



# City of Graham Planning Board

## Meeting Agenda

May 16<sup>th</sup>, 2023, at 6:30 PM  
Council Chambers, Graham  
City Hall

1. Meeting called to order.
2. Roll Call and confirmation of quorum.
3. Pledge of allegiance and moment of silence or invocation.
4. Overview of board and general meeting rules.
5. Approval of the April 18, 2023, meeting minutes.
6. New Business:
  - a. RZ2302 - Kimrey Road - Scott Mayo
  - b. SUP2301 - E Interstate Service Road Truck Storage
7. Public comment on non-agenda items.
8. Staff comment.
9. Adjournment.



## PLANNING BOARD MINUTES

Tuesday, April 18, 2023

The Planning & Zoning Board held its regular meeting on Tuesday, April 18, 2023.

Members present were Eric Crissman, Tony Bailey, Dean Ward, Jerome Bias and Michael Benesch.

Members absent were John Wooten and Chad Huffine. Staff members present were Planner Cameron West and Planning Intern Declan Perkins.

1. Chair Ward called the meeting to order at 6:30 P.M., and he gave the overview of the board and general meeting rules.
2. Roll Call and confirmation of quorum.
3. Pledge of allegiance and moment of silence or invocation.
4. Overview of board and general meeting rules.
- 5 Approval of the March 21, 2023 meeting minutes. Eric Crissman made a motion to approve minutes. Seconded by Dean Ward. All voted Aye.
6. New Business:
  - a. Cameron West presented the staff report. Chair Ward noted he had spoken with adjoining property owners and asked the board if they had any thoughts on a potential conflict of interest. The board decided against the conflict of interest and Chair Ward could continue. Chair Ward opened the public hearing. Presentation by Paul Lawler for a request to rezone 53.904 acres at 0 S NC 87 HWY from R-18 to R-9 for the extension of Phase 4 of the Rogers Springs Development. Harvey Scholz spoke against the proposal due to the potential amount of water runoff. Chair Ward and Cameron West noted that stormwater calculations were reviewed for pre and post stormwater runoff. Kristen Foust spoke on the proposal and wanted to ensure there were stub out connections into their property once construction was complete. West noted that the Technical Review Committee would potentially require the stub outs for connection as the City of Graham's Development Ordinance requires it where feasible. Chair Ward closed the public hearing. The planning board discussed the following items- street connections, traffic, and building design with the same developer. Eric Crissman made a motion to approve this re-zoning with these conditions. Toney Bailey made the second. 2 voted aye, 3 voted no. Another motion was made to recommend denial. Michael Benesch made the motion to recommend denial. Jerome Bias made the second. 4 voted aye, 1 voted no.

Paul Lawler	10130 Perimeter Parkway, Suite 100 Charlotte, NC 28216
Harvey Scholz	501 Still Run Ln Graham, NC 27253
Kristen Foust	1851 S Main St Graham, NC 27253



7. Public comment on non-agenda items. None was presented

8. Staff comments- Cameron West did not have any comments outside of the current plan changes to the PED plan and Future Land Use Plan.

9. Additional Items of Discussion - Jerome Bias asked about progress on round-a-bout. West noted he was not sure and it would be best to reach out to the administration folks in City Hall. Eric Crissman asked about the amount of land left for residential development. West noted he could get a rough number for them at the next meeting.

10. Adjournment. – Chair Ward made a motion to adjourn. Seconded by Michael Benesch

Meeting adjourned at 7:21 P.M.

Respectfully submitted this 20th day of April 2023,  
Cameron West  
Planner



# STAFF REPORT

Prepared by Cameron West, Planner

## 0 Kimrey Road - Scott Mayo I-1 (RZ2302)

**Type of Request:** Rezoning

### Meeting Dates

Planning Board: May 16, 2023

City Council: June 13, 2023

### Contact Information

William Seymour

1007 Battleground AVE

Greensboro, NC 27408

### Summary

This is a request to rezone 67 acres of property from Un-zoned to I-1 (Light Industrial) for the purpose of developing an industrial site in the future. The property is inside the Employment District future land use zone. The future land use plan notes that the Employment District is a joint land use area between Mebane, Graham, and Alamance County. The desired pattern for this area is accommodate a range of employers and provide office space, industrial space, commercial space, institutional space, and residential housing. This request is accompanied by an annexation that will be heard at the June City Council meeting.



### Location

0 KIMREY RD

### GPIN:

9803172212

### Current Zoning

Un-zoned

### Proposed Zoning

I-1 (Light Industrial)

