



**Asheboro Planning Board
Asheboro City Hall (146 N. Church Street)
Monday, March 2, 2026
6:00 PM
AGENDA**

- I. Call to Order
- II. Approval of Minutes from February 2, 2026
- III. Review of Cases and Monthly Report on Major Subdivisions Administratively Approved
- IV. Old Business

RZ-26-03: Request to rezone property located at the northern terminus (end) of Oakland Avenue, identified by Randolph County Parcel Identification Number 7751693581 from R15 Low-Density Single-Family Residential to OA6 (CZ) Office-Apartment Conditional zoning for a congregate living facility, *continued from the February 2, 2026, meeting.*
- V. New Business

RZ-26-04: Request to apply initial zoning, R10 (CZ) Medium-Density Conditional, to property located on the north side of Crestview Church Road between 319 and 381 Crestview Church Rd., and 603 and 659 Crestview Church Rd., identified by Randolph County Parcel Identification Numbers 7659842547 and 7659858407.
- VI. Items not on the agenda
- VII. Adjournment

MEETING OF THE ASHEBORO PLANNING BOARD
CITY COUNCIL CHAMBERS, 146 N. CHURCH ST.
WEDNESDAY, FEBRUARY 4, 2026
5:00 p.m.

Due to exigent circumstances created by inclement weather, the Planning Board meeting that was previously scheduled for Monday, February 2 at 6 PM was moved to Wednesday, February 4 at 5 PM. The following officials and members were present:

Michael O'Kelley	) – Chair
Pamela Vuncannon	) – Vice Chair
Greg Patton	)
Van Rich	) - Members Present
Thomas Rush	)
Taylor Trogdon, Jr.	)
Jake Wilburn	)

John Evans, Community Development Director
Jeff Sugg, City Attorney
Jamie Wilkins, Planning Technician

CALL TO ORDER

Michael O'Kelley called the Asheboro Planning Board to order.

APPROVAL OF MINUTES JANUARY 5, 2026

Mr. O'Kelley inquired if there were any corrections or additions to the January 5th, 2026, Planning Board minutes. Hearing no corrections or additions to the January 5th, 2026, Planning Board minutes, Mr. O'Kelley approved the minutes as presented.

**REVIEW OF CASES, MONTHLY REPORT ON MAJOR SUBDIVISIONS
ADMINISTRATIVELY APPROVED.**

Mr. Evans noted that no rezoning cases had gone before City Council at the January 8th regular meeting. No major subdivisions have been approved by staff since the January 5th Planning Board meeting.

OLD BUSINESS

- A. RZ-26-02: REQUEST TO APPLY INITIAL CITY OF ASHEBORO ZONING (I2 GENERAL INDUSTRIAL) TO PROPERTY LOCATED AT 4306, 4308, 4400, AND 4402 US HWY. 220 BUSINESS SOUTH IDENTIFIED BY RANDOLPH COUNTY PARCEL IDENTIFICATION NUMBER 7659304064 CONTINUED FROM JANUARY 5, 2026.**

Mr. Evans gave a visual presentation on the above-mentioned case. He gave an overview:

Applicant: Frank Edmondson, IV (President of Schwarz Properties, LLC)

Location: 4306, 4308, 4400, and 4402 US Hwy. 220 Business South

PIN: 7659304064

Size: 62.09 acres +/-

Jurisdiction: Currently located in Randolph County's jurisdiction

Current Land Use: Manufacturing, processing, and assembly (heavy)

Overlay Districts: N/A

Infrastructure: City water and sewer serve the property.

He showed the board overview, rezoning, topographical/utilities, aerial, site plan, building elevations, and oblique maps. He then went over the analysis:

- 1) The requested I2 district is described as intending “to produce areas for intensive manufacturing, warehousing, processing and assembly uses, controlled by performance standards to limit the effect of such uses on adjacent districts.”
- 2) The current zoning district only allows furniture manufacturing, which ceased in 2023. The general district rezoning would allow all uses permitted by right, subject to compliance with city land use regulations. No site-specific development plan is considered with this request.
- 3) As a point of information (please see attached), noting (2) above, a recent economic development project for manufacturing, processing, and assembly-heavy; was announced related to the property in November 2025.
- 4) The property owner has requested annexation of the property, with the public hearing for annexation scheduled during the City Council’s February 5, 2026, meeting. City zoning must be applied to the property, as it is not currently located within the city’s zoning jurisdiction.

Proposed Land Use Map: Unmapped

Growth strategy Map: Unmapped

Small Area Map: Unmapped

Goals/Policies Supporting Request:

- **Checklist Item 3:** The property on which the rezoning district is proposed fits the description of the Zoning Ordinance.
- **Checklist Item 6:** Existing infrastructure is adequate to support the desired zone. (water, sewer, roads, schools, etc.)
- **Checklist Item 9:** Rezoning will benefit the economic vitality of NC Dept. of Commerce State Development Areas and/or City designated Economic Development Areas.
- **Goal 1.2:** Diversified employment opportunities enabling a long-term, stable, high-pay, skilled workforce
- **Policy 1.2.1:** The City will coordinate with the Randolph County Economic Development Corporation and the Chamber of Commerce to retain existing business and industry and recruit a diversity of sustainable business and industry.

Goals/Policies Not Supporting Request:

- **Checklist Items 12-13:** 13.) The property is located within Special Hazard Flood Area. 14.) Rezoning is located on steep slopes of greater than 20%. Staff Note: These issues only apply to a small portion of undeveloped property located on the southern end of the property.
- **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.

He then stated the staff’s Land Development Plan Consistency and Reasonableness statements:

Staff Proposed Plan Consistency and Reasonableness Statement:

While the property is just outside of the City’s current jurisdiction and is not mapped by the current Land Development Plan’s Proposed Land Use or

Growth Strategy Maps, general goals and policies guide the assessment of the request's consistency with the Land Development Plan. The plan anticipated the US 64 Bypass to have a significant impact on future growth in this area. The property is close to that corridor, other economic development activities located within various nodes along the I-73/74 corridor, and considerable existing and planned residential growth in this general area of Asheboro. Although it is ideal to have a transitional land use between industrial and residential uses, the history of the property having heavy industrial use for decades makes a general district rezoning beneficial to encouraging economic development, along with providing protections to property owners found in ordinance requirements, such as buffering and screening, and industrial district performance standards help make this request reasonable.

He then provided the Staff Recommendation and Planning Board Action Items:

Staff Recommendation: Approve

Planning Board Action Items:

- 1) Adopt Plan Consistency and Reasonableness Statement
- 2) Recommend approval or denial of zoning map amendment RZ-26-02; request to rezone to I2 Industrial

Mr. Evans asked if the Board had any questions. Mr. O'Kelley asked if the property is within the ETJ, to which Mr. Evans replied that the property is not within the ETJ and would need to be annexed.

Mr. O'Kelley inquired if there was anyone to speak in favor of the request. The applicant and owner of the property, Frank Edmondson IV, stepped forward to address the Board and asked that the Board please approve his request. There were no questions or comments for Mr. Edmondson.

Mr. O'Kelley asked if there was anyone to speak against the request. A neighbor of the property, Mr. Lash Hammond, stepped forward. Mr. Hammond stated that he feels that industrial land uses are encroaching on his property and that the requested rezoning would further add to his discomfort. He stated that noise and light are major issues for him and his family. Mr. O'Kelley expressed sympathy to Mr. Hammond and asked Mr. Evans about requiring screening and buffering for industrial use. Mr. Evans informed Mr. O'Kelley that buffering and screening regulations cannot be enforced until after the rezoning and use are approved and all related zoning and occupancy permits have been applied for and granted. The Board discussed the process of approving rezonings with annexations and determined that the annexation is not voted on by the Planning Board; the City Council will approve or deny the annexation. Mr. O'Kelley informed Mr. Hammond that he may voice his concerns at the next City Council meeting, which will decide on approving or denying the rezoning and annexation for the case.

Mr. O'Kelley asked if there was a motion to approve or deny the request. Ms. Vuncannon motioned to adopt the proposed consistency and reasonableness statements and to recommend approval of the request. Mr. Patton seconded the motion, and the motion carried unanimously.

- A. RZ-26-03: REQUEST TO REZONE PROPERTY LOCATED AT THE NORTHERN TERMINUS (END) OF OAKLAND AVENUE, IDENTIFIED BY RANDOLPH COUNTY PARCEL IDENTIFICATION NUMBER 7751693581 FROM R15 LOW-DENSITY SINGLE-FAMILY RESIDENTIAL TO OA6 (CZ) OFFICE-APARTMENT CONDITIONAL ZONING FOR A CONGREGATE LIVING FACILITY. THE APPLICANT HAS REQUESTED A CONTINUANCE UNTIL THE MARCH 2, 2026, PLANNING BOARD MEETING.**

Mr. Evans stated that the applicant of the request is asking for continuance until the March 2, 2026 Planning Board meeting. Mr. O'Kelley asked if there was a motion to approve the continuation request. Ms. Vuncannon motioned to approve the continuation, and Mr. Patton seconded. The motion carried unanimously.

B. ELECTION OF BOARD OFFICERS (CHAIR AND VICE-CHAIR) AND BOARD SECRETARY.

Mr. Evans announced that it is time for the Board to vote on the Chair and Vice-Chair offices, as well as the Board Secretary position. Mr. O'Kelley stated that he recommends that the Board vote on the office of Vice Chair and that he endorses Mr. Greg Patton for the role. Ms. Vuncannon stated that she would like to continue serving as Vice Chair. Mr. Wilburn asked Ms. Vuncannon if she was still pursuing a placement within the City Council; Ms. Vuncannon said that she does not know yet if she will continue to pursue office with the City Council. Mr. O'Kelley motioned to vote Mr. Patton for the role of Vice Chair for the next year. Mr. Trogdon seconded the motion. Mr. O'Kelley, Mr. Rich, Mr. Patton and Mr. Trogdon voted yes. Ms. Vuncannon, Mr. Wilburn, and Mr. Rush voted no. The motion carried four to three. Mr. O'Kelley continued on to initiate the vote for Chair and Board Secretary. Mr. Patton motioned to re-appoint Jamie Wilkins as the Board Secretary. Mr. Rich seconded, and the motion carried unanimously. Mr. Patton motioned to re-nominate Mr. O'Kelley as Board Chair. Mr. Taylor seconded, and the motion carried unanimously.

ITEMS NOT ON THE AGENDA

There were no items not on the agenda.

ADJOURNMENT

Mr. O'Kelley adjourned the meeting.

Jamie Wilkins, Planning Board Secretary

Michael O'Kelley, Planning Board Chair



RZ-26-03

Request to rezone property located north of the northern termination of Oakland Avenue (Randolph County Parcel Identification Number 7751693581) from R15 Low-Density Single-Family Residential to OA6 (CZ) Office-Apartment Conditional Zoning for a Congregate Living Facility

1. Request	
Applicant: Pierced Ministries & Rehab Services, Inc.	Property Owner: Stevens, Margaret Alexander (Kaufmann, Julia Alexander) - Additional Owners
Zoning Existing: R15 Proposed: OA6 (CZ) History: None	
Required Notice Mailed Notice by Applicant: 1-23-26 Mailed Notice by Staff: 2-18-26 Published Notice: 2-19-26 & 2-26-26 Posted Notice: 2-10-26	

2. Site Information	
Location	North of Termination of Oakland Avenue
PIN	7751693581
Size	24.18 acres +/-
Jurisdiction	ETJ
Current Land Use	Undeveloped
Overlay Districts	N/A
Infrastructure	City water along Oakland Ave, roughly 200 ft south of the property; City sewer crosses the property
Transportation Street Classification: Local Street Maintenance: State Maintained (Maintenance ends roughly 200 ft south of property) Other Notes: None	
Surrounding Land Use North: Undeveloped Residential South: Residential East: Undeveloped Residential West: Railroad/Undeveloped Residential	

3. Staff Analysis
1) OA6 Statement of Intent: <i>The OA6 District is intended to produce moderate intensity office and residential development to serve adjacent residential areas and to provide a transition from residential to commercial uses. Land designated OA6 shall normally be located with access to a minor thoroughfare or higher classification street with access to local residential streets discouraged.</i> 2) Congregate Living Facility Definition: <i>Any building, buildings, section of a building, or distinct part of a dwelling unit, home for the aged or other place, whether operated for profit or not, which undertakes through its ownership or management to provide to individuals, for a period exceeding twenty-four hours, housing, food services, and one or more personal care services.</i>

For purposes of this definition "Personal Care Services," means services, in addition to housing and food service which include, but are not limited to, personal assistance with bathing, dressing, ambulation, supervision of self-administered medication, transportation, emotional security, and other related service. Furthermore, personal care services are deemed to include on-site ancillary services to mentor and provide personal support and improve life skills of residents, including but not limited to, job training, homemaking skills, personal budgeting, parenting, personal counseling and GED programs. Personal care services do not include nursing or medical treatment. Such facilities shall contain congregate kitchen, dining and living areas only, with separate sleeping rooms. Further, such facilities shall not be used for those persons in need of a structured environment, as it is defined herein. For purposes of this Ordinance, Congregate Living Facilities shall not be deemed to include boarding/rooming houses; fraternities/sororities; monasteries; convents; hotels/motels; professional recovery facilities; or nursing, convalescent and extended care facilities. A congregate living facility is synonymous with a family care home as defined by NCGS § 168, Article 3.

- 3) Congregate Living Facility is permitted via a Special Use Permit or Conditional Zoning in the OA6 district.
- 4) Annexation is required for connection to city water and sewer.
- 5) The site plan indicates there are three dormitories, two multi-purpose facilities, an office, a kitchen, and seven dwellings intended for staff proposed on the site, with one dwelling proposed on a separate parcel of land. The site plan also shows the subdivision of a lot with a dwelling associated with the proposed land use. Staff has requested details on the number of residents, staff, and facility vehicles. While staff awaits information on the site plan specifying the number of residents and staff, the applicant has indicated that each of the three dorms will provide congregate living for 14 residents, with one staff member present.
- 6) The NCDOT maintenance of Oakland Avenue ends before reaching the property. Staff proposes a condition (F) requiring a paved road built to NCDOT standards be built between where NCDOT maintenance currently ends and the subject property, and that the property owner maintain the roadway unless the roadway becomes publicly maintained.
- 7) In response to staff comments requesting clarification on phasing, road paving requirements, showing areas of tree preservation/landscaping, clarification on parking calculations and building setbacks, utility information, trash facilities, and miscellaneous labeling on the site plan, staff received an updated plan on February 26. Condition (H) regarding allowable building materials is based on discussion with the applicant regarding proposed building materials; however, staff is awaiting details on building elevations.
- 8) The applicant shows a 50' perimeter buffer around the property.
- 9) Staff confirmed with the NC Department of Health and Human Services that the proposed use does not require licensing if certain requirements are met. In discussions with staff, the applicant has indicated that the proposed use will fit the criteria for facilities not requiring NCDHHS licensing, as indicated on the attached information.

4. Modifications to Ordinance Regulations

(+) A 50' buffer is proposed around the perimeter of the site. Discussions with the applicant have indicated that existing vegetation is proposed to remain in this area, except for required access and utilities. Typically, the ordinance only requires a 20' Type B buffer (consisting of trees/shrubs) or 10' Type B screen (consisting of evergreen trees and evergreen hedge and/or fence).

- (-) Typically, the zoning ordinance prohibits vinyl siding (except for trim, smaller accessory structures) for land uses other than single-family dwellings in the OA6 zoning district. The applicant has indicated that vinyl siding may be used on the dwellings and dorms, and staff proposes a condition that will allow that.
- (-) Typically, all required parking, including access, maneuvering, and parking spaces, must be paved. The latest site plan, received on February 26, shows a portion of the driveway leading up to the five residences is gravel. Staff proposes a condition to require paving for all required parking, including access, and maneuvering areas.

5. Summary of Proposed Zoning Conditions (subject to change prior to final report)

- (A) The use approved use shall be a Congregate Living Facility.
- (B) All parties involved in this request, including the owner, successors, heirs, and assigns, agree to the conditions and approved site plan. Prior to the issuance of a Zoning Compliance Permit, the owner shall provide city staff with written acceptance of any zoning district conditions discussed and accepted during the public hearing.
- (C) Evidence shall be submitted to the City prior to issuance of a Certificate of Zoning Compliance that applicable requirements and standards of the Division of Facility Services of the Department of Human Resources of the State of North Carolina have been and shall continue to be met.
- (D) Landscaping and preservation of existing vegetation shall be installed or retained consistent with the details and specifications shown on the site plan and as modified by these conditions. At a minimum, plantings consistent with a 50' wide buffer using existing natural vegetation or a Type "C" buffer or screen shall be present along the perimeter of the property.
- (E) Prior to the issuance of a zoning compliance permit, construction plans concerning water, including provisions for fire hydrants determined to be required by Asheboro Fire and Rescue, and sanitary sewage that complies with city policies, shall be submitted. Surveying and permitting of any required public utility lines and the associated easements that may be necessary shall be the responsibility of the property owner.
- (F) Prior to issuance of a certificate of occupancy, the roadway within the platted but unbuilt right-of-way of Oakland Avenue shall be built in accordance with NCDOT's latest manual for roadway design, and such roadway shall be maintained by the property owner unless and until the roadway is accepted for public maintenance.
- (G) Within the property, drives and parking area shall be constructed, paved, and maintained in a manner acceptable to city departments for emergency response and operations. All parking required by Table 6-1 of the zoning ordinance within the zoning lot, including access, maneuvering area and parking spaces, shall be paved.
- (H) Building materials shall be consistent with the requirements of Section 6.11(D)(3) with the following exceptions:
 - a) The seven detached dwellings depicted on the site plan shall be allowed to meet design standards intended for single-family dwellings as detailed in that section.
 - b) The exclusion of vinyl siding as a permitted building material in Section 6.11(D)(3)(a)(i) shall not apply to the three dorm buildings located on the site plan.
- (I) The Performance Standards established in Chapter 6 for commercial uses shall be met by the proposed facility. Pole mounted and/or wall mounted outdoor lighting shall comply with city

- ordinances and information on such lighting shall be provided to staff for review and approval prior to installation of this outdoor lighting.
- (J) The applicant may provide parking in compliance with Chapter 6 and outside of any required setbacks or buffer/screening/landscaping areas. Should the number of spaces be more or less than what is shown on the approved site plan, such a change shall not be deemed a modification and may be reviewed by city staff for inclusion in the file without further review by the city council.
- (K) Mail delivery shall be provided on the final site plan, subject to postal service and/or NCDOT requirements. Any changes to the site plan necessary to comply with requirements for mail delivery will not be considered a modification of the Conditional Zoning district requiring Council action.
- (L) Prior to the issuance of a zoning compliance permit, the applicant shall submit a revised site plan including the following:
- (i) Information regarding the number of residents, employees in the largest shift, and facility vehicles.
 - (ii) Building elevations demonstrating compliance with all applicable zoning regulations
 - (iii) Labeling of the approved zoning district.
 - (iv) Building elevations complying with ordinance requirements compliant with OA6 standards unless otherwise conditioned.
 - (v) Compliance with all applicable zoning regulations and conditions, as well as the applicable permit fee.
- (M) Prior to the issuance of a Zoning Compliance Permit for the proposed land use, the applicant shall submit documentation showing the following:
- (i) Approval from NC Department of Transportation, if required by NCDOT.
 - (ii) Approval from NC Department of Environmental Quality, as required by NCDEQ.
 - (iii) Plans detailing solid waste disposal shall be approved prior to the issuance of a zoning compliance permit.
- (N) The owner(s) of the Zoning Lot shall properly execute and deliver to the Zoning Administrator for recordation in the office of the Randolph County Register of Deeds a Memorandum of Land Use Restrictions prepared by the City Attorney for the purpose of placing notice of the conditions attached to this Conditional Zoning in the chain of title for the Zoning Lot.

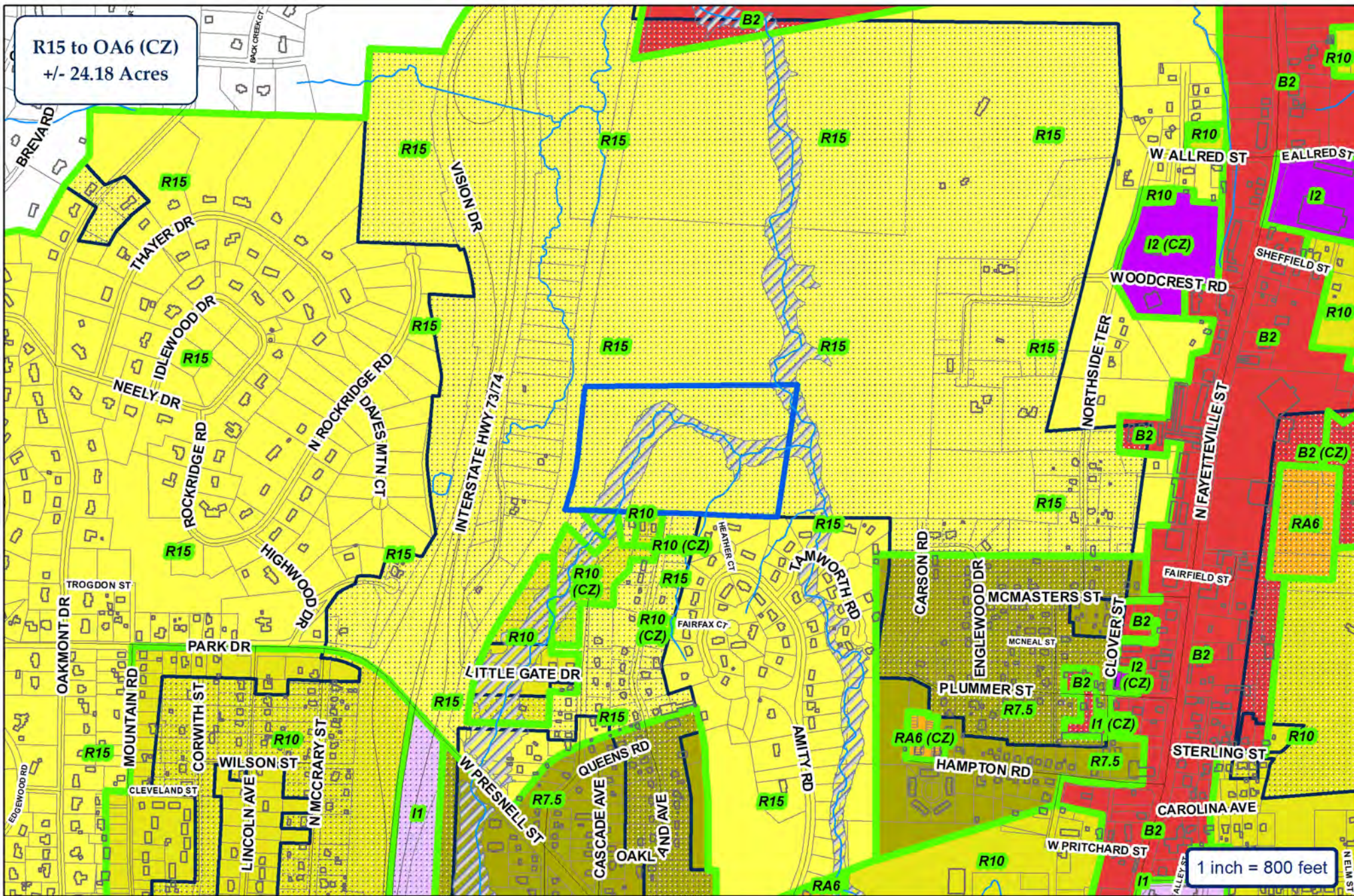
6. Land Development Plan Consistency and Reasonableness	
Proposed Land Use Map	Urban Residential
Growth Strategy Map	Secondary Growth
Small Area Map	Northeast
LDP Goals/Policies Supporting Request (3)	
• Checklist Item 1: Rezoning is compliant with the Proposed Land Use Map. • Checklist Item 12: Property is located outside of the watershed area, or the rezoning request will not impose a significant, negative environmental impact. • 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.	
LDP Goals/Policies Not Supporting Request (3)	

- Checklist Item 3: The property on which the rezoning district is proposed fits the description of the Zoning Ordinance Statement of Intent for the OA6 district.
- Checklist Item 6: Existing infrastructure is adequate to support the desired zone. (water, sewer, roads)
- Checklist Item 13: Property is within Special Hazard Flood Area

Staff Proposed Plan Consistency and Reasonableness Statement	The Land Development Plan map designates this property for urban residential use, and a request for a congregate living facility is consistent with that designation. While the property does not have access to a minor thoroughfare or higher classification street, the proposed use may be less intense than other uses classified as “urban residential”, such as multifamily development, that could be built on a parcel of this size, making the zoning map reasonable given the size and physical conditions of the property. With the proposed conditions and additional buffering, the request provides additional protection for neighboring properties beyond typical ordinance requirements and allows a reasonable use of the property for the property owner, along with the benefit to the public through enhanced infrastructure necessary to serve the development.
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7. Staff Recommendation and Planning Board Action Items	
Staff Recommendation	Staff recommends approval, subject to the inclusion of stated conditions and presentation of a final site plan that addresses these conditions.
Planning Board Action Items	1) Adopt Plan Consistency and Reasonableness Statement 2) a) Recommend approval or denial of zoning map amendment RZ-26-03; rezone to OA6 (CZ) Conditional Zoning District to allow a Congregate Living Facility. b) Attach zoning conditions as summarized or with modification.

R15 to OA6 (CZ)
+/- 24.18 Acres



ETJ
Floodplain - 100 Year

City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-26-03

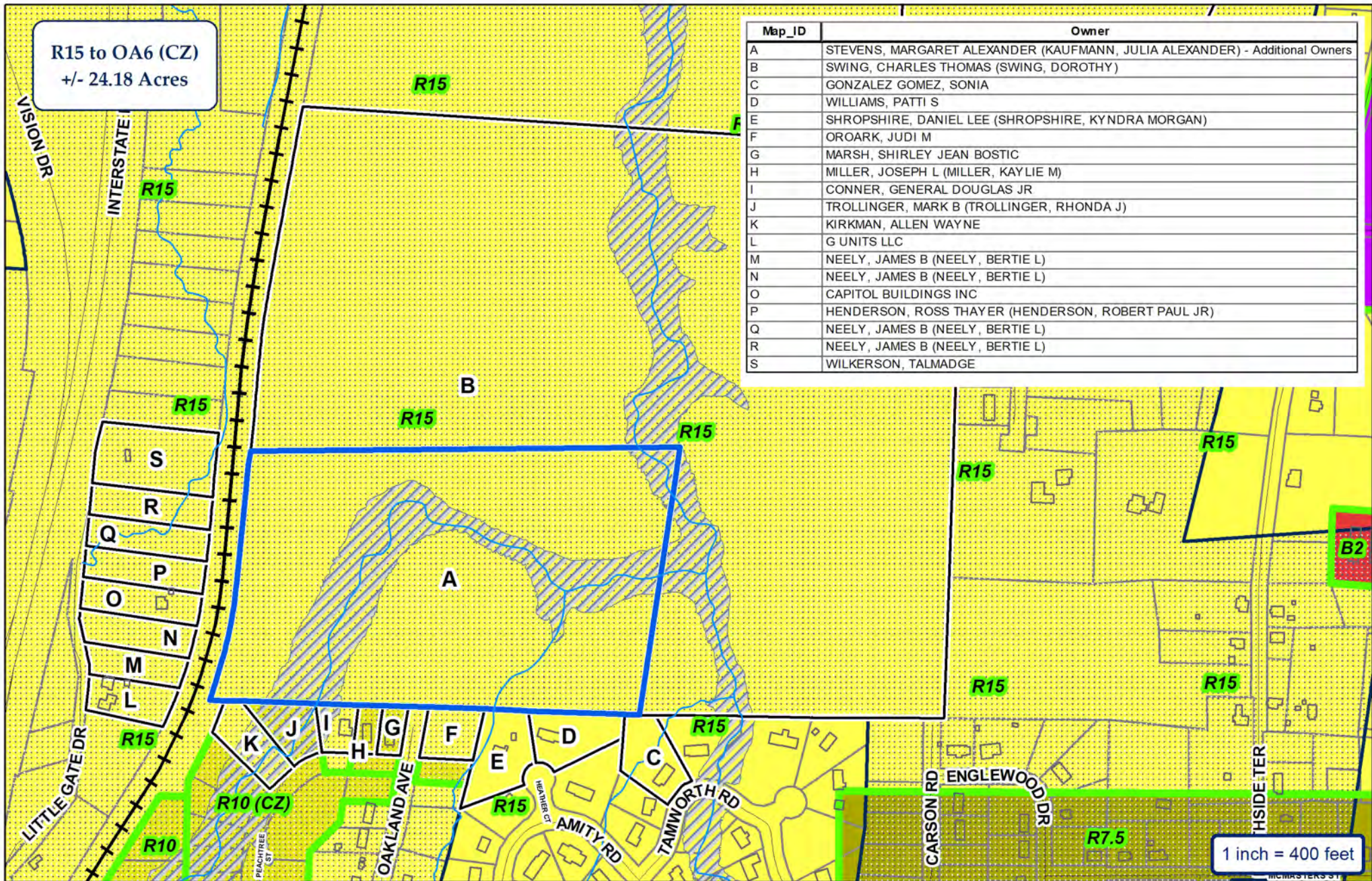
Parcels: 7751693581

Subject Property
Zoning



R15 to OA6 (CZ)
+/- 24.18 Acres

Map_ID	Owner
A	STEVENS, MARGARET ALEXANDER (KAUFMANN, JULIA ALEXANDER) - Additional Owners
B	SWING, CHARLES THOMAS (SWING, DOROTHY)
C	GONZALEZ GOMEZ, SONIA
D	WILLIAMS, PATTI S
E	SHROPSHIRE, DANIEL LEE (SHROPSHIRE, KYNDRA MORGAN)
F	OROARK, JUDI M
G	MARSH, SHIRLEY JEAN BOSTIC
H	MILLER, JOSEPH L (MILLER, KAYLIE M)
I	CONNER, GENERAL DOUGLAS JR
J	TROLLINGER, MARK B (TROLLINGER, RHONDA J)
K	KIRKMAN, ALLEN WAYNE
L	G UNITS LLC
M	NEELY, JAMES B (NEELY, BERTIE L)
N	NEELY, JAMES B (NEELY, BERTIE L)
O	CAPITOL BUILDINGS INC
P	HENDERSON, ROSS THAYER (HENDERSON, ROBERT PAUL JR)
Q	NEELY, JAMES B (NEELY, BERTIE L)
R	NEELY, JAMES B (NEELY, BERTIE L)
S	WILKERSON, TALMADGE



City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-26-03

Parcels: 7751693581

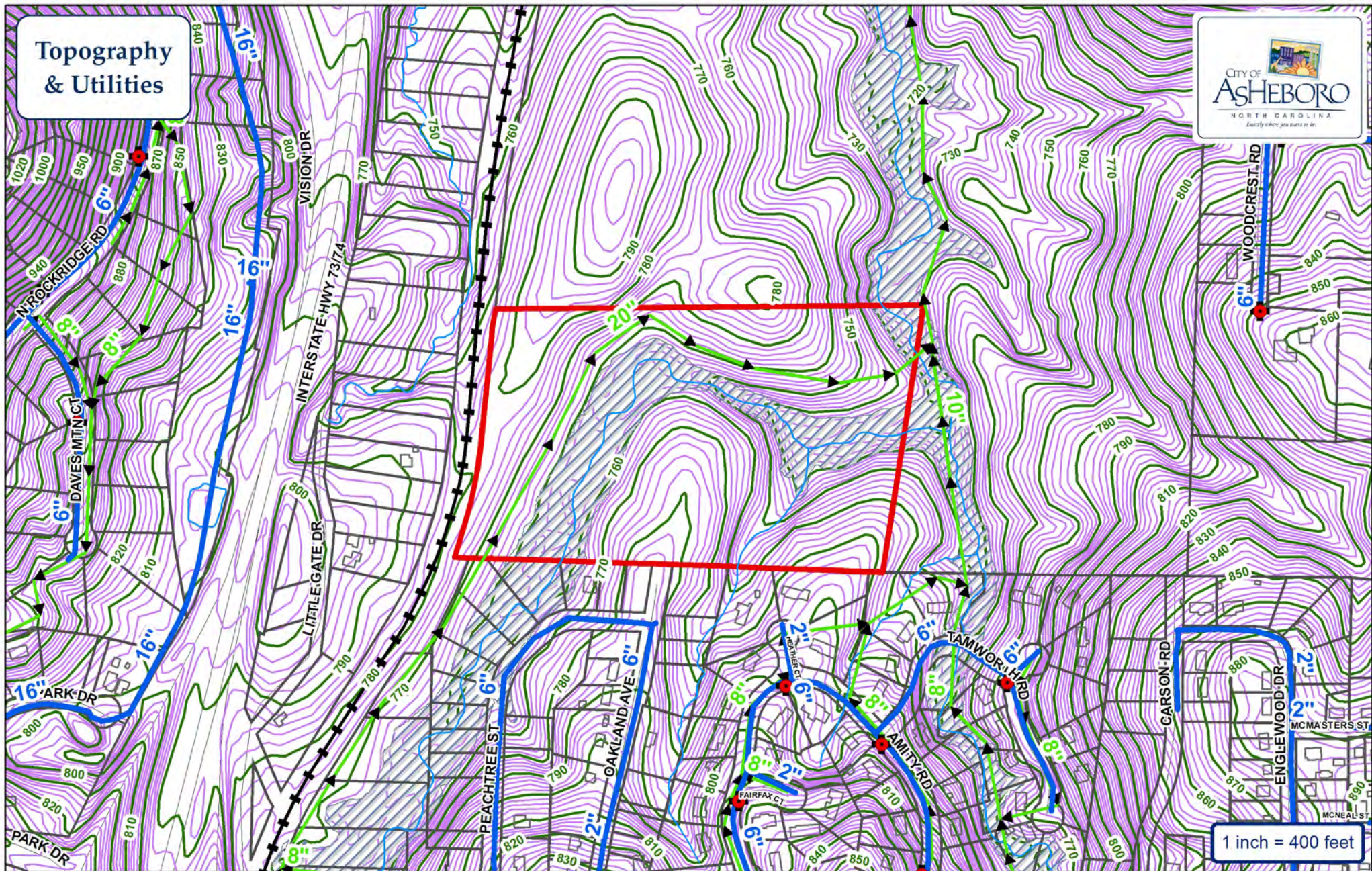


ETJ
Floodplain - 100 Year

Subject Property
Adjoining Properties
City Zoning



Topography & Utilities



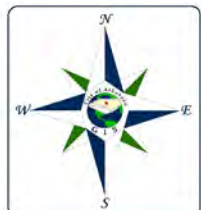
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| | Water Main | | Fire Hydrant |
| | Sewer Main | | Pump Station |
| | Force Main | | Watershed |

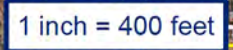
City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-26-03

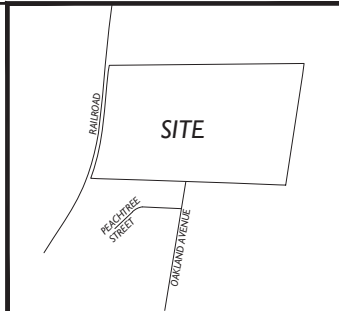
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Subject Property









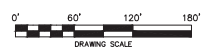
VICINITY MAP
N.T.S.

SITE NOTES:

1. PROPERTY INFORMATION
OWNERS: MARGARET STEVENS ALEXANDER & JULIA KAUFMANN ALEXANDER
PIN NUMBERS: 7751693581
AREA OF SITE: 24.18 ACRES
EXISTING ZONING: R7.5
EXISTING LAND USE: VACANT
SITE ADDRESS: OAKLAND AVENUE ASHEBORO, NC 27205
OWNER ADDRESSES: 842 NEELY ROAD ASHEBORO, NC 27205
2. THE PROJECT IS LOCATED WITHIN THE CITY OF ASHEBORO
3. PARCEL BOUNDARIES, TOPOGRAPHIC DATA, ARE FROM INCOME MAPS AND CITY OF ASHEBORO GIS
4. PROPOSED USE: REHABILITATION AND TEMPORARY HOUSING
SPACES REQUIRED:
SPACES PROVIDED:
5. SETBACKS:
FRONT= 25 FT
SIDE= 10 FT
REAR= 20 FT
6. DISTURBED AREA: TBD SF (TBD ACRES)
7. HANDICAP SPACES SHALL BE INSTALLED PER ADA REQUIREMENTS.
8. MAXIMUM SEPARATION BETWEEN SANITARY SEWER CLEANOUTS SHALL BE 50'.
9. OBTAIN ALL APPLICABLE PERMIT APPROVALS PRIOR TO ANY CONSTRUCTION.
10. CONFIRM UTILITY TIE INS WITH ARCHITECTURAL DESIGN PRIOR TO CONSTRUCTION.
11. WATER AND SEWER UTILITY TIE IN LOCATIONS ARE SHOWN ON THIS PLAN FOR REFERENCE ONLY.
12. MAX. OCCUPANCY LOADS: 75 PERSONS FOR PERIODIC EVENTS.

DRAWING LEGEND

- PROPERTY LINE
- ADJOINING PROPERTY LINE
- EXISTING SANITARY SEWER MANHOLE
- PROPOSED SANITARY SEWER LINE
- PROPOSED SANITARY SEWER MANHOLE
- EXISTING WATER LINE
- EXISTING WATER VALVE
- EXISTING FIRE HYDRANT
- PROPOSED WATER LINE
- 100 YEAR FLOOD PLAIN
- EXISTING STORM PIPE



PRELIMINARY PLANS NOT FOR CONSTRUCTION

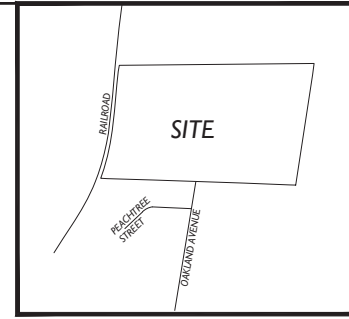
SKETCH PLAN PHASE I
PIERCED MINISTRIES

OAKDALE AVENUE
ASHEBORO - RANDOLPH COUNTY - NORTH CAROLINA

Scale:	Drawn By:	Checked By:	Job No.:
Sheet No.			



Summey Engineering Associates, PLLC
Engineering - Consulting - Surveying
10 Bow Tie
Asheboro NC 27205
Phone: 703.546.4422
Email: info@seae.com
NC Professional Engineering Firm License No. F-5356



VICINITY MAP
N.T.S.

