



The Mebane City Council met for its regular monthly meeting at 6:00 p.m., Monday, January 8, 2024 in the Council Chambers of the Glendel Stephenson Municipal Building located at 106 E. Washington Street.

Councilmembers Present:

Mayor Ed Hooks  
Mayor Pro-Tem Tim Bradley  
Councilmember Katie Burkholder  
Councilmember Sean Ewing  
Councilmember Montrena Hadley  
Councilmember Jonathan White

Also Present:

Chris Rollins, City Manager  
Preston Mitchell, Assistant City Manager  
Lawson Brown, City Attorney  
Stephanie Shaw, City Clerk  
Ashley Ownbey, Development Director  
Aaron Davis, Recreation & Parks Director  
Bob Louis, Fire Chief  
Daphna Schwartz, Finance Director  
Franz Holt, City Engineer

Mayor Hooks called the meeting to order. Pastor Sammy Ballard of First Baptist Church Mebane gave the invocation.

Mayor Hooks presented Luis and Lisa Martinho with a Proclamation honoring the Martinho family for 33 years of service in Downtown Mebane and proclaiming January 8, 2024, as Martinho's Bakery and Deli Appreciation Day.

**PROCLAMATION  
MARTINHO'S BAKERY AND DELI**

**WHEREAS**, Maria and Artur Martinho, immigrants from Portugal, first started a construction business in New Jersey before moving to North Carolina to open a restaurant; and

**WHEREAS**, in 1988, the Martinho family purchased the long-vacant building at 106 W. Clay Street in Mebane previously used for a doctor's office and began renovating the space to become Martinho's Bakery and Deli; and

**WHEREAS**, the Martinho's and their son, Eddie, opened Martinho's Bakery and Deli in Downtown Mebane on March 3, 1990 and were joined by their son Luis in 1991; and

**WHEREAS**, in 1996 the Martinho family expanded the restaurant, adding pizza ovens, a larger grill and doubling their patron seating area; and

**WHEREAS**, IN 2009, Maria and Artur Martinho retired from the family business and passed on the day-to-day management to Luis and Lisa Martinho; and

**WHEREAS**, Martinho's has become a much-loved mainstay in the Mebane community, known for its delicious pizzas, salads, subs and bakery specialties; and

**WHEREAS**, throughout the years, Martinho's has been a proud supporter of the Mebane community, supporting local schools, youth sports and community causes; and

**WHEREAS**, for more than three decades, Martinho's has been the landmark Downtown restaurant, serving generations of customers from Mebane and surrounding communities; and

**WHEREAS**, after 33 years in business, the Martinho family has decided to close Martinho's Bakery and Deli this month to begin their next chapter in life; and

**WHEREAS**, the Mebane community is indebted to the Martinho family for sharing their restaurant with our community and creating a welcoming gathering place for both every day and special occasions;

**NOW THEREFORE**, I, Ed Hooks, Mayor of the City of Mebane, North Carolina do proclaim January 8, 2024, as Martinho's Bakery and Deli Appreciation Day, and call upon the citizens of Mebane to join with me in thanking the Martinho family for 33 years of business in Downtown Mebane.

**IN WITNESS WHEREOF**, I have hereunto set my hand and caused the seal of the City of Mebane, North Carolina to be affixed this 8<sup>th</sup> day of January 2024.

During the Public Comment Period, Adrian Weir-Villatoro, 110 W. Ruffin Street, Mebane, stated as a father, husband, small business owner, and most importantly a skateboarder, he desires for Mebane to have a skate park. He shared his personal experience as a skateboarder, naming numerous physical and mental benefits of skateboarding, along with the potential revenue for local businesses via traveling skaters. He requested that the topic of a skate park, skate space or dual-purpose skate plaza in Mebane be at the forefront of conversation and consideration.

Mayor Hooks gave a brief overview of the Consent Agenda.

- a. Approval of Minutes- Regular Meeting- December 4, 2023
- b. Final Plat Approval- Oakwood, Phase 1
- c. Budget Amendment- Artificial Turf Field Maintenance
- d. Voluntary Non-Contiguous Annexation Petition- Clifford M. Ray, Jr. Family Partnership- NCIC- Transload Facility
- e. Voluntary Contiguous Annexation Petition- VM Development, LLC- Concrete Plant

Mr. White made a motion, seconded by Mr. Ewing, to approve the Consent Agenda as presented. The motion carried unanimously.

**RESOLUTION FIXING DATE OF PUBLIC HEARING ON  
QUESTION OF ANNEXATION PURSUANT TO G.S. 160A-58.2**

**Annexation No. 165**

WHEREAS, a petition requesting annexation of the non-contiguous area described herein has been received; and

WHEREAS, the Mebane City Council directed the City Clerk to investigate the sufficiency of the petition; and

WHEREAS, certification by the City Clerk as to the sufficiency of the petition has been made;

NOW, THEREFORE, BE IT RESOLVED, by the Mebane City Council of the City of Mebane, North Carolina that:

Section 1. A public hearing on the question of annexation of the non-contiguous area described herein will be held at 6:00 p.m. on February 5, 2024.

Section 2. The area proposed for annexation is described as follows:

NCIC LOT 26 – TRANSLOAD

Being all that certain tract or parcel of land lying and being in the Melville Township, Alamance County, North Carolina, being more particularly described as follows:

COMMENCING at an NCDOT right-of-way monument found at the intersection of the southerly right-of-way line of West Holt Street [NCSR 1963] and the westerly right-of-way line of N.C. Highway 119, said monument having North Carolina State Plane Grid Coordinates (NAD 83/2011) of North(y) = 854,761.74 feet and East(x) = 1,912,462.40 feet; running thence with the southerly right-of-way line of West Holt Street North 76 deg. 39' 20" West a distance of 252.39 feet to an iron pipe set at the northwesterly corner of Lot 1, Phase 3 of the North Carolina Industrial Center (Plat Book 76, Page 221, Alamance County Register of Deeds), being the true point and place of BEGINNING; running thence with the westerly line of said Lot 1 the following three courses and distances: 1) along a curve concave to the southeast an arc distance of 417.04 feet to an iron pipe set, said curve having a chord bearing of South 31 deg. 43' 12" West, a chord length of 406.11 feet, and a radius of 523.69 feet; 2) South 08 deg. 54' 22" West a distance of 1309.70 feet to an iron pipe found, being a corner with Lot 25A, Phase 3 of the North Carolina Industrial Center (Plat Book 83, Pages 147-149, Alamance County Register of Deeds); and 3) South 08 deg. 54' 28" West a distance of 94.66 feet to an iron pipe found at the southwesterly corner of said Lot 1; thence with the southerly line of said Lot 1 North 69 deg. 06' 04" East a distance of 0.97 feet to an iron pipe set; thence a new line the following three (3) courses and distances: 1) South 08 deg. 50' 10" West a distance of 54.39 feet to an iron pipe set; 2) North 81 deg. 09' 50" West a distance of 113.00 feet to an iron pipe set; and 3) North 08 deg. 50' 10" East a distance of 69.62 feet to an iron pipe set in the southeasterly right-of-way line of Sun Ray Lane (a private drive, see Plat Book 66, Page 76 and Plat Book 6, Page 2, both in the Alamance County Register of Deeds office); thence with the easterly right-of-way line of Sun Ray Lane the following five (5)

courses and distances: 1) along a curve concave to the northwest an arc distance of 56.86 feet to an iron pipe found, said curve having a chord bearing of North 29 deg. 23' 46" East, a chord length of 55.39 feet, and a radius of 71.90 feet; 2) North 06 deg. 44' 37" East a distance of 23.60 feet; 3) North 83 deg. 15' 23" West a distance of 6.11 feet; 4) North 08 deg. 57' 04" East a distance of 872.11 feet to a point at the northerly terminus of Sun Ray Lane; and 5) with the northerly terminus of Sun Ray Lane North 83 deg. 38' 49" West a distance of 30.03 feet to an iron pipe found at the northeasterly corner of property owned, now or formerly by William Earl James (Deed Book 1305, Page 640, Alamance County Register of Deeds); thence with the northerly line of said James property North 83 deg. 38' 49" West a distance of 204.65 feet to a point in the easterly right-of-way line of Lake Latham Road [NCSR 1976], said point being located South 83 deg. 38' 49" East a distance of 0.71 feet from an iron pipe found; thence with the easterly right-of-way line of Lake Latham Road the following six (6) courses and distances: 1) North 12 deg. 40' 14" East a distance of 465.50 feet to an NCDOT right-of-way monument found; 2) South 77 deg. 42' 16" East a distance of 10.04 feet to an NCDOT right-of-way monument found; 3) North 13 deg. 08' 44" East a distance of 5.88 feet to an NCDOT right-of-way monument found; 4) along a curve to the right an arc distance of 374.77 feet to a point, said curve having a chord bearing of North 40 deg. 59' 44" East, a chord length of 359.03 feet, and a radius of 371.00 feet; 5) continuing along a curve to the right an arc distance of 126.88 feet to an NCDOT right-of-way monument found, said curve having a chord bearing of North 79 deg. 43' 54" East, a chord length of 126.26 feet, and a radius of 371.00 feet; and 6) North 45 deg. 32' 25" East a distance of 25.53 feet to an NCDOT right-of-way monument found in the southerly right-of-way line of West Holt Street [NCSR 1963]; thence with the southerly right-of-way line of West Holt Street South 76 deg. 39' 20" East a distance of 125.13 feet

to the point and place of BEGINNING, containing 7.830 acres, more or less, BEING ALL of Lot 26, Phase 3 of the North Carolina Industrial Center as shown on a plat thereof dated September 25, 2023, recorded in the Alamance County Register of Deeds in Plat Book \_\_\_\_\_, Page \_\_\_\_\_.

Section 3. Notice of the public hearing shall be published once in the Mebane Enterprise, a newspaper having general circulation in the City of Mebane, at least ten (10) days prior to the date of the public hearing.

**RESOLUTION FIXING DATE OF PUBLIC HEARING ON  
QUESTION OF ANNEXATION PURSUANT TO G.S. 160A-31**

Annexation 166

WHEREAS, a petition requesting annexation of the area described herein has been received; and

WHEREAS, certification by the City Clerk as to the sufficiency of the petition has been made;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Mebane, North Carolina that:

Section 1. A public hearing on the question of annexation of the area described herein will be held at the Glendel Stephenson Municipal Building at 6:00 p.m. on February 5, 2024

Section 2. The area proposed for annexation is described as follows:

BEGINNING AT A 1/4" IRON PIPE IN THE NORTH R/W OF S.R. 1374, THE SOUTHWEST CORNER OF THE VASANT SEJPAL PROPERTY; THENCE WITH SAID SEJPAL N03°35'17"W A DISTANCE OF 208.35' TO A 1/2" IRON PIPE; THENCE N15°38'07"W A DISTANCE OF 409.11' TO A 1/2" IRON PIPE IN THE SOUTHERN LINE OF BRI 900 MATTRESS FACTORY, LLC; THENCE WITH BRI MATTRESS FACTORY, LLC S71°45'38"W A DISTANCE OF 551.65' TO A 5/8" REBAR IN THE EASTERN R/W OF S.R.1302; THENCE WITH SAID S.R. 1302 ALONG A CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 176.68', WITH A RADIUS OF 1,402.40', WITH A CHORD BEARING OF N19°35'47"W, WITH A CHORD LENGTH OF 176.56 TO A POINT', THENCE N15°59'14"W A DISTANCE OF 11.19' TO A POINT; THENCE S80°01'03"W A DISTANCE OF 60.33' TO A POINT; THENCE S15°59'14"E A DISTANCE OF 17.50' TO A POINT; THENCE WITH A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 510.47', WITH A RADIUS OF 1,462.40', WITH A CHORD BEARING OF S25°59'14"E, WITH A CHORD LENGTH OF 507.88', THENCE S35°59'14"E A DISTANCE OF 170.00' TO A POINT; THENCE N54°00'46"E A DISTANCE OF 90.00' TO A NCDOT R/W DISK; THENCE WITH A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 372.72', WITH A RADIUS OF 1,060.82', WITH A CHORD BEARING OF S84°08'24"E, WITH A CHORD LENGTH OF 370.81' TO A 1/2" EIP; WHICH IS THE POINT OF BEGINNING, HAVING AN AREA OF 0.011 SQUARE MILES, 6.92 ACRES AND BEING ALL OF ORANGE COUNTY PARCELS WITH PIN'S: 9824778854 AND

9824775867 PROPERTY OF VM DEVELOPMENT, LLC AND PORTION OF THE R/W OF NCSR 1302 (MATTRESS FACTORY ROAD), ALSO BEING TOTAL ANNEXATION AREA AS SHOWN ON PLAT OF SURVEY ENTITLED "FINAL PLAT: CITY OF MEBANE CORPORATE LIMITS EXTENSION CONTIGUOUS VOLUNTARY ANNEXATION" PREPARED BY R.S. JONES & ASSOCIATES, INC. REVISED DECEMBER 27, 2023

Section 3. Notice of the public hearing shall be published once in the Mebane Enterprise, a newspaper having general circulation in the City of Mebane, at least ten (10) days prior to the date of the public hearing.

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Ms. Schwartz introduced Patricia Rhodes, Auditor with Stout Stuart McGowen & King LLP. Ms. Rhodes stated that the City received a Certificate of Achievement in Financial Reporting from the Government Finance Officers Association for the fiscal year which ended on June 30, 2023 and this is the tenth year in a row that Mebane has received that award. She stated that they are rendering an unmodified opinion, which is the best and cleanest opinion that can be received. She shared a comparison of Mebane's fund balance to similar municipalities. She concluded her presentation by thanking Council and staff for the opportunity to be the independent auditor for the City of Mebane.

Ms. Schwartz presented the results of the City's Annual Comprehensive Financial Report for the year ending June 30, 2023, via the attached PowerPoint. After the presentation, Ms. Schwartz thanked her staff, Ms. Rhodes and her team, and the staff at Cobb, Ezekiel, Loy & Company, who also assisted in getting everything ready for the audit, along with the city management and all the department heads.

Mr. White made a motion, seconded by Mr. Ewing, to accept the Annual Comprehensive Financial Report and the Popular Annual Financial Report for the year ended June 30, 2023. The motion carried unanimously.

Before the start of the Public Hearings, Mayor Hooks read aloud the rules for the public hearing section of the agenda, including a three-minute time limit per speaker to be monitored by an on-screen clock. Mayor Hooks called for a vote of the Council to concur with the rule of a three-minute time limit which will help him in his role as Mayor presiding over the meeting.

Mr. Ewing made a motion, seconded by Ms. Burkholder, to approve the three-minute time limit for each speaker. The motion carried unanimously.

Mayor Hooks gave a brief statement regarding the expected decorum during the meeting, quoting NC General Statute 143-318.17. Disruption of official meetings.

Mebane Fire Department Deputy Fire Marshall Jamie Joseph came forward to explain the emergency protocol for the Council Chambers and the Overflow Room.

A public hearing was held on a request from CSMS Management, LLC to conditionally rezone a property, which is owned by the applicant, totaling +/- 32.087 acres and preliminarily addressed 1425 Trollingwood-Hawfields Road from LM (CD) to HM (CD).

**TRANSCRIBED MINUTES BY AN OUTSIDE SOURCE CONTINUED ON THE NEXT PAGE**

Ashley Ownbey: Good evening. Before you is a conditional rezoning request for a property that is owned by CSMS Management LLC, and the rezoning request is by that property owner. The site total is just over 32 acres and has been preliminarily addressed 1425 Trollingwood-Hawfields Road. It is currently zoned light manufacturing conditional district, and the proposal is to rezone the property to heavy manufacturing conditional district.

As seen on the map, surrounding zoning varies. The adjoining zoning to the west is light manufacturing conditional district, and across the interstate is heavy manufacturing. Across Trollingwood-Hawfields Road includes general business district zoning and also residential zoning for single family and also mobile home park. There's also general business district zoning to the south across Senator Ralph Scott Parkway.

The site is in the southwestern part of Mebane. It is a part of the North Carolina Commerce Park, and is within Mebane City limits, and in Alamance County.

It is currently vacant and has historically been used as farmland. Last December, in 2022, the site was approved for development of an approximately 279,000-square-foot warehouse. This was part of a larger site plan that also included two additional warehouses.

As previously mentioned, surrounding uses include the North Carolina Commerce Park and its users, the Love's Travel Stop is across the interstate, and the Pilot's Travel Center is across Trollingwood-Hawfields Road. There are residential uses nearby, particularly across Trollingwood-Hawfields Road, and a historic church is south of the site.

The property is identified in the city's comprehensive land development plan, Mebane by Design, as part of an industrial growth strategy area.

With the conditional rezoning request, there is a site-specific plan that carries. However, given the nature of this request, that site plan is contingent upon the approval of the special use request. That application has been submitted and is also on the agenda for tonight's meeting.

This conditional zoning district would only allow for one use, and that is a travel plaza that requires approval of a special use permit.

The site plan shows the travel plaza with an approximately 74,000-square-foot building, associated parking, and 120 fueling positions. There are two driveways shown on Trollingwood-Hawfields Road, one is a right-in only, the other is a full movement that is proposed to be signalized, and one driveway is shown on Senator Ralph Scott Parkway.

The site plan also includes a 10-foot multiuse path that travels from the driveway on Senator Ralph Scott Parkway to the existing sidewalk at Love's across the interstate bridge.

Per our UDO, the applicant is required to provide bicycle racks and has done so with a bicycle plaza.

Some conditions are being requested that deviate from what we would typically require in our Unified Development Ordinance related to signage. The applicant is proposing one free-standing sign that would have a maximum height of 90 feet, and a maximum area of 400 square feet. They are allowed one sign per road frontage, so they are exceeding our typical maximum, which is 60 feet in height and 300 square feet in sign area but are also less than what we would allow in terms of number of on-premises signs.

The wall signs are also deviating from our ordinance in that they exceed our 200-square-foot maximum. They follow our general rule of one square foot of sign area for every linear foot of building wall. But we do set a maximum in our development ordinances. A sign package has been included in your packet, and also includes renderings for the gas canopy signage, which staff finds to be consistent with our ordinance requirements.

As a requirement of the particular use, a traffic impact analysis was conducted. It was reviewed by the North Carolina Department of Transportation, city staff, and also a third-party consultant that the city contracts with. The applicant is required to make all roadway improvements as dictated by the approval letter from the NCDOT included in your packet, and as shown on the conceptual plan here on the slide. Those improvements include widening of Trollingwood-Hawfields Road, Senator Ralph Scott Parkway, the interstate ramps, and the bridge across the interstate. There are some islands shown in red here on the diagram, and then also the new traffic signal that I

mentioned previously is shown. These improvements require project coordination with and final design approval by the North Carolina Department of Transportation.

I'm going to turn it over now to our city engineer to present on water and wastewater.

Franz Holt: Thank you, Ashley. Mayor, council, and staff, I wanted to review with you the water and wastewater use associated with the project. Early on, we asked Buc-ee's what their water use was, and they had indicated it was 23,000 gallons a day. To put it in some perspective, the city use is on average 2.1 million gallons a day from the Graham-Mebane Water Treatment Plant, which is a 12 million-gallon-a-day facility with each municipality having 6 million gallons a day available.

When you look at on average all Mebane water use, that rounds out to about 100 gallons per day per capita. When you look at it on a residential basis, residential only, that's about 43 gallons a day per capita, which equates to about 535 people at a usage of 23,000 gallons a day.

We looked at the plan, reviewed the plans, and basically at the end of the day, Buc-ee's domestic fire demands can be met by the City of Mebane on this site.

Regarding wastewater, it's about the same amount of estimated flows. Due to the location being in the North Carolina Commerce Park, the usage doesn't count against our allocation with the City of Graham. Flow will go to the City of Graham Wastewater Treatment Plant and all the downstream wastewater facilities have the capacity to serve this proposed project. I'm happy to answer any water and sewer questions.

Jonathan White: Franz, that 2.1 million is the average. Can you speak about the peak?

Franz Holt: Yes. So, when you look at what our average is, we use less water in the wintertime and more in the summertime. I think this, in 2022, from the local water supply plan, it's about 2.4 MGD in the summer in the warmest months, with the highest maximum day of about 2.5 MGD.

Jonathan White: Okay, out of a 6 million capacity?

Franz Holt: Yes.

Mayor: Franz, the comment's been made that we're expanding our wastewater treatment plant to 4.5 million gallons a day because of this project. Can you make any comments on that?

Franz Holt: Well, we plan to expand the plant 4 MGD. We do have a 0.75 million gallon a day allocation at the Graham plant, with the future plans of possibly going to 6 MGD. That's all growth, looking at growth, looking at long term planning. We do the same on the water side as we do on the sewer side. Our current wastewater plant capacity at the is 2.5 MGD, of which we're using about 1.6 MGD.

Sean Ewing: Franz, if this gets approved, will there be any impact to local Mebane residents around the facility?

Franz Holt: In terms of water and sewer? Actually, this is a very good network that we have on the water site out here. The extension that is proposed is a 12-inch water main off of a 16-inch water main that ties not only Mebane's system, but Graham's system through the Commerce Park. So, we have a 12-inch connection also coming from Graham. Our fire flows out here are probably 4,500 gallons a minute to 5,000 gallons a minute at 20 PSI. So, this is a good area for us in terms of ability to serve.

Montrena Hadley: Franz, it makes a loop, doesn't it create a loop around that particular area for our water?

Franz Holt: Yes. We are tied into what I would say east and west. There is several north-south connection under the interstate. The hope here is that as development occurs, that 12-inch line will loop back to Lowes Boulevard.

Katie Bukholder: Did I read in the packet that this was kind of a long-range plan that we had had maybe for our water infrastructure in that specific area already?

Franz Holt: Well, when we developed the Commerce Park, we took a lot of that into mind with industrial business. This being industrial/commercial business, it's not that far when you look on the west side, it's not that far from the plant when the new tank is going. So it'll also be served by the new 1-million-gallon storage tank that is under construction right now. So, when we look at long-range planning, we look at north, south, east, west, and we work within those boundaries to provide the best system we can put out there.

Ashley Ownbey: A question that was asked of Franz reminded me of something I failed to mention. It was included in your packet, a brief history of the North Carolina Commerce Park, and then it was originally designed for economic development activities related to both industrial and commercial sites. Unless you have questions for me related to the zoning, I'm happy to turn it over to the applicant.

Jonathan White: Ashley, if I may, a couple items have created a little bit of confusion that I've recognized, and I wonder if you or somebody on staff could clarify. One is regarding some people who have indicated that the property is already being cleared. I wondered if you could comment on that.

Second, there've been comments about the property already being purchased. Certainly, don't want you to speak in regard to Buc-ee's, but what is the relevance to that for our discussion tonight?

And third, the possibility of some surveying that's already occurring by NCDOT on the overpass. So, if you or somebody on staff could just comment on those items for clarifying purposes.

Ashley Ownbey: So, regarding the grading work that may be visible, Crow Industrial was the applicant for the site plan that you all approved in December of 2022. They have gone through our technical review process for their construction drawings and received approval. They're actively working to build two of the warehouses that were shown on that plan.

As part of the construction documents that city staff approved and also the state approved as they issue land disturbance permits, there is a stockpile area that's temporary that's shown on the Buc-ee's site. So, that is being used as they move dirt off-site from the areas where they're building the warehouses. So, that's what activity is visible in terms of the Buc-ee's site.

Purchase of property is a private matter. The city is not involved in purchasing of property. It's really up to private property owners to determine when they sell and buy. Yeah.

And your last question about surveying work, the interchange in the corridor of Trollingwood-Hawfields Road has been submitted for many years by the city to the North Carolina Department of Transportation and is included in their prioritization program. It's called STIP. It has been funded for this year for preliminary design engineering so that is probably what surveying work is occurring is related to the design engineering as the project that the city submitted previously.

Mayor: Just to add a little bit, we've met with DoT in the past and from 119 all the way to Gibson Road, they're looking at a design that will help and encourage development on Trollingwood Road with traffic and that kind of stuff so it just adds to what you said so thank you.

Amanda Hodierna: Good evening. Nice to see you, Mr. Mayor and members of the council. Amanda Hodierna, 804 Green Valley Road, Suite 200 in Greensboro. Appreciate your time this evening and your attention to this matter. We're excited to be able to share this request with you. As you all know, given the quasi-judicial nature of the subsequent hearing that's on the agenda tonight, we haven't talked about this yet in conformance with those standards so we're excited to be able to do so tonight and share details and items that we've not been able to discuss. So appreciate in advance your time to do that, your deliberations and I'm sure the question and discussion that we'll have around that.

If we could go to the first slide, please. Perfect, thank you. We'll get started here. As we know from Ms. Ownbey, this is a rezoning request hearing in front of you now. Two items on the agenda, but this one right now is about the rezoning. So the nature of that request is to go from the LM conditional district that you heard a little bit about just now from Crow Holdings that was approved in December of 2022. And that entitled property, what can happen right now today on the property is a 279,000 square-foot warehouse.

It would include 49 truck docks, 71 trailer storage spaces and 211 parking stalls. So this is not raw land as we call it. This is entitled land ready to go through the TRC process to pull permits for that use. And that's important 'cause it narrows the universe of possibilities here.

That's why this property was able to be purchased by my client, CSMS Management LLC, because it already had an entitled use. It already had a value to it that could be built. So the idea that that purchase was tied to Buc-ee's, it's about entitlement. It's about use and future ability to utilize the property and this property already has an entitled use so that's why contractually, my client was comfortable going ahead with the purchase despite these entitlements still being under request.

So as you've heard, we've asked for conditional HM, heavy manufacturing request and much like the existing use, it's a one-use request. This is HM narrowed down to just one item and that's the travel plaza that you'll hear about throughout the evening. It's site-plan specific. So the HM district normally includes 86 uses in your permitted use table. We're down to that just one. The other 85 are not on the table.

So all aspects of this proposal have been vetted through your TRC process. We've been there five times, responded to comments each time to get to the point where staff was comfortable recommending us onto planning board and ultimately, onto this council for your analysis. And as part of that process, we've studied that traffic impact analysis and everything you hear tonight is subject to those results. Everything that would happen if there were an approval tonight is subsequent to those results. That's an important aspect of that process this has been through and that site plan specificity allows for that vetting and analysis and predictability on your part.

And of course, all of that process and all of that proposal, the site plans, everything we're going to go through tonight is on the public record for full transparency and predictability. It's a firm commitment to both you all, the citizens, the staff as to what the property [inaudible 00:18:14] applicant plans to do here and it can't be deviated from in any substantive intensifying way. So if they decide that they want to increase the square footage of the store, that would have to come back to you. If they want to change the use all together, that would have to come back to you. So the site plan specificity is a big deal and we're happy to be able to offer that detail tonight.

So this is that proposed site plan. This is the rendered version of it. Of course you've got the drawings, the CAD-generated drawings in your packet that we can go through, but this is what we're going to be talking about a lot tonight.

From a zoning aspect though, we want to look at the reasonableness and the consistency with the land use plan. Yes, sir.

Tim Bradley: I was just going to ask you, would you rather us wait till the end to ask questions or ask during, the presenter, when the issue comes up?

Amanda Hodierne: I guess maybe as we go 'cause this is going to be a little bit long and so I don't want you to forget so I'm happy to field them as we go.

Tim Bradley: Okay, good. Thank you.

Amanda Hodierne: Okay. So I want to first start by looking at our statutory analysis for our rezoning request, which is reasonableness and consistency with the land use plan. So any reasonableness analysis needs to start with the existing land use pattern. So here, this is familiar territory for you guys. Of course, we've got I-40 bisecting the center of the screen running east to west, the red star is the subject property just immediately to the south of that, in the shadow of the interchange. We've got the two existing travel centers that you see there at two of the four quadrants of this interchange, the Pilot Center and the other travel center. And then of course, we have the Bojangles and a little bit of development catty-corner to this site in the northeast corner. And then, you see Highway 119 running roughly north-south to the east of here and of course, Senator Ralph Scott Parkway running to the south of here off to the west.

So what does this tell us? We know as you've heard from Ms. Ownbey that this is in the North Carolina Commerce Park. We're going to talk about that and what surrounding land uses that has generated. But just from the existing land uses, we know that there are two travel centers, plazas here. Of course, that makes sense with this being by the interchange. That land use is very common sense location driven, much as this request is for the same reasons. We know that it works here. We know that there's a demand for it and we know that this location meets that demand.

Our zoning context that you have here adopted in the City of Mebane supports that. So it's no accident that those uses exist there and this is pulled directly from your city's GIS. This is your zoning layer. You see a lot of purple and that's your manufacturing industrial districts. The light purple is LM, light manufacturing. The dark purple is HM, heavy manufacturing. And the hashed version, the lines is that conditional district, which is those site plan specifics that we talked about earlier. Again, you see the red star showing you our site. Where you don't see purple, you see your red district. That's your B2 commercial district. So just as you heard Ms. Ownbey state, this area has been targeted and implemented for industrial and commercial development and that's exactly



what has happened. So that land use pattern that we just looked at from above is underlined, encouraged, promoted and exists because of this zoning framework that you have and that has been furthered here.

This request is right in line with that. So while we have a use that's harmonious with what's around it in the travel center, in the interchange of the interstate, we also have a zoning district proposal that's very much in keeping with this framework that you see. We have an HM request. That's that dark purple, just like to the north, narrowed down to just one use. So very much in line with what you see here and what's around us.

Next, we want to look at, I mentioned that second prong is consistency with your adopted comprehensive plan guidance. So in Mebane here, your comprehensive plan starts with your overall document known as Mebane by Design from 2017 and that tells us, you see here an inset of the subject property, that tells us this property is designated as G1, Growth Area 1, specifically industrial. That is defined in your design document as areas with the greatest access and infrastructure to support that industrial growth because industrial users can't exist just anywhere. They need utilities. They need a transportation network. They need the ability to carry out their industrial use and the site is ideal for that. And again, this is no accident. It's because it's been designated that way in your comprehensive plan. The zoning has come along in furtherance of that comprehensive plan and the uses have followed. So that's exactly what we see happening here.

Another big idea of your industrial land use designation is about employment. Industrial uses, commercial uses are about promoting employment centers and creating places where that is promoted and supported and able to be a proper land use where it doesn't disturb or interfere with your other land uses, in and other places and that's what this is designated as. So employment center, industrial uses are recommended, supported and have in fact thrived at this location.

Next, you have within your comprehensive planning documents a comprehensive transportation plan. As the name suggests, that is your longterm objectives and planning goals for your transportation network. So this part of your comprehensive plan looks specifically at how you want to improve your transportation infrastructure, how you want to grow it. You've got Roadway Project Number 3 in that plan. It's the Trollingwood-Hawfields Road widening. And you see here the map that shows the red area from Gibson Road to the north all the way down to Highway 119 to the south, inclusive of the bridge that goes over the interstate, all slated to be widened as part of that comprehensive plan. You see the map to your upper left showing the stretch in the black and purple [inaudible 00:24:38] hash marks and if you look at the legend to the south, the little red arrow tells us that those are unfunded improvements that are still needed. So they're on your plan. They've been identified as needs, but they are yet unfunded.

And you heard Ms. Ownbey mention that Mebane has submitted that for years to the State's program for STIP funding. They have funded some preliminary investigation of that. That means surveying, looking at records and the area, but nothing for acquisition or actual built improvement of that infrastructure.

Katie Burkholder: May I jump in real quick?

Amanda Hodierne: Yes, Ma'am.

Katie Burkholder: And this may be a staff question, but if something is granted funding from DoT improvement, about how long do we know it takes? I mean, I'm assuming that it's not an immediate, like once DoT allocates funding to take it on, I mean, there's still a lead time or a wait time once funding's been allocated. I mean, am I correct in that?

Mayor Hooks: It can vary anywhere from two years to 20 years. This is like I want to say it's a fast track, but I'm not sure they use that term, but they're looking at it very diligently for I think... So time, I don't know. They don't know because it's a funding request, a funding matter. They don't know when funds will be available. We have a road project from Lowes to Hawfields that's going to be led in November this year, that was going to be last year, but it was a funding issue, but the money's there. It's going to be there so I can't answer that. You might be on the board now, you may be able to answer that.

Montrena Hadley: It is slated for I don't know when the date is, but the Lowes Boulevard is going to be improved or extended over to Trollingwood-Hawfields Road and that is on the agenda, too,

as its stated maybe go out in date at the end of this year. But if you go to 119 and then the road Lowes Boulevard, it comes adjacent to Lowe's Home Improvement will come over Trollingwood-Hawfields Road so that would be a...

Katie Burkholder: The green section?

Montrena Hadley: You see where it says R7. Right.

Katie Burkholder: And then cutting over that way.

Montrena Hadley: Right, like a little connector between Trollingwood-Hawfields over to 119 South. And so hopefully, that will be funded or let towards the end of this year.

Amanda Hodierne: I'll let DOT speak to that, but what I will mention is that that's actually a different roadway project under your comprehensive plan. So related, certainly, same area and will touch Trollingwood-Hawfields Road, but not this one.

Chris Rollins: Let's give Ashley a moment to explain a little bit about how DOT does the projects, the SPOT Program, the Lowes Boulevard down to Trollingwood is a funded project. Everybody can see the stakes down there. They can see utilities in the process of being moved for that, but that's a good example of a project that's been funded through the STIP program, through the SPOT program and I'll let you say more.

Ashley Ownbey: So we're talking about the widening of NC119?

Chris Rollins: Cover the SPOT program. How often is everything evaluated?

Ashley Ownbey: I'm new to SPOT. I'm not sure I can tell you how often it's evaluated, but we did recently just submit different projects through the SPOT and we do it as a regional organization. So Mebane is competing with Graham and Burlington and other communities in Alamance County, our region and they submit a top number of projects for roadway, for bicycle, pedestrian, for transit. And then that regional group goes and competes with every other region in the state. So though we submit projects through the SPOT program, it's not immediately decided that those would be funded. DOT is the entire state for prioritization process.

Chris Rollins: Wright Archer with our division office is here if you'd like to hear a little bit more about that?

Katie Burkholder: Is he planning to speak later or would he be able to speak now?

Chris Rollins: Why don't you come up and just briefly.

Mayor: This tends to be going in a different direction than what she's presenting. So, let's talk about her project if that's okay with the council.

Sean Ewing: Absolutely, and regarding this, in the public sphere, there is some discussion that this NCDOT owned road, there might be some City of Mebane dollars going to it. Can you explain?

Amanda Hodierne: Yeah, certainly. I appreciate the questions and the discussion, and I think a lot of good information has been exchanged, but to bring it back to this project, I think to the Mayor's original comments and answer to your question, STIP funding is a moving target. And you heard Ms. Ownbey say they submit things every year. That's because the STIP changes every year. So why do we look at, why do cities do comprehensive plans? Why do they come into play for growth and development from private developers? It's because the other way that roads and infrastructure and facilities get filled is through private development. So no, the roadway improvements that you're going to hear about tonight and that we're going to look at in detail that are the result of the traffic study, and reviewed by and that would be administered through the city and DoT, those dictated improvements are privately funded by the developer, would be, have to be and would be done so prior to opening. So we'll get to that, but I think that works in tandem. The comprehensive transportation plan guides all of that so that everybody knows, it's clear to everyone in the community what you may need funding from the state eventually or if private development comes along, what they're going to be asked to do, and that's what has happened in this case.

Sean Ewing: When you sum up, again, no City of Mebane dollars?

Amanda Hodierne: No, sir.

Sean Ewing: Should this be approved?

Amanda Hodierne: No, sir. Amanda Hodierne: No City of Mebane dollars, no county dollars.

Amanda Hodierne: All right, so the other important aspect of your policy planning documents and your long-range planning here is the North Carolina Commerce Park. I've mentioned it. Ms. Ownbey mentioned it, and it's very important here because this was a big effort. This did not come about easily or lightly or without considerable effort on the city's part, county's part, Graham's part and the state. So this began in 2012. It's a 1200-acre economic development zone. It spans Mebane, Graham and Alamance County jurisdictions and in fact, is governed by an interlocal agreement signed onto by all three of those jurisdictions, regional leadership, regional resource sharing and planning in order to create something special like this. And it is in fact a shared commitment to create economic opportunity and it has worked. It's a certified site that happened in 2015 I believe and it's got Walmart distribution center. That was really the catalyst user that got all this off the ground in 2012. It now has the Lidl Distribution Center, UPS Distribution Center, Crow Holdings as you've heard tonight has just broken ground over 400,000 square feet of warehouse space. This property we're talking about tonight is entitled in that same vein that Crow Holdings. So all of that is meant to put things like what is already there and what we're proposing tonight in play. This commercial use, this retail component is a synergistic use, an additional contemplated use under that commerce park to utilize utility and infrastructure expenditures and investment on the part of all these jurisdictions to create economic opportunity, jobs and income and all of that to flow to a higher quality of life for the region. That's why we do economic development. And in fact, it's important to think, to stop and remember that for a minute. We talk about economic development a lot. We hear about it a lot. It almost becomes something that we forget why it's so important. Why is it such a commitment in your long-range planning? And why does it need to be hearkened back to as you consider proposals like this? Well, you made a big investment here, not just Mebane, but the other jurisdictions, a \$12 million investment in infrastructure. You built the big network that Mr. Holt talked about in terms of water and sewer to attract and serve these big users, and you expect those big users to participate when they come along, much like this project is proposing to do with the utility upgrades that it's committed to. It's jointly funded by Mebane, Graham, Alamance County and NCDOT to create those opportunities. That includes the building of Senator Ralph Scott Parkway to move those users to and from the interstate. There was a \$100,000 contribution from Mebane and the other municipalities to the chamber to get the site certified, to the Alamance Chamber of Commerce to create that state certification so that users know that this is a legitimate economic development site. Other users, not Buc-ee's, not this user, have been offered incentives to come here. So that's an investment. So get people to this site and to make it take off the way that it has. All of this for economic development, which is important because most economic development is successful at local levels because it takes the unique understanding and knowledge of elected leaders and staff leaders like we have here to know how to address the unique market conditions and opportunities in their community. Economic development improves the standard of living for all by impacting the region and raising the per capita income and creating a higher quality of life from that income. It creates jobs and better incomes, creates more opportunities, and it creates a high value tax base which is critical to reinvest in the community with services like roads and fire and police. So, I just wanted to pause and remember why that's important. That is important, why that's a policy in place here that we need to stay committed to. And we're going to talk later about how this plan delivers on that. So there are several important considerations that we want to look at tonight when we think about the specificity here. There are site plan considerations, there's public benefits that you've heard a little bit about already from the site plan. It's creating a 10-foot multi-use path across its frontage and across the bridge over I-40. The city is committed to these multi-use paths across your jurisdiction. You see the multi-use path across the Mebane Oaks bridge now that that improvement is in place, so this would be similar to that, so that as people want to move more and use the connected opportunities that you're creating. Development comes along, we don't want to miss those opportunities to create those connections.