### Overlay District

N/A

### Surrounding Zoning

Un-zoned, I-1

### Surrounding Land Uses

Vacant , Single-Family

### Size

67 acres

### Public Water & Sewer

Will be extended

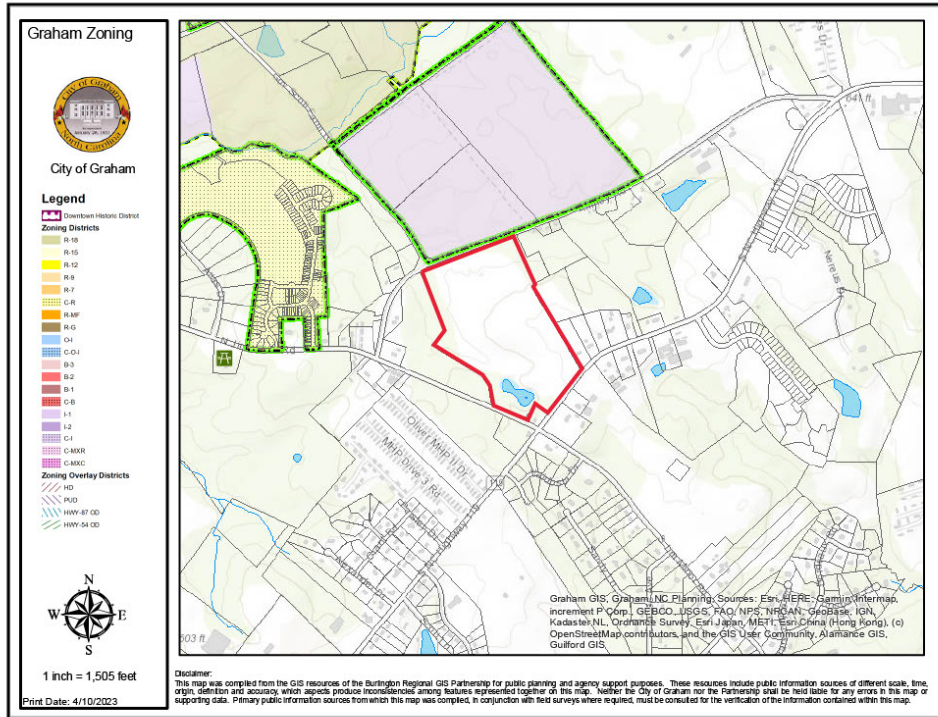
### Floodplain

No

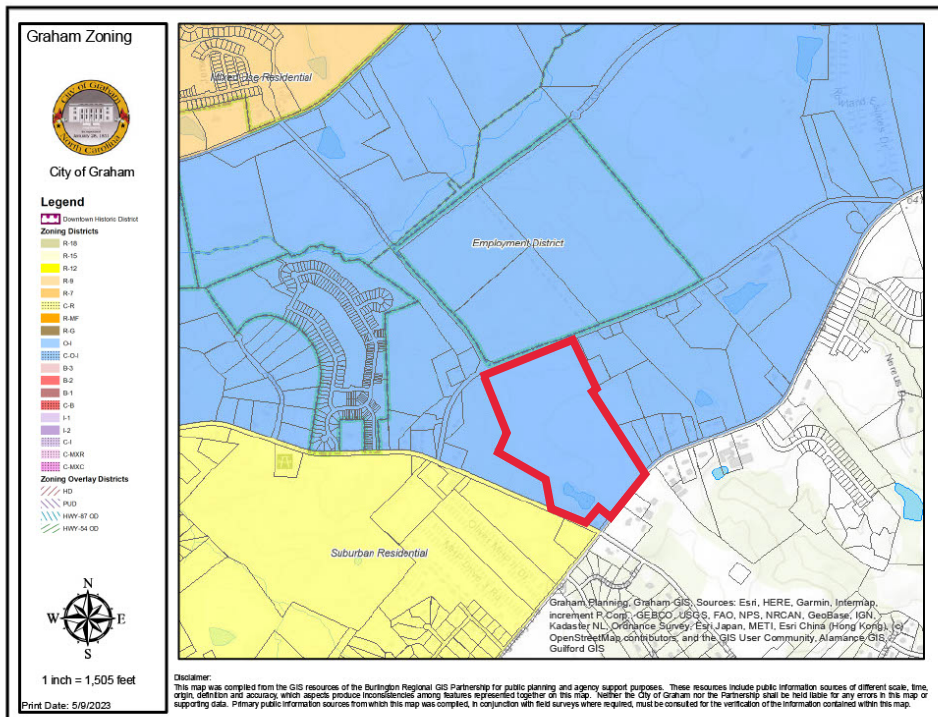
### Staff Recommendation

Approval





**Zoning Map**



**Future Land Use Map**

## Conformity to the *Graham 2035 Comprehensive Plan (GCP)* and Other Adopted Plans

### Applicable Policies;

- **2.4.1 NC Commerce Park.** Promote growth of Graham's primary job creation opportunity, a joint planning area known as the North Carolina Commerce Park (NCCP), due to its location, regional accessibility, and high developable status. *Permitting Light Industrial zoning would allow for the anticipated land uses likely to occupy this parcel in the future*
- **4.3.1 Land Use Patterns.** Promote development of efficient land use patterns to allow continued quality and efficiency of water systems. Discourage the extension of water service into areas that are not most suitable for development. The site would connect to existing city infrastructure, with redundant access and water and sewer connections.

### Applicable Strategies;

- **2.2.1 Job Development.** Provide support and assistance to the business recruitment efforts of the Alamance County Chamber of Commerce, seeking to attract a range of employment opportunities. The Chamber is actively attempting to recruit businesses like those that would choose to occupy this parcel.