SITE NOTES:

1. PROPERTY INFORMATION
OWNERS: MARGARET STEVENS ALEXANDER & JULIA KAUFMANN ALEXANDER
PIN NUMBERS: 7751693581
AREA OF SITE: 24.18 ACRES
EXISTING ZONING: R7.5
EXISTING LAND USE: VACANT
SITE ADDRESS: OAKLAND AVENUE ASHEBORO, NC 27205
OWNER ADDRESSES: 842 NEELY ROAD ASHEBORO, NC 27205
2. THE PROJECT IS LOCATED WITHIN THE CITY OF ASHEBORO
3. PARCEL BOUNDARIES, TOPOGRAPHIC DATA, ARE FROM INCOME MAPS AND CITY OF ASHEBORO GIS
4. PROPOSED USE: REHABILITATION AND TEMPORARY HOUSING
5. PARKING REQUIRED:
SPACES REQUIRED:
SPACES PROVIDED:
6. SETBACKS:
FRONT= 25 FT
SIDE= 10 FT
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7. DISTURBED AREA: TBD SF (TBD ACRES)
8. HANDICAP SPACES SHALL BE INSTALLED PER ADA REQUIREMENTS.
9. MAXIMUM SEPARATION BETWEEN SANITARY SEWER CLEANOUTS SHALL BE 50'.
10. OBTAIN ALL APPLICABLE PERMIT APPROVALS PRIOR TO ANY CONSTRUCTION.
11. CONFIRM UTILITY TIE INS WITH ARCHITECTURAL DESIGN PRIOR TO CONSTRUCTION.
12. WATER AND SEWER UTILITY TIE IN LOCATIONS ARE SHOWN ON THIS PLAN FOR REFERENCE ONLY.
13. MAX. OCCUPANCY LOADS: 75 PERSONS FOR PERIODIC EVENTS.

DRAWING LEGEND

- PROPERTY LINE
- ADJOINING PROPERTY LINE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING SANITARY SEWER LINE
- PROPOSED SANITARY SEWER LINE
- PROPOSED SANITARY SEWER MANHOLE
- EXISTING WATER LINE
- EXISTING WATER VALVE
- EXISTING FIRE HYDRANT
- PROPOSED WATER LINE
- 100 YEAR FLOOD PLAIN
- EXISTING STORM PIPE



PRELIMINARY PLANS NOT FOR CONSTRUCTION

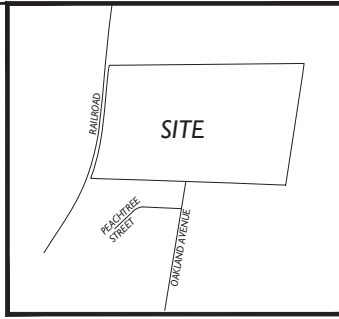
SKETCH PLAN PHASE 2
PIERCED MINISTRIES

OAKDALE AVENUE
ASHEBORO - RANDOLPH COUNTY - NORTH CAROLINA

Scale:	Sheet No:
Drawn By:	
Checked By:	
Job No:	



Survey Engineering Associates, PLLC
Engineering - Consulting - Surveying
10 Bow Tie
Asheboro NC 27205
Phone: 703.464.4422
Email: info@sea-engineering.com
NC Professional Engineering Firm License No. F-53585

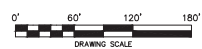


SITE NOTES:

1. PROPERTY INFORMATION
OWNERS: MARGARET STEVENS ALEXANDER & JULIA KAUFMANN ALEXANDER
PIN NUMBERS: 7751693581
AREA OF SITE: 24.18 ACRES
EXISTING ZONING: R7.5
EXISTING LAND USE: VACANT
SITE ADDRESS: OAKLAND AVENUE ASHEBORO, NC 27205
OWNER ADDRESSES: 842 NEELY ROAD ASHEBORO, NC 27205
2. THE PROJECT IS LOCATED WITHIN THE CITY OF ASHEBORO
3. PARCEL BOUNDARIES, TOPOGRAPHIC DATA, ARE FROM INCOME MAPS AND CITY OF ASHEBORO GIS
4. PROPOSED USE: REHABILITATION AND TEMPORARY HOUSING
5. PARKING REQUIRED:
SPACES PROVIDED:
6. SETBACKS:
FRONT= 25 FT
SIDE= 10 FT
REAR= 20 FT
7. DISTURBED AREA: TBD SF (TBD ACRES)
8. HANDICAP SPACES SHALL BE INSTALLED PER ADA REQUIREMENTS.
9. MAXIMUM SEPARATION BETWEEN SANITARY SEWER CLEANOUTS SHALL BE 50'.
10. OBTAIN ALL APPLICABLE PERMIT APPROVALS PRIOR TO ANY CONSTRUCTION.
11. CONFIRM UTILITY TIE INS WITH ARCHITECTURAL DESIGN PRIOR TO CONSTRUCTION.
12. WATER AND SEWER UTILITY TIE IN LOCATIONS ARE SHOWN ON THIS PLAN FOR REFERENCE ONLY.
13. MAX. OCCUPANCY LOADS: 75 PERSONS FOR PERIODIC EVENTS.

DRAWING LEGEND

- PROPERTY LINE
- ADJOINING PROPERTY LINE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING SANITARY SEWER LINE
- PROPOSED SANITARY SEWER LINE
- PROPOSED SANITARY SEWER MANHOLE
- EXISTING WATER LINE
- EXISTING WATER VALVE
- EXISTING FIRE HYDRANT
- PROPOSED WATER LINE
- 100 YEAR FLOOD PLAIN
- EXISTING STORM PIPE



PRELIMINARY PLANS NOT FOR CONSTRUCTION

SKETCH PLAN PHASE 3
PIERCED MINISTRIES

OAKDALE AVENUE
ASHEBORO - RANDOLPH COUNTY - NORTH CAROLINA



Survey Engineering Associates, PLLC
Engineering - Consulting - Surveying
10 Bow Tie
Asheboro NC 27205
Phone: 336.526.5262 Fax: 336.526.5222
Email: info@sea-engineering.com
NC Professional Engineering Firm License No. F-53585

No.	Date:	Description:

Scale:	Drawn By:	Checked By:	Jed No:

John Evans

Subject: FW: [External Sender] [External] Question on Licensure for Congregate Living facility in Asheboro: Pierced Ministries

From: Silvia, Stacy <stacy.silvia@dhhs.nc.gov>

Sent: Tuesday, February 24, 2026 2:08 PM

To: John Evans <jevans@ci.asheboro.nc.us>

Cc: Rising, Clarice <Clarice.Rising@dhhs.nc.gov>; Boone, Wendy <wendy.boone@dhhs.nc.gov>; Sulfridge, Robin <robin.sulfridge@dhhs.nc.gov>; Justin Luck <jluck@ci.asheboro.nc.us>

Subject: RE: [External Sender] [External] Question on Licensure for Congregate Living facility in Asheboro: Pierced Ministries

I will let others jump in, but;

Per **NCGS 122C-22**, certain facilities are **excluded from licensure**. Specifically, twenty-four-hour nonprofit facilities established for the purpose of providing shelter and supporting recovery from alcohol or other drug addiction through a 12-step, self-help, peer role-modeling, and self-governance approach are not required to be licensed by NCDHHS.

However, the exclusion applies only when the program operates strictly within that peer-run recovery model.

If the facility provides treatment, care, supervision, habilitation, rehabilitation, or specialized therapeutic or programmatic services intended to assist individuals in maintaining their current level of functioning or in achieving progress in developmental, behavioral, or clinical skill areas, the program would meet the definition of a facility subject to licensure under **G.S. 122C** and the applicable **10A NCAC 27G** rules.

Based on the information provided, the determining factor is the nature of the services actually delivered:

- **Not licensed** if the program functions solely as:
 - Recovery housing / sober living
 - Peer support and self-governance
 - 12-step or similar mutual-help model
 - General life-skills support that is informal and non-therapeutic
- **Licensure required** if the program includes:
 - Clinical or therapeutic services
 - Structured treatment, counseling, or rehabilitation services
 - Habilitation or developmental skill training delivered as a formal program
 - Services provided by licensed or credentialed professionals
 - Any service meeting a defined MH/SA/DD service category under 10A NCAC 27G

If the program is a peer-run sober living/recovery residence operating within the NCGS 122C-22 exclusion, licensure is not required. If the scope of services expands beyond that model, the provider would need to apply for appropriate licensure.

Stacy Silvia, CPM

Licensure & Training Team Leader

[Division of Health Service Regulation, Mental Health Licensure & Certification Section](#)
[NC Department of Health and Human Services](#)

Mobile: [919-812-2116](tel:919-812-2116)

Fax: [919-715-8078](tel:919-715-8078)

Stacy.Silvia@dhhs.nc.gov

1915 Health Services Way
Raleigh, NC 27607
2718 Mail Service Center
Raleigh, NC 27699-2718

NCDHHS provides essential services to improve the health, safety and well-being of all North Carolinians. Learn more about [NCDHHS initiatives and priorities](#).

[Twitter](#) [YouTube](#)

From: John Evans <jevans@ci.asheboro.nc.us>

Sent: Tuesday, February 24, 2026 11:18 AM

To: Silvia, Stacy <stacy.silvia@dhhs.nc.gov>

Cc: Rising, Clarice <Clarice.Rising@dhhs.nc.gov>; Boone, Wendy <wendy.boone@dhhs.nc.gov>; Sulfridge, Robin <robin.sulfridge@dhhs.nc.gov>; Justin Luck <jluck@ci.asheboro.nc.us>

Subject: [External] Question on Licensure for Congregate Living facility in Asheboro: Pierced Ministries

Some people who received this message don't often get email from jevans@ci.asheboro.nc.us. [Learn why this is important](#)

CAUTION: External email. Do not click links or open attachments unless verified. Report suspicious emails with the Report Message button located on your Outlook menu bar on the Home tab.

Hello Stacy:

We have a facility that is proposing to construct a congregate living facility in Asheboro, called Pierced Ministries. This is proposed on the north side of Oakland Avenue on currently undeveloped property.

From the information you provided me on a similar previous request, these were not required to be licensed by NCDHHS, if they met NCGS 122C-22. The application and site plan indicates that the facility "provides a sober living environment for people who are seeking recovery from addictions." The application indicates that the use would include three dormitories for women, with staff living on-site. It mentions services provided including teaching job skills, parenting skills, and financial skills. My reading of this is very similar to another facility we have in Asheboro (Keaton's Place), which I understand did not require licensure. Another description of the program is below, and I've attached the application, site plan, and information from the Secretary of State's office on the non-profit.

APPLICANT INFORMATION

Pierced Minister +
Applicant Rehab Services, Inc. Applicant's Phone # 336-307-3899
Applicant's Address 6116 Muddy Creek Rd.
Archdale, NC 27263
Applicant email address [REDACTED]

PROPERTY INFORMATION

Property Owner's Name Stevens, Margaret Alexander
Kaufman, Julia Alexander
Location of Property Oakland Avenue (End) Property Size (sq. or s.f.) 24.11
Randolph County Property Identification Number (PIN#) 7751693581
Current Zoning District R15 Requested Zoning District Conditional O16
Date Property Title Acquired 12/23/2020 Deed Book 002733 Page 01469
Subdivision _____ Section _____ Lot # _____
Plat Book _____ Page _____

CONDITIONAL ZONING DISTRICT INFORMATION (Attach additional sheets if necessary)

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

The land is currently zoned R15. We would like to
be able to build multiple structures to accommodate
a sober living environment.

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

Provide housing in an area that is designated by the City of Asheboro that is, by the proposed land use map, for high density residential purposes. Will be clustered outside the flood zone and will maintain natural buffers.

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

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

Does not apply ☒

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

See attached

Does not apply ☐

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

See attached

Question 4.

Asheboro is an area that has been hard hit with people struggling with addictions and the issues related to them. For over 18 years, we have been providing a long-term, sober living environment for people who are seeking recovery from addictions. As a result, we work with individuals, over a long period of time, to help them address the issues that have led to addictions, which have resulted in harmful life styles. In addition, they learn new skills that they can use to become sober, productive members of their families and society. One aspect of this is helping the families to come back together to address the harm that has been done to them and to learn to live together as healthy families. Job skills are an extremely vital part of the recovery process so that when persons complete, they are able to obtain viable and legal employment. We are active in working through court cases and probation/parole. They learn how to parent, work, develop financial skills, prepare to move back into society, and become healthy individuals. Because we are not a homeless ministry, we do not have people coming and going in a transient fashion. This land will be developed as a campus for women.

Some of the benefits to Asheboro include reducing the number of people who are in and out of the court/jail system, burdens are lightened on the medical emergency services, and fewer people are seeking detox. As they learn to live sober lives, they become productive citizens that return back to society. Another benefit is that children are returned to their parents, which means that less children are in the DSS system. These are substantial societal benefits with lasting results.

Question 5.

We do not allow registered sex offenders to be in our program. We also do not allow people who have violent criminal backgrounds. And we are not a homeless camp.

When persons complete and begin their transition process, they must seek full-time employment. This will be a benefit to the businesses in Asheboro as they will be able to hire people for their open job opportunities.

Our schedule provides for people to stay busy during the day with classes, work responsibilities within the ministry, learning life skills, and working on the campus. Each residential building will be staffed 24 hours a day, plus there will be security cameras in all major areas. In addition, the executive directors will be living onsite.

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

Robert A. Wilkerson

Printed Name of Authorized Signatory (if different from Applicant)

Robert A. Wilkerson

Position/Relationship of Authorized Signatory to Applicant

Co. Ex. Director

Owner Signature (if different than Applicant)

Anne Kemp A. Neely

Owner Address

917 Thornburg Rd
Asheboro, NC 27205

Telephone Number

336-953-8384

Printed Name of Authorized Signatory (if different from Owner)

Anne Kemp Neely

Position/Relationship of Authorized Signatory to Owner

Owner

Justin Luck	STAFF USE	
Received by:	Date: 1-9-26	Case Number: RZ-26-03

BK 2733 PG 1469 (3)

This document presented and filed:

12/23/2020 12:11:53 PM

DEED

Fee \$26.00 Excise Tax: \$0.00



20111869

Randolph County North Carolina
Krista M. Lowe, Register of Deeds

MAIL TO: *plu IVE*

THIS IS THE PRIMARY RESIDENCE OF THE GRANTOR.

PREPARED BY: (SSE/cg) IVEY & EGGLESTON, Attorneys at Law, 111 Worth Street, Asheboro, NC 27203

Revenue Stamps \$0.00

NORTH CAROLINA
RANDOLPH COUNTY

} WARRANTY DEED

THIS DEED, made this 23 day of December, 2020, by and between

GRANTOR: ANNE KEMP ALEXANDER NEELY, and husband WILLIAM M. NEELY
842 Neely Road
Asheboro, NC 27205

GRANTEE: ANNE KEMP ALEXANDER NEELY, Trustee of
The Anne Kemp Alexander Neely Revocable Trust
dated December 23, 2020
842 Neely Road
Asheboro, NC 27205

WITNESSETH, that the GRANTOR, in consideration of Ten Dollars (\$10.00) and other good and valuable consideration, to her paid by GRANTEE, the receipt of which is hereby acknowledged, has bargained and sold, and by these presents does grant, bargain, sell and convey unto GRANTEE and its successors and assigns, all of Grantor's interest in all those certain tracts of land, situate, lying and being in Cedar Grove and Asheboro Townships, Randolph County, North Carolina, and more particularly described as follows:

SEE ATTACHMENT A – Description attached hereto

This deed is prepared from information supplied by the parties hereto, and no title examination was requested of or performed by Ivey & Eggleston, Attorneys.

TO HAVE AND TO HOLD the aforesaid tract of land and all privileges and appurtenances thereto belonging to the GRANTEE, its successors and assigns, to its only use and behoof forever.

And the GRANTOR, for herself, her heirs, executors and administrators, covenants with the GRANTEE, its successors and assigns, that she is seized of said premises in fee, and has the right to convey the same in fee simple; that the same are free and clear from all encumbrances, and that she will warrant and defend the said title to the same against the lawful claims of all persons whomsoever.

IN TESTIMONY WHEREOF, the said GRANTOR by these presents has hereunto set her hand and seal, the day and year first above written.

Anne Kemp Alexander Neely (SEAL)
ANNE KEMP ALEXANDER NEELY

William M. Neely (SEAL)
WILLIAM M. NEELY

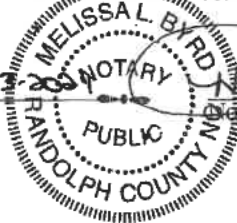
NORTH CAROLINA

RANDOLPH COUNTY

I, Melissa L. Byrd, a Notary Public for the county and state aforesaid do hereby certify that ANNE KEMP ALEXANDER NEELY, personally appeared before me this day and acknowledged the due execution of the foregoing deed.

WITNESS my hand and notarial seal, this 23 day of December, 2020.

My Commission Expires: 11-23-2021



NORTH CAROLINA

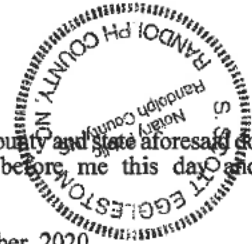
RANDOLPH COUNTY

I, S. Scott Eppelton, a Notary Public for the county and state aforesaid do hereby certify that WILLIAM M. NEELY personally appeared before me this day and acknowledged the due execution of the foregoing deed.

WITNESS my hand and notarial seal, this 23 day of December, 2020.

My Commission Expires: 05/25/2022

S. Scott Eppelton
Notary Public



ATTACHMENT A
Description for
The Anne Kemp Alexander Neely Revocable Trust
Dated December 23, 2020

PARCEL ONE – PIN NO. 7730839308
917 Thornburg Road, Asheboro, North Carolina 27205:

BEING all of that 30.486 acres as described on the plat dated November 12, 2015 and prepared by Survey Carolina PLLC, with job No. 20151112neely and recorded in Plat Book 146, Page 11, in the Randolph County Registry

PARCEL TWO – PIN NO. 7751693581
0 Oakland Avenue, Asheboro, North Carolina 27203:

BEGINNING at the center of the High Point, Randleman, Asheboro & Southern Railroad bed in Mrs. A. C. McAlister's line, and running thence South 87° East 21 chains to a stone in Mrs. McAlister's line; thence North 10° East 12.70 chains to a stone; thence North 87° West 20.90 chains to the center of the aforesaid railroad bed; thence Southward with the center of said railroad bed 11.69 chains to the beginning, containing 26 acres, more or less.

For other and further description of said tract see deed of Julia A. Thorns to Agnes M. Bulla, dated July 1, 1919, which is register in Book 190, Page 64, in the Office of the Register of Deeds of Randolph County, North Carolina.

This conveyance is subject, however, to the railroad right-of-way as now outstanding along the Western margin of the property.

For back reference see Deed Book 1133, 496, Randolph County Registry.

1,635.6
 Asheboro Utilities
 1,2,3 Dorems
 4 Office
 5 Kitchen/Classroom
 6-Residence



1034.5

9/16/2025, 1:42:42 PM

1,630

- ☒ Randolph County Addresses
- ☐ Randolph County Parcels
- ☐ 173_174_Overlay
- ☐ Contours_10ft
- ☐ Contours_2ft
- ☐ Essements
- ☐ Floodway
- ☐ 100_Year_Floodplain
- ☒ Sewer_Mains
- ☐ 200_Scale_Grid
- ☐ City_Zoning
- ☐ R10
- ☒ City Limits
- ☐ R10 (CZ)
- ☐ ETJ

12/188'

1/6 = 11.75



[Pierced Ministries Drug Rehab | About Us](#)

In discussing this with the applicant, we asked if he was licensed by NCDHHS, but he indicated that he is not because NCDHHS doesn't require licensure. Our understanding is also that the applicant operates a facility in other jurisdictions. But I want to make sure everyone is of the same understanding. **From your standpoint, do these require licensing from NCDHHS?**

This will be going to our Planning Board on March 2 and City Council March 5, so any information that you can provide is appreciated!

Thank you!

John

John L. Evans, AICP, CZO
Community Development Director
City of Asheboro
146 North Church Street
Asheboro, NC 27203
336-626-1201 Ext. 2325 (phone)
336-626-1218 (fax)

<http://www.asheboronc.gov> | *Note: Development-related fees will change effective January 1, 2025.*



E-mail correspondence to and from this sender is subject to North Carolina Public Records Law and may be disclosed to third parties.



RZ-26-04

Application to apply initial city zoning of R10 (CZ) Medium-Density Residential Conditional Zoning, authorizing a Residential Planned Unit Development consisting of single-family dwellings, to property located along Crestview Church Rd (PIN 7659842547 and 7659858407).

1. Request	
Applicant: Stanley Martin Homes, LLC	Property Owner: Candi Land Campground LLC
Zoning Existing: RM-CD Residential Randolph County Zoning for Campground Use Proposed: R10 (CZ) Residential Conditional Zoning History: RM-CD zoning granted by Randolph County in May 2024, authorizing a campground with 261 RV camping sites and 15 cabin sites	
Required Notice Mailed Notice by Applicant: 2-13-26	

2. Site Information	
Location	Crestview Church Rd
PIN	7659842547 and 7659858407
Size	83.78 acres +/-
Jurisdiction	Randolph County (Annexation Petition has been filed)
Current Land Use	Undeveloped
Overlay Districts	None
Infrastructure	City Sewer crosses the property; Water available through Seagrove Ulah Metropolitan Water District
Transportation	
Street Classification:	Minor Thoroughfare
Maintenance:	State Maintained
Other Notes:	2024 Average Annual Daily Traffic: 1,800; 2012 Capacity: 13,600
Surrounding Land Use	
North:	Undeveloped/Residential
South:	Residential
East:	Residential
West:	Industrial

3. Staff Analysis
1) Proposed use is a Residential Planned Unit Development for Single Family Dwellings (191 dwellings total on 191 lots). 2) R10 Residential District Statement of Intent: The R10 Residential District is intended to provide regulations which will produce a moderate intensity of residential uses, usually single family or two family in character and served by central water supply and sewage disposal systems, plus the necessary governmental and other support facilities to service such urban intensity living. 3) Relevant Zoning Ordinance Definitions: Planned Development: Land under unified control to be planned and developed as a whole in a single development operation or a definitely programmed series of development operations. A planned development includes principal and accessory structures and uses

substantially related to the character and purposes of the planned development. A planned development is built according to general and detailed plans which include not only streets, utilities, lots and building location, and the like, but also site plans for all buildings as are intended to be located, constructed, used, and related to each other, and plans for other uses and improvements on the land as related to the buildings. A planned development includes a program for the provision, operation, and maintenance of such areas, facilities, and improvements as will be for common use by some or all of the occupants of the planned development district, but which will not be provided, operated, or maintained at general public expense.

Dwelling/Residence, Detached Single Family: An individual dwelling unit for one family located on an independent lot containing no other dwelling units.

- 4) The site plan shows two entrances from Crestview Church Road and a future connection to residentially zoned property to the north. A Traffic Impact Analysis conducted by the applicant is currently under review by NCDOT. The preliminary recommendation of the TIA is that no improvements to Crestview Church Rd. (at either entrance or off-site) are necessary.
- 5) A 10-foot landscape buffer is proposed along the Crestview Church Road frontage and is to be maintained by the homeowners association.
- 6) Proposed lot sizes, widths, and setbacks are reduced from typical R10 ordinance requirements as allowed for Planned Unit Development. Overall project density (roughly 2.6 units per acre, excluding right-of-way) is consistent with R10.
- 7) Two-car garages are proposed for each dwelling.
- 8) Planned Unit Developments typically require visitor parking. 38 visitor parking spaces are required for this project. While some dedicated visitor parking areas are proposed, visitor parking is primarily offered through on-street and driveway parking, with a proposed minimum of one space per driveway. When combining two parking spaces per garage with one per driveway, this results in a total of 573 parking spaces.
- 9) Sidewalk is proposed to be constructed along both sides of each street. Sidewalk will not connect to Lots 78 & 79, which are proposed to be accessed by Crestview Church Rd.
- 10) Recreation and open space are proposed through natural wilderness areas and a 5-foot wide natural foot path. Natural areas and passive recreation areas shall be provided in each phase of the development before the final plat for each phase. The applicant has indicated that the natural walking path and foot bridge will be installed after the construction of Phases 1 and 2.
- 11) A 30-foot undisturbed stream buffer, other than for the construction of roadway crossings, utility installation, and possible future walking paths, is proposed.
- 12) This specific project is exempt from NCDEQ stormwater permitting and post construction stormwater regulations, and therefore has no stormwater requirements. However, the applicant states the site has been designed in a manner typical for an NCDEQ low-density stormwater site, if it were in a jurisdictional area. A proposed condition ensures all NCDEQ permits are obtained prior to the issuance of a zoning compliance permit.

4. Modifications to Ordinance Regulations

- 1) (+) 10' Type B buffer along Crestview Church Rd.
- 2) (-) Lots 78 & 79 not connected to the pedestrian network

5. Summary of Proposed Zoning Conditions (subject to change prior to final report)

- A) The uses approved shall be a Residential Planned Unit Development for Single Family Dwellings, not to exceed 191 dwellings on 191 lots. The minimum lot size shall be 7,500 square feet. The total built upon area for the development shall remain under twenty-four percent (24%).
- B) All parties involved in this request, including the owner, successors, heirs, and assigns, agree to the conditions and approved site plan. Prior to the issuance of a Zoning Compliance Permit, the owner shall provide city staff with written acceptance of any zoning district conditions discussed and accepted during the public hearing.
- C) Evaluation of changes necessitated by NCDOT permitting requirements resulting from the development's traffic impact analysis shall be reviewed consistent with Section 4.05(C)(13).
- D) Changes related to locations of cluster box units (CBU) for mail delivery, as required by USPS or NCDOT, shall not be considered a modification of the conditional zoning district requiring council action.
- E) Front yard averaging shall not apply within the development. Accessory structures shall not be located within front yard setbacks indicated, but may be located 10 feet from side and rear lot lines and located outside of required buffers or city easements.
- F) All dwellings/lots shall include a two-car garage and driveway sufficient for parking of one vehicle.
- G) Except for required driveway and utilities, a 10-foot Type B landscape buffer shall be preserved or installed along the Crestview Church Road frontage as shown on the approved plan.
- H) Natural areas and passive recreation areas shall be provided in each phase of the development before the final plat for each phase. A natural walking path shall be installed before the final plat of Phases 1 and 2. A 30-foot undisturbed stream buffer, other than for the construction of roadway crossings, utility installation, and possible future walking paths, shall be maintained.
- I) Maintenance of all recreation/open space areas, landscaping, any utilities not publicly maintained, roads, and drainage facilities that are not specifically labeled on the approved site plan as publicly owned and maintained shall be the responsibility of the property owner and any successors in interest, including, but not limited to, the homeowners association (HOA).
- J) Before the issuance of a Zoning Compliance Permit for the proposed land use, documentation shall be submitted detailing the following:
 - i) Driveway permit approval from North Carolina Department of Transportation
 - ii) Permitting from the North Carolina Department of Environmental Quality; and
 - iii) Subdivision sketch design and preliminary plat showing compliance with zoning and subdivision ordinance requirements, compliance with all applicable city policies, such as but not limited to utilities and required easements, solid waste disposal, permanent and temporary turnarounds, addressing, road names, and on-street parking, and submittal of required review fees.
- K) Prior to recording a final plat for any phase of the development, homeowners' association documents, which contain provisions consistent with the terms of the adopted conditional zoning ordinance, shall be recorded in the Office of the Randolph County Register of Deeds and shall include, but not be limited to, maintenance responsibilities of the association and a release of the City of Asheboro from liability due to utility maintenance on any streets.

- L) The owner(s) of the Zoning Lot shall properly execute, and deliver to the Zoning Administrator for recordation in the office of the Randolph County Register of Deeds a Memorandum of Land Use Restrictions prepared by the City Attorney for the purpose of placing notice of the conditions attached to this Conditional Zoning in the chain of title for the Zoning Lot.

6. Land Development Plan Consistency and Reasonableness	
Proposed Land Use Map	Not Designated
Growth Strategy Map	Not Designated
Small Area Map	Not Designated
LDP Goals/Policies Supporting Request	
• Checklist Item 3: The property on which the rezoning district is proposed fits the description of the Zoning Ordinance • Checklist Item 6: Existing infrastructure is adequate to support the desired zone • Checklist Item 11: Rezoning will promote the type of development described in Design Principles • Goal 4.1: Identification and protection of environmentally sensitive areas • Goal 5.3: Interconnected and multi-modal transportation networks • Checklist Items 12-13: 12.) Property is located outside of watershed; 13.) The property is located outside of Special Hazard Flood Area;	
LDP Goals/Policies Not Supporting Request	
• Checklist Item 14: Rezoning is not located on steep slopes of greater than 20%.	
Staff Proposed Plan Consistency & Reasonableness Statement	
Although the Land Development Plan does not provide specific growth strategy and land use recommendations for the property and much of the surrounding area, the request can be reviewed against general goals and policies. This application is consistent with many LDP goals and policies, including interconnected and multi-modal transportation networks, open and recreation space, tree preservation and landscaping, and protection of environmentally sensitive areas. The application is reasonable given the proposed density relative to the size and topography of the property, Crestview Church Rd. being classified as a minor thoroughfare, the proximity to other major roads, employment, and recreational amenities such as the Cone Health ZooCity Sportsplex and NC Zoo, and the benefit to the overall community through additional housing opportunities.	

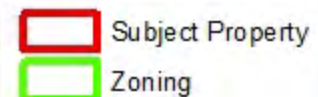
7. Staff Recommendation and Planning Board Action Items	
Staff Recommendation	Approve
Planning Board Action Items	1) Adopt Plan Consistency and Reasonableness Statement 2) a) Recommend approval or denial of zoning map amendment RZ-26-04; apply initial city zoning of R10 (CZ) Medium-Density Residential Conditional Zoning, authorizing a Residential Planned Unit Development consisting of single-family dwellings b) Attach zoning conditions as summarized or with modification.



City of Asheboro Planning & Zoning Department

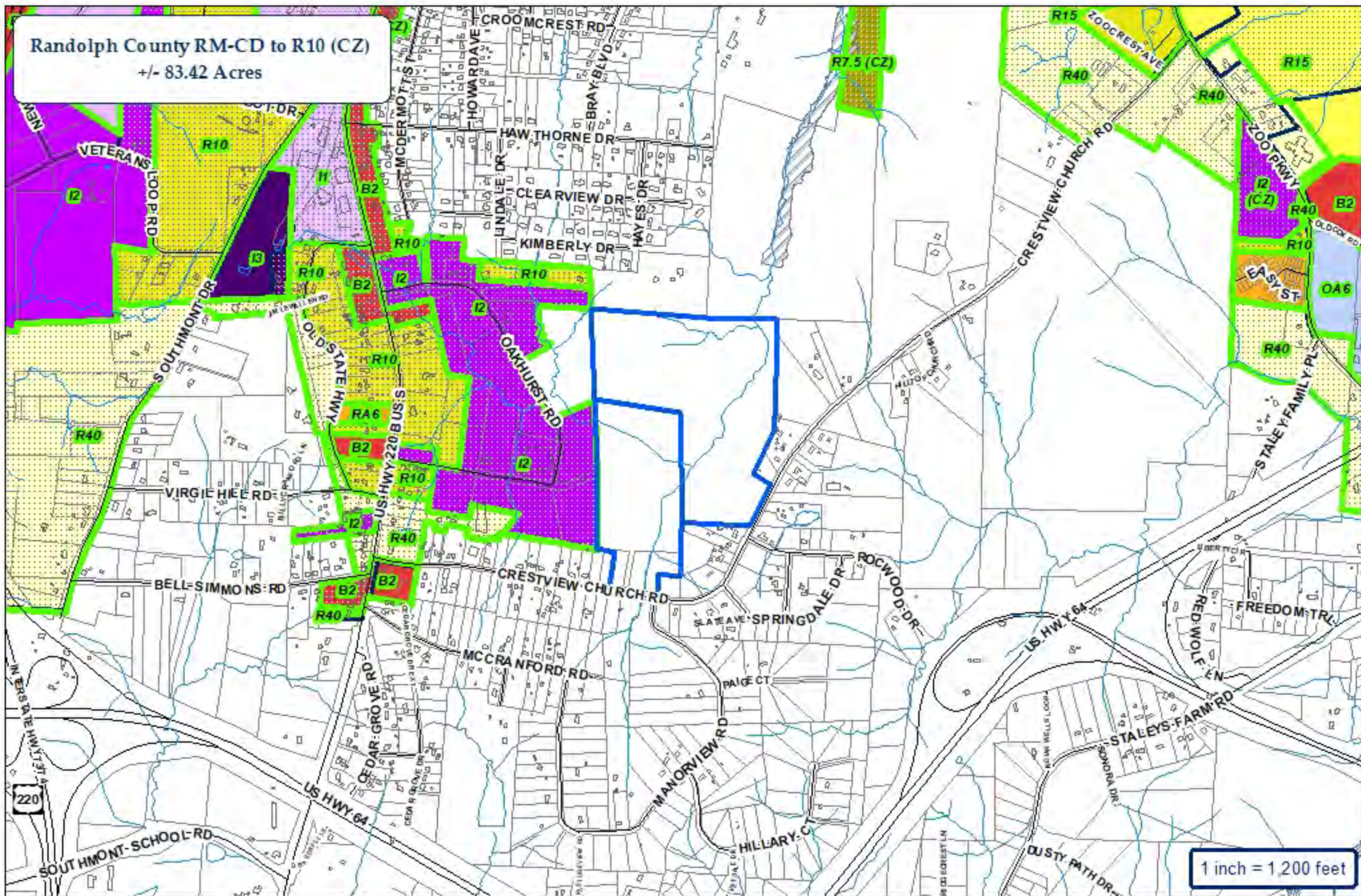
Rezoning Case: RZ-26-04

Parcels: 7659842547 & 7659858407



Randolph County RM-CD to R10 (CZ)

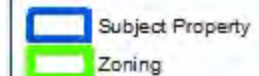
+/- 83.42 Acres



City of Asheboro Planning & Zoning Department

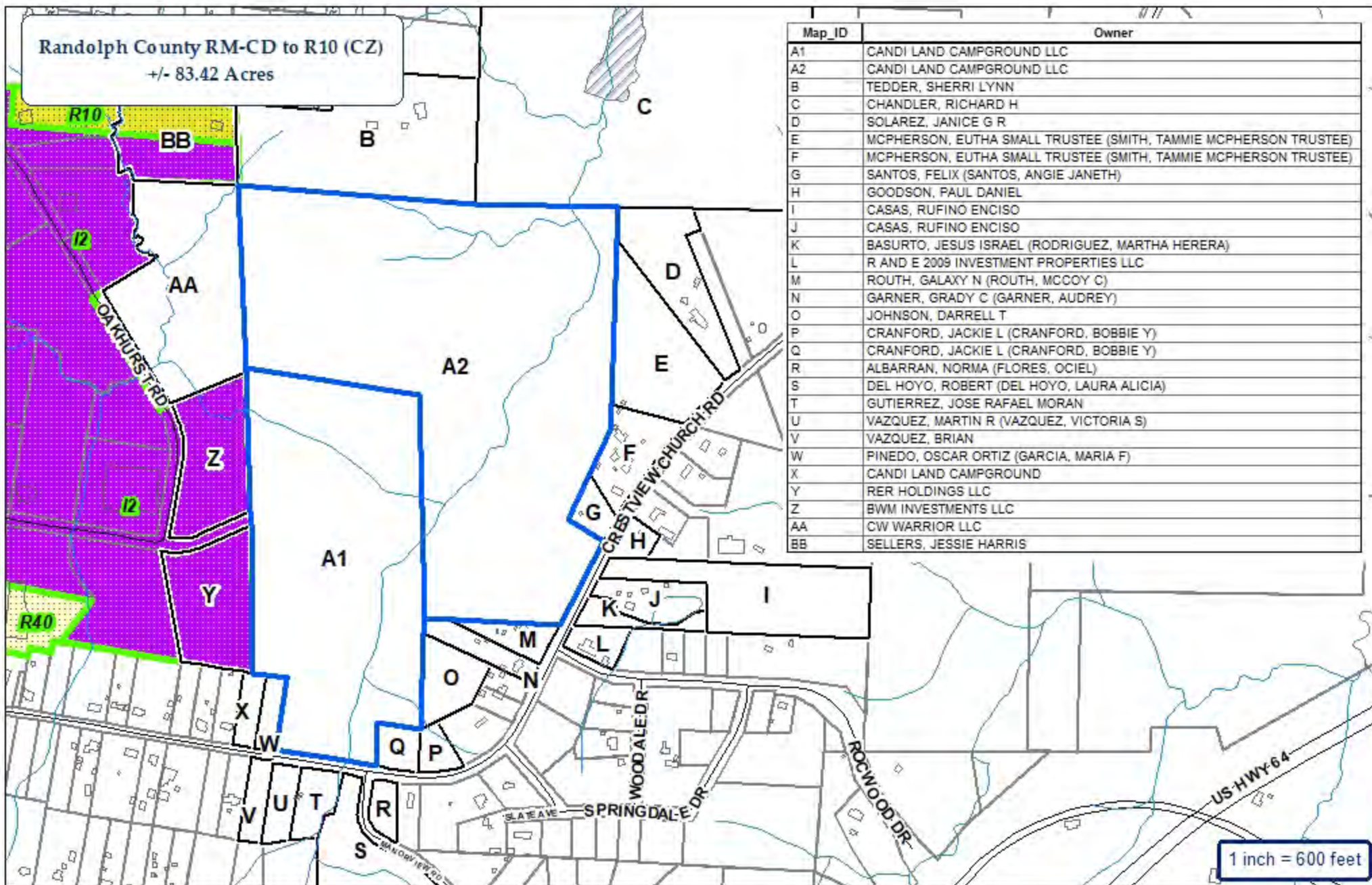
Rezoning Case: RZ-26-04

Parcels: 7659842547 & 7659858407



Randolph County RM-CD to R10 (CZ)
+/- 83.42 Acres

Map_ID	Owner
A1	CANDI LAND CAMPGROUND LLC
A2	CANDI LAND CAMPGROUND LLC
B	TEDDER, SHERRI LYNN
C	CHANDLER, RICHARD H
D	SOLAREZ, JANICE G R
E	MCPHERSON, EUTHA SMALL TRUSTEE (SMITH, TAMMIE MCPHERSON TRUSTEE)
F	MCPHERSON, EUTHA SMALL TRUSTEE (SMITH, TAMMIE MCPHERSON TRUSTEE)
G	SANTOS, FELIX (SANTOS, ANGIE JANETH)
H	GOODSON, PAUL DANIEL
I	CASAS, RUFINO ENCISO
J	CASAS, RUFINO ENCISO
K	BASURTO, JESUS ISRAEL (RODRIGUEZ, MARTHA HERERA)
L	R AND E 2009 INVESTMENT PROPERTIES LLC
M	ROUTH, GALAXY N (ROUTH, MCCOY C)
N	GARNER, GRADY C (GARNER, AUDREY)
O	JOHNSON, DARRELL T
P	CRANFORD, JACKIE L (CRANFORD, BOBBIE Y)
Q	CRANFORD, JACKIE L (CRANFORD, BOBBIE Y)
R	ALBARRAN, NORMA (FLORES, OCIEL)
S	DEL HOYO, ROBERT (DEL HOYO, LAURA ALICIA)
T	GUTIERREZ, JOSE RAFAEL MORAN
U	VAZQUEZ, MARTIN R (VAZQUEZ, VICTORIA S)
V	VAZQUEZ, BRIAN
W	PINEDO, OSCAR ORTIZ (GARCIA, MARIA F)
X	CANDI LAND CAMPGROUND
Y	RER HOLDINGS LLC
Z	BWM INVESTMENTS LLC
AA	CW WARRIOR LLC
BB	SELLERS, JESSIE HARRIS