So this project does that. The extension of the public sewer main, I believe this is what you were asking about Councilwoman Burkholder. There is an existing long-term utility plan for the GKN pump station to be rerouted, and this helps facilitate that, because we are in that pathway. So, by extending the public sewer main from the outfall under into Trollingwood- Hawfields Road, that facilitates and furthers that objective for your long-term sewer plans. Also, the provision of all the city required utility infrastructure, the 12-inch water main that's necessary for the high use in this area, all of that that the city said, "This is what you need to do here." That's being done.

There's impact considerations for our driveway location, our signage location, environmental and transportation considerations. Also, internal design standards that have been highly vetted and turned over by TRC and our experts to make sure that they're the best and the best functioning. So with that introduction, I would like for you to hear from those engineers that have worked on those aspects and developed the site plan here. Again, that is a firm commitment to the city and cannot be deviated from in these regards to ensure that it is the most reasonable and best foot forward. So I'm going to ask Austin Watts from Kimley-Horn to come up first.

Austin Watts: Good evening. My name is Austin Watts. I'm with Kimley-Horn, and I office out of 200 South Tryon Street in Charlotte. I appreciate the opportunity to be here and to continue on with what Amanda is saying. My firm, we're a civil engineering and environmental engineering firm, and so we are retained by Buc-ee's to work through the process with staff and do part of the permitting and entitlements of this particular development. I enjoy working in the City of Mebane. The staff in the City of Mebane is excellent. Now what I did not say is the staff of Mebane is easy. The staff and City of Mebane is extremely thorough as Chris and Preston and Ashley and others and Franz over here can attest. So this is not something where we took a plan and we slapped it together and we showed up here in front of you.

We went through five different rounds of TRC technical review committee comments. And so the plan here has evolved over those five different submittals, in addition to impromptu meetings and phone calls with staff and things like that. The intent of this is to make sure, one that we're meeting code, and then two, make sure that we are creating something at the end that's going to be functional for Buc-ee's as well as functional for the residents in the City of Mebane. So to continue on with, what man?

Sean Ewing: Quick little question. How many months does this take?

Austin Watts: February. So nearly a year.

Austin Watts: Part of those reviews, they go over basically everything that you see on that slide. But for lay people they don't understand the intensity of that. So we're looking at things that pertain to the site plan, which would be building setbacks, landscape buffers, making sure that we have the required amount of parking, that we've got ADA covered, things like that. Then it goes into environmental features, and that would cover stormwater, it could cover flood plain management, it could cover army corps of engineers, wetlands and stream permitting. It could cover flood plain mitigation, and we'll touch on that here in a moment. So let's go into a little bit of detail on what some of those permits are. So let's start with some of the environmental permits, and I'll go to the next slide here. All right, so the environmental permits that we deal with, the biggest one is generally the army corps of engineers permit. And those can range from relatively simple, and a simple permit through the army corps will take four to five months, up to a very complex permit, which can take well over a year. Those are called individual permits. What we have is called a nationwide permit. We wanted to make sure that we were not going to the maximum of any of the impacts that we have. So a nationwide permit are generally pretty small impacts. You can have a maximum of about a half acre of impacts to waters of the US. This particular application has 0.18 acres of wetland impact, with the maximum being half an acre, so we're less than half of the threshold. And then you can have up to 0.05 acres of stream impact and we're at 0.02. We've got a little bit of buffer zone impact, about 12,000 square feet of zone one, of the riparian buffer about 9,000 square feet of zone two. As part of that, we've got a North Carolina Department of Environmental Protection. There's the Army Corps is the 404 part of the Clean Water Act. The state is the 401 part. And that goes through NCDEQ, the Department of Environmental Quality. And so that will come after, if we proceed forward, if we're approved tonight and then continue on with construction documents after we have an approved stormwater plan, then that goes to the state and the state will issue their half of the permit for the 401.

Tim Bradley: When you say captured and treated, are you talking about the runoff from the parking lot and building, etc. Impervious surfaces?

Austin Watts: Absolutely. So let's go back a slide. So this button here goes back? Okay. All right, so let's see. Right here. We have stormwater pond here and then there's a stormwater pond right there. And that's a nice segue into the next part of this. So as part of our engineering review through the City of Mebane, we have to prove that our pre versus post is what we call it. So the pre-discharge rate, whatever that rate is, whether it's five CFS, whether it's a 100 CFS, whether it's one CFS, whatever that is, we cannot exceed it for the specified storm event. So the City of Mebane

code requires us to meet or to not exceed the pre-development rate of discharge for the two-year storm and the ten-year storm. We're doing that. In addition, in order to be a good neighbor, we have reworked these ponds to make sure that we are doing the pre versus post for the 25 as well. So we are exceeding what is required by the ordinance for this particular project.

Tim Bradley: You are capturing it and making sure the runoff rate's the same as pre.

Austin Watts: Yes.

Tim Bradley: When you say manage, is there a filtering system or a treatment? Let's say Uncle Tim comes over and leaves the gas pump running on this gas tank and runs 12, 15 gallons of gasoline over and it's pouring out rain, it's going to run off. How is that managed?

Austin Watts: I'll let Scott answer that whenever he comes up after me. But there is a containment system that deals with the gas station portion of that, that is separate from the stormwater management piece. So the intent is if it's a gasoline spill or something like that, it is picked up and treated before it gets to the inlets that run to the tension ponds.

Montrena Hadley: For your storm water management, will you be conducting a yearly storm water assessment report? Will you do that annually or-

Austin Watts: Generally that's required as part of the operations and maintenance agreement. So as part of this, there will be easements that are required. There's bonds that are required to be posted. So if for whatever reason the owner did not take care of it, there's a bond posted to ensure that the city has the ability to go and take care of that maintenance, as well as the easements that would allow access for that to take place. Any other questions on that?

Tim Bradley: Well, let me make sure, you said Scott was going to address this, but let me make sure I'm understanding. So you're saying that the containment of runoff from the gasoline pump area is separated from the containment or runoff from the parking lots?

Austin Watts: Yeah, there's a separate system that will collect that type of hydrocarbon, that type of runoff that is separate from rainwater. An additional permit that we have, we'll have a floodplain development permit. We do have a portion on the left-hand side now, highlighted here, that we are a little bit in the flood plain. If you go back one slide for me. All right, so we're in the flood plain fringe a little bit right here. So we're not in the flood way. And so the floodplain is dividing the two pieces, you have the flood way, which is the stream and the area immediately outside the stream that conveys floodwaters. And then you have the flood fringe, which is the outskirts of that, and you can impact the flood fringe with a development permit that we get through the City of Mebane, that city Mebane is delegated by FEMA and the floodplain development permit is issued by city staff. Now if we were impacting the flood way, then that'd be something we would have to go to a very intense permit through FEMA, we're not doing that. So we're staying at the staff level for the floodplain impact.

Montrena Hadley: Do you have a mechanism in place that would check that periodically?

Austin Watts: There's nothing that needs to be checked at that point. This is, we would have a retaining wall or we'd have our grates that tie in and it would be permitted as part of TRC review for construction documents.

So as part of additional site plan considerations, so we touched on a little bit of the process, we've touched on the environmental pieces of this. Well again, we've got the functionality of it as far as the everyday day-to-day user. So that takes into consideration the on-site signage. It takes into consideration where we put parking spaces, how the building is oriented, and the big one is the driveway location. So again, as part of the TIA that I've got staff here, some of my partners that will speak more in depth on the TIA and NCDOT is here as well that can speak to it. There is a lot of effort that has gone into the current access locations where traffic lights are going to be allowed, things like that, and I'll segue into that in later slides.

And then lastly, Franz touched on a little bit ago, but we've coordinated our utility connections mainly for water and sewer. Water will be to the site, and Franz did a good job of explaining the magnitude of 20,000 gallons it sounds like quite a bit, but whenever you put in the grand scheme of things, Franz did a good job of explaining what the magnitude of that is compared to your system, and compared to your system's ability to feed that. The sewer main extension that was referenced connects here and it connects and goes through our site and then the Buc-ee's building connects to it. As part of our project, we have agreed to continue that sewer line on and across

the highway here, that will set up the city for future connections.

All right, next slide. All right, so again, there's been some discussion on the amount of impervious that this has, because it is a big project. It's a big gas station and first and foremost, we are not in the critical watershed. And again, staff as well as the design team is very excited we're not in that critical watershed for a number of reasons. But we're not in the critical watershed, and we're going to have about 16 acres of impervious. So that will consist of the building, parking lot, things like that. Now, whenever we compare that to the crow plan, if you want to go forward one slide, we'll come back to this slide here in a minute, but you can see the Buc-ee's is obviously here at the top, and you can see the amount of impervious that we have. Well, it's not like we're comparing this to a farm, we're not comparing it to a park, we're comparing it to an industrial park.

And so we've got a 280,000 square foot building with associated employee parking along the front, dock spaces in the back. You have to have a very wide maneuvering area in the back for 18-wheelers to be able to turn around. Then we've got trailer parking here, and we have trailer parking on this side. So whenever we compare these two, they're very comparable. I think we're about 50% impervious and I believe of the crow plan was give or take maybe 8% less than that. So it is very comparable as far as the amount of the percent impervious of these particular projects.

All right. If you go back one slide, okay. And we've touched on this to where the ordinance requires us to account for the 10-year storm, and that's again, in layman's terms, we call it the 10-year storm. But what that is give or take, based on past performance, it's about a 10% chance that particular storm event would happen. So the two-year storm, you've got about a 50% chance that that particular storm would happen in any given year. The 10-year storm, you've got about a 10% chance. We've gone ahead and designed this to account for the 25-year storm where you've really got about a 4% chance of that storm happening.

Tim Bradley: Where you say treated. Is Scott going to cover that part too?

Austin Watts: If you go back to the site plan, any plan that shows it? Yeah, that one's good right there. The blue makes it easy. So we are, interesting... All right, there we go. So we've got a wet pond here and we have a wet pond down here, and so we are going to design that per the city's ordinances. And so that will take out, it allows hydraulic detention time, which is a fancy way of saying it allows time for particles to settle out.

Tim Bradley: That's what I was going to get. You don't just contain the water to allow it to run off a specific radius. There's also a filtration process.

Austin Watts: There is, there's specific guidelines as far as length, the width ratios required depths, the City of Mebane's design guidelines are very extensive. And then there's extra tools that we have to go through whenever we go through TRC for construction documents. And again, there's extremely thorough reviews of our store water reports whenever that takes place.

Tim Bradley: Well, I mean that's a huge concern with that larger parking lot and that many vehicles, not that it's just a retention pond, it's also a filtration of the carbons or anything else that runs into it.

Austin Watts: Yes, that is correct. All right, if you want to go to the next slide. All right. We've talked a little bit about water usage, and as part of that, like I said before, Franz did a good job of covering that, and we do have a concurrence with staff that there is adequate water and adequate sewer to service this particular development.

So the permits that I've gone through, if you want to you can go to the next slide. The permits that I've gone through, these are not anything that we're trying to skirt. This is not anything that's new. This is not anything that's abnormal. Most of the projects that I deal with are going to have these exact permits if not more intensive permits.

I've had numerous jobs that it was not possible to develop it without requiring more than a half acre of wetland impact. And so you've got a year process dealing with the core. You've got the expense of that. This particular project here had the ability to impact more than half acre. We're spending the money to make sure that we're staying out of these sensitive areas. All right, so we've touched on some of this. So the 100-year floodplain on the plan east and south end of that site, we are in the flood fringe and we will permit that through the city with a floodplain development permit. There was comments previously at planning board that the fuel tanks were in that particular area. We've since changed the site plan. We've put the fuel tanks on the exact opposite

side of the site plan. So they're now on the plan west side.

Sean Ewing: Those are the tanks that originally got accommodated. A nearby neighbor?

Austin Watts: These are the underground fuel tanks. The supply gas-

Sean Ewing: Got you. That's further away from the floodplain, okay.

Austin Watts: Yeah. They simply moved them completely out of the equation.

And so as part of that, we'll submit a floodplain development permit if required, we'll do a no-rise, but no matter what, we've got to do a flood study to show what our impacts are and show that our impacts are negligible, or we have to mitigate for those impacts. The jurisdictional streams and wetlands, like I've mentioned before, that has an army corps of engineers permit and then also a subsequent permit through NCDEQ. We've moved the tanks. We do not have any fuel tanks in wetlands. We've moved the fuel tanks. They're no longer in the area of the floodplain, and at no time did we actually have fuel tanks in the floodplain. They were not below ground in the floodplain in that particular area. There was a wall, so they would've been up 20 or 30 feet. But no matter what, we've moved that out of the equation.

So those permits will be applied for through the Army Corps of Engineers. And then we've got riparian buffer impacts mainly for the stream crossing to get to Senator Ralph Scott Parkway. That'll be part of our DEQ slash Army Corps permit, but that's where a lot of the riparian buffer zone impacts come from.

And then I'll briefly touch on the lighting. Lighting is going to be per the ordinance, it'll be full cutoff fixtures, shoebox type LEDs that shine straight down. So we will not have, up-lighting, we will not have lights that encroach onto neighbors. There'll be zero foot-candles at the property line in keeping with the ordinance. Any other questions at this time? If not, I'll hand it over to Scott and then he can speak to some of the Buc-ee's specific containment items that you had questions on. Thank you.

Scott Ratcliff: Good evening Mayor, council members, staff. It's good to be with you all this evening. My name is Scott Ratcliff, I work for Buc-ee's. Our primary office is at 327 FM 2004 in Lake Jackson, Texas. I'd like to spend a few moments to talk about some of the environmental concerns. We've had several questions about fuel and fuel leakage and contaminating the groundwater system and so forth, and wanted to let you know that we are on the cutting edge as it relates to our protection in our measures necessary in order to preserve the environment and the area in which we reside. In addition to the double walled tanks required by state law, we also have internal monitoring systems between those two walls. So in the event that you do have any type of fuel leakage from the inner chamber to the outer chamber, sensors go off, everybody's notified.

Same thing with water intrusion. If any water comes from the outside, inside, those sensors are also tripped. That's just the containment within the tanks themselves. Also, each of the fuel dumps where fuel is put into the tanks, and where vapors could emit be emitted, those are also captured, in accordance with state requirements.

Something that I'm awful proud of and something that we do that most people don't, there it is. Okay. Is that we have a permanent de-watering device that runs below the fuel tank system. And what this does is this keeps interference from groundwater from even getting into the fuel tank area. In addition to that, if there is a leak, there's a device within the wet well which enables the water to be separated from the oil, and it also has additional sensors in it. Nobody else in the industry that I know of does this. This is to help with monitoring as well as the incidental or in the event that you do have any type of spill within the fuel system itself.

Katie Burkholder: Forgive me, just to double check. This is not something, the de-watering device is not a requirement, that is something that your company does optionally?

Scott Ratcliff: This is something that we do above and beyond. We do this to try to, once again, preserve and protect the environment.

Montrena Hadley: So, Scott, if there were a leak or something happened, who would be responsible for cleanup?

Scott Ratcliff: Buc-ee's is responsible for cleanup. But as I stated, there's several sensors. In order for it to even get outside of this fuel tank farm area, which we call it the tank farm, we've got to go through three sensors already. So we're triple-checked, as it relates to you got to get through the double walls, and there's sensors in between the walls. There's sensors out in the wet well, and there's sensors in the sumps where the fuel is dumped into the tanks.

Tim Bradley: How often are those sensors monitored?

Scott Ratcliff: They're continuous and they're on the backup power system also.

Tim Bradley: Well, that's unusual too then, what, 40 CFR, 280, federal requirements from underground storage tanks. That's every 30 days. So you monitor them consistently?

Scott Ratcliff: Yes. Our system is connected Wi-Fi to our main hub. And I think the testing is done in accordance with that testing. So you go out and you physically trip them to make sure that they're working.

Katie Burkholder: So you said there was a backup power supply. So if there was a major hurricane that came through and there was localized heavy water, you have three sets of sensors and those sensors have backup power so that if we lost power in the area, that they would still be monitored?

Scott Ratcliff: Correct.

Scott Ratcliff: The sensors would still go off, there'd be alarms.

Sean Ewing: Just curious what federal agencies would oversee should something happen to these tanks?

Scott Ratcliff: Here locally, the state environmental agency is responsible, but then there's also the federal agencies are also responsible to them as well.

Tim Bradley: I guess it's in North Carolina's DEQ under the Department of Agriculture, department of Environmental Quality?

Scott Ratcliff: I believe so, sir.

Tim Bradley: Well, that's impressive. The monitoring compared with federal regulations, anyway.

Scott Ratcliff: This further goes and it shows some of the sensors that we have inside the fuel sumps where fuel dumping is taking place, as well as in the ventilation systems as well. Back to your question about spillage, and say somebody leaves a dispenser running, and it spills out on the ground. Well, what happens then? Well, by state law, we're required to have the surface-type treatment, the kitty litter if you will, for lack of a better word, in order to absorb those spills that take place in those, let's say something larger than that, or let's say that you even put the kitty litter down and you picked it up. You still have residual hydrocarbons that are on the concrete. What happens when the rain comes? Well, what Buc-ee's does, is we have our entire area around the fuel dispensing area, represented by these green dots, goes through to a separate oil-water separator, which enables for any hydrocarbons to be submitted and removed prior to entering even the ponds in their treatment system. So hydrocarbons are treated separately, and before it even gets to the standard treatment procedures.

So the same thing occurs within our fuel dump area, these green dots representing those areas, which are also collected. In the event that there is any spillage that takes place, it may be cleaned up properly in accordance with state requirements, but there's also the potential for existing hydrocarbons to be on the ground. In the event that water comes through and washes those into those storms or inlets they're then treated prior to going into the ponds.

Katie Burkholder: Are these oil water separators required for all gas stations?

Scott Ratcliff: No, they are not. If you look at our neighbors across the street, they don't have any.

Sean Ewing: And can you talk to me about, I'm getting engineering now. Can you talk to me how you know that those hydrocarbons will be captured by those specific areas?

Scott Ratcliff: Yes. These particular storm lines represented by these green dots are all connected to, down here you can see the hydrodynamic, an example of one. We have a couple of different models that we use, but is separated because oil is going to float on top of the water. And so this uses that concept in order to allow for that separation.

And these are maintained, I think every six months they're checked. They may or may not need to



be cleaned, but at that time they're checked. And then also in the event that the management notices any type of spill, they're also cleaned after that. So even if you have no spills and you just have the incidental oil dripping or spilling of whatever, when you take the nozzle out of the car, all those hydrocarbons are picked up in here and cleaned out regularly, before getting to the ponds.

In addition, I've been asked to kind of talk to you about some of our circulation issues. Traffic is a big issue to us. We want to make sure that customers both on foot and in the vehicle on their bicycle all have a safe time and a safe ingress and egress from our facilities, all the way from the interstate into our front door. So what does that mean? That means we spend a lot of time looking at how vehicles get around on site. We use a lot of internal signage as well as wayfinding in order to enable folks to be able to get in safely into the facility and then get out of the facility also safely, and back onto the interstates. And so doing, we have pavement, markings, signage, we have broader aisles than typical. You go to the mall, those drive aisles are typically 24 feet wide.

Our minimum drive aisle is 32 feet wide. Our primary drive aisles are 45 to 50 feet wide. Why do we do that? Because we want line of sight. We have a lot of kids running around. We have a lot of vehicles coming around. You want to be able to see people darting out from the cars. And so we have found through the years that I've been working with them that this is the best way in order to allow patrons and vehicles to be able to get in and out safely, is allow for large view corridors. And so that's one of the reasons why we're a little bit bigger than everybody else, is because we want to have those safety factors. We want to have that ability for folks to come in and get out, feel safe, feel comfortable, and not be intimidated by tight corners, or small parking spaces. Any comments or questions on that?

Tim Bradley: Do you provide any connections for your RVs?

Scott Ratcliff: We do not provide any dump stations or any power hookups. It's strictly, these stalls are wider than normal. They are 15 feet wide and are about 62 feet long. So you can pull straight through with your RV or if you're pulling a fifth wheel or whatever and be able to get in and out safely.

Katie Burkholder: Do you allow RVs?

Scott Ratcliff: No overnight stays? No. I think that's what you were asking. Any other questions I may answer as it relates to internal design? With that, I think it is Earl's time to talk about transportation.

Jonathan White: Sorry, who's going to talk about EV charging stations?

Scott Ratcliff: EV charging, I can talk about EV charging. EV charging is great. We enjoy electric vehicles. Electric vehicles mean that somebody's going to be in our store for 45 minutes to an hour, depending on your car. So we work regularly, in fact, I'm on the, let's see, I get my pointer to work. We work regularly with Tesla and Mercedes and several other electric car chargers, and we have allocated on here our typical maximum. And what I can tell you about that is in looking at market studies all over the US, we have coordinated with these electric providers in coming up with a startup number.

And on this particular location, we have 20 stalls, which is more than anybody else. And what we do is we allow for the expansion. All the way around the perimeter of this project, and even the internal islands, are designed in order for the expansion and addition of additional electronic vehicles. We're not opposed to them. We love them. They stay a lot longer, and they spend a lot more money. But this to say is that you see 20 stalls here. I have a store in Texas now that has over 50 stalls, and they just started putting them in last year.

Katie Burkholder: Can you show me specifically where you would possibly expand EV Places again?

Scott Ratcliff: Sure. The entire perimeter is laid out in a fashion so that we can come in and provide power, because that's a big component of EV chargers. You got to be able to get them transformed power. So all the way around, we have at least eight feet worth of buffer from the back of the parking stall in order to allow for the addition of PSUs, which are the points of sale units used for electronic vehicles.

Katie Burkholder: You said there's a store in Texas that has already expanded their EV. What sort of triggers that for...

Scott Ratcliff: With different manufacturers, it's different. I can tell you it's around 50% utilization.

So if you have 50% of those stalls are utilized, those EV charger companies are calling asking for additional stalls. Our agreements with them are such that we allow them to add as necessary, but that's the threshold that we have with Tesla. With others, it's slightly different.

Katie Burkholder: So how frequently are you monitoring that usage?

Scott Ratcliff: It's monitored hourly. In fact, I think Tesla, the minute you plug in, their clocks are running, so they know exactly how many cars are there, and when they're there, and how long they're there. And that's all through Wi-Fi, also.

Jonathan White: What if in coming decades there's a drastic shift in terms of the amount of gas that people are using in their cars?

Scott Ratcliff: Excellent. We convert this canopy into electronic charging stations. We've got, as I stated around the perimeter, the main thing is power. And I don't know how we're going to solve the power issues within the United States, but getting power for the electronic vehicles, they use a lot of juice. The 20 units that we first install, use almost as much as the store does, just to give you some prerogative. And so, we're putting the same size transformer to serve 20 electric cars as we are that serve the entire store.

Jonathan White: Yeah. But you can envision if things go in that direction that entire gas-

Scott Ratcliff: Oh, yes.

Amanda: Why don't you go ahead now since we're on the topic and talk about the other monitoring that the committee does for other opportunities such as solar?

Scott Ratcliff: We also are looking at, there's solar and wind and all these innovative power systems that are out there today. And we have diligently looked into solar panels and the utilization of solar panels as it relates to energy, because of our large roof space and our large fuel canopy space. But as of right now, it is cost-prohibitive. Putting those systems on, it's more like I'm investing this money and it may return itself in 100 years. So as that market continues to fluctuate, we are definitely looking into, we're always looking for ways in order to improve our efficiencies, and improve our overall profitability of the facility. But at this time, solar is not an option.

Katie Burkholder: Is that something that, I guess, it would be retrofitted? Or done after the fact?

Scott Ratcliff: Correct. There's a couple of states in facilities that it could be at a cost advantage to do, but right now, it's not. But if it does, yes, our canopies are rated for that so that we could be able to make that modifications and add that weight to the top of those canopies, and the same thing with the solar.

Tim Bradley: I know this is probably regulated by the electrical code or fire code 1, but you have pumps shut off for the gas pumps. What do you do with the electrical? Do they have electrical shutoffs for people to hit if there's a vehicle fire at the electric?

Scott Ratcliff: I know that there's fail-safes on the individual PSU units. But as it relates to like at a fuel station, you've got the ripcords you can pull over on the fuel canopy columns. There's nothing technically like that, other than shutting off the main power at the transformer. Any other questions?

Jonathan White: This plan includes 10 Tesla stations, is that what you said?

Scott Ratcliff: This one, I think, is 20 Tesla. We're working on some others that I'm not at liberty to share.

Ashley Ownbey: Per the plan, there are 24 Tesla. The future identified on the plan is 17 spaces.

Earl Lewellyn: Good evening. Earl Lewellyn, traffic engineer with Kimley-Horn, located at 300 Morris Street in Durham. We prepared the traffic impact analysis for the project. To start off with, just a little bit about what goes on in preparing a traffic study. First of all, it's governed by NCDOT standards, so the first thing we do is contact the local agency, your staff and DOT, and set up a meeting for scoping. Looking at things like what intersections are we going to be analyzing? What type of analyses are we conducting?

Queuing, weaving capacity, et cetera. We also are establishing engineering parameters how to go about the analysis when the counts are taken, et cetera. It's really a three-way conversation. It's not something that we just throw on the table for them to review. We're aware of what the standards are and what the study's going to look like in advance. The volumes that we analyzed in

the traffic study are number one, based on existing counts, like collected in the field, and then other approved development projects in the area.

In this case, there were 10 of those. Two schools, several residential projects, a medical office and some industrial projects. We then add on top of that ambient growth rate. That's atypical growth just because of other outside influences. Then we add on, of course, site traffic. Site traffic in this case, is the Buc-ee's project itself. We use actual data collection from other Buc-ee's sites, not the typical Institute of Transportation Engineers Manual.

This is a unique use, so we use the actual data. So all of this information is summarized in a memo submitted to your staff and DOT, and approved before we even begin the TIA.

Jonathan White: How far out in ambient growth do you go?

Earl Lewellyn: We just simply look at the build out of the project.

Jonathan White: I thought ambient growth was the growth in the neighboring community. How many years out? Do you know?

Earl Lewellyn: Yes, we're looking at the timeline is the build out of the project, but it's based on average growth rates that we see from NCDOT data on the adjacent streets.

Jonathan: Okay. But it's just through the build out of the project?

Earl Lewellyn: That's right.

Jonathan White: It's not 10 years into the future?

Earl Lewellyn: No. But in addition, we are adding on top of that, all of this other approved development that would happen as well, even potentially beyond our build out.

Sean Ewing: What's that build-out timeline?

Earl Lewellyn: To be honest, I don't know. I think it's 2025. I think that's right, yeah. The traffic study itself includes capacity and queuing analysis of 10 intersections in the area, starting up at Gregory Poole Lane down to NC 119, along the Trollingwood-Hawfields corridor. We analyze typically AM and PM peak hours. In this case, because of the heavy peak, we're also looking at Saturday peak. That's not something a lot of traffic studies do.

The original traffic study was submitted in March. In order to respond to DOT questions and comments, we submitted addenda in June and August to respond to those. There's several conservative aspects in a traffic study, particularly this one, that are more likely to overestimate the impact. I'm going to try not to geek out too much, but basically one of those assumptions is that there's no interaction assumed between the other approved developments.

For example, if you have a school generating traffic, if you have a residential community generating five trips out and a school receiving five trips in. You would think that's a total of 10 trips on the network, but some of those are connected. So maybe you only have eight instead of 10. That kind of conservative aspect is included for all of those uses. We also look at analyzing... you hear me talk about peak hour. We really analyze the peak 15-minute period and assume that that happens four times in a row.

There again is a conservative aspect there. Further, we take the highest peak at each intersection. We could say, "Okay, the peak is at 5:00 to 6:00 for every intersection," but that's not the case. Some of the intersections are higher at 4:30 to 5:30. That's another conservative aspect in these future build of volumes that we're analyzing. Then finally, we superimposed these highest intersection volumes with the highest peak of the Buc-ee's generation, even though those may not coincide.

We've got four conservative aspects of the traffic study right there. If I were to somewhat guess as to what percent conservative aspect that would be, at least 5%, and probably in the 10% to 12% change in future volumes. So leaving and getting away from the geekiness, back to the fact that the traffic study is reviewed by NCDOT Congestion Management, which is the folks that review these things all day long. That's what they do. The local district office, the traffic engineer consultant for the city, as well as city staff.

Based on review of the analysis and the comments, as you can imagine, as you've already seen, Buc-ee's is committed to extensive improvements in the area. If you could bring up that roadway map, please? If we could zoom into sort of this area, the interchange ramp's right here. So for

context, north is to the left here. The gray area indicates existing pavement. The green indicates new pavement for new lanes. I'm sorry, that's not quite right. This is coded different.

The orange is new pavement. The yellow that we're seeing is the multiuse path, and the green is actually the shoulder of the road. There's lane improvements here as well. You'll also notice some points where there are signal modifications that are associated with these improvements. The other thing is the red areas are concrete medians, concrete islands. I'm going to go through real quick what these improvements entail.

We are improving the I-40 westbound ramp for two left-turn lanes on the exit to turn south across the bridge, which means widening the bridge for two additional lanes. We're also accommodating two northbound left-turn lanes so we have to have two receiving lanes on the entrance ramp. The bridge here will ultimately be six lanes wide. At the eastbound ramp intersection, we still continue the two southbound through lanes. We are lengthening the right-turn storage for these turn lanes here, and modifying the signal.

If we could pan farther to the right, thank you. That's good. Continuing through the frontage, the two southbound through lanes extend all the way through the Buc-ee's frontage, and terminate just off the page into a through and exclusive right-turn lane onto Senator Ralph Scott Road. There you go, thank you. There's also at this point, the northern side drive is a right-in only so we have an extensive right-turn lane there.

We're also accommodating a median and exclusive left-turn lane all the way through this frontage into the Pilot facility. Continuing down to the main site driveway with Buc-ee's, which is going to be signalized, we have a right-turn lane all the way through that frontage. We have dual northbound left-turn lanes exiting the site obviously to receiving lanes to carry those back up to the interstate.

We have an exclusive right-turn coming out of the site, an exclusive left-turn turning into the site and a new traffic signal. Going farther south and around to Senator Ralph Scott Road, there are exclusive left and right-turn lanes coming into the site, as well as coming out of the site. This will be an unsignalized intersection. The volumes aren't nearly as heavy there as you might imagine. But we have a new traffic signal at this location, modified traffic signals at the two interchange ramps.

The other thing that I mentioned and I think others have mentioned, is shown in yellow is the 10-foot wide multiuse path that wraps around the entire site, continues across the I-40 bridge, and connects to the sidewalk at the existing Pilot facility.

Jonathan White: Just above the gas area, those are parking spaces there that are shown in the little black tick marks, that's parking?

Earl Lewellyn: Yes. What we've done is shaved back the site plan so it doesn't overwhelm us.

Jonathan White: Yeah, I understand.

Earl Lewellyn: But yes, those are the parking.

Jonathan White: If somebody's parked there and wants to get on I-40 West, are they going to be bumping into a bunch of traffic that's dumping into Buc-ee's? How do they get out?

Earl Lewellyn: As you can see, there's restrictions that don't allow vehicles to get out in this area. They exit this area, and we're going to have signing that, as Scott mentioned, signing and pavement markings that direct people either to this access or through around the pump island to here, or around to Senator Ralph Scott Road.

Tim Bradley: How do you handle someone getting off, who's traveling eastbound getting off, turning right and wanting to turn left into the Pilot when you've got two lanes of traffic that are coming out of Buc-ee's going to the interstate and there's no signaling? How do they turn left there?

Earl Lewellyn: That's a fair question. There's two right-turn lanes here. When those are moving, the southbound through lane is obviously stopped. You have this volume of traffic coming through this area.

Like I said, there's a left-turn into Pilot at this point. Then the signal stops the vehicles here for the left-turn and even the right-turn to come out of the main site driveway to head back toward the

interstate. Is that your question?

Tim Bradley: You're saying the left-turn lane or left-turn light coming out of Buc-ee's will hold traffic long enough that if someone's wanting to make a left-turn into Pilot, so that you don't have continuous traffic?

Earl Lewellyn: Yes, sir. That's a fair point and a good way to put it. The signals that are existing and the new signals create gaps in traffic, that allow these unsignalized movements to occur more efficiently. That's a very important point, yes.

Tim Bradley: The reason I asked that is because I visited a Buc-ee's in Sevierville, Tennessee. The one problem with their traffic design was, I won't tell you what I'd call them, but inconsiderate drivers that would move to turn left, knowing they were going to stack the light. When the light changed, nobody could go anywhere. One of the problems was they didn't allow for individuals making a left-turn lane into another property.

Earl Lewellyn: Yeah. We have a very extensive left-turn lane here that could essentially go back to the intersection probably about 500 feet. I think the minimum required length of that is 300 feet plus a taper.

Tim Bradley: Well, actually if I'm understanding this, people turning left out of Buc-ee's will be halted long enough for anyone wanting to make a left-turn into Pilot.

Earl Lewellyn: Yes.

Katie Burkholder: Just to quadruple check because this is a little bit tricky to see with the map, there are two lanes that are turning right into Buc-ee's?

Earl Lewellyn: No, there's just one lane turning right at each of the driveways.

Katie Burkholder: Okay. There's two through lanes and then there's one left-turn lane for the Pilot gas station, so you're not taking away a left-turn lane?

Earl Lewellyn: That's right.

Montrena Hadley: What is your proposal time of having the road improvements completed?

Earl Lewellyn: All of these road improvements will have to be implemented before the store opens.

Sean Ewing: So you're talking working in parallel, bridge improvements, lights, turnoffs, everything will work in parallel should this get approved alongside Buc-ee's?

Earl Lewellyn: Yes. Typically, the way it most often works is that the onsite grating and utilities go in, and toward the latter end of build out, then you're doing your offsite roadway.

Then the last thing is installing the traffic signals themselves and making those active.

Katie Burkholder: But there's no way they could open prior to this being done?

Earl Lewellyn: I don't think DOT is going to let them open. I don't think they want to open, because if traffic for Buc-ee's doesn't work, Buc-ee's doesn't work.

Katie Burkholder: Would that be a condition?

Preston Mitchell: Yes. That is part of that and I think the city attorney can clarify that. I believe I just heard the representative state he's willing to make that a voluntary condition even clear.

But from staff and DOT, DOT would not let them open until these improvements were done. But I believe they just said and the city attorney can clarify they'll make it a voluntary condition.

Earl Lewellyn: Typically, what we find is that DOT as part of either the driveway permits or encroachment agreements, have those conditions imposed as well.

Lawson Brown: That's satisfactory.

Sean Ewing: Just to clarify on the bridge, I want to make sure we're on the same page here, this is not a double diamond whatsoever?

Earl Lewellyn: This is not a diverging diamond, no. We actually looked at a diverging diamond. This worked better.

Kaite Burkholder: One last point of clarification because this has been referenced in some emails that I've received. Does Buc-ee's allow tractor trailers onsite?

Earl Lewellyn: I will yield to Stan to speak to that.

Stan: No, no. The answer's no.

Katie Burkholder: So in this case, tractor trailer traffic would be potentially coming from Senator Ralph Scott Parkway and the distribution centers and the warehouses that are there.

If they are on this side of the interstate, they would be accessing the Pilot, but they would not be accessing the Buc-ee's? Okay, thank you.

Earl Lewellyn: Yeah. Any further questions on that?

Mayor Hooks: The state grades roads. From what I understand, Trollingwood today is a C. Correct?

Earl Lewellyn: I believe that's correct. I'd have to consult the three different versions of the traffic study and the three different models, but I believe that's right, yes.

Mayor Hooks: After millions of dollars of expansion and road improvements, the grade continues to be a C.

Earl Lewellyn: Continues to be a C, or in some cases, it's level service B.

Mayor Hooks: That is a good thing.

Earl Lewellyn: Yes.

Mayor Hooks: You need to emphasize that for citizens that they are equaling or improving the roadway.

Earl Lewellyn: You're about 30 seconds ahead of me, but yes.

