

CITY OF HIGH POINT

AGENDA ITEM



Title: Zoning Map Amendment 21-22
(Leoterra Development, Inc.)

From: Chris Andrews,
Interim Planning & Development Director

Meeting Date: November 15, 2021

Public Hearing: Yes

Advertising Date: November 5, 2021, and
November 10, 2021

Attachments: A. Staff Report
B. Zoning Ordinance

Advertised By: Planning & Development

PURPOSE:

A request by Leoterra Development, Inc. to rezone approximately 72 acres from the Residential Single Family - 3 (R-3) District and the Residential Single Family - 20 (R-20) Districts, within Forsyth County's zoning jurisdiction, to a Conditional Zoning Residential Multifamily - 16 (CZ RM-16) District. The site is located south of the southern leg of Joyce Circle, west of Skeet Club Road and north of I-74. Approval of this rezoning request is contingent upon City Council approval of a voluntary annexation request.

BACKGROUND:

The Planning and Zoning Commission reviewed this request at their October 26, 2021 public hearing. All members of the Commission were present. Mr. Herbert Shannon, Senior Planner, presented the case and recommended approval of the request as outlined in the staff report.

Speaking on the request:

Speaking in favor of the request on behalf of the applicant was Mr. Tom Terrell, attorney, Fox Rothschild LLP, 230 N. Elm Street, Suite 1200, Greensboro. Mr. Terrell provided an overview of Leoterra Development's proposal to rezone this site to a CZ RM-16 District to develop a townhome development. Mr. Terrell explained that the zoning site is in an ideal location due to its proximity to I-74 and to retail/commercial uses along N. Main Street. He pointed out that recent developments in the area have consisted of twin homes, triplexes, and townhomes and that the higher density is necessary to make the project work financially due environmental constraints (various streams) that impact the site. In conclusion, Mr. Terrell noted that Leoterra Development believes it can fit about 534 units on the site, equating to a density of 7.62 units per acre, and would be supported by the Land Use Plan.

Speakers in opposition to the request were Mr. Steve Woelk, 134 Buena Vista Avenue, and Ms. Krista Smith, 815 Joyce Circle. These speakers expressed the following concerns:

- Impact the proposed development would have on traffic along an already busy portion of Skeet Club Road and N. Main Street.
- Concerns that the additional traffic that comes with an extra 534 - 600 homes and the burden that it would place on the overcrowded schools.
- Required new infrastructure isn't being added quickly enough to keep up with the speed of [development] growth.

BUDGET IMPACT:

There is no budget impact.

RECOMMENDATION / ACTION REQUESTED:**A. Staff Recommendation**

Staff recommended ***approval*** of this request as outlined in the attached staff report.

B. Planning and Zoning Commission Action

1. The Planning and Zoning Commission recommended ***approval*** of this request, as recommended by staff, by a vote of 9-0.

2. **Consistency and Reasonableness Statements**

The Planning and Zoning Commission voted 9-0 to approve the following statement:

That Zoning Map Amendment 21-21 is consistent with the City's adopted policy guidance because, the requested CZ RM-16 zoning is supported by the Medium-Density Residential Land Use Plan designation governing this portion of the City and by the goals and objectives of the Northwest Area Plan. Furthermore, the request is reasonable and in the public interest because the requested CZ RM-16 District is in harmony with adopted policy guidance documents, and it is similar to previous conditional zoning approval granted in this area.

**CITY OF HIGH POINT
PLANNING AND DEVELOPMENT DEPARTMENT**

**STAFF REPORT
ZONING MAP AMENDMENT ZA-21-22**

November 5, 2021

(Revised)

Request	
Applicant: Leoterra Development, Inc.	Owner: Bencini Realty Limited Partnership
Zoning Proposal: To rezone approximately 72 acres	From: R-3 Residential Single Family - 3 RS-20 Residential Single Family - 20 <i>(Forsyth County)</i>
	To: CZ RM-16 Conditional Zoning Residential Multifamily – 16

Site Information	
Location:	The site is located south of the southern leg of Joyce Circle, west of Skeet Club Road and north of I-74.
Tax Parcel Number:	Guilford County Tax Parcel 198681 Forsyth County Tax Parcels 6892-08-4548 and 6882-99-7011
Site Acreage:	Approximately 72 acres
Current Land Use:	Undeveloped
Physical Characteristics:	The site is heavy wooded with moderate to severely sloping terrain. A perennial stream runs through the northeastern and southeastern portion of the site. A separate perennial stream runs through the northwestern portion of the site with 100 & 500-year flood zones lying along both sides of this stream corridor.
Water and Sewer Proximity:	A 12-inch City water line and an 8-inch City sewer line lie adjacent to the site along Skeet Club Road. There is also a 12-inch sewer line lying adjacent and on the western boundary of the site.
General Drainage and Watershed:	The site drains in a southwesterly direction and is within the Yadkin Pee-Dee (non-water supply) watershed. Stormwater control measures may be required.
Overlay District:	None

Adjacent Property Zoning and Current Land Use			
North:	RS-20	Residential Single Family - 20 <i>(Forsyth County)</i>	Single family dwellings <i>(west of Joyce Circle in unincorporate Forsyth County)</i>
	CZ RM-16	Conditional Zoning Residential Multifamily – 16 District	A single family and townhome subdivision is under construction
South:	RS-20	Residential Single Family - 20 <i>(Forsyth County)</i>	A single family dwellings and I-74 corridor
	R-3	Residential Single Family – 3	
East:	R-3	Residential Single Family – 3	Single family dwellings
West:	RS-20	Residential Single Family - 20 District <i>(Forsyth County)</i>	Single family dwelling

Relevant Land Use Policies and Related Zoning History	
Community Growth Vision Statement:	<p><u>Obj. 1B</u>: Preserve and link environmentally sensitive lands such as floodplains, wetlands and steep slopes.</p> <p><u>Obj. 5E</u>: Require that street systems connect with one another whenever possible to move all modes of traffic efficiently, to avoid congestion along key corridors, to improve traffic and pedestrian safety, and to enhance emergency management access.</p> <p><u>Obj. 5G</u>: As an alternative means of transportation, expand the greenway system and add bike lanes to key roads linking activity centers and important destinations.</p>
Land Use Plan Map Classification:	The site has a Medium-Density Residential land use designation. This classification includes a variety of attached dwellings, generally including higher density townhouses and less land-intensive multi-family housing such as garden apartments. Development densities shall range from eight to sixteen dwellings units per gross acre.
Land Use Plan Goals, Objectives & Policies:	<p>The following goals and objectives of the Land Use Plan are relevant to this request:</p> <p>Goal #1: Ensure that development respects the natural environment.</p> <p>Goal #3: Provide a wide range of housing opportunities for families of all income levels.</p> <p>Goal #5: Promote an urban growth pattern that occurs in an orderly fashion and conserves the land resources of the city and its planning area.</p> <p>Obj. #3. Provide opportunities for an adequate supply of affordable housing at appropriate locations convenient to employment, shopping and service areas.</p> <p>Obj. #8. Stimulate more efficient use of the City's land resources by encouraging in-fill, mixed-use, cluster development and higher residential densities at appropriate locations.</p>
Relevant Area Plan: <i>Northwest Area Plan</i>	<p><u>Northwest Area Plan</u></p> <p>The following goals, objectives, and recommendations of the Northwest Area Plan are relevant to the request:</p> <p><u>Obj. 1a</u>: Preserve streams, wetlands, and steep slopes through the siting of development in appropriate locations.</p> <p><u>Obj. 2d</u>: Provide for residential development at a variety of densities and affordability levels.</p> <p><u>Obj. 3a</u>: Maintain the transportation integrity of major thoroughfares through access control measures like restrictive driveway policies and the use of landscaped medians.</p> <p><u>Obj. 3b</u>: Provide intra-and inter-development transportation connectivity via streets, sidewalks, greenways, and less formal trails.</p> <p>The area of the request was included in an assessment of a recommended Business Center Area designation on both sides of NC 66 north of the I-74/US 311 interchange. While the Business Center Area is located northwest of the site, a Medium Density Residential designation was also</p>

	recommended for the area upon utilities being extended to the area. This was done in 2014-15, resulting in the current Land Use Plan designation. However, this site was envisioned in the plan as likely being developed toward the lower end of the 8-16 dwelling units per acre range due to the presence of streams and steep slopes.
Zoning History:	<u>Zoning Case 19-09</u> : This 2019 zoning case rezoned adjacent lands to the north, surrounded by Joyce Circle, to a CZ-RM-16 District.

Transportation Information				
Adjacent Streets:	Name		Classification	Approx. Frontage
	Skeet Club Road Joyce Circle		Major Thoroughfare Local Street	650 ft. 1,020 ft.
Vehicular Access:	Via public street extension into the site from Skeet Club Road and Joyce Circle.			
Traffic Counts: (Average Daily Trips)	Skeet Club Road Joyce Circe		6,300 AADT (NCDOT 2019 traffic counts) Not Applicable	
Estimated Trip Generation:	A 600-unit townhome subdivision is proposed to be developed. Such a development is anticipated to generate approximately 4,495 daily trips (during a 24-hour time period) with approximately 306 AM peak-hour trips and approximately 397 PM peak-hour trips			
Traffic Impact Analysis (TIA):	Required		TIA Comments	
	<u>Yes</u> X	<u>No</u>	The proposed development will generate more than 150 trips in the AM or PM peak hours; therefore, a TIA is required to be submitted as part of the rezoning application. The TIA executive summary is attached as a supporting documentation at the end this staff report.	
Conditions:	At the October 26, 2021 Planning and Zoning Commission hearing, the applicant submitted amendments to the transportation-related conditions. The Transportation Department agreed with these amendments. See the attached Conditional Zoning Ordinance 21-22 for the most recent Transportation Department conditions.			

