unless specifically provided otherwise within a specific regulation, references to a renter or other third party obtaining proper authorization shall mean written approval has to be obtained from Asheboro Cultural and Recreation Services personnel in accordance with all applicable laws, ordinances, and regulations.

SECTION 22.2 FACILITIES

The David & Pauline Jarrell Center City Garden facilities include:

A. Plaza – A welcoming space in the heart of the garden suitable for small events and gatherings featuring a picturesque water feature.

B. Pergola – A semi-covered area with ample room for small events and gatherings.

C. Nature Play Area – A natural play space that encourages creativity, exploration, and connection with nature.

D. Boardwalk – An immersive path connecting visitors to the garden's natural landscape and wetland area.

E. Signature Garden Collections

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(1) Display Garden – Vibrant seasonal plantings that provide beauty and inspiration year-round.

(2) Heirloom Garden – Celebrating the region's agricultural heritage and time-honored plants.

(3) Wetland Garden – A living habitat that supports wildlife and protects our natural resources.

F. Multiple Garden Benches – Comfortable places for rest, relaxation, and admiring the serene surroundings.

G. Educational Signage – Various displays throughout the garden with enlightening information about the landscape.

H. 0.25 miles of accessible walking trails.

I. Paved parking for 27 +/- vehicles.

SECTION 22.3 HOURS OF OPERATION

The David & Pauline Jarrell Center City Garden property is open daily to the public, weather permitting from 8:00 am to sunset, except when:

A. The Recreation Services Director, or designee may provide alternate hours of operation for the facility as appropriate. Changes in hours will be posted at the facility and/or on the city's website as appropriate.

B. The Recreation Services Director may establish a temporary holiday schedule for the Garden.

C. A Cultural and Recreation Services or partner program on Garden property may operate during extended hours.

D. A rental agreement issued by the Cultural & Recreation Services department may authorize alternate hours of operation or the extended use of the Garden property.

E. Asheboro Cultural and Recreation Services personnel or authorized City public safety personnel may open or close the Garden property in the event of an emergency, inclement weather, or appropriate official purpose. Such openings or closings will be posted in advance, when possible, for public notice.

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F. Except for City public safety personnel and other explicitly authorized City personnel, no person shall enter, or be present within the Garden property, when closed as indicated by posted hours or when gates to the park are shut. Violation of the foregoing may be subject to civil or criminal penalties.

SECTION 22.4 RULES AND REGULATIONS

A. No person may deface, destroy, mutilate, or remove any structure, monument, planter, fountain, wall, fence, bench, trees, plants or any other property of the garden.

B. The removal, transplantation, destruction or injury of any plant material on garden property is prohibited unless approved by the facility manager or designated official.

C. Excavations or the use of metal detectors in the garden is prohibited. The facility manager or designated official may authorize the use of a metal detector to locate lost personal property.

D. Wheeled methods of conveyance with the exception of personal assistive mobility devises and strollers are prohibited inside the garden. This includes but is not limited to bicycles, hoverboards, mopeds, rollerblades, scooters, skates, and skateboards.

E. Soliciting, peddling, or selling, or plying the vocation of a solicitor, agent, or salesman of any description is prohibited without proper authorization from Asheboro Cultural and Recreation Services. This authorization must be obtained in advance.

F. No alcoholic beverages are permitted in the garden without proper authorization, insurance, and licensing.

G. Littering, including depositing, dumping, throwing, casting, laying, or placing any trash, rubbish, paper, garbage, or debris is prohibited. All trash shall be deposited in designated locations.

H. Personal items left overnight shall be considered abandoned and disposed of by facility staff.

I. No tobacco or vaping products are allowed in the garden.

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J. Any type of outdoor burning, cooking, or open flame is strictly prohibited.

K. Children should be supervised by a responsible adult while visiting the garden.

L. No animals, with the exception of service animals, are permitted in the garden.

M. No signs may be placed on the garden property or attached to any tree, shrub, fence, railing, post, or structure except in designated areas as authorized by the facility manager or designated official.

N. Staking objects into any area of the facility is prohibited.

O. Any type of glass material is prohibited in the garden. This includes glass bottles, containers, etc.

P. Amplified sound is prohibited. Programs or special events approved by Asheboro Cultural and Recreation Services are not subject to this rule.

Q. No professional or portrait photography is allowed without a reservation.

R. The usage of drones is prohibited during events at the garden without proper authorization from Asheboro Cultural and Recreation Services. This authorization must be obtained in advance.