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### Staff Recommendation:

Based on the *Graham 2035 Comprehensive Plan* and the *City of Graham Development Ordinance*, staff recommends **approval** of the rezoning. The following supports this recommendation:

- Rezoning the property would be in consistence with the Employment District type (Policy 2.4.1) and will allow land uses which are likely to attract employment opportunities within the City of Graham (Strategy 2.2.1).

### Planning Board Recommendation:

#### Description of Development Type

##### Employment District

Contains several uses, including farms, single family homes, natural groundcover, and warehousing.

Provide office space, industrial space, commercial space, institutional space, and residential housing.

This should be planned to preserve open space and open corridors, and develop high-quality and adaptable buildings for a variety of companies.

Should support the viability of safe walking and bicycling as a serious form of transportation, while also ensuring the most efficient transportation network possible for freight trucks and other heavy vehicles that require regional access.

#### Appropriate Form

6 DU/acre, or 0.5 Commercial/Industrial FAR



## PLANNING BOARD Recommendation & Statement of Consistency

*Per NCGS 160D-701, zoning regulations shall be made in accordance with an adopted comprehensive plan and any other officially adopted plan that is applicable. The Planning Board shall advise and comment on whether the proposed amendment is consistent with "The Graham 2035 Comprehensive Plan" and any other officially adopted plan that is applicable. The Planning Board shall provide a written recommendation to the City Council that addresses plan consistency and other matters as deemed appropriate by the Planning Board, but a comment by the Planning Board that a proposed amendment is inconsistent with "The Graham 2035 Comprehensive Plan" shall not preclude consideration or approval of the proposed amendment by the City Council.*

**0 Kimrey Rd - Scott Mayo (RZ2302)**

**Type of Request**

Rezoning

**Meeting Dates**

Planning Board on May 16, 2023

City Council on June 13, 2023

☐ I move to **recommend APPROVAL** of the application as presented.

☐ I move to **recommend DENIAL**.

☐ The application is **consistent** with *The Graham 2035 Comprehensive Plan*.

☐ The application is **not fully consistent** with *The Graham 2035 Comprehensive Plan*.

The action is reasonable and in the public interest for the following reasons:

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This report reflects the recommendation of the Planning Board, this the 16th day of May, 2023. Attest:

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Dean Ward, Planning Board Chairman

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Cameron West, Planner



# STAFF REPORT

Prepared by Cameron West, Planner

## E Interstate Service Road (SUP2301)

**Type of Request:** Special Use Permit

### Meeting Dates

Planning Board on May 16, 2023

City Council on June 13, 2023

## Contact Information

Cone Commercial Real Estate

2964 Hardman Court NE, Atlanta, GA 30305

(404) 394-4522,

ctyler@conecommercial.com

## Summary

This is a request for a Special Use Permit for Trucking or Freight Terminal, Storage, Repair, Wash, or Stop for the property located at 0 E Interstate Service Rd. The site is currently vacant. The site is approximately 5.547 acres. The plan would permit up to 128 Trailer Parking Spots. The layout would be accessed off of E Interstate Service Rd. A landscaping buffer has been proposed along the extent of the property. A "type D" buffer is required abutting neighboring properties and "street yard" buffers are required along pieces abutting the street.



### Location

0 E Interstate Service Road

GPIN: 8884402904

### Current Zoning

Industrial (Light Industrial)  
(I-1)

### Proposed Zoning

Industrial (Light Industrial)  
(I-1)

### Overlay District

N/A

### Surrounding Zoning

I-2 (Heavy Industrial)

### Surrounding Land Uses

Office and Manufacturing

### Size

5.547 acres

### Public Water & Sewer

N/A

### Floodplain

No

### Staff Recommendation

Approval



## Conformity to *The Graham 2035 Comprehensive Plan (GCP)* and Other Adopted Plans

### Applicable Strategies;

- **2.3.2: Prepare Development Strategies for Interchange Areas.** Prepare and implement strategies to promote business development around the City's three interstate interchanges.
- **2.4.2: Promote Industrial Redevelopment.** Encourage reinvestment and intensification at existing industrial sites. Encourage redevelopment of existing buildings and infrastructure for industrial growth
- **2.4.3: Freight Corridors.** Encourage freight-oriented industrial development to locate where it can maximize access to major freight routes, including I-40/85 and state highways.

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### DRAFT Findings of Fact and Conclusions

In granting a special use permit, the City Council shall find that all of the six conditions listed below have been met, or it shall be denied. Staff has prepared the following DRAFT findings of fact for each of the six conditions. These findings should be modified by the Council as it considers its decision.

1. All applicable regulations of the zoning district in which the use is proposed are complied with.
  - *The property is zoned I-1 , a Trucking or Freight Terminal, Storage, Repair, Wash, or Stop is permitted only with a special use permit, or a rezoning to C-1.*
2. Conditions specific to each use, identified by the Development Ordinance, are complied with.
  - *A preliminary site plan showing the location, dimensions, and sites within the development has been supplied.*
  - *There is a proposed shares ingress/egress with the adjoining property.*
  - *A traffic impact analysis/study has been provided to city and NCDOT staff. Neither department has any concerns.*
3. The use will not materially endanger the public health or safety if located where proposed and developed according to the plan as submitted.
  - *Permitting a truck storage facility on this site will not materially endanger the public health or safety.*

#### Planning Type

Districts

#### Development Type

Mixed Use Commercial

These areas provide a mix or retail, commercial, office, multifamily residential and institutional uses. Buildings are multiple stories, with architectural details, surface textures, and should be built at a human scale.