School District Comment				
Guilford County School District				
Local Schools:	Enrollment: 2020 – 2021 (20 th day of class)	Maximum Design / Built Capacity: (2020 – 2021):	Mobile Classrooms:	Projected Additional Students:
Shadybrook Elementary	322	512	10	9 - 11
Ferndale Middle School	577	1,272	0	5 - 7
High Point Central High	1,171	1,213	0	4 - 6
School District Remarks: With the implementation of General Statute 115C-301 mandating reduced K-3 class sizes, elementary schools will experience annual reductions in capacity through 2021-2022. Elementary built capacity assumes reduced K-3 class sizes per applicable core academic classroom as of the stated year. Middle and high school built capacity assumes 30 students per core academic classroom.				

Winston-Salem/Forsyth County School District				
Local Schools:	Enrollment: 2021 – 2022 (20 th day of class)	Maximum Design / Built Capacity: (2021 – 2022)	Mobile Classrooms:	Projected Additional Students:
Union Cross Elementary	452	626	154	225
Southeast Middle School	887	725	406	165
Glen High School	1,476	1,615	0	95
<u>School District Remarks:</u> Although more accurate projections will depend on type of units, number of units, number of bedrooms, price range, and completion phases; projected additional students listed above are based on full buildout of 600 maximum density restrictions proposed. No negative major impact over short term development.				

Details of Proposal

This 72 acre site straddles the Guilford/Forsyth County line. The eastern 4 acres are in Guilford County and within the City of High Point's corporate limits. The western 68 acres are in Forsyth County and an annexation application has been requested for this area to be annexed into the City of High Point to have access to City utilities and services. This application proposes to establish a Conditional Zoning Residential Multifamily – 16 (CZ RM-16) District for this area to facilitate development of a 600 unit townhome or multifamily development.

Included with this application is a conditional zoning ordinance in which the applicant has offered conditions pertaining to lot combination, landscaping, right-of-way dedication, vehicular access and to provide road improvements.

Staff Analysis

Section 2.4.6.C of the Development Ordinance states that the advisability of a conditional zoning is a matter committed to the legislative discretion of the City Council and is not controlled by any one factor. In determining whether to approve or deny a conditional zoning, the City Council shall weigh the relevance of and consider the following issues outlined below.

Consistency with Adopted Policy Guidance

Whether and the extent to which the proposed conditional zoning district is appropriate for its proposed location, and is consistent with the City's adopted policy guidance.

The requested CZ RM-16 zoning is supported by the Medium-Density Residential Land Use Plan designation governing this portion of the City and by the goals and objectives of the Northwest Area Plan.

Reasonableness/Public Interest:

Why a decision to approve, or to deny, the proposed conditional zoning would be reasonable and in the public interest.

The requested CZ RM-16 District is in harmony with adopted policy guidance documents and similar to a previous conditional zoning approval granted in this area.

Compatibility with Surrounding Areas

- Whether the proposed conditional zoning district will result in a development that is compatible with the character of surrounding existing or proposed development and land uses.
 - Where there are issues of compatibility, the proposed conditional zoning district shall provide for appropriate transition areas that address incompatibility through increased buffering, landscaping, fencing, building height, mass and scale or other means designed to promote a complimentary character of development.
 - Determination of complimentary character may be based on densities/intensities, use types, lot sizes and dimensions, building height, mass and scale, exterior lighting, siting of service areas, or other aspects that may be identified by the City Council.
- ❖ The requested CZ-RM-16 District will allow for residential development consistent with adopted City plans.
 - ❖ The Development Ordinance and the RM-16 District contain standards to ensure the character of the proposed development is compatible with adjacent residential development; including standards for building height, maximum number of attached townhome units, exterior lighting and landscaping.

Mitigation of Impacts

Whether the applicant's proposed conditional zoning district, including the proposed use(s), written conditions, and conditional zoning plan (if applicable), will satisfactorily:

Mitigation #1	<p>Minimize or effectively mitigate any identified adverse impact on adjacent and nearby land, such as that caused by traffic, parking, noise, lighting, trash, loading areas, etc.</p> <ul style="list-style-type: none"> ❖ Standards of the Development Ordinance pertaining to perimeter landscaping, parking lot landscaping, exterior lighting and open space for multifamily developments will mitigate impacts on adjacent lands. Furthermore, the Development Ordinance provides standards for the screening of solid waste collection areas and ground-based mechanical equipment associated with a multifamily development. ❖ The applicant has offered conditions for dedication of right of way along the site's Skeet Club Road frontage and to install roadway improvements (turn lanes) at this access point. Furthermore, the applicant has offered a condition to improve this southern portion of the Joyce Circle right-of-way to NCDOT standards.
Mitigation #2	<p>Minimize or effectively mitigate any identified adverse environmental impact on water and air resources, minimize land disturbance, preserve trees and protects habitat.</p> <p>The site is within the Yadkin Pee-Dee (non-water supply) watershed. If development, grading and site improvements exceeds one acre in area, the stormwater watershed regulations may require stormwater controls to be provided to mitigate runoff.</p>
Mitigation #3	<p>Minimize or effectively mitigate any identified adverse impact on municipal facilities and services, such as streets, potable water and wastewater facilities, parks, police and fire.</p>

	The site is within an area currently served by City of High Point utilities and municipal services, including a new sanitary sewer outfall that was recently installed within the stream corridor lying west of the site.
Mitigation #4	Minimize or effectively mitigate any identified adverse effect on the use, enjoyment or value of adjacent lands.
	The requested RM-16 District maintains the residential land use pattern of this area as envisioned by the Land Use Plan and the Northwest Area Plan. Immediately to the north is a CZ RM-16 District and to the northeast is a CU RM-5 District which allows similar land uses.

Supportive Changes in the Area

Whether and the extent to which there have been changes in the type or nature of development in the area of the proposed conditional zoning district that support the application.

- ❖ Land use policies established in 2011 with the adoption of the Northwest Area Plan and the subsequent 2014 Land Use Plan amendment to establish a Medium Density land use classification both support mixed residential development and higher development densities on lands along the west side of Skeet Club Road.
- ❖ Lands lying along the west side of Skeet Club Road have been limited to rural or large lot (over one acre) residential development. The extension of a sewer outfall for the Ralph Lauren warehouse & distribution facility provides the opportunity for higher density residential uses to be developed on land along the west of Skeet Club Road.

Promotes a Preferred Development Pattern

Whether and the extent to which the proposed conditional zoning district will result in development that promotes a logical, preferred, and orderly development pattern.

The proposed CZ RM-16 District is consistent with development pattern envisioned for this area by the Northwest Area Plan.

Recommendation

Staff Recommends Approval:

The Planning & Development Department recommends approval of the request to rezone this 72 acre area to the CZ RM-16 District. As conditioned, the requested the CZ RM-16 District will be compatible with the surrounding area and in conformance with adopted plans.

Required Action

Planning and Zoning Commission:

The NC General Statutes require that the Planning and Zoning Commission place in the official record a statement of consistency with the City's adopted plans when making its recommendation. This may be accomplished by adopting the statements in the Staff Analysis section of this report or by adopting its own statement.

City Council:

The NC General Statutes require that the City Council also place in the official record a statement of consistency with the City's adopted plans, and explain why the action taken is considered to be reasonable and in the public interest when rendering its decision in this case. This may be accomplished by adopting the statements in the Staff Analysis section of this report or by adopting its own statement.