City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-26-04

Parcels: 7659842547 & 7659858407

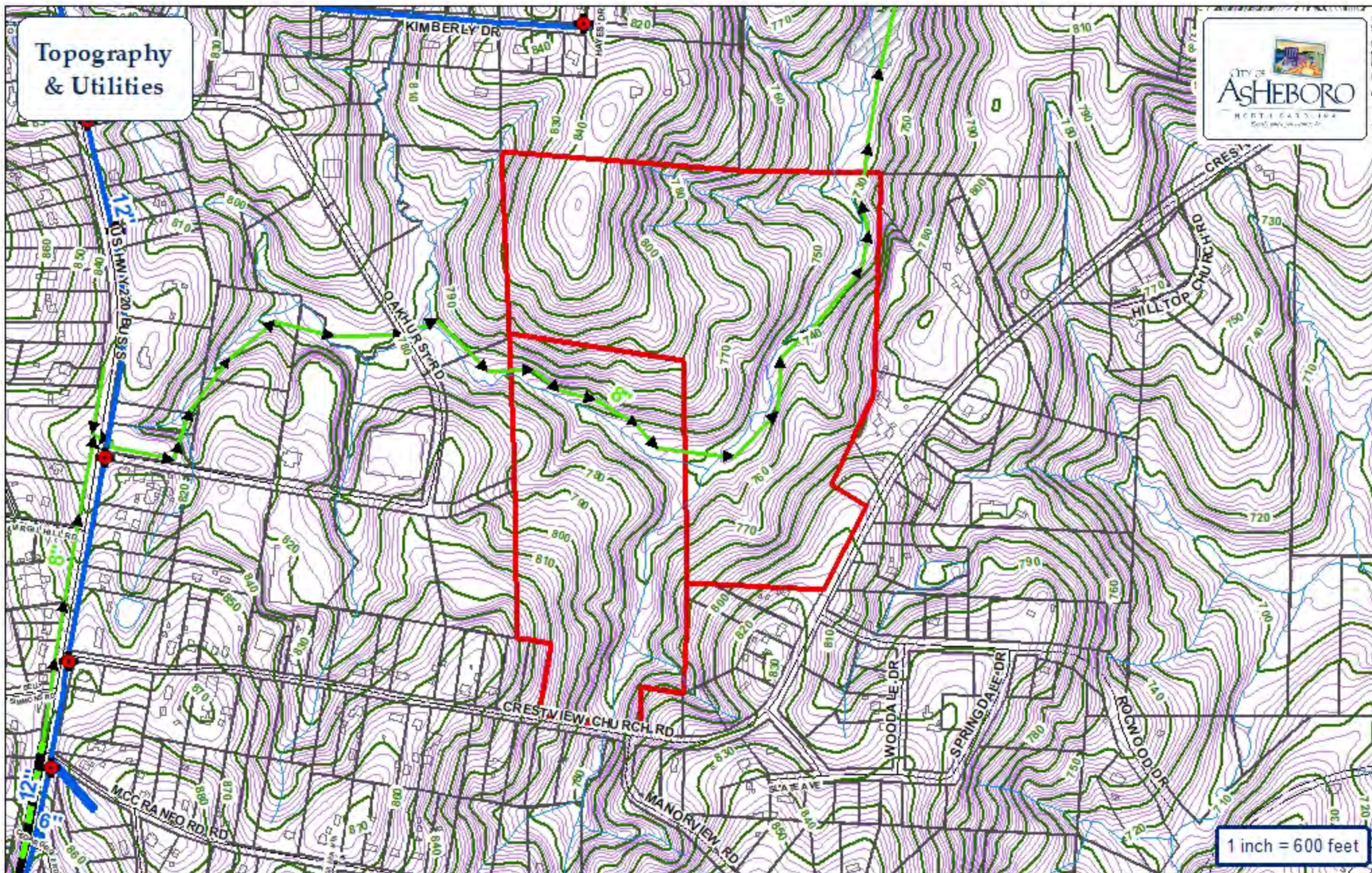
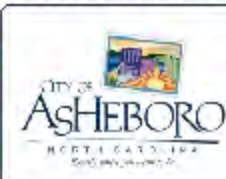


ETJ
Floodplain - 100 Year

Subject Property
Adjoining Properties
City Zoning



Topography & Utilities



- | | |
|---|--|
|  Water Main |  Fire Hydrant |
|  Sewer Main |  Pump Station |
|  Force Main |  Watershed |

City of Asheboro Planning & Zoning Department

Rezoning Case: RZ-26-04

Parcels: 7659842547 & 7659858407

 Subject Property



PRELIMINARY PLAT DRAWINGS

FOR

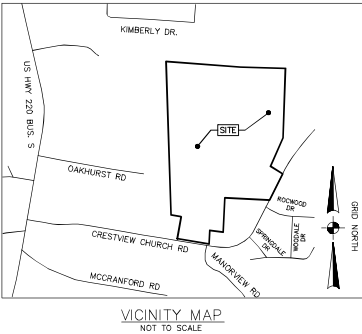
CRESTVIEW SUBDIVISION

CRESTVIEW CHURCH RD
ASHEBORO - NC - RANDOLPH COUNTY

PROJECT NO.: 25.0010
FEB. 2026

PRELIMINARY PLAT DRAWINGS
NOT FOR CONSTRUCTION

Gardner Engineering, PLLC
Engineering - Land Planning - Permitting
NC Engineering Firm Cert. Auth#2804
P.O. Box 3048
Asheboro, NC 27204
ph: (336)302-4949
email: zach@gardnerengineeringpllc.com



#	SHEET INDEX
C-0	COVER SHEET
C-1	PRELIMINARY PLAT - OVERALL SITE
C-2	PRELIMINARY SITE ENLARGEMENT - PHASE1
C-3	PRELIMINARY SITE ENLARGEMENT - PHASE 2
C-4	PRELIMINARY SITE ENLARGEMENT - PHASE 3
C-5	DETAILS - 1 - MISC. DETAILS
C-6	DETAILS - 2 - CITY OF ASHEBORO STREET DETAILS
DA-1	PROPOSED SITE AREA MAP

PRELIMINARY PLAT DRAWINGS

FOR

CRESTVIEW SUBDIVISION

CRESTVIEW CHURCH RD
ASHEBORO - NC - RANDOLPH COUNTY
PROJECT NO.: 25.0010

STORMWATER MANAGEMENT NOTES:
PER NCDEQ REQUIREMENTS AND LOCAL ORDINANCES THIS PROJECT IS LOCATED IN AN AREA THAT IS NOT REQUIRED TO PROVIDE STORMWATER ATTENUATION OR TREATMENT PER NORTH CAROLINA STATUTE OR LOCAL ORDINANCE.

STORMWATER RUNOFF HAS BEEN CONSIDERED IN THE DESIGN OF THE PROPOSED SUBDIVISION AND THE FOLLOWING LOW DENSITY PROJECT DESIGN ASPECTS HAVE BEEN TAKEN FROM NCDEQ STORMWATER DESIGN MANUAL SECTION E-1 AND INCORPORATED AS FOLLOWS:

1. MAXIMUM DENSITY –
1.1. 24% MAXIMUM ALLOWABLE PROPOSED BUILT UPON AREA (BUA) ON THE PROJECT PARCEL
2. DISPERSED FLOW
2.1. THE DISCONNECTED NATURE OF THE SINGLE FAMILY HOMES WILL CREATE POCKETS OF IMPERVIOUS AREA SURROUNDED BY GRASS LAWNS THAT WILL PROMOTE SHEET FLOW ACROSS LAWN AREAS TO PROMOTE INFILTRATION AND REDUCE STORMWATER RUNOFF
3. VEGETATIVE CONVEYANCES
3.1. VEGETATIVE CONVEYANCES WILL BE UTILIZED WHERE APPLICABLE TO CONVEY STORMWATER RUNOFF PROMOTING INFILTRATION
3.2. ALL CONVEYANCES WILL BE DESIGNED TO ADEQUATELY CONVEY THE RUNOFF RESULTING FROM THE 10-YR DESIGN STORM.
4. PROPOSED RIPARIAN BUFFER AREAS
4.1. A 30FT- WIDE VEGETATED RIPARIAN BUFFER MEASURED FROM THE TOP OF BANK OF ALL PERENNIAL AND INTERMITTENT STREAMS HAS BEEN PROPOSED
4.2. THIS AREA WILL BE PRESERVED/LEFT UNDISTURBED EXCEPT FOR THE CONSTRUCTION OF PROPOSED ROADWAY CROSSINGS, UTILITY CONSTRUCTION, THE INSTALLATION OF PROPOSED NATURAL FOOT PATH/FOOT BRIDGE AND DEBRIS/DEAD VEGETATION REMOVAL.
4.3. THIS RIPARIAN BUFFER AREA HAS BEEN EXCLUDED FROM PROPOSED LOT AREAS, THE REAR 20 FT BUILDING SETBACK WILL ENSURE THAT NO HOME WILL ENROACH WITHIN 50 FT FROM AN EXISTING STREAM BANK.
5. BEST PRACTICAL METHOD OF STORMWATER MANAGEMENT
5.1. IF PERMANENT STRUCTURAL BMPs (SUCH AS DRY PONDS) WERE TO BE PROPOSED ON THIS SITE THERE WOULD BE ADDITIONAL LAND DISTURBANCE REQUIRED, ADDITIONAL SUBSURFACE STORMWATER PIPING, AND CONCENTRATION OF FLOW TO CENTRAL LOCATIONS.
5.2. THESE ASPECTS WOULD HAVE A NEGATIVE IMPACT ON THE PROJECT BY REDUCING THE EFFECTIVENESS OF THE RIPARIAN BUFFER AREA, REDUCING SHEET FLOW AND INFILTRATION AND CREATING SPECIFIC AREAS OF CONCENTRATED FLOW DIRECTLY DOWNSTREAM OF THE PROPOSED PONDS. THEREFORE THE LOW DENSITY STORMWATER APPROACH IS THE PREFERRED METHOD FOR ADDRESSING STORMWATER CONCERNS.
5.3. DUE TO THE EXISTING TOPOGRAPHY AND DISPERSED NATURE OF THIS SINGLE FAMILY RESIDENTIAL SUBDIVISION IMPERVIOUS AREAS, A LOW DENSITY STORMWATER APPROACH IS THE PREFERRED METHOD FOR ADDRESSING STORMWATER RUNOFF CONCERNS.

ENLARGEMENTS NOTE:
SEE SITE ENLARGEMENTS (SHEETS C-2 THRU C-4) AND DETAILS SHEETS (C-5 THRU C-7) FOR ADDITIONAL INFORMATION

PUBLIC ROADWAY NOTE:
ALL PROPOSED ROADWAYS ARE LOCATED INSIDE A PROPOSED 50 FT RIGHT OF WAY.

ALL PROPOSED ROADWAYS ARE TO BE CITY OF ASHEBORO STREETS.

PUBLIC UTILITIES NOTES:
1. ALL PROPOSED WATER AND SEWER MAINS WILL BE OWNED AND MAINTAINED BY THE CITY OF ASHEBORO AFTER COMPLETION OF CONSTRUCTION AND FINAL NCDOT CERTIFICATION HAS BEEN COMPLETED.

NCDOT PERMITTING NOTE:
PROPOSED DRIVEWAY ENTRANCES WHERE "ROAD A" AND "ROAD D" CONNECT WITH THE EXISTING CRESTVIEW CHURCH ROAD, WILL BE INSTALLED PER APPLICABLE NCDOT REVIEW COMMENTS AND NCDOT REQUIREMENTS SPECIFIED DURING NCDOT DRIVEWAY PERMIT REVIEW.

PROPOSED ROADWAYS OVERVIEW DATA

ROAD A = 1,607 LF
ROAD B = 2,538 LF
ROAD C = 971 LF
ROAD D = 2,842 LF
ROAD E = 399 LF

TOTAL ROADWAYS = 8,357 LF

SITE AREAS :

TOTAL SITE AREAS : 3,636,746 SF (83.49 AC)

PROPOSED RIGHT OF WAY AREAS : 421,158 SF (9.67 AC)

AREA OUTSIDE ROW : 3,215,588 SF (73.82 AC)

PROPOSED COMMON AREAS : 768,931 SF (17.65 AC)
(CONSERVATION AREAS, SHARED EASEMENT AREAS, AND STREAM BUFFER AREAS)

LOT AREAS : 2,446,657 SF (56.17 AC)
(COMBINED LOT AREAS)

PROPOSED LOTS : 191

AVERAGE LOT SIZE : ±12,800 SF PER LOT
(LOT AREAS / TOTAL LOTS)
(2,446,657 SF / 191 LOTS)

OVERALL LOT DENSITY : ±16,800 SF PER PROPOSED LOT
(AREAS OUTSIDE ROW / TOTAL LOTS)
(3,215,588 SF / 191 LOTS)

PROPOSED ROADWAYS OVERVIEW DATA

ROAD A = 1,607 LF
ROAD B = 2,538 LF
ROAD C = 971 LF
ROAD D = 2,842 LF
ROAD E = 399 LF

TOTAL ROADWAYS = 8,357 LF

IMPERVIOUS AREAS :

TOTAL SITE AREAS : 3,636,746 SF (83.49 AC)

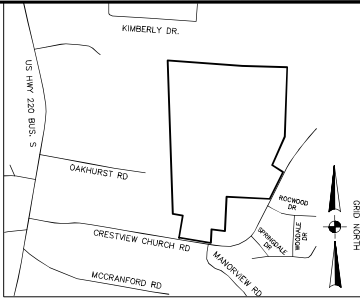
PAVEMENT AREAS : 333,229 SF (7.65 AC)
(ROADWAYS AND CBU AREAS)

LOT IMPERVIOUS: 534,800 SF (12.28 ACRES)
(2,800 SF PER LOT X 191 LOTS)

TOTAL IMPERVIOUS : 868,029 SF (19.93 AC)

IMPERVIOUS PERCENTAGE : 23.9%

10 FT WIDE TYPE B LANDSCAPE SCREEN (IN AREAS WHERE PROPOSED LOTS ADJOIN EXISTING CRESTVIEW CH RD RIGHT OF WAY) (TYP.)



VICINITY MAP
NOT TO SCALE

SITE DATA TABLE

PARCEL PIN #	7659858407 & 7659842547
RED	93360 & 94044
SITE ADDRESS	CRESTVIEW CHURCH RD, ASHEBORO, NC 27205
DEED BOOK / PAGE	2912 / 1009
PLAT BOOK / PAGE	165 / 84 , 184 / 7
TOTAL SITE AREA	53.42 ACRES & 30 ACRES
EXISTING LOCAL ZONING JURISDICTION	RANDOLPH COUNTY
PROPOSED LOCAL ZONING JURISDICTION	CITY OF ASHEBORO
APPLICANT NAME (COMPANY)	STANLEY MARTIN HOMES
APPLICANT CONTACT (INDIVIDUAL)	TOM HALL
APPLICANT ADDRESS	1007 BATTLEGROUND AVE., SUITE 301, GREENSBORO, NC 27408
APPLICANT PHONE	336-363-7233
APPLICANT EMAIL	HALLT@STANLEYMARTIN.COM
LAND OWNER	CANDI LAND CAMPGROUND LLC
LAND OWNER ADDRESS	PO BOX 4367 ASHEBORO, NC 27204
EXISTING LAND USE	VACANT
PROPOSED LAND USE	SINGLE FAMILY RESIDENTIAL (ALL LOTS WILL BE RESTRICTED TO SINGLE FAMILY HOMES. NO DUPLICATES WILL BE ALLOWED ON ANY LOT)
EXISTING ZONING	RM-CD (RANDOLPH COUNTY)
PROPOSED ZONING	R10 C2 - CONDITIONAL DISTRICT (CITY OF ASHEBORO)
MIN LOT WIDTH/FRONTAGE	60 FT (MINIMUM FRONTAGE /LOT WIDTH HAS BEEN MEASURED AT LOCATION OF FRONT BUILDING SETBACK - 25 FT FROM RIGHT OF WAY)
MIN LOT SIZE	7,500 SF
PROPOSED BUILDING SETBACKS	FRONT : 25 FT SIDE : 10 FT REAR: 25 FT
MAXIMUM BUILDING HEIGHT	35 FT
MAXIMUM FLOOR AREA	22K
PROPOSED ROW WIDTH	50 FT
RIVER BASIN	CAPE FEAR
NEAREST SURFACE WATER	VESTAL CREEK (CLASS C) STREAM INDEX: 17-22-4
PROPOSED LOTS	191
PROPOSED ROW WIDTH	50'
PROPOSED ROADWAY WIDTH	28' FACE-TO-FACE
MAXIMUM SITE IMPERVIOUS AREAS	24% - 872,819 SF (20.04 ACRES)
IMPERVIOUS AREAS PER LOT	2,800 SF (AVERAGE)

DRAWING LEGEND

---	PROPERTY LINE
---	ADJOINING PROPERTY LINE
---	EXISTING MAJOR CONTOUR
---	EXISTING MINOR CONTOUR
---	PROPOSED RIGHT OF WAY LINE
---	PROPOSED LOT LINE
---	PROPOSED PHASE LINE
---	SETBACK LINES
---	EXISTING EASEMENT
---	PROPOSED EASEMENT
---	EXISTING SANITARY SEWER MANHOLE
---	EXISTING SANITARY SEWER MAIN
---	PROPOSED SANITARY SEWER MAIN
---	EXISTING FIRE HYDRANT
---	EXISTING WATER MAIN
---	PROPOSED WATER MAIN
---	STREAM CENTERLINE
---	STREAM BUFFER
---	WETLANDS AREAS
---	LANDSCAPE AREAS

0' 150' 300' 450'
DRAWING SCALE

PRELIMINARY
PLAN FOR
CONSTRUCTION

G

Gardner Engineering, PLLC
Engineering - Land Planning - Permitting
NC Engineering Firm Cert. Auth.# P-8804
P.O. Box 3048
Asheboro, NC 27204
P: (336-302-4449) Email: sac@gardnerengineeringpllc.com
www.gardnerengineeringpllc.com

#	DATE	DESCRIPTION	BY
0	02-06-25	CONDITIONAL ZONING APPLICATION SUBMITTAL	ZHG
1	02-26-25	REVISIONS PER CITY COMMENTS RECEIVED	ZHG

PRELIMINARY PLAT
OVERALL SITE
CRESTVIEW SUBDIVISION
CRESTVIEW CHURCH RD
ASHEBORO - NC - RANDOLPH COUNTY

SCALE AS NOTED
DATE DEC. 2025
DRAWN BY ZHG
CHECKED BY ZHG
PROJECT NO. 25,0010
SHEET NO.

C-1

DRAWING LEGEND

	PROPERTY LINE
	ADJOINING PROPERTY LINE
	EXISTING MAJOR CONTOUR
	EXISTING MINOR CONTOUR
	PROPOSED RIGHT OF WAY LINE
	PROPOSED LOT LINE
	PHASE LINE
	SETBACK LINE
	EXISTING EASEMENT
	PROPOSED EASEMENT
	EXISTING SANITARY SEWER MANHOLE
	EXISTING SANITARY SEWER MAIN
	PROPOSED SANITARY SEWER MAIN
	EXISTING FIRE HYDRANT
	EXISTING WATER MAIN
	PROPOSED WATER MAIN
	STREAM CENTERLINE
	STREAM BUFFER
	WETLANDS AREAS
	LANDSCAPE AREAS



0' 60' 160' 240'

DRAWING SCALE



N
HUDSON, OHIO



ENLARGEMENTS NOTE:
SEE PRELIMINARY PLAT - OVERALL
SITE (SHEET C-1) FOR ENTIRE
PROJECT EXTENTS

DRAWING LEGEND

-
- PROPERTY LINE
- ADJOINING PROPERTY LINE
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPOSED RIGHT OF WAY LINE
- PROPOSED LOT LINE
- PHASE LINE
- SETBACK LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- EXISTING SANITARY SEWER MANHOLE
- EXISTING SANITARY SEWER MAIN
- PROPOSED SANITARY SEWER MAIN
- EXISTING FIRE HYDRANT
- EXISTING WATER MAIN
- PROPOSED WATER MAIN
- STREAM CENTERLINE
- STREAM BUFFER
- WETLANDS AREAS
- LANDSCAPE AREAS



GRID NORTH

PRELIMINARY
PLAN
NOT FOR
CONSTRUCTION

G

Gardner Engineering, PLLC
Engineering - Land Planning - Permitting

NC Engineering Firm Cert. Auth.# P-2804
D.C. B-2010

F.O. BOX 3048
F.O. BOX 3048
F.O. BOX 3048

P. (336 303 4948) Email: pach@ardnovarcinovinall.com
Asheboro, NC 27204

www.gardnerengineeringpllc.com

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PRELIMINARY SITE ENLARGEMENT
PHASE 2
CRESTVIEW SUBDIVISION

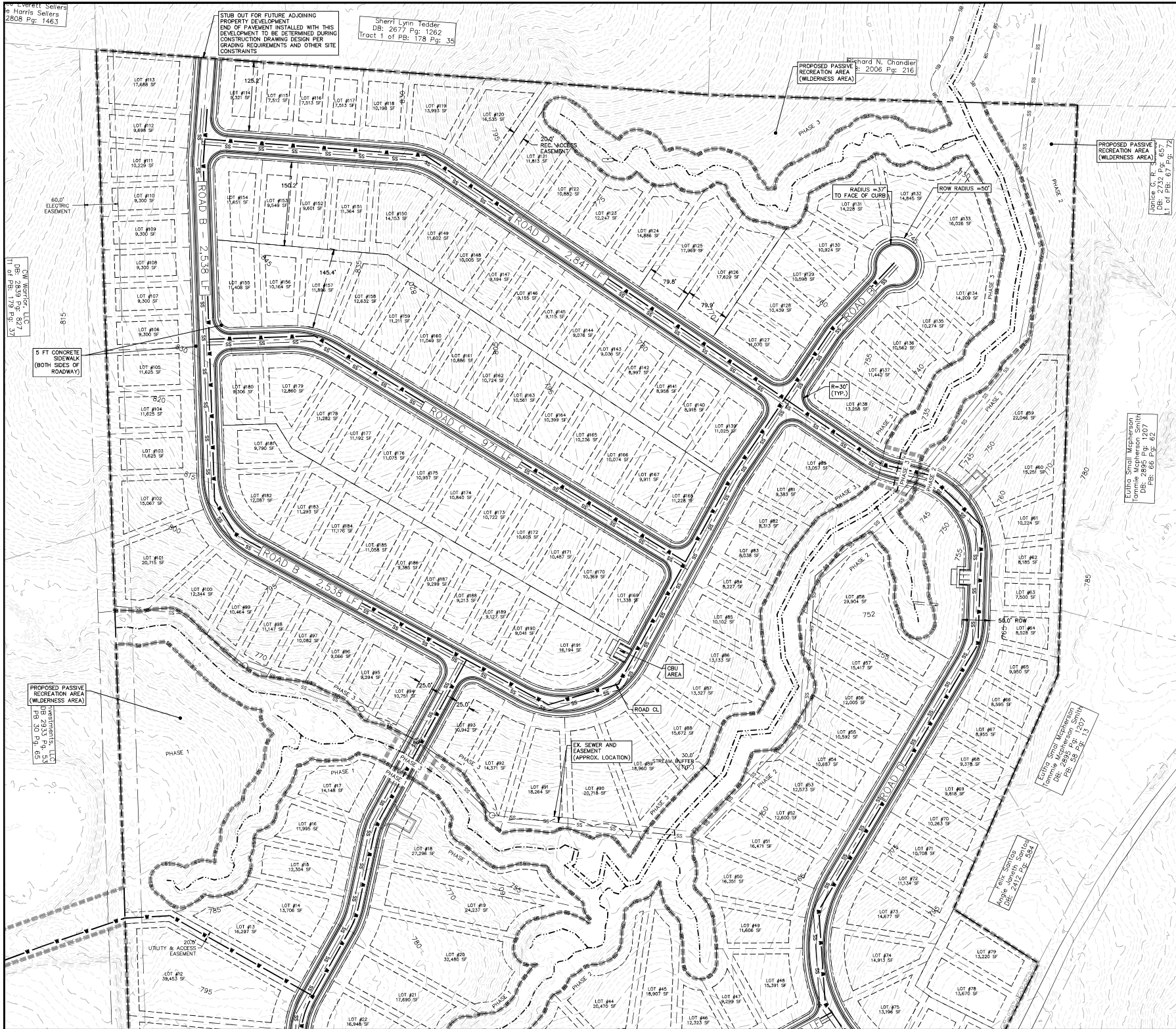
CRESTVIEW CHURCH RD
ORO - NC - RANDOLPH COUNTY

CRESTVIEW CHURCH RD
ASHEBORO - NC - RANDOLPH COUNTY

SCALE	AS NOTED
DATE	DEC. 2025
DRAWN BY	ZHG
CHECKED BY	ZHG
PROJECT NO.	25.0010
SHEET NO.	

C-3

C:\Gardner\Engineering\Projects\25.0010 Crestview Subdivision - DWG\25.0010 - Crestview Subdivision - Phase 1 - 2024-10-25.dwg, 1/16/2024 8:01:08 AM, AutoCAD plot (General) [Documentation] c:\3d\archt full bleed D (24.00 x 36.00 inches)



DRAWING LEGEND

---	PROPERTY LINE
---	ADJOINING PROPERTY LINE
---	EXISTING MAJOR CONTOUR
---	EXISTING MINOR CONTOUR
---	PROPOSED RIGHT OF WAY LINE
---	PROPOSED LOT LINE
---	PHASE LINE
---	SETBACK LINE
---	EXISTING EASEMENT
---	PROPOSED EASEMENT
---	EXISTING SANITARY SEWER MANHOLE
---	EXISTING SANITARY SEWER MAIN
---	PROPOSED SANITARY SEWER MAIN
---	EXISTING FIRE HYDRANT
---	EXISTING WATER MAIN
---	PROPOSED WATER MAIN
---	STREAM CENTERLINE
---	STREAM BUFFER
---	WETLANDS AREAS
---	LANDSCAPE AREAS

DRAWING SCALE

0' 80' 160' 240'

PRELIMINARY SITE ENLARGEMENT
PHASE 3
CRESTVIEW SUBDIVISION
CRESTVIEW CHURCH RD
ASHEBORO - NC - RANDOLPH COUNTY

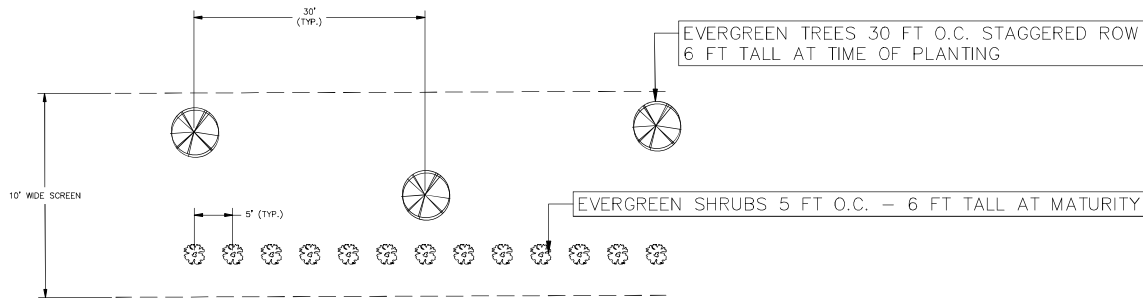
PRELIMINARY PLAN NOT FOR CONSTRUCTION

G

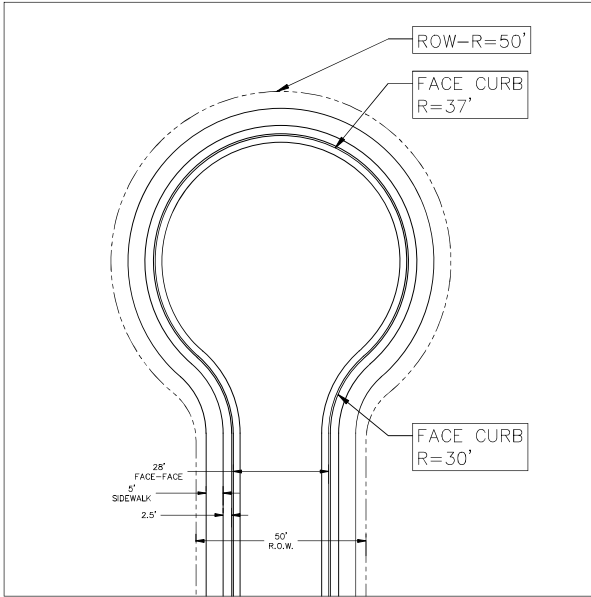
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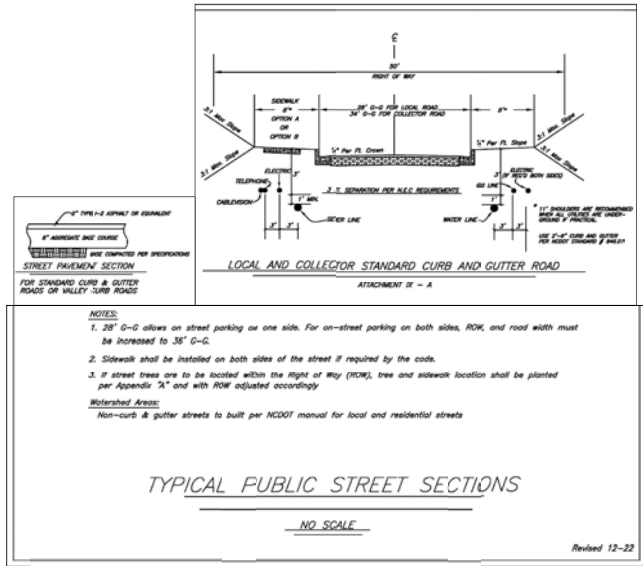
SCALE AS NOTED
DATE DEC. 2025
DRAWN BY ZHG
CHECKED BY ZHG
PROJECT NO. 25.0010
SHEET NO. C-4



LANDSCAPE SCREEN DETAIL
CITY OF ASHEBORO - TYPE B
NOT TO SCALE



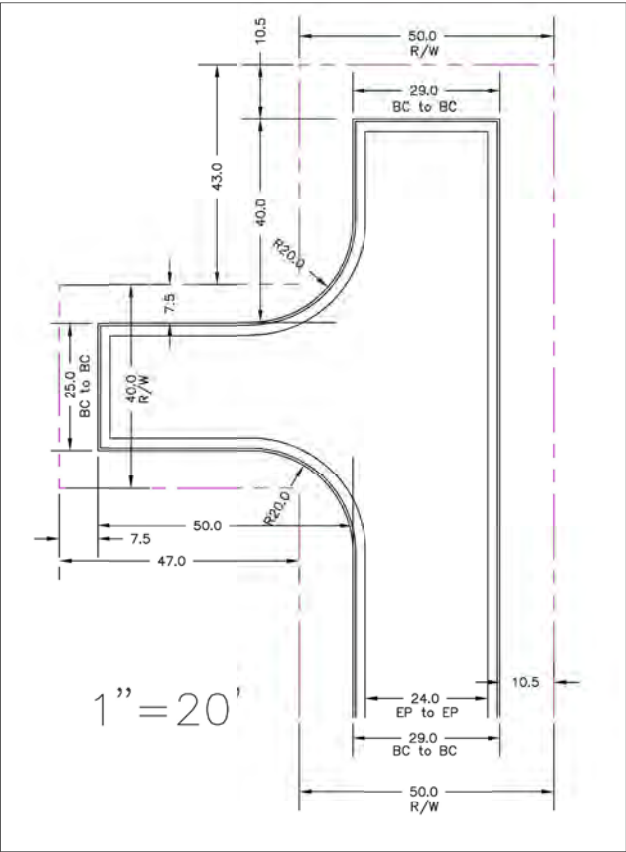
TYPICAL CUL-DE-SAC DETAIL
NOT TO SCALE



TYPICAL PUBLIC STREET SECTIONS

NO SCALE

Revised 12-22



TEMPORARY TEE TURN AROUND DETAIL
CITY OF ASHEBORO STANDARDS
NOT TO SCALE

PRELIMINARY
PLAN
NOT FOR
CONSTRUCTION

G

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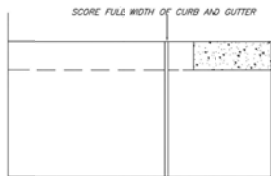
DETAILS - 1
MISC. DETAILS
CRESTVIEW SUBDIVISION
CRESTVIEW CHURCH RD
ASHEBORO - NC - RANDOLPH COUNTY

SCALE	AS NOTED
DATE	DEC. 2025
DRAWN BY	ZHG
CHECKED BY	ZHG
PROJECT NO.	25,0010
SHEET NO.	

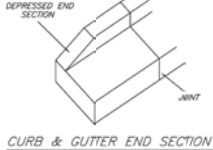
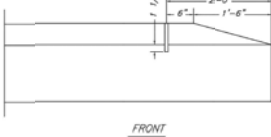
C-5

NOTE:
ALL MATERIALS SHALL BE IN ACCORDANCE WITH THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS & STRUCTURES LATEST EDITION.

GENERAL NOTES:
CONTRACTION JOINTS SHALL BE SPACED AT 10 FOOT INTERVALS, EXCEPT THAT 4 TO 5 FOOT SPACING MAY BE USED WHEN A MACHINE IS USED OR WHEN SATISFACTORY SUPPORT FOR THE FACE PORTION CAN BE OBTAINED WITHOUT THE USE OF COMPLETES AT 10 FOOT INTERVALS. JOINT SPACING MAY BE ALTERED BY THE ENGINEER TO PREVENT UNCONTROLLED CRACKING.
CONTRACTION JOINTS MAY BE INSTALLED BY THE USE OF TEMPLATES OR FORMED BY OTHER APPROVED METHODS. WHERE SUCH JOINTS ARE NOT FORMED BY TEMPLATES A MINIMUM DEPTH OF 1 1/2" SHALL BE OBTAINED.
ALL CONTRACTION JOINTS EXCEPT IN 6" x 6" MEDIAN CURB SHALL BE FILLED WITH JOINT SEALER.
EXPANSION JOINTS SHALL BE SPACED AT 80 FOOT INTERVALS AND ADJACENT TO ALL ROAD OBJECTS.