Mayor Hooks: I know. Time for a break.

Earl Lewellyn: I will quickly summarize. To your point, yes, these improvements will all be completed before the Buc-ee's store opens. With these improvements, the intersections in this impacted area will operate at either level service B or C, which is better than the NCDOT standard of level service D. The other thing I would like to do if I can, is to use a traffic simulation to give you an idea of traffic flows, traffic queues and we may need to give staff some time because I surprised them with this.

I can't sing or dance so. While they're doing that, I will simply say that this simulation that you're going to see is taken from the traffic study. In fact, it's a companion software that we use, and I'll come back to this in a second. But what we're starting out with is the area of the interchange at Trollingwood-Hawfields, and what you'll see routinely is traffic queues start to develop and then dissipate. You just saw that one there on the eastbound ramp. This one is starting to develop down here.

Sean Ewing: And this is with peak?

Earl Lewellyn: This is the peak, which is the Saturday peak. Yes, this is the worst peak. I tried to do this simulation so that you get a couple of cycle links worth of data so that you can see it, but we've run out of bandwidth, I will call it, as a non-IT person.

They're very big files. Now we're shifting down to the two site driveways. You can see the right in here at the north with vehicles coming in, and then obviously they would begin dispersing into the parking fields and the fueling positions through the site.

Mayor Hooks: Move it down. Can you move it down?

Earl Lewellyn: This is actually recorded because it's proprietary software, so I have to make a video recording of it. But we will be moving to the south in just a second.

Katie Burkholder: Will the turn lanes, will they have signage as far as if you're turning left where we're seeing this queue developed right now? That says 4085 eastbound/westbound.

Earl Lewellyn: Yes. That's part of the consistent signing that Buc-ee's does to help facilitate the tourist traffic. Yes, that's right.

Now we just moved to the south here. I'm sorry, I can't operate this thing. But now we're looking at the main site driveway and the site driveway onto Senator Ralph Scott Road and the interchange of those two or intersection of those two. This is an area of less impact down here.

Mayor Hooks: They won't use any stop lights or anything.

Earl Lewellyn: I will say we were looking at this at four times speed because if you look at it actual speed, it's like watching paint dry, and so for in the interest of time.

Mayor Hooks: It doesn't have the stop lights built into the process?

Earl Lewellyn: Oh, it does. Yeah, this is all generated based on the traffic study, the signal timing.

Tim Bradley: I don't want to beat a dead horse, but if you watch this video, there's not an opening for someone to turn left in Pilot. Watch it.

Earl Lewellyn: I think if we look at it.

Tim Bradley: Now it might be if you slow it down to a snail pace or whatever the normal, but my concern is two lanes of traffic in addition to the normal Trollingwood traffic going westbound. Someone getting off the interstate wanting to turn left into Pilot, particularly which are going to primarily going to be 18-wheelers, is going to create a problem backing up.

Earl Lewellyn: There we go. As you can see, in this particular stop view, we've got I think that's either three or four vehicles there that are waiting to turn. You can see if you press play, you can see that as the signal operates farther to the south, gaps start to be created that allow those queues to be addressed. Also, remember this turn lane that they're in, extends all the way back probably about 400 feet, and so you saw that they just cleared out.

Tim Bradley: Well, I hope you're right and that's the only problem. That was the only concern I had were the traffic changes.

Earl Lewellyn: I'll be honest with you, that's something that we were all looking very closely at and that's why there's an exclusive lane. That's why there's two lanes in each direction. All of this layout takes that into consideration.

Tim Bradley: There's actually two openings into Pilot. One is for common park areas and the trucks.

Earl Lewellyn: Yep. The northern driveway would still remain but it would right in, right out, which most traffic is oriented toward 40 anyway.

Katie Burkholder: If we did run into a problem with ingress into the Pilot gas station, is that something that could be remedied with adjusting the signal further down the road?

Earl Lewellyn: There's certainly some things that can be done with signal timing to provide already clearance intervals that do provide longer gaps. That's certainly something that we would have to bring forward with DOT.

Katie Burkholder: Just to build on that too, is there a reason why a signal was not added at that spot?

Earl Lewellyn: Yes. That signal would be too close to the I-40 ramps. I'll ask the board members if they need to see anything else on that.

Tim Bradley: If you feel confident that that was a concern that you've looked at adequately, then I mean, you're the traffic expert.

Earl Lewellyn: That was one of my top three concerns. I know it was a concern of Chuck Edwards at the district. I can tell you we've looked at that very closely.

Sean Ewing: That begs the question, what are your top three concerns?

Earl Lewellyn: Initially, when we looked at this before we actually did the traffic study, we tried to see if we could work without widening the bridge. I had to call this gentleman over here and tell him we can't make it work without widening the bridge.

That impacted two areas, so those were the kinds of things we were looking at as we go from a potential site to what are the improvements? The Congestion Management unit in DOT, number one, they've written the guidelines for traffic studies. That's what they do all day long is deal with traffic studies like the ones I produce, the ones produced for NCDOT projects, publicly funded projects. Reviewing those, making sure that they're not going to have any back-ups on their system, that's their first priority. Particularly, around the area of the interchange, which is why I was focused on the area of the interchange.

The Congestion Management branch looks at these studies, and in some cases, duplicates portions of those with sensitivity analysis. Then they report their findings to the district office. The district

office, knowing the area better, applies their local understanding, and in some cases, adds additional requirements. I can't recall, but I think maybe that was the case with this study having to do with the turn lane on Ralph Stevens Road.

Sean Ewing: To beat a dead horse, this has NCDOT approval and thorough review?

Earl Lewellyn: Yes. NCDOT approval, the town has reviewed it, the town's traffic engineering consultant has reviewed it, yes. Any further questions? I'll turn it back to you.

Amanda Hodierna: I'll just make one brief statement to cap off Earl's comments. As he ended there, reminding that this goes through NCDOT, of course, local office, district oversight and Congestion Management inclusion, as well as, of course, the city's third-party review that's hired above in Nevin. Not everybody does that. That is something that's part of you all's process that, of course, we've gone through.

But I just wanted to point out, it's been mentioned NCDOT representatives are here. Everything you've just heard about is not done just in a vacuum by us. Those other parties are available if you want to hear later their side of it or things that they've experienced in getting to these findings.

Mayor Hooks: We will take a 15-minute break. Be back at 8:20.

Amanda Hodierna: A couple of housekeeping items, Manager Rollins just asked me to reiterate for the record at the podium, the voluntary condition that we added just as a belts and suspenders, that yes, all the traffic improvements would absolutely be installed prior to opening for business to the public. I think that was the only one, is that right? Okay.

All right. So we will move along. We've been through the site planning considerations, which are important in terms of how the plan will interact with the rest of the environment and the community. But there's other considerations as well. In addition to managing impacts, we want to look at, what does the project provide to the jurisdiction, to the municipality, what are the outward-looking considerations? I told you we'd come back to this when we talked about economic development, and so here we are. One of the things that a project like this provides to our community is, of course, employment, as is pre-stipulated for this location. So this is important. What Buc-ee's offers here is at least a minimum of 225 full-time employees. So that's not part-time shift stuff, it's full-time. And with that comes in employment compensation package. That includes health insurance, 401k, three weeks of paid vacation for all of those full-time employees. The average total annual compensation package of all those things is this figure here of \$45,600 for those full-time folks. And the average annual payroll in total is approximately \$9 million.

So remember when we talked about economic development, what we looked at was the impact of how you lift up an entire area through uses that are economic development uses. And so, let's look at that. Economic considerations, outward-looking beyond the individuals, this is an initial capital investment from Buc-ee's here in the community of \$60 to \$70 million to build the store. Annual taxable sales, you had this spreadsheet in your packet, but I just wanted to bring forth some of that info here into the record. Those are estimated at \$30 million just from non-fuel sales. So that's in the store food grocery items. That sales tax revenue is shared between the state of North Carolina, Alamance County, and all of the incorporated municipalities here in Alamance County. And all that's according to state statute, so that's not something that we or you have the power to talk about how that money gets shared, that's all according to statute.

Ad valorem taxes, that's real estate taxes, is another economic consideration. Annual property tax estimates, of course we're estimating here based on the final anticipated value of the built project, if approved, we estimate that will be about a \$15 million valued improvement. So when we use the multipliers of your tax rates for Alamance County, that's \$64,800 to the county annually off of real estate taxes, \$55,500 to the city off of real estate taxes annually. And then, of course, all of this doesn't take into account fuel sales. Those are estimated to be between 18 and 20 gallons annually. That's obviously incorrect. Ben will correct me on that when he talks about some other Buc-ee's-specific items. I've forgotten some zeros there. I apologize.

So as we think about how all of that creates direct economic developments, which we know is a key factor for this location, we do have this report, which I'll hand up. We've got some highlights here, but in case you want to look at it.

So this is a report prepared by the North Carolina Department of Commerce at the request of the



North Carolina Economic Development Partnership. And what we have here is a economic impact analysis, which is what the partnership does. And it looks at the impacts just to Alamance County. It's not looking at all to statewide impacts. Just here in Alamance County, it's looking at impacts from operational employment, that's those 225, at least, employees here in the community. And then, the county impacts from that construction time, that \$60 to \$70 million investment that we talked about. So you have a direct effect, 225 folks that we talked about, you have an indirect effect from all the vendors, suppliers, other folks who have jobs that are based on serving folks like Buc-ee's or serving users like Buc-ee's, that's the indirect effect. Then you have an induced effect, that's another extrapolation of people having jobs based on serving this enterprise for a total effect of 378 employees here in the county serving this enterprise.

The labor income, utilizing those same metrics, is just over \$19 million; value added into the local economy, just under \$35 million; and the total output, just under \$64 million. And, of course, you have the report there, that explains and sources all of that. Looking at the same type of analysis for the construction impacts, direct effect of 673 people involved in that construction, 55 people indirect, induced effect of another 104, for a total effect of 831 jobs. The labor income from that is \$38.5 million dollars, value added of \$46 million, a total output of just under \$92 million. So this is what it means when we talk about economic development, and how does that filter into the community, how does that move forward to other users or holders of that output, so that it can continue to ripple through the community, and actually create economic development that rises that tide, which is the whole mission of economic development.

Jonathan White: Before you move on to signage, can you comment on incentives? I've gotten questions about that and also about-

Amanda Hodierne: No incentives.

Jonathan White: And deferred sales tax? Maybe some people thought that other sites ...

Amanda Hodierne: I don't even think that's possible, but no sir, no deferred sales tax.

Mayor Hooks: Just to add one other question to that, there's no incentives from the county? None from the county. None from the city.

Amanda Hodierne: No, sir.

Chris Rollins: None, neither before or after the construction?

Amanda Hoderiene: Correct. You've all sat here before and evaluated economic grant incentive requests. Those come forward from time to time. This is not one of them, nor will it be. So this is not an exchange. This is private money, private development coming in to create the impacts that you see.

Tim Bradley: 225 employees, full-time employees, is that 225 individual full-time employees or two full-time equivalent employees?

Amanda Hodierne: Under the labor laws?

Tim Bradley: I guess what I've heard a lot of comments on is that you only hire part-time people?

Amanda Hodierne : Yeah, we'll talk about that later. The answer is no, and you'll hear more about that. It's full-time, robust positions.

All right, so those are a couple of the economic considerations as we look at the outward effects of the project. I want to go micro again here. You heard from Ms. Owen B that we do have conditions attached to our request about signage, so we need to cover those as part of this proposal. So the signage condition proposal, just to orient you, as we talk about the various signs, you've got the site plan here on your left that we've talked about. On the right of your screen, you see several red markings on our site plan, and that's to show you where the site plans are on-site as we talk about them. The circle that you see down by the interstate is the large ground sign, the pylon sign. And then, the three A's that you see are the wall signage facade-attached signs that we're going to talk about. And then, if you look closely, you'll also see the B's, marking where there would be canopy signage on those fuel canopies.

So very quickly here, we're going to talk about wall signs first on the actual building. These are the four elevations of the building. You see nothing on the rear elevation that would be allowed on your ordinance. Your ordinance allows all four sides. We're not asking for one on the fourth side.

The right elevation, the left elevation, and the front elevation. You notice they're all exactly the same in logo and text. The front sign, the front elevation is a little bit larger than the two sides in what we're requesting, and I'll talk about that. Here's how it looks in real life. This is an actual picture at a real store, so you can see it's exactly as we render it. And this is the same at every store. It's programmatic, and it's meant to be part of what people recognize. Obviously, signage is important for branding and wayfinding, and it's all part of that system to be uniform for those reasons.

So looking at those wall signs, this one is, let's see our size here. This is the smaller one. Excuse me, this is the larger one. So this is the request for the front sign. You see up in the corner there, it's requested at 285 square feet. So you saw that in context earlier, how that looks on these large facade of buildings, and the way that works out mathematically and under your ordinance. Let's look at that. So your ordinance has two prongs to it, if you will, for wall signs. One is one square foot of signage per linear foot of wall frontage. We're meeting that. So we're going to look at a chart in a moment. Our wall frontage, linear footage that exists is over 285 square feet. So we're meeting that mathematical computation rule.

However, the second prong of your ordinance says, "Capped at 200 square feet." So it has a mathematical rule, but then it stops it at an outward extent, and we're asking for a little bit of relief from that second prong, because of the large size of the signage, and in consideration of ... Excuse me, the large size of the building and the use, to create a sign that fits in context with that, and accomplishes what it needs to accomplish. And we're asking for that in package effect. So when we get to the end of this, I'm going to go over the total allowed signage that would've been allowed for, and what we're asking for. So we have discrete asks under various aspects of the ordinance, but overall, I think you'll find, I submit to you that it is in keeping and compatible with your overall intent and spirit of your ordinance.

This is the side elevation signage. You see it's 202 square feet. So this is on the two sides. I mentioned those were a little bit smaller. These would face north and south, on the way the building is oriented. You can see it's exactly the same. It's just shrunk down a little bit. And this I submit to you is a very de minimis ask for excess on that 200 square foot maximum. We're asking for just 2.39 square feet over that. And that's done just, when the graphics are done and the context and the measuring, that's where it came out to fit, and it looked appropriate and in keeping with the rest of the architecture.

These are the fuel canopy signs. I want to emphasize that these are all in keeping with your ordinance requirements. We're not asking for any special conditions on this. So what you see here is simply the Buc-ee's logo. No words, no colorization or graphics along the full facade, it's just the logo button. You can see that in space here. The two-way finding signs that you see there, talking about the fuel types, that's just some of what Scott was talking about earlier, to help with that internal site circulation, so you don't have people making unnecessary back and forths because they didn't know what side to be on. Those do not count under your ordinance, but those do exist.

And this is just, you can see that long extent, long canopy, all kinds of wall surface area there that we're not asking to cover, like a lot of these types of facilities do. Again, it's a very clean, uniform approach to just that button signage that's homogenous with everything else that Buc-ee's does.

So here is the chart I mentioned a moment a few moments ago. If we look at the top section here, under the building signs, you see all four sides listed out there. Of course, nothing on the rear building wall. And what I want to highlight is the last column there, of coverage percentages. I talked about being in keeping with the spirit and intent of your ordinance. I think it looks to limit how much of those facades you can cover, how much clutter you're creating. And you see here, we're at 2.39% on our front entrance with that 285 square foot sign we're requesting. On our two sides, we're at 2.73%.

So again, when you look at this in context and at scale in proportion to the project. These are very appropriate and I think measured requests for signage. The fuel canopy signage, again, already in keeping with your ordinance. So what could happen under any proposal, but those percentages on the short side, you're up at just under 12.5% coverage. And on the long sides of those, the expanse that we saw in that photograph, it's under 2%, 1.82% that's covered with signage. So again, just putting that in context that these are measured requests.

Looking at, again, thinking about the spirit and intent of your ordinance, and how we see it across

the rest of the city. Just looking at a few other wall signs. Other ways that people implement your ordinance or retailers implement the ordinance, you may see a primary sign of the primary retailer that we all know something about, Lowe's, Walmart, et cetera. And then, they'll have other smaller signage to demarcate entrances, or other services or items that they have inside that establishment. So indoor lumber yard, garden center, where the straw is, where the plant materials are, where the construction entrance is. So that's another way that people spread out those allocations or look to utilize your ordinance ways that are allowed. Again, compare that with the one clean approach of one sign, one message. You see that here again with another big box user. The overall branding, and then the small sub-signage letting you know what else is going on in there, even to the point of identifying other retailers like Subway here. And that's common, and we see that, and we're used to seeing that.

I also want to point out when we have a other large facade user, which is of course is our inline tenants at a shopping center like this, every single bay, retail bay that you see there, that is each individual retailer gets that of their own accord. So the cumulative effect, of course, is that you have a lot more signage on a wall facade like this, than you would see from a singular user, because, of course, every retailer in an inline situation needs their own sign. So again, just giving some context to other ways that signs appear within the community. So shifting now to the ground sign. Again, this is the same map you saw earlier, just orienting you to where we're talking about on our site. It's that round dot location right there, oriented to the interstate along the exit ramp.

So this is the single sign being requested for ground signage. It's a taller pylon sign, as we've discussed, with the singular button branding, and the city banner, as we call it. This is something that you see at every Buc-ee's. Again, all about uniform branding and recognition for users and repeat customers. The button is always what it is. It never says Buc-ee's, it never says anything but the city. And that's something that Buc-ee's likes to do everywhere it goes, just to create that sense of local, where you are as you're traveling, since Buc-ee's is such a draw for out-of-town traffic. So what you see here, the height is 90 feet proposed. We're going to talk about that being a maximum in a moment. And it's a total of 400 square feet in the area. 300 of that is in the logo button. The other 100 is in the MEB and banner. So that's the way that breaks down.

Again, looking at context, this is our neighbor right across the street. Their signage utilizes a different approach, not dissimilar to what we looked at on some of the wall signs, where they're identifying other things going on within their establishment, what food options they have, what the price of their gas is, creating all of that information with their signage opportunity. And they've got two signs. Again, your ordinance allows a sign on every frontage, so you do see that in the community a lot. And this is our exact frontage here on Trollingwood-Hawfields Road, where they utilize a sign along the interstate and along that frontage. Just across the interstate, our other neighbor is the Love's Travel Center. And same deal, they have the panel for the digital pricing, and for their food opportunities that they have inside the store. That's their sign that's oriented along the highway, and this is the sign that's oriented along Trollingwood-Hawfields Road. So again, utilizing that space to advertise everything that's going on in the establishment. So just another way of utilizing the sign ordinance. This is another neighbor, also using both of its frontages.

Jonathan White: Buc-ee's does not advertise their gas price with a large sign?

Amanda Hoderine: They do not. And you can hear more about this from later speakers, but that's because people know and come to expect that the pricing is going to be fair, on par, if not lower. And they have found that to not be necessary to advertise.

I want to talk about why 90 feet. We recognize that we're asking for that. And so, it's not a pre-prescribed, needs to be 90 for some arbitrary reason. It's a mathematical approach, which I'll go over. And this is just showing you the last 10 Buc-ee's that have been built, the sign variations on that grounds on, anywhere from 70 feet, all the way up to 150 feet. You see most of these are taller than the 90 that we're asking for here. And that's because it's not based upon any requirement or pre-prescribed mantra or dictation of Buc-ee's as a corporation. It's based on, "How and when can I see it to be effective?" For what the sign is meant to accomplish. And so, we have come to that mathematically, and it's the old-fashioned balloon tests that folks have been using in the signage industry for years.

So Stan himself, you'll hear from later, floats the balloon, and then he drives up and down the highway, and sees when he can see it. Here, we have a lot of site considerations. So it's an apt test.

We have a lot of wooded area along that off-ramp. And as you saw earlier, it's a stream corridor, so we can't easily just clear out those trees. They're largely going to remain. So we wanted to be cognizant of that when we set the height here. So that's where he floated the balloon from. As you drive up and down the highway, the bottom map is representing where that off-ramp is, or rather, where you are on the highway when you need to start to see the sign to make safe movements to navigate over to the lane, and get off at the appropriate exit. So here, we're looking westbound. So we're traveling towards the site. It's going to be on our left here as we approach.

So at 80 feet, this is when you can first see that balloon, and you'll see, right there, at the right-hand side of your screen, we're already at the Hall River exit. So what we know from this is that we're too close to have seen the 80-foot sign at an appropriate time. So if we look at a hundred feet, now we're further back into that realm of safe wayfinding. We know that we have time to make a movement, to have seen the sign, react to it, respond, and follow through.

So that's how we know that the appropriate height is not 80, but 100 will work. So what we came to was a proposal of 90 feet, if needed. And what that means is, once the site is graded, once we're at a finished elevation, and we know exactly where our starting point is, and we can float that balloon, if you can see it at 85 feet, then we're good with 85 feet, if you can see it at 89 feet we're good with 89 feet. If 93 feet would've been a little bit better, too bad. We're going to stick at 90. So that's where that number came from.

Again, just to finish this out, we did the same analysis from the east side. Here, you see the mapping of that. Apologize that the pictures are difficult to get, with the sun rising and the times that the balloon works. But at 80 feet, at the place where you can make the right safe movements, you can't see it at all. This is coming eastbound. 100 feet, there it is. So again, we know that's right about the neighborhood we need to be in for that signage to serve its purpose. Again, this is the only sign we're asking for for a ground sign. These are the three other opportunities that would be allowed under your ordinance. Not asking for those. Only that interstate sign, because it serves a purpose that we just talked about for wayfinding, safe movements, and reaction. So under your-

Jonathan White: So that showed three signs, but your point is you're not doing three signs? You're doing one?

Amanda Hodierne: Correct. We're only asking for the one at GS1. Thank you for slowing me down there. Right. So that's the only one we're asking for, and that's why we put so much thought into, how high does it actually need to be? Because it is serving just that interstate traveling public. So if we look at a comparison between the ordinance, and what we're asking for in this condition, the ground sign, if we had done all three that were allowed, each of them at their maximum extent, that would be 800 square feet of ground signage. If we went to the full height of all of them, it'd be 155 square feet. These are cumulative, of course. Again, we're only asking for the one at 90 feet. Excuse me, 90 feet high and 400 square feet an area. So cumulatively overall, this is less than what your ordinance would allow.

Same is true for the wall signs. We could have done 200 on every facade for a total of 800. And, of course, we are only asking for the three. Total number of signs allowed would've been seven. Total area of 1600 square feet, total height of 155. And in the bottom box there you can see what is there you can see what is actually being proposed is much less with only a total number of signs at four. Total are just 1,089 square feet and 90 feet of height. So again, just trying to give some context and totality to the extent of the request there and how it does fit within the parameters when you look at the spirit and intent of the ordinance. Regarding neighborhood outreach, of course we did look to engage with the community. We sent a letter out back in October explaining the request and inviting everyone to attend an in-person meeting that we held here in Mebane. That meeting was held on November 8th, and we only had three people attend. We had one woman that lived down the street and had been a part of the Hawfields's community for quite some time, second generation, if not third.

Then we had our direct neighbors right across the street who our driveway aligns with and who produced some modification to our site plan at the time of planning board. So that was a very positive engagement that yielded good results and it was a good outreach. We had no other inquiries. The letter contains my contact information, both email and phone, and I did not receive any inquiries from this letter. However, we did get good feedback at the planning board. So when we came to planning board, we heard a lot more from more community members and were able to hear some of their concerns that we didn't hear from our neighborhood meeting attempt. So

we heard questions regarding Native American impacts here from both a heritage standpoint with an old trading path and archeological impacts from potential burial grounds on the site. That concern was raised.

We heard a lot about environmental concerns and environmental planning, so I hope you'll agree. We spent a lot of time tonight diving deep into those issues. You've heard a lot about that from two different members of our team, and that was intentional to make sure that we answered a lot of those questions and gave more information in those regards. We heard about whether or not there's proactive thinking in terms of energy usage and innovative design and things that are going to matter in the future that may not matter today. So you've heard about that tonight with EV considerations, with forward-looking items like solar paneling. We heard about on-site safety planning and management. Do we look at crime monitoring or what's happening on site? We do. We have probably more camera surveillance on site than most uses. So much so in fact, Scott and Stan tell me that they're often sourced by local police to share their footage for crimes that happen around because have such good coverage and it's all the time always monitored.

Also, there's a lot of onsite local law enforcement, both intentionally and coincidentally from just being a frequenter of the Buc-ee's establishment, and because of all the onsite safety considerations that you heard from Scott, where do the pavement markings go? Where is the signage? How do we make sure people safely navigate the site because that's an important consideration to Buc-ee's. We make sure that the internal fender benders or internal conflicts on the site are minimized, and that's a constant evaluation to ensure that onsite safety planning and management produces the best results.

Jonathan White: One of the comments you just made could imply that there's a lot of crime that happens at Buc-ee's and that's why the police need to look at the footage so often. Could you talk about that?

Amanda Hodierne: Yes. Thank you for again slowing me down. No, there is not a lot of crime at Buc-ee's and the footage that is asked for is for offsite crime that the cameras may have captured because they have that monitoring onsite that other establishments don't. No, the crime numbers are very low. That's not a complaint that they get at any of their localities. So taking a deep dive into the considerations that we heard at Planning Board regarding Native American archeological impacts, we wanted to research that very carefully since now we knew that that was a concern. So we researched to a lot of outlets actually and found two good resources on this, the first being our North Carolina Department of Natural and Cultural Resources, specifically through the state Historic Preservation office. So you see the letters there, but I'm going to hand one up because if you're like me, that's hard to read.

So this is our state agency tasked with exactly these questions. When are there items of cultural significance or historic significance on a site that we need to look out for, preserve and maintain? So that is what this office does, and they do it at every level, meaning that when NCDOT comes to build a road, they have to go through these studies and processes and ensure that there's not burial grounds or an archeological significant resource on a site. So when we reached out to this agency, as you can see, this is an official responsive letter to an official inquiry request for them to do a study. What we learned is that they had done a full survey back in 1997 for an economic development project known as Project Greystone, and you see here that that project was of the entire area and it yielded no results.

So what we know from that study, of course the items in question would significantly predate 1997. So we know from that study that their analysis of this, again, the agency tasked to look for these things, found none of these resources on this site and they cleared it from their review and had no comment. In fact, they were also asked for a review about a year ago, I believe it says, for an unrelated other private development project, and they issued the same response then, that because of the 1997 full-scale survey and study that yielded no results, they have cleared this site and have no comment on it. So that's what this letter is indicating from that state agency tasked with this exact type of research. We also looked at another resource that we were lucky enough to find. This is a research project done, I think out of a passion project by a gentleman named Mark Chilton.

Some of you may know he is the registrar of deeds over in Orange County, which is significant because that means he is an expert at land title records and he's uniquely suited to do exactly this type of project. So what you see here is just a write-up that he has online where he was just

interested and he mapped the old trading path. It had several different names it was known by, and he mapped it all the way back from the King's Land grants all the way through, he followed, these are just a few snippets from his web page on this, and he followed it all the way through from beginning to end and went through all the different land surveys, recorded deeds, and talks about everywhere where it's discussed and named.

So we have this resource that produced a definitive answer as to exactly where it was, and it is south of this site. It closely touched the Hawfield's Presbyterian Church as you see pictured here, and that is as close as he places it to the subject property in his write-up here, which I'll also pass up for your perusal. So again, we were happy to hear that feedback from the community and happy to be able to dig into that and even more happy to find very dispositive results from outside resources that uniquely suited and have looked into these matters from both professional expertise arenas, hobby and state required.

So I'll pause for questions there. Otherwise, I will turn it over to Mr. Stan Beard from Buc-ee's who would like to speak to a couple of matters just operational, within.

Stan Beard: Good evening. My name's Stan Beard, Director of real Estate and Development for Buc-ee's. Buc-ee's 327 Farm to Market Road 2004, Lake Jackson, Texas. Thanks for having us. I first want to thank the staff. They're awesome. I want to thank my group, Amanda specifically. A lot of work involved here. This is not a normal course of business for us, but we surely don't mind it because we are very comfortable in answering any and all questions that come before us. So having said that, I was told by loved ones that I could not wing this, and so I'm going to run through a bit of a script to make sure that I cover everything that needs to be covered and maybe re-cover a few things and then I'll leave you all alone.

So I hope that most, if not all of you have been to a Buc-ee's. A well-informed decision depends on that firsthand experience. Simply put, Buc-ee's is a uniquely popular family travel center, an iconic destination that has become part of every cool road trip. There's no way around it. We're big. We're big for a reason. You've heard a lot of that size and scale has meaning behind it for traffic movements. We are big enough to comfortably accommodate a huge amount of travelers daily. Suburbans full of families, car caravans to the lacrosse tournament, campers with their boats, RVs, ATVs, you name it, all looking for a clean, safe restroom break and to stock up on the items they need or merely just want. What we most certainly are not is a truck stop. We do not allow trucks on our property other than those trucks that would be delivering food and/or fuel to us. That might be three or four a day, but we positively sign across the entire property that trucks are not allowed. We constantly monitor it.

It is a big part of our success that we don't allow trucks, and so that's a really important thing to re-emphasize. We've been doing this a long time. We didn't just show up recently. Our first store was built in 1982 in Clute, and we recently built our first 74,000 square foot size store in Sevierville Tennessee, and that's the size of store you'll have here. We've been doing this for over 40 years, and the constant philosophy from top to bottom is we are a customer experience that you will never really see on a road trip. I mean, you will see the cleanest restrooms that you will ever see at a Buc-ee's. Our restrooms, our store, the entire site, the entire project is spotless. Our team members are friendly and engaged and we create fans for a lifetime every day. Our employees are the difference makers. Our employees are what makes Buc-ee's separate from everyone else. Our team is paid extremely well, significantly higher wages than most other retail or industry jobs, and these jobs are available to an often underappreciated workforce.

So there's been some talk about our jobs. So I even heard in one of these meetings that the jobs we create are only pedestrian and uninspiring jobs like bathroom cleaners. That's an unfortunate point of view. Our Mebane Buc-ee's will employ a minimum of 225 full-time persons, so not full-time equivalents, full-time people. Our employment roster at any given time with full-time shift workers and part-time folks, college kids or whatever, it could be in the 400s, but to run our business 24 hours a day, seven days a week, we require a minimum of 225 full-time employees.

These folks will earn the wages that are shown on that sandwich board that we proudly display at all of our stores. Full benefits, 401k participation, three weeks paid time off and a path for a career. Our general manager in Terrell, Texas, Zach, started in our New Braunfels store as a pedestrian bathroom cleaner eight years ago. He now manages one of our most successful stores in Terrell. The Terrell Buc-ee's is also Zach's Buc-ee's. There are many other stories like that of folks who have worked for Buc-ee's for many years and have created careers for themselves. Of the

employees that we will be hiring at the Mebane Buc-ee's, again, I've heard otherwise, four or five of the management team will come from an existing Buc-ee's elsewhere. They will have operating experience running a Buc-ee's store somewhere else. The other 220 to 221 full-time employees will be your siblings, your kids, your neighbors, folks from Mebane and hopefully another Zach or two.

It's what they do. We're known for our barbecue, we're known for our food. The full-time staff, and the reason we need so many folks is it's three shifts making a whole lot of food at any given time. The brisket barbecue has become the favorite everywhere we go, and the fudge is pretty good. For those folks who are concerned about our nutritional values for themselves and for other people, we even offer freshly cut veggies, fruit, salads, protein packs and vegetarian options to add variety to the chopped beef and the beaver nuggets. In addition to our food, we offer a crazy array of merchandise. We do indeed offer many trinkets, some of which are produced in China and Buc-ee's gear galore, but we also have some of the most unique, useful, durable and meaningful products that you'll find in any store.

Unique gift items, clothing, oddities, original arts and crafts, home decor products by manual woodworkers, outdoor apparel by Huck and candles made by Bridgewater Candle company. Those are three North Carolina companies that provide a whole lot of merchandise for our stores nationwide. This is our business model. It's an old-school, general store-type feel that people want to come back to and they come over and over and over again and it creates a lot of traffic. I would suppose that the traffic issues are the traffic issues, and what I want you to know is that all of that stuff that was shown that we are building, we are building with our dollars and we will not open our doors until all of that is completed, period. It would be crazy not to.

Sean Ewing: Mind if I interrupt real quick? I'm biased for Mebane. Excuse me. I want to make sure, should this move forward that Mebane small businesses are in the store. How can you guarantee that?

Stan Beard: Can I get there in a minute?

Sean Ewing: Wonderful. Please.

Stan Beard: Okay. So I wanted everybody to ... My man, Scott covered our fuel versus EV pretty clearly. There is no better customer than an EV customer, and as I like to say, we are fuel agnostic. We don't care what fuel you're buying, the experience we want you to have is inside the store, and so that's what we care about. So getting towards your point, our typical customer is traveling long distances. Atlanta to Virginia Beach for instance. 80% of our folks will be coming from far outside Mebane and Alamance County. They're the folks already passing through Mebane every day, but not stopping. Our goal is that they stop. We are good at meeting that goal.

The truth is millions of customers actually do like us and that's why we are successful and that's why they keep coming back to us. We're unmatched in a customer experience against some folks that you can see right there, everyone pretty much knows. That is our focus. That is our goal. So what we're wanting to do is bring those people who stop in our store and if 1% of five million people who walk through the Mebane Buc-ee's stop at that kiosk right there, the interactive touch screen kiosk that we're putting in, the first interactive kiosk will be in Amarillo, Texas. We have some other kiosks, the paper kind in other projects and have for a long time, but we believe this is a truly helpful product for Chambers of Commerce, for any other civic groups who would be interested in being part of the new eyes that come into Mebane every day to see a Buc-ee's.

Jonathan White: How does that actually work? Does it work with somebody in your corporate headquarters in Texas or is it local representative?

Stan Beard: No. We would leave this completely up to, let's say for example, Alamance Chamber of Commerce, and it is their kiosk to do with what they would want to do. We can't be in the business of knowing who needs to be known. So to your point, Mr. Ewing, the one thing we're trying to do or we think we can do is point people into Mebane. Again, 1% of five million is still a lot of people. We are not in the business of taking business away from a small town. We are on this side of the fence. We're on the freeway. People are stopping. They're going to stop in Buc-ee's, they're going to buy their stuff and if they have a few minutes, they're going to look at the kiosk.

They're going to go, "Wow, Mebane's pretty cool. Maybe this time or maybe next time or

whatever, let's go downtown. Let's see what's around." Products in the store, there will be local products in the store. Six, seven, eight, nine months before we start, before we open our doors, our merchandising team covers the county and they will look around and figure out who has cool art, bird houses, honey, any kind of canned stuff, any kind of cool, local items that can keep up with our program, we absolutely want to put in the store. That's as good as I can get.

Sean Ewing: I'm probably tool shedding here, so forgive me, can you give a quick cursory process for that?

Stan Beard: No, I cannot. I mean, you would talk to my merchandising folks. They would come out and visit wherever you're making your thing. They would make sure that you could make enough of them that it was quality, that it was something that we wanted to sell. I mean, I'm in real estate, not in merchandising, but we have a whole third of a company who does only merchandising for our stores.

Jonathan White: That will definitely happen, what you described, and you mentioned canvassing the county, but if this progresses, I would want to make sure that Mebane business owners are absolutely aware. I just hate to hear that something like this goes on and they were unaware. So you would work with our downtown Mebane Development Corporation or something like that?

Stan Beard: If they want to work with us, we will work with them.

So let me run ... I think we've addressed the fuel systems, I hope. We're as good as you get, and there's just no other way to put it. I know that folks want to think of leaking underground storage tanks and yeah, they used to do that. 30 years ago, the steel ones leaked all the time. These do not, and if they do, we have three chances to know that it is. We've not had a reportable spill in any of our travel centers, so everything that happens at a travel center is handled on site immediately. There's a seven-page procedural manual about how to handle an issue with our fuel systems. Same thing with our pumps, same thing with our oil water separators around the perimeter of the fuel systems. We don't want a problem. It's the last thing we want. So we are taking every measure possible to prevent any kind of issue that might come up. We went over the Catawba trading path. We're not on it.

The choice you have, and staff would tell you, and my folks have said as much, is this is a choice. It can be narrowed down to a choice between a Buc-ee's or 280,000 square foot of industrial. I mean, the reason that we bought the tract, just to be clear, the reason that we bought the tract already is. A, we had to, the seller wanted us to and, B, we knew that worst case scenario, it was going to be a 280,000 square foot distribution center.

We want to have a Buc-ee's here. We want a Mebane Buc-ee's in Mebane. I appreciate your time. What I would like to ask is that, we respect this process. We go through it a lot and we understand how it has to work. What I would ask is that if you hear something, a claim, a negative fact that something happened somewhere else, you've heard this, they've heard that, I ask that if that concerns you, if whatever is brought up is of concern to you and would affect your decision, make a note of it, please. Write it down and then ask us about it afterwards. Thank you for your time.

Amanda Hodierna: That concludes our rezoning presentation, but as Stan mentioned, you've heard from a lot of us. We have other folks with us from our engineering team, from our real estate team that are here to help answer questions and help you with your deliberations. So we're excited for the dialogue and for any questions now or later.

Mayor Hooks: Any questions of the applicant?

Tom Boney: Mr. Mayor, I wonder, are the DOT representatives still available?

Mayor Hooks: Yes.

Tom Boney: If the Council wanted to hear from them, I would just mention that they might have some relevant insights to the process and the approvals that have been granted.

Mayor Hooks: Does the DOT want to speak?

DOT: If there's questions. If the Council has questions.