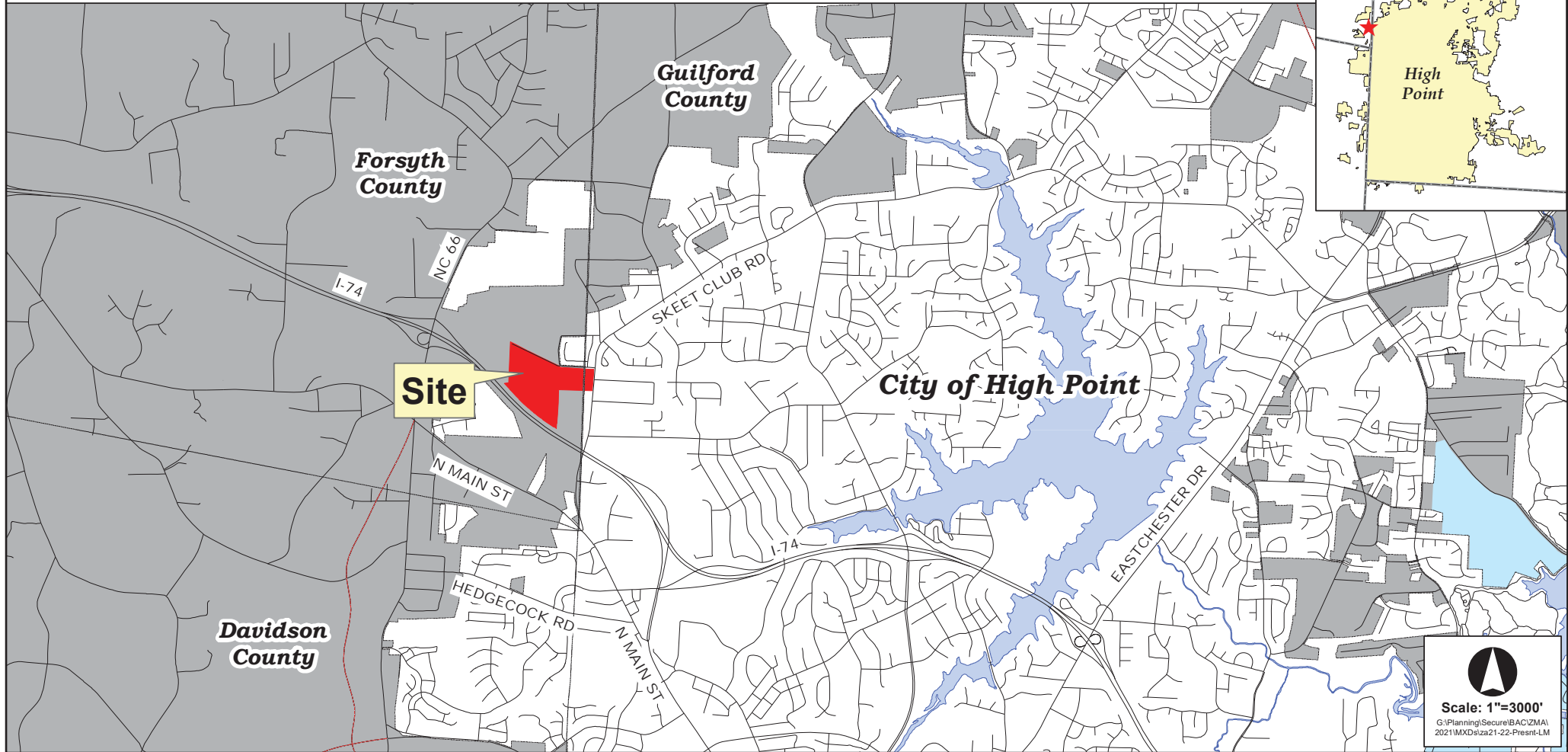
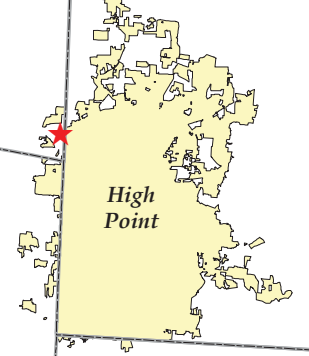
Report Preparation

This report was prepared by Planning and Development Department staff member Herbert Shannon Jr. AICP, Senior Planner and reviewed by Chris Andrews AICP, Interim Planning and Development Director.

LOCATION MAP

ZONING MAP AMENDMENT: ZA-20-22
Applicant: Leoterra Development, Inc.

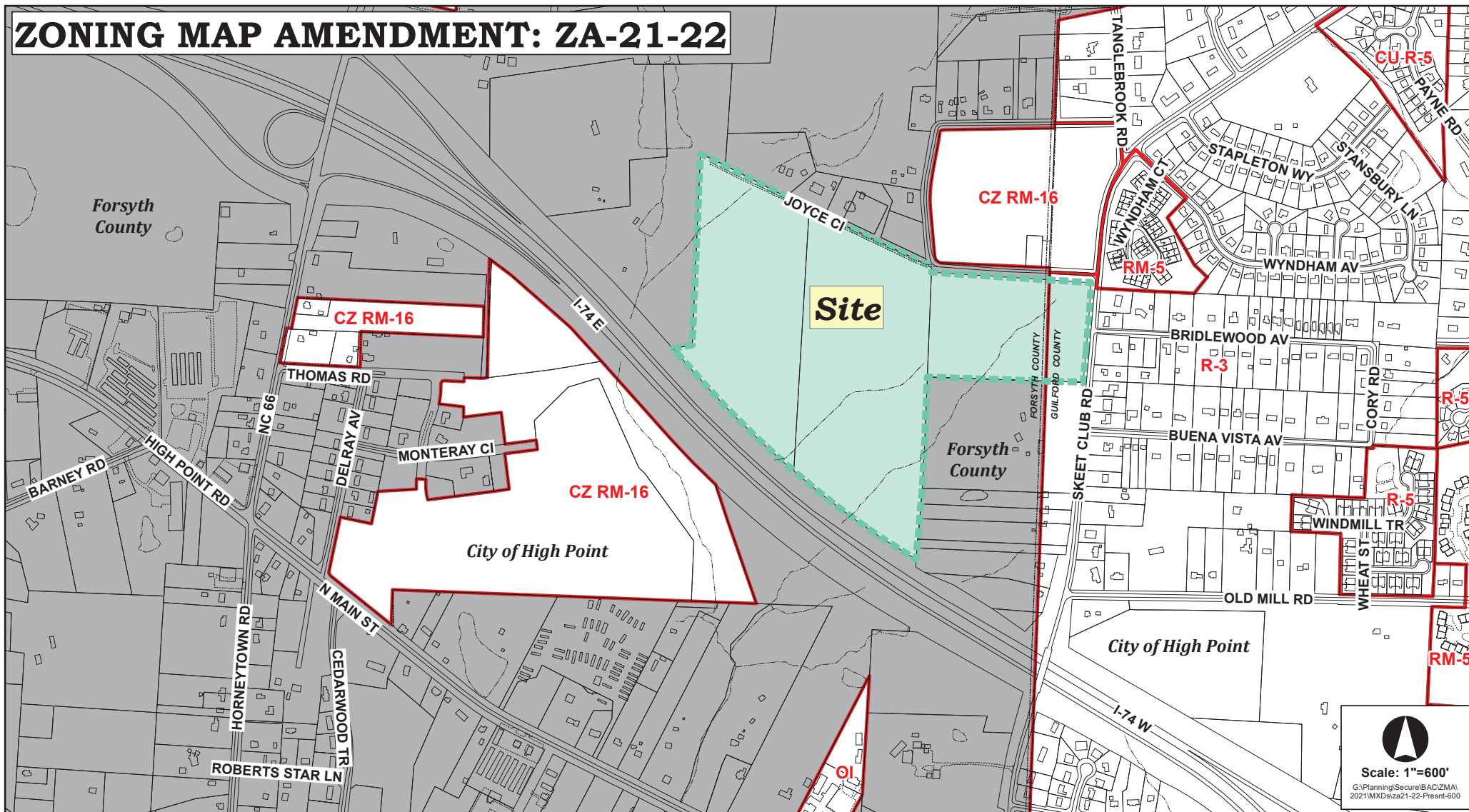
Vicinity Map



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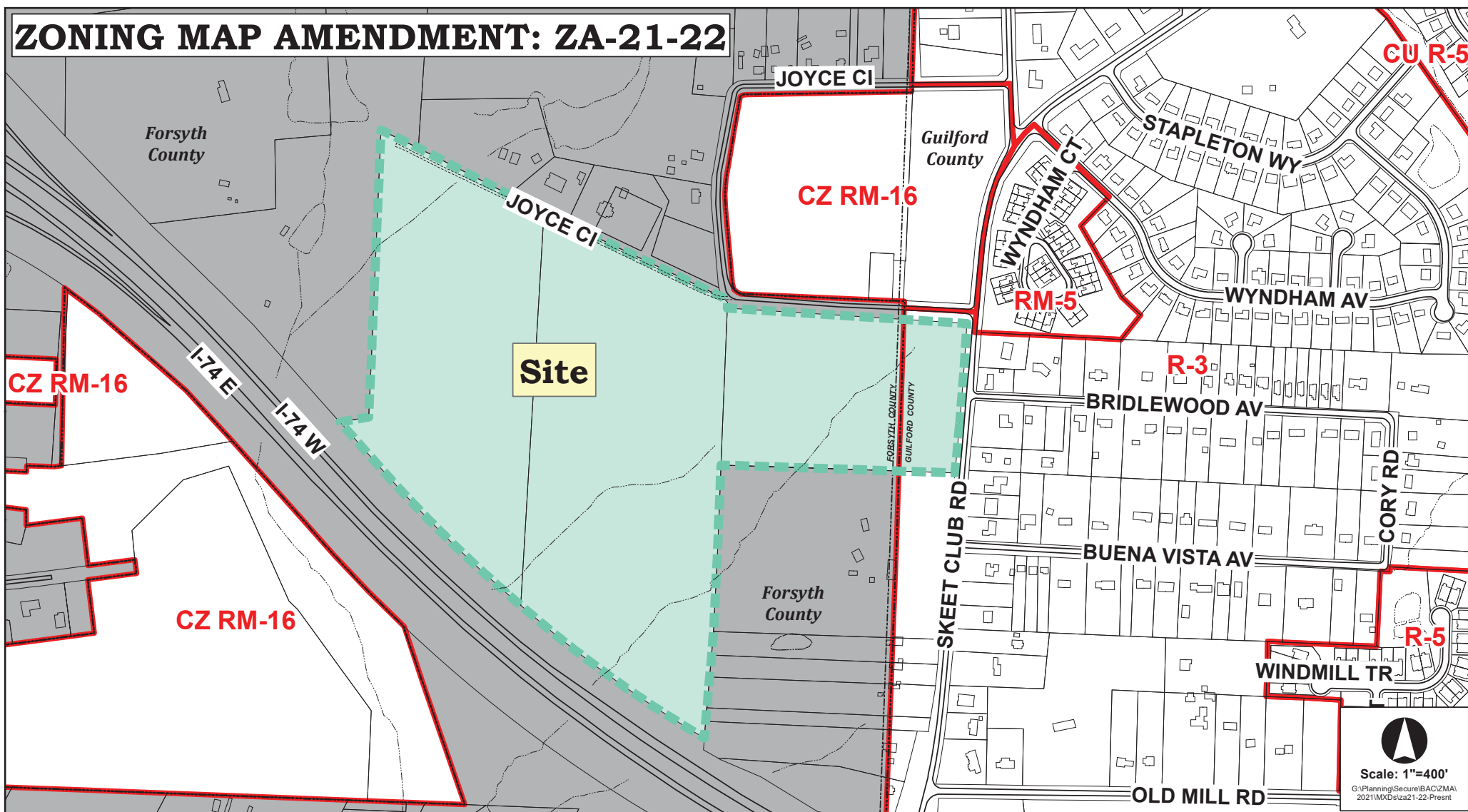
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ZONING MAP AMENDMENT: ZA-21-22