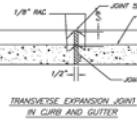
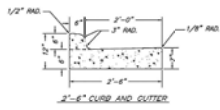


PLAN

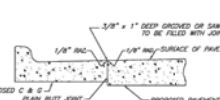


CURB & GUTTER END SECTION

STANDARD CONCRETE CURB AND CURB & GUTTER

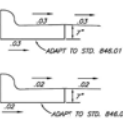


TRANSVERSE EXPANSION JOINT IN CURB AND GUTTER

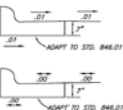


LONGITUDINAL PLAIN BUTT JOINT

D.O.T STANDARD 846.01



ADAPT TO STD. 846.01



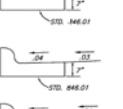
ADAPT TO STD. 846.01



ADAPT TO STD. 846.01



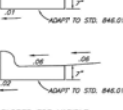
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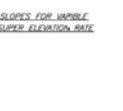
ADAPT TO STD. 846.01



ADAPT TO STD. 846.01



ADAPT TO STD. 846.01



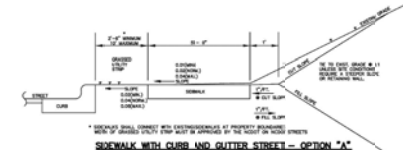
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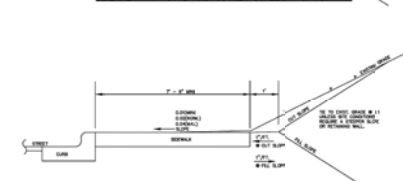
ADAPT TO STD. 846.01

NOTES:
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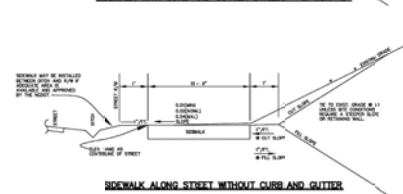
SIDEWALK STANDARDS



SIDEWALK WITH CURB AND GUTTER STREET - OPTION "A"



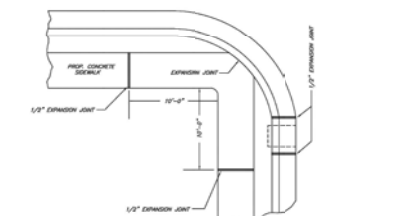
SIDEWALK WITH CURB AND GUTTER STREET - OPTION "B"



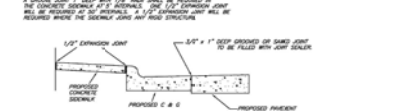
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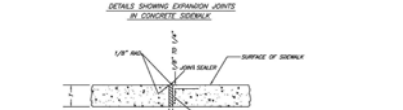
SIDEWALK STANDARDS



GENERAL NOTES:
A DRIVE JOINT 1" DEEP WITH 1/2" RADIUS SHALL BE PROVIDED IN THE TRANSVERSE SECTION OF THE SIDEWALK. THE DRIVE JOINT SHALL BE FILLED WITH JOINT SEALER.
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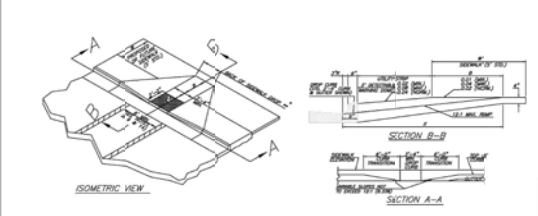
DETAILS SHOWING EXPANSION JOINTS IN CONCRETE SIDEWALK



TRANSVERSE EXPANSION JOINT IN SIDEWALK

A.C.T. STANDARD 846.01

STANDARD CONCRETE SIDEWALK



ISOMETRIC VIEW

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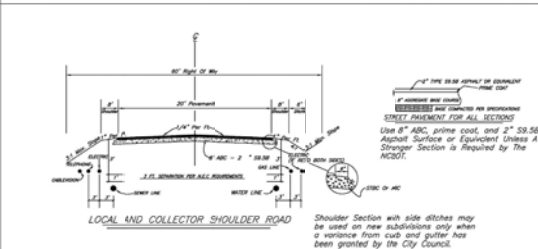
STANDARD CONCRETE SIDEWALK



SIDEWALK WITH CURB AND GUTTER STREET - OPTION "A"



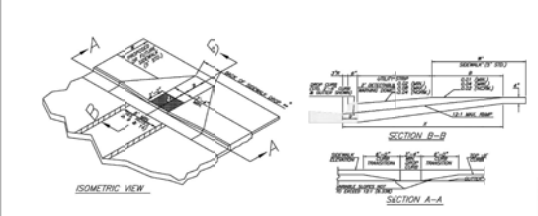
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SIDEWALK STANDARDS



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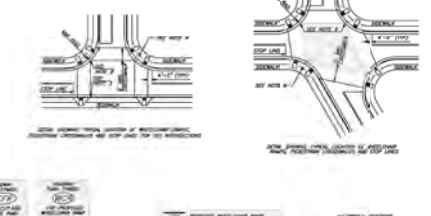
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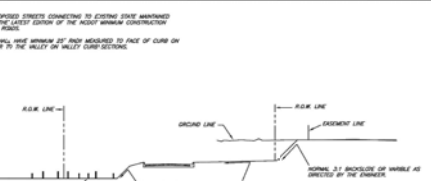
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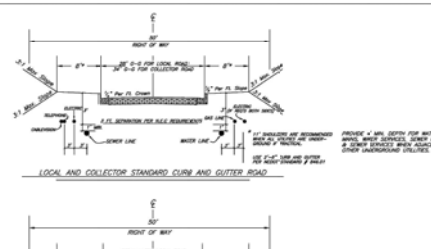
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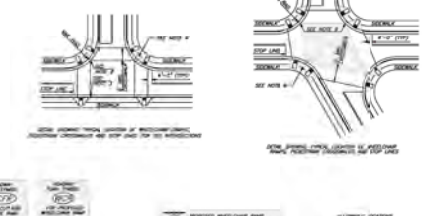
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SIDEWALK STANDARDS



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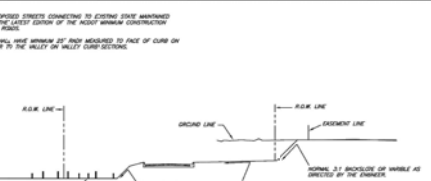
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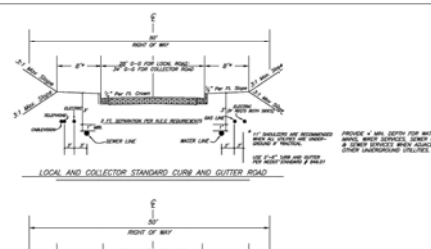
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SIDEWALK STANDARDS

PRELIMINARY
NOT FOR
CONSTRUCTION

G

CARDNER ENGINEERING, PLLC

Engineering - Land Planning - Permitting

NC Engineering Firm Cert. Auth. # P-4804

Asheboro, NC 27204

P.O. Box 3048

P: (336) 302-4449 Email: sac@gardnereengineeringpllc.com

www.gardnereengineeringpllc.com

DETAILS - 2

CITY OF ASHEBORO STREET DETAILS

CRESTVIEW SUBDIVISION

CRESTVIEW CHURCH RD

ASHEBORO - NC - RANDOLPH COUNTY

SCALE AS NOTED

DATE DEC. 2025

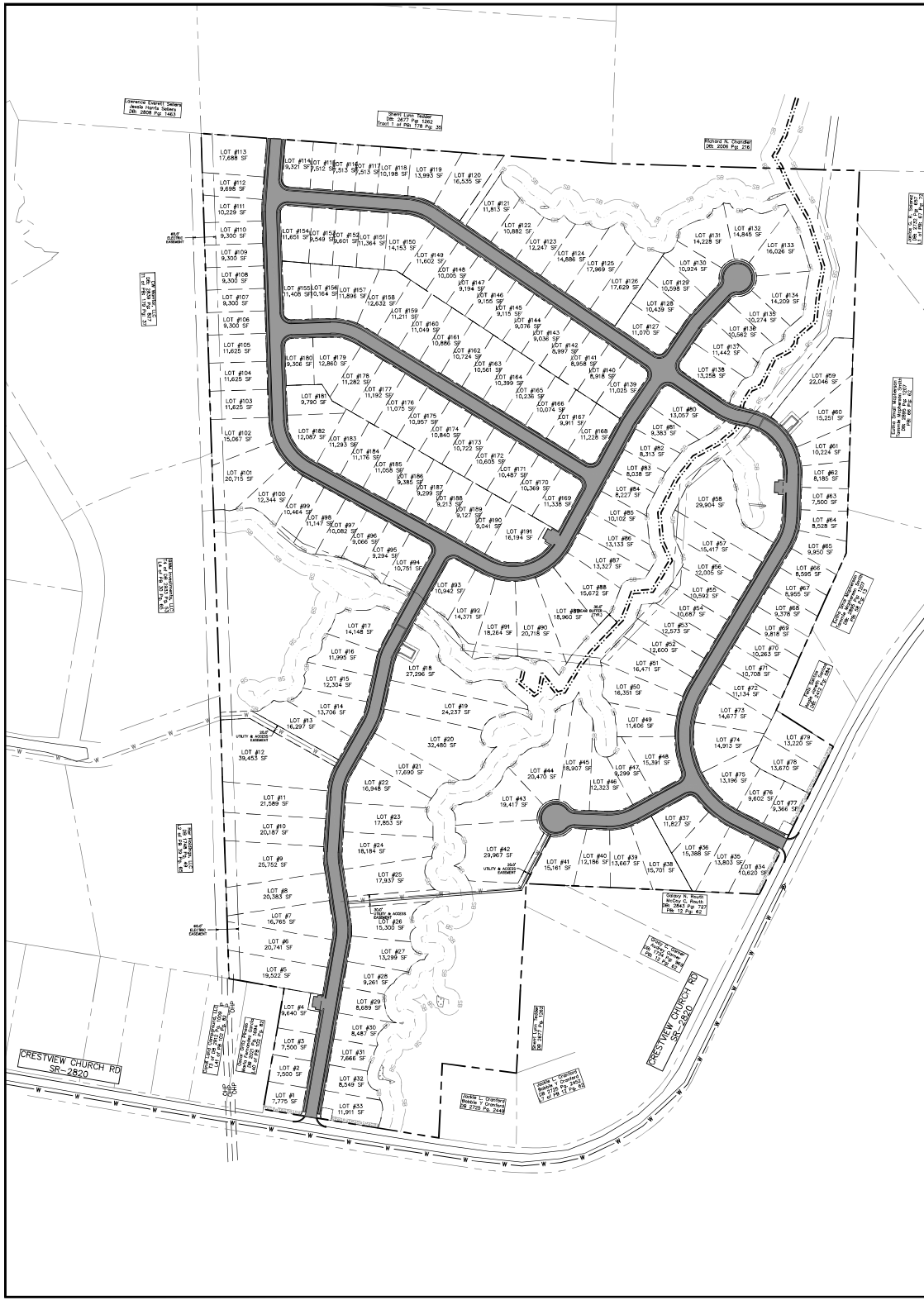
DRAWN BY ZHG

CHECKED BY ZHG

PROJECT NO. 25.0010

SHEET NO.

C-6



IMPERVIOUS AREAS :
TOTAL SITE AREAS : 3,636,746 SF (83.49 AC)

PAVEMENT AREAS : 333,229 SF (7.65 AC)
(ROADWAYS AND CBU AREAS)

LOT IMPERVIOUS: 534,800 SF (12.28 ACRES)
(2,800 SF PER LOT X 191 LOTS)

TOTAL IMPERVIOUS : 868,029 SF (19.93 AC)

IMPERVIOUS PERCENTAGE : 23.9%

SITE AREAS :
TOTAL SITE AREAS : 3,636,746 SF (83.49 AC)
PROPOSED RIGHT OF WAY AREAS : 421,158 SF (9.67 AC)
AREA OUTSIDE ROW : 3,215,588 SF (73.82 AC)

PROPOSED COMMON AREAS : 768,931 SF (17.65 AC)
(CONSERVATION AREAS, SHARED EASEMENT AREAS, AND
STREAM BUFFER AREAS)

LOT AREAS : 2,446,657 SF (56.17 AC)
(COMBINED LOT AREAS)

PROPOSED LOTS : 191

AVERAGE LOT SIZE : ±12,800 SF PER LOT
(LOT AREAS / TOTAL LOTS)
(2,446,657 SF / 191 LOTS)

OVERALL LOT DENSITY : ±16,800 SF PER PROPOSED LOT
(AREAS OUTSIDE ROW / TOTAL LOTS)
(3,215,588 SF / 191 LOTS)

PRELIMINARY
PLAN
NOT FOR
CONSTRUCTION



Gardner Engineering, PLLC
Engineering - Land Planning - Permitting

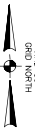
NC Engineering Firm Cert. Auth.# P-8804
P.O. Box 3048
Asheboro, NC 27204
P: (336)302-4949 Email: sac@gardnengineeringpllc.com
www.gardnengineeringpllc.com

#	DATE	DESCRIPTION	BY
0	02-06-25	CONDITIONAL ZONING APPLICATION SUBMITTAL	ZHG
1	02-26-25	REVISIONS PER CITY COMMENTS RECEIVED	ZHG

PROPOSED SITE AREA MAP
CRESTVIEW SUBDIVISION
CRESTVIEW CHURCH RD
ASHEBORO - NC - RANDOLPH COUNTY

SCALE	AS NOTED
DATE	DEC. 2025
DRAWN BY	ZHG
CHECKED BY	ZHG
PROJECT NO.	25.0010
SHEET NO.	

DA-1





February 25, 2026

Application for Conditional Zoning District

Crestview Church Rd; PINs 7659-85-8407 and 7659-84-2547

Summary of Neighbor Communication

1. Stanley Martin Homes, LLC ("Applicant") mailed the attached notification letter on Friday, February 13, 2026 inviting all neighbors to reach out via email and/or join a conference call on Monday, February 23, 2026.
2. Attached neighbor list as provided from the City of Asheboro. Letters were mailed to (23) adjacent owners, excluding duplicated addresses.
3. Two neighbors reached out via email:
 - a. Isabella Thacker on behalf of her grandparents, Janice and Rey Solarez; owners of 749 and 757 Crestview Church Road adjacent to the northeast corner of the site.
 - i. Ms. Thacker reached out for general information about the rezoning; her grandparents live in Florida part time and may be interested in selling their properties in the future.
 - ii. Applicant explained the purpose of the rezoning would be for the development of a residential subdivision containing approximately 190 single family detached lots; all homes would be offered for sale; expected pricing would be competitive with the Asheboro market.
 - b. David Dominguez on behalf of Oscar Ortiz; owner of 319 Crestview Church Road adjacent to the southwest corner of the site.
 - i. Mr. Dominguez reached out for general information about the rezoning and sent a list of questions included below. Applicant's summarized responses are *italicized*.
 1. Current zoning classification and the requested rezoning. *Current zoning is RM/RR – Randolph County Rural Multifamily/Rural Residential; requesting rezoning to R10-CZ – City of Asheboro medium density residential – conditional use*
 2. Types of uses allowed? *Applicant is rezoning for the purpose of constructing single family detached homes*
 3. Has a traffic impact study been completed? Will road widening, turn lanes or stoplights be added? How will construction traffic be managed? *Yes, Applicant had a Traffic Impact Analysis ("TIA") completed; no improvements recommended per the TIA but subject to NCDOT approval; construction traffic will be managed per NCDOT and local standards.*
 4. What setbacks required from my property line? *Setbacks for requested R10 are 25' in the front, 10' side, 20' rear*
 5. Buffer trees? *None proposed at this time other than landscaping along Crestview Church Road*
 6. How tall will new buildings be? *Applicant would be constructing 2-story residential homes*
 7. Lighting facing toward my home? *Not likely, but cannot necessarily control what homeowners place in their backyards.*
 8. Expected noise levels? *Typical residential*



9. Proposed hours of construction. *Daylight, standard local working hours*
10. Will there be security lighting overnight? *No*
11. Have you done analysis on surrounding home values? *No*
- ii. Mr. Dominguez did not have any further questions or concerns but indicated he would reach out if so.
4. No owners reached out to be a part of the conference call on Monday, February 23, 2026.



February 13, 2026

VIA USPS

To: Property Owners adjacent to Subject Property on Crestview Church Road, Asheboro, NC

Re: Proposed Rezoning – 83.783+/- acres

Stanley Martin Homes, LLC has requested a rezoning and annexation for property located on Crestview Church Road (unaddressed) between US Hwy 220 and Zoo Pkwy (“Subject Property”). The Subject Property is also outlined in red on the attached Exhibit A. You are receiving this notice because your property abuts the Subject Property. The City of Asheboro will hold a series of meetings to review our request. You should receive additional information from the City with details of these meetings.

The zoning we are requesting is a change from RM/RR (Randolph County Rural Residential/Multifamily) to R10 - CZ (City of Asheboro Medium Density Residential – Conditional Use District). We are proposing that single family detached homes be constructed and offered for sale on this property, however, the final development plan will be determined as additional approvals are requested and permitting is obtained.

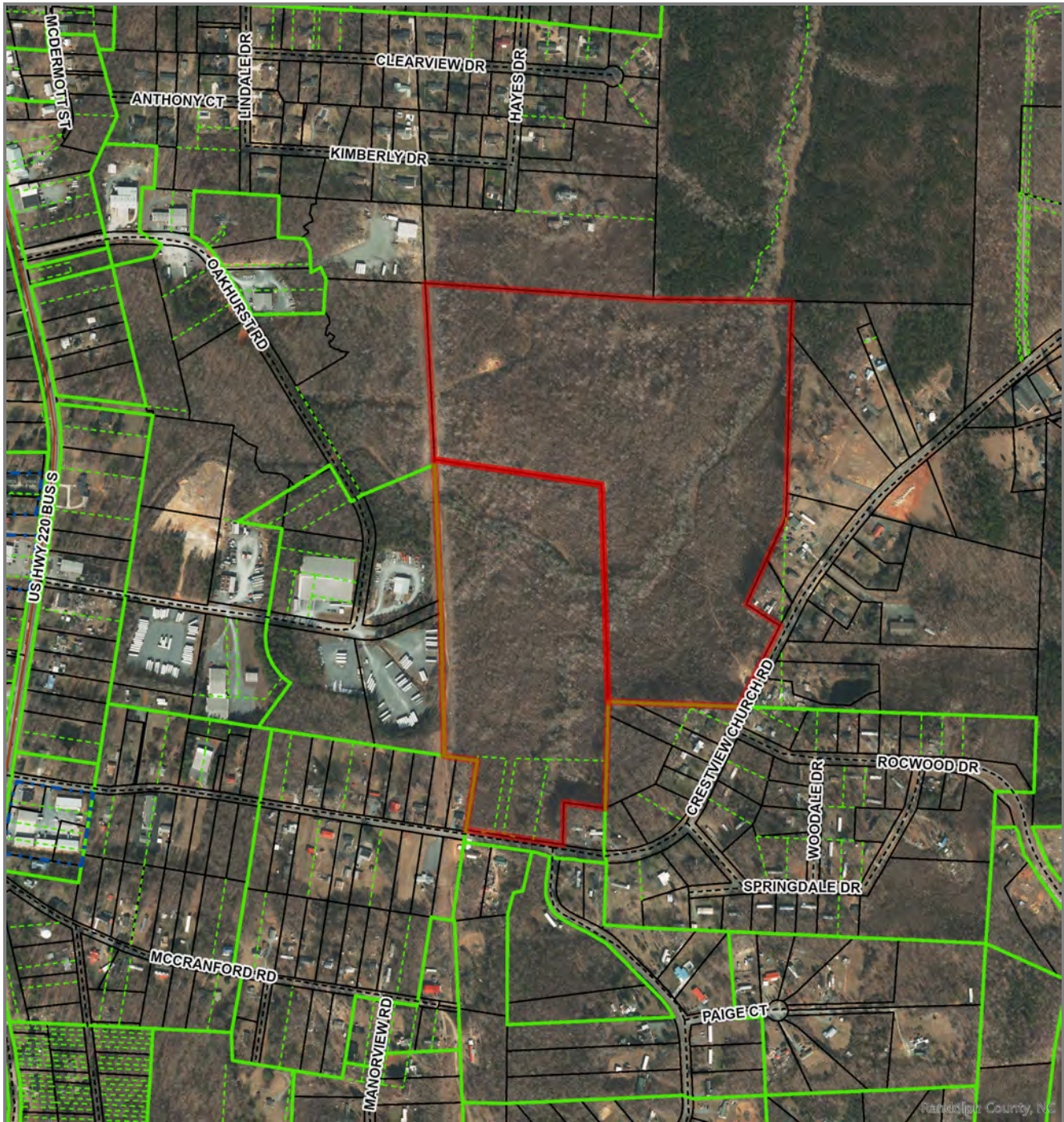
Accordingly, we want to discuss any questions or concerns you may have related to this proposal, and we will be hosting a virtual meeting via Teams at **5:00PM on Monday, February 23, 2026**. If you would like to participate in the Teams meeting, we ask that you submit your name, physical address, and any other contact information along with your questions and/or concerns via email to KanoyCC@stanleymartin.com on or before 5:00PM on Friday, February 20, 2026. Once your email is received, we will reply with the information to be able to join the meeting. If you are unable to participate in the meeting, we are happy to respond to your questions or concerns directly via email.

We appreciate your consideration and look forward to responding to your inquiries.

Yours truly,


Cassie Kanoy
Land Entitlement Manager

EXHIBIT A



1 7659858407 93360 CANDI LAND CAMPGROUND LLC No Physical Address	2 7659842547 94044 CANDI LAND CAMPGROUND LLC No Physical Address
--	--



Disclaimer: This map was compiled from recorded deeds, plats, and other public records and data. Users of this data are hereby notified that the aforementioned public information sources should be consulted for verification of the information. Randolph County, its agents and employees make no warranty as to the accuracy of the information on this map.

Map Scale
1 inch = 752 feet
2/10/2026

Cranford, Jackie L (Cranford, Bobbie Y)
448 Back Creek Church Rd
Asheboro, NC 27205

~~Cranford, Jackie L (Cranford, Bobbie Y)
448 Back Creek Church Rd
Asheboro, NC 27205~~

Albarran, Norma (Flores, Ociel)
1865 Bailey Rd
Asheboro, NC 27205

Candi Land Campground LLC
Po Box 4367
Asheboro, NC 27204

~~Candi Land Campground LLC
Po Box 4367
Asheboro, NC 27204~~

~~Candi Land Campground
Po Box 4367
Asheboro, NC 27204~~

Johnson, Darrell T
330 Clearview Dr
Asheboro, NC 27205

Pinedo, Oscar Ortiz (Garcia, Maria F)
319 Crestview Church Rd
Asheboro, NC 27205

~~Vazquez, Brian
324 Crestview Church Rd
Asheboro, NC 27205~~

Vazquez, Martin R (Vazquez, Victoria S)
324 Crestview Church Rd
Asheboro, NC 27205

Gutierrez, Jose Rafael Moran
340 Crestview Church Rd
Asheboro, NC 27205

Routh, Galaxy N (Routh, McCoy C)
603 Crestview Church Rd
Asheboro, NC 27205

Basurto, Jesus Israel (Rodriguez, Martha Herera)
626 Crestview Church Rd
Asheboro, NC 27205

Santos, Felix (Santos, Angie Janeth)
659 Crestview Church Rd
Asheboro, NC 27205

Goodson, Paul Daniel
664 Crestview Church Rd
Asheboro, NC 27205

McPherson, Eutha Small Trustee (Smith, Tammie McPherson Trustee)
689 Crestview Church Rd
Asheboro, NC 27205

~~McPherson, Eutha Small Trustee (Smith, Tammie McPherson Trustee)
689 Crestview Church Rd
Asheboro, NC 27205~~

Solarez, Janice G R
757 Crestview Church Rd
Asheboro, NC 27205

Cw Warrior LLC
206 Elven Ct
Waxhaw, NC 28173

Sellers, Jessie Harris
386 Kimberly Dr
Asheboro, NC 27205

Tedder, Sherri Lynn
426 Kimberly Dr
Asheboro, NC 27205

Casas, Rufino Enciso
1722 Manorview Rd
Asheboro, NC 27205

~~Casas, Rufino Enciso
1722 Manorview Rd
Asheboro, NC 27205~~

Del Hoyo, Robert (Del Hoyo, Laura Alicia)
1965 Manorview Rd
Asheboro, NC 27205

Garner, Grady C (Garner, Audrey)
P O Box 891
Asheboro, NC 27204

Rer Holdings LLC
3344 R H Dr
Asheboro, NC 27205

R and E 2009 Investment Properties LLC
490 Rajkovich Way Unit B
Hollister, Ca 95023

Chandler, Richard H
316 Woods Rd
Glenside, Pa 19038

Bwm Investments LLC
103 Worth St
Asheboro, NC 27203



February 25, 2026

Application for Conditional Zoning District

Crestview Church Road; PINs 7659-85-8407 and 7659-84-2547

Proposed Single Family Detached Product

**Applicant may not construct all elevations below, may add additional elevations, etc. This exhibit is to show general design of the homes intended for the proposed development.*













EXECUTIVE SUMMARY

City Staff Note: This is the executive summary of the TIA document provided by the applicant. The full TIA document provided may be viewed online as part of the March 2, 2026 Planning Board Report

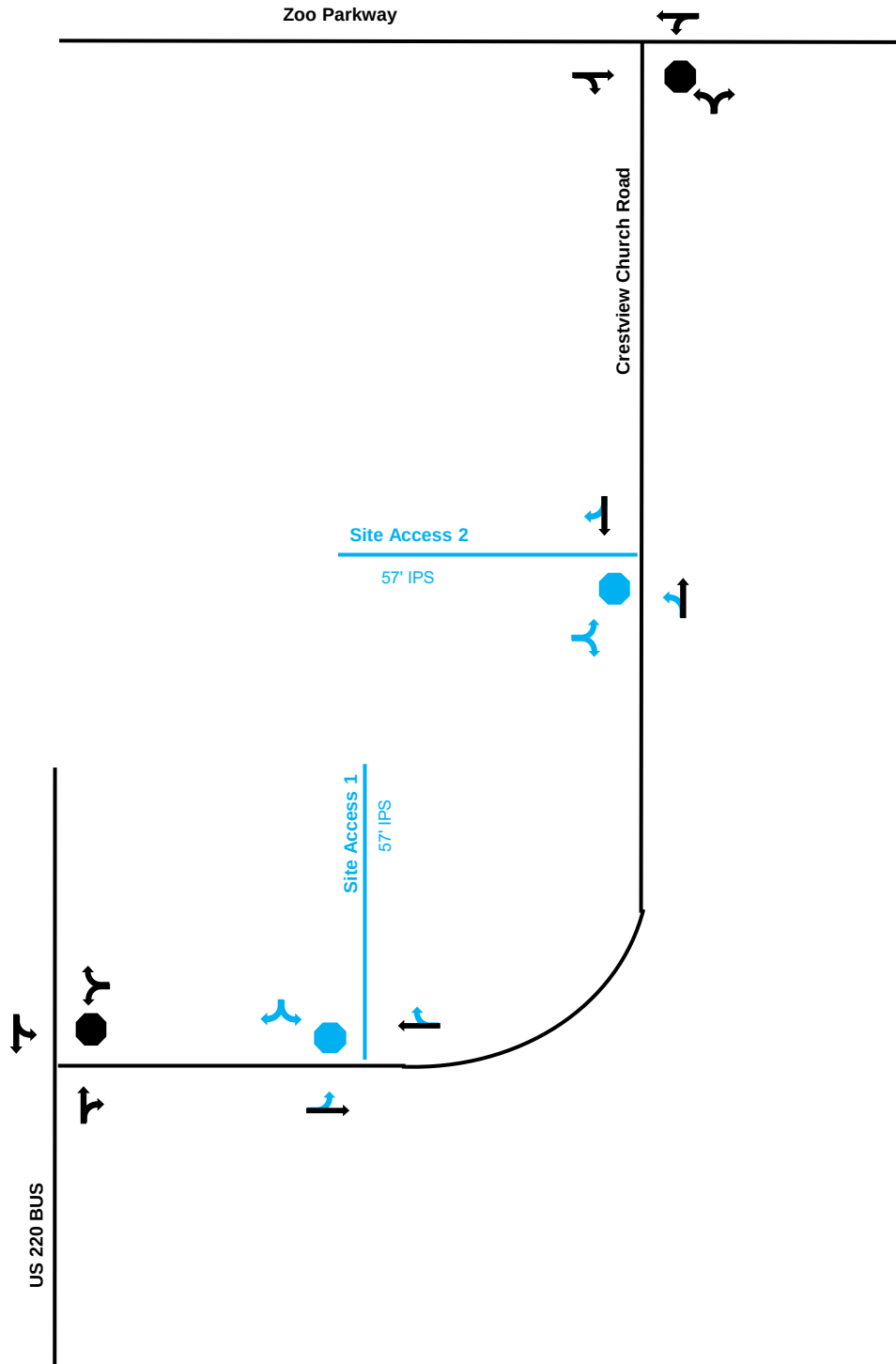
The Crestview Church Development is located north of Crestview Church Road between US 220 BUS and Zoo Parkway in Asheboro, NC. The proposed development will consist of up to 215 single family homes. Two full movement access points are proposed on Crestview Church Road. The expected build-out year for this development is 2029. Information regarding the property was provided by Stanley Martin Homes.

DAVENPORT was retained to determine the potential traffic impact of this development and to identify transportation improvements that may be required to accommodate the new development traffic.

The Transportation Impact Analysis (TIA) was performed based on the scope agreed upon with City of Asheboro and NCDOT. This site has a trip generation potential of 2,041 daily trips, 149 trips in the AM peak hour, and 205 trips in the PM peak hour.

In conclusion, this study has determined the potential traffic impact of this development and determined that no improvements are necessary to mitigate future traffic. The proposed site is not expected to have a detrimental effect on transportation capacity and mobility in the study area. The site access recommendations summarized in Figure A and in Table A should be constructed to comply with applicable NCDOT *Policy on Street and Driveway Access to North Carolina Highways* and/or local standards.

Table A – Summary of Recommended Improvements	
INTERSECTION	RECOMMENDATIONS
US 220 BUS at Crestview Church Road	• No improvements recommended.
Crestview Church Road at Zoo Parkway	• No improvements recommended.
Crestview Church Road at Site Access 1	• Design site drive according to applicable NCDOT standards. • No additional improvements are recommended.
Crestview Church Road at Site Access 2	• Design site drive according to applicable NCDOT standards. • No additional improvements are recommended.



LEGEND	
	SIGNAL
	STOP
	ROADWAY
	TRAFFIC MOVEMENT
BLACK = EXISTING BLUE = PROPOSED	
IPS = INTERNAL PROTECTED STEM	

FIGURE A
RECOMMENDED
IMPROVEMENTS

CRESTVIEW CHURCH
DEVELOPMENT
ASHEBORO, NC

PROJECT NUMBER 260006



*** NOT TO SCALE ***
This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of, or improper reliance on, this document by others without written authorization and adaptation by DAVENPORT, shall be without liability to DAVENPORT, and shall be a violation of the agreement between DAVENPORT and the client.

APPLICANT INFORMATION

Applicant Stanley Martin Homes, LLC *Applicant's Phone #* 336-282-3535

Applicant's Address PO Box 9147
Greensboro NC 27429

Applicant email address [REDACTED]

PROPERTY INFORMATION

Property Owner's Name Candi Land Campground, LLC (Jeremy McNeill, Manager)

Location of Property Crestview Church Rd (unassigned) *Property Size (ac. or s.f.)* 83.783

Randolph County Property Identification Number (PIN#) 7659 85 8407 and 7659 84 2547

Current Zoning District RM/RR *Requested Zoning District* R10 (CZ)

Date Property Title Acquired 5/30/2024 *Deed Book* 2912 *Page* 1009

Subdivision N/A *Section* N/A *Lot #* N/A

Plat Book 184; 165 *Page* 7; 84

CONDITIONAL ZONING DISTRICT INFORMATION (Attach additional sheets if necessary)

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

Development of a residential subdivision consisting of single family detached homes.

(Proposed conditions attached)

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

The development is being configured in accordance with Asheboro's Land Development Plan ("Neighborhood Residential" future land use classification) with (CZ) conditions offered by Applicant and agreed upon by the parties.

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

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

Does not apply ☒

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

There has been an increased need for residential single family housing in Asheboro in recent years due to increase in local and nearby job markets promoting population increase in the Asheboro area. This development will provide single family homes and therefore serve the public welfare and public need for family housing.

Does not apply ☐

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

Asheboro's Growth Strategy Map draft (Spring 2022) shows the subject property within the Secondary Growth Area, in close proximity to existing city maintained public utilities and located outside of, but adjacent to existing city limits. Growth Strategy notes suitable developments within SGAs should be given moderate to high level of encouragement and incentives for completion over the next 1-10 years.

APPLICATION SIGNATURES

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

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

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

Applicant Signature

Thomas C Hall

Thomas C Hall, VP of Land Acquisition
*Printed Name of Authorized Signatory (if
different from Applicant)*

*Position/Relationship of Authorized
Signatory to Applicant*

Owner Signature (if different than Applicant)

Jeremy McNeill, Manager
Owner Address

PO Box 4367

Asheboro NC 27204

Telephone Number

336-963-4415

*Printed Name of Authorized Signatory (if
different from Owner)*

*Position/Relationship of Authorized
Signatory to Owner*

STAFF USE

Received by: JFL Date: 2-6-26 Case Number: 26-04

APPLICATION SIGNATURES

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

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

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

Applicant Signature

Thomas C Hall, VP of Land Acquisition
*Printed Name of Authorized Signatory (if
different from Applicant)*

*Position/Relationship of Authorized
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Owner Signature (if different than Applicant)

Jeremy McNeill, Manager
Owner Address

PO Box 4367

Asheboro NC 27204

Telephone Number

336-963-4415

*Printed Name of Authorized Signatory (if
different from Owner)*

*Position/Relationship of Authorized
Signatory to Owner*

STAFF USE

Received by: JTL *Date:* 2-6-24 *Case Number:* 26-04

City of Asheboro

Application for Conditional Zoning District

Crestview Church Road > RM/RR to R10 (CZ)

Applicant: Stanley Martin Homes, LLC

Proposed Conditions:

1. Use: Single family residential building.
2. Maximum number of lots shall be one hundred ninety-one (191).
3. Minimum lot size shall be 7,500 square feet.
4. The total built upon area for the development shall remain under twenty-four percent (24%).
5. Sidewalks shall be provided on both sides of the streets within the development.
6. A 10-foot landscape buffer shall be installed along Crestview Church Road frontage and will be maintained by the homeowners association.
7. Natural areas / passive recreation areas have been provided in each phase of the development.
8. A natural walking path and foot bridge is proposed to be installed once Phases 1 and 2 are constructed to promote walkability/connectivity throughout the development.
9. There shall be a 30-foot undisturbed stream buffer other than for the construction of roadway crossings, utility installation and possible future walking paths.

**CITY OF ASHEBORO
NOTICE OF CONDITIONAL ZONING DISTRICT HEARING**

This is to notify you that I (we) Stanley Martin Homes, LLC have filed an application with the City of Asheboro for a Conditional Zoning District for the property located at Crestview Church Rd (unassigned) for the purpose of developing a residential subdivision consisting of single family detached homes

On Monday, March 2nd, 2026, at 6:00 PM, the Planning Board will review the Conditional Zoning District request and forward its recommendation to City Council. As part of this process, you and others will have an opportunity to speak concerning the request and offer input.

On Thursday, April 9th, 2026, at 6:00 pm the City Council will hold a public hearing on the Conditional Zoning District request. As part of this process, you and others again will have an opportunity to speak concerning the request and offer input.

The meetings will be held in the City Council Chambers, 146 North Church Street, Asheboro, NC. The Council, after considering the information/testimony presented during the public hearing and reviewing the report of the Planning and Zoning Department and recommendation of the Planning Board, will take action on the application. Such action may include approval of the request, referral back to the Planning Board, denial of the request, or approval of a modified version of the request on the basis of the Council's determination that such action is reasonably necessary to promote the public health, safety, or general welfare and to achieve the purposes of the adopted Land Development Plan. The meeting is open to the public and your participation is encouraged. If you have any questions, please contact the Planning and Zoning Department at 336-626-1201 Ext. 2392. In addition, you may contact me (or my representative) Charlie Hall at hallct@stanleymartin.com.

18488 Stanley Martin Homes Metes & Bounds Description

Beginning at an iron pipe set at the north-western most corner of this parcel, having a NAD 83 North Carolina State Plane Coordinate of Northing 696,308.15, Easting 1,757,806.88; Thence S 85°47'48" E a distance of 1099.29' to an iron; Thence S 88°20'07" E a distance of 603.80' to an iron; Thence S 89°10'26" E a distance of 57.29' to an iron; Thence S 02°10'46" W a distance of 139.62' to an iron; Thence S 01°58'10" W a distance of 178.76' to an iron; Thence S 01°57'05" W a distance of 312.02' to an iron; Thence S 01°52'22" W a distance of 274.83' to an iron; Thence S 01°55'03" W a distance of 116.30' to an iron; Thence S 24°12'14" W a distance of 222.32' to an iron; Thence S 23°49'35" W a distance of 236.75' to an iron; Thence S 57°25'44" E a total distance of 199.86' to a point not set within the right-of-way of Crestview Church Road (SR 2820), crossing an iron at 180.62' along line; Thence S 01°56'16" W a distance of 26.02' to an iron rod set in the centerline of said right-of-way; Thence along the centerline of said right-of-way S 26°37'32" W a distance of 401.93' to a point not set; Thence leaving said right-of-way N 87°25'00" W a total distance of 550.73' to an iron rod, crossing an iron at 41.23' along line; Thence N 87°16'10" W a distance of 104.88' to an iron; Thence S 02°32'09" W a distance of 59.85' to an iron; Thence S 03°21'33" W a distance of 219.85' to an iron; Thence S 02°36'36" W a distance of 6.56' to an iron; Thence S 02°36'36" W a distance of 220.25' to an iron; Thence N 82°29'30" W a distance of 199.70' to an iron; Thence S 02°42'12" W a distance of 199.39' to an iron set on the northern right-of-way line of Crestview Church Road (SR 2820); Thence along said right-of-way N 80°43'21" W a distance of 474.67' to an iron; Thence leaving said right-of-way N 09°51'01" E a distance of 327.56' to an iron; Thence N 79°50'38" W a distance of 100.55' to an iron; Thence N 80°14'33" W a distance of 49.24' to an iron; Thence N 01°52'59" W a distance of 690.77' to an iron; Thence N 01°52'59" W a distance of 65.17' to an iron; Thence N 01°53'42" W a distance of 648.09' to an iron; Thence N 01°49'03" W a distance of 20.05' to an iron; Thence N 01°54'52" W a distance of 833.04' to an iron; Which is the point of beginning, having a total area of 83.783 Acres as shown on that plat entitled "Survey For: Stanley Martin Homes, LLC; On the Property of : Candi Land Campground, LLC" Prepared by Survey Carolina, PLLC dated January 9, 2026, Job Number 18488.

BK 2912 PG 1009 (3)

This document presented and filed:

05/30/2024 12:22:07 PM

DEED

Fee \$26.00 Excise Tax: \$0.00



20183267

Randolph County North Carolina
Krista M. Lowe, Register of Deeds

**NORTH CAROLINA
GENERAL WARRANTY DEED**

Excise Tax: \$0.00

Recording Time, Book and Page:

Tax Map No.

Parcel Identifier No: 7659.85.8407 & 7659.84.2547

Mall after recording to: P/U T. Callicutt ✓

This instrument was prepared by: TBC/abb: Taylor Callicutt Attorney at Law: PO Box 2445 Asheboro NC 27204

THIS DEED made this 28th day of May, 2024 by and between

GRANTOR

J-Mac Properties, LLC, a North Carolina limited liability company

Mailing Address: PO Box 4367 Asheboro, NC 27204

GRANTEE

Candi Land Campground, LLC, a North Carolina limited liability company

Mailing Address: PO Box 4367 Asheboro, NC 27204

Property Addresses: 83.423 +/- Acres Crestview Church Road, Asheboro, NC 27205 ("0" & "0")

The designation Grantor and Grantee as used herein shall include said parties, their heirs, successors, and assigns, and shall include singular, plural, masculine, feminine or neuter as required by context.

WITNESSETH, that the Grantor, for a valuable consideration paid by the Grantee, the receipt of which is hereby acknowledged, has and by these presents does grant, bargain, sell and convey unto the Grantee in fee simple, all that certain lot or parcel of land and more particularly described as follows:

SEE ATTACHED EXHIBIT "A"

All or a portion of the property hereinabove described was acquired by Grantor by instrument recorded in Book 2894/2828 Page 197/1651, Randolph County Registry.

A map showing the above described property is recorded in Plat Book 184/165, Page 7/84, and referenced within this instrument.

Does the above described property include the primary residence (yes/no)? No

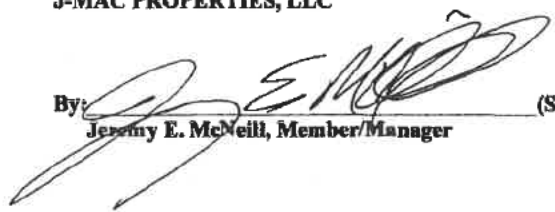
TO HAVE AND TO HOLD the aforesaid lot or parcel of land and all privileges and appurtenances thereto belonging to the Grantee in fee simple.

And the Grantor covenants with the Grantee, that Grantor is seized of the premises in fee simple, has the right to convey the same in fee simple, that title is marketable and free and clear of all encumbrances, and that Grantor will warrant and defend the title against the lawful claims of all persons whomsoever except for the exceptions hereinafter stated.

Title to the property hereinabove described is subject to the following exceptions:

IN WITNESS WHEREOF, the Grantor has hereunto set his hand and seal, or if corporate, has caused this instrument to be signed in its corporate name by its duly authorized officer(s), the day and year first above written.

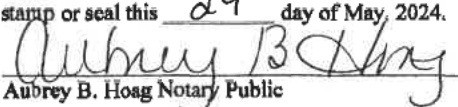
J-MAC PROPERTIES, LLC

By:  (SEAL)
Jeremy E. McNeill, Member/Manager

NORTH CAROLINA, Randolph County:

I, AUBREY B. HOAG, a Notary Public for Randolph County, North Carolina, certify that Jeremy E. McNeill personally came before me this day and acknowledged that he is the Member/Manager J-MAC PROPERTIES, LLC, a North Carolina limited liability company, and that by authority duly given and as the act of each entity, he signed the forgoing instrument in its name on its behalf as its act and deed.