Mayor Hooks: Any questions for the DOT? All right. We may get back to you, okay? All right, we're going to start the process. I'm going to call up four people and you come over here to the left and three minutes, state your name and your address and I think the time is going to be on the screen.



There you go. Kirk's the man. We're going to start, please forgive me. I can't read some writing. Evan Silos, Nick Thorton, Reagan Torrell, Lorraine Werts. In the right aisle. Yes. I pointed there. Evan.

Evan Silos: Mr. Mayor, City Council, thank you for having us. I'm Evan Silos. My address is 125 Seward Place in Burlington, but I can walk to green level. Just wanted to tell you about my experience. We went to the Buc-ee's in Auburn, Alabama after my son graduated Airborne School. We went at a weird hour of the night. We went in, there were employees cleaning the light fixtures, stocking the shelves, cooking the food. There was an attendant in each restroom that kept it spotless.

The gas pumps and the area around them, there were attendants out there that were cleaning up any trash that was left out, emptying garbage cans. It was well lit, it was spacious. My wife felt very comfortable there and it's an experience that I'd like to have here in town. We've been to all the truck stops and the big gas stations, and I believe, and I feel like that we would benefit from the Buc-ee's. The experts have talked about the traffic and the environmental. All I can tell you about is our experience was a very positive one, and I would like very much for you all to approve the necessary elements to build a Buc-ee's. Thank you.

Nick Thorton: Good evening council members. My name is Nick Thorton. I work with Crow Holdings Development and we're at 4525 Sharon Road, suite 250, Charlotte, North Carolina. I appreciate you all making the time to see us because what every successful development has behind it is a public and private partnership where the city undertakes a thorough review, the county undertakes a thorough review and the state undertakes a thorough review to ensure parties interests are heard, parties interests are worked through and parties interests are represented.

I think we have been able to see tonight what the Buc-ee's team has assembled and that we're getting a great partner to welcome to the North Carolina Commerce Park, which we are proudly a part of, and we would gladly extend our open arms too when it comes to Buc-ee's because we see them as a partner who not only believes in corporate responsibility, but a party that believes in representing and having open arms for the community and bettering the community with their local involvement and with their employment. I'm going to keep it brief because we have a long night already. It is undoubtedly going to be a long night with what is to come, but I appreciate you all for hosting this forum where voices can be heard, opinions can be heard, and decisions can be deliberated. Thank you.

Reagan Gural: Reagan Gural, 2865 Shiloh Stone Court, Burlington, North Carolina. Good evening. I'm Reagan Gural, president and CEO of the Alamance Chamber. What an exciting time for Alamance County and North Carolina. The mission of the Chamber is to promote and stimulate economic vitality for Alamance County and the surrounding area. The opportunity you have in front of you today is a living example of just that, promoting and stimulating economic vitality. North Carolina Commerce Park is a partnership for the benefit of driving economic growth in Alamance County. Given the location of this site, we believe this company will bring character safety and attraction to NCCP in addition to increasing jobs, labor income, and gross GDP, this project will bring enhancements and investments in infrastructure to this interchange on I85-40, which will prove to be an attraction for future growth. I cannot imagine a more perfect location than the interchange and this site you have before you today as it's already predominantly commercial and industrial. I have taken the time to get to know Buc-ee's as a company, consulted with my peers who engage with them on a regular basis in their community, and personally visited a location myself. What I learned, Buc-ee's has a reputation of being a great community partner, a responsible business, and they support small local businesses. Buc-ee's is also known for creating a sense of community and state pride by stocking branded merchandise. I have also assessed the financial impact for Alamance County. Knowing this project will bring more than 225 quality job opportunities, having a qualified workforce is critical. Buc-ee's joining our community means capturing dollars that are already driving through and some that will seek out an attraction such as Buc-ee's.

While the chamber continues to recruit industry and increase the tax base, an increase in sales tax could be transformative for increasing funding for public schools. The investment and consistent income will give Alamance County the opportunity to strategically plan for the future and growth we will see over the next 10 to 15 years. A strong presence and a business such as Buc-ee's will

expand the current economy, grow opportunities for local businesses, and improve the way of life. During the last City of Mebane planning board meeting, Chris Chung, CEO of the Economic Development Partnership for North Carolina, stood before them to recommend approval of this development. The Alamance Chamber shares the same recommendation. Tonight, I am joined in support by members of the chamber team and our board chair, Griffin McClure, owner of Green & McClure Furniture and America's Mattress. On behalf of the Alamance Chamber board of directors and staff, I stand before you today very proud to say let's make Alamance County the success story for Buc-ee's. Thank you.

Mayor Hooks: Lorraine Wertz coming up. And let's call Janet Eckleberger, Jim Shaw, Shalini Sealey and Ravi Sealey.

Lorraine Wirtz: Lorraine Wirtz, 113 Somerset Court in Mebane, North Carolina. Thank you for the privilege of speaking here tonight. I'm speaking in the capacity of a concerned Mebane citizen. I have no hidden agendas. I'm not running for any office. I have no corporate ladders to climb. That being said, let's talk about the matter at hand. First off, the environmental issues here are legion. You've had the people already informing you about the impacts here, experts in their fields, especially the people who work tirelessly to protect the Haw River and its tributaries, which is a huge source of water for all of us. They have a stake in the community. The Buc-ee's people do not. They'll sell you the broken bridge if they could. I agree with the environmental concerns 100%, actually, 110%, if possible. I was always taught in my lifetime to leave things better than I found them. That is something I strive to do every day of my life. You, the city council, have been entrusted by the citizens of Mebane, by their votes for you to do just that, leave Mebane better than you found it.

Strains on our infrastructure, air and water pollution, demands for additional police, firemen, the catch-up game. When we need more resources, we have to hire. We get more taxes. We build more things. We get more taxes. You just playing a catch-up game and you always will. Your decision tonight will affect future generations, your children, your grandchildren and people that we haven't even thought about. So please, do not make this decision lightly and do not make it the bottom dollar as your decision. This corporation came here for one purpose. One purpose alone. They came for their almighty dollar. They do not care for Mebane. They don't care for our quality of life. They don't care for us people. They care about what monies they're bringing home to corporate. They're showering you with sparkles and rainbows. They're on their best behavior. It's like a first date, and they're just giving you these visions of grandeur. Please don't buy it. P.T. Barnum once said, "There's a sucker born every minute." Please don't be that sucker. Send Buc-ee's home. End this circus. Thank you.

Janet Eckelberger: Janet Eckelberger, 2872 Nereus Drive, Mebane. Thank you for the opportunity to speak tonight. I'm incredibly concerned about what Buc-ee's brags to be 13,000 visitors a day in a town of 18,000 people. I'm not interested in a wait and see approach to the traffic nightmare that this is bound to create. This particular location is less than a mile from two public schools and an approved charter school. Chris Chung from the EDPNC said that Buc-ee's is a benefit because no one wants to see areas become economically depressed. This is not an area that is worried about shrinkage. Even Stan showed that Buc-ee's are usually set outside of towns and not in high residential areas such as this site. We will be looking at traffic like the Saturday before Christmas at Tanger Outlets every day of the week.

I'd like to make a few comments about the three of the four findings of fact that I feel to be true. Number one, "Will not materially endanger public health or safety." This will and already has substantially affected public mental health as seen with the amount of people in this room. I suspect that the whole hullabaloo surrounding this proposal has even affected the mental health of you, our public officials. It will continue to endanger the public's mental health by creating excessive traffic conditions on a daily basis. Our public health is also endangered by a company that doesn't implement any LEED certification or any other environmental practices or even care about them at all.

Number two, "Will be in harmony with the area in which it is located." Again, I cite the three nearby schools and growing residential communities. Harmony is consensus, peace, tranquility, goodwill and complete agreement. I see none of these happening around this proposal. Number three, "Will be in general conformity with the land use plan." I haven't read the entire land use plan, but I would hope that it instructs you, our public officials, to use the land we have for the people that

actually live here and not just those passing through. Conformity with the land use plan means using existing zoning, including conformity of signage as well.

I spent over six hours of my time knocking on doors within the half mile vicinity of this site and asked everyone what they thought about getting a Buc-ee's. Only four people responded that they wanted this to come. That's 7%. 93% of the people I visited do not want this. And many of them signed the petition, which I will give to Ashley. Families who've been here for over 100 years were disgusted with the greed and planning decisions that have made Hawfields community and desperately don't want this to move forward. It's unfortunate that Buc-ee's is bullying our small-town government with a fear of being sued if they don't approve this rezoning proposal.

Jim Shaw: Good evening. My name is Jim Shaw. I live at 839 Longleaf Pine Place in Mebane. This is my hometown. I'm here tonight to speak in favor of the two changes that have been requested by Buc-ee's. Buc-ee's represents a well-designed plan, which has been reviewed by multiple stakeholders to assure compliance with the many applicable laws, codes and regulations. Their proposal is impressive and I see it as a net benefit to Mebane. You've heard the numbers supporting the economic engine that they bring to our city. All things considered, they provide a wonderful way to tap into the current amount of traffic already coming through Mebane on the I-85, I-40 corridor. Excuse me.

Now for full disclosure, I am an independent contractor who is hired to evaluate businesses from a customer's perspective. While never being hired to evaluate a Buc-ee's, I have visited two of their stores while on vacation. I found the stores to be neat, clean, well-stocked and serviced by friendly and knowledgeable staff. The food offerings were varied and what I sampled was very good. Getting in and out was easy. My experience overall was very good. Based on my observations at these two stores, many shoppers will take their trash with them as they continue on the journey. Now you've heard lots of concerns voiced over the size of the structure, the traffic flow, the impact, and I think tonight you've heard all of those addressed, both by city staff, as well as their own engineers. And I just want to emphasize that no level of development would be without some level of impact, some consequences. That area is very expensive. It's too expensive to remain a cornfield. That's not going to work. I would prefer to have a Buc-ee's there instead of a warehouse, an apartment complex, some other mega structure.

I am encouraged to hear Buc-ee's say that they want to stock some local products. I don't think that you can find local handmade boutique soaps or candles at Sheetz or products from Hawfields Honey House at Lowe's or Methodist Men peanuts at Speedway. People now relate to Mebane the place where Tanger is or Mill Creek or the city that is positively charming. Having another destination like Buc-ee's is one more way that folks can relate to us. In closing, Mebane has grown, is continuing to develop. The parcel will be developed. I would please ask you to vote to allow the variance as requested. Thank you for listening.

Shalini Sealey: Hello. I'm Shelini Seeley. I live at 406 Mockingbird Lane in Mebane. I'm in favor of Buc-ee's being built in Mebane. I'm in favor for several reasons. One, I'm a fan of Buc-ee's. We have a matching shirt for every season. We absolutely love it. And to what everyone says, the bathrooms are extremely clean, shelves are well-stocked. And we just love, absolutely love it. But I think that an important part of it is also the economic impact of it. They do pay very well. There's a lot of people that will graduate from college with a degree and not make their starting pay. So I think that will go a long way for this community. It's going to open a lot of doors for the people that live here. And I also think that the tax revenue that it will bring in will be something that's very good for the community.

We actually started a petition online through change.org and with that petition as of today, we were at 2,100 people in favor of it. In addition to that, we started a Facebook group. And on that Facebook group, we've gathered... It's like at least 400 people that got into our group and there's additional 1,000 requests that we got that they didn't just go hit that final process but they did request to join. And so we do have a whole lot of people that are interested in supporting Buc-ee's and they want it to be built here. And so I would like to express that I hope that you will vote in favor of it. Thank you.

Ravi Seeley: Good evening. My name is Ravi Seeley. I also live at a 406 Mockingbird. That's my wife. I don't know how I'm going to talk after her because she's way better than me, but first things first, the 2,100 signatures, we got that in less than two weeks. So we started that on the 27th.

It's a lot of signatures and we started it because we noticed the opposition was spreading a lot of just different narratives. And I'm really glad that a lot of that was spoken to tonight. It was a lot of what I had to talk about. So now I don't really have a lot to talk about. But what I will say is that just from a professional standpoint, I'm actually a class A operator for underground storage tanks in North Carolina, and what they're talking about they're doing it is industry leading monitoring. We're talking about a 12 ounce can of Coke leaking out of a 40,000 gallon tank, and you're being able to see that within an hour. It's a little bit of stuff leaking that we can catch. So lots of good stuff. Definitely happy to be here. And vote yeah for Beaver Nuggets. Thank you.

Laurie Griffin McAllister: Hello. My name is Laurie Griffin McAllister. Thank you for allowing me to speak tonight regarding Buc-ee's coming to Mebane. 119 Walter Hagen Drive, Mebane. I have been a lifelong resident of Mebane and I would like to tell everyone about my experience visiting the Buc-ee's in Florence, South Carolina on December 15th. My husband drove me three hours on December 15th, which is my birthday, to visit Buc-ee's for the first time. We joked that last year we went to the Biltmore and this year we went to a gas station. Approaching from the interstate, we exited right off and pulled into Buc-ee's with no problem. This was on a Friday afternoon around 12:30 PM. We pulled right in and parked, parking lot was busy, but no issues, and we went right in. As we entered Buc-ee's, we were immediately greeted with a big, "Hello. Welcome to Buc-ee's."

After a three-hour trip, of course my first stop would be the famous Buc-ee's bathroom. It did not disappoint. As you enter the hallway, the first thing you notice is the beautiful artwork, local, I'm told, lining the walls. The bathroom was spotless even with so many people coming in and out. We decided to shop before getting lunch. The store was so nice, everything in its place. While shopping, I talked to three different employees. My husband will tell you that I was like a reporter interviewing them because I wanted to know what Buc-ee's was all about. I think the best way to know how a business is run is to talk to its employees. All three had great things to say about working for Buc-ee's. It's a fun place to work, good pay and good benefits. I even spoke to a 74-year-old man who works there three days a week. He said he loves it and does not know why anyone would not want a Buc-ee's in their town. The brisket was great, and so were the homemade chips.

After shopping and getting all the goodies, we ate lunch in the truck and headed home. I believe Buc-ee's will make a great addition to Mebane. I had someone tell me before we went, "Buc-ee's is not just a gas station. It's an experience." It did not disappoint and was worth the drive. Let's welcome Buc-ee's to Mebane. Thank you

Karen Strawther: Hello. My name is Karen Strawther. It's not Carl. It's Karen. 1237 Pebble Drive, Graham and I actually live over in Swepsonville, but... Anyway, I wanted to let you all know on January 1st, my husband and I were coming back from Myrtle Beach and we stopped in Florence. It was 1:00 PM in the afternoon. And the traffic, it was busy, but the traffic flowed, the people flowed. We got our gas, went in, got our merchant, got our food, went to the bathroom. And yes, the bathrooms are great and there's an air traffic controller in the bathroom making sure you get in and out of the bathrooms, so...

But anyway, one of the things when you talk about it being local with the T-shirts, I have on one that I bought in Tennessee at a Buc-ee's, but they also do T-shirts that will have Mebane and they will say Mebane, North Carolina. And people will buy those T-shirts to wear at other places and people will say, "Mebane?" and then when they're traveling they'll be like, "Oh, we've got to stop there for Buc-ee's." And then also it's kind of like a concert T-shirt. They put on the back all the stores and it'll have Mebane, North Carolina, the first store, first Buc-ee's in North Carolina. So I'm here to ask for your support. Thank you.

Dan Shannon: My name is Dan Shannon. I'm a resident. I live at 4681 Mebane Rogers Road. That's Mebane, North Carolina. I am a downtown business owner in Mebane. And I am support of Buc-ee's coming to Mebane. I am also president and sit on the board for the Hawfield Civitan Club in Hawfields, North Carolina. And our actual fields and our community track is approximately 400 yards away from the proposed Buc-ee's site. And myself and the board unanimously support Buc-ee's coming to Mebane. Thank you, Council.

Matt Cochran: Good evening. Matt Cochran, 4525 Sharon Road, Charlotte, North Carolina. Thank you for your time. He's going to beat my speed record. I thought I would be able to set it. But appreciate your time and diligence. I will tell you just our background. I'm with Crow Holdings

Development. Had the pleasure of meeting a lot of you at our groundbreaking ceremony next door at North Carolina Commerce Park. Our experience has been amazing with the City of Mebane and planning staff. We were welcomed with open arms and we are excited and want to see the same out of what we hope is our hopeful neighbor.

You've heard a lot of positive [inaudible 03:15:08]. You've asked a lot of good questions tonight. This is a best-in-class operator. We would be honored to be next door to them. And what I keep... I hear so many things about safety, and again, they are best-in-class, but one thing I want to convey is this is a family company. This is a place where the City of Mebane, the families are going to go there, families are going to come here. I'm thrilled to bring my family here. I think we should really be excited to welcome them to Mebane. And I appreciate any support you give. Thank you very much.

Tim Slosek: Good evening. Tim Slosek, 609 S. 4th Street, Mebane. Right over there. Please don't egg my house. So this is what I got to say. Buc-ee's is fun and I cannot lie. The fun police have descended on Mebane to make sure that none of that goes on around here. Folks, we're not all going to die the day after Buc-ee's grand opening. Sorry. It ain't going to happen. Council members, please approve the Buc-ee's application for zoning and special use permits.

I also attended the planning board meeting where I heard some 30 or so individuals express a lot of opinions and emotions and very little facts and data. 30 people stood up, and some are here tonight, opposing Buc-ee's. Fact of the matter is 5 million people a year want a Buc-ee's. Okay? This plan is aligned with the city's long range growth plan for the area. Buc-ee's has addressed all the requirements, including traffic concerns, and made generous accommodations and concessions. Can anyone tell me another company that came to town and on their own dime adds two lanes to the overpass, widens two miles of road and the on and off ramps to the highways?

Talking about local, local artisans will have an opportunity to have their products on the Buc-ee's shelves that will expose them to some potential 5 million new customers a year. I went to business school. I must've missed the lesson when they said that that's a bad thing, having your products exposed to 5 million new people. I'd also like to address the people who are criticizing these bathroom jobs. Basically, you should be ashamed of yourselves. These are people, people who are proud of the job they do and it shows just based on the reputation of Buc-ee's bathrooms. Buc-ee's also values their input, their contributions by paying them \$20 an hour. You've already addressed the water usage. I have no fear that my kitchen sink is going to run out of water anytime soon. Fuel storage tanks are not, nor were they ever, located in the floodplain.

Traffic concerns, yes, there'll be traffic. It'll be primarily at the interstate and the interchanges. People are saying customers won't go into town to shop. And then on the other side of it, they say, "Well, we're going to have gridlock at every intersection in town." Well, you can't have it both ways. They either do or don't come into town. They either do or don't create traffic. Said Buc-ee's is not green. Excuse me. They don't have a drive-through. There's no cars idling around the building.

Becky Slosek: . Becky Slosek, 609 S. 4th Street, Mebane. And I am absolutely 100% for having a Buc-ee's in Mebane. We love Mebane. We have been fortunate to get our son and his new wife to buy a home in Mebane. We're working on our daughter and her husband to also buy a home in Mebane. So yeah, I think Buc-ee's will be a great attraction. Living on South 4th Street, I have to go by Tanger Outlet all the time, work, going to Durham, whatever it might be. Sometimes, yeah, there can be traffic. It's not an issue. And I can't imagine that with all the resources, as Buc-ee's has said tonight, that it's going to be an issue for them. We've been to several Buc-ee's in Texas as we have friends and family who live there. Always had a very great experience getting in and out, easy-peasy on a Saturday. And again, the people that worked there were smiling, were happy, enjoyed working for them, and I think it will be a good opportunity for jobs and for advancement. So thank you for your consideration. And I hope that we'll see Buc-ee's in Mebane.

Dani Lin Hunter: Hi. My name is Dr. Dani Lynn Hunter and I work with the North Carolina Environmental Justice Network. We don't have an address, but I'm coming to you tonight from Raleigh, North or 5428 Gates Mill Pond Road, Raleigh, North Carolina. In environmental justice, we think about cumulative impacts or the total impacts of polluting industries on people's physical and mental well-being. When we talk about physical health, Buc-ee's didn't mention air pollution at all. Benzene would be the primary carcinogen that folks would be exposed to and benzene molecules have been found in unsafe levels up to 525 feet in the air away from typical-sized gas

stations. And as we've talked about extensively tonight, this is not a typical-sized gas station. Children who live in proximity to gas stations are 7.7 times more likely to have leukemia than children who do not live in proximity to gas stations. And there are two elementary schools within a 3.3 mile driving radius of this proposed site. And this community is already exposed to two other high volume fuel stations. So even if they do have all of the fail-safes that they have, why risk and other?

In terms of well-being, job satisfaction, according to Indeed and Glassdoor, Buc-ee's has lower than average job satisfaction, and this is especially true for African American employees. Also, well-being, reduction in property value, road congestion, which maybe they can avoid, maybe they can't, and noise pollution are known to reduce property value. A national study of census and real estate data showed that living in proximity to a gas station negatively affects property value and majority Black neighborhoods are 44% more likely to have gas stations than non-majority Black. So I'm just urging you today to vote against this proposal. Protect your residents from even more cumulative impacts that they would face. Thank you.

Tim Covington: Good evening. Tim Covington. I live at 3028 South NC Highway 119 in Mebane, which is a mile south of Hawfields Church. I'm a lifelong resident. I grew up on a family dairy farm in that area. I was thinking today there's not a piece of land between 3rd Street and Jim Minor Road, tillable land, that I haven't farmed sometime in my life. But we can no longer do that. We can't farm this land because it's too expensive. This is going to be a huge economic impact for the county and for the City of Mebane. And several people have already said a lot of what I wanted to say, but the sales tax revenue that this will bring in is huge and that could keep us from having to face higher property taxes down the road with these sales taxes potentially offsetting some of the property taxes. So I urge you to vote for Buc-ee's. Thank you.

Cat Andrews: Cat Andrews, 3038 Fieldstone Lane, Mebane, North Carolina. I live off of old Hillsborough Road within a stone's throw of where the Buc-ee's is proposed to be. I am against having Buc-ee's there. One reason is because of noise pollution. We already have increased noise from the other industries that have moved in there. UPS, they're going 24 hours a day in and out in our neighborhood, Meadowood Lakes. Used to be a lovely quiet neighborhood. Now it's noisy. I mean, we could always hear the interstate, which is fine, but now it's noisy. The trucks are going in and out 24 hours a day. And we've got our schools. We've got our rest homes down 119. And nobody thinks about that, I guess. Also air quality. You've got to think about that. What is the number one air quality pollutant for North Carolina? Do you know what that is? It is particulate matter and ground-level ozone. What does that come from? Cars and trucks, exhaust.

If you put the Buc-ee's in there along with the traffic that's already on I-85, it's going to increase. Our air quality will go down. And we already have Stericycle down the road that Graham put in and that's already a pollutant in the air, which is taking in medical waste from 22 different states. I don't know if you're aware of that. Also, look at the recreation ball field that's right there next to where Buc-ee's will be. Those little kids are going to be out there playing their little hearts out, playing a softball, baseball game and the noise is going to be so great when the umpire calls, "Strike," they're not even going to hear it. Also, the church, Presbyterian, Hawfields Presbyterian Church, it's been there for over 200 years. Think about the historical values of the land that's around there, the old

Danny Gregory: Thank you. Danny Gregory, 3010 Bluebird Lane in Mebane. In addition to being a resident of Mebane, I'm also an archeologist and I want to address some of the things that were brought up earlier. The applicant comforted you with the fact that the site had been cleared for cultural resources and I can tell you it hasn't. Archeology is a new science relatively compared to others. It's constantly changing. Methods improve every year. Guidelines from the state for how to do archeological survey, they change, most recently in 2017. So a survey from 1987 that was done for a totally different project with a totally different scope, totally different disturbances they were looking at, the methods for that survey were tailored to that project. That survey was 27 years ago. It's way outdated. It doesn't clear anything. Plus it's a huge area. Buc-ee's a small part of that bigger survey. I don't know what the proposed developments were for the part of that survey that actually contains Buc-ee's. Maybe it had nothing. Maybe there's no disturbance proposed back there. Maybe they didn't even look at it.

The 2022 survey only covered a small portion of what the Buc-ee's development will be. Also doesn't really affect anything. There is a formal regulatory process to go through for cultural

resources. They should go through that process. Hopefully, they will, having to get a bunch of core permits, but sending a letter to SHPO asking them if it's been surveyed before, it doesn't circumvent that process. It doesn't clear anything. A new survey needs to be done and it needs to be done based on a scope that is tailored to this particular project and the disturbances that they're going to cause and done to current state guidelines. That will clear the property. If that's done, it doesn't find any resources, I'll sleep better. They comforted you that the Occaneechi trading path is south of the development, outside the footprint of what they're going to disturb. A trading path like that, as an archeological resource, is kind of unique. We don't typically find the physical remnants of those trails anymore. Walking trails become horse trails and cart paths, then two-track roads, then paved, they're destroyed. The only way to study those things, scientifically, is to look for the peripheral resources that are related to those trading paths.

Those are the things that are next to the trading path, close to it, like exactly where Buck is going. The point of all this is they don't know what resources are there, they don't know whether they're significant, but what I can tell you is if there are sites there, and there probably are, the grading they're going to do for a project this large will destroy them. To protect resources like this, which the development plan says you should, you should make developments that are historically sensitive, respectful. To protect those resources, you have to know where they are and what they contain. To destroy them, it's easier if you don't know either one. All right, thank you.

Denise Nepveux: Thank you. Good evening. My name is Dr. Denise Nepveux live at 300 south fourth Street in Mebane. I'm a professor of occupational therapy and a disability scholar. I'm here to speak about community health, supporting what some of the previous speakers have shared with us.

One of the standards under consideration today is to be in harmony with the surrounding zoning or land use. I think that second part is very important, the emphasis seems to have been on the zoning. The surrounding areas include the trailer park across the street, a nearby church, and two schools. We're talking about bringing the largest gas station in the country that will greatly increase the everyday air pollution and toxic exposures experienced by children who attend Hawfield's daycare, Audrey Garrett Elementary. I think it's important to name the places. Southeast Alamance High School, the celebrated new high school.

This is an environmental justice and health justice issue. The proposed site is across the street from a trailer park, down the road from Hawfield's Presbyterian, and an elder care home. This is an area that is already environmentally overburdened by a truck stop gas station and the nearby Stericycle facility, which processes toxic medical waste and is highly polluting with heavy metals.

An authoritative 1993 report by National Academy of Sciences clarifies something that we know, that children are not little adults. In early development, children have proportionately greater exposures to toxins than adults. Their ability to process toxins is less than adults. Exposures that would not harm an adult can cause lifelong impairments, such as asthma. I myself grew up in Pasadena, Texas, known as Stinkadena. I grew up with asthma. My mother died of sinus cancer. These things are real. Thank you.

Ken Jackson: Ken Jackson, 300 Picket Lane Mebane. The details that Buc-ee's has laid out as to their safety measures they take, the expansion of the roadways, those are very impressive to me, that they take care of everything thing. I would rather see a Buc-ee's on that property rather than a warehouse down the road, and that seems to be what our choice is going to be.

I can tell you that the first time I saw Buc-ee's was in Madisonville, Texas and this back in the early days of Buc-ee's. I was going to pull in and check out the place, see what it was about, but I wasn't allowed to because that day I happened to be behind the wheel of an 18-wheeler, and there was a sign saying no trucks allowed. It was a little irritating at the moment, but later when I'm driving my pickup, I stopped at that Buc-ee's. And since, I have patronized that Buc-ee's, one in Tarrell, Texas, the one in Leeds, Alabama. Multiple times on each one of them, if I'm traveling through the area. I found out why they don't allow trucks in there. It's a very neat place, clean place, the customers wait on you quickly. They're very friendly. It's just a good place to have and I think it would be an asset to the city to have it.

Now then, I understand that I haven't lived here but six years, so there's some businesses here that some of them were turned down at another location and we took them here in Mebane, or y'all took them in Mebane, and I think they've been good for Mebane and I think this is one that

has been turned down by that same place and we should accept it. Thank you.

Tyler Whitley: Hello, my name is Tyler Whitley, I live at 324 Westlake Trail, Mebane, North Carolina. I am a public health professional with more than eight years' experience working on issues stemming from environmental health exposures. I'm also a resident of Mebane that travels through the Trollingwood area weekly. My comments reflect my professional opinion and firsthand experiences.

I also brought a printed copy of my comments I would like entered into the minutes of the meeting. The proposal is inconsistent with our comprehensive land development plan. Page 59 specifically uses an example of gas stations with enormous parking lots as an example of what does not align with our objectives and goals. The specific site would be tied for the largest gas station in the world. Thus, it is in direct conflict with principle one of Mebane's growth strategy.

This business is also in direct conflict with principle three of Mebane's growth strategy by disregarding environmental factors, neighborhood design or open spaces in favor of maximizing retail space.

Additionally, the proposal fails to address goals that apply to all priority growth strategy areas, specifically goals 1.3, 1.4, 1.5, 2.1, 2.2, 4.2, 4.3, and 3.2. I go into detail in my written comments, which have been submitted to you prior to give you the opportunity to review them.

Additionally, as I said, as a public health professional studying environmental health exposures, vehicle exhaust can cause non-cancerous health effects such as neurological diseases, cardiovascular diseases, respiratory, reproductive and or immune system damage, trigger aggravated asthma, reduce lung capacity, increased susceptibility to illnesses such as childhood leukemia, autism spectrum disorder, childhood obesity, delayed cognitive development, pneumonia, COPD, bronchitis, and emphysema. Studies within the last five years have also shown that emissions from gas stations are 10 times higher than estimates used in most setback regulations and impact analyses. This is especially concerning considering that there are eight different anchor community sites within two miles of the Buc-ee's proposal. That includes childcare centers, elder care centers, three different schools, and two churches. Again, this becomes even more concerning because these conditions are exacerbated during heat waves, which North Carolina is expected to experience an increase in both frequency and duration over the next five years. Thank you very much, I appreciate your time.

Laurie Weatherly: Hi, thank you for letting me speak. My name is Laura Weatherly and I live in Efland at 605 Benwich Lane. I'm proud that I helped keep Buc-ee's out of Efland. You have a sign that's on the highway that says, Mebane positively charming. Well, if you put Buc-ee's in there, it is not going to be positively charming, you're going to be known just for Buc-ee's. I mean, obviously a lot of people like it, but it's a nightmare waiting to happen and I think there's going to be a lot of issues with traffic, no matter what they say. And they also put up signs all along the way, it's going to be like going to south of the border. All you're going to see is Mebane's Buc-ee's, and it's really disappointing if that's what you want to be known for.

Other people have talked about water usage. I mean, I think there's going to be a lot of litter from there because there's a lot of crap that comes out of that place, and I'm sure that food's not particularly healthy, no matter what they say. And according to this glass store place, Buc-ee's only allows five to 10 minutes standing breaks during a standard 10-hour shift. Apparently they don't get a lunch hour, they don't even get a lunch half hour. I think they're telling you a lot of lies. I don't think it's going to be a great place. They might be making good money, but they've got to stand on their feet all day long. I'm here to just please say no to rezoning and keep them out of North Carolina, period. Thank you.

Cindy Cole: Hi, I'm Cindy Cole. I live at 301 N. Seventh Street here in Mebane. Luckily there's not a Monday night football game on tonight, or I would've probably had to watch this on the website. Anyhow, when I moved to Mebane 15 years ago from Greensboro, Walmart was going to move into Mebane. Everybody was up in arms. Walmart's going to ruin Mebane, they're going to ruin everybody's lives, they're going to bring too much traffic, their pay is going to wipe out all the small businesses in Mebane. Well, Walmart came, it didn't do that.

Well, then Tanger comes along, and I was working at Kernodal Clinic in Mebane, and they opened the day after Thanksgiving, and it was a madhouse. It was crazy. They were parking in people's yards. They were parking down the street. Everybody said, they're going to ruin Mebane, they're



going to ruin the small businesses, it's horrible.

Well, they haven't, and they have brought people in from other towns all across North Carolina, and other states, to come to our restaurants, come to all of our businesses. Now Buc-ee's is coming in, I'm hearing the same thing. How horrible Buc-ee's is, how it's going to ruin the environment, the gas fumes. Well, if you've ever been on 85 at five o'clock traffic sitting there, the gas fumes just from that, Buc-ee's is not going to make a difference. People are going to stop and get gas and they're going to leave. Otherwise, you're sitting in there, and you know how I-40 and I-85 are, you're going to inhale those fumes. And I've been in the medical field, and yes, I'm not saying that doesn't cause health problems, but so do the factories, so do the industries.

Everything that we have right now has an impact on the environment, but I believe Buc-ee's will be a fine addition to our town and it'll bring a lot of paying jobs. I'm retired, I'll go work there for \$18 an hour because nobody else will pay me that. But anyhow, I hope you guys take that in consideration. Let's make Mebane the best town we can. Thank you.

William Green: Good evening, ladies and gentlemen. My name is William Green, I live at 102 cone drive, hall river, North Carolina. And first of all, I'd like to say that I'm not a local, I moved here from Georgia. I now live in Hall River. Obviously I moved here for work, but I am from North Carolina originally. I'm from Georgia. Well, I was raised in Georgia. Calhoun was right up the road from where I was from. Nobody knew Calhoun before the Buc-ee's were there. Nobody knew what Calhoun was.

I mean, when I started my journey to come to Mebane I didn't know what Mebane was. I thought it was Me-bane quite frankly. I got told it was not very quickly. With that being said, my biggest thing is I had no idea what Mebane was. No clue. I had no idea what it was. I love Mebane now, it's great, right? This gas station coming into here, everybody's going to know what Mebane is. I travel for work, one, and in my personal life. Me and my daughter, and my wife, we travel all over this country.

With that being said, I have a little girl, going into a truck stop and using the bathroom with your little girl when it's just a dad and your little girl traveling somewhere for work or something, right? Going into a men's truck stop, truckers are in there, they pee on the floor, pee on the seat, whatever it is, your little girl's in there, it's not a pretty scene, right? You go into a Buc-ee's that's the cleanest bathroom you're going to find. If there's a Buc-ee's on my route from wherever I'm going, I'm going to stop at the Buc-ee's. That is where I'm going to stop so that my little girl can use the bathroom, whatever that may be, right?

My last point is somebody said, leave Mebane better, right? Earlier that was a statement that was made, my point to that would be, leave Mebane better with this Buc-ee's here. Everybody's going to know what Mebane is now, everybody's going to see this. As they drive through they're going to see the shirts. Somebody made the comment of the shirts. I've got shirts from Sevierville, I've got shirts from Crossville, Tennessee, I've got shirts from Alabama, I've got shirts from Calhoun, I've got a couple of them from Texas. I've been all over to different Buc-ee's. I can promise you that that shirt's going to be worn around in different places. I'll wear it wherever I go, right? And I promise you that you're going to get that shirt and people are going to see that and they're going to say, okay, there's a Buc-ee's there, that's where I want to go, stop, whenever I'm going through North Carolina. We're on 85 y'all, 85 goes in Atlanta. I was in Atlanta, 85 goes through there. 85 goes all the way up north, we're going to be seen. Same thing with Crossville, Tennessee, 40, all that goes right up through there, people are going to follow that. There's the Buc-ee's tour, right? That's an actual thing, the Buc-ee's tour. There's a shirt that says it on it, and my wife has the shirt. Every single Buc-ee's that's been made to that point is on that shirt. I just ask that you please take into consideration making Buc-ee's here in Mebane. Thank y'all for y'all's time.

Kasey Kinsella: Hello. My name is Kasey Kinsella, I live at 3663 S. Jim Minor Road in Haw River. I live three miles from the proposed site of Buc-ee's, and I'm here as an impacted community member to urge you all to deny Buc-ee's rezoning permit. Taking 1-19 into Mebane is a part of my daily life. Just on my way here, the sheets I'm reading off, I printed off at Mebane Pack and Ship. I take my meetings at Habit Coffee Shop and catch-up with friends downtown. I go to the doctor and the dentist in Mebane.

A through line in Mebane's development plan is continuing to create these conditions for people both within Mebane and on the outskirts, and for the businesses there to be thriving and

accessible, and the Buc-ee's development clearly threatens the opposite. The fact that Stan Beard said, "Buc-ee's will point their brand obsessed customers downtown potentially for..." Quote-unquote, "Maybe next time." He just said that, is far from convincing.

I would ask that the council request data. How are the local businesses where these other Buc-ee's establishments exist? How are they impacted? The people who talk about the Buc-ee's tour, are they stopping and exploring the towns and small businesses around those locations? It doesn't sound like it to me, but I'd really like to see the facts before such a decision like this is made and impacting our towns, and our accessibility, to visit the businesses and the healthcare facilities that people like myself on the periphery of Mebane depend on.

It's crucial that you take into consideration the documented impacts and unpredicted costs Buc-ee's traffic influx has burdened communities with time and time again, such as in Auburn, Alabama, Madison, Texas, and Corinth, Texas, where a Buc-ee's proposal was denied on these grounds. The fact that the traffic impact analysis that you're going to be deciding this project on was limited to only the period of construction is deeply irresponsible and dishonest, and I would ask for a much more thorough evaluation and impact to be completed before a decision like this is made.