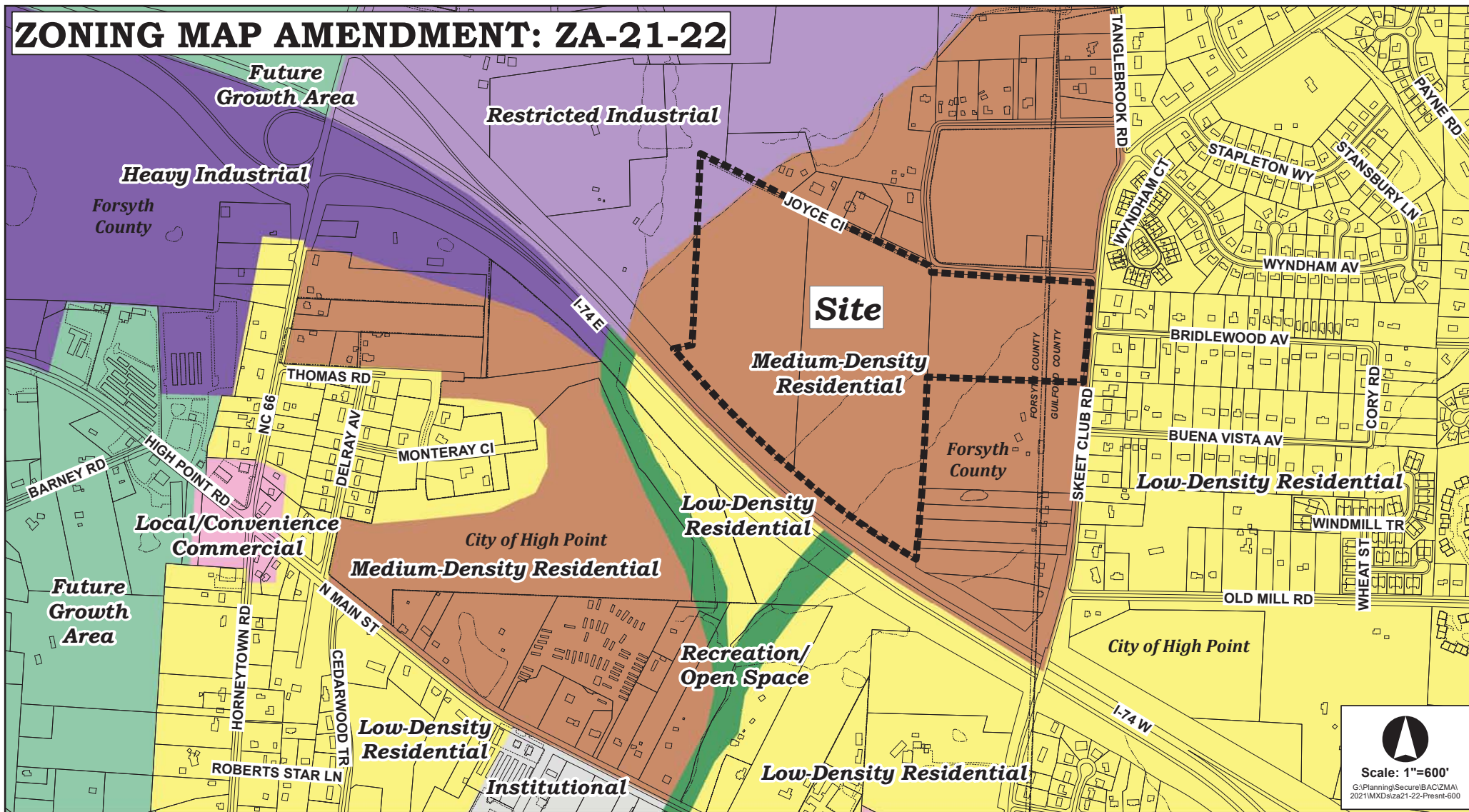


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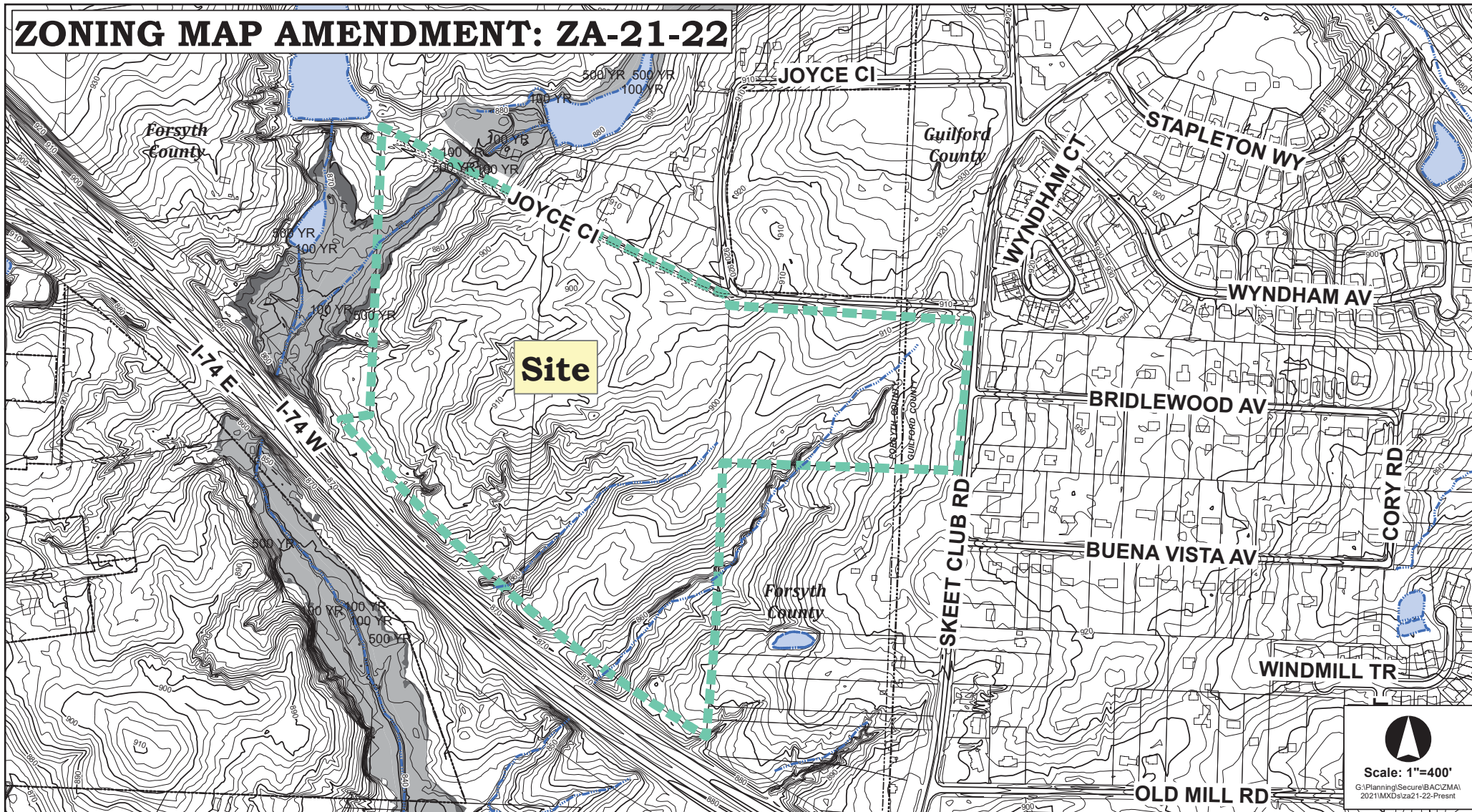
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ZONING MAP AMENDMENT: ZA-21-22