WITNESS my hand and Notarial stamp or seal this 29 day of May, 2024.


Aubrey B. Hoag Notary Public

My Commission Expires: 07/07/2024



Exhibit "A"

TRACT #1:

"0" Crestview Church Road, Asheboro, NC 27205

Parcel ID # 7659.85.8407

CEDAR GROVE TOWNSHIP, RANDOLPH COUNTY, NORTH CAROLINA:

BEING ALL OF THAT 53.718 ACRES TOTAL (53.423 ACRES CLEAR IF R/W), MORE OR LESS, PURSUANT TO A SURVEY ENTITLED "SURVEY FOR J-MAC PROPERTIES ON THE PROPERTY OF SHERRI LYNN TEDDER" PREPARED BY SURVEY CAROLINA, PLLC, JOB # 15883, DATED JANUARY 9, 2024 AND RECORDED ON JANUARY 19, 2024 IN PLAT BOOK 184 PAGE 7, RANDOLPH COUNTY REGISTRY.

TOGETHER WITH AND SUBJECT TO THE EXISTING PERMANENT SANITARY SEWER EASEMENT PER PLAT BOOK 51, PAGE 36 AND AS SHOWN ON PLAT BOOK 184 PAGE 7, RANDOLPH COUNTY REGISTRY.

TRACT #2:

"0" Crestview Church Road, Asheboro, NC 27205

Parcel ID # 7659.84.2547

CEDAR GROVE TOWNSHIP, RANDOLPH COUNTY, NORTH CAROLINA:

BEING ALL of that 30.0 acres, more or less and identified as "Tract #2" on a survey entitled "survey for Taylor B. Callicutt", dated July 9, 2020, certified by William C. Burrow, PLS as Project No. 5653 and recorded in Plat Book 165 at Page 84 of the Randolph County Registry.

TOGETHER WITH AND SUBJECT TO THE EXISTING PERMANENT SANITARY SEWER EASEMENT PER PLAT BOOK 51, PAGE 36 AND AS SHOWN ON PLAT BOOK 184 PAGE 7, AND PLAT BOOK 165, PAGE 84 RANDOLPH COUNTY REGISTRY.

TRACT #3:

BEING ALL of Lot 41 of Woodland Acres containing .776 acre, more or less, as indicated on a survey performed by William C. Burrow dated February 6th 2006 and project number 2976; and said survey recorded in Plat Book 102 Page 82 of the Randolph County Registry.

Crestview Church Rd Rezoning Application Pkg 020526

Final Audit Report

2026-02-06

Created:	2026-02-06
By:	Cassie Kanoy (ckanoy@windsorinvestments.com)
Status:	Signed
Transaction ID:	CBJCHBCAABAAzuW1STUvcV5dabfai-vx-ioqI-Xv10zK

"Crestview Church Rd Rezoning Application Pkg 020526" History

-  Document created by Cassie Kanoy (ckanoy@windsorinvestments.com)
2026-02-06 - 3:34:57 PM GMT
-  Document emailed to Thomas C Hall (halltc@stanleymartin.com) for signature
2026-02-06 - 3:35:09 PM GMT
-  Email viewed by Thomas C Hall (halltc@stanleymartin.com)
2026-02-06 - 3:36:12 PM GMT
-  Document e-signed by Thomas C Hall (halltc@stanleymartin.com)
Signature Date: 2026-02-06 - 3:36:37 PM GMT - Time Source: server
-  Agreement completed.
2026-02-06 - 3:36:37 PM GMT

February 23, 2026



TRANSPORTATION IMPACT ANALYSIS

Crestview Church Development

Asheboro, NC

Project # 260006

Prepared For: Stanley Martin Homes



Transportation Impact Analysis

Crestview Church Development Asheboro, NC

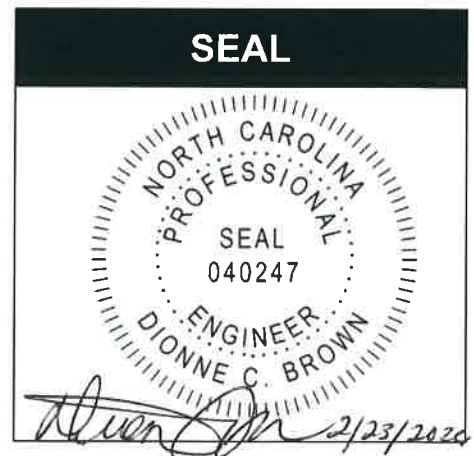
Prepared for
Stanley Martin Homes

February 23, 2026

Analysis and Graphics by: Dionne C. Brown, PE

Reviewed by: Dylan Coley, PE

Sealed by: Dionne C. Brown, PE



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Home Office:
119 Brookstown Ave, Suite PH1
Winston-Salem, NC 27101
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EXECUTIVE SUMMARY

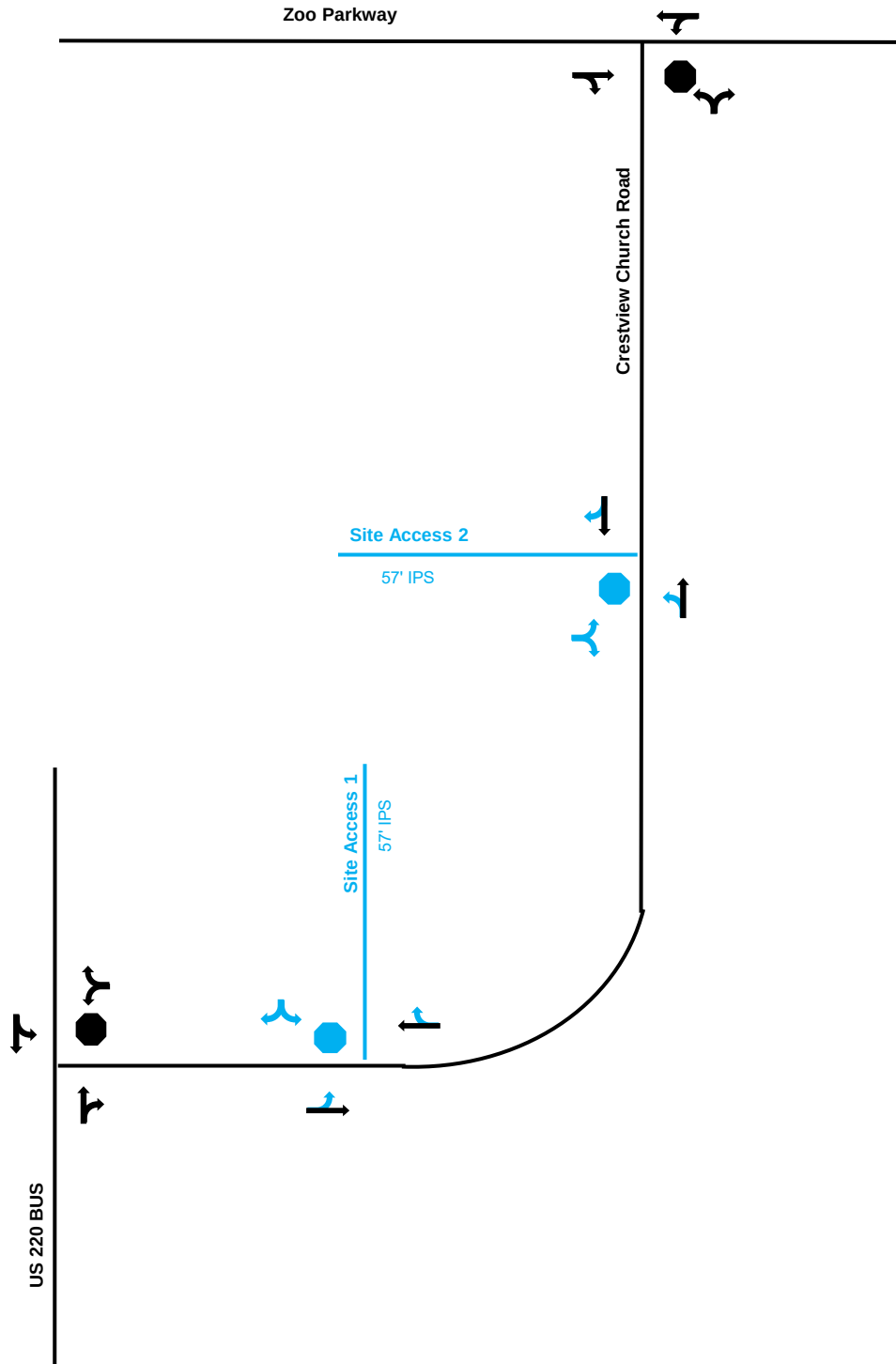
The Crestview Church Development is located north of Crestview Church Road between US 220 BUS and Zoo Parkway in Asheboro, NC. The proposed development will consist of up to 215 single family homes. Two full movement access points are proposed on Crestview Church Road. The expected build-out year for this development is 2029. Information regarding the property was provided by Stanley Martin Homes.

DAVENPORT was retained to determine the potential traffic impact of this development and to identify transportation improvements that may be required to accommodate the new development traffic.

The Transportation Impact Analysis (TIA) was performed based on the scope agreed upon with City of Asheboro and NCDOT. This site has a trip generation potential of 2,041 daily trips, 149 trips in the AM peak hour, and 205 trips in the PM peak hour.

In conclusion, this study has determined the potential traffic impact of this development and determined that no improvements are necessary to mitigate future traffic. The proposed site is not expected to have a detrimental effect on transportation capacity and mobility in the study area. The site access recommendations summarized in Figure A and in Table A should be constructed to comply with applicable NCDOT *Policy on Street and Driveway Access to North Carolina Highways* and/or local standards.

Table A – Summary of Recommended Improvements	
INTERSECTION	RECOMMENDATIONS
US 220 BUS at Crestview Church Road	No improvements recommended.
Crestview Church Road at Zoo Parkway	No improvements recommended.
Crestview Church Road at Site Access 1	- Design site drive according to applicable NCDOT standards. - No additional improvements are recommended.
Crestview Church Road at Site Access 2	- Design site drive according to applicable NCDOT standards. - No additional improvements are recommended.



LEGEND	
	SIGNAL
	STOP
	ROADWAY
	TRAFFIC MOVEMENT
BLACK = EXISTING BLUE = PROPOSED	
IPS = INTERNAL PROTECTED STEM	

FIGURE A
RECOMMENDED
IMPROVEMENTS

CRESTVIEW CHURCH
DEVELOPMENT
ASHEBORO, NC

PROJECT NUMBER 260006



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1.0 Introduction

The Crestview Church Development is located north of Crestview Church Road between US 220 BUS and Zoo Parkway in Asheboro, NC. The proposed development will consist of up to 215 single family homes. Two full movement access points are proposed on Crestview Church Road. The expected build-out year for this development is 2029. Information regarding the property was provided by Stanley Martin Homes.

A conceptual site plan is shown in Figure 1, and a site location map and a vicinity map are provided in Figures 2A and 2B, respectively.

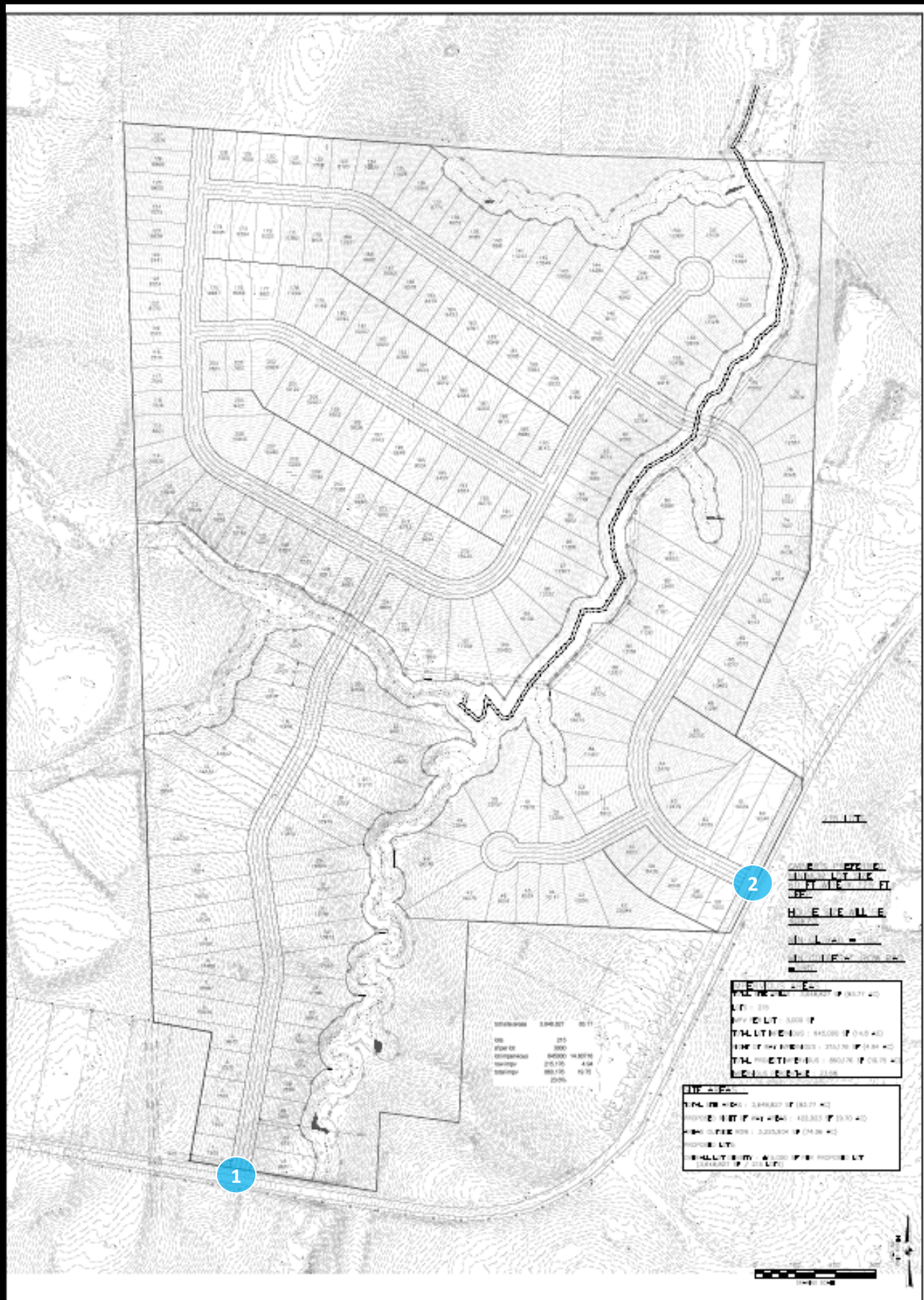
DAVENPORT was retained to determine the potential traffic impact of this development and to identify transportation improvements that may be required to accommodate the new development traffic. The following intersections are included in the study:

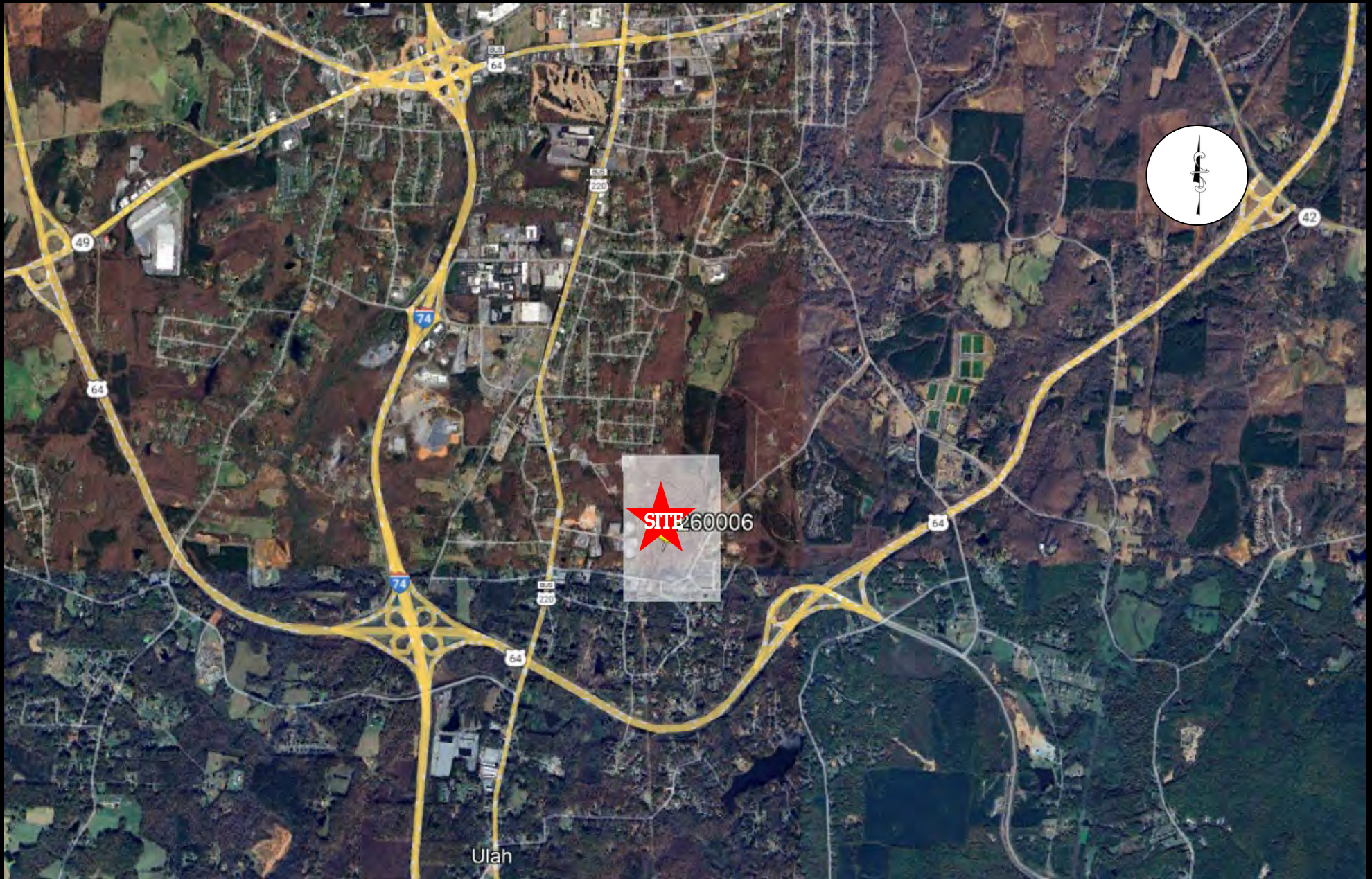
1. US 220 BUS at Crestview Church Road (unsignalized)
2. Zoo Parkway at Crestview Church Road (unsignalized)
3. Crestview Church Road at Site Access 1 (unsignalized)
4. Crestview Church Road at Site Access 2 (unsignalized)

These intersections were analyzed during the AM and PM peaks for the following conditions:

- 2026 Existing Conditions
- 2029 Future No Build Conditions
- 2029 Future Build Conditions
- 2029 Future Build Conditions + Improvements

The Transportation Impact Analysis (TIA) was performed based on the scope agreed upon with the City of Asheboro and North Carolina Department of Transportation (NCDOT). It was conducted according to the standards and best practices of the transportation engineering profession.





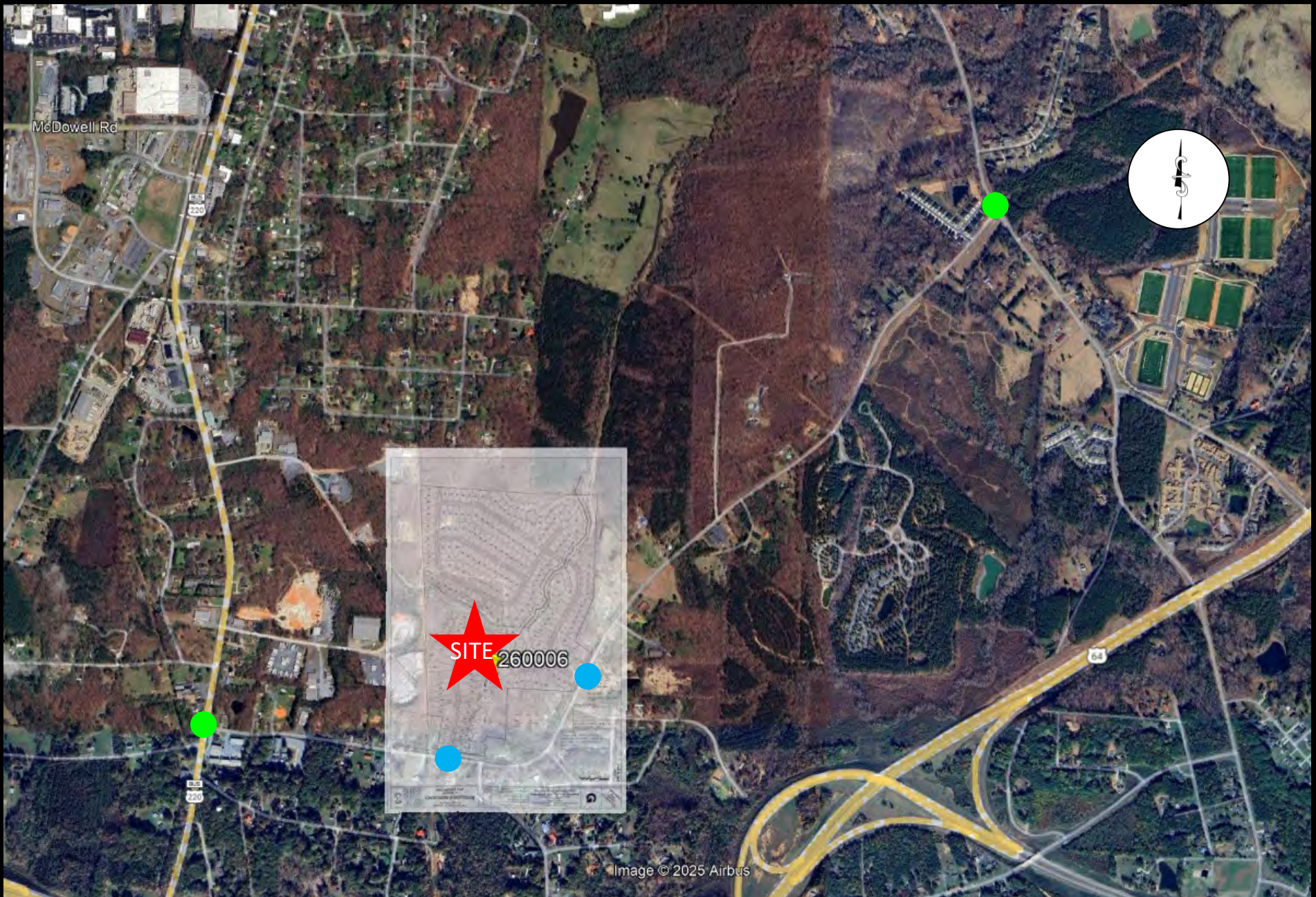


FIGURE 2B
VICINITY MAP

STUDY INTERSECTIONS
BACKGROUND
PROPOSED



2.0 Existing Conditions

2.1 Inventory

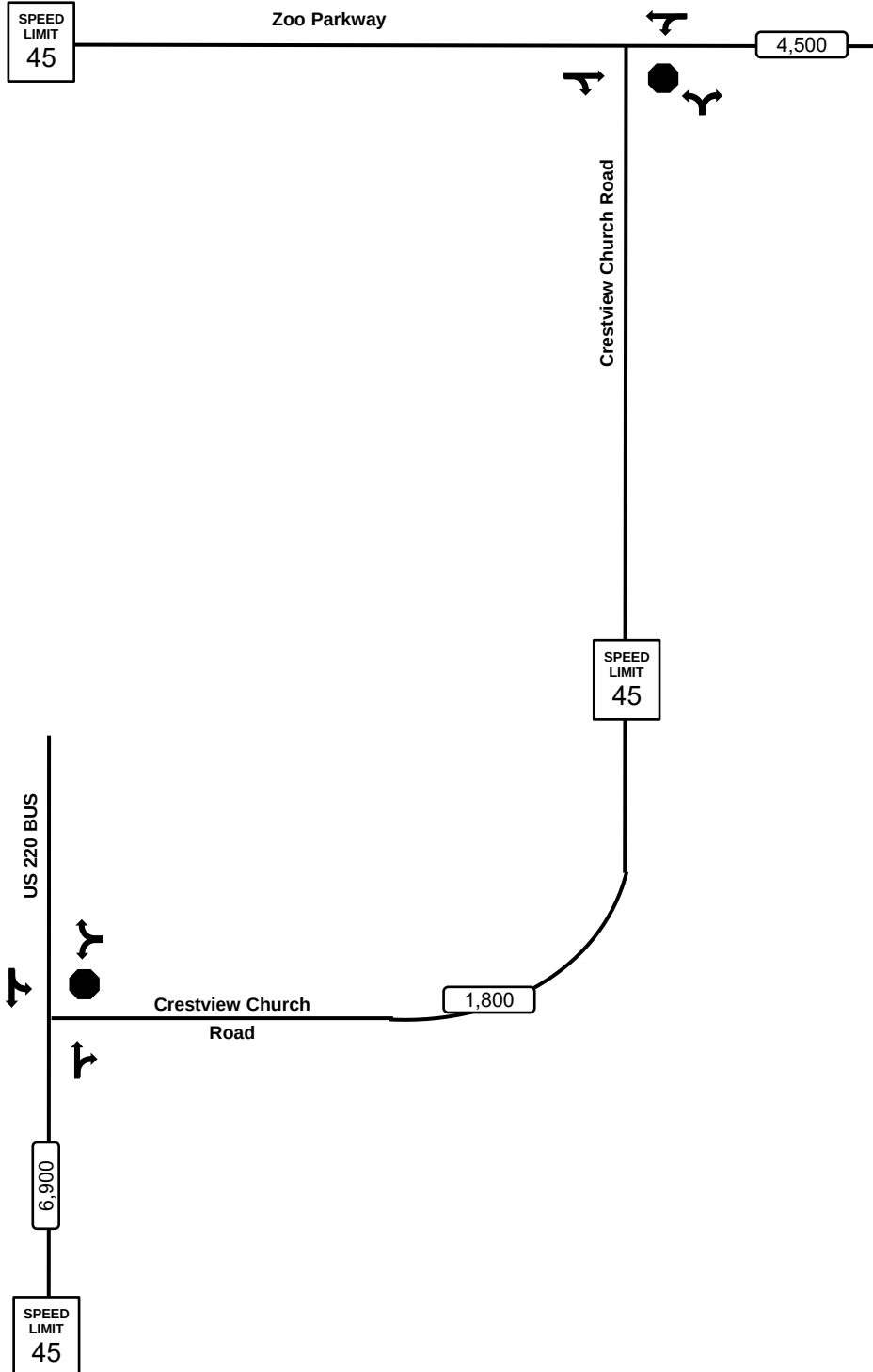
Table 2.1 presents a summary of the study area roadway conditions. Figure 3 shows the existing lane geometry.

Table 2.1 - Street Inventory						
Facility Name	Route #	2023 AADT (vpd)	Typical Cross Section	Lane Width	Speed Limit (MPH)	Maintained By
Fayetteville Street	US 220 BUS	6,900	2-lane undivided	12 feet	45	NCDOT
Zoo Parkway	SR 3017	4,500	2-lane undivided	12 feet	45	NCDOT
Crestview Church Road	SR 2820	1,800	2-lane undivided	10 feet	45	NCDOT

2.2 Existing Traffic Volumes

Turning movement counts for this project were collected by DAVENPORT when local public schools were in session. Table 2.2 contains the location, dates, and times these counts were conducted. The traffic volumes were not balanced between the study intersections since the existing driveways and land uses account for the imbalance. Additionally, a minimum of four vehicles per hour were assigned to all movements, per NCDOT Congestion Management standards. The existing AM and PM peak hour volumes are shown in Figure 4. Traffic count data are provided in the Appendix.

Table 2.2 - Traffic Volume Data		
Count Location	Date Taken	Hours
US 220 BUS at Crestview Church Road (unsignalized)	Thursday, February 12, 2026	7-9 AM, 4-6 PM
Zoo Parkway at Crestview Church Road (unsignalized)	Thursday, February 12, 2026	7-9 AM, 4-6 PM



LEGEND	
	SIGNAL
	STOP
	ROADWAY
	TRAFFIC MOVEMENT
BLACK = EXISTING	
	2023 AADT VOLUMES

FIGURE 3
EXISTING LANE
GEOMETRY

CRESTVIEW CHURCH
DEVELOPMENT
ASHEBORO, NC

PROJECT NUMBER 260006



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Zoo Parkway

← 171 / 222
↪ 41 / 20

113 / 247
32 / 51

Crestview Church Road

36 / 34
21 / 44

← 402 / 434
↪ 13 / 59

↪ 51 / 36
↪ 72 / 24

US 220 BUS

396 / 280
45 / 38

Crestview Church Road

*** NOT TO SCALE ***

** A minimum of 4 vehicles per hour is analyzed for each movement per NCDOT Congestion Management Guidelines.

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LEGEND



SIGNAL



STOP



ROADWAY



TRAFFIC MOVEMENT

BLACK = EXISTING

AM / PM PEAKS

FIGURE 4
2026 EXISTING
TRAFFIC VOLUMES

CRESTVIEW CHURCH
DEVELOPMENT
ASHEBORO, NC

PROJECT NUMBER 260006



3.0 Approved Development and Committed Improvements

3.1 *Approved Developments*

Approved developments are projects that have been authorized in the area but are not yet constructed. Per the approved scoping document, there are two approved developments to consider for this study site. Relevant information is provided in the Appendix.

Hillcrest Farm is planned to consist of 282 single family homes and 64 townhomes. It is located west of Zoo Parkway and south of Newbern Avenue. A TIA was completed by DAVENPORT in November 2023.

Asheboro Residential is planned to consist of 260 single family homes and 160 townhomes. It is located in the vicinity of the intersection of Old Cox Road and Old Humble Mill Road. A TIA was completed by Kimley-Horn in February 2025.

3.2 *Committed Improvements*

Committed improvements are projects planned by NCDOT, the County, or City, or that are associated with a prior approved development(s) in the area but are not yet constructed. Per the approved scoping document, there are no committed improvements to be included in this study.

4.0 Methodology

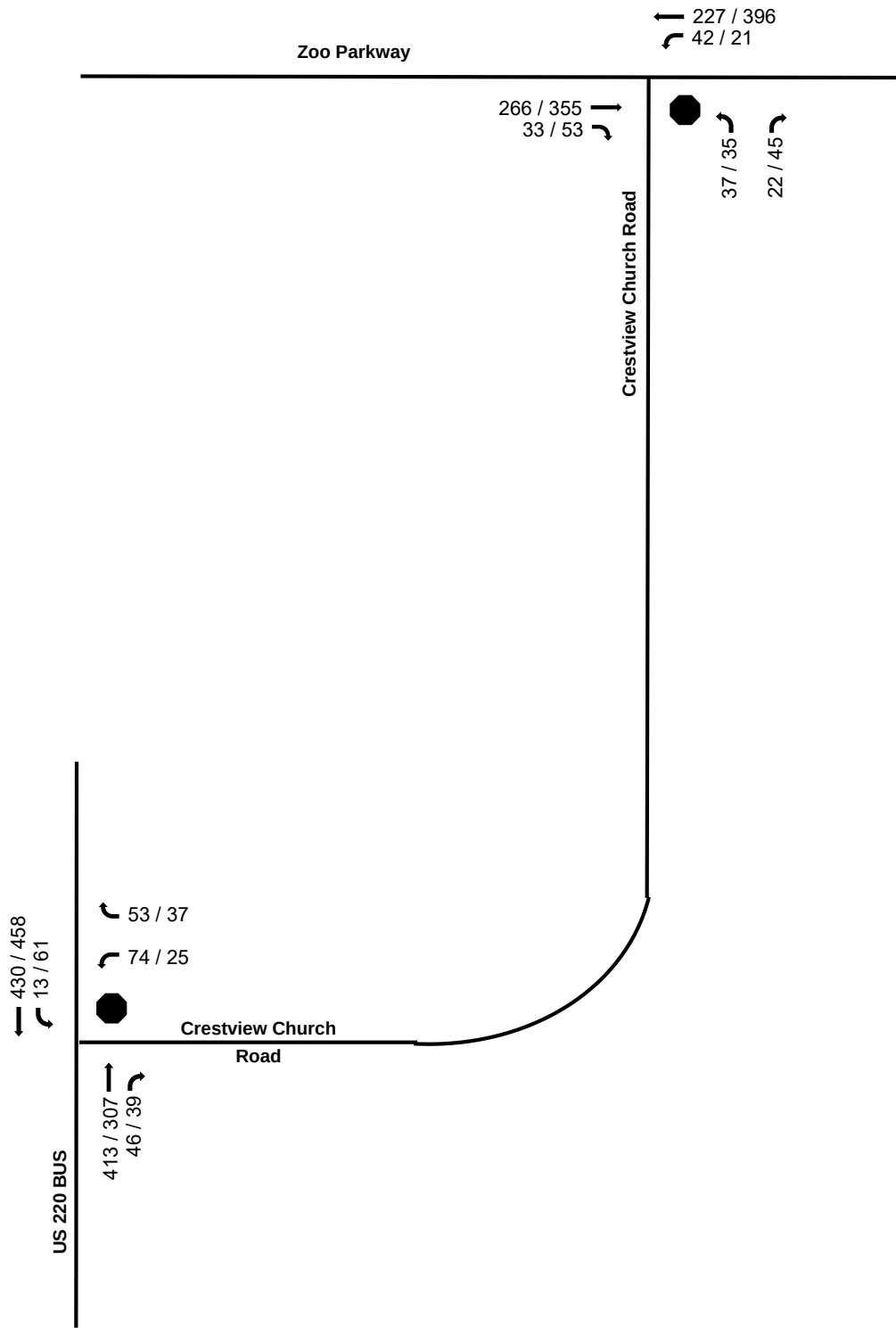
4.1 *Baseline Assumptions and Standards*

In general, the analysis for this project was conducted utilizing commonly accepted NCDOT standards. Table 4.1 contains a summary of the baseline assumptions.

Table 4.1 - Assumptions	
Annual Growth Rate	1%
Analysis Software	Synchro/SimTraffic
Lane Widths	12 feet
Peak Hour Factor	0.90
Truck Percentage	2%

4.2 *Future No Build Volumes*

The 2029 future no build traffic volumes were computed by applying a one percent (1%) compounded annual growth rate to the 2026 existing traffic volumes and adding approved development trips. Figure 5 shows 2029 future no build traffic volumes for AM and PM peaks.



*** NOT TO SCALE ***

** A minimum of 4 vehicles per hour is analyzed for each movement per NCDOT Congestion Management Guidelines.

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FIGURE 5
2029 FUTURE NO
BUILD VOLUMES

CRESTVIEW CHURCH
DEVELOPMENT
ASHEBORO, NC

PROJECT NUMBER 260006



4.3 Trip Generation

The proposed development will contain residential units. The trip generation potential of this site was projected based on the 11th Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual* and guidance from NCDOT Congestion Management on the selection of appropriate variables. Table 4.2 presents the results.