#### Appropriate Form

2 – 5 story buildings

#### Desired Pattern

This land use area currently includes strip and other low-density commercial developments. These should be redeveloped over time into pedestrian oriented nodal centers of activity. New buildings should be located no further than 15 feet from the front lot line.

Automobile parking should be located on the street or behind buildings. Bicycle racks should be located in front of all new buildings and street development should include 8-15-foot-wide sidewalks with street trees planted at 30-foot intervals.

4. The use will not substantially injure the value of adjoining property or that the use is a public necessity.
  - *Permitting a truck storage facility on this site will not substantially injure the value of adjoining property.*
5. The location and character of the use if developed according to the plan as submitted will be in harmony with the area in which it is to be located and in general conformity with the plan of development for the Graham planning area.
  - *The plan is located in an industrial section of Graham, and is in general conformity with The Graham 2035 Comprehensive Plan.*
6. Satisfactory provision has been made for the following, when applicable: vehicle circulation, parking and loading, service entrances and areas, screening, utilities, signs and lighting, and open space.
  - *The sketch plan submitted indicates general compliance with these requirements. The Graham TRC will require conformance with the City of Graham Ordinances prior to the issuance of a Certificate of Occupancy.*

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### **Staff Recommendation**

Based on *The Graham 2035 Comprehensive Plan* and the *City of Graham Development Ordinance*, staff **recommends approval** of the Special Use Permit. The following supports this recommendation:

- The development furthers goals of *The Graham 2035 Comprehensive Plan* and is in conformance with the Mixed Use Commercial development type.
- The development meets all six conditions required by Section 10.144 of the *Development Ordinance*.



Per City of Graham Zoning Ordinance Section 10.245  
City of Graham Zoning: I-1 Light Industrial  
Front setback - 50' for buildings; parking areas 10'  
Side setback - 50' adjacent to a lot zoned residential or any residence on a lot otherwise zoned; 20' elsewhere  
Side setback abutting street - 50'  
Rear setback - 50' adjacent to a lot zoned residential or any residence on a lot otherwise zoned; 20' elsewhere

City of Graham Zoning: I-1 Light Industrial  
Zoning Overlay District: None  
River Basin: Cape Fear  
Receiving Water: County Home Branch  
(Still House Branch), Stream Class. WS-V;NSW





# Application for SPECIAL USE PERMIT

P.O. Drawer 357  
201 South Main Street  
Graham, NC 27253  
(336) 570-6705  
Fax (336) 570-6703  
www.cityofgraham.com

Uses shown as "S" in the City of Graham Development Ordinance, Section 10.135 Table of Permitted Uses, require a Special Use Permit before the use will be permitted in the zoning district. Applicants are strongly encouraged to consult with the City Planner to understand the requirements for the proposed special use and the information that will be needed as part of this application.

## Site

Street Address: E. INTERSTATE SERVICE RD.

Tax Map#: 146703 GPIN: 88B4402904

Current Zoning District(s): I-1

Overlay District, if applicable:

☐ Historic ☐ S Main St/Hwy 87 ☐ E Harden St/Hwy 54

Current Use: VACANT GRASS FIELD/WOODS

Property Owner: MARTIN PROPERTIES ACNC, LLC

Mailing Address: PO BOX 100

City, State, Zip: HAW RIVER NC 27258

Phone # \_\_\_\_\_

Email: \_\_\_\_\_

## Applicant and Project Contact

Name: CONE COMMERCIAL REAL ESTATE

☐ Property Owner Other DEVELOPER

Mailing Address: 2964 HADOMAN CT.

City, State, Zip: ATLANTA GA. 30305

Phone # 404-394-4522

Email: Ctyler@Conecommercial.com

I certify that all information furnished is true to the best of my knowledge. I have provided all information needed to demonstrate that all requirements of the proposed special use will be met.

Cameron Tyler 4/24/23  
Signature of Applicant Date

Philip L. Martin 4/24/23  
Signature of Property Owner Date  
(if other than applicant)

Office Use Only. DEVID# \_\_\_\_\_

## Proposed Special Use

Proposed Use (from Sec. 10.135 Table of Permitted Uses):

PARKING LOT Trucking or Freight Terminal,  
Storage, Repair, wash or stop

☐ Check if this use is also listed in  
Section 10.149 Special uses listed

This application must include sufficient information to demonstrate that all requirements of the proposed special use will be met. Check which of the following are submitted with this application:

- ☒ Preliminary Site Plan  
☒ Descriptive Information

SPECIAL USE PERMIT TO  
PARK TRACTOR TRAILERS  
IN AN I-1 ZONE

Trucking or Freight Terminal, Storage, Repair,  
wash or stop

☒ Additional sheets of Descriptive Information

Because applications for a Special Use Permit go through the public hearing process, applicants are encouraged to contact neighboring property owners prior to the public hearing.