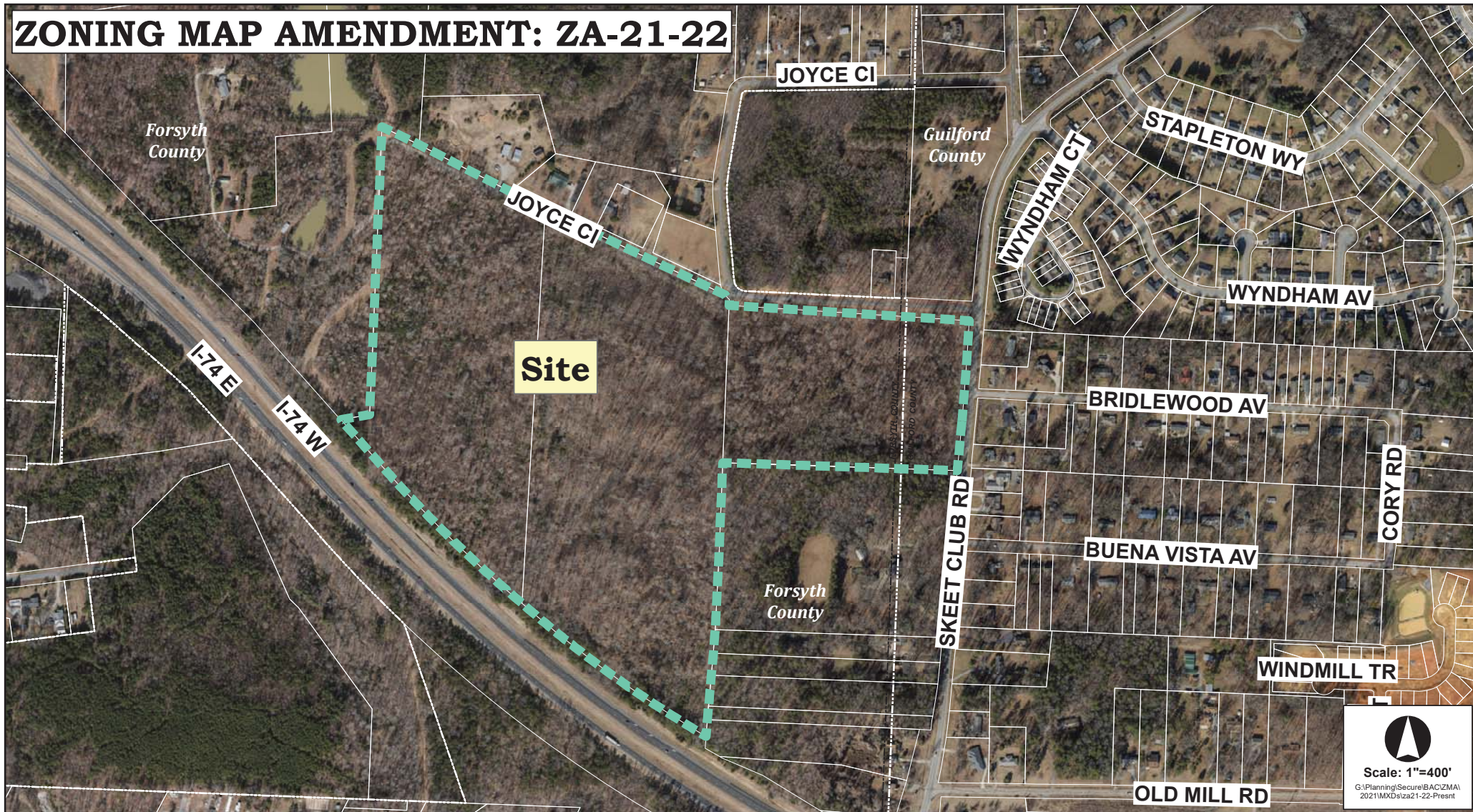


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ZONING MAP AMENDMENT: ZA-21-22



AN ORDINANCE AMENDING “THE CITY OF HIGH POINT, NORTH CAROLINA DEVELOPMENT ORDINANCE,” PURSUANT TO SECTION 2.4.6, CONDITIONAL ZONING MAP AMENDMENT, OF THE DEVELOPMENT ORDINANCE.

WHEREAS, the City Council of the City of High Point adopted “The City of High Point Development Ordinance” on May 16, 2016 with an effective date of January 1, 2017, and subsequently amended;

WHEREAS, public hearings were held before the Planning and Zoning Commission of the City of High Point on October 26, 2021 and before the City Council of the City of High Point on November 15, 2021 regarding **Zoning Map Amendment Case 21-22 (ZA-21-22)** a proposed amendment to the Official Zoning Map of the “City of High Point Development Ordinance”;

WHEREAS, notice of the public hearings were published in the High Point Enterprise on October 17, 2021, for the Planning and Zoning Commission public hearing and on November 5, 2021 and November 10, 2021, for the City Council public hearing pursuant to Chapter 160D-602 of the General Statutes of North Carolina; and

WHEREAS, the proposed amendment was adopted by the City Council of the City of High Point on **November 15, 2021**.

THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF HIGH POINT:

SECTION 1

That the Official Zoning Map of the City of High Point be amended to establish the following described area as a: **Conditional Zoning Residential Multifamily – 16 (CZ- RM-16) District.** The property is approximately 72 acres, located south of the southern leg of Joyce Circle, west of Skeet Club Road and north of I-74. The property is also known as Guilford County Tax Parcel 198681 and Forsyth County Tax Parcels 6892-08-4548 and 6882-99-7011.

SECTION 2

That the property herein described shall be perpetually bound by the following use(s) authorized and condition(s) imposed, unless subsequently changed or amended as provided for by the Development Ordinance.

Part I. USES:

a) Permitted Uses:

Any uses allowed in the Residential Multifamily – 16 (RM-16) District subject to the standards of the Development Ordinance and the specific conditions listed in this ordinance.

b) Prohibited Uses:

The Multifamily dwelling use type (Household Living Use Category), as enumerated in Table 4.1.9 (Principal Use Table) of the Development Ordinance, shall be prohibited.

Part II. CONDITIONS:

- A. Lot Combination: All parcels of the rezoning site shall be combined into one lot prior to resubdivision or any new development.
- B. Landscaping, Buffers and Screening:
A minimum twenty (20) foot wide Streetyard, planted to a Type C rate, shall be installed along the entire Skeet Club Road frontage of the zoning site. This Streetyard planting area shall be established within a common area.
- C. Transportation Conditions.
 - 1. Right-of-way Dedication: As a part of development permit approval, the property owner shall dedicate forty-two (42) feet of right-of-way, as measured from the existing centerline of Skeet Club Road, along the entire Skeet Club Road frontage of the zoning site.
 - 2. Access
 - a) Skeet Club Road: Only one point of access shall be allowed to Skeet Club Road. This shall be a full movement access point.
 - b) Joyce Circle: **Two full movement access points will be allowed to Joyce Circle.**
 - c) Driveway access from individual dwelling units shall not be permitted to Skeet Club Road.
 - d) **A public street stub shall be provided to the parcel south of the rezoning site identified as Parcel Number 198678**
 - 3. Improvements:
 - a) Joyce Circle: **As a part of development permit approval, the property owner shall improve the south side of Joyce Circle along the Joyce Circle property frontage from Skeet Club Road to approximately 1,050 feet west of Skeet Club Road to a point where Joyce Circle turns to the north. The improvements shall be constructed to City standards for a local street and consist of half of a 26-foot-wide cross-section with standard curb and gutter and sidewalk. This improvement is subject to NCDOT approval.**
 - b) Skeet Club Road at Joyce Circle: As a part of the development permit approval, the property owner shall install a northbound left turn lane with 100 feet of storage and appropriate taper.
 - c) Skeet Club Road at Bridlewood Avenue (Site Access 1 as noted in the Traffic Impact Analysis): As part of development permit approval, the

property owner shall install a northbound left turn lane with 125-feet of storage and appropriate taper.

4. Other Transportation Conditions: The City of High Point Transportation Director and the North Carolina Department of Transportation (NCDOT) shall approve the exact location and design of all access points and improvements.

SECTION 3

That plans for any development on the property described herein shall be pursued in accordance with this conditional zoning district and shall be submitted to the City of High Point and other approval authorities for review in the same manner as other such plans that are required to be approved by the City of High Point.

SECTION 4

Should any section or provision of this ordinance be declared invalid, such decision shall not affect the validity of the remaining portions of this ordinance.

SECTION 5

That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION 6.

This ordinance shall become effective upon the date of adoption.

Adopted by the City Council
City of High Point, North Carolina
The **15th** day of **November, 2021**

By: _____

Jay W. Wagner, Mayor

ATTEST:

Lisa B. Vierling, City Clerk

The applicant's traffic engineer submitted the following Executive Summary from their Traffic Impact Analysis (TIA).

In addition to this summary, the complete TIA has been submitted to the City of High Point Transportation Department for review.

TRANSPORTATION IMPACT ANALYSIS

Skeet Club Development

High Point, NC

*Prepared for
LeoTerra Development Inc.*





**Transportation Impact Analysis
Skeet Club Development
Prepared for LeoTerra Development Inc.
September 3, 2021**

Introduction

The purpose of this report is to assess the transportation impact of the proposed Skeet Club Development. The proposed development is located in the southwest quadrant of Skeet Club Road and Joyce Circle in High Point, NC. Skeet Club Development will consist of 600 townhomes. This development proposes three (3) access points, one (1) on Skeet Club Road and two (2) on Joyce Circle. Figure 1 illustrates a concept plan in the appendix and Figures 2A and 2B display approximate and potential site location and study vicinity of this analysis.

Per the High Point Department of Transportation (HPDOT) guidelines, a study year of 2026 (existing year plus five year) was used for analysis purposes. Traffic conditions were assessed during the weekday AM (7-9 AM) and PM (4-6 PM) peak hours for the following conditions:

- 2021 Existing Conditions
- 2026 Future No-Build Conditions
- 2026 Future Build Conditions
- 2026 Future Build Conditions + Improvements

The study was conducted according to the standards and best practices utilized in the transportation engineering profession. Field data were collected consistent with industry standards and best practices. Trip generation was calculated using the *Trip Generation Manual, 10th Edition* published by the Institute of Transportation Engineers (ITE). This is the industry-standard method for trip generation. Data were analyzed using the methodology outlined in the *Highway Capacity Manual, 6th Edition* (HCM) published by the Transportation Research Board (TRB). Both publications are industry-standard publications and are routinely used by HPDOT and North Carolina Department of Transportation (NCDOT). Capacity and level of service are the design criteria for this traffic study. Modeling and intersection analyses were performed using Synchro (Version 10.3), a state-of-the-art software package widely used and accepted by HPDOT, in addition to transportation professionals and governments all over the United States and the world. These data sources and tools are adequate to reach the conclusions contained within this study.