In Auburn, these unforeseen costs included the city being forced to purchase and install expensive traffic barriers. A news report quoted their city manager who said that, "The visitors to Buc-ee's are doing a really great job of visiting Buc-ee's, they're not doing a good job of leaving at Buc-ee's." Adding, "Some people will still run the traffic barriers over, but it will do mild damage to your car." In August, reports in Mississippi stated that, "Construction continues in preparation for the state's first Buc-ee's. Traffic jams and wrecks are becoming more common. There have since been multiple accidents just west of the road work, including one fatality and a rescue squad vehicle was hit as it was trying to respond." Is this the kind of mess you wish to create for us? These hazards and obstacles manufactured by Buc-ee's presence fly in the face of Mebane's growth management goals and the Mebane's by design plan. Please vote no on this permit. Thank you.

Ayo Wilson: My name is Ayo Wilson, 206 Moore Road. I'm the director of clean energy and climate justice at West End Revitalization Association. I grew up in Mebane from the age of eight. In 2021, West End Revitalization Association began its clean energy and climate justice initiative response to the development of hundreds of acres of farmland and forests for the massive industrial and distribution centers we see next to the site for this proposed Buc-ee's. These industrial and distribution centers overburdened the environment and existing public health infrastructure of the area without substantial implementation of measures to engage in green and equitable energy practices to reduce their carbon footprint.

In that same year, North Carolina senators Richard Burr and Thom Tillis voted for the bipartisan infrastructure law, which includes investments in water infrastructure, pollution prevention, tribal communities, electric and low emission school buses, and cleanup, revitalization, and recycling. These investments stand as amongst the largest of their kind in the history of this nation.

This law works in tandem with President Biden's Justice 40 Initiative, a whole-of-government effort to ensure that federal agencies work with state and local communities to deliver at least 40% of overall benefits from federal investments in climate and clean energy to disadvantaged communities. Those funds are available to the City of Mebane, as it is \$40 million behind and much needed improvements to its sewage treatment center overburdened by development in the city, including the industrial and distribution sites. Mebane is investing over 17 million in a new water tower to help deal with a deficit in clean water. Mebane's infrastructure simply cannot afford the absolute burden that Buc-ee's will bring to the city, when we have folks in communities of color and low-income communities filling the weight of the lack of adequate infrastructure where they live.

When you come into Mebane, you see signs that say, positively charming, positively charming does not describe the harm that downtown shops and small business owners will experience from this Buc-ee'. Positively charming does not include Mebane being known as the nation's travel plaza. Positively charming does not describe a massive gas station that will bring heavy traffic and pollution, while it takes its profits out of the City of Mebane in exchange for a burden on local infrastructure. Positively charming does not describe the unnecessary danger our local first responders would be faced with if an emergency were to occur at this Buc-ee's. Mebane's planning board voted to deny this project after hearing from dozens of community members. I urge you

today to be responsible to the city and its citizens and vote no. Any place that has 120 gas pumps and claims to be a friend of electric vehicle charging and clean energy is an assault to common sense and it's completely ridiculous.

Mayor Hooks: All right, we're going to take a 10-minute break. We'll be back at 10:30.

Aminah Ghaffar: Good evening council members. My name is Aminah Ghaffar and I serve as the policy director for Seven Directions of Service. I'm originally from Pembroke, North Carolina, and I currently live in Orange County and attend law school at NC Central. Woo hoo, go Eagles. I'm Afro-Indigenous and a member of the Lumbee Tribe of North Carolina, and today I'm here to comment on the importance of trails and trading paths to indigenous cultures.

Many people forget, or did not know, that there are nine plus indigenous tribes in North Carolina, including one fairly recognized, eight state-recognized, and several unrecognized tribes. Sovereignty is a complex issue to discuss in a few minutes, but it's important to understand the context that indigenous tribes in NC, whether federally or state-recognized, operate as separate nations.

We have our own constitutions and methods of determining citizenship, the same way that the state North Carolina has parallel sovereignty to the federal system. We are continuing to fight to make sure tribal nations are treated fairly as sovereigns, as well as convoluted politics around our domestic dependent status.

Trails and trading paths allow people who live miles apart to maintain a sense of community. They are more than a way to just move goods and resources. These paths were traveled by my ancestors. Through these paths we shared language, stories, technology, history, all the things that would make a culture and a sovereign nation. These paths expanded the world of people and connected hunting grounds, fishing holes, river crossings and ceremonial sites. These trading paths can be compared to our highways, which connect us to grocery stores and fuel stations in addition to how we visit our families for the holidays. Imagine what life would be like without those.

Indigenous communities have not been properly invited to the table to discuss the importance of keeping this trading path. While we're busy spewing the legacy of John Locke's labor theory and manifest destiny, we stomp over Mother Earth. We forget that she's alive. My ancestors knew that. Crystal, our executive director and member of Occaneechi-Saponi Nation, knew that. And with the ever accelerating climate crisis, we might need to take notes from the past on how to engage with the development of our futures. Through your comprehensive development plan, you all have made it clear that the history of our community is worth preserving, but please remember that the history of this community did not start with the founding of Mebanesville in 1881. People have lived here for thousands of years. The Occoneechee-Saponi have been a part of this community longer than any of us, including myself, who is a guest member as a Native American person.

And their history deserves to be respected, protected just as any sovereign, just like the state of North Carolina and just like the United States. Please ask yourselves if this Buc-ee's development plan is consistent with respecting tribal sovereignty and prioritizing the sustainable future of this community.

Theresa Jensen: Good evening. My name is Theresa Jensen and I'm a partial owner of 112 acres of land at 1021 North Frazier Road, Mebane. I'm also a local attorney and dispute resolution professional. I'm here to urge you to vote no on Buc-ee's request for zoning change and special use permit. Buc-ee's will endanger the community and environmental health. We've already heard about air pollution and noise pollution. While I appreciate the few modifications Buc-ee's has proposed since the planning hearing, the fact is that they're only meeting the minimum land use standards and these regulations are inadequate and out of date.

All land use regulations including Mebane's unified development ordinance involving surface water and flooding are insufficient to adequately safeguard the water ecosystems and protect against the risk of flooding. Why are they inadequate? What we know is that the current standards are based on historic data from the past, not current and future projections of the intense precipitation pattern we're coming to know. Also, we know that in some cases, state leaders have been blocking the implementation of certain land use regulations. For example, the Jordan Lake standards.

In terms of stormwater, we've heard that 46% of the project is impervious surfaces. The stormwater management solution proposed by Buc-ee's is a large detention basin. A 20th century solution, which we've heard from them, will hold and then slowly release runoff from a 10-year, 24 hour storm. In nearby jurisdictions, the standard for conditional zoning permits has become handling the 100-year storm, not just the 10-year storm or 25-year storm that they mentioned. There are also other land use regulations that the state of Mebane will need to comply with. For example, the Jordan Lake standards. Beginning last year, a number of stakeholders, including local governments and non-profit organizations, have been meeting to renegotiate and reenact those standards. Mebane will be subject to those and they will apply to existing developments. This is an environmental liability.

Becky Laskody: Good evening public servants. I'm a member of Common Ground Eco-Village, and we have are stewards and owners. I'm a partial owner of 112 acres at 1021 North Frazier Road, Mebane. I offer congratulations on Mebane's recent positive financial report. I appreciate that y'all have been overseeing a robustly growing economy in Mebane. We heard hours of details from Buc-ee's. They have provided a kind and economically rosy picture. I'll just comment on a few aspects. Our Mebane planning board voted to not approve this rezoning request. I urge you to accept their recommendation to decline this request.

Even though Buc-ee's has now redesigned this proposed site by moving their underground double walled fuel holding tanks further from the floodplain, I am still concerned about unacceptable possible negative impact on the Haw River watershed, including the downstream Lake Jordan water reservoir. This area of North Carolina continues to experience increasing flooding as climate change is bringing us more severe weather systems leading to increasing overwhelm of storm water management and potentially overwhelm of Buc-ee's extensive plans for management of spilled or leaked hydrocarbon fuels.

I disagree with this idea of Buc-ee's being considered a reasonable use of this parcel. Being so close to residential neighborhoods and schools, that land is more appropriate for other economic development than the use proposed by Buc-ee's. Their business plan is to bring in heavy traffic for heavy sales. I note that the North Carolina DOT has needed to work for months with Buc-ee's to try to plan for this traffic. Who is planning for the pollution from this traffic? I'm glad that EV charging is being included by Buc-ee's as America is decreasing use of hydrocarbon fuels and increasing use of electricity for vehicle fuels.

If you were to go against the recommendation of your planning board, then I suggest you increase the requirement for storm water management to meet 100 year storm standards up from their current 25-year design. Also note that solar panels for generation electricity often have less than a 20-year return on investment, especially when renewable energy credits are available. I encourage forward-thinking by Buc-ee's to add solar PV to their existing facilities in other states and to not build in North Carolina. I hope Buc-ee's will keep selling merchandise made in North Carolina, but only in their stores and other states. Thank you for your time.

Emily Sutton: Good evening Mayor and members of the council and staff. My name is Emily Sutton. I'm the Haw River Keeper for Haw River Assembly. For the past seven years, I've led our water quality monitoring and advocacy efforts to protect our ecosystem and our communities within the eight counties of the Haw River watershed from environmental pollution. Unfortunately, this has meant that I've also had to become an expert in environmental toxins, specifically PFAS or per- and polyfluoroalkyl substances, 1,4-dioxane and other sources of drinking water contamination and surface and groundwater. This site is situated between two tributaries of Back Creek, which feeds into the Haw River watershed. This project unnecessarily endangers the health of our communities in Mebane and in the Haw River watershed community. Typical gas stations with eight pump locations have two to three underground storage tanks holding up to 30,000 gallons of gasoline. This station will have 60 pump locations. These underground storage tanks leak.

In 2020 alone, there were 490 underground storage tank incidents in North Carolina, which cost the state over \$28 million. If we're just looking at this location, there have been four underground storage tank leaks at the pilot across the street and two across the interstate at the love station. These leaks are incredibly dangerous for communities. Leaking gasoline contains benzene, toluene, ethyl benzene, and xylene. These compounds increase asthma symptoms, impact pulmonary function and can cause Hodgkin's lymphoma as well as other cancers. These extremely hazardous chemicals soak into the soils beneath the station and infiltrate nearby properties. These

compounds can migrate upwards of 500 feet and contaminate sources of drinking water and harm nearby ecosystem. For reference, just 10 gallons of petroleum has the potential to contaminate up to 12 million gallons of water. So we've heard a lot about all of the check systems, but once that leak has happened, it doesn't matter how quick that detection results in action. 10 gallons of petroleum can contaminate 12 million gallons of water.

In its most recent report to the North Carolina Environmental Management Commission, North Carolina Department of Water Resources has prioritized underground storage tank incidents in their remediation sites as potential locations for PFAS contamination. The department will be conducting groundwater monitoring at 100% of all of the sites across the state that have had underground storage tank incidents or at the remediation sites, suggesting that it is most certainly a source of PFAS contamination in groundwater. To approve this project would jeopardize the health of our communities and damage neighboring properties by contaminating the groundwater with toxic compounds, when one of the 25 underground storage tanks inevitably fails. I urge you to deny this project.

Maureen Hayes: Hi, greetings. I hope you can hear me. Guys, it's late and thank you for letting me speak. I'm going to be brief. My biggest concern is the size of this project and how that will impact the Jordan Lake watershed. Is this specific project really going to benefit Mebane in the long, long run? I'm sorry. I am at 131 Circadian Way. It's Carrboro, North Carolina, 14 miles from here and I am a 40-year resident of this region. I have come to love North Carolina deeply. The amount of fuel alone needed for the 60 pumps is going to be an incredible amount of underground storage. I want to just bring up that in Buxton, North Carolina, on our seashore, that the tanks, petroleum tanks were just uncovered by the ocean that were there, say 75, 80 years ago, and the petroleum was leaking. You could smell diesel right there on the Buxton beach where Cape Hatteras Lighthouse is. It doesn't go away. Once they put it in the ground here, it will not go away.

Are you familiar with the Jordan Lake Nutrient Strategy Agreement? It's also called the Jordan Lake Rules, which all Municipalities in the Jordan Lake watershed do need to abide by. As mentioned just previously, it has been on hold for a while, but they were bringing it back up, February 2024, they will begin the readoption process of those rules.

What if the project goes forward and using their proposed management plan right now? What if in 10 or 20 years you guys are asked to put in retrofitting infrastructure, which is going to be an incredibly costly, costly endeavor? I want to just finish with the North Carolinians, we all want clean water for drinking and recreation. Is this project worth it? Is the project the best that Mebane can do in terms of economic development? I want Mebane and this entire surrounding region to retain what is special about North Carolina in our pursuit of economic opportunities. Please vote no to Buc-ee's. Thank you very much.

Peter Orton: I'm Peter Orton. I'm very fortunate to live in Mebane at 612 S. 4th Street. And thank you for your patience and opportunity to speak tonight. Three weeks ago, in fact, coincidentally it was the day that our planning board rejected the Buc-ee's proposal, representatives from the United States and 196 other countries at the United Nations Climate Change Conference in Dubai unanimously agreed to phase out fossil fuels in laying the groundwork for the deep admission cuts, and they declared, I'm going to quote here, "Now all governments and businesses need to turn their pledges into real economy outcomes without delay." All governments. Our city council is one such government. There's no longer a debate about fossil fuels. We know that their use is melting glaciers, rising sea levels, continuing to create more climate change. Endangering, even decimating species. Every month since May was the hottest ever recorded and ocean temperatures set a new all time mark over 100 degrees.

In short, unless we start diminishing their use, fossil fuels will make our children's and grandchildren's future lives on this planet extremely problematic. And yet despite this dire and urgent need for us all to now start reducing fossil fuel usage, Buc-ee's is doing the exact opposite, looking to expand its business now into North Carolina. Their plan offers a small fraction, indeed, for electric vehicles, but the vast majority, 120 pumps, will create what the News & Observer has announced. And you know what it is. It is the largest fossil fuel gas station in the world.

At this critical time in our planet's history, to now build the largest gas station in the world is profoundly wrong. As parents and grandparents, we have a responsibility to not leave our future generations with an increasingly unlivable planet. This Buc-ee's plan is so wrong from Mebane in so many ways, but to also championing fossil fuels, council members, your vote tonight will

demonstrate to all whether you're mindful of this immense need to move away from fossil fuels or instead choose to promote their expansion by making Mebane home to the world's largest gas station. Thank you for your time.

Benita Rayner: Good evening Council. My name's Benita Rainer. I too am Afro-Indigenous of the Occaneechi. I live 614 Border Street Graham, North Carolina. Okay. So, as I was saying, I am enrolled member of Occaneechi Saponi Nation, and I know that people, we've been talking about the Indian trading paths, which is still a significant area and I think it needs to be reassessed, and preservation of the land our land. It may not mean a lot to have the people in this room, but it means something to us. To us it's like building this Buc-ee's in our backyard. So, that being said, I am strongly opposed to this and I know that the Buc-ee's representative spoke on it. From what I understand, that data is outdated and if I may approach too, I have some current data here in regards, can I pass it out? So that being said, also we feel that people or archeological people that are not of our culture are not the historians of our culture. That being said as well, no one should be telling us our history if their ancestors are not from this community or from the land. Again, strongly opposed to Buc-ee's. Thank you for your time. And by the way, the fudge is really not that good.

Dante Bowman Jr.: Good evening, Council. My name is Dante Bowman Jr. I'm from Hillsborough, North Carolina, 27278. Hawfields was a historic Indian trading path. My people, the Occaneechi, traded with the Waxhaw's Native Americans in this area. That is now known as Highway 119. There is no reason that there should be a Buc-ee's on Highway 119 because it is a historic Indian path. Under the stir artifacts and pottery of the Waxhaws could be in the area of Highway 119. The Indian trading path had a route from the Eno River to the Haw River. And from the Eno River, the Indian trading path most likely followed the current path of the old NC-10 Bowden Road to the old Hillsborough Road, to the present side of the Hawfields, which is supposedly named after Native Americans in this region. I speak for my Native American ancestors and my Occaneechi tribe, and I also speak on behalf of the indigenous people in this area, and in strong opposition of the Buc-ee's site in this area. Thank you for your time.

Shawn Harris: Good evening. My name is Shawn Harris. I stay at 4020 St. Cora Lane, Mebane, North Carolina at Keystone at Mebane Oaks. I'm in full support of the Buc-ee's. I had a chance to, when I was in Daytona Beach for the first time, going to a Buc-ee's. I was going down there for a family trip to Disney and I already caught wind of Buc-ee's, so I was like, you know what? I can skip a park day. I wanted to go to Buc-ee's and check that out. So, I was completely floored. My eight-year-old and my 11-year-old daughter told me on the way, picking them up from school was like, "Daddy, you still going to the meeting?" "Yeah." She said, "I want some beaver nuggets if they come." I said, "I got you." So I'm in full support of that because I like the growth aspect and the tax revenue it would bring to Mebane and Alamance County. The amount of revenue that it would bring would help keep the burden down on the citizen that actually currently pay taxes right now. So I'm for that. I'm also for the salaries. What it's going to pay is substantially higher than a lot of retailers in the area and surrounding areas. So for me, I'm definitely for Buc-ee's, I'm all in on Buc-ee's. Thank you.

Anne Harvey: I'm Anne Harvey. Good evening, Mayor Hooks and council members. I serve as Chief Council for Environmental Justice with the Southern Coalition for Social Justice. Our office is located at 5517 Durham-Chapel Hill Boulevard in Durham, and we serve the state of North Carolina and communities throughout the south. And I have been asked by some community member groups to offer a few thoughts for your consideration this evening. The number of people here or who were here nearly five hours ago anyway, when this proceeding began, reflects the enormous level of interest in this project. And my understanding is that there were people who attempted to sign up who were denied that opportunity because, understandably, this session was so full already. And with that in mind, I wonder whether you might consider holding this public meeting open to allow for additional opportunity for folks to leave comment, particularly if you do vote in favor of the conditional rezoning and move on to the special use permit proceeding. I would ask you to leave that for another day.

I myself am likely going to have to leave, and some folks with school age children I know have already had to leave as well. One thing that I hope you will do whenever you do vote and prior to that is further explore the potential impacts that you've heard this evening, impacts to Native American Cultural Heritage resources. I appreciate that there was a brief presentation on that

tonight, but my understanding is that the planning board heard additional concerns and some of the concerns you've heard voiced this evening from several members of Indigenous-led groups and that staff had said they would reach out to those speakers for more additional information. To my knowledge, those conversations haven't yet taken place, and as one community member said earlier this evening, they are the keepers of their own history and should be the final word on that.

Moreover, as the archeologist spoke earlier this evening, the North Carolina State Historic Preservation office stated that there are no known concerns at the present time, which is different from an all clear. The technology to uncover the resources that may be there has advanced considerably since 1997. This 27 year old survey for a project with a different scope and different disturbances doesn't even meet the current state guidelines for what would be required of such surveys today. It also sounds like there are serious unaddressed considerations about air pollution and associated health impacts that necessitate further consideration as required by both your UDO and your comprehensive land use plan. And finally, on a personal level, as a person who frequently has to travel... Oh, I [inaudible 04:30:27] please don't make it work.

Ray Oliver: Ray Oliver, 909 Sugar Tree Drive, Mebane. So there has been a lot of talk about public safety and kids and pollution with the gas stations near the schools. I've got two kids in the schools. Both are at Garrett. The federal government requires that gas stations be 1,000 feet from schools. Buc-ee's going to be over a mile, which is 5,000 feet or more. The person from Chamber of Commerce talked about all the revenue that this is going to bring, the tax revenue, and how some of that's going to go to the schools. Let's not forget that the county had to do a \$3.9 million mode remediation. So for the people worried about air quality for children, they're going to be outside for 20 minutes. They are in school for the rest of the day.

Also, so it's proof of concept. I'm not from Mebane. I'm from a town called Dale City. It's in Virginia. I've been in Mebane for a decade. We were a town that's similar to Mebane in size and statute. Dale City had Potomac Mills, which is outlet mall, come to our town, which also brought IKEA, which is another destination place come to our town. What that did is it brought a lot of revenue, a lot of things for people to do, for kids to do, for older folks to do, for the entire community to do. And it was based on IKEA and Potomac Mills. Buc-ee's will bring people to this town.

And there's been conversation in the other room about, well, people are going to come and they're not going to stop. They're just going to be passing through. That is true. There will be a lot of people that come here, go to Buc-ee's, we'll get the revenue, they'll pass through, but the people in Raleigh, the people in Graham, the people in Greensboro, those people will come here and stay because they live around here. Same thing that happened in my town. Which will also drive people to all the other local businesses and will help them thrive.

Then lastly, let's not forget that, I know someone mentioned that the amount of people that are here should be a reflection on what you guys should do. I know the planning board meeting people said that the amount of people that are here should be a reflection and give you pause. Someone mentioned that petition. I was going to talk about the petition, but they already talked about it. But just to give you context, that petition got 1700 of those signatures within a day. And those are people for. If you look on Facebook, it's 50 50, generously. I would say it's 60 40, for. So for the people who don't want it, they don't want anything here. People obviously want it here and it'll help. Thank you.

Anna Wirth: Hi, my name's Anna Wirth and hopefully you can hear me through the mask. I appreciate your patience with that. I'm a resident of Mebane. I live at 202 North 7th Street. I'm also a small business owner here and I'm a member of the American Institute of Architects. I'm a registered architect. I'm also a credentialed lead professional in leadership and energy and environmental design. We moved back to Mebane twice for community, for the way that it was thoughtful about its parks, preserving the old trees, instilling a sense of mutual aid in our neighbors, not for corporate profit.

I'm starting with that, but I'd like to mirror everything that my fellow citizens said in terms of their concerns about Buc-ee's, but also to provide comment through my lens as an architect. I believe that the project will not be in harmony with the area in which it is located and will materially endanger public health and safety and also injure the value of adjoining property. In the 2020 North Carolina Climate Science Report, the last 10 years were noted as being the warmest ten year period in the 20th century, which creates increased warm days, increased water vapor,

increased severe storms, flooding, heat, stress, fire. In my neighborhood, my neighbor's house has remained unbuilt for 15 months by a storm that happened that wouldn't have happened 10 years ago, and is facing infrastructural roadblocks because of it. Transportation accounts for 36% in building accounts 40% of all the greenhouse gas emissions in the world. Those greenhouse gas emissions, 86% of them are caused by fossil fuels.

In an attempt to prepare our communities for the challenges that we're going to face, our state government and our governor through the 2018 and 2022 executive order in state law, 2021-165 have a goal by 2030, in seven years, to have a 70% reduction in greenhouse gas emissions within the state. Within this context of statewide roadmap for resilience, Buc-ee's represents an unrecoverable loss through an unrecoverable investment in out of date fossil fuel infrastructure that will be out of date within seven years. Based on the current information provided, the 75,400 square foot building and 556,784 square feet of asphalt and concrete, if we look at it via the Builders for Climate Change Action BEAM calculator, we're looking at, without even talking about the retaining walls and the new roads, 15 tons, metric tons of CO<sub>2</sub>.

Jennifer Richmond: Hi, thank you for your time. My name is Dr. Jennifer Richmond Bryant, 239 New Bern Pl, apartment 201 in Raleigh. I'm an associate professor of the practice in the Department of Forestry and Environmental Resources at North Carolina State University. I got my PhD in environmental Science and Engineering at UNC. I've held positions both in academics and at the US EPA.

Much of my research focuses on the spread of air pollutants in overburdened communities. Gasoline and diesel fuels are composed of hydrocarbons. Small amounts of hydrocarbons, including benzene, can evaporate during the fueling process and during vehicle operation. After those fuels evaporate into the air, they can react with oxygen and water vapor and form brown carbon particles. During operation of those vehicles, they form nitrogen oxides, and those things react when the sun is shining to form ozone. Even with improvements in fuel economy and emissions from current vehicles, the sheer number of vehicles visiting proposed Buc-ee's likely creates an air pollution hotspot. For example, a recent study measured PM 2.5 hotspots associated with COVID-19 test sites concentrations upwards of 40 micrograms per cubic meter above the 24-hour National Ambient Air Quality Standards level were observed when as many as 177 COVID-19 tests were performed in a day. The studies of Buc-ee's estimates 13,000 visitors per day, so think about that magnitude. The City of Mebane does not include an air pollution provision in the Unified Development Ordinance environmental regulations, but given the magnitude of the projected air emissions, the North Carolina Department of Environmental Quality will need to incorporate vehicle emissions just from Buc-ee's for compliance or to avoid non-compliance with the National Ambient Air Quality Standards. And that COVID study implies that Buc-ee's will cause the Mebane area to be out of attainment with the standards.

The effects of air pollution, by the way, are additive, so extra emissions produces extra health effects. And emissions do infiltrate indoors, so if kids are inside, they're still going to see it. Short-term and long-term effects of PM2.5 are known to cause cardiovascular disease and premature death. Short-term exposure to ozone and nitrogen dioxide both cause respiratory health effects, and benzene is known to cause multiple types of cancer, including lymphoma and leukemia and lung cancer. Prevailing winds from the west and southwest likely transport to the Buckhorn and Perry Hill communities from the Buc-ee's, and that new distribution center from UPS is already bringing emissions along with Stericycle and the I-40, I-84 corridor. I urge you to deny the Buc-ee's petition. Thank you so much for your time.

Claire Spear: Clair Spear, 2410 Timber Oak Drive in Hillsborough. I am one of those increasingly rare folks around here that was born in this area at what used to be Durham Regional Hospital. I was raised in rural Orange County and I currently reside in Hillsborough. The Rolling Hills vast countryside and lush landscapes from my childhood memories are disappearing at an alarming rate in their place. I see increases in pollution in seasonal flooding and in wildlife displacement. Just a few of the harmful byproducts of this rampant development approving Buc-ee's would only add to these issues. It would also increase the current traffic congestion with an estimated 25,000 car trips daily to exit 152, which in turn would the present air pollution issues in that area, as we've heard about.

Buc-ee's has a history of underestimating road concerns and causing cities millions of dollars in mitigation and repairs. Despite their vague concession of working with local vendors if they want



to work with us, Buc-ee's ultimately would steal money from our local small business owners who worked tirelessly to take care of the needs of this community and would divert traffic away from the shops downtown. It would greatly increase stormwater runoff into nearby Bat Creek and the Haw River, as well as fuel runoff from 120 gas pumps and chemical runoff from 12 acres of parking lot with constant exhaust and tire pollution. Water seeps into the ground and travels. Even with the proposed ponds, the runoff would inevitably dirty the community streams and groundwater with toxic chemicals. The site is on the edge of a floodplain. Compressing 14 acres of earth and putting 25 giant fuel tanks underground will disrupt the natural groundwater path and be problematic.

According to Mebane's 2017 comprehensive land development plan, their 2035 vision is controlled growth with logical and steadfast zoning designed with infrastructure, schools and health in mind. It also defines the need for commitment to natural resource protection stating a natural buffer around Mebane's development footprint is established wherever possible. Changing the zoning of this property to heavy manufacturing right across from schools and residential areas in order to approve this very unnecessary giant gas station would be 180 degree turn from the CLDP vision as well as the positively charming identity Mebane aspires and I believe does embody at this point. If this proposal were approved, the impact on the land and the community would not be positive. And I don't know if you've seen the Buc-ee's aesthetic, but frankly it's the opposite of charming. I personally would go out of my way to avoid visiting Mebane if this proposal were approved. I pray that you hear the truth in the many oppositional cases presented tonight. Please vote for the community by voting against Buc-ee's. Thank you for listening.

Richard White: I live at 2415 Ivy Knoll Drive in Mebane approximately two miles from the proposed Buc-ee's site. I use the Trollingwood-Hawfield's Exit daily. I do not believe for a second that the proposed road improvements will be enough to handle the traffic that Buc-ee's will bring in. We're talking about the potential for more traffic than Tanger Outlets, but placed in a far smaller parking lot with a building less than a quarter of the square footage of Tanger.

Several Buc-ee's locations are already causing so many traffic problems that additional road construction is needed. The Sevierville location required a police presence weeks after opening to direct the traffic. This will be a serious drain on our public safety resources. Everywhere Buc-ee's goes, traffic nightmares follow. Don't trust their traffic. Study me should continue to grow, but it should grow responsibly and sustain sustainably. Buc-ee's represents neither of these things. Thank you.

Chris Smith: I'm Chris Smith, 3102 Gym Road in Efland. Conveniently 350 feet from the last place Buc-ee's tried to build and I stand here opposed to the rezoning request because I read how Denton, Texas eagerly accepted their Buc-ee's with incentives and open arms, but Denton would later spend millions of its own dollars to combat traffic. I read about the town of Corinth where local officials challenged Buc-ee's traffic assessments and discovered the totals to be greatly under counted. Corinth's mayor wrote that a mixed use development of similar size would make more tax revenue. Corinth turn them down. Auburn, Alabama you heard is paying to install safety barriers. And I'm from Tennessee originally and I heard there that the Buc-ee's Crossfield location experienced backups and traffic problems. And then I read the news reports that the Tennessee Department of Transportation asked for better solutions at the outset of their next expansion to Clarksville, Tennessee Buc-ee's walked away.

Does any of this sound like a community partner? These Mebane and traffic assessments seem to use the same tools to control the flow. More traffic lights, more lanes, but these tools, they don't seem to me to be enough to actually address the excess in my opinion, making the proposal poorly suited to this place. I wonder if getting your name up in lights is worth it because we'll be the ones looking up at night at a cartoon beaver at 30 feet taller and a hundred square foot bigger than regulations for no other reason than it's good for business.

I also pose this out of concern for the environment. Climate experts you've heard predicted North Carolina will see increasing severity in both droughts and rainfall, frequent intense storms dropping more water at once onto landscapes that aren't able to absorb it. And the EPA reports that most current stormwater measures will not suffice under the warmer and wetter conditions. Recent studies from John Hopkins and Columbia University show that gas runoff and air pollution already occur at higher rates than anticipated and from methods that go unregulated.

What will these climate centered changes mean for stormwater runoff, pollution or trash? Will you the local officials support rules that plan for these changes to protect air and water? I can imagine Buc-ee's first billboard in Alamance County somewhere reading the cleanest bathrooms in America are positively charming. It sounds like many of us here think one way about that phrase and many of us here think a different way about it. I can also imagine land uses that support a clean energy future, reduce environmental impacts and provide for community needs. Bigger ain't better. Thanks.

Heather Smith: Heather Smith 3102 Gym Road. Stan's favorite place Efland, North Carolina. Buc-ee's left Corinth, Texas and Efland, North Carolina and Clarksville, Tennessee due to unfavorable conditions. Perhaps what they're asking to take from some communities is disproportionate to what they're offering in return. What the applicant wants from Mebane is to rezone 32 acres of land for a gas station because that's their business model that supposedly can't be deviated from to be successful because what they peddle is spectacle. In return, citizens of Mebane are offered a partnership that brings tax revenue and jobs. But the applicant, the alleged community partner, can't be bothered to compromise in a feature as simple as sign height to fit within the town's pre stated ordinances.

Stan mentioned in the planning meeting that Buc-ee's has been looking for a home in North Carolina for a while. Allow me to remind you all what home is. Home is the beaver building its dam on the Haw River. Home is the positively charming place where we fret over things like the preservation of murals on downtown buildings when they don't meet the sign ordinance requirements. Home is the small business owner like the one honored here tonight for investing 33 years into this community. Home is the pine tree that's been here for longer than we have. Home is all these people in the community debating and spending the time here tonight because they care about what the future looks like for this town. Home is wanting good, honest jobs that keep dollars in the community.

Home's not a town named slapped on a logo shirt to make a few bucks. Home's not an extractive cash machine where profits are used to impose on the next small town and an expansion project across the southeast. Home is not a parking lot median filled with mondo grass. Let me also acknowledge for my fellow residents that I've heard a few grievances that some folks here tonight don't even live in this town, including me. I'm next door in Efland. But a so-called out-of-towners signing these petitions live a few miles up the road and use this route to commute. So-called out-of-towners signing these petitions live downstream on the river. Us so-called out-of-towners were able to drive here after work. We didn't fly in from Texas. We know who our neighbors are and we know our intertwined communities will not be told by a corporate sales pitch what home means to us.

To the council and the mayor, whatever effort Buc-ee's has put forth to amend its submission to appropriately align with the city's planning dots and the UDO, demand more. Because North Carolina is our home and as hospitable as we are to folks wanting to settle down here, we shouldn't be left to clean up jammed roadways or spoiled waterways when the applicant moves along to their next project. I urge the council to vote no on a project that is mere novelty. To vote no for a project that does not align with the Town's current planning vision. To vote no in a project that doesn't feel like home. Council members and communities, even the folks in this room I disagree with, thank you so much for staying up late on a Monday night and sharing and listening to all these impassioned comments today. Appreciate you all.

Brett Rapbaum: Hey y'all, Brett Rapbaum 106 Cone Drive in Haw River. Thank you so much for staying so late. I'm a farmer in the area. Some of y'all might recognize me from the Mebane Farmers Market where I sell every Saturday from April to November. And I am pretty against the Buc-ee's. I'm concerned about the environmental things that have been brought up. I'm not going to repeat the things you've heard, but I just want to make sure you know people are thinking about it a lot. I also want to say that at the advisory committee meeting, one of the Buc-ee's representatives said that Mebane had the je ne sais quoi for what they wanted. But they weren't saying that until Orange County denied them. And it's very frustrating being a resident of Alamance County constantly being the dumping ground for our neighbors.

We're seeing it with a bunch of other projects as well, and I know when I go on road trips, I go to the gas station, I unload my garbage, right? That's what you do. You go to the bathroom, you unload your garbage, maybe you buy some snacks and you hit the road again. I don't see a reality

where people are genuinely coming to utilize our local businesses, but maybe they would if there wasn't traffic and there was knowledge about Lou's Bakery and Filament Coffee and these other amazing local businesses that we all love. So rather than divesting from those, we should be investing in them.

I'll also say that I have been to a Buc-ee's, and I just don't think it's that different than any other truck stop or Sheetz or Wawa or any other big gas station. I don't think that it's going to bring business to Mebane. I think it'll bring trash and pollution and I really hope that y'all vote against it. Thank you for your time.

Edward Mazurek: Hello, Mayor Hooks and all the council members. The number that struck me at the planning Board meeting was 8 million vehicles annually. Mebane, in my opinion, has not done a good job improving the road for new projects. Here's a few examples. Cambridge Park on Jones Road, no road improvements at all. That's near my house. Hawfields Elementary School, Audrey Garrett, no road improvements at all. People can't even get out of Meadowood Lakes during the day at certain hours. Tanger Outlets, there was some road improvements put in, but they're not adequate. Every time I'm through there, there's people in when traffic, they pull out in the middle of the intersection and they stay there while the light is red blocking the complete intersection. And there's no police around to do anything about it. So they get the traffic is completely gridlocked. So Mebane, in my opinion, is one that isn't really dealing with traffic properly and all these projects that are being improved.

It's going to make just getting to the interstate much more difficult. It's already difficult at Mebane Oaks. Buckhorn is getting difficult because there's stuff getting built out there and now Trollingwood is going to be difficult because of Buc-ee's. Mebane should be really improving the interstate ingress and egress without adding additional stoplights. It seems almost impossible, but if clover leafs were done on the interstates, then you wouldn't have any of these stoplights. But then they'll come back and say, well, the businesses are too close to the interstate to put a clover leaf in. But why are businesses too close to the interstate? Because you all approve those businesses being too close to the interstate. And you're making exactly the same mistake here because once Buc-ee's goes in here, it's going to be too close to interstate to do any real improvements in those ingress and egress ramps.

I'm not really against Buc-ee's per se, but I'm here against a huge increase in traffic and the congestion that will result. The TIA, I don't think should be trusted. The proposed road highway improvements, although substantial will still result in congestion, slowness, and inconvenience for the citizens of Alamance County. I heard Scott from Buc-ee's say he's concerned with the traffic, but he's concerned with customer traffic. He's not concerned with regular Alamance County people that are just trying to get past the Buc-ee's and get to the interstate. So in sum, I really don't see the net benefits to Mebane. I see some tax revenue, I see some property tax revenue, I see some jobs. But overall making met Mebane just a pit stop on the interstate doesn't seem to be beneficial. Thank you very much.

Anne Shortliffe: Hi Ann Shortliff. I live at 1111 Ben Johnston Road in Hillsborough. I've lived at that address for over 40 years. It's just a little over a mile from the first proposed Buc-ee's site. While opposing the zoning change in Orange County, we learned a lot about Buckee's. The market for transportation in this nation is rapidly moving to hybrid and electric vehicles. At present, there are 20 different gas stations and 203 gas handles in the 15 miles of interstate highway between Hillsborough and Haw River. The supply is diverse and stable and the competition creates some of the lowest prices in the state. Buc-ee's Profit Center is the massive store that's part of every gas station. Consequently, they can offer gas at predatory prices, which drives out competitors. Then they have a local monopoly and prices soar. They've already been sued for this practice elsewhere.

Buc-ee's is famous for clean restrooms, but it takes water to flush toilets, wash hands, and keep those bathrooms clean for an additional 15,000 visitors per day. Does Alamance County really have the water and sewer resources to respond to this enormous demand without imperiling other development? And remember, all the trash generated by a Buc-ee's site does not go back to a landfill in Texas. Buc-ee's have created traffic problems throughout the southern U.S., frequently to the detriment of local taxpayers. They have historically underestimated the traffic impact and left the local communities to pay for the roads needed to handle the fire hose of cars these stations unleash. Their traffic impact analysis states that this station will generate over 2000 car trips per hour during peak times. That's 33 cars a minute or one every 1.8 seconds. All on local roads

designed for local traffic.