## Other Requirements

- ☒ NCDOT Driveway Permit, if a new or relocated driveway is proposed on a NCDOT road, or for existing driveways if the use of the property is changing

## MEMORANDUM

To: Josh Johnson, P.E., City of Graham  
Cameron West, City of Graham

From: Earl Lewellyn, P.E., Kimley-Horn and Associates, Inc.

Date: March 28, 2023

Subject: Graham Truck Parking Facility – Traffic Impact Memo



A trailer storage facility is proposed to be constructed on the south side of E. Interstate Service Road and west of E. Gilbreath Street in Graham, North Carolina. As currently envisioned, the facility is assumed to include up to 125 trailer parking spaces and to be accessed via two driveways onto E. Interstate Service Road. The facility is expected to provide a location for trucks to drop off or pick up trailers for mid-to-long-term storage. It is not expected to serve as a stopping area for truck drivers to rest or sleep between shifts. Project build-out is anticipated in 2024.

### **Study Area**

This analysis includes capacity analyses of the following intersection:

- E. Interstate Service Road – Site Driveway

### **Existing and Background Volume Development**

To obtain existing traffic volumes, turning movement counts were collected at the study intersection during the AM peak hour (7:00 – 9:00 AM) and PM peak hour (4:00 – 6:00 PM) in February 2023. Turning movement count data is attached to this memo. To obtain projected (2024) background traffic volumes, the existing traffic volumes were grown at a 2% annual rate to the 2024 build-out year to account for ambient growth.

### **Site Traffic Generation**

Since the ITE Trip Generation Manual does not include a land use matching the proposed facility's description, daily traffic counts were performed at two similar facilities in North Carolina to assess the anticipated trip generation characteristics of the proposed project. The traffic count data from these facilities is attached to this memo. Using this data, a trip generation rate per trailer parking space was calculated for the daily, AM peak hour, and PM peak hour traffic conditions as shown in Table 1.

Table 1 Trip Generation Rates (trips per parking space) – based on Local Data			
Condition	Rate (trips/space)	Percent In	Percent Out
Daily	1.09	50%	50%
AM Peak Hour	0.11	55%	45%
PM Peak Hour	0.13	23%	77%

These rates were applied to the proposed facility to determine its trip generation potential, which is shown in [Table 2](#) below.

Table 2 Traffic Generation (vehicles) – based on Local Data							
Land Use	Intensity	Daily		AM Peak Hour		PM Peak Hour	
		In	Out	In	Out	In	Out
Trailer Parking Facility	125 spaces	68	68	8	6	4	12

### Site Traffic Distribution

The proposed generated trips were assigned to the roadway network based on a review of surrounding land uses and existing traffic patterns:

- 55% to/from the east on E. Interstate Service Road
- 45% to/from the west on E. Interstate Service Road

### Build-out Traffic Volumes

To obtain the projected (2024) build-out traffic volumes, the projected site traffic was added to the projected (2024) background traffic. Traffic volume development calculations are shown on the intersection data sheet attached to this memo.

### Capacity Analysis

Synchro intersection level-of-service (LOS) reports are attached. The levels-of-service at the study intersection are summarized in [Table 3](#) below.

Table 3 Level-of-Service Summary		
Condition	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)
<b>E Interstate Service Road – Site Driveway (Unsignalized)</b>		
Existing (2023) Traffic	NB – A (8.9)	NB – A (8.9)
Build-out (2024) Traffic	NB – B (10.0)	NB – B (10.2)

As shown in Table 3, the study intersection is expected to operate at acceptable LOS under projected build-out traffic demands. SimTraffic simulations indicate that no queuing issues are

expected at the study intersection. To the degree practical given current ROW and geometric constraints, proposed site driveways and the E. Interstate Service Road – E. Gilbreath Street intersection should be designed/modified to accommodate anticipated design vehicle turning movements. No additional roadway improvements are recommended as part of the proposed development.

Should you have any questions or comments, please do not hesitate to contact me at (919) 653-5874 or [earl.lewellyn@kimley-horn.com](mailto:earl.lewellyn@kimley-horn.com).

Attachments: Turning Movement Count Data, Trip Generation Calculations, Intersection Data Sheet, Synchro Output

Summary of Turning Movement Counts - from Traffic Count on iOS

Study: Graham Truck Parking AM Count

Time: AM Peak Hour

Date: Tuesday February 28, 2023

Observer: Alex Gerondelis

Location: Graham, NC

Weather: Sunny

Cars	Driveway Northbound			Southbound			E. Interstate Service Road Eastbound			E. Interstate Service Road Westbound			Total All	Hourly Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
7:00 AM	0	0	0	0	0	0	0	5	0	0	8	0	13	
7:15 AM	0	0	0	0	0	0	0	6	0	0	7	0	13	
7:30 AM	0	0	0	0	0	0	0	10	0	0	10	0	20	
7:45 AM	0	0	0	0	0	0	0	12	0	0	19	0	31	77
8:00 AM	0	0	0	0	0	0	0	14	0	0	14	0	28	92
8:15 AM	0	0	0	0	0	0	0	8	0	0	11	0	19	98
8:30 AM	0	0	0	0	0	0	0	7	0	0	9	0	16	94
8:45 AM	0	0	0	0	0	0	0	8	0	0	6	0	14	77
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	70	0	0	84	0	154	