The scope for this development was determined through coordination with HPDOT and NCDOT staff. This is documented in the Appendix. Information regarding the proposed development was provided by LeoTerra Development, Inc.

Existing Study Area

Based on the scoping and coordination with HPDOT and NCDOT, the study area included the following intersections:

- Skeet Club Road at Dillworth Road/ Payne Road
- Skeet Club Road at Joyce Circle
- Skeet Club Road at Bridlewood Avenue/ Site Access 1
- Skeet Club Road at Old Mill Road
- Skeet Club Road at Main Street
- Joyce Circle at Site Access 2
- Joyce Circle at Site Access 3

A field investigation was conducted by DAVENPORT staff to determine the existing roadway conditions in the study area. Table 1 summarizes this information. Figure 3 shows the existing lane geometry.

Table 1 - Street Inventory					
Facility Name	Route	Typical Cross Section	Pavement Width	Speed Limit	Maintained By
Skeet Club Road	SR 1820	2-lane undivided	Approx. 22'	45 MPH	NCDOT
Main Street	SR 1003	3-lane undivided	Approx. 22'	50 MPH	NCDOT
Old Mill Road	N/A	2-lane undivided	Approx. 18'	40 MPH	City of High Point
Bridlewood Avenue	N/A	2-lane undivided	Approx. 20'	25 MPH	City of High Point
Joyce Circle	SR 2615	2-lane undivided	Varies from 12' to 18'	Not Posted 35 MPH assumed	NCDOT
Dillworth Road	SR 1826	2-lane undivided	Approx. 21'	35 MPH	NCDOT
Payne Road	N/A	2-lane undivided	Approx. 26'	35 MPH	City of High Point

Base Traffic Volumes

Existing traffic volumes at the study intersections were counted on July 13, 2021. Due to summer counts and the lingering effects of COVID-19, the following methodology was used to adjust the 2021 Base Volumes for COVID and for school traffic. Using current turning movement counts and previous 2019 NCDOT AADT counts, the following methodology was used to create a forecast for the existing traffic volumes.

- An annual growth rate of 2.00% was applied to the 2019 NCDOT AADT to project 2021 AADT at the three existing study intersections.
- 2021 projected AADT was then compared to the current 2021 TMC two-directional volumes to establish a ratio of peak hour volumes to AADT.
- 10% of the AADT was divided by the 2021 TMC two-directional volumes to determine the multiple factor for the AM and PM peak at each study intersection
- The average multiple factor for the AM was determined to be 1.75 and the PM 1.07
- Multiplication factors were applied to the 2021 current TMC
- Volumes were not balanced due to the presence of several driveways along the roadway which can account for imbalances.

Figure 4 presents the 2021 Base Traffic peak hour volumes for AM and PM peaks. More information can be found in the Traffic Volume Data section of the Appendix.

Approved Developments and Committed Improvements

Approved Developments

Approved developments are developments that have been recently approved in the area, but not yet constructed. Per HPDOT and NCDOT staff, there is one approved development to account for in the vicinity of the project. The Joyce Commons is a 65 single family home development north of Skeet Club Development. The approved development did not require a TIA; however, the projected site trips were incorporated in the analysis.

More information can be found in the Appendix.

Committed Improvements

Committed Improvements are improvements that are planned by HPDOT, NCDOT, or a developer in the area, but not yet constructed. Per NCDOT, there are no committed improvements in the vicinity of the project area.

Methodology

The analysis for this TIA was conducted utilizing HPDOT and NCDOT standards. The following table contains a summary of the base assumptions:

Table 2 – Assumptions and Parameters	
Peak Hour Factor	0.90
Background Traffic Annual Growth Rate	2.0% per year for all roadways
Base Signal Timing/ Phasing	Provided by HPDOT and NCDOT
Analysis Software	Synchro/SimTraffic Version 10.3
Lane widths	12-feet unless measured otherwise
Truck percentages	2%

Trip Generation

As mentioned previously the development is expected to consist of 600 townhome units. The trip generation potential of this site was projected based on the most recent edition (10th Edition) of the ITE *Trip Generation Manual*, which is the industry-standard methodology. Also, NCDOT Congestion Management provides guidance on the selection of appropriate rates and equations from the *Trip Generation Manual*, and these guidelines were applied. Table 3 presents the results.

Table 3 - ITE Trip Generation									
Skeet Club Development - High Point, NC									
Average Weekday Driveway Volumes					Weekday 24 Hour	AM Peak Hour		PM Peak Hour	
					Two-Way				
<u>Land Use</u>	<u>ITE Land Code</u>	<u>Size</u>	<u>Data Source</u>	<u>Volume</u>	<u>Enter</u>	<u>Exit</u>	<u>Enter</u>	<u>Exit</u>	
Low Rise Multifamily Housing	220	600	Dwelling Units	Generator-Equation	4,495	86	220	234	163
Total Trips					4,495	86	220	234	163

Trip Distribution

The trip distribution patterns for future site traffic were projected based on existing traffic patterns and were agreed upon with HPDOT and NCDOT. The directional percentages for site traffic are listed below. The primary trip distribution model for this project is shown in Figure 5.

- 40% to and from the east on Main Street
- 35% to and from the north on Skeet Club Road
- 15% to and from the east on Old Mill Road
- 10% to and from the west on Main Street

Future No Build Traffic

The 2026 future no-build traffic volumes were computed by applying a 2.0% compounded annual growth rate to the base traffic volumes and adding traffic from approved and planned developments. Figure 6 shows the 2026 future no-build traffic volumes for AM and PM peaks.

Total Traffic

The 2026 build-out traffic volume was obtained by summing the 2026 future no-build traffic volumes and site trips due to this project. Site trips are shown in Figure 7. The resulting build volume totals for AM and PM peaks are shown in Figure 8. More information can be found in the Traffic Volume Data section of the appendix.

Capacity Analysis

Level of Service Evaluation Criteria

The Transportation Research Board's Highway Capacity Manual (HCM) utilizes a term "level of service" to measure how traffic operates in intersections and on roadway segments. There are currently six levels of service ranging from A to F. Level of service "A" represents low-volume traffic operations and Level of Service "F" represents high-volume, oversaturated traffic operations. Synchro Traffic Modeling software was used to determine the level of service for studied intersections. All worksheet reports from the analyses can be found in the Appendix.

**Table 4 – Level of Service and Control Delay Criteria
from Highway Capacity Manual**

Levels of Service and Control Delay Criteria			
Signalized Intersection		Unsignalized Intersection	
Level of Service	Control Delay Per vehicle (sec)	Level of Service	Delay Range (sec)
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

Discussion of Results

Skeet Club Road at Dillworth Road/ Payne Road

This unsignalized intersection operates at LOS C during the AM and PM peak hours under base scenarios. In the future no build, this intersection is expected to operate at LOS C in the AM and PM peaks. In the future build, LOS D is expected in the AM and PM peaks. No improvements are recommended.

Skeet Club Road at Joyce Circle

This unsignalized intersection operates at LOS B during the AM and PM peak hours under base scenarios. In the future no build, this intersection is expected to operate at LOS B in the AM and PM peaks. In future build, LOS C is expected in the AM and PM peaks. Based upon the AADT on Skeet Club Road, it is recommended to provide a northbound left turn lane of 100 feet of storage and appropriate taper.

Skeet Club Road at Bridlewood Avenue/ Site Access 1

This unsignalized intersection operates at LOS B during the AM and PM peak hours under base scenarios. In the future no build this intersection is expected to operate at LOS C in the AM peak and LOS B in the PM peak. In future build, LOS D is expected in the AM and PM peaks. The need for left and right turn lanes was reviewed based on NCDOT "Policy on Street and Driveway Access to North Carolina Highways." Based on projected volumes, a northbound left turn lane of 125 feet of storage and appropriate taper is warranted. The site access should be designed in accordance with HPDOT and NCDOT standards as applicable.

Skeet Club Road at Old Mill Road

This unsignalized intersection operates at LOS C during the AM and PM peak hours under base scenarios. In the future no build conditions, this intersection is expected to operate at LOS C in the AM and PM peaks. In the future build conditions, this intersection is expected to operate at LOS D in the AM peak and LOS C in the PM peak. No improvements are recommended.

Skeet Club Road at Main Street

This unsignalized intersection operates at LOS E during the AM and PM peak hours under base scenarios. In future no build scenario, this intersection is expected to operate at LOS F in the AM and PM peaks. LOS F is common at unsignalized intersections along heavily trafficked roadway such as Main Street which lack gaps for left turn movements. In future build, LOS F is expected to remain. Therefore, no improvements are recommended.

Joyce Circle at Site Access 2

In the future build, this intersection is expected to operate at LOS A in the AM and PM peaks. The need for left and right turn lanes was reviewed based on 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 HPDOT and NCDOT standards as applicable.

Joyce Circle at Site Access 3

In the future build, this intersection is expected to operate at LOS A in the AM and PM peaks. The need for left and right turn lanes was reviewed based on 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 HPDOT and NCDOT standards as applicable.

Recommended improvements at the study intersections are illustrated in Figure 9.