Bucky's claims to pay up to \$15 per hour for entry-level jobs, but these are high turnover jobs. They clearly state that the management positions will be filled by residents of Texas. We need jobs that offer career development and advancement to local workers. There are also many online reports of workers being fired for being sick, for having a family emergency or being five minutes late to work. By the way, Mebane's own numbers, by Mebane's own numbers, there are only 515 unemployed people in the City of Mebane. And the unemployment rate in Alamance County is only 3.3%.

My husband and I have bought seven cars in Alamance County. We often travel to Mebane and other towns in Alamance to buy groceries, clothing, hardware, lumber, and we patronize restaurants there as well. I cannot think of a much larger deterrent to our continuing to spend money in Mebane and Alamance County than having to deal with the Buc-ee's traffic every time I want to get onto a local road. Please stay consistent with the objectives in the 2017 Mebane's comprehensive Land Development Plan and vote no on the rezoning application. Let's make Mebane a destination stop, not a pit stop.

Richard White: Richard White 2635 Jamie Baker Drive, Mebane. We've heard from a lot of well-educated people about how Buc-ee's is going to impact the environment and the community, but I'd like to talk about the environmental impact to the community inside the store. Buc-ee's prides itself on its clean bathrooms, but its relationship with its employees is less than pristine. We've also heard about the surveillance that they have outside of their store, but there's surveillance inside the store as well according to the employees. So I don't think we can trust the statements of employees who are on the clock who know they're being listened to. What I think we can trust is the statements they make online in sites like glassdoor.com and indeed.com, where Buc-ee's has a 2.7 out of five employee satisfaction rating. To put that in perspective, Luvs has 3.7, Pilot has 3.1. Looking at the rest of the commerce park kind entities, The UPS has 3.7, Amazon 3.4 in their warehouse.

But to really put it in perspective, Dollar General, a company whose relationship with its employees is so comedic that John Oliver covered it in an episode on his show has 3.0, higher than Buc-ee's 2.7. And so it becomes clear with the turnover of these employees and their dissatisfaction with the companies that they're working for, that the *je ne sais quoi* that Buc-ee's is looking for in this area isn't just our location on the interstate, it isn't just the fact that they get a presence in North Carolina. It's also the population of Mebane and the surrounding towns that can be exploited as a workforce to scrub the toilets and sell their beaver nuggets.

With the remainder of my time, I'd like to read to you some of the ratings that employees have left on indeed.com. One star, "This place sucks internally." One star, "Working for them was belittling and depressing." One star, "Nothing but stress." One star, "Management is terrible." Here's a generous two star that's simply titled, No. One star, "It was a horrible experience there." One star, "Awful." One star, "Not worth it." One star, "If you have a family and love them, I would recommend not working for Buc-ee's." One star, "Terrible." Two stars, "Run away." One star, "Don't do it. It's not worth your sanity." One star, "Simply bad"

35.5% of the ratings on their 60 so pages of reviews on indeed.com are one star. Another 16% are two star. So over half of the employee ratings on indeed.com are below the three point middle giving Buc-ee's this low rating. And the only thing that's giving them any kind of buoyancy at all of course is their compensation. So it's clear that while Buc-ee's can pay their employees, they doesn't seem that they can keep them very well. And the few corner cases we're hearing about folks that have been working there for eight years don't seem to be fitting the standard and the message that the employees that work there are conveying. Thank you.

Dale Ward: Good evening. Dale Ward, 6950 Spencer Dixon Road, Greensboro. I was born and raised in Efland, North Carolina, and I have firsthand experience with dealing with Stan Beard, the company he serves and the lies he tells. I'm here to warn your city against doing business with Buc-ee's. In 2020, they tried to build their massive gas station on a protected watershed less than two miles from my house that supplied over 10,000 residents, including your constituents, with clean drinking water. Stan Beard openly lied in a planning board hearing to public officials and residents about this watershed and claimed he had "no intention of building on a protected watershed," and then tried to do just that. The lie was so egregious that a planning board member gave public comment at a BOCC hearing and said that our former planning director and Stan Beard

lied on public record about this.

Now, Stan says a whole lot, but he commits to very little. He promised Orange County residents a hotel, a restaurant, a bank, better internet access, all things the community wanted. But when pressed he couldn't commit to it. He promised 10 electrical vehicle charging stations. When pressed, he couldn't commit to it. Buc-ee's loves to talk about how great their jobs are, so here's a handful of reviews from current and former employees. Out of 1,170 reviews on indeed.com, most of them are one star. "Being the victim of a medieval torture chamber would be better than working at Buc-ee's." "Inhumane, no understanding or empathy. Terrible management." "High turnover. There is no employee advocate. This is not a handicap friendly work environment." "The worst experience of my life. I've worked at this hellhole for four years and have never seen such horrible management or morally bankrupt corporate hounds in my life."

I'm sure Stan also won't tell you that his company has a history of suing employees that quit. In 2017, a Texas Supreme Court ruled that Buc-ee's repayment provisions were not only illegal but likened them to and I quote indentured servitude. So what are Buc-ee's employment practices? Fired for being one minute late. Fired for having tattoos. Called out because you had a death in the family, you're fired. Did you take a lunch break longer than 10 minutes? Guess what you're fired.

Buc-ee's has a history of underestimating or misrepresenting traffic data that has led to cities like Madison, Texas having to spend \$4 million to upgrade their infrastructure to compensate Buc-ee's traffic congestion, and it was paid for by taxpayer dollars. I implore this city council to deny Buc-ee's application or risk another traffic nightmare and have your city be known as the pit stop of the state instead of being positively charming. There's a specter looming over your city at the moment and you have the unique opportunity to save your constituents from it. I ask of you, are you willing to sell out your community for cheap brisket and beaver nuggets or are you willing to give this community what it needs, which is thoughtful and sustainable development? The choice is yours.

I'm watching Stan Beard look at score updates for the Washington Michigan football game and snickering while citizens are giving public comment and I just want to say that Mebane is not a maybe next time. It's people's home and it's your community. Thank you.

Barbara Phillips: Good evening mayor and council members. My name is Barbara Phillips. I live at 138 Bob White Way in Mebane, North Carolina. All of the people that you have heard talk about how wonderful Buc-ee's is were travelers. They were not living in the community. They were there one time, two times, but the Buc-ee's was not in their neighborhood. Our neighborhood consists of people that live on Trollingwood-Hawfields Road, and 119. Those people have no representation here because they do not live in the city.

Are you aware that the people that will be surrounding Buc-ee's do not have any representation here? When people are eating at Buc-ee's, they're not eating in Mebane. When they're buying gas at Buc-ee's, they're not buying gas in Mebane. When they're buying trinkets, they're not shopping at our local stores. I want you to oppose Buckee's coming to Mebane.

Buckee's is for tourists, it's not for Mebanites. They say they will buy from locals if the locals can meet their standards and meet their quantity, the quantities that they need. That's a big I-F. Only if they can meet the standards that Buc-ee's requires and the price that Buc-ee's is willing to pay. Please vote no on Buc-ee's.

Omega Wilson: I'm Omega Wilson, co-founder and co-director of the West Revitalization Association, located at 206 Moore Road in Mebane. I am requesting that the city council vote no on Buc-ee's and I'm going to give a couple of reasons for that. One is that the presentation included the question of whether or not it would be economically feasible in a hundred years for Buc-ee's to make its money back without incorporating modern energy, solar energy, which I raised in the planning board meeting. And that they should do it based on the number of square footage they have on their covers for the pump stations as well as the building itself. I thought that tells us a lot about what their attitude is relative to where the future is going that somebody has mentioned relative to where the world is going.

I'd also point out something else where the City of Mebane is going. The City of Mebane has already approved and has an Operation ADB, which is building electric charging equipment that is being used in various places, not only North Carolina, but outside it. Also, the city has also

approved a electric battery, \$40 million battery facility. That sounds like where Mebane is going, but the Buc-ee's takes us backward. It takes us beyond where we are now and beyond the future. So we encourage the City of Mebane and the city council to address it based on where the future is in Mebane and what a future growth should be and what a future consideration of science tells us.

The other thing, quickly, I grew up on Kimmery Road. And when Kimmery Road, before it was paved as a child, when it was cleared and scraped, there was visual evidence of the Okaniche Trail, the drag trail, what is now referred to as the trading path right beside where I grew up. That was evident there and there's more evidence there also. This is just across the street from where Lidl is and Walmart is right now. I am 73 years old. I saw that when I was about 10 or 12, 13 years old. So that evidence is still in the ground there. So for those people who are challenging and may not think a lot of the indigenous information, we need to update that and share what the real stories are based on what we know is in our history. Thanks a lot. I appreciate your positive consideration for denying Buc-ee's. Thank you.

Michael Garrett: Okay. My name is Michael Garrett. I live at 1103 Copper Circle in Mebane, which is one mile from the proposed area, and I'm in favor of Buc-ee's. I also use the intersection every day. I've been to several of their stores in Texas, one in Tennessee. They provide a great shopping experience for individuals and families. I've never had a bad experience there. As a lady said earlier, Buc-ee's is an experience. That's true. The gas prices are competitive and the retail prices are very reasonable. My young grandkids love it and are excited at the prospect of having one close by. Anytime we drive by the site and I point out that a Buc-ee's might be there, they start chanting over and over, Buc-ee Beaver. They love the store that much.

Buc-ee's is a great one-stop Road trip store for locals and travelers. I tend to go there a lot. Hopefully I don't spend too much time there. They're clean and I've never had to wait more than three to five minutes in line. The food and snacks are good. The employees I've interacted with have always seemed happy to help. I've never encountered traffic congestion of note at any of the stores I've visited. I have a couple of comments addressing a couple of things they said at the zoning meeting or at this meeting by opposition. I have more than this, but it's getting late.

Downtown Mebane and the adjoining neighborhoods are quaint and positively charming. The area proposed isn't, nor is a lot of the rest of this town anymore. I wish it was, but it's not. I've never been in an industrial park that was quaint. It's an industrial park. There will never be a park, regular park there. The arrival of Buc-ee's is not the equivalent of Chernobyl. I agree with the gentleman who said, shame on those looking down on the type of jobs Buc-ee's has and their pay. It's insulting and elitist. All essential jobs are important in any business. Let the trash pile up and you'll know why. I'm also a licensed medical professional. I spend 12 hours on my feet every day glad to be able to get a lunch, and that's just work.

It appears Buc-ee's has done everything asked of it by the city and has worked well with the DOT and city employees. I hope you do what's best for our community. I hope you choose Buc-ee's. Thank you for your time.

Seth Harris: Good evening. I'm Seth Harris. My address is 400 Hunters Ridge Road, Taylorsville, North Carolina, which is about two hours west of here. I'm the programs director for Seven Directions of Service and a citizen of the New River Catawba Nation. Prior to that, this year I was a county planner for 22 years, a floodplain administrator and a certified zoning officer.

I have some concerns about the floodplain and the impacts this use will have on the floodplain. So I'm going to start by reading some excerpts from your ordinance. The purpose of the zoning ordinance section 1-3 letter A, number nine, states that minimize public and private losses due to flooding by permitting that development within the floodplain, which is appropriate in light of the probability of flood damage and which represents as reasonable social and economic use of land in relation to the hazards involved.

Moving on to section 5.7, the flood hazard overlay district requirements. Letter C, number three says a requirement or a purpose of this overlay district is to control the alteration of natural floodplain stream channels and natural protective barriers, which are involved in the accommodation of floodwaters, control, filling, grading, dredging, and all other development that may increase erosion or flood damage, and finally prevent or regulate the construction of flood barriers that will naturally divert floodwaters or which may increase flood hazards to other lands.

The applicant is proposing a 23-foot high wall within the 100 year floodplain, not just on the fringe there, it's either in the floodplain or it's not, and this wall is in the 100 year floodplain. This obstruction in the floodplain will change the flooding pattern of this creek. This obstruction, along with the 15-plus acres of impervious surface will cause areas that have never flooded before to flood in the future. A no rise study is needed to determine exactly which areas will be impacted and the extent of that impact. Without that study, it's my opinion that the council cannot in good conscience approve this request because it is not consistent with the intent and purpose of the adopted ordinances. Thank you.

Coda Cavalier: 5123 NC Highway 119 [foreign language] That is the language of my people, the Tuyulo, the Occaneechi-Saponi people who lived here and continue to live in this region on North Carolina. I have grown up, graduated high school, and started college in Mebane and Alamance County. I'm speaking on behalf of my Afro-indigenous ancestors and my mom Crystal and my dad Jason. Indigenous people are still here. We have never left. We are not extinct. We are farmers, river people, and this proposed zoning plan go straight through historical land and villages once here. The Haw River is sacred to us, and we are already fighting against PFAS and chemical dumps in our water.

Just because there isn't a giant land marker that Buc-ee's can bulldoze on these acres doesn't mean that it wasn't or isn't important to us. That doesn't mean you can ignore two sources, what we as a people have known for hundreds of years. The statement about indigenous archaeology was presented as denial to the engagement of the living indigenous population in Mebane today. Buc-ee's has already treated us as an extinct people who cannot stand here and speak on the behalf of our mistreated ancestors and family members.

Not once was the Occaneechee people contacted, the people who have cared for and fought for this land and formed. There was no chance for the input from the citizens of the Occaneechee. There was no effort and care put forward. Major development like this may pose future threats and risks to the environment, including water and air pollution. Many homes in North Carolina already lack clean drinking water and the funds to buy filters. Filters can cost up to \$10,000. That's a lot to ask and too much to further put our communities in debt and harm's way.

There is a lot that can be learned when it comes to the mental, physical, spiritual, and emotional well-being of people whose history, language, and culture are constantly threatened. And in our culture, we use what we have until it is gone. There is enough already here. Let us use the places we already have here in Mebane and continue to build community between small businesses and those giving their time, mind, and spirit at standing companies in this city.

As a final note, we as indigenous people, as humans, support and uplift the people over profit, over money. We were made to steward the land for generations ahead of us. It is our responsibility and your responsibility as a town council. Water and soil are the components for humanity. Concrete and gas will never be essential to human life. That is all I have to say. [foreign language]

Lucas Babnic: All right, well, thanks for staying up late for this. Really appreciate y'all's endurance, all the amazing questions. Thanks for all the people coming out speak their minds. This public discourse is really essential for a thriving strong community. I'm a farmer. My name's Lucas Babnic. I'm a farmer at Common Ground Ecovillage at 1021 Frazier Road in Mebane. And I was out there this morning, came out from work, we grow vegetables year round. Well, I'm pretty nervous right now. It just pains me that we want to plow up and plaster over, pave over 32 acres that could be healthy land, land supporting our community. I know this is already zoned for industrial use.

This is 2024, where we're already past many ecological boundaries. Ocean acidification, deforestation, the CO2 in the atmosphere, biodiversity loss. And even though we're a little removed from a lot of those immediate effects here in Mebane, it's coming, and we need to be ready. We need to create ecological economy that centers around the local economy. I mean, Stan made a decent swing on talking about the local business that would be supported by Buc-ee's. I think it's a joke. I think it's a farce. I think he needs to take his slow swagger and strut back on home to Texas because he don't live here. There are people who care about this community who are for and against this. It's true.

The land is important. The land is sacred. Their water engineer said this isn't a critical watershed. This is 2024, every watershed is critical. Come on now. It really frustrates me because I'm out on land trying to do what's best for the community and for the land. We're growing food for over 60

households in just one cultivated acre year round right now. And for a company like this to come in...Yeah. We deserve better. We need to reflect on that 2017 design plan and come up with something that's relevant to this day and age. Maybe a permaculture-based ethanol demo plant where we could be growing a diversified array of fuel crops in a polyculture, able to take in people off the highway and show them what a regenerative local economy is all about. They're just blue-blooded bums in big britches. Take the bogus beef brisket back on home to Texas.

Josh Woodard: Josh Woodard. I'll speak into the mic, too. Good evening everyone. I'm Josh Woodard, 500 S. Third Street in Mebane. So I mean, I will be honest, I don't want to see a warehouse or a gas station there. I would love it to be used for other purposes, but that ship kind of sailed 12, 15 years ago whenever the commercial district was set up. So that's not the question before us today. It's not a choice of, "Can we have something much better than a gas station or a warehouse?" It's a question of it's zoned for light manufacturing. If tomorrow a company comes here that is in accordance with the zoning, we're going to get a warehouse there.

And so for me, the choice is between a warehouse and a gas station. And frankly, although I don't necessarily like either, I'd much prefer a gas station over a warehouse because I think that the gas station is going to bring in a lot more revenue to the local community in terms of taxes from sales tax and, well, I don't know what the property tax comparison would be, but certainly in terms of sales tax.

And one of the other speakers spoke about the challenges with our local schools. I have two kids in ABSS schools in South Mebane and Woodlawn. You know, the mold was one thing, but there's still issues going on today. My daughter at Woodlawn, they've had sewage issues for the past week, and they're only allowed to go to the bathroom when they're in P.E. My daughter has P.E. the last class of school, so she has to all day long sit in school unable to go to the bathroom unless you request the principal to escort you.

So we need revenue to... I've been critical of the council and many of the decisions you've made in terms of rezoning to build more apartments, but you've done that. More people are coming here into Mebane. We need to have additional tax revenues to offset and to prepare for that growth.

I'll also say I've been to probably five or six Buc-ee's. I'm not a Buc-ee groupie like some of the people who have been here. It was a fine experience. Frankly, I've never been into any of the towns where I've stopped in a Buc-ee's, and I don't necessarily see that's a bad thing. If people are already passing through on the interstate, they stop at the Buc-ee's, they spend some money, we got our portion of the tax revenue, they go off on their way. They weren't going to go into downtown anyway, frankly.

So it's not the ideal, but I think I'm supportive with the caveat that we know that they really want to be here. So let's get the best deal for Mebane for that because we have the upper hand here. This is prime real estate on 8540. And thank you very much. And I'm going home and going to sleep.

Emily Trautman: Emily Ann, 6950 Spencer Dixon Road in Greensboro. So I do live in Greensboro, but I understand how this development will affect the entire state. Earlier tonight, Stan Beard had mentioned that he hopes that everyone has a Buc-ee's experience, so I'd really love to offer mine. Last year I made the mistake of going to a Buc-ee's with one of my friends during a road trip. We went on a Tuesday, it wasn't a holiday. We sat in traffic for about 45 minutes before we could get in the front doors. Once we were in, it was truly one of the most crowded and anxiety inducing experiences. I stood in a line and was directed or really rather corralled by Buc-ee's employees for 30 minutes before I could actually use a bathroom. I was told which stall to go into. As soon as I opened the door, someone caught it and swooped in. I was immediately pointed to a sink and then pointed to a door. Those around me were also very noticeably flustered from this unique experience that Buc-ee's offers. Once we finally escaped, my friend ended up getting food poisoning from the infamous brisket sandwich, so that made the rest of the road trip really fun.

But having years of retail experience, I do understand how one bad experience should not define a company. However, through communicating with peers, I found there to be a plethora, really truly an abundance of similar experiences to mine. And I urge you to take these into consideration as you move to make a decision that will forever alter our community. I really enjoy Mebane. I come and visit often, and I just don't see how adding even more traffic's going to do anything but



ruin the image that you all have worked so hard to create. So please deny Buc-ee's. Thank you.

Tanya Whitfield: The reason why I'm here is because I don't think this is a good idea. I love Mebane. It's beautiful. It is charming.

Mayor Hooks: Did you sign up?

Tanya Whitfield: I didn't. You know what? But I've been here for a very long time. I missed that-

Mayor Hooks: Say your name and your address.

Tanya Whitfield: Tanya Whitfield, 2300 Cherry Lane, Haw River, North Carolina. So what I come here to share with you is some important information that I feel like that would be important to everybody who's watching online or live. That 96 acres of land on Cherry Lane is set to be developed with five warehouses. Now what kind of traffic do we really expect to have that conjoined with Buc-ee's? Okay. Environmental problems, we have it. Traffic problems, we have it. School safety, we have it. Wildlife problems, we have it. They're dead all over the road. It's embarrassing. I don't have anything negative to say about Buc-ee's per se. I just wanted to inform everybody about the impact that it will have on the surrounding areas, and I think it's going to be negative. Thank you so much.

Jordan Dorsett: Jordan Scott Dorsett, 107 Harvard Town Court. Just spent the last five hours watching the national championship game on one TV and had this on the other TV, and what propelled me to come down here was, I don't know everybody, but my father, Scott Dorsett, pretty much knows about everybody in this city and this community. We've been at Mill Creek since 1995, and what concerned me was I didn't know many people that just spoke over the last five hours. And when it comes to small town Mebane, I know the faces of small town Mebane. I don't know everybody, like I said, but I've got a pretty good feel of this place. Like I said, we moved to Mill Creek in 1995 when I was nine years old.

And I guess I'm a skeptic because unfortunately I was born into an NC state family. But times change and I mean time is moving forward. I wish we all had big fields everywhere and there was no construction going on, but it is what it is. My grandfather just passed here recently. He owned hundreds of acres on Efland's Cedar Grove Road and life changes. My dad's a real estate agent, and developments are coming and things are happening over there in Efland.

So from everything I've heard in researched about Buc-ee's, it is truly a destination. Now do I think it's a little different for people to come into Mebane just to visit a gas station? That's a little different for my taste, but heck, they're coming to Mebane, North Carolina, as people said, Tanger's the same way. I happen to work at Bright Penny Brewing Company downtown Mebane, great downtown spot. In my opinion, Buc-ee's is not going to negatively impact downtown. If people are going downtown to visit Crafted, 2 Twelve, Hen Feathers, Buc-ee's, the gas station is not going to deter those people from going downtown. In my opinion, it's only going to bring more people as a destination to Mebane.

So as I said, I just don't know, realist, cynic, what I call it, it is what it is. It's been zoned, it's ready to go. In my opinion, from the people I talk to, the people I work with, people are positive. And when they hear Buc-ee's, I mean people perk up. It's unbelievable. My dad's best friend, Jeff Weary, works at Sheetz when Sheetz came to Mebane, the same way, but Buc-ee's is even more so. It's an absolute destination. The T-shirts, the tour concert shirts, they're crazy.

And again, I just wanted to come in as a local Mebane person. I do not see all the crazy negative impact that people are saying in regards to traffic and whatnot. It's 2024. If I was a betting man, next year it's going to be 2025, and this thing's going to keep on rolling. So I just wanted to give my two cents. I've known most of y'all my entire life and I appreciate everything y'all do.

Mary Jo Dight- Good morning. Mary-Jo Dight, 117 Starling Street in Mebane. I moved down here from New York City about 12 years ago, just about 12 years ago now. I'm definitely not in favor of Buc-ee's coming in. I'm going to start this with a line from a Joni Mitchell song, and she said, "They paved paradise and they put up a parking lot."

Buc-ee's has been promoting itself with jobs and salaries. Where will Buc-ee's get these people? Our unemployment in the United States right now is 2.9 to about 4%. I don't know where they're going to be pulling. Do they have a special pool that they're going to be able to find people? This is the lowest and the longest we've had unemployment at that spot. And that can change, but I don't know where they're currently thinking they're going to get people.

For safety issues, we have a public safety report in this town and it starts off with a responding police officer, the crime that has been allegedly committed, and the place. The heavy areas for crime are the Tanger Outlets and Walmart. Buc-ee's will be no different. Target is going out of business in three of their spots in the United States and so is Walmart, having \$1 billion worth of shoplifting. Buc-ee's will be shoplifted from. Each time there is a shoplifting, a cop is called from our town. Where are these extra cops going to come from? Does anybody know? So will they be supplying police for us, extra police?

Environmentally, I'm going to say something that is an American Indian saying. It says, "We don't inherit the earth, we merely borrow it from our children." Well, there'll be all cement where this is currently going to be. They're going to clear it. There will be clear-cutting, which may have already started, and that releases CO2. When cement is poured and cement is made, there is massive amounts of CO2 set out. So we're taking away carbon scrubbers and we're putting down more carbon when we put the concrete down.

We are going to be dealing with light pollution and noise pollution. And I'm wondering why we need 120 extra gas pumps. I can't even fathom the answer to that. I get on and off of 40 and 85 East and West all the time. I've never had trouble finding gas or food when I'm exiting or entering.

In conclusion, I'd like to say let's live simply so that others may simply live. Thank you.

Craig Turner: Mr. Mayor, Members of Council. Good morning. My name is Craig Turner. I live at 3021 South Fairway Drive in Burlington. First, I'd just like to thank Mayor and members of council for conducting a very respectful, civilized meeting. Lots of very impassioned views on all sides, and it's a testament to your leadership that we have conducted this hearing so well. And thank you for listening to everyone intently. I hadn't planned to say anything, but one of the comments from one of our friends from Efland, one struck a nerve. It was the woman who talked about the road signs for South of the Border as you're going down towards Myrtle Beach, and she indicated that that was a negative. I remember being 5, 6, 7 years old and heading down to Myrtle Beach with my family, and it was a joy to see those signs. And we would go out of our way down to Myrtle Beach because of the signs so we could stop at South of the Border. And there's not a whole lot happening in the 1970s in Hamer, South Carolina, but I remember going to South of the Border. And what I was thinking sitting there is what if there's a family who's in the car on 85 right now or in two years when this is built, hopefully, and they're going to Kitty Hawk or they're going to Blowing Rock and part of their tradition is stopping at the Buc-ee's in Alamance County. And there's a lot going on in Alamance County that is positive and wonderful to discover. Maybe you're driving down the highway and you see that unique building that's not far from here at ACC, and you realize that that's the New Life Sciences Building, and it's connected with the New Life Sciences budding industry in Alamance County, which is connected to one of the biggest life sciences companies in the world with Labcorp. Or maybe you see a sign that directs you to Elon College or Elon University and you're looking in the car at your cell phone and you discover the communications undergraduate program or the business school or something. You notice something happening down at Cedar Rock Park. You go to the kiosk and you find some interesting thing happening at the Mebane Arts Center or the festival in downtown Mebane and you discover something that is charming and unique about Mebane.

That has real value. Five million people coming into this community every year discovering the positive potential of Alamance County has value. And it seems to me that when the choice is, what do you put in a commerce park that is right off the highway, and the options are another warehouse, which we have plenty of in Alamance County, and they're great, or a Buc-ee's, which has the opportunity to provide the benefits that we've talked about tonight, the infrastructure, the jobs, the opportunity for local artisans to sell their products across the nation, and yes, revenue. \$1.2 million in sales tax, about \$300,000 of which must go to Alamance County school facilities by statute. That has value, too. And so it seems to me when the options are a warehouse and Buc-ee's, the option is clear. Thank you.

Amanda Hodierne: Mr. Mayor, I want to be respectful of time, but I do appreciate the opportunity to address a few of the items that we heard. As expected, very thoughtful dialogue, and appreciate everyone engaging tonight and giving us this opportunity.

I want to start out by remembering and emphasizing that the reason that we have comprehensive planning documents is moments like these. They're neutral for a reason, and that's why they're an important planning tool. They're conceived of and implemented and adopted at times of objective

forward-thinking, not in the face of a decision like this, and that's why they're important planning tools when a decision like this comes before you, because those are the tools that are going to guide us and implement the objectives and the strategies that were important to Mebane as a populace and through its leadership. Those are the tools that are going to keep you from making ad hoc decisions that are not in the long-term best interest of those forward-thinking objectives.

So that's why we talk about those plans a lot. That's why it's a huge part of the analysis statewide, not just in Mebane, but as a practice of land use law and planning that we look at those documents when we have these decisions. And that's why your staff opines about them as well. So you don't have to take my word for it. Your staff, your experts here that are yours and your own and neutral for Mebane, do that analysis. And they have told you in your staff report and in your planning documents that this proposal does meet those Mebane by Design objectives and growth management strategies and future thinking visions for your city, for this city. And it also goes into granular detail. It starts big, "What are the growth management districts? What do we want them to look like? What are the micro implementations that we want on the ground in each of those districts?"

So that's why it's important, and that's why it's so important that we have that analysis from staff that we do meet those plans. We've heard a lot about tonight, do we or don't we? I think it is dispositive from your staff, and that's where we want to give our deference on that analysis.

Similarly with the commerce part. That was done with big forward-thinking goals needed to be implemented. So when we come forward to do that, that's what we need to look at. And I want to again emphasize the analysis before us from that standpoint in terms of it's zoned and it's entitled and it is a part of that commerce park. So the decision of anything and everything that could happen there, a lot of interesting and good ideas tonight, is simply not the decision. It has been reduced to an A or a B because of that prior planning strategy that has been implemented by the city.

So looking at a few particularized comments. Again, I want to focus and emphasize the work of the experts and the process. You guys have experts and a process and a prescribed protocol for how these things happen. It's a traffic analysis that includes your experts, that includes NC DOT, that includes an outside third-party reviewer. It's not just something that we put up here and you have to decide whether or not to take a leap of faith on it. It's a process that's heavily vetted and prescribed to us, and we simply follow it. Same with all of the environmental regulations that you've heard about and that we've talked about and that we do meet from not only your city ordinance, but from our state and county regulations, inclusive of Jordan Lake requirements and the like. And these are all regulatory measures that are layered and we have to meet all of them. And again, don't take our word for it, take your staff's word for it.

Also want to talk about a couple of particularized items that were mentioned in terms of burden of failing infrastructure in certain municipalities in the past. Just to clear the record of that, I'm going to let Scott address that very quickly and I'm going to let Marcus or our real estate appraiser on our team address the notion of damaged adjoining property values to the extent that that enters into the reasonableness and harmonious analysis that's before you right now.

Scott Ratcliff: Good evening again or good morning. It's good to be with y'all again and to continue our conversation. There was a couple of stores that were brought up or communities that were brought up as being negative impacts or stores where we ran off with our coat tails between our legs. The city of Corinth, that particular project was a project that was slated to be built. We went to city council, they voted us down, we went to the next adjoining community. The city council and the mayor were all voted out and they called us back six months later asking us to move into Corinth. That site that we were going to look at is still open and available for development and nothing has happened. We currently have a store open in Denton, Texas, which is the replacement for that facility.

There was a comment brought up about us putting undue burdens upon the city of Denton. That is incorrect. The Department of Transportation had not completed the infrastructure and the new bridge that is there today at the time that we opened. So there was a time of heartburn, in which the Department of Transportation was almost eight months behind schedule, in which we did work with the city, but we did not impose any additional burden upon them for that traffic inconvenience while the Department of Transportation finished that bridge overstructure.

Auburn was brought up several times as being an issue where the city was paying for cones and barricades. There hasn't been any cones or barricades out in that particular community by us or by anybody else since we opened, so I don't know where that's coming from. And you'd be more than happy to talk with the city manager there. I have heard nothing but good things from that community. If there's any specific questions or things that I can address on the technical side, I've been involved with all the travel centers except for one with my time with Buc-ee's, so I can feel free to address any concerns you might have related to our burden on infrastructure.

Sean Ewing: I think it's mostly just reiterating, I think, what Ms. Burkholder was talking about earlier, the Denton situation to make sure that the bridge, should this move forward, is completed before Buc-ee's opens.

Scott Ratcliff: Correct. And that is something that we have control over. In the Denton example, that was something the state had control over, so we weren't able to build or accelerate the bridge. They told us a specific time that they would have it open. We started construction. They had multiple months of delays, and that caused the problems there.

Jonathan White: I know that the TIAs are done by experts, multiple people have reviewed. I'm not a traffic expert, but there are instances where a certain business ends up being vastly more popular than predicted. I mean, we can see Chick-fil-As where I guess more people are wanting to eat at that Chick-fil-A than anyone expected. I mean, isn't it entirely possible that many more people will come to this Buc-ee's than you expect and the infrastructure plan, although extremely well-designed and perfectly well planned, ends up being insufficient?

Scott Ratcliff: Well, there's always that potential, and some people brought up the Sevierville operation and the fact that they went in two weeks later and there was still a traffic cop out there. There's not a traffic cop out there today, but we did have a longer grand opening experience, if you will, with traffic burden at that particular location.

So yes, we have taken the best data that we have, which is every store that we have, every two years, we get real live traffic counts from. So I can tell you how many vehicles are coming in, which specific driveway on this particular store for every 15 minute intervals. We take that data, we amass it and find a correlation between this particular location and that data from the vast number of stores that we have, and present forward to the city, the state, "This is our recommendations on what we think is going to happen." And we don't have a magic eight ball, we can go, "This is what it's going to be in 20 years." We try to get that.

And then as Earl mentioned, we apply these additional safety factors. We take a conservative approach as it relates to that because we don't want it to fail. We want it to be successful not just for the customers, for everybody that's driving by it, because if there's unhappy people, they don't want come back, they don't want to come visit us again. So having that good experience for all patrons, all people, is what we're after. And that's why we look at all the specifics, whether it's pedestrians, whether it's bicycles, vehicles also, and getting those systems updated in order to help with the general populace growth that's happened around our stores.

Jonathan White: You're investing money years after the project to continue to improve the traffic because it benefits your business and it benefits the community-

Scott Ratcliff: Correct. It benefits everybody.

Jonathan White: It doesn't necessarily just get dumped on us waiting for DOT to do something about it.

Scott Ratcliff: Correct. We'd rather take a proactive measure, and we have done so in several communities in order to alleviate problems. Leeds, Alabama is an excellent example. That one is a store in which we asked for specific things from the Department of Transportation saying, "This is what's coming. These are things that we've seen." And they originally rejected it. Later, after everything blew up, we're all like, "Let's get this fixed." And we worked with them constantly to get that system better than it was. And so we're learning if you want to say it that way, but we put forth the best information we have. We work with what we've got in order to get the best solution for the problem.

Jonathan White: How long have you worked for Buc-ee's?

Scott Ratcliff: I've worked for them for over 15 years. Thank you very much.

Marcus Orr: Good evening. I'm Marcus Orr. I'm a certified general appraiser with McNairy & Associates out of Greensboro, and we were engaged by Buc-ee's to do a study on whether rezoning and granting of a special use permit would substantially injure the values of adjoining or abutting properties. And just to be brief, we'll get into that a little bit later, but we did not find any injury to, we looked at retail, residential, and industrial properties which is what surrounds Buc-ee's, and we did not find anything that would substantially injure those properties. I'd certainly be willing to field any questions, but we will get into that a little bit deeper later.

Amanda Hodierne: I just have two additional comments to make and then we'll see if you have any more questions. First of all, regarding the Department of Natural and Cultural Resources letter, specifically from the state Historic Preservation office, there was some questions about its validity given that the original archeological survey was done in 1997. So I want to be very clear again, and it was mentioned, there's a process to go through with that agency if you want to have this study done. We did go through that process. We did submit that request and ask for that study. And their official response was, "We have done a broader scoped study and survey of this entire area and therefore no action required." So it wasn't just a, "No, we've looked at this, no, thanks." It was their comprehensive analysis that they do based upon the protocols that they have and the data that they have already established and gathered for certain areas.

So when they say, we have a study for Project Greystone that covered that area, we know that it did. It covered that land area. And it wasn't for a different scope in terms of it studied a different part of the county or a different region. It covered that because we went through their pre-prescribed process, again, using the protocols available to us and available to you for these data sources. So I did want to be clear that that was their determination as the experts charged with this task for the state of North Carolina that they issued the all clear here. That's not a call that we made.

And the last thing I'll say is you've heard a lot of good information tonight. You've heard a lot of very engaged and passionate dialogue. And ultimately, this is a balancing test for you. You're going to weigh all the factors and determine what is the most reasonable and what is the most consistent with the goals and objectives and your adopted visions for the city. And what I would submit to you is, my mantra you've heard from me all night, is that the best way to do that and the best way to weigh those aspects and do that balancing test is to use the data sets and the inputs that are gathered from your processes, the ones that you lay out for folks on the development side of the table when they come to you and submit a project and propose to do business and build development in Mebane. Those processes are the ones that are vetted and are implemented by your staff and your experts. And I would submit to you that a project that meets those is one that comes out on the positive side of that balancing test. Thank you.

Jonathan White: If I could ask a question. There were a number of comments about workforce, the ability to hire people. I'm not sure who would be best suited to comment on those, but I do have familiarity with Indeed and Glassdoor. I know it's extremely inexact science. Various people can post for various reasons, but I would still like to hear some comments about the feedback on some of the comments that were made regarding online posting. And also, I find it plausible that it would be hard to find 225 people who are going to work extremely hard and try to uphold the standards that we've heard about that Buc-ee's wants upheld here in this community. And again, nobody can promise me anything, but it'd still like to hear some comments along those lines.

Amanda Hodierne: Yeah, thank you for the question and for letting us know you would like to hear that. So I'll let Stan Beard handle this.

Stan Beard: Thanks. So for every one star, there's a five-star. For every "They suck," there's a "They're awesome." I can't do anything other than to say that we have over 10,000 really happy employees. The break thing, it's not true. A lot of the items that were brought up about our workforce are patently false, but I don't know how to say no to that. We're proud of what we do and our workforce is the reason that we are so popular and that we are so successful. The bathroom cleaner is the very reason that we are in business after 43 years, and we're this spectacular thing that everybody is having a conversation about. It's that guy. It's that gal. So we're good with that.

Workforce is tough. As we all have learned over the last few years, we have to dig and we dig hard, and our range of prospects gets wider and wider as we need it. We have a store in Lufkin, kind of in the middle of nowhere in Texas, and everybody in that town works for us and it's still not

enough. And so they come in from Seguin, they come in, they come in and they drive in and we pay them well enough so that they can do that for us.