PHF  
0.79

Bicycles	Driveway Northbound			Southbound			E. Interstate Service Road Eastbound			E. Interstate Service Road Westbound			Total All	Hourly Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	1	0	1	

Light Trucks	Driveway Northbound			Southbound			E. Interstate Service Road Eastbound			E. Interstate Service Road Westbound			Total All	Hourly Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	
7:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	3
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	5
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	6
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	3	0	0	6	0	9	

Heavy Trucks	Driveway Northbound			Southbound			E. Interstate Service Road Eastbound			E. Interstate Service Road Westbound			Total All	Hourly Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	4	0	4	

## Summary of Turning Movement Counts - from Traffic Count on iOS

Study: Graham Truck Parking PM Count  
 Time: PM Peak Hour  
 Date: Tuesday February 28, 2023  
 Observer: Alex Gerondelis  
 Location: Graham, NC  
 Weather: Sunny

Cars	Driveway Northbound			Southbound			E. Interstate Service Road Eastbound			E. Interstate Service Road Westbound			Total All	Hourly Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total All	Hourly Total
4:00 PM	0	0	0	0	0	0	0	10	0	0	12	0	22	
4:15 PM	0	0	0	0	0	0	0	20	0	0	13	0	33	
4:30 PM	0	0	0	0	0	0	0	15	0	0	5	0	20	
4:45 PM	0	0	0	0	0	0	0	11	0	0	11	0	22	97
5:00 PM	0	0	0	0	0	0	0	19	0	0	11	0	30	105
5:15 PM	0	0	0	0	0	0	0	10	0	0	8	0	18	90
5:30 PM	0	0	0	0	0	0	0	9	0	0	13	0	22	92
5:45 PM	0	0	0	0	0	0	0	16	0	0	6	0	22	92
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	110	0	0	79	0	189	

Bicycles	Driveway Northbound			Southbound			E. Interstate Service Road Eastbound			E. Interstate Service Road Westbound			Total All	Hourly Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total All	Hourly Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	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	

Light Trucks	Driveway Northbound			Southbound			E. Interstate Service Road Eastbound			E. Interstate Service Road Westbound			Total All	Hourly Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total All	Hourly Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	
4:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	4
5:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	7
5:15 PM	0	0	0	0	0	0	0	1	0	0	3	0	4	11
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	11
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	8
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	0	0	0	0	0	5	0	0	7	0	12	

Heavy Trucks	Driveway Northbound			Southbound			E. Interstate Service Road Eastbound			E. Interstate Service Road Westbound			Total All	Hourly Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total All	Hourly Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	3
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	3	0	0	2	0	5	

Graham Truck Parking

Table 1 - Trip Generation (Local Data)

Land Use	Intensity	Daily			AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out	Total	In	Out
Trailer Park Facility	125 spaces	136	68	68	14	8	6	16	4	12



5035 Old Walkertown Road									
Peak Hour of the Generator									
	Daily			AM Peak Hour			PM Peak Hour		
	Total	In	Out	Total	In	Out	Total	In	Out
All Vehicles									
Trips	229	117	112	24	13	11	27	6	21
Approx. Parking Spaces	210	210	210	210	210	210	210	210	210
Trip Rate per Parking Space	1.09	0.56	0.53	0.11	0.06	0.05	0.13	0.03	0.10
Heavy Vehicles									
Trips	57	27	30	10	2	8	6	3	3
Approx. Parking Spaces	210	210	210	210	210	210	210	210	210
Trip Rate per Parking Space	0.27	0.13	0.14	0.05	0.01	0.04	0.03	0.01	0.01
Non-Heavy Vehicles									
Trips	172	90	82	14	11	3	21	3	18
Approx. Parking Spaces	210	210	210	210	210	210	210	210	210
Trip Rate per Parking Space	0.82	0.43	0.39	0.07	0.05	0.01	0.10	0.01	0.09

4710 Chesapeake Drive									
Peak Hour of the Generator									
	Daily			AM Peak Hour			PM Peak Hour		
	Total	In	Out	Total	In	Out	Total	In	Out
All Vehicles									
Trips	54	27	27	5	3	2	1	0	1
Approx. Parking Spaces	145	145	145	145	145	145	145	145	145
Trip Rate per Parking Space	0.37	0.19	0.19	0.03	0.02	0.01	0.01	0.00	0.01
Heavy Vehicles									
Trips	29	15	14	5	3	2	0	0	0
Approx. Parking Spaces	145	145	145	145	145	145	145	145	145
Trip Rate per Parking Space	0.20	0.10	0.10	0.03	0.02	0.01	0.00	0.00	0.00
Non-Heavy Vehicles									
Trips	25	12	13	0	0	0	1	0	1
Approx. Parking Spaces	145	145	145	145	145	145	145	145	145
Trip Rate per Parking Space	0.17	0.08	0.09	0.00	0.00	0.00	0.01	0.00	0.01

## INTERSECTION ANALYSIS SHEET

**Project:** Graham Truck Parking  
**Location:** Graham, NC  
**Ct. Date** February 28, 2023  
**N/S Street:** Site Driveway  
**E/W Street:** E. Interstate Service Road