Level of Service Summary

Table 5 presents the summary of the level of service analysis for all study intersections:

Table 5 - Level of Service Summary				
AM Peak	2021 Base Year	2026 No Build	2026 Build	2026 Build + Improvements
Skeet Club Road at Dillworth Road/ Payne Road	C (17.6) EB Approach	C (21.3) EB Approach	D (26.3) EB Approach	
Skeet Club Road at Joyce Circle	B (12.0) EB Approach	B (11.7) EB Approach	C (20.0) EB Approach	C (19.9) EB Approach
Skeet Club Road at Bridlewood Avenue/ Site Access 1	B (14.3) WB Approach	C (16.1) WB Approach	D (29.7) WB Approach	D (29.2) WB Approach
Skeet Club Road at Old Mill Road	C (17.1) WB Approach	C (21.0) WB Approach	D (32.6) WB Approach	
Skeet Club Road at Main Street	E (35.5) SB Approach	F (74.5) SB Approach	F (160.7) SB Approach	
Joyce Circle at Site Access 2			A (8.8) NB Approach	
Joyce Circle at Site Access 3			A (8.5) NB Approach	
PM Peak	2021 Base Year	2026 No Build	2026 Build	2026 Build + Improvements
Skeet Club Road at Dillworth Road/ Payne Road	C (18.5) EB Approach	C (23.2) EB Approach	D (31.9) EB Approach	
Skeet Club Road at Joyce Circle	B (12.9) EB Approach	B (12.4) EB Approach	C (21.1) EB Approach	C (20.8) EB Approach
Skeet Club Road at Bridlewood Avenue/ Site Access 1	B (12.7) WB Approach	B (14.0) WB Approach	D (30.2) WB Approach	D (29.0) WB Approach
Skeet Club Road at Old Mill Road	C (15.9) WB Approach	C (18.3) WB Approach	C (24.9) WB Approach	
Skeet Club Road at Main Street	E (38.2) SB Approach	F (82.6) SB Approach	F (180.9) SB Approach	
Joyce Circle at Site Access 2			A (8.7) NB Approach	
Joyce Circle at Site Access 3			A (8.5) NB Approach	
LOS (delay in seconds)				
Note for unsignalized conditions, LOS and delay indicates only minor street approach with longest delay				

Summary and Conclusion

The purpose of this report is to assess the transportation impact of the proposed Skeet Club Development. The proposed development is located in the southwest quadrant of Skeet Club Road and Joyce Circle in High Point, NC. Skeet Club Development will consist of 600 townhomes. This development proposes three (3) access points, one (1) on Skeet Club Road and two (2) on Joyce Circle.

Trip Generation

Based on trip generation rates and equations published in Trip Generation (Institute of Transportation Engineers, 10th Edition), this development has a trip generation potential of 4,495 daily trips, with 306 trips in the AM peak hour and 397 trips in the PM peak hour.

Capacity Analysis and Recommendations

This analysis has been conducted based on the HPDOT and NCDOT guidelines and has identified the potential traffic impacts of this development.

Based on the analysis, it is recommended to provide a northbound left turn lane at the intersections of Skeet Club Road and Joyce Circle and Skeet Club Road and Site Access 1. Recommendations are detailed in Table 6.

Conclusion

This TIA was performed in order to assess transportation impacts of the proposed site as well as background traffic. Recommendations have been given to accommodate these impacts. The analysis indicates that with the recommended improvements in place, the proposed site is not expected to have a detrimental effect on transportation capacity and mobility in the study area. Please note that the access points should be designed according to HPDOT and NCDOT standards as applicable.

Table 6 – Recommended Improvements Summary

Intersection	Recommendations
Skeet Club Road at Dillworth Road/ Payne Road	<ul style="list-style-type: none"> No improvements recommended
Skeet Club Road at Joyce Circle	<ul style="list-style-type: none"> Provide a 100 northbound left turn lane with appropriate taper
Skeet Club Road at Bridlewood Avenue/ Site Access 1	<ul style="list-style-type: none"> Provide a 125 foot northbound left turn lane with appropriate taper The site access should be designed in accordance with HPDOT and NCDOT standards as applicable
Skeet Club Road at Old Mill Road	<ul style="list-style-type: none"> No improvements recommended
Skeet Club Road at Main Street	<ul style="list-style-type: none"> No improvements recommended
Joyce Circle at Site Access 2	<ul style="list-style-type: none"> The site access should be designed in accordance with HPDOT and NCDOT standards as applicable
Joyce Circle at Site Access 3	<ul style="list-style-type: none"> The site access should be designed in accordance with HPDOT and NCDOT standards as applicable

Neighborhood Communications Report
Leoterra Development, Inc.
Skeet Club and US 311

Submitted by
Thomas E. Terrell, Jr.
October 19, 2021

1. Invitation

All neighbors within 300 feet were sent the letter attached as **Exhibit A** which included the city's prepared statement. The letter included (a) a vicinity map showing the location of the property; (b) the mandatory statement about the zoning process; (c) a full description of why the rezoning was requested; (d) ways the neighbors could personally contact the attorney for Leoterra with questions; and (e) a way for neighbors to attend a virtual meeting.

Recipients of the letter are the neighbors listed on **Exhibit B**.

2. Pre-meeting Communications

Marshall Morgan called to say that he had the 20 acres behind this site listed for sale and needed to be able to disclose the request to buyers. He was sent a site plan and other information.

3. Neighborhood Meeting

A virtual meeting was held between 5:00 and 5:45 on October 19, 2021. In attendance were neighbor David Wall, owner John Bencini (owner), Kye Bunker (Leoterra), Rich Glover (Jamestown Engineering), and Tom Terrell, legal counsel for Leoterra. The proposal was described.

Mr. Wall asked many questions about matters such as access, buffers, dedicating right-of-way, rezoning conditions, and levels of service as measured and predicted in the traffic study. He stated that he would not be opposed if it is done right and done well.

Exhibit A



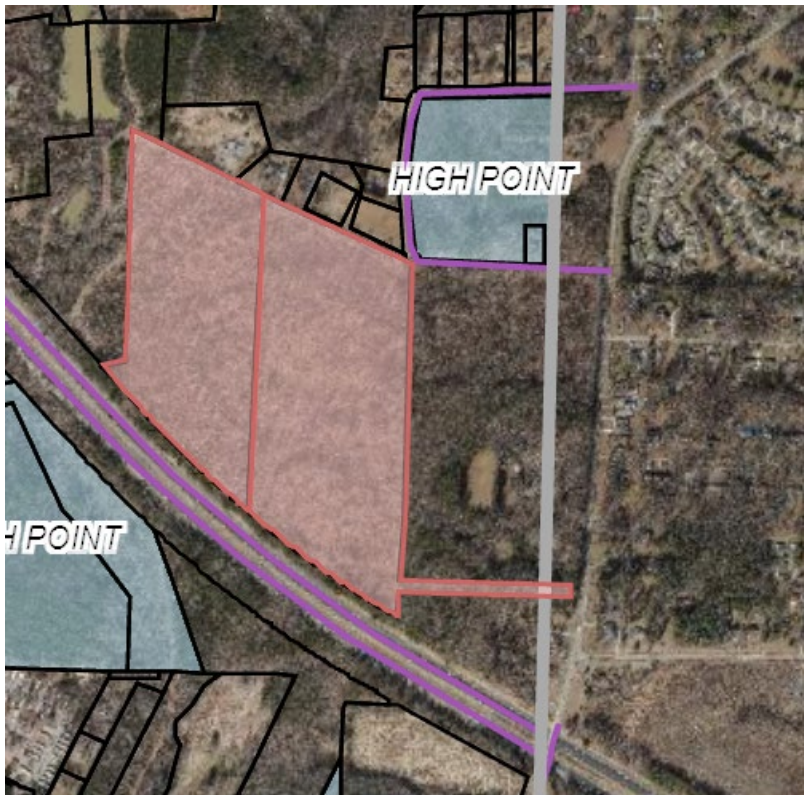
Fox Rothschild LLP
ATTORNEYS AT LAW

230 N. Elm St.
Suite 1200
Greensboro, NC 27401
Tel 336.378.5200 Fax 336.378.5400
www.foxrothschild.com

TOM TERRELL
Direct No: 336.378.5412
Email: TTerrell@Foxrothschild.com

Dear Neighbor,

I represent Leoterra Development that has entered a contract with Bencini Realty Limited Partnership to acquire 68 acres west of 331 Skeet Club Road for development of townhomes. Most of the land lies in Forsyth County and would be annexed into the City of High Point. You are receiving this letter because you own property within 300 feet of these undeveloped tracts. The combined properties are shown below in snips from each of the Guilford and Forsyth County GIS databases.



A Pennsylvania Limited Liability Partnership

California Colorado Delaware District of Columbia Florida Georgia Illinois Minnesota Nevada
New Jersey New York North Carolina Pennsylvania South Carolina Texas Virginia Washington



To answer questions that often are raised, I have provided a Q&A section below:

Will these properties have to be rezoned?

Yes, and that is why you are receiving this letter. Current low-density zoning was created decades ago when this area was more rural and before “new” Hwy 311 was developed. Because the properties also will be annexed, this is called an “original zoning.”

What is the process for considering this rezoning and annexation?

Enclosed is a public information statement drafted by the City. The hearing date for this matter before the High Point Planning & Zoning Commission is October 26,

What will the new zoning district be?

The requested zoning is CZ-RM-16 (translated into residential, multi-family district governed by conditions, within the base zoning district allowing up to 16 units per acre).

Will this project have 16 units per acre?