Table 4.2 - ITE Trip Generation 11th Edition											
Average Weekday Driveway Volumes					24-Hour	AM Peak Hour			PM Peak Hour		
					Two-Way						
Land Use	ITE Land Use Code	Size		Method	Volume	Enter	Exit	Total	Enter	Exit	Total
Single-family Homes	210	215	Dwelling Units	Adjacent/Equation	2041	37	112	149	129	76	205
Total Trips					2,041	37	112	149	129	76	205

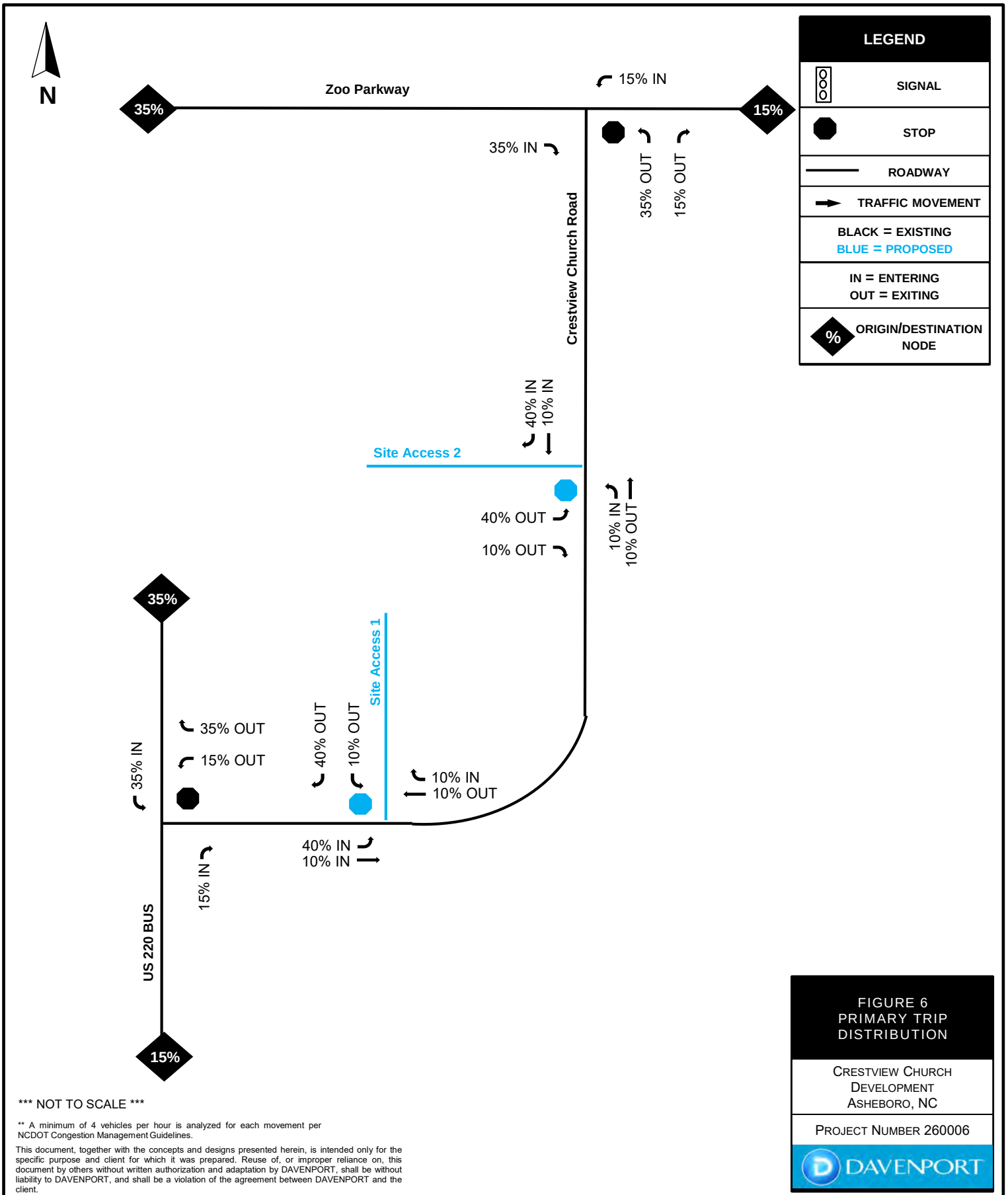
4.4 Trip Distribution and Assignment

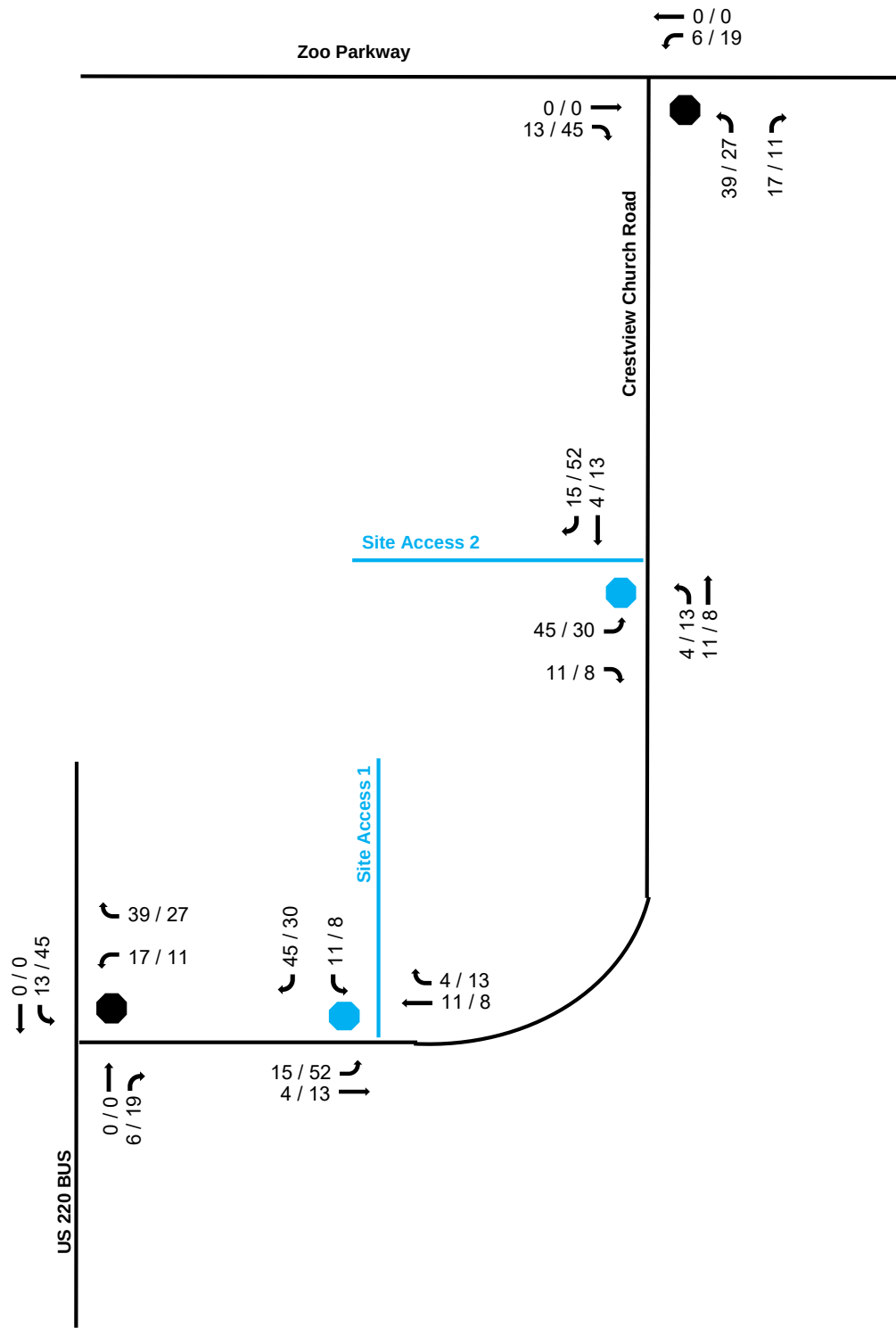
Site trips for this proposed development were distributed based on the existing traffic patterns and engineering judgment. The trip distribution model is shown in Figure 6. The directional distribution for site trips is:

- 35% to/from the north on US 220 BUS
- 35% to/from the east on Zoo Parkway
- 15% to/from the south on US 220 BUS
- 15% to/from the west on Zoo Parkway

4.5 Future Build Volumes

Site trip volumes were added to the future no build volumes to compute the 2029 Future Build volumes. Site trips are shown in Figure 7 and Future Build volumes are shown in Figure 8.





LEGEND	
	SIGNAL
	STOP
	ROADWAY
	TRAFFIC MOVEMENT
BLACK = EXISTING	
BLUE = PROPOSED	
AM / PM PEAKS	

FIGURE 7
PRIMARY SITE TRIPS

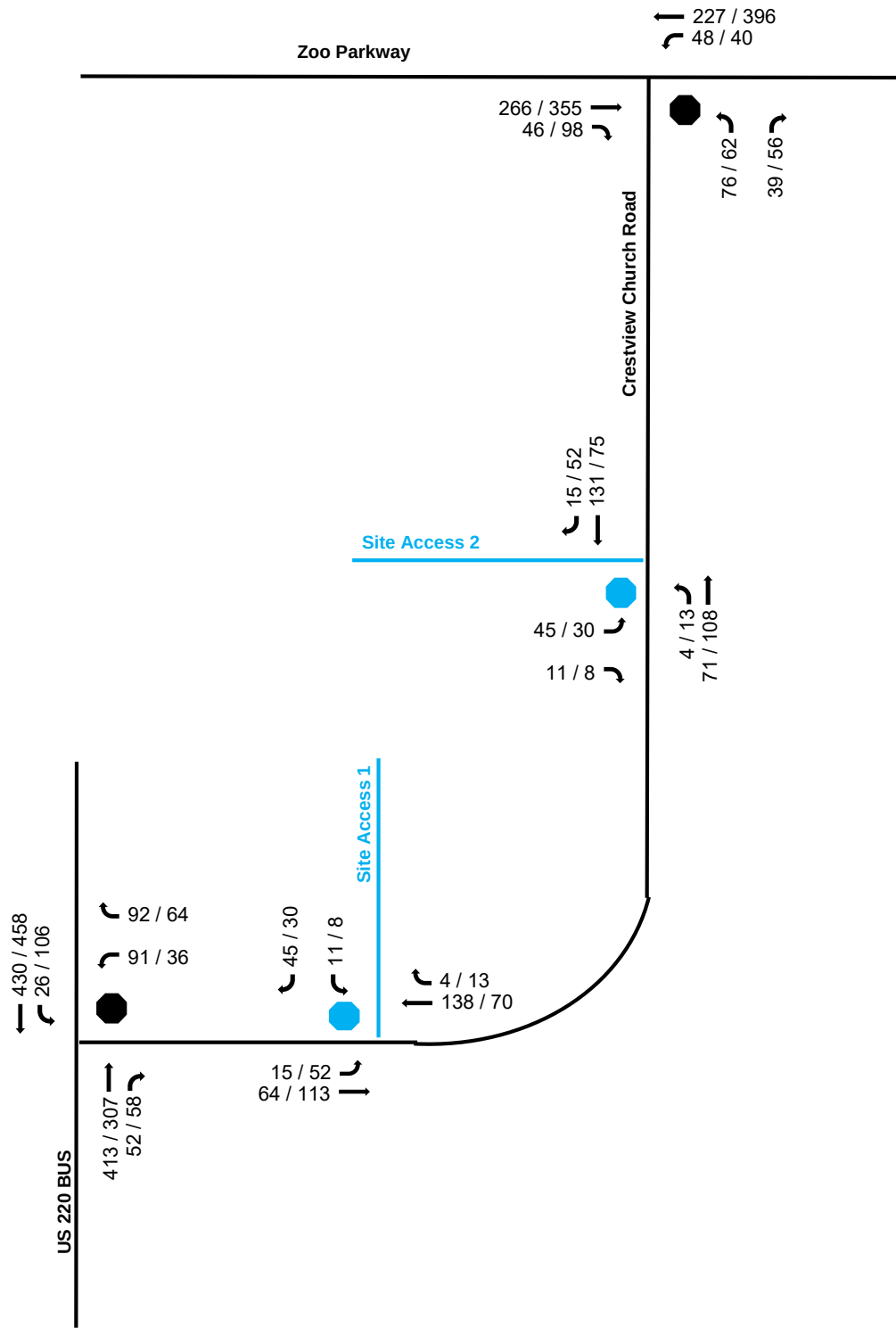
CRESTVIEW CHURCH
DEVELOPMENT
ASHEBORO, NC

PROJECT NUMBER 260006

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LEGEND	
	SIGNAL
	STOP
	ROADWAY
	TRAFFIC MOVEMENT
BLACK = EXISTING BLUE = PROPOSED	
AM / PM PEAKS	

FIGURE 8
2029 FUTURE BUILD
VOLUMES

CRESTVIEW CHURCH
DEVELOPMENT
ASHEBORO, NC

PROJECT NUMBER 260006

DAVENPORT

*** NOT TO SCALE ***

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5.0 Capacity Analysis

5.1 Level of Service Evaluation Criteria

The Transportation Research Board's *Highway Capacity Manual* (HCM) utilizes the term "level of service" (LOS) to measure how traffic operates in intersections and on roadway segments. There are six levels of service ranging from A to F as shown in Table 5.1. Level of service "A" represents low-volume traffic operations and level of service "F" represents high-volume, oversaturated traffic operations. Synchro traffic modeling software is used to determine the LOS and delay for study intersections. Synchro analysis worksheet reports are provided in the Appendix.

Table 5.1 – Highway Capacity Manual			
Levels of Service and Control Delay Criteria			
Signalized Intersection		Unsignalized Intersection	
Level of Service	Control Delay Per vehicle (seconds)	Level of Service	Delay Range (seconds)
A	≤ 10	A	≤ 10
B	> 10 and ≤ 20	B	> 10 and ≤ 15
C	> 20 and ≤ 35	C	> 15 and ≤ 25
D	> 35 and ≤ 55	D	> 25 and ≤ 35
E	> 55 and ≤ 80	E	> 35 and ≤ 50
F	> 80	F	> 50

5.2 Queueing Evaluation

A queueing analysis was performed using Synchro and SimTraffic simulation, based on a minimum 10-minute seeding, a 60-minute recording period, and 10 runs. The maximum SimTraffic queues and 95th-percentile Synchro queues are provided, along with the turn lane lengths. Synchro and SimTraffic queue reports are provided in the Appendix.

5.3 Level of Service and Queueing Results

The results of the capacity analyses are discussed by intersection in the following paragraphs. The LOS, delay and queue results are summarized in Tables 5.2 to 5.5.

US 220 BUS at Crestview Church Road (unsignalized)

The worst approach operates at LOS C in existing, and future no build, conditions for AM and PM peak hours. In future build conditions, LOS D is expected for AM peak hour and LOS C for PM peak hour. No improvements are recommended.

Table 5.2 – US 220 BUS at Crestview Church Road				
Scenario	Worst Approach	Level of Service per Movement & by Approach (delay in seconds/vehicle)		
		Westbound	Northbound	Southbound
AM Peak Hour				
2026 Existing	C (20.5)	LR	TR	LT
	WB Approach	C (20.5)	A (0.0)	A (0.3)
	Available Storage (ft)	FULL	FULL	FULL
	95th% Queue (ft)	34	0	0
	Max Queue (ft)	90	22	53
2029 No Build	C (22.4)	LR	TR	LT
	WB Approach	C (22.4)	A (0.0)	A (0.2)
	Available Storage (ft)	FULL	FULL	FULL
	95th% Queue (ft)	38	0	0
	Max Queue (ft)	68		96
2029 Future Build	D (28.5)	LR	TR	LT
	WB Approach	D (28.5)	A (0.0)	A (0.5)
	Available Storage (ft)	FULL	FULL	FULL
	95th% Queue (ft)	70	0	2
	Max Queue (ft)	140		52
PM Peak Hour				
2026 Existing	C (15.0)	LR	TR	LT
	WB Approach	C (15.0)	A (0.0)	A (1.0)
	Available Storage (ft)	FULL	FULL	FULL
	95th% Queue (ft)	10	0	4
	Max Queue (ft)	51		72
2029 No Build	C (16.0)	LR	TR	LT
	WB Approach	C (16.0)	A (0.0)	A (1.0)
	Available Storage (ft)	FULL	FULL	FULL
	95th% Queue (ft)	12	0	4
	Max Queue (ft)	70		72
2029 Future Build	C (19.5)	LR	TR	LT
	WB Approach	C (19.5)	A (0.0)	A (1.6)
	Available Storage (ft)	FULL	FULL	FULL
	95th% Queue (ft)	26	0	6
	Max Queue (ft)	95	22	215

Crestview Church Road at Zoo Parkway (unsignalized)

The worst approach operates at LOS B in existing conditions for AM and PM peak hours. In future no build conditions, LOS B in the AM peak hour and LOS C in the PM peak hour is expected. In future build conditions, LOS C is expected for AM and PM peak hours. No improvements are recommended.

Table 5.3 – Crestview Church Road at Zoo Parkway				
Scenario	Worst Approach	Level of Service per Movement & by Approach (delay in seconds/vehicle)		
		Eastbound	Westbound	Northbound
AM Peak Hour				
2026 Existing	B (11.1) NB Approach	TR	LT	LR
		A (0.0)	A (1.5)	B (11.1)
	Available Storage (ft)	FULL	FULL	FULL
	95th% Queue (ft)	0	2	6
	Max Queue (ft)		29	52
2029 No Build	B (13.5) NB Approach	TR	LT	LR
		A (0.0)	A (1.3)	B (13.5)
	Available Storage (ft)	FULL	FULL	FULL
	95th% Queue (ft)	0	2	1
	Max Queue (ft)		53	55
2029 Future Build	C (15.6) NB Approach	TR	LT	LR
		A (0.0)	A (1.4)	C (15.6)
	Available Storage (ft)	FULL	FULL	FULL
	95th% Queue (ft)	0	2	22
	Max Queue (ft)		101	71
PM Peak Hour				
2026 Existing	B (12.3) NB Approach	TR	LT	LR
		A (0.0)	A (0.7)	B (12.3)
	Available Storage (ft)	FULL	FULL	FULL
	95th% Queue (ft)	0	2	10
	Max Queue (ft)		27	52
2029 No Build	C (15.8) NB Approach	TR	LT	LR
		A (0.0)	A (0.4)	C (15.8)
	Available Storage (ft)	FULL	FULL	FULL
	95th% Queue (ft)	0	2	16
	Max Queue (ft)		95	73
2029 Future Build	C (20.6) NB Approach	TR	LT	LR
		A (0.0)	A (0.8)	C (20.6)
	Available Storage (ft)	FULL	FULL	FULL
	95th% Queue (ft)	0	2	38
	Max Queue (ft)	22	155	93

Crestview Church Road at Site Access 1 (unsignalized)

Under future build conditions, the minor-street approach is expected to operate at LOS A in the AM and PM peak hours. The need for left- and right-turn lanes was reviewed based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways*. Based on projected volumes, auxiliary lanes were not warranted. The site access should be designed in accordance with applicable NCDOT standards. No other improvements are recommended.

Table 5.4 – Crestview Church Road at Site Access 1				
Scenario	Worst Approach	Level of Service per Movement & by Approach (delay in seconds/vehicle)		
		Eastbound	Westbound	Southbound
AM Peak Hour				
2029 Future Build	A (9.6) SB Approach	LT	TR	LR
		A (1.4)	A (0.0)	A (9.6)
	Available Storage (ft)	FULL	FULL	FULL
	95th% Queue (ft)	0	0	4
	Max Queue (ft)			54
PM Peak Hour				
2029 Future Build	A (9.3) SB Approach	LT	TR	LR
		A (2.4)	A (0.0)	A (9.3)
	Available Storage (ft)	FULL	FULL	FULL
	95th% Queue (ft)	2	0	4
	Max Queue (ft)	53		51

Crestview Church Road at Site Access 2 (unsignalized)

Under future build conditions, the minor-street approach is expected to operate at LOS B in the AM and PM peak hours. The need for left- and right-turn lanes was reviewed based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways*. Based on projected volumes, auxiliary lanes were not warranted. The site access should be designed in accordance with applicable NCDOT standards. No other improvements are recommended.

Table 5.5 – Crestview Church Road at Site Access 2				
Scenario	Worst Approach	Level of Service per Movement & by Approach (delay in seconds/vehicle)		
		Eastbound	Northbound	Southbound
AM Peak Hour				
2029 Future Build	B (10.1) EB Approach	LR	LT	TR
		B (10.1)	A (0.4)	A (0.0)
	Available Storage (ft)	FULL	FULL	FULL
	95th% Queue (ft)	6	0	0
	Max Queue (ft)	48	51	
PM Peak Hour				
2029 Future Build	B (10.0) EB Approach	LR	TR	LT
		B (10.0)	A (0.8)	A (0.0)
	Available Storage (ft)	FULL	FULL	FULL
	95th% Queue (ft)	4	0	0
	Max Queue (ft)	22	27	

6.0 Internal Protected Stem

The NCDOT *Policy on Street and Driveway Access to North Carolina Highways*, or the Driveway Manual, states that the length of the internal protected stem (IPS) will be determined from the maximum vehicle storage required as measured from the right-of-way line to the nearest conflict point with a minimum recommendation of 100 feet. For the purposes of this report, the IPS is estimated from the edge of right-of-way as shown in the preliminary conceptual site plan.

Table 6.1 summarizes the maximum storage recorded in the analysis as compared to the estimated IPS. Both Site Access 1 and Site Access 2 queues are expected to be contained within the estimated IPS.

Table 6.1 – Queue Lengths on Site Driveways					
Site Drive	Estimated IPS (feet)	95 th -%ile Queue (feet)		Maximum Queue (feet)	
		AM	PM	AM	PM
SB Site Access 1 Approach	57	4	4	54	51
EB Site Access 2 Approach	57	6	4	48	22

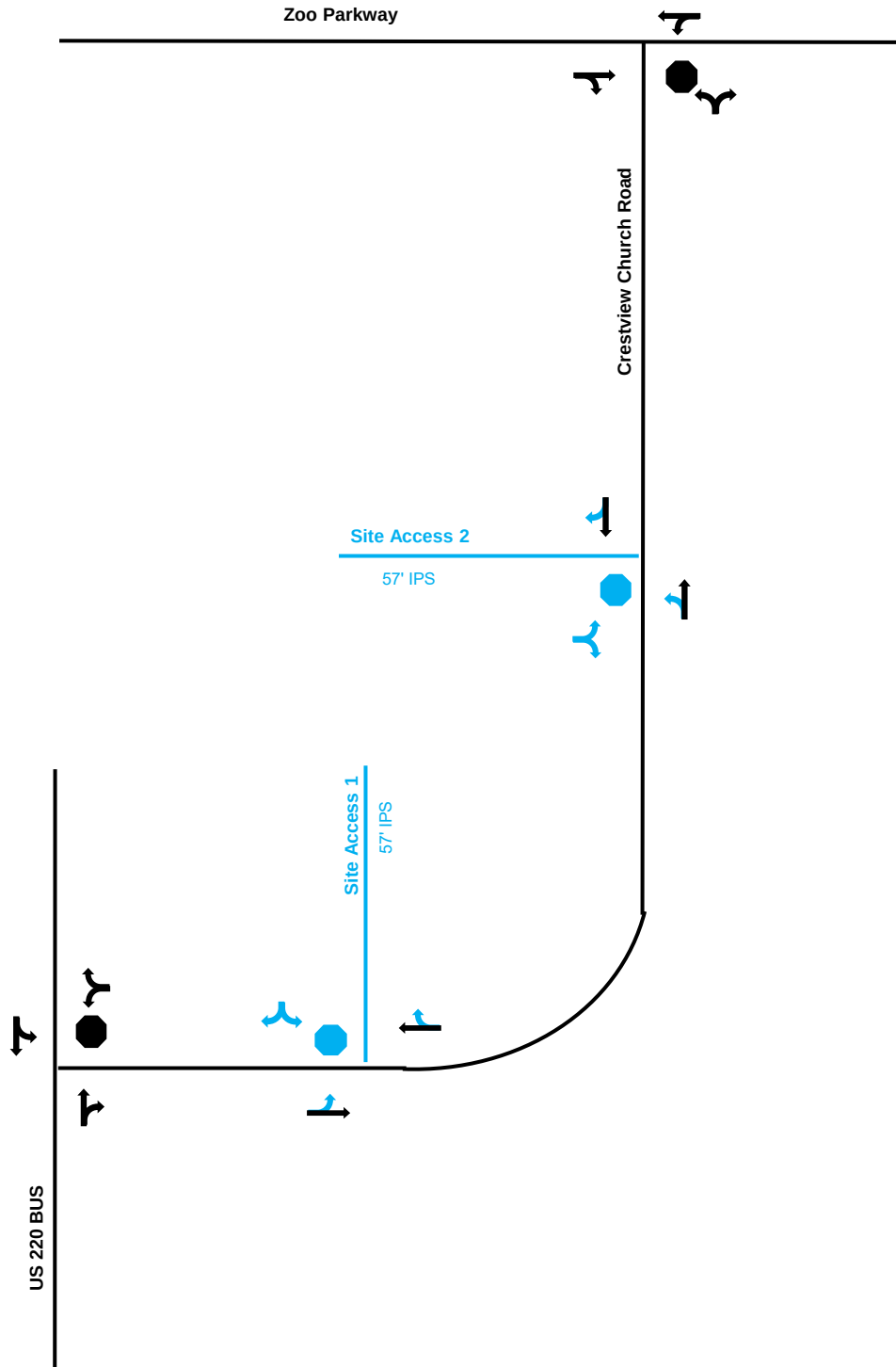
7.0 Summary and Conclusion

The Crestview Church Development is located north of Crestview Church Road between US 220 BUS and Zoo Parkway in Asheboro, NC. The proposed development will consist of up to 215 single family homes. Two full movement access points are proposed on Crestview Church Road. The expected build-out year for this development is 2029. Information regarding the property was provided by Stanley Martin Homes.

The Transportation Impact Analysis (TIA) was performed based on the scope agreed upon with City of Asheboro and NCDOT. This site has a trip generation potential of 2,041 daily trips, 149 trips in the AM peak hour, and 205 trips in the PM peak hour.

In conclusion, this study has determined the potential traffic impact of this development. No improvements are recommended to mitigate future traffic. Table 7.1 summarizes the recommended improvements, which are also reflected in Figure 9. The anticipated transportation impact of the proposed development can be accommodated.

Table 7.1 – Summary of Recommended Improvements	
INTERSECTION	RECOMMENDATIONS
US 220 BUS at Crestview Church Road	No improvements recommended.
Crestview Church Road at Zoo Parkway	No improvements recommended.
Crestview Church Road at Site Access 1	- Design site drive according to applicable NCDOT standards. - No additional improvements are recommended.
Crestview Church Road at Site Access 2	- Design site drive according to applicable NCDOT standards. - No additional improvements are recommended.



LEGEND	
	SIGNAL
	STOP
	ROADWAY
	TRAFFIC MOVEMENT
BLACK = EXISTING BLUE = PROPOSED	
IPS = INTERNAL PROTECTED STEM	

FIGURE 9
RECOMMENDED
IMPROVEMENTS

CRESTVIEW CHURCH
DEVELOPMENT
ASHEBORO, NC

PROJECT NUMBER 260006



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Appendix

Approved Scoping Documents



NCDOT Traffic Impact Analysis Need Screening / Scoping Request

TIA Need
Screening



TIA
Scoping



TIA
Submittal



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

Project Name: Crestview Church Development

Previous Name: If Applicable _____

Location: east of US 220 on Crestview Church Rd

County: Randolph

Municipality: Asheboro

Project Description: up to 215 single family homes

Project Contact:

Applicant

Company Name

Stanley Martin Home

Contact Person

Charlie T Hall

Phone Number

Email

hallct@stanleymartin.com

Mailing Address

1007 Battleground Ave Suite 301
Greensboro, NC 27408

TIA Consultant

DAVENPORT

Dionne C Brown

919-948-3289

dbrown@davenportworld.com

4600 Marriott Drive Suite 350

Raleigh, NC 27612

Site Plan Prepared By: Gardner Engineering

Site Plan Date: Dec 2025

See site plan/vicinity map requirements on page 2.

Parcel Size: 83.77 Acre(s)

Anticipated Build-Out Year: 2029

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

ITE LUC	Proposed Land Use	Size	Unit	Daily Trips	Peak Hour Type	AM Peak Hour Trips			PM Peak Hour Trips			Data Source
						Enter	Exit	Total	Enter	Exit	Total	
210	Single Family	215	DU	2041	Adj. Street	37	112	149	129	76	205	ITE Equation
Total				2041		37	112	149	129	76	205	

Refer to the current [NCDOT Congestion Management Capacity Analysis Guidelines](#) for acceptable trip calculation methods and data sources.

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

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

☒ The estimated site trips meet the municipal TIA trip threshold of 100 peak hour trips

☐ This project is located in a known [STIP](#) and/ or local CIP project # _____

☒ This project includes a rezoning request.



NCDOT Traffic Impact Analysis Need Screening / Scoping Request



- ☐ The proposed site access is located within 1,000 feet of an interchange.
- ☐ The Applicant requests for a new or modified control-of-access break.
- ☐ The Applicant requests for a new or modified median break.

Applicant's Signature

Print Name

Date

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

Project Name: _____ **Project Reference Number:** _____

- ☐ **A TIA is Required by the Local Government.** In addition, the study area is expected to include NCDOT maintained transportation facilities.
- ☐ **A TIA is Required by NCDOT,** per the [Policy on Street and Driveway Access to North Carolina Highways](#).

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

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



NCDOT Traffic Impact Analysis Need Screening / Scoping Request



Additional Comments:

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

NCDOT District Representative's Signature

Email concurrence may be used in lieu of the signature.

Print Name



NCDOT TIA Scoping Checklist



Project Name: Crestview Church Development

TIA Scoping Date: _____

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

☒ **Site Plan and Access**

☒ Provide a site plan illustrating site access, internal and external roadways, buildings and land uses.

Refer to NCDOT's [Policy on Street and Driveway Access to North Carolina Highways](#) pages 14 and 15 for site plan requirements.

☒ Identify site access.

New Access	On Road	Access Type		Driveway Spacing		
	Road Name	Permitted Movements	Traffic Control	Distance (ft)	Direction	Nearest Intersection / Access
Access A	Crestview Church	Conventional Full-Mvmt	2-Way Stop	2360	East	US 220
Access B	Crestview Church	Conventional Full-Mvmt	2-Way Stop	4100	East	US 220
Access C						
Access D						
Access E						
Access F						
Access G						
Access H						
Existing Access	Existing Intersection of		Access Modification	Proposed Interconnectivity (If Applicable)		
	Road A	Road B		Connector #	Road Connected	Adjacent Development
Access 1			Please Select	Connector 1		
Access 2				Connector 2		
Access 3				Connector 3		
Access 4				Connector 4		

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



Proposed K-12 School Site

- ☐ NCDOT [MSTA School Traffic Calculator](#) for Select School Type shall be used.
- ☐ Peak Hour Factors (PHFs) shall be adjusted/weighted for new school trips (0.5 PHF by default).
- ☐ Internal school circulation analysis is required, and should be submitted in advance or concurrent with the TIA submittal.
- ☐ Clarify traffic operation plans (e.g. traffic circulation pattern, pedestrian access, drop-off/pick-up zone location and configuration, queue storage area and, if applicable, staggered start times).



NCDOT TIA Scoping Checklist



☒ Trip Generation

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

ITE LUC	Proposed Land Use	Size	Unit	Daily Trips	Peak Hour Type	AM Peak Hour Trips			PM Peak Hour Trips			Data Source
						Enter	Exit	Total	Enter	Exit	Total	
210	Single Family	215	DU	2041	Adj. Street	37	112	149	129	76	205	ITE Equation
Unadjusted Site Trips				2041		37	112	149	129	76	205	
Internal Capture Trips (Attach Calculation Sheets)												Please Select
Internal Capture % of Unadjusted Site Trips				%		%			%			
LUC	Proposed Land Use	Any Internal Trips?		Pass-By % of External Trips								
		Please Select		%		%			%			Please Select
				%		%			%			
				%		%			%			
				%		%			%			
				%		%			%			
Pass-By Trips (Attach Calculation Sheets)												
Adjacent Street Volumes												Please Select
Non-Pass-By Primary Trips												
Diverted Trips, if Applicable and Justifiable												Please Select

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

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

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



NCDOT TIA Scoping Checklist



☒ Trip Distribution

- ☐ Trip distribution diagrams are submitted concurrently with this document (attach separate sheets).
- ☒ Trip distribution diagrams will be submitted separately, along with supporting information, to the District Engineer for review and approval prior to capacity analysis. The trip distribution shall be based on the current and anticipated traffic patterns, as well as instructions noted below.

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

- ☐ Mixed-Use Developments (separate diagrams for residential, commercial, and office trips)
- ☐ Inter-Development Trips (if 'internal' trips cross public streets)
- ☐ Pass-By Trips
- ☐ Diverted Trips
- ☐ Each Analysis Period

☐ Mode Split

- ☐ Provide Data Source and Justification

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

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

☒ Analysis Peak Periods:

- ☒ Weekday AM Peak 7-9 AM
- ☒ Weekday PM Peak 4-6 PM
- ☐ Weekday Midday Peak _____
- ☐ Weekday PM School Peak _____
- ☐ Weekend _____ Peak _____
- ☐ Other _____



NCDOT TIA Scoping Checklist



☒ Study Area Intersections and Data Collection

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

External Intersection	Intersection of		Traffic Control	Intersection Turning Movement Counts			Notes
	Road A	Road B		New / Existing	Date of Counts	Growth Adjustment	
#1	US 220 BUS	Crestview Church	2-Way Stop	Require New Counts			
#2	Zoo Parkway	Crestview Church	2-Way Stop	Require New Counts			
#3	Crestview Church	Site Access 1	2-Way Stop				
#4	Crestview Church	Site Access 2	2-Way Stop				
#5							
#6							
#7							
#8							
#9							
#10							
#11							
#12							

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

The following data will be collected:

- ☒ New traffic turning movement counts in ☒ 15-min intervals ☐ 5-min intervals (near schools)
 Unless otherwise noted above, new traffic counts shall be collected at the existing study intersections during the analysis periods. Weekday counts shall avoid Mondays, Fridays, holidays, school breaks, road closures, and major weather events.
- ☐ To account for the impact of existing and/or proposed school traffic, PHFs will be adjusted for:
 intersections numbered: _____
 and access points numbered: _____
- ☐ Traffic Forecast Data for TIP: _____
- ☒ Roadway/Intersection Configuration & Traffic Control
- ☐ Traffic Signal Phasing & Timing Data
- ☐ Crash Data: _____ Period: _____
- ☐ Other: _____



NCDOT TIA Scoping Checklist



☒ Future Year Conditions

☒ Project Build-Out Year: 2029

☐ Future Analysis Year(s): _____

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

Funded STIP / Local CIP Project	Project Description		Year Complete

Nearby Approved Development	Location	Future Land Use (exclude any completed phases)	Committed Improvements
Crestview Village	Crestview Church Rd	Residential	
Hillcrest Farm	west of Zoo Parkway	Residential	
Ashebro Residential	Old Cox/ Old Humble Mill	Residential	

☒ Annual Growth Factor: 1 %

Justification/Data Source: Historical AADT shows min. growth, 1% proposed to be conservative

☐ Local Comprehensive Transportation Plan Compliance

- ☐ Identify Applicable Local Transportation Planning Documents

- ☐ Identify Applicable Roadways inside the Study Area

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



NCDOT TIA Scoping Checklist



☒ Study Method

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

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

1. Existing Conditions
2. Future No-Build Conditions (existing + background growth + approved developments + committed or funded improvements)
3. Future Build Conditions (future no-build + site trips)
4. Future Build with Improvements Conditions (future build traffic with improvements to mitigate the proposed development's impacts) and, if applicable:
- ☐ 5. TIP Design Year Analysis _____
- ☐ 6. Alternative Access Scenario (without proposed control-of-access or median break / modification)

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

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

☒ Submittals

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

☐ Div. Traffic Engr ☐ Regional Traffic Engr ☐ Congestion Management ☐ Other _____

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

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



NCDOT TIA Scoping Checklist



Agreement by All Parties

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

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

APPLICANT

_____	Charlie Hall	_____
Signature	Print Name	Date

TIA CONSULTANT

_____	Dionne C. Brown	_____
Signature	Print Name	Date

LOCAL GOVERNMENT REPRESENTATIVE (If Applicable)

_____	_____	_____
Signature	Print Name	Date

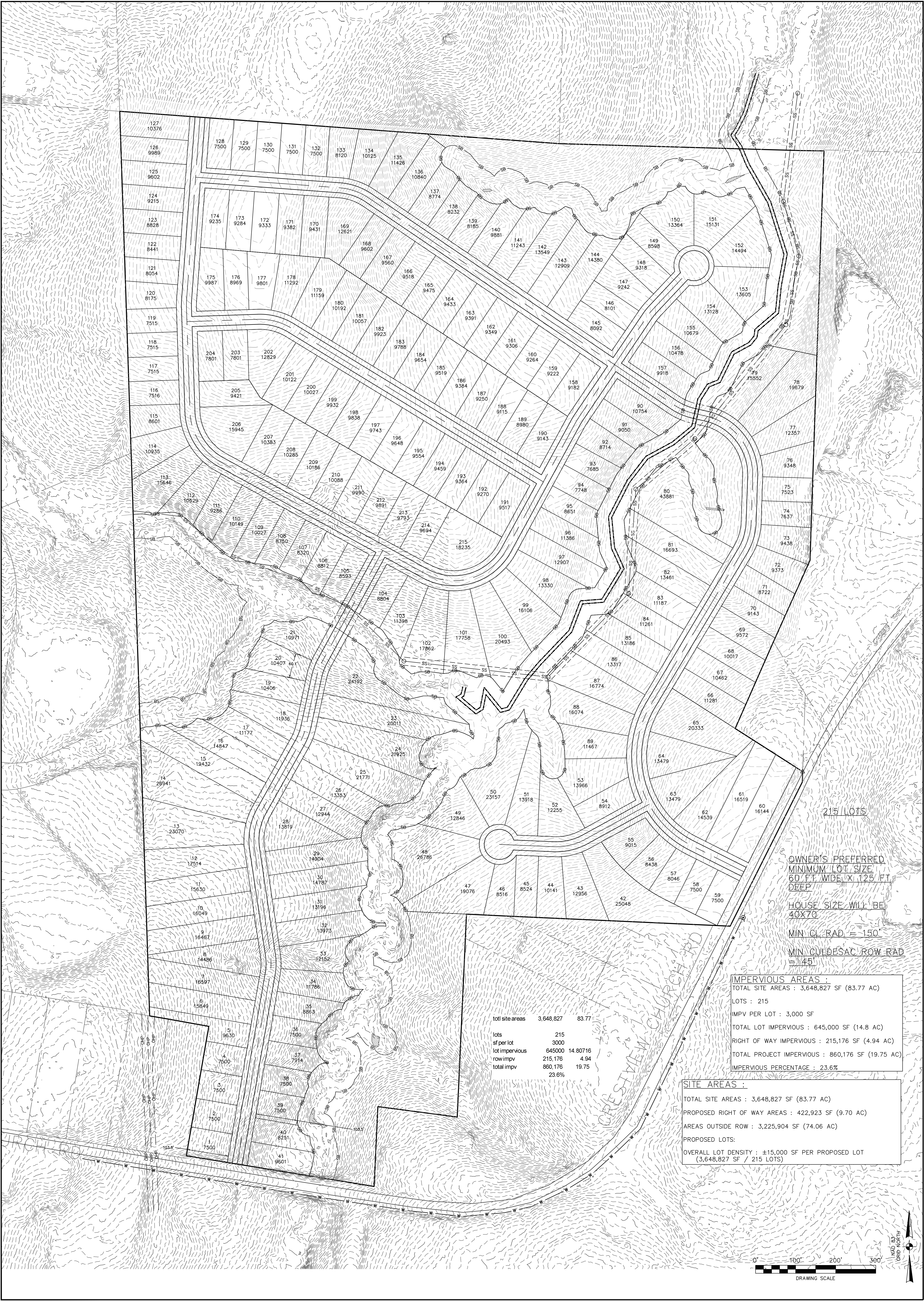
Email concurrence may be used in lieu of the signature.

NCDOT DISTRICT REPRESENTATIVE

Reviewed and approved by the NCDOT Division ____ District ____ on _____.

_____	_____
Signature	Print Name

Email concurrence may be used in lieu of the signature.



C-3

SCALE

DATE

DRAWN BY

CHECKED BY

PROJECT NO.

SHEET NO.