S. No Mobile Food Units (food carts, trucks, and trailers) are permitted on the garden property including the parking lot without proper authorization, insurance, and permitting.

T. Garden facilities are not provided for commercial or profit-making activities. Proprietary or commercial groups and individuals shall not be permitted to use garden facilities for financial gain or profit unless those facilities have been rented from the City by the group or individual.

SECTION 22.5 FACILITY RENTALS

Subject to the regulations prescribed herein, the Facility may be rented to individuals or other types of legal entities for events or activities that are consistent with the mission and programming of Asheboro Cultural and

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Recreation Services. The decision as to whether to rent the facility on any specific occasion is within the ultimate discretion of the Recreation Services Director (the "Director"), or the Director's designee, as he or she evaluates the needs and priorities of the City.

Application to use this facility shall be made on a form available from Asheboro Cultural and Recreation Services. Applications are subject to the final review and decision-making authority of the Recreation Services Director.

Reservations are only available when facilities are not scheduled for Cultural and Recreation Services programs or by approved activities of partner organizations.

A. Sponsorship and fee related regulations:

(1) The Director reserves the right to co-sponsor an event.

(2) A $100 refundable security deposit must be paid at the time of reservation to secure a requested date(s). The fee shall be submitted in the manner prescribed by Asheboro Cultural and Recreation Services. Multiple dates will require multiple deposits.

(3) Violation of the rental agreement will result in the forfeiture of the security deposit to the City.

(4) If the user fees described in the Schedule of Deposits, Fees, and Charges Administered by the Cultural and Recreation Services Departments (the "Fee Schedule") are not paid by the required deadline, the event will be cancelled.

(5) Failure to pay the rental fee will result in the denial of access to the facility.

(6) All facility rental cancellation requests must be submitted in writing to Asheboro Cultural and Recreation Services.

(7) There are no refunds for cancelled rentals under 48 hours before the originally scheduled event.

B. Insurance and liability waivers:

(1) The person/organization renting the facility shall pay for and maintain at all times during the individual or entity's use of the

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facility, Comprehensive and General Liability insurance coverage with primary limits of liability of no less than one million dollars ($1,000,000) per occurrence for bodily injury and property damage. The required policy or policies shall be written through insurance carriers that are qualified to do business in North Carolina. Furthermore, the City of Asheboro is to be named as an additional insured and shall be furnished with a Certificate of Insurance and Insurance Policy Addendum in a form satisfactory to the City. In order to be deemed satisfactory, such a certificate must affirmatively state without any disclaimer or limitation whatsoever that the coverage or coverages referred to therein shall not and cannot be terminated or modified until the city has received thirty (30) days written notice thereof. A satisfactory Certificate of Insurance must be in the possession of Asheboro Cultural and Recreation Services no later than 30 days prior to the scheduled event. Failure to provide proof of insurance will result in the cancellation of the event. Furthermore, the applicant must agree to forever hold harmless and to fully indemnify the City and its personnel, agents, officials, and City Council, in both their official and individual capacities, from any and all judgments, liens, claims, assessments, demands, attorney fees, actions, and causes of action of any sort arising out of any damage or injury sustained by any person or entity by reason of any negligent or willful act or omission of the applicant or its officers, employees, agents or contractors in connection with the applicants use of the David & Pauline Jarrell Center City Garden.

(2) If the event is classified as a photography session a liability waiver shall be required in lieu of liability insurance coverage.

C. Facility operational issues:

(1) All facility reservation requests must be submitted in writing to Asheboro Cultural and Recreation Services.

(2) Facility rentals will only be available when not scheduled for Cultural and Recreation Service programs and approved activities of our partner organization(s).

(3) The City reserves the right to establish attendance limits, staffing, and security requirements.

(4) The renter must designate with Asheboro Cultural and Recreation Services a representative who will be responsible for

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all phases of the event and who will be on site the entire time the event takes place.

(5) Temporary signage displayed during events must receive prior approval. Signage must not alter or damage property and must be removed immediately following the event.

(6) Canopies are permitted in the garden for rented events. However, the exact number, size, and placement of said canopies must be approved. City staff will work with Event Organizers to create a plan. Canopies must be secured with sandbags, concrete blocks, or water containers.

(7) The charging of admission, sale of food, or sale of merchandise is not permitted without proper authorization from Asheboro Cultural and Recreation Services. This authorization must be obtained in advance.