But our employees, you'll run into somebody who used to be your teacher or used to be the bank teller where you did business. Because we pay so well and because we have such a good reputation, we take from all sorts of levels. From the guy who might've had a rough last six or seven months somewhere where he didn't want to be and he needs a job. We got that guy. The single moms, the single dads who need to work first or second or third shift, no matter however their world and their life works. We get those people and we get the school teacher or the bank teller or the retiree. So we grab from a pretty wide range of folks.

And we've been humbled by the fact that we can go to a place and entrench ourselves and the place into our culture of Buc-ee's. And people in Calhoun, Georgia or Sevierville, Tennessee or Daytona Beach, Florida, the experience is always the same, and it amazes us. It's because from the top down from Beaver and Don, they own the joint. They will walk through a store at any given time, at any given hour, and they know what's going on and they know how to operate a store. And that's just what we do. We do that for them every day, every chance we get.

Montrena Hadley: Stan, what is your policy on breaks? We hear people say you don't allow breaks.

Stan Beard: Correct. So our policy on breaks has matured. We're talking about a guy, Don, who would say, "Hey, if you got time to lean, you got time to clean." But as we have grown into a grownup company and we get these employees that we need, we got to have lunch breaks. We got to have sitting areas. We got to have the things that an employee expects. What we don't have is, "I got fired for being late for five minutes." Well, how many times were you late five minutes. We don't know that, right? So we have rules.

We work our Beaver Helper days two or three times a year just to make sure that we all understand who is really in charge, and I'm one of the worst rule followers ever. And these folks are passionate about what they do, and they do it every single day and they do it the right way. And so everywhere we go, we have different community rules or laws or whatever, and we've just said, you know what? Let's just do it however we're going to across the board, 30-minute lunch, 10 minute breaks. We're no different than anybody else.

Montrena Hadley: So I hear sometimes different people have contacted me and said, you say full-time jobs, you have 40 hours. But they say someone will try to work 40 hours, but then when it's time to get their 40, Buc-ee's will say, you can only work 39 just so they will avoid giving the benefit.

Stan Beard: I'm going to say no. I'm going to say no, that is not true. Very comfortably.

Montrena Hadley: So the full-time people work 40 hours a week?

Stan Beard: Full-time people work full-time.

Montrena Hadley: And get benefits?

Stan Beard: And get benefits.

Montrena Hadley: You tell them that, and then when they get ready to work that 40, you say, "Well, no, we don't need you this week but 38."

Stan Beard: No, ma'am.

Katie Burkholder: And just to clarify, regarding breaks and lunch breaks, you follow employment law for the governing area. So if employment law, I think in North Carolina, I think it is 30 minute lunch break and 10 minute breaks for at least every seven, eight hours of a shift, you follow all of that?

Stan Beard: That is correct.

Tim: No, North Carolina law doesn't require breaks. Just lunch. You have to provide a lunch break. But North Carolina law doesn't require you to take a coffee break in the morning and a coffee break in the afternoon. I learned that lesson a long time ago.

Lawson Brown: Need a motion to close.

Sean Ewing: I move we close public hearing.

Katie Burkholder: Second.

Mayor Hooks: We have a motion and a second to close the public hearing. Any further discussion? If not, all those in favor say aye.

Motion carried unanimously.

Tom Boney: Can I ask a question? With respect to the cost of the traffic improvements, if either the city or the state, DOT or the company has put a price tag on what that expense is likely to be out of the total expense.

Preston Mitchell: To our knowledge the city has had no hard costs provided.

Mayor Hooks: Anybody from Buckeyes knows the cost of the improvements for the roads?

Stan Beard: So with any of our projects, we estimate, and our preliminary estimate is anywhere between six and 11 million bucks.

Mayor Hooks: By the way, I do have several people that look out for me up here and I really appreciate it. Thank you. But whether we vote for this thing or not, let me just say this. I have never seen a project go through the vetting, the TRC, the hours that our staff and DOT and everybody has gone through this program. If I was Mr. Buc-ee, I might've said long time ago, see you later. I'm not going to go through all that. But they have really worked diligently with our staff, and that's our process. We vet these projects so hard with DOT and thing, and you got to believe in the TIA. That's what we spend thousands of dollars for, and I just think regardless of the vote, they really have been through a very tough process. And I admire the staff and everybody, the DOT, that does that to look out for us as the citizens of Mebane, and it makes you proud. So having said that was the pleasure of the council.

Jonathan White: Mr. Mayor, while you're giving congratulations, somebody acknowledged or said that the council should be proud of how well this meeting went. But I think the people here this evening, I'm just surprised, encouraged, thankful. I mean, so many comments. Well-formed, both sides spoken respectfully. I just don't think that could have gone any better.

Sean Ewing: Did have one question. Sounds like Love's and Pilot has had some gas leaks or fuel leaks. Can anyone speak on how many fuel leaks that Buckeyes has had?

Scott Ratcliff: None.

Tim Bradley: Sean. That was one thing that intrigued me was the number of gas pumps and obviously the size tanks that were going to be put in. I really did a deep dive into 40 CFR 280, which is the National Standard on underground storage tanks. And since they were revised in 2008, the leakage rate has gone substantially down, but looking at the process that Buc-ees uses, I mean, that's Class Act. I don't know if they're the largest gas station in the country or not, but the process they use for tanks, they got to be as safe as any gas station from a standpoint of leaks, in that respect.

I was pretty, and just for transparency, my education is fire safety engineering. So we like underground tanks because they don't blow up. But while the environmentalists don't like underground tanks, fire service does. Just in response to your question. And I actually, of course, the environmental issue was a huge concern for me. And I think a lot of the speakers, a lot who made very good comments probably weren't comparing apples to apples and oranges to oranges. In fact, they we're looking at, as it's been said a number of times, a warehouse and a or a Buc-ees, and it's not a cornfield. And having said that, I guess the thing that's still out there for me is this indigenous issue and I can't get by the question of, and I don't know who can answer this, if anybody can, I can't get past the issue of how we put Governor Scott Parkway in, how we got, I don't know what the total acreage is out there, but we've got-

Mayor Hooks: 1200 acres.

Tim Bradley: Yeah, Lidl, Walmart, Amazon, UPS and a number of other companies out there. Crow's building two warehouses. A third one has been approved for this, and they've already cleared the ground. Why did exactly, did this issue come up now? I won't say it's unrecoverable, but they've already cleared the land. So I guess I'm wondering why it came up now as opposed to earlier one of the other projects. Anybody can answer that?

Anne Harvey: I am not the archeologist, I'm the lawyer. But the archeologist that I was speaking with earlier, unfortunately had to leave. He did say that the technology has really advanced in that time. And I also know from conversations with other folks at the State Historic Preservation Office,

that they have really shifted their priorities from Eurocentric historical building structures to much more recently African-American Heritage and Indigenous Heritage sites. And so it's possible that they didn't see it because they didn't have the technology to look properly, and it's possible that they didn't have the prioritization on those factors that they have now.

Tim Bradley: Well, I wasn't referring to the study because the Greystone study that they referenced in that letter was the study for the industrial part. That was the code name that was used at the time. What my question is, why is it being brought up now as an issue facing this development when the land's already been cleared? I guess, I mean, if that issue had come up in 2007 when Greystone project was the secret name, I mean, would've been one of the first to say this needs to be dug into. But I was at that hearing. I don't recall it being brought up at all. I don't recall it being brought up when we cut the road. I don't recall it being brought up last year when we approved this very same property for Crow. And I guess that's the thing that intrigued me. There was a lot of speakers tonight on that single issue. And yet why is it coming up now? As opposed to previously, I guess.

Mayor Hooks: All right. Do you need an answer? You need an answer?

Tim Bradley: If somebody can.

Mayor Hooks: The public hearing is closed, Tim.

Tim Bradley: Well, this is a question.

Kasey Kinsella: I'd like to shed a little light on that. My name is Casey and I work with an indigenous-led organization. Many of our members had to leave because they have kids, they need to go to sleep, they're waking up for school. So I'm here, I'm not a Native American, but I work for Seven Directions of Service, which is a majority Occaneechi band of the Saponi Nation-led organization. And they will tell you that it takes an incredible amount of courage to stand up and identify as Occaneechi-Saponi. In this community, there is a history of racial violence against indigenous peoples, erasure, suppression. So to bring forth to shed light on an issue like that actually takes an incredible amount of courage. And so I would ask for you to expand your perspectives and think about, incorporate that into why someone might not have brought something forth in the past. It takes a lot of momentum building a lot of confidence building, and that is a really important thing to be thinking about.

Tim Bradley: I make a motion, based on what we've heard tonight and the presentation that has been given to approve, the HMCD zoning is presented to find that the application is consistent with the objectives and policy for growth and development in the city's 2017 Comprehensive Land Development Plan Mebane by Design specifically on this request of the issues presented.

Sean Ewing: Second.

Katie Burkholder: I would like to say something real quick. So one of the things that I guess has appealed about this project isn't the number of gas pumps that we're looking at adding, but if you look at the number of EV chargers that we have in our community, I think we're sitting at, I counted 15, my neighbor counted 17 today, and this project is bringing 24. I know the district, the Kingstown project, is also looking at bringing, I believe they said 17 as well. But that doesn't count. My current estimate doesn't count that. So as we've been talking about environmental concerns, I am, I guess, optimistic about the fact that we have a company that is looking at gauging their fuel usage versus electric vehicle usage and charging and adapting and has demonstrated as such with other locations. So I just wanted to mention that before we get rolling. Sorry, I know it's late.

Jonathan White: Yeah. I mean, coming into this meeting, what I'd written in my notes is one of the things that I wanted to get a clear picture on in my own mind is how does this compare with a warehouse? And that question was raised by a lot of people who discussed it, and there could be differences of opinions to whether, how this does compare with the warehouse. In some respects, I wish that wasn't the most fundamental question, but it is the one that's before us. I see benefits and concerns, and I think those have been well expressed, but that's really what the most fundamental question that I've been wrestling with this evening, and that's what I'm going to vote based on, is my answer to that question.

The motion carried unanimously.

Mayor Hooks: We'll take a break. The next part of this is a special use permit that we'll talk about, but you have to be sworn in. So anybody that wants to speak for the hearing, for the special use



hearing, come up in 10 minutes or in five minutes and get sworn in.

Mayor Hooks: All right. We're going to get started. We have to swear in during the thing. So we'll get started. If you want to speak or testify during the special use, you have to come up and be sworn in.

Lawson Brown: Mayor, if I might, this is a special use permit. It requires a quasi-judicial by North Carolina State Statute. The reason for the swearing in, it's an evidentiary hearing and everybody that speaks must be sworn in, and everybody that speaks is subject to cross examination. As you might see in a courtroom, the Council will make its decision based on the evidence that's presented under oath in this proceeding, and pursuant to that end, I would ask each council member to state for the record, what we normally state on our special use permit evidentiary hearings as to whether you've had any discussion obviously about this particular special use permit. And if so, confirm that you will make your decision based on the evidence presented and that you have no preconceived notion of the same.

Clerk Shaw swore in/affirmed the following:

Ashley Ownbey, Mebane Development Director  
Preston Mitchell, Mebane Assistant City Manager  
Cliff Ayscue, Mebane Inspections Director  
Mitch McKinney, Mebane Police Chief  
Jamie Joseph, Mebane Fire Inspector  
Daphna Schwartz, Mebane Finance Officer  
Franz Holt, Mebane City Engineer  
John Dodson, Mebane WRRF Director  
John Wellons, Mebane Fire Chief  
Kyle Smith, Mebane Utilities Director  
Amanda Hodierne, Attorney for Buc-ee's  
Stan Beard, Buc-ee's Director of Real Estate and  
Scott Ratcliff, Buc-ee's Project Engineer  
Earl Lewellyn, Kimley-Horn, Traffic Engineer  
Austin Watts, Kimley-Horn, Sr. Civil Engineer and Project Manager  
Marcus Orr, Appraiser with McNary & Associates Appraisers  
Dani Lin Hunter, Raleigh resident, North Carolina Environmental Justice Network  
Lucas Babinec, Mebane resident, Farmer  
Emily Sutton, Haw River Keeper with Haw River Assembly  
Katrina Caskey, Durham resident  
Richard Lindayen, Durham resident

Mayor Ed Hooks: Starting the request for the special use permit, I have reviewed the information contained in the council package, and I have discussed the same with certain individuals. I have visited an existing Buc-ee's location. I have not determined how I will vote on this request, since I do not vote. I further state that I will make my decision based upon the evidence presented in sworn testimony provided in this hearing as required by law in case I have to vote.

Sean Ewing: Regarding the request for the special use permit, I reviewed the information contained in the council package and have discussed the same with certain individuals including the applicants. I have visited an existing Buc-ee's location. I have not determined how I'll vote on this request. I further state that I will make my decision based on the evidence presented and sworn testimony provided in this hearing as required by law.

Jonathan White: Regarding the request for the special use permit, I have reviewed the information contained in the council packet. I have had discussions with staff on this. I have not had discussions with the applicant or other members about this topic. I have visited an existing Buc-ee's location. I have not determined how I'll vote on this request. I further state that I will make my decision based on the evidence presented and the sworn testimony provided in this hearing as required by law.

Tim Bradley: Regarding the request for special use permit, I've reviewed the information contained in the Council package and have discussed the same with certain individuals including the

applicant. I have visited an existing Buc-ee's location while on vacation, but I have not determined how I'll vote on this request. I further state that I'll make my decision based on the evidence presented and sworn testimony provided in this hearing is required by law.

Montrena Hadley: Regarding the request for the special use permit, I have reviewed the information contained in the council package and have discussed the same with certain individuals including the applicant. I have visited an existing Buc-ee's location. I have not determined how I will vote on this request. I further state that I will make my decision based upon the evidence presented and sworn testimony provided in this hearing as required by law.

Katie Burkholder: Regarding the request for the special use permit, excuse me, I have reviewed the information contained in the Council package and I have discussed the same with certain individuals including the applicant. I have visited an existing Buc-ee's location. I have not determined how I will vote on this request. I further state that I will make my decision based on the evidence presented and sworn testimony provided in this hearing as required by law.

Mayor Ed Hooks: All right, special use permit quasi-judicial to allow for travel plaza on the 32, plus a minus 0.07 acre property, with a preliminary address of 1425 trawling with Hawfields Road in frontage on I-4085 by CSMS Management LLC. Ms. Ownbey. Thank you.

Ashley Ownbey: Ashley Ownbey, Development Director. Before you is a special use request by CSMS Management LLC, for the subject property shown on the zoning map. The property total is just over 32 acres. Action was just taken by the city council to rezone the property to heavy manufacturing conditional district with only one proposed use allowed that being a travel plaza. Travel plazas are only allowed in the heavy manufacturing zoning district with a special use permit. The council must consider four findings of fact, which the applicant has the burden of presenting and proving. I'll go briefly through the remainder of these slides since you all have heard them, but they do need to be reviewed for the matter of the record. The property is located in the southwestern part of Mebane, and has frontage on Interstate 4085, Trollingwood-Hawfields Road and Senator Ralph Scott Parkway. It is part of the North Carolina Commerce Park and is within our Mebane city limits.

It has recently been approved for a travel plaza contingent upon the approval of a special use request. That site specific plan has been reviewed with the zoning district and would apply provided that the special use permit is approved. Surrounding uses include the users in the North Carolina Commerce Park, Love's Travel Stop, Pilots Travel Center. Residential uses are across the site on Trollingwood-Hawfields Road and a historic church is south of the site. The property is located in an industrial growth strategy area as identified by Mebane by Design. The city's comprehensive land development plan. The special use permit is being requested to allow for a travel plaza that would include an approximately 74,000 square foot building with 120 fueling positions and approximately 652 parking spaces. That count of parking includes standard parking stalls, ADA stalls, electric vehicle stalls, and parking for buses and RVs.

There are two driveways shown on Trollingwood-Hawfields Road and one on Senator Ralph Scott Parkway. The site plan associated with a special use permit also shows a ten-foot multi-use path and a bicycle plaza consistent with requirements of the Unified development Ordinance and our bicycle and pedestrian transportation plan. The conditions which were reviewed with the zoning request relate to signage, and as they are specific to the particular travel plaza use, they are included as conditions of the special use permit. Those have been reviewed for a freestanding sign with a maximum height of 90 feet and maximum area 400 square feet with the applicant, foregoing the other freestanding signs that would be allowed by right per our ordinance. And then, wall signs exceeding 200 square feet, which is the maximum set by our ordinance.

Since the planning board, the site plan has been revised, modifications have occurred to the design of retaining walls to minimize impacts to wetlands. Fuel tanks have been relocated and there have been some modifications related to the culverts for the stream crossing for the driveway that accesses Senator Ralph Scott Parkway and at the intersection of Trollingwood-Hawfields Road and Senator Ralph Scott Parkway. The traffic impact analysis was conducted for this particular user and the applicant is required to make all roadway improvements as part of the conditions that were just approved with the zoning district. Those roadway improvements must be made prior to the business opening. Those improvements will occur on Trollingwood-Hawfields Road, Senator Ralph Scott Parkway, the interstate ramps, and also the bridge across the interstate. And those improvements require approval by the North Carolina Department of Transportation. Our city

engineer will review some water and wastewater information.

Franz Holt: For the record, Franz Holt, Mebane city engineer. 740 Chapel Hill Road, Burlington. As previously reviewed with Council and the audience, Buc-ee's estimated water use is 23,000 gallons a day. The City of Mebane currently uses about 2.1 million gallons a day. The capacity at the Graham-Mebane Water Treatment Plant is 12 million gallons a day, six each for Graham and Mebane. On average we use about a hundred gallons per day per capita. That's all water use. When you look at residential use only, it's 43 gallons a day per capita, which equates about 535 people for the 23,000 gallon a day use, or wastewater from this site is in the North Carolina Commerce Park. All of that wastewater goes to the Graham Wastewater Treatment Facility. It's not counted against our allocation of 750,000 gallons a day, both on the water and the sewer side, we have the capacity to serve this project and the downstream facilities that Graham and Mebane have the capacity to serve this project. Thank you.

Ashley Ownbey: Unless there are questions at this time for city staff, we'll turn it over to the applicant.

Amanda Hodierne: Good evening, Amanda Hodierne here on behalf of the applicant, CSMS Management LLC, 804 Green Valley Road, suite 200 in Greensboro. As you know, we are now here for the special use permit portion of this request, so it is a continuation in some regards, from what you just heard, in that now that the zoning allows for this use to be requested and as this particular use requires a special use permit, that's what this hearing is about for the travel center. So as such, I will remind you that as we go through the special use analysis and look at this request, it is specific to not just any travel center but the Buc-ee's Travel Center, our travel center that you've heard a lot about already tonight that you'll hear more about now. And I've got a big asterisk on travel center because as that's defined in the Mebane UDO, that means it has a truck stop component.

And of course, as you have heard and by all the voluntary conditions and statements by the Buc-ee's staff tonight, that will not be the case here. So that commitment does carry forward. Of course, the travel center here is truncated in that regard that, would not include a truck stop. So of course it does still include everything else you've heard. The site plan specificity, the analysis is specific to exactly what we are asking for and the way that it has been incorporated through our TRC reviewed site plan. So of course the analysis before you tonight is based upon four findings effect, and this is the entire scope of the analysis. These are the four prongs and the four tests, that we have the burden of proving in order for the special use permit to issue. So those four questions are, the use will not materially endanger public health or safety.

The use will not substantially injure the value of adjoining or abutting properties. The use will be in harmony with the area in which it is to be located, and the use will be in general conformity with the land use plan or other plans and policies officially adopted by the city council. So we'll move through each of those tests. In doing so, we'll hear from various expert witnesses on our team, who will come up, introduce themselves when I call them and go through their credentialing qualifications to qualify them as experts on each of these topics.

And if it pleases the council, we can take questions as we go. If you all felt like that worked well. Okay, so that's what we'll do everyone. So the first prong of our analysis, the first test in your prescribed question list is, will the use materially endanger public health or safety? And we of course submit that it will not. And as evidence on this regard, I would like to discuss the technical review committee process, the planning project report documentation that you have before you. You've heard of presentations tonight from your staff, our site plan specifics that you'll hear about from our engineering pamphlets and our transportation impact analysis process.

So in first regard, before we hear from our engineers, I do want to go ahead and incorporate all the testimony on the record from the rezoning hearing in these regards, into this hearing. Just for as a matter of housekeeping and a little bit of efficiency tonight as we go on. I would also like to incorporate into the official record our staff report and our planning project report that are before you in your materials. Our technical review committee process, which you'll hear more about from our engineering staff that administers that on the developers' behalf, on the applicant's behalf.

I want to point out that that process and that outcome is essentially administering this prong of the test, and I would submit to you is de facto evidence of a finding that this use will not materially endanger public health or safety.

So how do I get there? Because your staff is here to carry out and administer the rules and regulations of the city of Lebanon that are enacted to protect public health and safety. So that is what your unified development ordinance does. That is what all of the storm water and floodplain and environmental regulations that we're going to go through and talk about do. That is what the transportation impact analysis process is supposed to do. So TRC is the culmination of ensuring that this test is met. So by virtue of those five rounds of review and getting to the point where staff could make the recommendations that are in that staff report and in that planning project report that are in evidence before you tonight, I would submit that that is evidence that this use does not materially endanger public health or safety. So to go through the specifics of that analysis in our specific case, I'm going to first call Austin Watts to talk about the site plan specific.

Austin Watts: Hello again, Austin Watts with Kimley-Horn, 200 South Tryon Street, Charlotte North Carolina. I've got a bachelors degree in civil engineering from the University of Arkansas. I've got a masters degree in civil engineering from the University of Arkansas that I've been practicing for over 23 years.

So as we get started, I would like to incorporate all of my previous statements from the previous hearing into the record for this one, and then I will also go through these slides again. All right, so this is the Buc-ee's plan. Everyone is wildly familiar with it at this point, but from a site plan perspective, we have our parking field in the front. We also have parking fields on the side. This is a canopy with the fuel dispensers. This is the fuel storage tanks that have been moved outside of the floodplain, as we discussed last time. From a buffer standpoint, we have our required 75, I think it's a 75-foot buffer along the front, 10-foot buffers along the side, with the added benefit of the 50-foot on each side of the stream, are riparian buffers plus the stream width. So we've got a de facto hundred plus foot buffer that wraps on three sides of the site.

So we've touched on this, I'll say it again. The TRC process is extremely thorough. We don't go through five rounds of comments over the course of about a year and not get into the nitty-gritty on each and every piece of this. And that was just to get to this point. In order to get construction drawings, we're going to do it again and we're going to go through some additional TRC rounds, as we have fully fleshed out plans. So it'll be 100% plans for site plan grading, utility, all the erosion control pieces in addition to the off-site roadway plans, all the various utility infrastructure as well as the other permits.

A vast majority of the permits come through the City of Mebane, some of them do not. Some of them come through the Army Corps as we had mentioned. Some of them come from the Department of Environmental Quality, and so we will have to go and obtain those permits in order to continue to build. So even if we get approval tonight, this is not carte blanche that we can go and do what we want. We have to go get all the required permits and then we have to abide by those permits.

So TRC is going to touch on the zoning standards, which we just touched on, buffers, setbacks, parking requirements, landscaping requirements. It's going to touch on our site grading plan, our drainage plan. It's going to touch on the stormwater design for the wet detention ponds there. And as we've mentioned before, the City of Mebane, State of North Carolina require in this particular watershed, that we meet pre versus post. So the pre-amount, pre-rate of discharge from this farm field, which will be relatively low because a lot of it will soak in. We have to meet that. We cannot exceed that for the two-year storm and the ten-year event, which is again the 50% chance that it happens and then the 10% chance that it happens. In addition, Buc-ee's has agreed to do the 20 five-year storm on this, which is not required, but it's something that they're wanting to do to be environmentally friendly.

Things were mentioned before as far as the, that's not sufficient enough. Well, I will counter that with North Carolina is very environmentally friendly. North Carolina is not a state where the state EPA says, "Do what you want, we don't care". North Carolina is very avant-garde whenever it comes to stormwater design, whenever it comes to the requirements that we have to do in order to obtain permits that deal with the environment.

So, in meeting and exceeding what the state and city requirements are or going above and beyond. One of the other permits that we had touched on was our floodplain development permit, and that is because we have a little bit of floodplain impact here. I'm going to call it the plan west side. And so we've already coordinated some with city staff on that, and so we'll do whatever's required. But a no rise study is not required because we're not in the floodway, we're in the floodplain. The

floodway is the channel that carries the majority of the flow. The flood fringe is the piece of the floodplain that's outside of the floodway, and that's where we are. We'll do a flood study as required by city staff and whatever else is ultimately required whenever we get into the permitting aspect of that.

Tim Bradley: You mentioned the ponds are wet, I assume that means they retain water most times. Are they fenced?

Austin Watts: They can be. They're not necessarily required to be fenced by state code. We can do it if it's required by the city code. So we'll fence them. It's not a problem. So we talked on the hundred-year floodplain, we're going to have limited fill in the flood fringe on the planned west side. Fuel tanks have been moved out of that area, so they will not be in that. And again, everything must be approved by the City of Mebane. We'll do, again, no rise if it's required, based on coordination with staff so far that's not required, but again, we still have to go through that process. We'll have our Army Corps of Engineer permits, and again, this will trigger some of the other things that we have talked about. In order for SHPO to even be involved in the project, you have to have a federal trigger.

In this case, it is our Army Corps permit. So the Army Corps will go and talk with Fish and Wildlife. They're going to talk with with SHPO, the State Historic Preservation Office, and they're going to get feedback and then the Army Corps will go and make their decision on what they're going to require. So again, if SHPO wants to do additional stuff, that'll come up at a later time, whenever we go through the Army Corps process. The impacts that we have are minimal. Again, we're not in an individual permit. We are in a nationwide 39 permit, which again is a maximum of a half acre of disturbance of wetlands. We are at 0.18 and then a maximum of 0.05 acres. So give or take, do the math. And that's about 2000 square feet. It's not very much. So 0.05 acres of streambed and we're at 0.02, so again, we're about half of the threshold for the more minor permit, we're not going to put our fuel tanks in wetlands.

Again, we've moved those to the high side of the site and we'll get our permits through the Army Corps, as well as the division of water quality. We do have some riparian buffers that we're going to be impacting, and that's solely because we are crossing the stream in order to provide additional access to Senator Ralph Scott Parkway and give or take 12,000 square feet of zone one and about 10,000 square feet of zone two. And so again, our fuel tanks are not in riparian buffers as well. And then, we are going to continue to meet all the requirements of the Jordan Lake rules as well. Are there any questions you have on what I've presented so far? Thank you.

Amanda Hodierne: Next I'd like to call Scott Ratcliff, to speak to internal design standards and safety protocols for the underground storage tanks. Is it mixed in? I'm sorry. I'm sorry. I was trying to get back to earlier parts of our presentation from the zoning part where we had this.

Scott Ratcliff: Good morning, Scott Ratcliff work for Buc-ee's, at 327 FM 2004 in Lake Jackson, Texas. I have a Bachelor's of Science in Civil Engineering from the University of Arkansas. I've been working in the field for over 23 years. I've been working with Buc-ee's for over 15 years. Registered professional engineer in Texas, Arkansas and Alabama. I'm a certified floodplain manager and a certified professional erosion sedation control. This evening, as we've already discussed, we've gone above and beyond as it relates to our protective measures. I would ask that the comments that were made during the zoning case be carried over and incorporated into these minutes and offer this opportunity for any questions or further discussion on our systems and what we propose to do as it relates to fuel and our handling of fuel and spills. Well, thank you. That was quick and dirty.

Amanda Hodierne: Could you also please address internal design standards?

Scott Ratcliff: Sure. In addition to that, as we previously discussed, we talked about the internal design standards, and as it relates to our projects, we are very unique. We have dry vials that are larger than the industry standard. We have signage that is in excess of the industry standard, and we do that in order to provide a safe ingress and egress condition for our patrons. I would ask that any of the exhibits and so forth that were presented during our zoning case also be incorporated into this decision related to internal circulation. EV the same... Trying to think of what else should I talk about. Thank you.

Amanda Hodierne: While he's doing that, I'll just summarize our engineering comments to say that again, why does all of that matter and why is all of that analysis and regulatory procedure followed.

It is to ensure that there's no endangerment of material endangerment of health and safety. That's what all of those processes exist to protect. And so following them, exceeding them in many instances, as you've heard about tonight, ensure that we can meet the burden of proof on that first prong of your test. Further to that, an important aspect is transportation and traffic management. So we're going to hear from Earl Lewellyn on that item.

Earl Lewellyn: Good morning, just to get that right. Earl Lewellyn traffic engineer with Kimley-Horne and Associates at 300 Morris Street in Durham. I have a bachelors degree in civil engineering from NC State University, registered professional engineer in North Carolina, and I have 35 years of experience in the traffic engineering field. I'd also like to incorporate any of the comments and presentation from the earlier hearing, but I do want to hit the high points. Start off by mentioning of course that the TIA is developed based on NCDOT guidelines using nationally accepted standards, industry standards and using multiple established software packages that complement each other. One of which you saw the simulation earlier tonight. The scoping process includes a three-party discussion with city staff, NCDOT staff, and myself to establish the study area parameters and types of analyses to be conducted. This project includes collection of existing traffic count data, traffic generated by 10 other approved development projects in the area, an ambient background growth rate and site traffic that is Buc-ee -specific traffic for the peak hours.

And all of this information from that meeting is submitted to city and DOT for their approval, before we begin the analysis. The analysis in this case includes capacity and queuing analysis of 10 intersections in the area, analyzed during typical A.M. and P.M. peak hours, as well as a Saturday peak hour. The original study was submitted in March of last year with addenda in June and August to address comments and questions from both city staff and DOT. I also mentioned in my earlier presentation that there are several inherent assumptions in this traffic study and others that tend to probably act as conservative assumptions that overestimate traffic at build out conditions. That's done intentionally. Sounding strange, but sometimes engineers don't want to be totally accurate. We want to be conservative.

So the analysis itself, has been reviewed by city staff, the city's engineering consultant, third party consultant, the local district engineering office of NCDOT and the congestion management branch. Based on their review of the traffic study and our response to their comments, there are numerous roadway, traffic signal and channelization improvements that are proposed. I won't go through those specifically unless you'd like me to. Those are included on the roadway exhibit that is included as a, I think it's the last page in the site plan report and on the renderings that's been presented to you.

To mention one additional aspect that we may have not pointed out this time around, the site is basically wrapped by a ten-foot wide multi-use path along the center to Ralph Scott Parkway, Trollingwood-Hawfields Road that extends across the interstate and connects into the sidewalk at the, excuse me, the Love's facility. With all these improvements in place, we find that these intersections will operate at level of service B and C, which is better than the state's adopted level of service. And all of these improvements will be implemented before the store opens as Stan committed to. I also wanted to add that the software simulation package that we looked at before, is in itself an analysis package. It's not just a visualization. It itself has parameters for capacity delay in queue calculations. I think that's important. And, I'd ask if you have any questions. Thank you.

Amanda Hodiern: Thank you, Earl. So again, to wrap up why this matters, why this is a critical element of this prong of the test, the transportation functionality and safety is critical. If we can't keep the traveling public safe, then we have failed to meet the standard. And so you have a very high threshold for ensuring that we meet the standard with your traffic impact process. You've heard about that tonight a lot. You just heard about it again from Earl in regards to the process, the scoping, the analysis, the multi-partied review at both the state level, the city level, and the third party review from your own independent traffic consultant acting on your behalf as the city. So again, that process, it's what it produces. The results and outcome of it are very important and very critically implemented and committed to as part of this, and we're happy to do that.

The last item that I'll mention in this regard, is the wayfinding and signage that we talked about in our previous hearing, and I'll incorporate those comments and exhibits into this part of the record, into these minutes for this hearing because wayfinding is also critical for safety. If we can't have vehicular traffic moving over at the proper time and in a safe way, that is going to create conflicts and issues that we can avoid. So our signage package and requests are all part of that proper

wayfinding. That is a safety measure in and of itself.

Moving on to the second prong of our test unless there are any questions.

Tim Bradley: Just one.

Amanda Hodierne: Yes, sir.

Tim Bradley: What kind of security or safety personnel are normally on site, or employed by?

Amanda Hodierne: Certainly, Scott. I'm going to call Scott Ratcliff again, a Buc-ee's employee to answer that.

Scott Ratcliff: In addition to our staff, we also have an order of 20 to 50 cameras, depending on the site layout. Those are monitored all the time, 24/7 constantly recorded, not only monitoring things that are on site, but also at all the intersections around the site. And so security measure we've got the lights, we got the cameras and we got the people. We don't have a paid security officer, we just have staff and people and that intends to deter type of activities because you've got people all around and lights and cameras.

Amanda Hodierne: And Scott, could you speak to the safety records data, just that you do not notice incidents of high crime or that it's a problem?

Scott Ratcliff: Oh yes. And you'd be more than happy to, for any of the staff or members to contact any of the safety officers, police officials, sheriffs departments, and the communities in which we reside. Because in all those communities they are happy that we are there, they see us as an asset, an emergency response center when things go south because we are always there, we're always open and we don't have any issues with regards to safety once again because of the populace that are there.

Amanda Hodierne: Thank you for the question. So we'll move on to the second prong of your test here. This asks whether or not the useful substantially injure of the value of adjoining and abutting property. So to look at this for us and put forth evidence on this regard, we have Marcus Orr licensed real estate appraiser. So I'll call him now. He'll give his qualifications and present his evidence on this.

Marcus Orr: Good morning. Marcus Orr with McNary & Associates Appraisers out of Greensboro at 1616 B Battleground Avenue. I am a certified general appraiser both in North Carolina and Virginia and I've probably been doing this for seven years, both residential and commercial properties. Our firm was engaged to complete a study to see whether rezoning and granting and the special use permit would impact negatively the surrounding properties, retail property, residential property, and industrial property. We did not find that it had any negative impact. I'll go through that with you originally. I have my report here that I'd like to introduce and give to each of you.

Okay, so I won't get into the weeds unless you have particular questions on this, but this report was completed by myself and the owner of our firm, Laura Mallory. She is a MAI designated appraiser. She's got 32 years of experience in this field. I joined her in doing this report, particularly because I'm also an active real estate broker in Alamance County. I live in Graham and I started my real estate career here with appraisal with a residential firm. So our research looked at all of the interstate exits for residential properties in particular.

We looked at every interstate exit in Alamance County, both the ones that had travel centers already at them and ones that did not have travel centers at them. And if you look on page nine of that report, you'll find the residential section. We looked at each interchange, we looked within one mile and two mile radius over the last year of sales, both for new properties built between 22 and 23, and for existing properties to see what the difference in impact was in values of those closed sales and whether they were different with travel center exits or whether they were lower or higher.

And so what we did find was that there was no difference. In fact, the exits that had travel centers at them had higher property sale values than some of the exits that did not have travel centers. We also found the same thing with, and we do have three exits. We also looked not just in Alamance County but also exit 157, which has the Petro just over the line in Orange County. But we also found the same thing with industrial sales. Now we couldn't look at a one and two mile radius, so we looked at the sub-market and so we looked at sub-markets that had travel centers

and sub-markets that did not. And what we found in that case was that the sub-markets here, the Southeastern Alamance sub-market, which has our travel centers, it had higher values overall than all but one of the sub-markets which is over in West Burlington.

So Mevon is doing very well in that regard and it didn't appear to have any impact on industrial properties. We have some of the highest rents and highest sales prices for industrial. We found the same thing with retail properties. We have some of the highest retail rents and retail sales values with the exception of one of the other sub-markets. And you'll find those if you want to look at those. Page 14 and 15 covers the retail and industrial rents. And I would be happy to fill any questions that you have. But our conclusion after looking at all the data from the sales was that there was no negative impact to the adjacent properties.

Amanda Hodierne: Thank you Marcus. If there are no questions on the second prong of the test, we'll move to item three.

All right. This component asks whether or not the use will be in harmony with the area in which it is to be located. So as we get started on this, I do want to offer into the record the hearing that we just had on the rezoning. The critical question before you in that hearing was whether or not that use was compatible, harmonious, and reasonable in the location that we requested it, or rather the zoning district with the use because it was conditional district, and so the use was attached to that request. So, I would submit the outcome and the result, the deliberation that produced it as evidence here for the prong of this test. I would also again incorporate the staff report and the planning project report documentation, which states on page two at the bottom and on page nine of the staff recommendation, this project is in fact harmonious with the area in which it is to be located.

So when we look at this factor, we are looking at existing land use patterns and the use of site planning strategies to mitigate and appropriately insert a use to be compatible with its neighbors. So let's look at a couple of those features. Existing land use pattern, you've seen these maps before. Tonight we have our location right again in the shadow of the interchange of the I-85-40 corridor, which is certainly a locational choice for a travel center. And we know that not only from our own analysis but from the fact that there are two already located here performing quite well. So in addition, we also have the fact that this is promoted and underlined by your zoning map. So again, you see that map here on the right-hand side of your screen. The purple zoning is all industrial manufacturing. So light purple is light manufacturing, dark purple is heavy manufacturing.