AS NOTED

DEC. 2025

ZHG

ZHG

25.0010

PRELIMINARY PLAT
OPTION - 2
CRESTVIEW SUBDIVISION

CRESTVIEW CHURCH RD
ASHEBORO - NC - RANDOLPH COUNTY

#	DATE	DESCRIPTION	BY
0	XX-XX-XX	SKETCH PLAN REVIEW	ZHG

Gardner Engineering, PLLC

Engineering - Land Planning - Permitting

NC Engineering Firm Cert. Auth.# P-2804

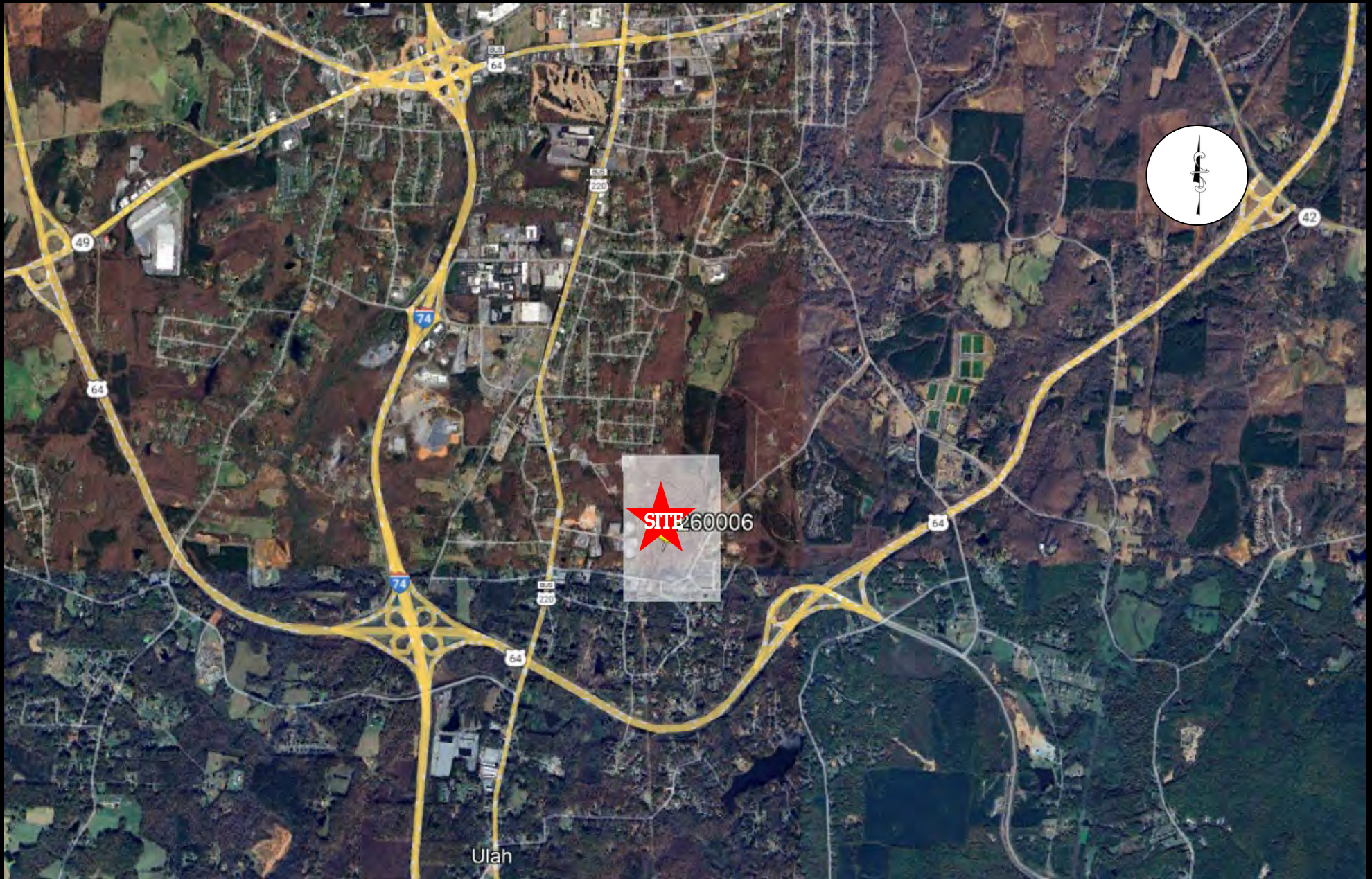
P.O. Box 3048

Asheboro, NC 27204

P: (336-302-4949) Email: zach@gardnerengineeringpllc.com

www.gardnerengineeringpllc.com

PRELIMINARY
PLAN
NOT FOR
CONSTRUCTION



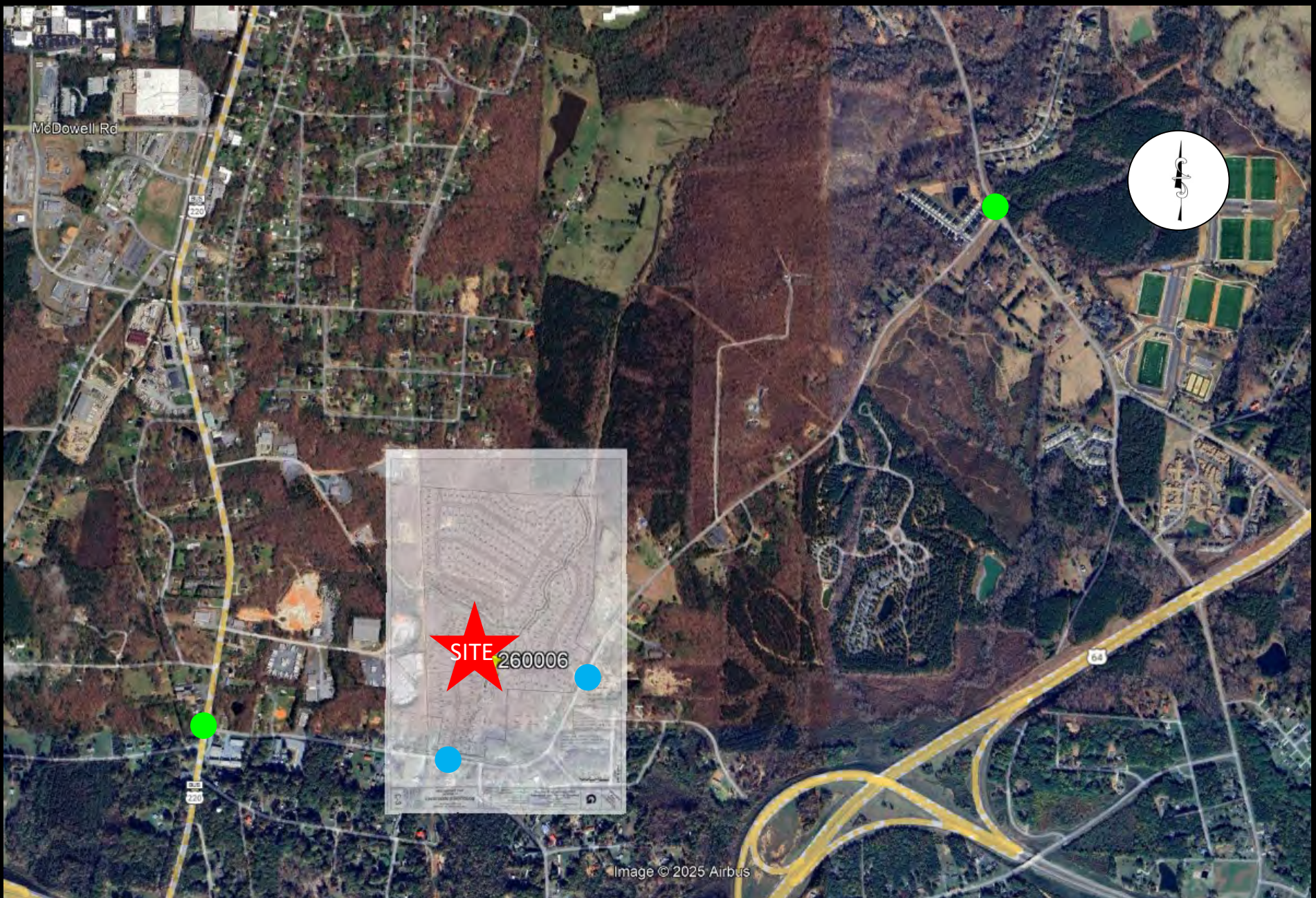


FIGURE 2B
VICINITY MAP

STUDY INTERSECTIONS
BACKGROUND
PROPOSED



Table A - ITE Trip Generation 11th Edition											
Average Weekday Driveway Volumes					24-Hour	AM Peak Hour			PM Peak Hour		
					Two-Way						
Land Use	ITE Land Use Code	Size		Method	Volume	Enter	Exit	Total	Enter	Exit	Total
Single-family Homes	210	215	Dwelling Units	Adjacent/ Equation	2041	37	112	149	129	76	205
Total Unadjusted Trips					2,041	37	112	149	129	76	205

Legend

NCDOT_AADTT_Traffic_Segmentation

NCDOT AADT Stations

- Interstates
- US Routes
- NC Hwys
- Secondary Routes
- Non-System Routes
- Ramps

NCDOT AADT Traffic Segments Secondary Non-System

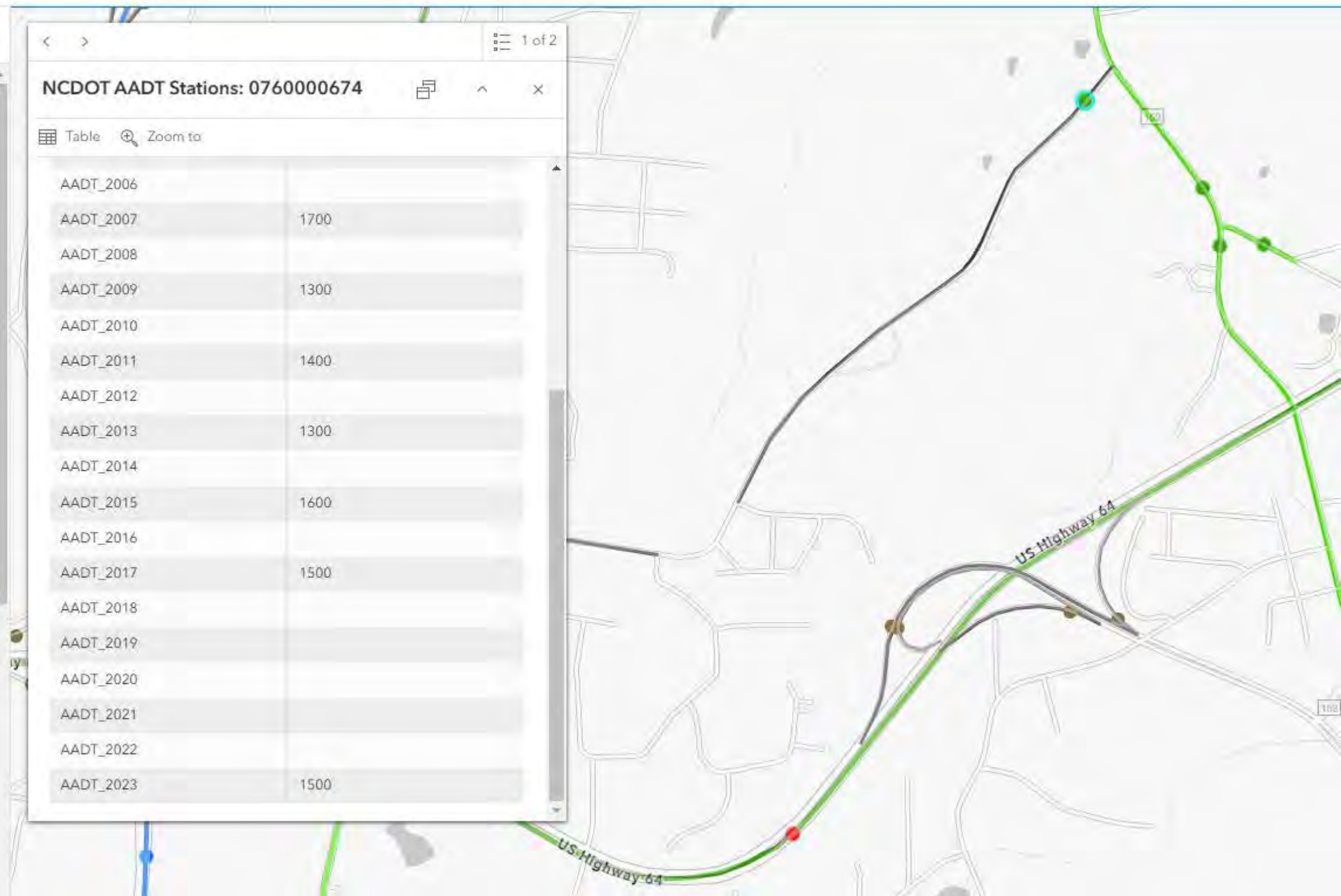
AADT

- 175,000 +
- 125,000 - 174,999
- 85,000 - 124,999
- 55,000 - 84,999
- 35,000 - 54,999
- 20,000 - 34,999
- 10,000 - 19,999
- 5,000 - 9,999
- 2,000 - 4,999
- 500 - 1,999

NCDOT AADT Stations: 0760000674

Table Zoom to

AADT_2006	
AADT_2007	1700
AADT_2008	
AADT_2009	1300
AADT_2010	
AADT_2011	1400
AADT_2012	
AADT_2013	1300
AADT_2014	
AADT_2015	1600
AADT_2016	
AADT_2017	1500
AADT_2018	
AADT_2019	
AADT_2020	
AADT_2021	
AADT_2022	
AADT_2023	1500



Legend

NCDOT_AADTT_Traffic_Segmentation

NCDOT AADT Stations

- Interstates
- US Routes
- NC Hwys
- Secondary Routes
- Non-System Routes
- Ramps

NCDOT AADT Traffic Segments Secondary Non-System

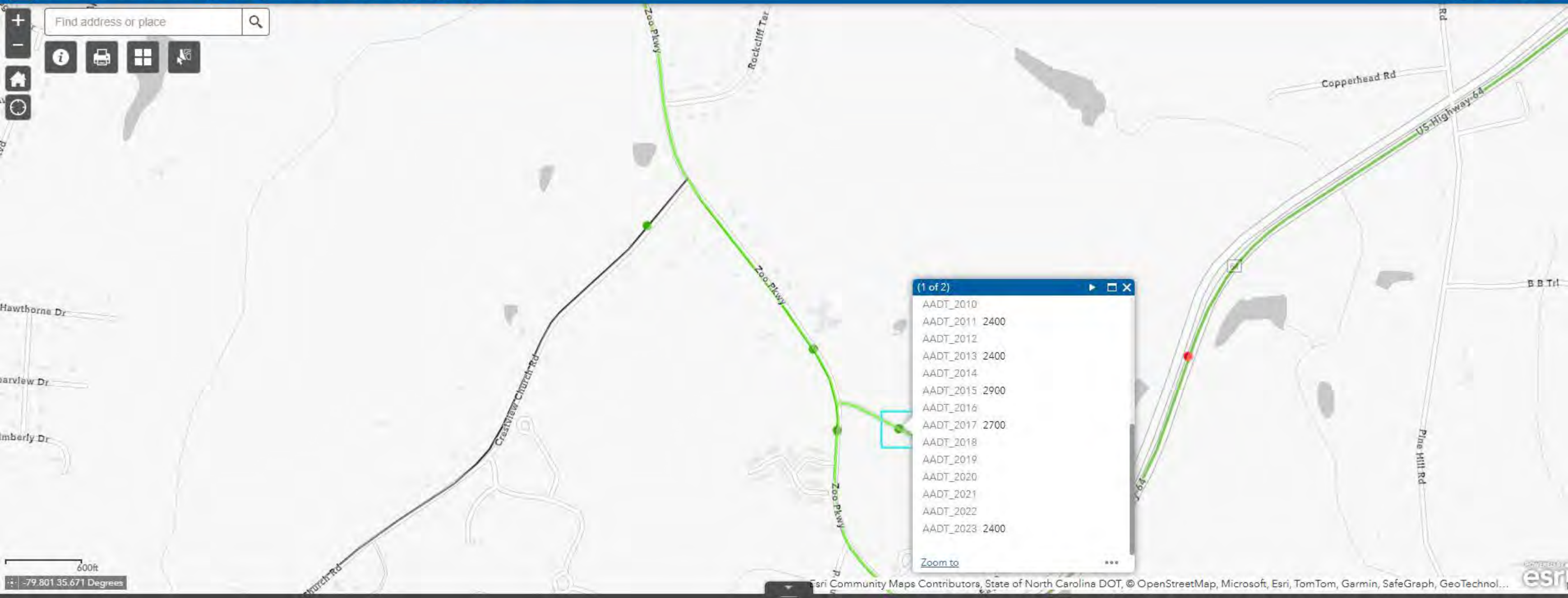
AADT

- 175,000 +
- 125,000 - 174,999
- 85,000 - 124,999
- 55,000 - 84,999
- 35,000 - 54,999
- 20,000 - 34,999
- 10,000 - 19,999
- 5,000 - 9,999
- 2,000 - 4,999
- 500 - 1,999

NCDOT AADT Stations: 0760000286

Table Zoom to

AADT_2006	
AADT_2007	2200
AADT_2008	
AADT_2009	1900
AADT_2010	
AADT_2011	1600
AADT_2012	
AADT_2013	1600
AADT_2014	
AADT_2015	1900
AADT_2016	
AADT_2017	1800
AADT_2018	
AADT_2019	
AADT_2020	
AADT_2021	
AADT_2022	
AADT_2023	1800



NCDOT AADT Stations

NCDOT AADT Traffic Segments Secondary Non-System

NCDOT AADT Traffic Segments Primaries

NCDOT AADT Traffic Segments Interstates

Options

Filter by map extent

Zoom to

Clear selection

Refresh

LocationID	COUNTY	RTE_CLS	ROUTE	LOCATION	AADT_2002	AADT_2003	AADT_2004	AADT_2005	AADT_2006	AADT_2007	AADT_2008	AADT_2009	AADT_2010	AADT_2011	AADT_2012	AADT_2013	AADT_2014	AADT_2015
0760000675	RANDOLPH	Secondary Routes	SR 2834 (Old Cox Rd)	EAST OF NC 159 Zoo Pkwy		2800		2900		3200		2600		2400		2400		2900

Dionne Brown

From: Richardson, Justin T <jtrichardson@ncdot.gov>
Sent: Wednesday, February 18, 2026 9:44 AM
To: Dionne Brown; Kimes, Tyler J
Cc: Hill, Carl J; jevans@ci.asheboro.nc.us
Subject: RE: [External] 260006 Crestview Church Development

Dionne,

NCDT has no concerns with the numbers provided, we are comfortable with you proceeding with your analysis.

Thanks

Justin Richardson
District Supervisor
Division 8 District 1
(336) 318-4000 (Office)
jtrichardson@ncdot.gov

From: Dionne Brown <DBrown@davenportworld.com>
Sent: Monday, February 16, 2026 12:14 PM
To: Kimes, Tyler J <tjkimes@ncdot.gov>
Cc: Richardson, Justin T <jtrichardson@ncdot.gov>; Hill, Carl J <cjhill1@ncdot.gov>; jevans@ci.asheboro.nc.us
Subject: RE: [External] 260006 Crestview Church Development

Some people who received this message don't often get email from dbrown@davenportworld.com. [Learn why this is important](#)

CAUTION: External email. Do not click links or open attachments unless verified. Report suspicious emails with the Report Message button located on your Outlook menu bar on the Home tab.

Hello Everyone,

After weeks of winter weather/ school closures/delays, we were finally able to get data collected.

Attached you will find the existing volume, trip distribution and site trip figures for your review.

Let me know if you have any questions, if not, we will continue with the analysis.

Thanks



Dionne Brown, PE | Project Manager II
DAVENPORT
O. (919) 324-1665, Ext. 24402 | D. (919) 948-3289
www.davenportworld.com

From: Kimes, Tyler J <tjkimes@ncdot.gov>
Sent: Thursday, January 22, 2026 10:13 AM
To: Dionne Brown <DBrown@davenportworld.com>
Cc: Richardson, Justin T <jtrichardson@ncdot.gov>; Hill, Carl J <cjhill1@ncdot.gov>; jevans@ci.asheboro.nc.us
Subject: RE: [External] 260006 Crestview Church Development

Given the growth we have seen on Zoo Parkway over the past couple of years (exceeding 1%), we would prefer collecting new counts at this intersection to ensure an accurate study.

Thanks!

Tyler Kimes, EI
Senior Assistant District Engineer
NCDOT Highway Division 8
District 1 - District Office

336-318-4000 – Office
336-318-4005 – Direct
Tjkimes@ncdot.gov

300 DOT Drive
Asheboro, NC 27205



From: Dionne Brown <DBrown@davenportworld.com>
Sent: Thursday, January 22, 2026 9:54 AM
To: Kimes, Tyler J <tjkimes@ncdot.gov>
Cc: Richardson, Justin T <jtrichardson@ncdot.gov>; Hill, Carl J <cjhill1@ncdot.gov>; jevans@ci.asheboro.nc.us
Subject: RE: [External] 260006 Crestview Church Development

CAUTION: External email. Do not click links or open attachments unless verified. Report suspicious emails with the Report Message button located on your Outlook menu bar on the Home tab.

Thank you Tyler. You are correct, Crestview Village was not submitted.

I forgot to ask about a previous count, Crestview Church Road at Zoo Parkway (March 2025). Can we utilize this count and use a growth rate of 1% to bring it up to 2026?

Please let me know.

Thanks



Dionne Brown, PE | Project Manager II
DAVENPORT
O. (919) 324-1665, Ext. 24402 | D. (919) 948-3289
www.davenportworld.com

From: Kimes, Tyler J <tjkimes@ncdot.gov>
Sent: Thursday, January 22, 2026 9:21 AM
To: Dionne Brown <DBrown@davenportworld.com>
Cc: Richardson, Justin T <jtrichardson@ncdot.gov>; Hill, Carl J <cjhill1@ncdot.gov>; jevans@ci.asheboro.nc.us
Subject: RE: [External] 260006 Crestview Church Development

Good morning Dionne,

We are good with your scoping document, with just one comment. You mentioned Crestview Village in your nearby approved development but I do not believe this TIA/Development was ever approved. If this was not approved, you do not need to account for it in your study.

Thanks!

Tyler Kimes, EI
Senior Assistant District Engineer
NCDOT Highway Division 8
District 1 - District Office

336-318-4000 – Office
336-318-4005 – Direct
Tjkimes@ncdot.gov

300 DOT Drive
Asheboro, NC 27205



From: Dionne Brown <DBrown@davenportworld.com>
Sent: Wednesday, January 21, 2026 3:41 PM
To: Monroe, Roosevelt J <rjmonroe@ncdot.gov>; Kimes, Tyler J <tjkimes@ncdot.gov>; jevans@ci.asheboro.nc.us
Subject: [External] 260006 Crestview Church Development

CAUTION: External email. Do not click links or open attachments unless verified. Report suspicious emails with the Report Message button located on your Outlook menu bar on the Home tab.

Hello All,

We have a new residential development project off of Crestview Church Road east of US 220 BUS.

I have prepared a scoping document for your review and concurrence.

I understand with winter weather approaching, collecting data could be delayed until beginning of Feb.

Please let me know if there is anything I'm missing (approved developments/ committed improvements/ etc) that needs to be addressed.

Thank you.



Dionne Brown, PE | Project Manager II
DAVENPORT
O. (919) 324-1665, Ext. 24402 | D. (919) 948-3289
www.davenportworld.com

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Capacity Analysis Synchro Worksheets

Existing Conditions

HCM 6th TWSC
100: US 220 BUS & Crestview Church Road

02/16/2026

Intersection

Int Delay, s/veh 2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	72	51	396	45	13	402
Future Vol, veh/h	72	51	396	45	13	402
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	57	440	50	14	447

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	940	465	0
Stage 1	465	-	-
Stage 2	475	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	293	597	1073
Stage 1	632	-	-
Stage 2	626	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	288	597	1073
Mov Cap-2 Maneuver	288	-	-
Stage 1	632	-	-
Stage 2	615	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.5	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	367	1073
HCM Lane V/C Ratio	-	-	0.372	0.013
HCM Control Delay (s)	-	-	20.5	8.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.7	0

HCM 6th TWSC
200: Crestview Church Road & Zoo Parkway

02/16/2026

Intersection

Int Delay, s/veh 2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	113	32	41	171	36	21
Future Vol, veh/h	113	32	41	171	36	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	126	36	46	190	40	23

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	162
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1417
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1417
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	655	-	-	1417	-
HCM Lane V/C Ratio	0.097	-	-	0.032	-
HCM Control Delay (s)	11.1	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

HCM 6th TWSC
100: US 220 BUS & Crestview Church Road

02/17/2026

Intersection

Int Delay, s/veh 1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	36	280	38	59	434
Future Vol, veh/h	24	36	280	38	59	434
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	40	311	42	66	482

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	946	332	0
Stage 1	332	-	-
Stage 2	614	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	290	710	-
Stage 1	727	-	-
Stage 2	540	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	268	710	-
Mov Cap-2 Maneuver	268	-	-
Stage 1	727	-	-
Stage 2	500	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15	0	1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	428	1206
HCM Lane V/C Ratio	-	-	0.156	0.054
HCM Control Delay (s)	-	-	15	8.2
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.5	0.2

HCM 6th TWSC
200: Crestview Church Road & Zoo Parkway

02/17/2026

Intersection

Int Delay, s/veh 1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	247	51	20	222	34	44
Future Vol, veh/h	247	51	20	222	34	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	274	57	22	247	38	49

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	331
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1228
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1228
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	582	-	-	1228	-
HCM Lane V/C Ratio	0.149	-	-	0.018	-
HCM Control Delay (s)	12.3	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Future No Build Conditions

HCM 6th TWSC
100: US 220 BUS & Crestview Church Road

02/16/2026

Intersection

Int Delay, s/veh 2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	74	53	413	46	13	430
Future Vol, veh/h	74	53	413	46	13	430
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	59	459	51	14	478

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	991	485	0
Stage 1	485	-	-
Stage 2	506	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	273	582	-
Stage 1	619	-	-
Stage 2	606	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	268	582	-
Mov Cap-2 Maneuver	268	-	-
Stage 1	619	-	-
Stage 2	595	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.4	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	346	1055
HCM Lane V/C Ratio	-	-	0.408	0.014
HCM Control Delay (s)	-	-	22.4	8.5
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.9	0

HCM 6th TWSC
200: Crestview Church Road & Zoo Parkway

02/16/2026

Intersection

Int Delay, s/veh 1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	266	33	42	227	37	22
Future Vol, veh/h	266	33	42	227	37	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	296	37	47	252	41	24

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	333
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1226
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1226
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	487	-	-	1226	-
HCM Lane V/C Ratio	0.135	-	-	0.038	-
HCM Control Delay (s)	13.5	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

HCM 6th TWSC
100: US 220 BUS & Crestview Church Road

02/17/2026

Intersection

Int Delay, s/veh 1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	37	307	39	61	458
Future Vol, veh/h	25	37	307	39	61	458
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	41	341	43	68	509

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1008	363	0
Stage 1	363	-	-
Stage 2	645	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	267	682	-
Stage 1	704	-	-
Stage 2	522	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	245	682	-
Mov Cap-2 Maneuver	245	-	-
Stage 1	704	-	-
Stage 2	480	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16	0	1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	397	1174
HCM Lane V/C Ratio	-	-	0.174	0.058
HCM Control Delay (s)	-	-	16	8.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.6	0.2

HCM 6th TWSC
200: Crestview Church Road & Zoo Parkway

02/17/2026

Intersection

Int Delay, s/veh 1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	355	53	21	396	35	45
Future Vol, veh/h	355	53	21	396	35	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	394	59	23	440	39	50

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	453
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1108
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1108
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	15.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	423	-	-	1108	-
HCM Lane V/C Ratio	0.21	-	-	0.021	-
HCM Control Delay (s)	15.8	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

Future Build Conditions

HCM 6th TWSC
100: US 220 BUS & Crestview Church Road

02/16/2026

Intersection

Int Delay, s/veh 4.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	91	92	413	52	26	430
Future Vol, veh/h	91	92	413	52	26	430
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	101	102	459	58	29	478

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1024	488	0
Stage 1	488	-	-
Stage 2	536	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	261	580	-
Stage 1	617	-	-
Stage 2	587	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	251	580	-
Mov Cap-2 Maneuver	251	-	-
Stage 1	617	-	-
Stage 2	565	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.5	0	0.5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	351	1049
HCM Lane V/C Ratio	-	-	0.579	0.028
HCM Control Delay (s)	-	-	28.5	8.5
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	3.5	0.1

HCM 6th TWSC
200: Crestview Church Road & Zoo Parkway

02/16/2026

Intersection

Int Delay, s/veh 3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	266	46	48	227	76	39
Future Vol, veh/h	266	46	48	227	76	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	296	51	53	252	84	43

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	347
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1212
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1212
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	15.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	467	-	-	1212	-
HCM Lane V/C Ratio	0.274	-	-	0.044	-
HCM Control Delay (s)	15.6	-	-	8.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.1	-	-	0.1	-

HCM 6th TWSC
300: Crestview Church Road & Site Access 1

02/16/2026

Intersection

Int Delay, s/veh 2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	64	138	4	11	45
Future Vol, veh/h	15	64	138	4	11	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	71	153	4	12	50

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	157	0	0 260 155
Stage 1	-	-	- 155 -
Stage 2	-	-	- 105 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1423	-	- 729 891
Stage 1	-	-	- 873 -
Stage 2	-	-	- 919 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1423	-	- 720 891
Mov Cap-2 Maneuver	-	-	- 720 -
Stage 1	-	-	- 863 -
Stage 2	-	-	- 919 -

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1423	-	-	-	851
HCM Lane V/C Ratio	0.012	-	-	-	0.073
HCM Control Delay (s)	7.6	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 6th TWSC
400: Crestview Church Road & Site Access 2

02/16/2026

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	45	11	4	71	131	15
Future Vol, veh/h	45	11	4	71	131	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	12	4	79	146	17
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	242	155	163	0	-	0
Stage 1	155	-	-	-	-	-
Stage 2	87	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	746	891	1416	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	936	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	744	891	1416	-	-	-
Mov Cap-2 Maneuver	744	-	-	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	936	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.1	0.4		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1416	-	769	-	-	
HCM Lane V/C Ratio	0.003	-	0.081	-	-	
HCM Control Delay (s)	7.5	0	10.1	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.3	-	-	

HCM 6th TWSC
100: US 220 BUS & Crestview Church Road

02/17/2026

Intersection

Int Delay, s/veh 2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	36	64	307	58	106	458
Future Vol, veh/h	36	64	307	58	106	458
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	71	341	64	118	509

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1118	373	0
Stage 1	373	-	-
Stage 2	745	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	229	673	-
Stage 1	696	-	-
Stage 2	469	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	196	673	-
Mov Cap-2 Maneuver	196	-	-
Stage 1	696	-	-
Stage 2	402	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.5	0	1.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	359	1154
HCM Lane V/C Ratio	-	-	0.31	0.102
HCM Control Delay (s)	-	-	19.5	8.5
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.3	0.3

HCM 6th TWSC
200: Crestview Church Road & Zoo Parkway

02/17/2026

Intersection

Int Delay, s/veh 2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	355	98	40	396	62	56
Future Vol, veh/h	355	98	40	396	62	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	394	109	44	440	69	62

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	503
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1061
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1061
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	20.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	360	-	-	1061	-
HCM Lane V/C Ratio	0.364	-	-	0.042	-
HCM Control Delay (s)	20.6	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.6	-	-	0.1	-

HCM 6th TWSC
300: Crestview Church Road & Site Access 1

02/17/2026

Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	52	113	70	13	8	30
Future Vol, veh/h	52	113	70	13	8	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	126	78	14	9	33

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	92	0	0 327 85
Stage 1	-	-	- 85 -
Stage 2	-	-	- 242 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1503	-	- 667 974
Stage 1	-	-	- 938 -
Stage 2	-	-	- 798 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1503	-	- 640 974
Mov Cap-2 Maneuver	-	-	- 640 -
Stage 1	-	-	- 900 -
Stage 2	-	-	- 798 -

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1503	-	-	-	878
HCM Lane V/C Ratio	0.038	-	-	-	0.048
HCM Control Delay (s)	7.5	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

HCM 6th TWSC
400: Crestview Church Road & Site Access 2

02/17/2026

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	8	13	108	75	52
Future Vol, veh/h	30	8	13	108	75	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	9	14	120	83	58

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	260	112	141
Stage 1	112	-	-
Stage 2	148	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	729	941	1442
Stage 1	913	-	-
Stage 2	880	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	722	941	1442
Mov Cap-2 Maneuver	722	-	-
Stage 1	904	-	-
Stage 2	880	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1442	-	759	-	-
HCM Lane V/C Ratio	0.01	-	0.056	-	-
HCM Control Delay (s)	7.5	0	10	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Queueing Analysis SimTraffic Worksheets

Queuing and Blocking Report

AM Existing

02/16/2026

Intersection: 100: US 220 BUS & Crestview Church Road

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	90	22	53
Average Queue (ft)	39	1	5
95th Queue (ft)	72	7	26
Link Distance (ft)	9725	1440	1600
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 200: Crestview Church Road & Zoo Parkway

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	29	52
Average Queue (ft)	1	27
95th Queue (ft)	10	45
Link Distance (ft)	1683	9725
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

PM Existing

02/17/2026

Intersection: 100: US 220 BUS & Crestview Church Road

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	51	72
Average Queue (ft)	25	17
95th Queue (ft)	49	50
Link Distance (ft)	9725	1600
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 200: Crestview Church Road & Zoo Parkway

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	27	52
Average Queue (ft)	4	29
95th Queue (ft)	20	44
Link Distance (ft)	1683	9725
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

AM Future No Build

02/16/2026

Intersection: 100: US 220 BUS & Crestview Church Road

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	68	96
Average Queue (ft)	37	9
95th Queue (ft)	60	45
Link Distance (ft)	9725	1600
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 200: Crestview Church Road & Zoo Parkway

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	53	55
Average Queue (ft)	12	27
95th Queue (ft)	40	55
Link Distance (ft)	1683	9725
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Intersection: 100: US 220 BUS & Crestview Church Road

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	70	72
Average Queue (ft)	25	17
95th Queue (ft)	43	56
Link Distance (ft)	9725	1600
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 200: Crestview Church Road & Zoo Parkway

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	95	73
Average Queue (ft)	10	31
95th Queue (ft)	47	59
Link Distance (ft)	1683	9725
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
AM Future Build

02/16/2026

Intersection: 100: US 220 BUS & Crestview Church Road

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	140	52
Average Queue (ft)	61	5
95th Queue (ft)	100	26
Link Distance (ft)	2306	1596
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 200: Crestview Church Road & Zoo Parkway

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	101	71
Average Queue (ft)	20	39
95th Queue (ft)	54	66
Link Distance (ft)	1674	5559
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 300: Crestview Church Road & Site Access 1

Movement	SB
Directions Served	LR
Maximum Queue (ft)	54
Average Queue (ft)	25
95th Queue (ft)	49
Link Distance (ft)	1501
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 400: Crestview Church Road & Site Access 2

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	48	51
Average Queue (ft)	22	3
95th Queue (ft)	43	19
Link Distance (ft)	1298	1669
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
PM Future Build

02/17/2026

Intersection: 100: US 220 BUS & Crestview Church Road

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	95	22	215
Average Queue (ft)	36	1	40
95th Queue (ft)	70	7	103
Link Distance (ft)	2306	1446	1596
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 200: Crestview Church Road & Zoo Parkway

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	22	155	93
Average Queue (ft)	1	32	45
95th Queue (ft)	10	97	79
Link Distance (ft)	1029	1674	5559
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 300: Crestview Church Road & Site Access 1

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	53	51
Average Queue (ft)	11	18
95th Queue (ft)	40	43
Link Distance (ft)	2306	1501
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 400: Crestview Church Road & Site Access 2

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	22	27
Average Queue (ft)	15	3
95th Queue (ft)	31	15
Link Distance (ft)	1298	1669
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Turning Movement Counts

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Groups Printed- Cars - Buses - Trucks

[illegible]

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File Name : US_220_BUS_and_Crestview_Church_Road
Site Code : 2600062
Start Date : 2/12/2026
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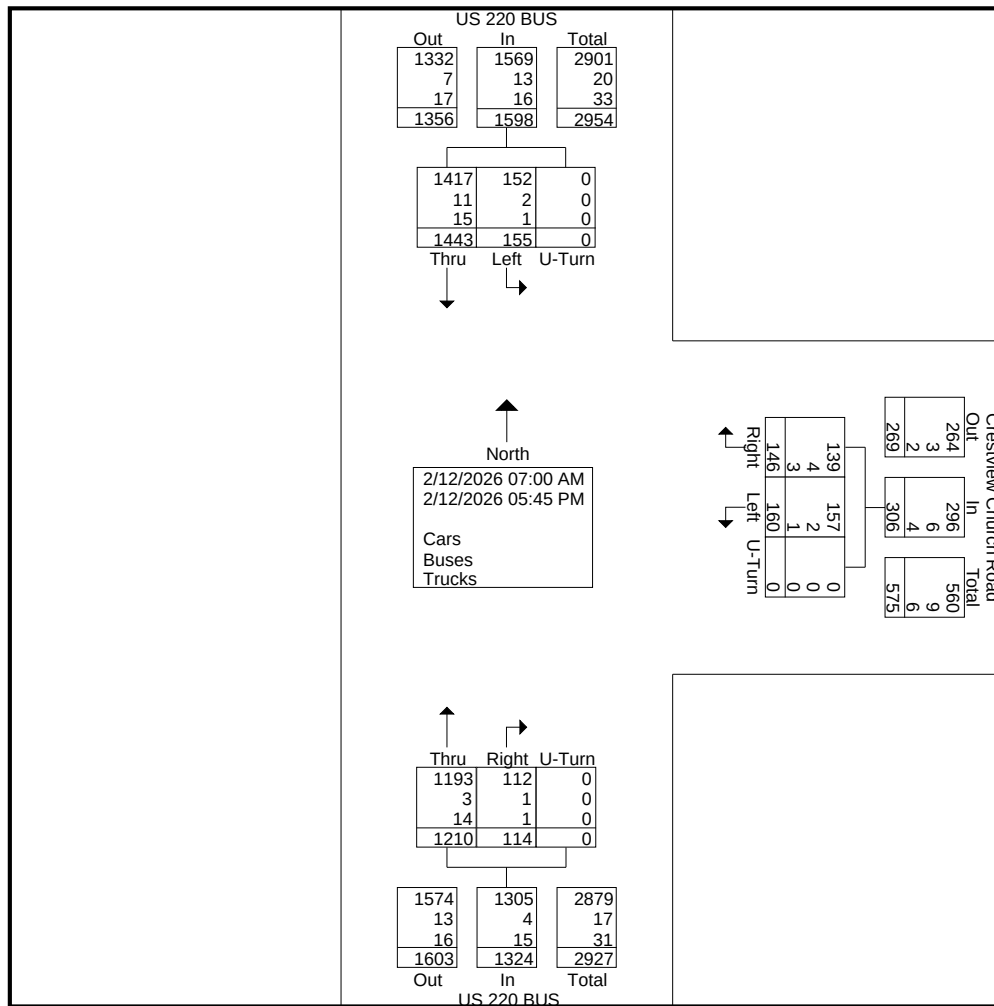
Groups Printed- Cars - Buses - Trucks