	AM In	AM Out	PM In	PM Out
Net New Trips:	8	6	4	12
Pass-By Trips:	0	0	0	0

Annual Growth Rate:	2.0%	Existing Year:	2023
Growth Factor:	0.020	Buildout Year:	2024

### AM PEAK HOUR AM PHF = 0.79










Description		E. Interstate Service Road			E. Interstate Service Road			Site Driveway			<u>Southbound</u>		
		<u>Eastbound</u>			<u>Westbound</u>			<u>Northbound</u>					
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023	Traffic Count	0	44	0	0	54	0	0	0	0	0	0	0
	Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2023	Existing Traffic	0	44	0	0	54	0	0	0	0	0	0	0
Growth Factor (0.02 per year)		0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020
2024	Background Growth	0	1	0	0	1	0	0	0	0	0	0	0
2024	Background Traffic	0	45	0	0	55	0	0	0	0	0	0	0
Project Traffic													
Percent Assignment Inbound		0%	0%	55%	45%	0%	0%	0%	0%	0%	0%	0%	0%
Inbound Project Traffic		0	0	4	4	0	0	0	0	0	0	0	0
Percent Assignment Outbound		0%	0%	0%	0%	0%	0%	55%	0%	45%	0%	0%	0%
Outbound Project Traffic		0	0	0	0	0	0	3	0	3	0	0	0
Total Project Traffic		0	0	4	4	0	0	3	0	3	0	0	0
2024	Buildout Total	0	45	4	4	55	0	3	0	3	0	0	0
Approach Percent Impact (vs. Existing)		9.1%			7.4%			#DIV/0!			#DIV/0!		

### PM PEAK HOUR PM PHF = 0.80

Description		E. Interstate Service Road			E. Interstate Service Road			Site Driveway					
		<u>Eastbound</u>			<u>Westbound</u>			<u>Northbound</u>					
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2023	Traffic Count	0	65	0	0	40	0	0	0	0	0	0	0
	Count Balancing	0	0	0	0	0	0	0	0	0	0	0	0
2023	Existing Traffic	0	65	0	0	40	0	0	0	0	0	0	0
Growth Factor (0.02 per year)		0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020
2024	Background Growth	0	1	0	0	1	0	0	0	0	0	0	0
2024	Background Traffic	0	66	0	0	41	0	0	0	0	0	0	0
Project Traffic													
Percent Assignment Inbound		0%	0%	55%	45%	0%	0%	0%	0%	0%	0%	0%	0%
Inbound Project Traffic		0	0	2	2	0	0	0	0	0	0	0	0
Percent Assignment Outbound		0%	0%	0%	0%	0%	0%	55%	0%	45%	0%	0%	0%
Outbound Project Traffic		0	0	0	0	0	0	7	0	5	0	0	0
Total Project Traffic		0	0	2	2	0	0	7	0	5	0	0	0
2024 Buildout Total		0	66	2	2	41	0	7	0	5	0	0	0
Approach Percent Impact (vs. Existing)		3.1%			5.0%			#DIV/0!			#DIV/0!		




Graham Truck Parking  
1: Site Driveway & E Interstate Service Road

Existing AM  
03/01/2023

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	44	4	4	54	4	4
Future Volume (vph)	44	4	4	54	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1764	0	0	1776	1694	0
Flt Permitted				0.997	0.976	
Satd. Flow (perm)	1764	0	0	1776	1694	0
Link Speed (mph)	35			35	25	
Link Distance (ft)	854			576	420	
Travel Time (s)	16.6			11.2	11.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	7%	2%	2%	7%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	0	64	8	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	16.1%			ICU Level of Service A		
Analysis Period (min)	15					










Graham Truck Parking  
1: Site Driveway & E Interstate Service Road

Existing AM  
03/01/2023

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	44	4	4	54	4	4
Future Vol, veh/h	44	4	4	54	4	4
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, %	7	2	2	7	2	2
Mvmt Flow	49	4	4	60	4	4
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	53	0	119	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	68	-
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	-	-	1553	-	877	1017
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	955	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1553	-	874	1017
Mov Cap-2 Maneuver	-	-	-	-	874	-
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	952	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0.5		8.9		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	940	-	-	1553	-	
HCM Lane V/C Ratio	0.009	-	-	0.003	-	
HCM Control Delay (s)	8.9	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	




Graham Truck Parking  
1: Site Driveway & E Interstate Service Road

Existing PM  
03/01/2023

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	65	4	4	40	4	4
Future Volume (vph)	65	4	4	40	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1707	0	0	1688	1694	0
Flt Permitted				0.996	0.976	
Satd. Flow (perm)	1707	0	0	1688	1694	0
Link Speed (mph)	35			35	25	
Link Distance (ft)	854			576	420	
Travel Time (s)	16.6			11.2	11.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	11%	2%	2%	13%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	0	0	48	8	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	15.4%			ICU Level of Service A		
Analysis Period (min)	15					