(8) The renter is responsible for cleaning the facility at the conclusion of the event. Before vacating the facility's premises, the renter must ensure that the facility is restored to the condition in which the facility was found.

(9) If the renter fails to clean up the facility as required by the rental agreement and these rules and regulations, the renter's security deposit will be forfeited to the City.

(10) Trash shall be deposited in the designated locations.

(11) Items left at the facility for disposition and/or disposal by the city will result in the forfeiture of the renter's security deposit to the city. Furthermore, any such items found at the facility after the termination of the rental agreement will be deemed to be abandoned property that is subject to removal and disposition in the sole discretion of the City.

(12) Any property damage to the facility, which was a result of the scheduled event and not any negligence on the part of the City or its employees, will be the responsibility of the lessee. Reimbursement payments for the cost to repair or replace the damaged property shall be payable to the City of Asheboro. The decision as to whether to repair or replace the damaged property will be in the sole discretion of the City of Asheboro.

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(13) Under NO circumstances can the facility be sub-leased at any time.

(14) The above facility rental provisions shall not be interpreted or construed in any manner that limits the authority of the City of Asheboro and its departments to lawfully discharge all governmental functions.

SECTION 22.6 PHOTOGRAPHY

The David & Pauline Jarrell Center City Garden categorizes photography sessions into two types.

A. Guest Photography - Photography for the purpose of remembering your visit. Visitors are welcome to take casual snapshots of plants, individuals, and other subjects to capture their experience without artistic intent or posing. This type of informal photography is spontaneous and brief and does not require a fee or reservation.

B. Portrait Photography - Any wedding, engagement, quinceañera, family, birthday, maternity, portfolio, corporate marketing, prom, homecoming, graduation, or other posed portrait photography session falls into this category. This includes sessions conducted by professional or amateur photographers, whether paid or unpaid. All portrait photography sessions require a fee and reservation. The City of Asheboro reserves the right to further define portrait photography on a case-by-case basis.

All professional, non-professional portrait photographers and businesses using any area of the David & Pauline Jarrell Center City Garden at any time need to be approved in advance through an application made on a prescribed form obtainable from the Asheboro Cultural & Recreation Services Department. Applications are subject to the approval of the Recreation Services Director or their designee.

A. Reservation Guidelines

(1) All portrait photography sessions must be scheduled at least 48 hours in advance and may be reserved up to four weeks in advance, subject to availability and at the discretion of the Cultural and Recreation Services Department.

(2) The garden does not close to the general public during photography sessions.

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(3) Photographers who have not scheduled their sessions in advance may be approached by city staff during their photo session regarding reservation requirements and payment.

(4) All photo sessions are for up to 90 minutes in duration and start at the time reserved.

(5) Payment is due at the time of reservation. The fee described can be found in the current Schedule of Deposits, Fees, and Charges Administered by the Cultural and Recreation Services Department. Reservations are not considered confirmed until all fees have been paid and a permit has been issued.

(6) Photo sessions cannot be booked and paid for on the same day.

(7) In the event of inclement weather, photo sessions may be rescheduled when notification is provided by the next business day.

(8) There are no refunds for cancelled photo sessions under 48 hours before the originally scheduled event.

B. General Photography Policies

(1) Photographers shall respect all other people and events that are taking place in the garden.

(2) Photography may take place at any location throughout the garden, unless otherwise posted.

(3) All sessions must arrive camera-ready. There is no access to changing rooms.

(4) Balloons, glitter, confetti, open flames, and props placed in the ground are prohibited.

(5) Moving or removing plants or other garden fixtures, including benches, planters, displays, decorations, and signage, is prohibited.

(6) All models, crew members, and photographers must remain on designated paths and may not climb on garden structures.

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(7) Equipment may not be mounted in the grass or attached to garden structures.

(8) All models and crew members must be fully and appropriately clothed.

(9) Swimsuit photo shoots are not permitted.

(10) The individual who makes the photography session reservation is responsible for the conduct of all models, clients, and crew members associated with the session. If any damage occurs or policies are violated, the individual who made the reservation will be held accountable and will be financially responsible for any necessary repairs or replacements.

SECTION 22.7 SPONSORSHIP RECOGNITION

Donor recognition elements, memorials, and sponsorship installations shall be administered in accordance with the City's adopted sponsorship and naming rights policies. Removal, alteration, or obstruction of donor recognition is prohibited.

SECTION 22.8 RESERVED FOR FUTURE USE

SECTION 22.9 RESERVED FOR FUTURE USE

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