	US 220 BUS Southbound				Crestview Church Road Westbound				US 220 BUS Northbound				
Start Time	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	23	101	0	124	7	10	0	17	70	6	0	76	217
04:15 PM	15	99	0	114	3	2	0	5	65	5	0	70	189
04:30 PM	11	97	0	108	6	10	0	16	65	9	0	74	198
04:45 PM	13	101	0	114	4	5	0	9	65	11	0	76	199
Total	62	398	0	460	20	27	0	47	265	31	0	296	803
05:00 PM	14	116	0	130	6	9	0	15	75	9	0	84	229
05:15 PM	21	120	0	141	8	12	0	20	75	9	0	84	245
05:30 PM	13	105	0	118	10	8	0	18	46	7	0	53	189
05:45 PM	14	97	0	111	11	6	0	17	58	3	0	61	189
Total	62	438	0	500	35	35	0	70	254	28	0	282	852
Grand Total	155	1443	0	1598	160	146	0	306	1210	114	0	1324	3228
Apprch %	9.7	90.3	0		52.3	47.7	0		91.4	8.6	0		
Total %	4.8	44.7	0	49.5	5	4.5	0	9.5	37.5	3.5	0	41	
Cars	152	1417	0	1569	157	139	0	296	1193	112	0	1305	3170
% Cars	98.1	98.2	0	98.2	98.1	95.2	0	96.7	98.6	98.2	0	98.6	98.2
Buses	2	11	0	13	2	4	0	6	3	1	0	4	23
% Buses	1.3	0.8	0	0.8	1.2	2.7	0	2	0.2	0.9	0	0.3	0.7
Trucks	1	15	0	16	1	3	0	4	14	1	0	15	35
% Trucks	0.6	1	0	1	0.6	2.1	0	1.3	1.2	0.9	0	1.1	1.1

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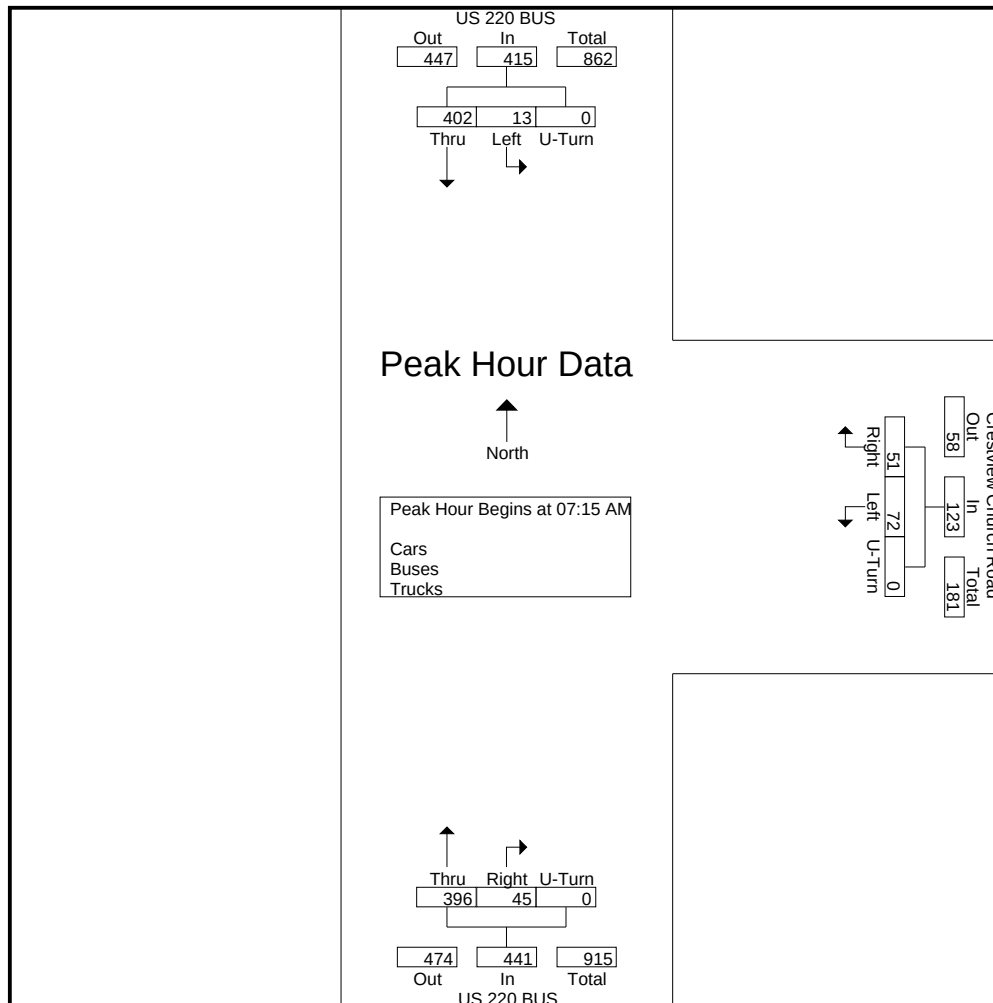


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	US 220 BUS Southbound				Crestview Church Road Westbound				US 220 BUS Northbound				
Start Time	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	4	101	0	105	19	12	0	31	61	5	0	66	202
07:30 AM	3	139	0	142	22	12	0	34	85	10	0	95	271
07:45 AM	2	95	0	97	21	17	0	38	146	16	0	162	297
08:00 AM	4	67	0	71	10	10	0	20	104	14	0	118	209
Total Volume	13	402	0	415	72	51	0	123	396	45	0	441	979
% App. Total	3.1	96.9	0		58.5	41.5	0		89.8	10.2	0		
PHF	.813	.723	.000	.731	.818	.750	.000	.809	.678	.703	.000	.681	.824

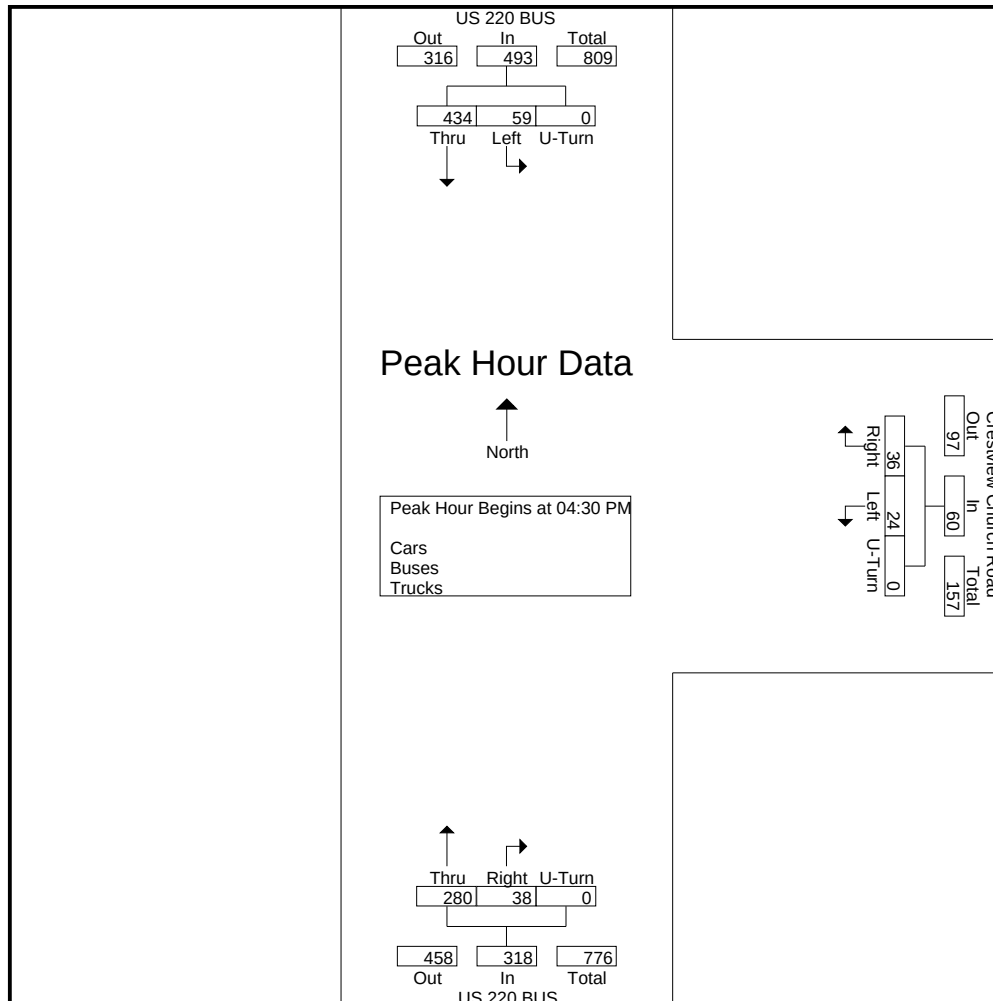


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	US 220 BUS Southbound				Crestview Church Road Westbound				US 220 BUS Northbound				
Start Time	Left	Thru	U-Turn	App. Total	Left	Right	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	11	97	0	108	6	10	0	16	65	9	0	74	198
04:45 PM	13	101	0	114	4	5	0	9	65	11	0	76	199
05:00 PM	14	116	0	130	6	9	0	15	75	9	0	84	229
05:15 PM	21	120	0	141	8	12	0	20	75	9	0	84	245
Total Volume	59	434	0	493	24	36	0	60	280	38	0	318	871
% App. Total	12	88	0		40	60	0		88.1	11.9	0		
PHF	.702	.904	.000	.874	.750	.750	.000	.750	.933	.864	.000	.946	.889



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File Name : Crestview_Church_Road_and_Zoo_Parkway
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Groups Printed- Cars - Buses - Trucks

[illegible]

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File Name : Crestview_Church_Road_and_Zoo_Parkway
Site Code : 2600061
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Page No : 2

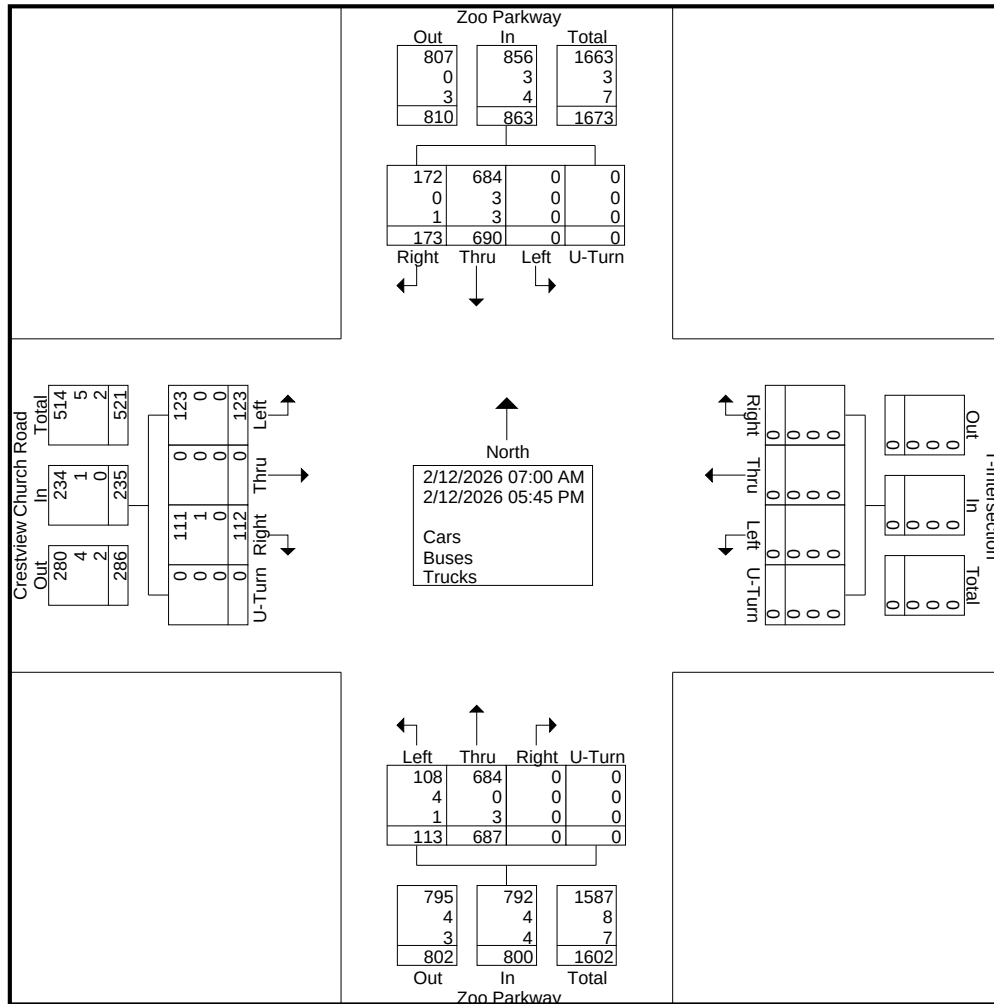
Groups Printed- Cars - Buses - Trucks

	Zoo Parkway Southbound					T-Intersection Westbound					Zoo Parkway Northbound					Crestview Church Road Eastbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	61	9	0	70	0	0	0	0	0	5	41	0	0	46	10	0	8	0	18	134
04:15 PM	0	61	13	0	74	0	0	0	0	0	7	42	0	0	49	8	0	10	0	18	141
04:30 PM	0	56	9	0	65	0	0	0	0	0	2	61	0	0	63	8	0	8	0	16	144
04:45 PM	0	51	16	0	67	0	0	0	0	0	5	42	0	0	47	11	0	11	0	22	136
Total	0	229	47	0	276	0	0	0	0	0	19	186	0	0	205	37	0	37	0	74	555
05:00 PM	0	69	14	0	83	0	0	0	0	0	7	69	0	0	76	4	0	8	0	12	171
05:15 PM	0	71	12	0	83	0	0	0	0	0	6	50	0	0	56	11	0	17	0	28	167
05:30 PM	0	46	15	0	61	0	0	0	0	0	8	40	0	0	48	7	0	9	0	16	125
05:45 PM	0	52	16	0	68	0	0	0	0	0	2	43	0	0	45	5	0	6	0	11	124
Total	0	238	57	0	295	0	0	0	0	0	23	202	0	0	225	27	0	40	0	67	587
Grand Total	0	690	173	0	863	0	0	0	0	0	113	687	0	0	800	123	0	112	0	235	1898
Apprch %	0	80	20	0		0	0	0	0		14.1	85.9	0	0		52.3	0	47.7	0		
Total %	0	36.4	9.1	0	45.5	0	0	0	0	0	6	36.2	0	0	42.1	6.5	0	5.9	0	12.4	
Cars	0	684	172	0	856	0	0	0	0	0	108	684	0	0	792	123	0	111	0	234	1882
% Cars	0	99.1	99.4	0	99.2	0	0	0	0	0	95.6	99.6	0	0	99	100	0	99.1	0	99.6	99.2
Buses	0	3	0	0	3	0	0	0	0	0	4	0	0	0	4	0	0	1	0	1	8
% Buses	0	0.4	0	0	0.3	0	0	0	0	0	3.5	0	0	0	0.5	0	0	0.9	0	0.4	0.4
Trucks	0	3	1	0	4	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	8
% Trucks	0	0.4	0.6	0	0.5	0	0	0	0	0	0.9	0.4	0	0	0.5	0	0	0	0	0	0.4

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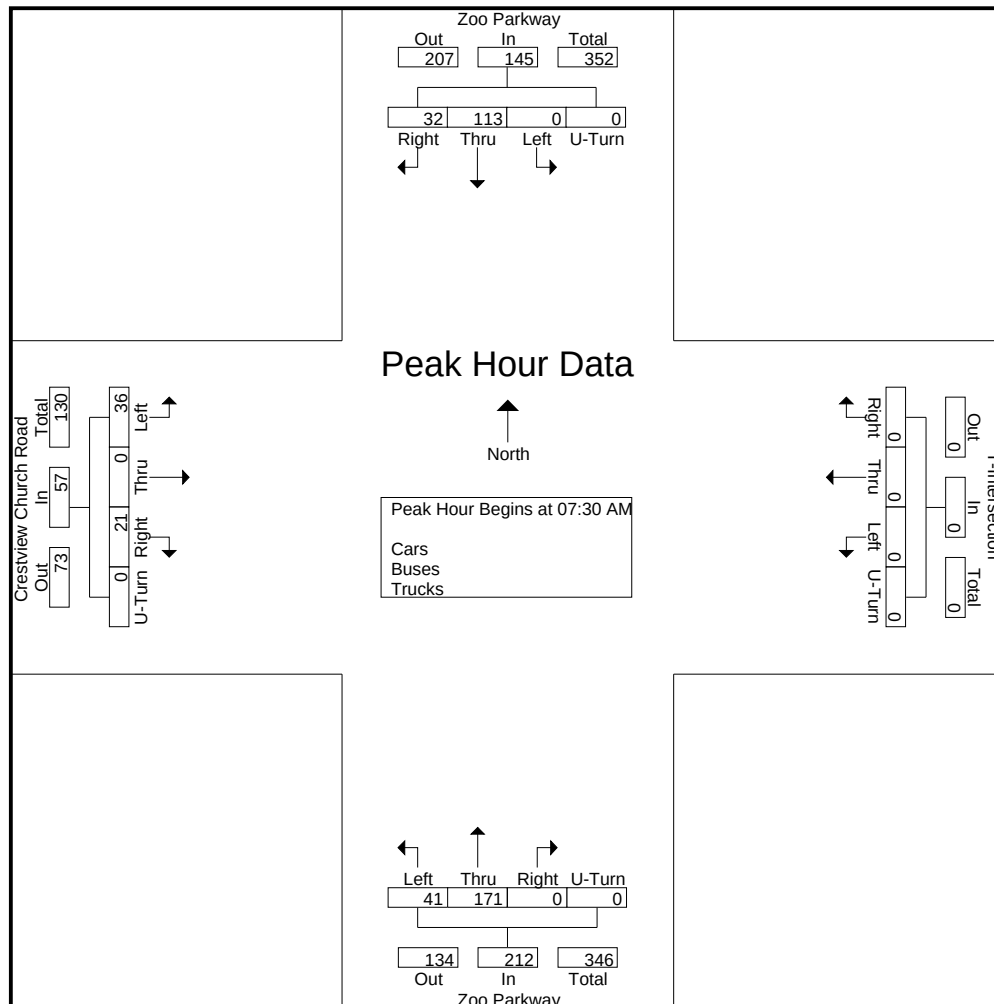


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	Zoo Parkway Southbound					T-Intersection Westbound					Zoo Parkway Northbound					Crestview Church Road Eastbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	28	13	0	41	0	0	0	0	0	15	48	0	0	63	12	0	4	0	16	120
07:45 AM	0	31	6	0	37	0	0	0	0	0	16	40	0	0	56	7	0	5	0	12	105
08:00 AM	0	26	6	0	32	0	0	0	0	0	7	41	0	0	48	5	0	8	0	13	93
08:15 AM	0	28	7	0	35	0	0	0	0	0	3	42	0	0	45	12	0	4	0	16	96
Total Volume	0	113	32	0	145	0	0	0	0	0	41	171	0	0	212	36	0	21	0	57	414
% App. Total	0	77.9	22.1	0		0	0	0	0		19.3	80.7	0	0		63.2	0	36.8	0		
PHF	.000	.911	.615	.000	.884	.000	.000	.000	.000	.000	.641	.891	.000	.000	.841	.750	.000	.656	.000	.891	.863

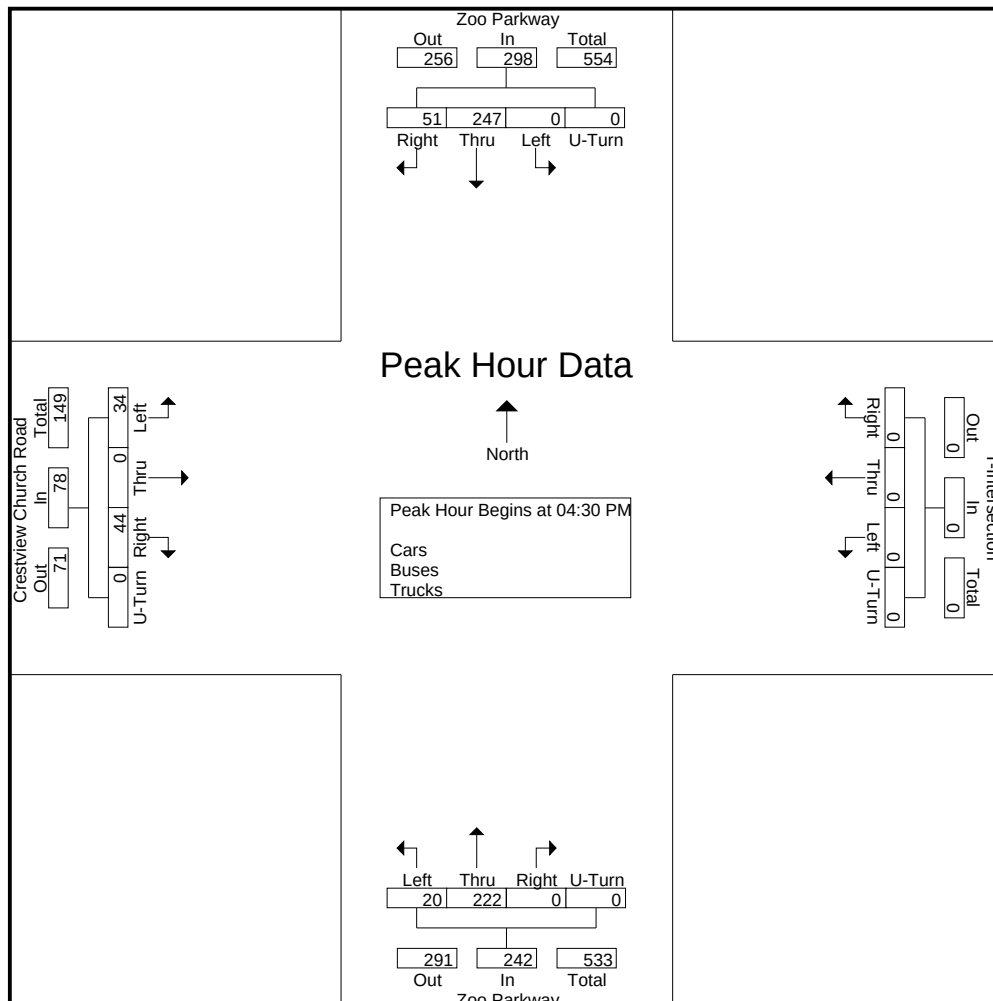


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File Name : Crestview_Church_Road_and_Zoo_Parkway
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	Zoo Parkway Southbound					T-Intersection Westbound					Zoo Parkway Northbound					Crestview Church Road Eastbound					
Start Time	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	56	9	0	65	0	0	0	0	0	2	61	0	0	63	8	0	8	0	16	144
04:45 PM	0	51	16	0	67	0	0	0	0	0	5	42	0	0	47	11	0	11	0	22	136
05:00 PM	0	69	14	0	83	0	0	0	0	0	7	69	0	0	76	4	0	8	0	12	171
05:15 PM	0	71	12	0	83	0	0	0	0	0	6	50	0	0	56	11	0	17	0	28	167
Total Volume	0	247	51	0	298	0	0	0	0	0	20	222	0	0	242	34	0	44	0	78	618
% App. Total	0	82.9	17.1	0		0	0	0	0		8.3	91.7	0	0		43.6	0	56.4	0		
PHF	.000	.870	.797	.000	.898	.000	.000	.000	.000	.000	.714	.804	.000	.000	.796	.773	.000	.647	.000	.696	.904

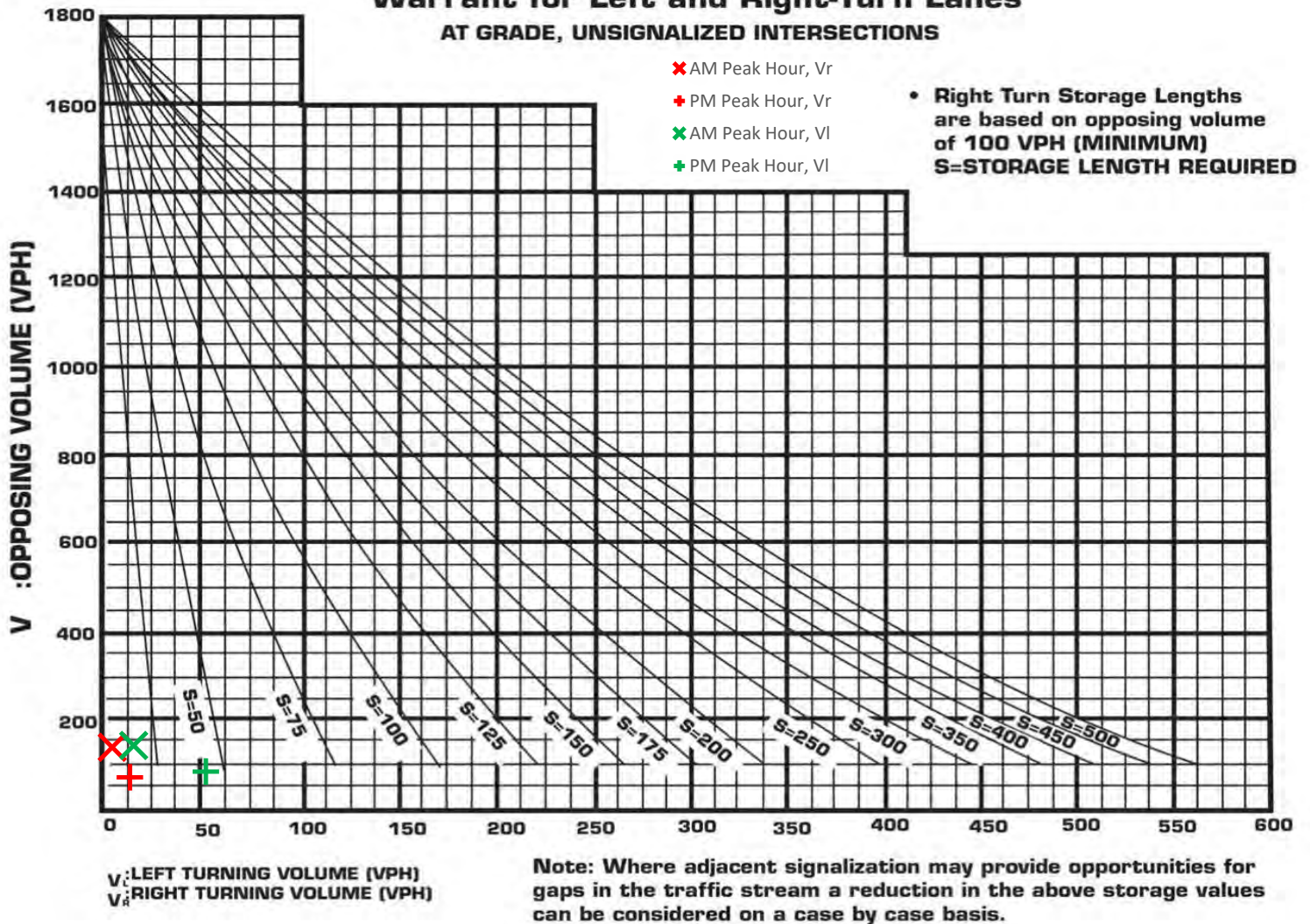


Supporting Documentation

Peak Hour	Volumes		Peak Hour	Volumes	
	Opposing	Lefts		Opposing	Rights
AM	142	15	AM	138	4
PM	83	52	PM	70	13

Warrant for Left and Right-Turn Lanes

AT GRADE, UNSIGNALIZED INTERSECTIONS



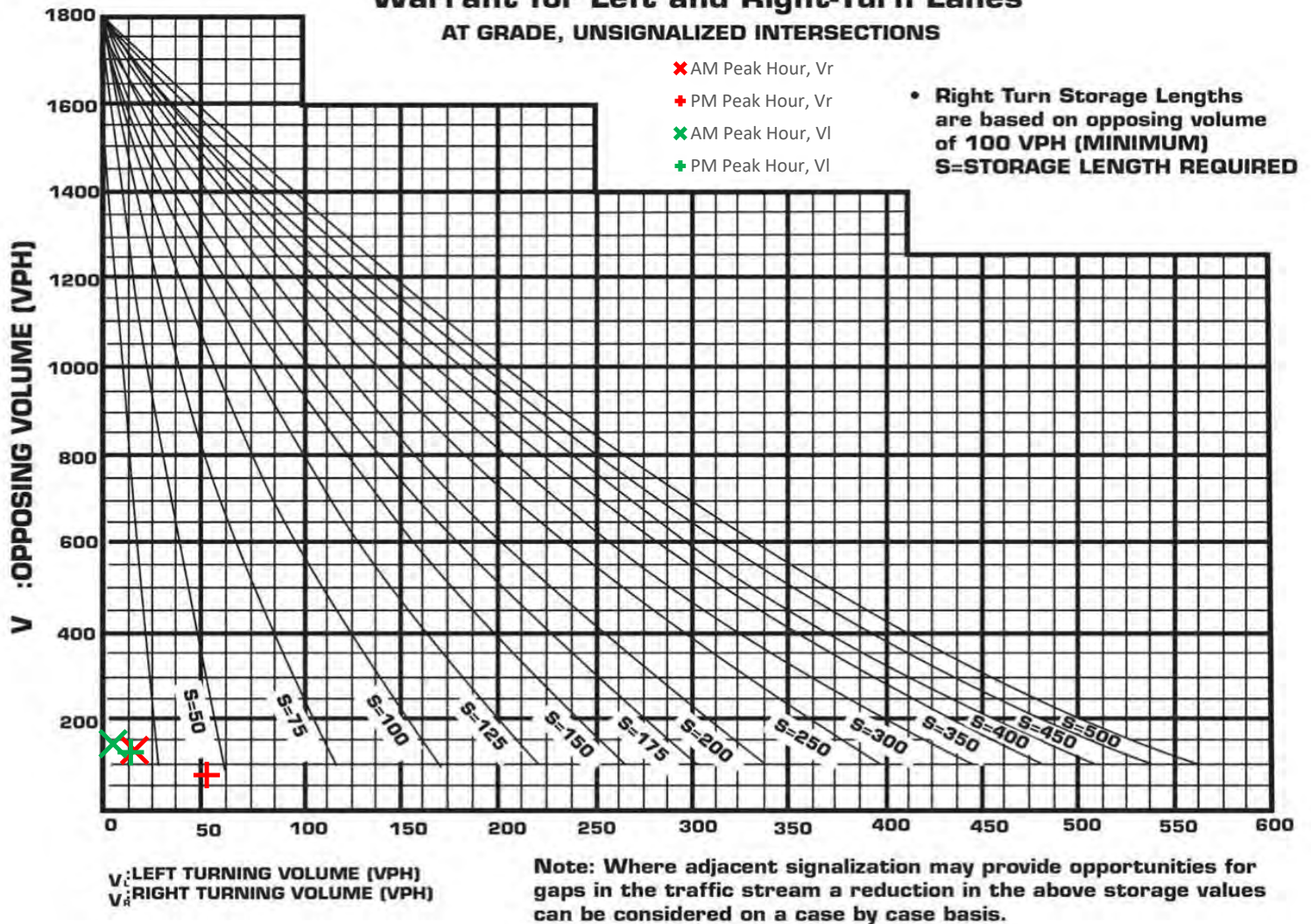
TURN LANE WARRANT SUMMARY

CRESTVIEW CHURCH ROAD AT SITE
ACCESS 1

Peak Hour	Volumes		Peak Hour	Volumes	
	Opposing	Lefts		Opposing	Rights
AM	146	4	AM	131	15
PM	127	13	PM	75	52

Warrant for Left and Right-Turn Lanes

AT GRADE, UNSIGNALIZED INTERSECTIONS



TURN LANE WARRANT SUMMARY

CRESTVIEW CHURCH ROAD AT SITE
ACCESS 2



Transportation Impact Analysis

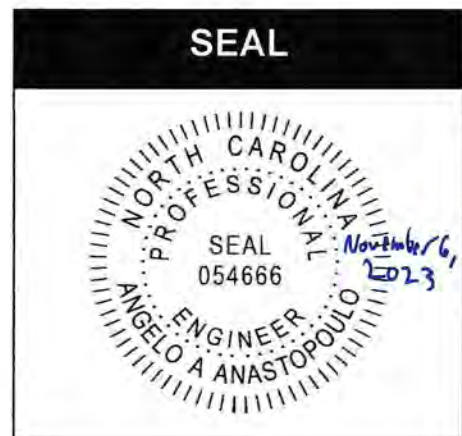
Hillcrest Farm Asheboro, NC

Prepared for
FitzComm Commercial Realty

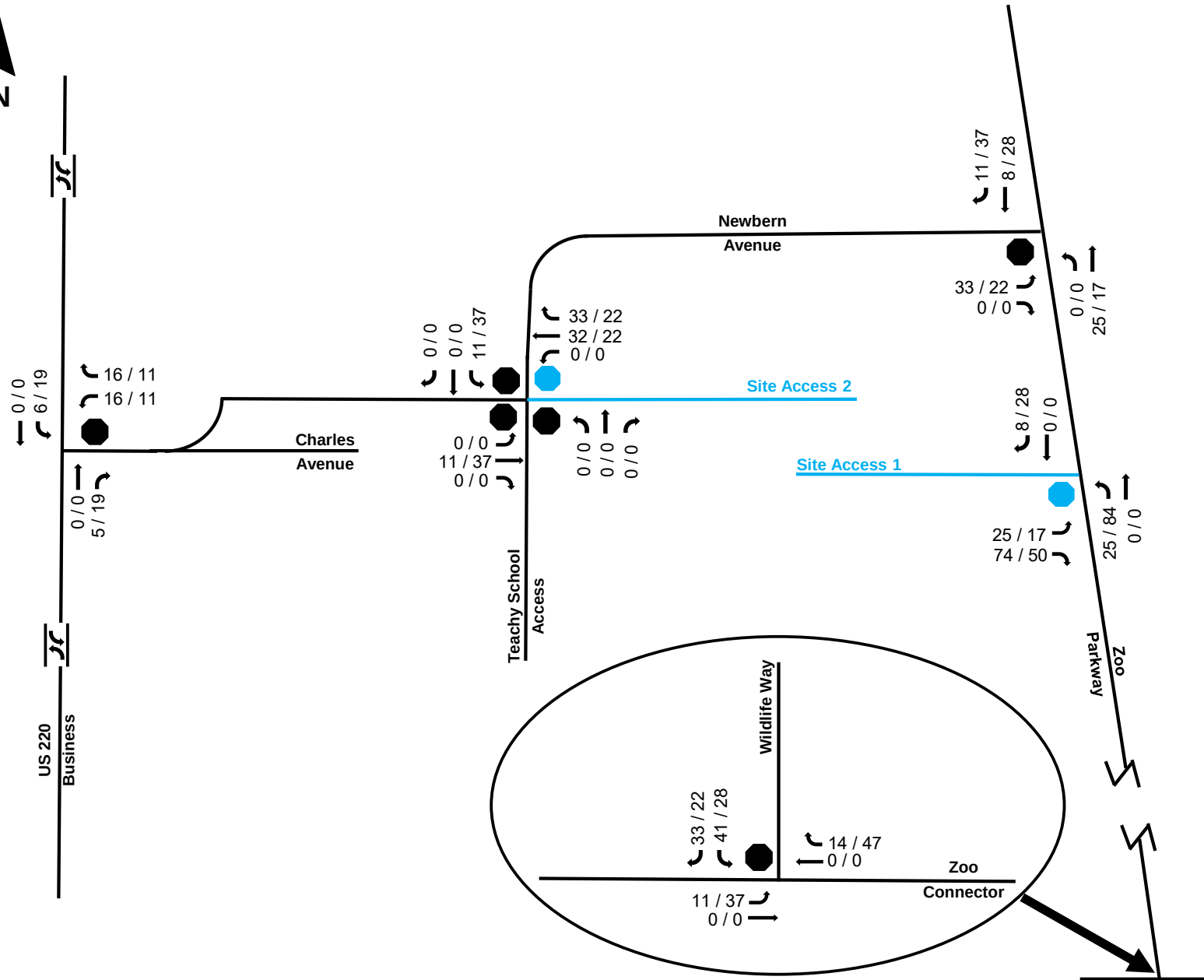
November 6, 2023

Analysis and Graphics by: Amrit Williams

Reviewed and Sealed by: AJ Anastopoulos, PE



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LEGEND



SIGNAL



STOP



ROADWAY



TRAFFIC MOVEMENT

BLACK = EXISTING

BLUE = PROPOSED



TWO-WAY LEFT-TURN LANE

AM / PM PEAKS

FIGURE 7 SITE TRIPS

HILLCREST FARM SUBDIVISION
ASHEBORO, NC

PROJECT NUMBER 230054



Study Scenarios

The study shall consist of the following scenarios:

1. Existing Year (2025)
2. Background Year (2029)
3. Build-out (2029)

Volume Development Methodology

1. Traffic Data Collection
 - a. Peak turning movement counts will be collected at the five (5) existing study intersections when area schools are in session.
2. Growth Rate Assumptions
 - a. Based on AADT data from NCDOT in the vicinity of the site, a 1.0% annual growth rate will be used.
3. Background Developments
 - a. The following approved development has been identified for inclusion in this analysis:
 - i. NC Zoo Expansion – anticipated to be completed in 2026
4. Proposed Development
 - a. Trip Generation will be used for a General Urban/Suburban setting/location.
 - b. ITE 11th Edition data will be used (see attached Table 1 for anticipated trip generation calculations).

Trip Distribution / Assignment

Projected site traffic generated by the proposed development will be assigned throughout the study with the following distribution:

- 40% to/from the north on Zoo Parkway
- 25% to/from the west on NC 42
- 10% to/from the north on Pine Hill Road
- 10% to/from the south on Zoo Parkway
- 5% to/from the east on NC 42
- 5% to/from the south on Old Cox Road
- 5% to/from the south on Lions Rest Road

The overall trip distribution and trip assignment percentages are shown on Figure 2 in the attachments.

Analysis Methods

This analysis will be performed using Synchro/SimTraffic version 12. Analysis files will be provided in Synchro/SimTraffic version 11 for TIA submittal.

Existing peak hour factors (PHF) will be used at all intersections, and a PHF of 0.90 will be used for turning movements at new intersections.

Attachments:

Figure 1: Study Area

Figure 2: Trip Distribution and Assignment

Table 1: Trip Generation

Asheboro Residential
Table 1 - Trip Generation

Land Use	Intensity	Daily			AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out	Total	In	Out
<u>210</u> Single Family Detached Housing	260 d.u.	2,430	1,215	1,215	178	45	133	244	154	90
<u>215</u> Single Family Attached Housing	160 d.u.	1,170	585	585	78	20	58	92	54	38
Total Net New External Trips		3,600	1,800	1,800	256	65	191	336	208	128

K:\RAL_TPT0\Traffic\012822005 Asheboro Residential\T5 - Report-Submittals\Figures\Asheboro Figure.dwg