No, and that is why we fully explain what is being requested. “RM-16” is an umbrella category that includes many lower density projects. Leoterra has offered the condition that there shall be no more than 600 residential units, or 8.77 units per acre. However, as topography has been studied and stream buffers delineated, the number and density have dropped and are expected to drop more. The working site plan shows a maximum of 534 townhomes, or 7.8 units per acre.

Will this be for “affordable” or government-subsidized housing?

No, but those types of rumors are often generated. Leoterra anticipates that the sales prices will be in the \$325,000 to \$375,000 range.

What about the stream on the site?

Leoterra, like all land developers, must adhere strictly to all buffers imposed under federal and state laws and follow all statutes related to sedimentation and erosion control.

Won't you be disturbing wildlife?

Yes. But so did each person who received this letter (or predecessor owners) when they built a home and added to the built environment surrounding High Point. When cities are built and grow, some animals get pushed farther from urban centers. High Point has committed to growth. Even if the density were to be one unit per acre, the impact on existing wildlife would be the same.

What about traffic?

Each new home adds cars to the local road network. There will continue to be more cars on Skeet Club, now classified as a major thoroughfare. A traffic study was conducted by Davenport Engineering using the NC Highway Capacity Manual and a sophisticated traffic simulation software. It recommends turn lanes – which Leoterra would build – and indicates that there will not be large drops in levels of service. Davenport Engineering made no findings that a townhome subdivision would generate levels of traffic that would be unsafe to public safety.

Is there a way we can learn more about this project?

Yes. Leoterra will host a virtual neighborhood meeting between 5:00 and 6:00 on Monday, October 19. It is open to anyone who wishes to join. The following Webex site will be opened a few minutes before 5:00, and you just type this link into your browser: <https://foxrothschild2.webex.com/meet/tterrell>. This is not a website but a link, similar to Zoom or Google Meets. In the meantime, if you cannot attend this meeting and wish to know more, please email me at tterrell@foxrothschild.com or call my cell at 336-847-2000. Please know, however, that I am in trial the week of October 11 and it might take me time to return your call.

Sincerely,



Thomas E. Terrell, Jr.

City of High Point
Citizen Information Meetings



Persons filing certain development applications with the City of High Point are required to hold a citizen information meeting. This requirement applies to applications for a Conditional Zoning District, Planned Development District, Special Use and a Zoning Map Amendment that proposes to establish a more intense zoning district.

The City of High Point finds that quality development is better achieved through an informed and cooperative process than an adversarial one. The purpose of the citizen information meeting is to allow the person filing an application, otherwise known as the applicant, the opportunity to inform citizens about their development proposal and to provide citizens the opportunity to ask questions and find out more about the proposal prior to any official public hearings.

The applicant's development proposal is officially presented to the Planning & Zoning Commission and City Council at their respective public hearings. At the public hearings, the Commission and Council hear comments and concerns from citizens regarding the proposal prior to making decisions. The public hearings are not the preferred setting for citizens to learn about a development proposal for the first time. It is difficult to gain understanding of a proposal and offer well thought out comments during the relatively short time of a public hearing. The citizen information meeting is important in that it can provide basic information and allow communication with the applicant before the public hearings, so that citizens may informatively develop their comments and any concerns, and later present them at the public hearings for consideration.

Applicants may vary the form and number of citizen information meetings they conduct; however, they are required to contact or otherwise notify owners of property located within 300 feet of the proposed site. Whatever form the meeting takes, those citizens participating are provided with this written statement from the City of High Point, which describes the purpose of the citizen information meeting, the application process and where additional information may be obtained from the City. In addition, the applicant must provide a description of the development proposal and are encouraged to share any other available information that would help citizens to better understand it.

After the application is filed with the City's Planning & Development Department, the applicant submits to the City a written summary of the citizen information meeting(s). At a minimum, this report records:

- The date, time, and location of the meeting;
- The method and date of notification about the meeting;
- A list of landowners notified about the meeting;
- A list of meeting attendees;
- If the meeting was conducted as a series of telephone calls;
- The description of the development proposal presented to the attendees; and
- A summary of attendee comments, ideas, and suggestions from citizens to be incorporated into the development proposal.

Before the public hearings are held, the City's Planning & Development Department mails notices to all owners of property located within 300-feet of the site. This notice provides a brief summary of the application; the time, date and place of the Planning & Zoning Commission public hearing; and contact information. A second notice is mailed prior to the City Council's public hearing with similar information. Also, signs are placed on the site giving notice of the request and the City's public hearings.

After hearing public comments and considering the development proposal, the Planning & Zoning Commission makes a recommendation to the City Council who, after holding their public hearing, decides what action should be taken on the proposal. Changes to the applicant's proposal can occur during this process in order to insure consistency with City policy and development regulations, and to minimize expected impacts that can be generated by the development or use of the site.

Development conditions can be adopted by the City Council for a Conditional Zoning District, Planned Development District, or Special Use. However, no condition can be included that:

- Specifies the ownership status, race, religion, or other characteristics of the development's occupants;
- Establishes a minimum size of a dwelling unit;
- Establishes a minimum value of buildings or improvements;
- Excludes residents based upon race, religion, or income; or
- Obligates the City to perform in any manner relative to the approval of or development of the land.

Citizens are strongly encouraged to contact the City's Planning & Development Department and visit the website below for additional information on the City's zoning process, and for information about specific development proposals.

Contact:

Planning & Development Department 336-883-3328

www.buildhighpoint.com

Exhibit B

ARNOLD, BRANDI
103 BUENA VISTA AVE
HIGH POINT NC 27265

BAKER, WALTER L;CATOR, DOLORES P
166 WYNDHAM CT
HIGH POINT NC 27265

BENCINI REALTY LIMITED PARTNERSHIP
PO BOX 1130
HIGH POINT NC 27261

BROOME, CAROLINE SUE W
144 WYNDHAM CT
HIGH POINT NC 27265

CATES, SYLVIA SMITH
164 WYNDHAM CT
HIGH POINT NC 27265

CLAYTON PROPERTIES GROUP INC
221 JONESTOWN RD
WINSTON SALEM NC 27104

CORTESE, PETER A;CORTESE, LINDA D
132 WYNDHAM CT
HIGH POINT NC 27265

Crissman Wilma P
699 Joyce Cir
High Point NC 27265

Davis Tanya Glidewell
701 Joyce Cir
High Point NC 27265

FRAZIER, JUDY GARRETT
140 WYMDHAM CT
HIGH POINT NC 27265

FREEMAN, VICKIE L
130 WYNDHAM CT
HIGH POINT NC 27265

HASTINGS, BARBARA W;HASTINGS, RONNIE L
162 WYNDHAM CT
HIGH POINT NC 27265

HINKLE, MARGARET R
2100 VAN BUREN ST
HIGH POINT NC 27260

HORNE, MICKEY K L/T;NC DEPT OF
TRANSPORTATION
136 WYNDHAM CT
HIGH POINT NC 27265

HOVORKA, THOMAS F;HOVORKA, REBECCA Y
106 HEDRICK DR
KERNERSVILLE NC 27284

HYNECK, KAREN T
406 SKEET CLUB RD
HIGH POINT NC 27265

JACOBS STEPHEN B
699 Joyce Cir
High Point NC 27265

JOHNSON, CHEYENNE NICOLE
103 BRIDLEWOOD AVE
HIGH POINT NC 27265

JOHNSON, GWENDOLYN S
400 SKEET CLUB RD
HIGH POINT NC 27265

JONES, JASON A;JONES, ANNA C
104 BRIDLEWOOD AVE
HIGH POINT NC 27265

Joyce Harry Lee
713 Joyce CIR
High Point NC 27265

KING, ARTHUR E;KING, RUTH M
128 WYNDHAM CT
HIGH POINT NC 27265

M & P DEVELOPERS LLC
1716 TROWBRIDGE CT
HIGH POINT NC 27265

MAPLE GROVE FARM LLC
PO BOX 12831
WINSTON SALEM NC 27117

MARROW, R B II;MARROW, ANDREA C
416 SKEET CLUB RD
HIGH POINT NC 27260

MONTGOMERY, JAMES FRANKLIN
100 BRIDLEWOOD AVE
HIGH POINT NC 27265

NC PACE RE LLC
3500 LENOX RD NE STE 510
ATLANTA GA 30326

NICHOLS, DONALD RAY;NICHOLS, CAROL H
138 WYNDHAM CT
HIGH POINT NC 27265

PATTON, DEWEY L;PATTON, JUANITA F
402 SKEET CLUB RD
HIGH POINT NC 27265

RAUEN, NICHOLAS
134 WYNDHAM CT
HIGH POINT NC 27265

REDDING, PENNY L
142 WYNDHAM CT
HIGH POINT NC 27265

RIFFELL, MICHAEL SCOTT
311 SKEET CLUB RD
HIGH POINT NC 27265

RINEHART NATHAN T
703 JOYCE CIR
HIGH POINT NC 27265

SMITH, DONALD ROBBIN;SMITH, WENDY JEAN
502 SKEET CLUB RD
HIGH POINT NC 27265

SNYDER, DEBBIE MCKENZIE
146 WYNDHAM CT
HIGH POINT NC 27265

THE VIRGINIA HOUSE FLIP COMPANY LLC
16900 RIVERS EDGE TRL W
SMITHFIELD VA 23430

WALL, DAVID B;WALL, AGNES B
317 SKEET CLUB RD
HIGH POINT NC 27265

WILLIAMS, CHARLIE;WILLIAMS, CHERYL
148 WYNDHAM CT
HIGH POINT NC 27265