Graham Truck Parking  
1: Site Driveway & E Interstate Service Road










Existing PM  
03/01/2023

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	65	4	4	40	4	4
Future Vol, veh/h	65	4	4	40	4	4
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, %	11	2	2	13	2	2
Mvmt Flow	72	4	4	44	4	4
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	76	0	126	74
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	52	-
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	-	-	1523	-	869	988
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	970	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1523	-	866	988
Mov Cap-2 Maneuver	-	-	-	-	866	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	967	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		8.9	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	923	-	-	1523	-	
HCM Lane V/C Ratio	0.01	-	-	0.003	-	
HCM Control Delay (s)	8.9	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	






Graham Truck Parking  
1: Site Driveway & E Interstate Service Road

Build AM  
03/01/2023

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	45	4	4	55	4	4
Future Volume (vph)	45	4	4	55	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1652	0	0	1680	864	0
Flt Permitted				0.997	0.976	
Satd. Flow (perm)	1652	0	0	1680	864	0
Link Speed (mph)	35			35	25	
Link Distance (ft)	854			576	420	
Travel Time (s)	16.6			11.2	11.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	7%	100%	100%	7%	100%	100%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	54	0	0	65	8	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	16.2%			ICU Level of Service A		
Analysis Period (min)	15					










Graham Truck Parking  
1: Site Driveway & E Interstate Service Road

Build AM  
03/01/2023

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	45	4	4	55	4	4
Future Vol, veh/h	45	4	4	55	4	4
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, %	7	100	100	7	100	100
Mvmt Flow	50	4	4	61	4	4
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	54	0	121	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	69	-
Critical Hdwy	-	-	5.1	-	7.4	7.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	-	-	3.1	-	4.4	4.2
Pot Cap-1 Maneuver	-	-	1101	-	686	796
Stage 1	-	-	-	-	770	-
Stage 2	-	-	-	-	755	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1101	-	683	796
Mov Cap-2 Maneuver	-	-	-	-	683	-
Stage 1	-	-	-	-	770	-
Stage 2	-	-	-	-	752	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.6		10	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	735	-	-	1101	-	
HCM Lane V/C Ratio	0.012	-	-	0.004	-	
HCM Control Delay (s)	10	-	-	8.3	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	




Graham Truck Parking  
1: Site Driveway & E Interstate Service Road

Build PM  
03/01/2023

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	66	4	4	41	7	5
Future Volume (vph)	66	4	4	41	7	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1632	0	0	1578	870	0
Flt Permitted				0.996	0.972	
Satd. Flow (perm)	1632	0	0	1578	870	0
Link Speed (mph)	35			35	25	
Link Distance (ft)	854			576	420	
Travel Time (s)	16.6			11.2	11.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	11%	100%	100%	13%	100%	100%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	77	0	0	50	14	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	15.5%			ICU Level of Service A		
Analysis Period (min)	15					

Graham Truck Parking  
1: Site Driveway & E Interstate Service Road

Build PM  
03/01/2023

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	66	4	4	41	7	5
Future Vol, veh/h	66	4	4	41	7	5
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, %	11	100	100	13	100	100
Mvmt Flow	73	4	4	46	8	6
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	77	0	129	75
Stage 1	-	-	-	-	75	-
Stage 2	-	-	-	-	54	-
Critical Hdwy	-	-	5.1	-	7.4	7.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	-	-	3.1	-	4.4	4.2
Pot Cap-1 Maneuver	-	-	1076	-	678	770
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	768	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1076	-	675	770
Mov Cap-2 Maneuver	-	-	-	-	675	-
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	765	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	0.7		10.2		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	712	-	-	1076	-	
HCM Lane V/C Ratio	0.019	-	-	0.004	-	
HCM Control Delay (s)	10.2	-	-	8.4	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	



## PLANNING BOARD Recommendation & Statement of Consistency

*Per NCGS 160A-383, zoning regulations shall be made in accordance with an adopted comprehensive plan and any other officially adopted plan that is applicable. The Planning Board shall advise and comment on whether the proposed amendment is consistent with the "The Graham 2035 Comprehensive Plan" and any other officially adopted plan that is applicable. The Planning Board shall provide a written recommendation to the City Council that addresses plan consistency and other matters as deemed appropriate by the Planning Board, but a comment by the Planning Board that a proposed amendment is inconsistent with the "The Graham 2035 Comprehensive Plan" shall not preclude consideration or approval of the proposed amendment by the City Council.*

### **E Interstate Service Road Truck Storage (SUP2301)**

**Type of Request**  
Special Use Permit

**Meeting Dates**  
Planning Board on May 16, 2023  
City Council on June 13, 2023

☐ I move to **recommend APPROVAL** of the application as presented.

☐ I move to **recommend APPROVAL with the following conditions:**

○ [Insert additional or other conditions]

☐ I move to **recommend DENIAL.**

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☐ I move to adopt the Findings of Fact and Conclusions of Law **as presented in the staff report.**

☐ I move to adopt the Findings of Fact and Conclusions of Law presented in the staff report  
**with the following revisions:**

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☐ The application is **consistent** with *The Graham 2035 Comprehensive Plan*.

☐ The application is **not fully consistent** with *The Graham 2035 Comprehensive Plan*.

This report reflects the recommendation of the Planning Board, this the 16<sup>th</sup> day of May, 2023.

Attest:

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Dean Ward, Planning Board Chairman

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Debbie Jolly, Secretary