This area where the red star is now that dark purple with of course the hash marks over it for our conditional approval that we've just been through. So very much in keeping with our existing land use pattern and our existing zoning context, I would offer that harmony doesn't look for like beside like beside like. It looks for synergy and compatibility. And so our zoning and our existing uses that we have around help us understand how that starts to form. And this use drops right into that. Again, it's the third travel center on the third quadrant of this intersection. And it's right in keeping with all the purple that you see on your map. Site planning elements for compatibility. We do incorporate these to mitigate and soften any potential impacts that could create an incompatibility. So here I do want to talk about all the things that you've heard from our TRC process, our site planning review and our engineers.

In terms of lighting, we follow your ordinance for all downcast lighting. We don't have any light trespass that goes off the site that would negatively impact our neighbors. We use the proper street scape yards, the buffering requirements, the landscaping requirements, all of which are intended and a part of your ordinance to create compatibility and appropriate mitigation of the built environment and how that interacts with its neighbors. We also, of course, go through the careful analysis of the transportation impacts that you've heard about tonight already in order to ensure that they're the most compatible and harmonious with the area. You've heard about this before our driveway. We moved that and relocated it along the corridor in order to be most compatible and harmonious with our across the street neighbor and not create undue conflicts for their traffic movement. So all of those site planning considerations that you've heard about tonight, and I'll incorporate all of that here into the record. Go to create a harmonious and compatible use.

Are there any questions about this element? All right, next we'll look at the fourth and final prong of your special use permit test. Here we're looking at whether or not the use will be in general



conformity with the land use plan or other adopted plans and policies officially adopted by the city council. So again, the hearing that we just had on the rezoning is highly dispositive here. And I'll offer into evidence for this item because of course, as you heard and as you analyzed, a critical element of the rezoning was whether or not it was compatible with your land use plan and your comprehensive planning guidance. So the outcome of that rezoning or that analysis was that yes, it was compatible with those items. And again, of course I will look at the planning project report documentation and your staff recommendation within that documentation that says the same as analyzed and found by your evidence, we are consistent with the Mebane by Design strategy that's stated on page four and in the staff recommendation again on page nine.

So what critical planning documents are we looking at here? What did staff look at in making that determination? Mebane by Design, which is your overarching comprehensive planning document, the North Carolina Commerce Park, which is a planning and vision document and adopted policy here in Mebane on this location, your unified development. Those are adopted policies, guidelines, and regulations that apply here and your utility infrastructure plans. So looking at Mebane by Design, we've talked about this tonight. The area is designated as G one growth area one and specifically for industrial. These are areas that have the greatest access to infrastructure and utilities. So that's why they make sense for these types of uses. And you've heard about that tonight. We have a great network here, a high ability to serve for both water and sewer. And so that's all that planning coming together to make sure you put the uses where they can actually function, where they have those infrastructure resources.

Of course, this has great access to transportation infrastructure as well. It being located again right on the interchange of the 85-40 corridor. So this use fits right in to that industrial designation. As part of the North Carolina Commerce Park, we'll talk about that as well. This use is one of the prescribed and promoted uses within that document. This is an employment center. That's one of the goals of Mebane by Design for this location. And we've talked about employment a lot tonight. I'll incorporate all those comments into the record at this point. Creating 225 jobs, full-time jobs with an entire compensation package that is here in this community to then ripple out to other indirect impacts.

The comprehensive transportation plan is also part of this analysis. Again, you have roadway project number three, which specifically calls for the widening of this section of Trawlingwood-Halfields Road. That widening actually goes all the way north up to Gibson Road. And this project accomplishes half to perhaps over half of what your policy document sets an objective for here. And that's done entirely by private development and furtherance of your objectives and plans. That is right now an unfunded project, improvements needed. So it's been identified, it's long been on the horizon from the City of Mebane prior to this project and this project delivers on that.

Looking at a micro level, your comprehensive plan has an objective to further bicycle and pedestrian transportation ability. So the way that we've done that here, this was one of the results of the TRC process to improve the safety and confidence of pedestrians who access major streets and other highly traveled roadways. We have provided a ten-foot multi-use path across the front edge of the entire site, both on Trawlingwood-Halfields, and on Senator Ralph Scott. That path does go off-site across the bridge. Since that's being widened, that's part of the improvements associated with this project. We're going to go ahead and carry that objective and that implementation across the bridge, much as you have it over on Mebane and Oaks Road. This ties into future crosswalks when those are warranted and able to be safely constructed. We also have the provision of bike racks and a bicycle plaza and repair station on site and an internal sidewalk system to connect people, pedestrians who come down off that multi-use path onto the site, visit the store and then want to egress the same way.

North Carolina Commerce Park, again, an important objective and vision guidance document in place here. This is the 1200-acre economic development zone that spans Mebane, Graham and Alamance County. Been heavily invested in, as you've heard tonight by each of those jurisdictions, governed by inter local agreement to provide for shared utility provision, shared tax revenue. And the reason is that it's a shared commitment to create economic opportunity here for Alamance County and Graham and Mebane that share in this geographic location and that commitment is paying off. You've got lots of users here already, Walmart, Letal, UPS, Crow Holdings, and Buc-ee's would like to be one of them. We are right in keeping with what that plan promotes and what it seeks to accomplish. You've heard about that tonight in terms of the economic consideration, that

also puts money through jobs and vendors supplying materials to the site.

And so again, here we look at that economic development impact. You have this report already before you, so I'll incorporate that into evidence on this part of the hearing as well. And again, looking at those numbers, we see employment up at 378 when we look at our direct, indirect and induced effects. Over 19 million of labor income just under 35 million of value added and an output of just under \$64 million. Looking at our construction impacts, you have 831 jobs created under that purview, 38 and a half million dollars from labor income, a value add of 46 million, and a total output of just under 92 million. So again, direct results that deliver upon the goals and objectives of your Commerce Park planning.

We talked briefly in the introductory slide about the furtherance of utility infrastructure planning, so I'll just mention that as well. Mebane does have adopted policies to expand the pump station capacity of the GKN pump station in this area. And we talked about that. I'll incorporate those comments here again, how this project is agreeing to provide the sewer connection to and under Trollingwood Road to make that project feasible or further. That utility plan, in addition to the utility infrastructure needs for twelve-inch water mains, for example, all of which are required by the city agreed to by this applicant, bucees in order to further the utility infrastructure planning objectives that are adopted by the city and the council. So I'll ask specifically if there's questions on that prong and then we can go to broader questions about the entire analysis.

Tim Bradley: Was that sewer extension to and from Trollingwood Road or to and from under 85.

Franz Holt: So it ends at the property, it serves Crow's property. So they're taking it all the way to Trollingwood-Hawfields Road, and under Trollingwood-Hawfields Road to the pilot site. Remainder of that project is to reroute the force main at GKM Pump Station under the interstate and up to the point where they end the project in the right of way, road right of way.

Amanda Hodierne: And of course, all of our team is here for this question period as you need us.

Mayor Hooks: Any questions from the Council? All right. It is a public hearing. Anybody that's been sworn in would like to speak.

Emily Sutton: Thank you Mayor and members of the council. It's been a long night. I'll be brief. I just wanted to follow up on a couple of points that were made earlier. One of the gentlemen referenced that North Carolina is a very environmentally friendly state and .

Lawson Brown: Ma'am, if you could state for the record please your name and address. I would appreciate it.

Emily Sutton: Of course. I'm sorry. I'm Emily Sutton. I'm the Haw River Keeper with Haw River Assembly. My address is 113 Higbee Street and that's in Durham, North Carolina.

Lawson Brown: Could you elaborate on any credentials that you might have? Please.

Emily Sutton: Sure. My work as the river keeper for Haw River Assembly, I do a lot of environmental toxicology research. I do all of our monitoring and when there is a pollution issue, I'm the one that goes out and samples it. So I'm monitoring upstream and downstream of any suspected pollution sources. I'm providing that sample information to Department of Water Resources or to NCDEQ Department of Environmental Quality. If those state agencies do not enact, use their authority to uphold the Clean Water Act. We work with Southern Environmental Law Center to uphold the Clean Water Act that way. So we do environmental advocacy monitoring, and I work with community members who are impacted by environmental pollution.

Lawson Brown: And education, please ma'am.

Emily Sutton: Sure. So I went to Appalachian State for Environmental sciences. I have a bachelors. Thank you. So North Carolina is a hardest amendment state. So what that means is that our environmental policies cannot be stronger than federal standards. So there have been some cases with counties and cities where you can have ordinances that are stronger than the state. But in terms of state law and the way that that works in environmental policy, we cannot have regulations that are stronger than federal standards.

This is the opposite of the way that the Clean Water Act was written, but that is the way that things have played out. Just recently in the North Carolina Farm Act, North Carolina decided that streams and wetlands would not be protected more strongly than the federal limits. And so just recently, protections for wetlands were stripped from the federal government. So just wanted to clarify that

point here. There's a huge opportunity for you all, even if you do pass this project, which I've urged you not to do, you can require them to have stronger standards than North Carolina requires. Buc-ee's operates successfully in many other states. I would be shocked if some of those other states don't have stronger protections than North Carolina does. And if they're going to truly be a good neighbor, I would like to see them go above and beyond to protect our communities and our water quality. Thank you.

Dani Lin Hunter: I was about to say good evening. Good morning. My name is again, Dr. Danny Lynn Hunter. Sorry. My name is Dr. Danny Lynn Hunter. I'm with the North Carolina Environmental Justice Network. I have a bachelor's degree in biology from Lee University within chemistry and mathematics and a PhD in ecology with a human environment interactions emphasis from Colorado State University. And I have seven relevant years of experience in what I'm about to speak with you about. And I'm an expert in environmental justice and science and technology studies. Science and technology studies means I study how other people, the process by which other people do science. Why is that relevant? The folks at Buc-ee's have talked about how their reports are unbiased and science is never unbiased. Science is conducted by people who have agendas, who receive pay, and who are trained by biased systems riddled with systemic racism.

Buc-ee's would have you believe that their reports are unbiased, but that's not true. Buc-ee's reports support Buc-ee's or they wouldn't be here presenting on them tonight and they'd be pulling out of your city just like they've pulled out of countless other cities as well as for the environmental justice aspect of my expertise. Environmental injustice occurs when lower-income, communities of color face the brunt of pollutants from facilities like the one we're discussing. Scott talked about all of the ways that Buc-ee's tries to prevent leaks. My goal is to say what if, and also show you that even if this is true, this community doesn't need another potential source of pollution.

So this location is concerning as it's adjacent to a new proposed school as well as existing elementary schools. And this location is, excuse me, this location is also across the street from another fuel station that is considered by the North Carolina Department of Environmental Quality to be high-risk for underground storage tanks and has already had two known storage leaks in the past. The site across the street from the proposed facility is within a thousand feet of two known drinking water wells and elevated benzene levels were found in two of the monitoring wells when they were studying the groundwater for this facility.

They believe that this groundwater is migrating north and northeast, which according to the maps on your city's website, is the direction of low-income housing for the city. This pilot station has 30 pumps, whereas the proposed Buc-ee's would have 120 pumps and exposing an area already labeled as at risk by the Department of Environmental Quality to another potential source of pollution is irresponsible. Sorry, I'm tripping over my words because it's past my bedtime. High-volume gas stations, like the existing station across the street, leak about 2000 gallons of gas per year from pumping alone. When we factor in the size of this proposed gas station, we can expect it to leak upwards of 7,500 gallons of gas per year.

Mayor Hooks: That's your three minutes.

Dani Lin Hunter: I'm sorry?

Mayor Hooks: That is your three minutes. Thank you.

Dani Lin Hunter: Thank you, sir.

Amanada Hodierne: Thank you Dr. Dani Lin. Could you tell us what your particularized damages are that you're claiming?

Dani Lin Hunter: Can I please have a definition for a particularized damage?

Amanada Hodierne: Certainly North Carolina statute 1-60 D requires that anyone to participate in this hearing have standing by pleading particularized damages. So I just wanted to know what those were for the record.

Dani Lin Hunter: I'm sorry Ma'am, I'm not sure I know what you're asking.

Amanada Hodierne: Okay, so we can come back to that. You mentioned that the Buc-ee's studies are biased. What studies of Buc-ee's have you reviewed personally?

Dani Lin Hunter: I'm not talking about the, I have not reviewed any of your studies or any of your

documents. I'm just suggesting that no science is unbiased.

Amanada Hodierne: So you haven't reviewed any Buc-ee's studies that we've talked about tonight?

Dani Lin Hunter: That is correct, but as an expert in science and technology studies, I just want to reiterate that no science isn't done in an unbiased manner.

Amanada Hodierne: Thank you. And do you have firsthand knowledge of any leaks at any Buc-ee's property or facility?

Dani Lin Hunter: No ma'am.

Amanada Hodierne: Okay. And you talked a lot about incidents, well monitoring incidents, high-risk status of the gas station across the street. Is that right?

Dani Lin Hunter: Yes, ma'am.

Amanada Hodierne: So what is the purported relevance of that to this site?

Dani Lin Hunter: The purported relevance is the environmental justice lens that I bring. In Environmental justice, as I mentioned earlier, we think about cumulative impacts on communities and the idea that impacts don't affect commute like Buc-ee's doesn't exist in isolation. Buc-ee's exist within everything that's already happening in Mebane. And so

Amanada Hodierne: So for a cumulative impact to present, there would also have to be a situation at Buc-ee's, correct?

Dani Lin Hunter: Correct. Like for example, this spillage of gas from pumping alone.

Amanada Hodierne: We'll just To the questions. So if there's high risk or monitoring issues across the street that by no means Forecasts or suggests that a newer facility to be built meeting different standards would have those same issues. Is that correct?

Dani Lin Hunter: Yes.

Amanada Hodierne: Okay. Thank you.

Mayor Hooks: Thank you. Anybody else that has been sworn in?

Lucan Babinec: Yeah, my name's Lucas Babinec. I care for the earth, a common ground eco village, 1021 Frasier Road here in Mebane. I'm heartbroken.

Mayor Hooks: What is your?

Lucas Babinec: I'm a human being. I'm a member of the community of life. Some truths here. You can't eat money, you can't drink money, you can't breathe unhealthy air.

Mayor Hooks: Sir.

Lucas Babinec: You can't put money in a furnace and burn it as energy. I am so heartbroken because we have converging ecological social crisis and we need more. It's not a question of a house or a Buc-ee's. It's perhaps a permaculture based diversified ethanol plant it. Look into it. Please go deeper. Electric vehicles.

Mayor Hooks: Let's stop, lets stop.

Lucas Babinec: Those batteries have toxic chemicals that get mined. Please,

Mayor Hooks: Sir.

Lucas Babinec: Please.

Mayor Hooks: Sir, this is not part.

Lucas Babinec: Please go deeper. There's a fundamental lie. Putting our hand on that book that.

Mayor Hooks: Sir.

Lucas Babinec: God gave man dominion and over the earth. That is a lie.

Mayor Hooks: Stop.

Lucas Babinec: Please go deeper.

Mayor Hooks: Stop.

Lucas Babinec: I'm heartbroken. I'm going to weep. I'm going to weep tonight. And that's true.

Mr. Babinec was escorted from the meeting by police officers.

Mayor Hooks: All right. Anybody else that's been sworn in would like to add testimony? Okay. If not, need a motion,

Jonathan White: Make a motion to close the public hearing.

Mayor Hooks: We have a motion to close.

Sean Ewing: Second.

Mayor Hooks: We have a second. Any further discussion? All those in favor say aye.

Motion carried unanimously.

Jonathan White: I make a motion to approve the special use permit as presented. Motion to find that the application is consistent with the objectives and policies for growth and development in the city's 2017 comprehensive Land Development Plan. Mebane by Design. The city's 2018 comprehensive transportation plan or other plans officially adopted by the city council is both reasonable and in the public interest because it has been found that the request will not materially endanger the public health or safety will not substantially injure the value of a joining or abutting property, will be in harmony with the area in which it was located and will be in conformity with the Land Development Plan or other plans officially adopted by the City of Mebane.

Tim Bradley: Second.

Mayor Hooks: We have a motion and we have a second. Any further discussion? If not, all those in favor say aye.

Mayor Hooks: Any opposed? Motion carries. Thank you.

The motion carried unanimously.

We have a couple announcements, one being the city. Well, one announcement, the city is going to be closed on Monday, January 15th, in observance of Martin Luther King Jr Day. If nothing else is to be presented to the council, meeting adjourned.

The meeting adjourned at 1:58 a.m.

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Ed Hooks, Mayor

ATTEST:

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Stephanie W. Shaw, City Clerk



# AUDIT PRESENTATION TO THE CITY COUNCIL

For Year Ended June 30, 2023

January 8, 2024

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# AUDIT HIGHLIGHTS

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- Mebane's 13<sup>th</sup> Annual Comprehensive Financial Report
- Unmodified Opinion
- An Audit is:
  - Consideration of the system used to capture financial data
  - Consideration of the Internal Controls
  - Testing of Internal Controls
- Internal Control – No Findings
- Single Audit

# COMPARATIVE INFORMATION

## A Comparison of Fund Balance to Similar Municipalities (based on most recently available statistics)

	Population	Unassigned Fund Balance	% of General Fund Net Expenditures to Fund Balance
City of Mebane	17,797	11,989,170	50.60%
Belmont	15,010	8,746,612	54.17%
Elon	11,336	8,886,350	104.50%
Graham	17,157	13,354,783	82.00%
Fuquay Varina	34,152	32,589,055	60.30%
Hillsborough	9,660	8,818,131	80.00%



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Thank You to the Mebane City Council,  
Chris Rollins, Preston Mitchell, Daphna  
Schwartz, and their staff



# Annual Comprehensive Financial Report

For the year ended June 30, 2023

Daphna Schwartz  
Finance Director



# Agenda

- Annual Comprehensive Financial Report (ACFR) Highlights
- General Fund
- Utility Fund
- Capital Reserve Fund
- Capital Projects
- Debt Portfolio



# ACFR Highlights

- “Clean” Audit Opinion
- Assets exceeded liabilities by \$149,847,750 (net position)
- Total net position increased by \$15,815,311 from the prior year
- Combined ending governmental fund balances of \$24,829,745, an increase of \$3,960,294 over the prior year



# General Fund

- Overall, revenues came in 11% higher than budgeted:
  - Sales Tax
  - Federal Equitable Sharing
  - Permits and Fees
  - Miscellaneous revenues
  - Investment earnings
- Overall, expenditures came in 17% lower than budgeted:
  - Supply Chain issues
- Fund balance increased

Fiscal Year 2022-2023			
Governmental Funds - FY23 Results	Amended Budget	FY23 Actuals	% of Collected/Spent
Property Taxes	\$ 13,144,770	\$ 13,691,894	104%
Unrestricted Intergovernmental	\$ 7,334,061	\$ 8,234,539	112%
Restricted Intergovernmental	\$ 1,394,623	\$ 1,508,594	108%
Permits and Fees	\$ 1,259,760	\$ 1,878,503	149%
Sales and Services	\$ 682,114	\$ 752,683	110%
Miscellaneous	\$ 98,431	\$ 264,941	269%
Other taxes and licenses	\$ 1,000	\$ 945	95%
Investment earnings	\$ 20,000	\$ 222,281	1111%
<b>Operating Revenues</b>	<b>\$ 23,934,759</b>	<b>\$ 26,554,380</b>	<b>111%</b>
Other financing sources	\$ 2,466,006	\$ 964,135	39%
Fund Balance Appropriated	\$ 6,377,420	\$ -	0%
<b>Total Revenues and other funding sources</b>	<b>\$ 32,778,185</b>	<b>\$ 27,518,515</b>	
Personnel & Benefits	\$ 13,355,348	\$ 12,666,865	95%
Operating Expenses	\$ 10,028,100	\$ 8,427,106	84%
Capital Expenses	\$ 5,703,532	\$ 2,608,308	46%
Debt Payments	\$ 1,820,445	\$ 1,779,396	98%
Transfers Out	\$ 1,870,760	\$ 1,786,840	
<b>Total Expenses</b>	<b>\$ 32,778,185</b>	<b>\$ 27,268,515</b>	<b>83%</b>
<b>Net Gain/(Loss)</b>		<b>\$ 250,000</b>	



# Utility Fund

- Operating revenues came in 2% lower than budgeted.
- Non-operating revenues came in below budget because the AIA Grant funds were not received during the fiscal year.
- Transfers in are from the American Rescue Plan revenue replacement grant.
- Overall, expenditures came in 15% lower than budgeted.
  - Supply chain issues.
  - Transfers out to capital project ordinances.
- Data in this table is presented on a budgetary basis and only represents the operating portion of the Utility Fund. On a full-accrual basis, the Utility Funds, which include capital project ordinances and system development fees, net position increased \$8,151,672.

	Fiscal Year 2022-2023		
Utility Fund - FY23 Results	Amended Budget	FY23 Actuals	% of Collected/Spent
<b>Charges for services</b>	\$ 8,275,016	\$ 8,131,646	98%
<b>Other operating revenues</b>	\$ 675,375	\$ 606,672	90%
<b>Operating revenues</b>	<b>\$ 8,950,391</b>	<b>\$ 8,738,318</b>	<b>98%</b>
<b>Non-operating revenues</b>	\$ 214,000	\$ (2,859)	-1%
<b>Transfers In</b>	\$ 1,980,000	\$ 2,016,944	102%
<b>Fund Balance Appropriated</b>	\$ 4,766,344	\$ -	0%
<b>Total Revenue</b>	<b>\$ 15,910,735</b>	<b>\$ 10,752,403</b>	<b>68%</b>
<b>Personnel &amp; Benefits</b>	\$ 3,049,520	\$ 2,887,952	95%
<b>Operating Expenses</b>	\$ 4,754,568	\$ 3,789,483	80%
<b>Capital Expenses</b>	\$ 1,801,867	\$ 1,609,844	89%
<b>Debt Payments</b>	\$ 1,496,621	\$ 1,490,977	100%
<b>Transfers Out</b>	\$ 4,808,159	\$ 3,708,102	77%
<b>Total Expenses</b>	<b>\$ 15,910,735</b>	<b>\$ 13,486,358</b>	<b>85%</b>
<b>Revenues and other sources over expenditures and other uses</b>		<b>\$ (2,733,955)</b>	



# System Development Capital Reserve Fund

- Revenues came in higher than budgeted due to growth.
- Statutorily, the use of system development fees are restricted. In general, the fees can be used to fund future water or sewer capital projects.
- The net position in the fund as of June 30, 2023, was \$5,539,735.

Fiscal Year 2022-2023			
System Development Capital Reserve Fund - FY23 Results	Amended Budget	FY23 Actuals	% of Collected/Spent
Charges for Services	\$ 1,598,000	\$ 1,792,107	112%
Other nonoperating revenues	\$ 3,000	\$ 45,370	1512%
<b>Total Revenues</b>	<b>\$ 1,601,000</b>	<b>\$ 1,837,477</b>	<b>115%</b>
<b>Transfers</b>	<b>\$ 1,601,000</b>	<b>\$ -</b>	<b>0%</b>
<b>Change in net position</b>		<b>\$ 1,837,477</b>	
<b>Beginning net position</b>		<b>\$ 3,702,258</b>	
<b>Ending net position</b>		<b>\$ 5,539,735</b>	



# Governmental Capital Projects

Capital Project Funds as of June 30, 2023	Amended Budget	Actuals as of 6/30/23	% of Collected/Spent
<b>Cates Farm Park</b>			
Transfer from General Fund	\$ 1,377,809	\$ 1,377,810	100%
Investment earnings	\$ -	\$ 5,320	
Expenditures	\$ 1,377,809	\$ 596,857	43%
Fund Balance		\$ 786,273	
<b>Lake Michael Dam Spillway</b>			
Transfer from General Fund	\$ 908,240	\$ 322,433	36%
Expenditures	\$ 908,240	\$ 324,561	36%
Fund Balance		\$ (2,128.00)	
<b>Transload Facility</b>			
State Grant Proceeds	\$ 2,600,000	\$ 2,600,000	100%
Alamance County Portion	\$ 300,843	\$ -	0%
Investment earnings	\$ -	\$ 10,000	
Total revenues	\$ 2,900,843	\$ 2,610,000	90%
Transfer from General Fund	\$ 300,843	\$ 300,843	100%
Total revenues and other financing sources	\$ 3,201,686	\$ 2,910,843	91%
Expenditures	\$ 3,201,686	\$ -	0%
Fund Balance		\$ 2,910,843	





# Utility Capital Projects

Capital Project Funds as of June 30, 2023	Amended Budget	Actuals as of 6/30/23	% of Collected/Spent
<b>WRRF Renovation</b>			
Total financing sources	\$ 8,951,942	\$ 8,951,942	100%
Investment earnings	\$ -	\$ 170,156	
Total Transfers and Expenditures	\$ 8,951,942	\$ 7,531,172	84%
Fund Balance		\$ 1,590,926	
<b>WRRF Expansion</b>			
Transfers from Utility Fund	\$ 3,800,000	\$ 2,671,689	70%
Expenditures	\$ 3,800,000	\$ 2,728,781	72%
Fund Balance		\$ (57,092.00)	
<b>American Rescue Plan (ARP) Grant Project</b>			
ARP Grant Proceeds	\$ 5,182,658	\$ 5,182,658	100%
Investment proceeds	\$ -	\$ 17,662	
Expenditures	\$ 5,182,658	\$ 4,062,074	78%
Fund Balance		\$ 1,120,584	

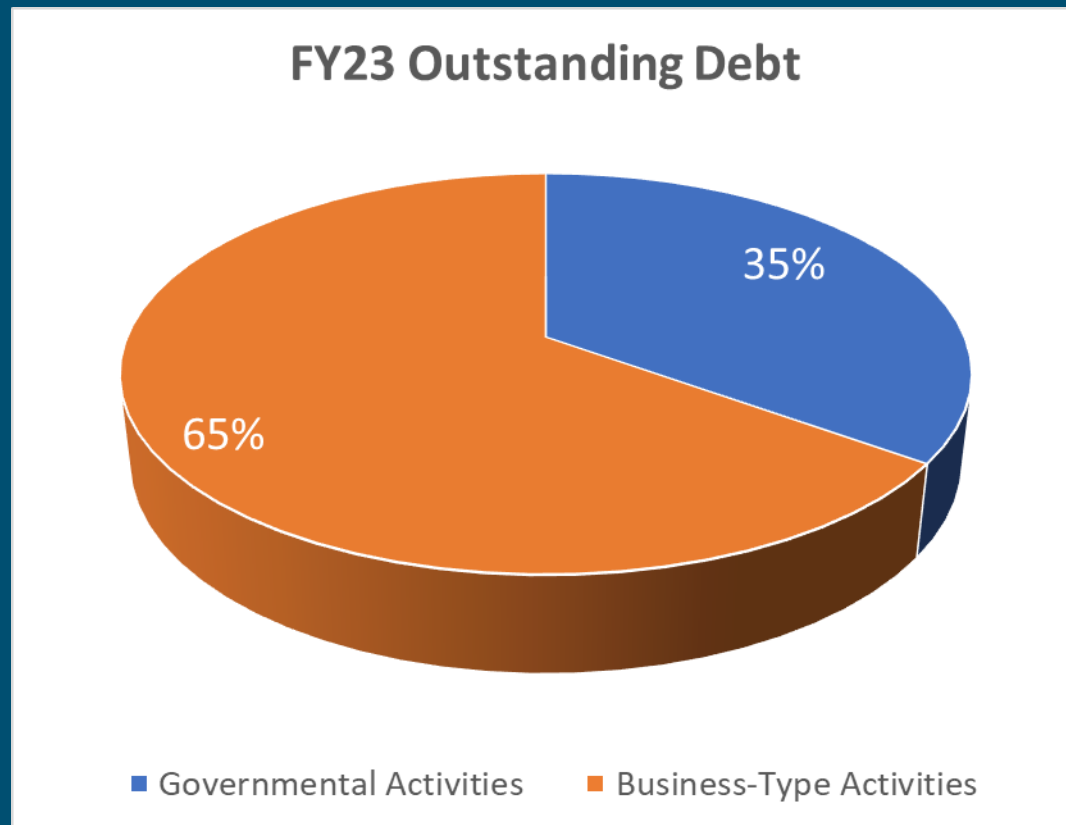


# Utility Capital Projects

Capital Project Funds as of June 30, 2023	Amended Budget	Actuals as of 6/30/23	% of Collected/Spent
<b>Elevated Water Tank</b>			
American Rescue Plan Grant Proceeds	\$ 2,502,990	\$ -	0%
State Capital Infrastructure Grant Proceeds	\$ 150,000	\$ 150,000	100%
Debt proceeds	\$ 4,428,210	\$ -	0%
Investment earnings	\$ -	\$ 852	
<b>Total revenues and other financing sources</b>	<b>\$ 7,081,200</b>	<b>\$ 150,852</b>	<b>2%</b>
<b>Expenditures</b>	<b>\$ 7,081,200</b>	<b>\$ 219,484</b>	<b>3%</b>
<b>Fund Balance</b>		<b>\$ (68,632)</b>	
<b>GKN Pump Station</b>			
Debt proceeds	\$ 1,853,159	\$ 1,853,159	100%
Investment earnings		\$ 74,826	
<b>Expenditures</b>	<b>\$ 1,853,159</b>	<b>\$ 45,852</b>	<b>2%</b>
<b>Fund Balance</b>		<b>\$ 1,882,133</b>	



# Debt Portfolio



- Debt Portfolio remains well within legal limits
- Governmental Activities \$6.8 M
- Business-Type Activities \$12.7M
- In FY23 the General Fund issued \$916,006 of debt for rolling stock.
- In FY23, the Utility Fund did not issue any debt.

# Thank you

The 6/30/23 Annual Comprehensive Financial Report (ACFR) and the Popular Annual Financial Report (PAFR) is available on the City's website at the following link:

[www.cityofmebanenc.gov/city-financial-information/](http://www.cityofmebanenc.gov/city-financial-information/)

Daphna Schwartz  
Finance Director  
[dschwartz@cityofmebane.com](mailto:dschwartz@cityofmebane.com)





# Economic Impact of Buc-ee's Facility in Alamance County

## INTRODUCTION

This report estimates the economic impacts of a potential Buc-ee's convenience store in Alamance County, North Carolina, as well as construction associated with the project. Results of the model are estimates and all impacts are reported for Alamance County alone (i.e. ignoring impacts on the rest of the state). This report was created at the request of the Economic Development Partnership of North Carolina (EDPNC) and all estimates were derived from inputs provided by EDPNC.

## ANALYSIS ASSUMPTIONS & METHODOLOGY

For this analysis, Commerce used IMPLAN<sup>1</sup> economic impact modeling software. The IMPLAN model is widely used by local, state, and federal government agencies, as well as private industry and universities. The following section summarizes the data and assumptions used in developing the economic impact model for this project.

## MODEL INPUTS

**Location of Project:** Alamance County

**Study Area:** Alamance County

**Impacts:**

### Sustained business operations

Employment: 225 jobs

IMPLAN sector: 408 - Retail - Gasoline stores

### Temporary construction

Investment: \$65 million

IMPLAN sector: 55 - Construction of new commercial structures

## ECONOMIC IMPACTS

This project consists of two components of analysis: the first analysis models the project's sustained operational impacts and the second models the impacts of the facility's construction. In both components, all economic impacts are presented as county-level impacts. All construction investment is expected to come from North Carolina vendors or inputs.

While economic impact modeling can provide general information about how an economy will react to particular events, future economic performance will vary with economic conditions. Economic

<sup>1</sup> For more information, visit <https://implan.com/>.

modeling should be used in conjunction with other forms of analysis to estimate overall project merits and drawbacks.

**KEY ECONOMIC IMPACT DEFINITIONS**

**Direct Impacts:** The known or predicted change in the economy that is being studied. In this analysis the direct impacts are the changes associated with the project site.

**Indirect Impact:** Secondary impact caused to industries in the supply chain of the direct impact. In this case, indirect impacts would result from industries supplying resources and materials.

**Induced Impact:** Direct and indirect employment (and increases in labor income) creates additional household spending on goods and services.

**Employment:** The number of full-time and part-time jobs; measured by place of employment. Employees, sole proprietors, and active partners are included, but unpaid family workers and volunteers are not.

**Value Added:** is a measure of the contribution of each private industry and of government to a region's Gross Domestic Product. It is defined as an industry's gross output (which consists of sales or receipts and other operating income, commodity taxes, and inventory change) minus its intermediate inputs (which consist of energy, raw materials, semi-finished goods, and services that are purchased from domestic industries or from foreign sources).

**Output:** is the amount of production, including all intermediate goods purchased as well as value added (compensation and profit).

**Job-Years:** IMPLAN measures employment impacts in job-years with each unit of employment equivalent to one job for one year. This is important when IMPLAN is used to measure construction or other non-permanent operations. For example, IMPLAN does not distinguish between ten units of employment (workers) employed over five years, and fifty workers employed in one year. Therefore, one construction worker may account for multiple units of employment if that person is employed over multiple years.

## **ECONOMIC IMPACTS FROM SUSTAINED BUSINESS OPERATIONS**

In this section, we analyze the sustained county-level impacts of the potential Buc-ee's facility in Alamance County. The project is expected to create 225 direct jobs at the facility.

In total, approximately 378 jobs (including indirect and induced jobs) would be created in the county as a result of operations at the new facility.<sup>2</sup> Upon completion of the project, the model estimates the facility would increase the county's labor income by \$19 million, gross domestic product by \$35 million, and economic output by \$64 million.

**Table 1: County Impacts from Operational Employment**

Impact Type	Employment	Labor Income	Value Added	Output
Direct Effect	225	\$11,600,000	\$23,300,000	\$41,300,000
Indirect Effect	105	\$5,300,000	\$7,300,000	\$15,300,000
Induced Effect	48	\$2,200,000	\$4,300,000	\$7,300,000
<b>Total Effect</b>	<b>378</b>	<b>\$19,100,000</b>	<b>\$34,900,000</b>	<b>\$63,900,000</b>

**Source:** IMPLAN; model created January 2024.

All monetary impacts presented in 2024 dollars and rounded to the nearest hundred thousand. Sums of effects may not add to Total Effect due to rounding.

<sup>2</sup> IMPLAN measures employment impacts in job-years with each unit of employment equivalent to one job for one year. For example, IMPLAN does not distinguish between ten units of employment (workers) employed over five years, and fifty workers employed in one year. Therefore, one construction worker may account for multiple units of employment if that person is employed over multiple years.

## ECONOMIC IMPACTS FROM TEMPORARY CONSTRUCTION

In this section, we analyze the temporary county-level impacts of the project's planned \$65 million in construction investments in Alamance County.

In total, approximately 831 jobs (including indirect and induced jobs) would be created in the county as a result of construction investments at the new facility, with roughly 673 directly needed in the construction industry. While this model applies all \$65 million in construction investment into one year, it is possible that this investment could be spent over multiple years, in which case the resulting jobs would be spread similarly over multiple years. It is also important to remember that the jobs associated with project construction are not permanent jobs and will end when construction is complete.

Upon completion of the project, the model estimates that construction investment would have temporarily increased the county's labor income by \$39 million, gross domestic product by \$46 million, and economic output by \$92 million.

**Table 2: County Impacts from Construction**

Impact Type	Employment	Labor Income	Value Added	Output
Direct Effect	673	\$30,600,000	\$31,400,000	\$65,000,000
Indirect Effect	55	\$3,100,000	\$5,200,000	\$10,800,000
Induced Effect	104	\$4,800,000	\$9,300,000	\$16,100,000
<b>Total Effect</b>	<b>831</b>	<b>\$38,500,000</b>	<b>\$46,000,000</b>	<b>\$91,900,000</b>

Source: IMPLAN; model created January 2024.

All monetary impacts presented in 2024 dollars and rounded to the nearest hundred thousand.

Sums of effects may not add to Total Effect due to rounding.

**Disclaimer:** *Economic modeling provides general impact estimates for economic development projects. However, future results will be affected by political, social, and economic conditions. Economic modeling is most informative when used with other forms of analysis, such as cost-benefit analysis and fiscal impact analysis, to estimate the overall impact of economic changes. The use of inputs from the company does not endorse, confirm, or support the methodology or assumptions used in deriving estimates relating to the project.*



## North Carolina Department of Natural and Cultural Resources

### State Historic Preservation Office

Ramona M. Bartos, Administrator

Governor Roy Cooper  
Secretary D. Reid Wilson

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

January 4, 2024

Angela Janik  
Buc-ee's, Ltd.  
11200 Broadway, Suite 2332  
Pearland, TX 77584

[angela.janik@buc-ees.com](mailto:angela.janik@buc-ees.com)

Re: Construct Buc-ee's gas station, 1447 Trollingwood Hawfields Road, Mebane, Alamance County,  
ER 24-0014

Dear Ms. Janik:

Thank you for your email of December 26, 2023, concerning the above-referenced undertaking. We have reviewed the submittal and offer the following comments.

The project area in question was surveyed in 1997 for Project Greystone and no archaeological sites, historic Trading Path or otherwise, were recorded on the property. We also received another submission last year for an unrelated project and determined that no archaeological survey work was necessary due to the previous survey.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or [environmental.review@dncr.nc.gov](mailto:environmental.review@dncr.nc.gov). In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,

*for* Ramona Bartos, Deputy  
State Historic Preservation Officer

cc: Stan Beard, Buc-ee's

[Stan.Beard@buc-ees.com](mailto:Stan.Beard@buc-ees.com)



# ZONING HEARING

**BUC EE'S, A TRAVEL CENTER  
TROLLINGWOOD-HAWFIELDS ROAD  
MEBANE, NC 27302**



**PREPARED FOR**

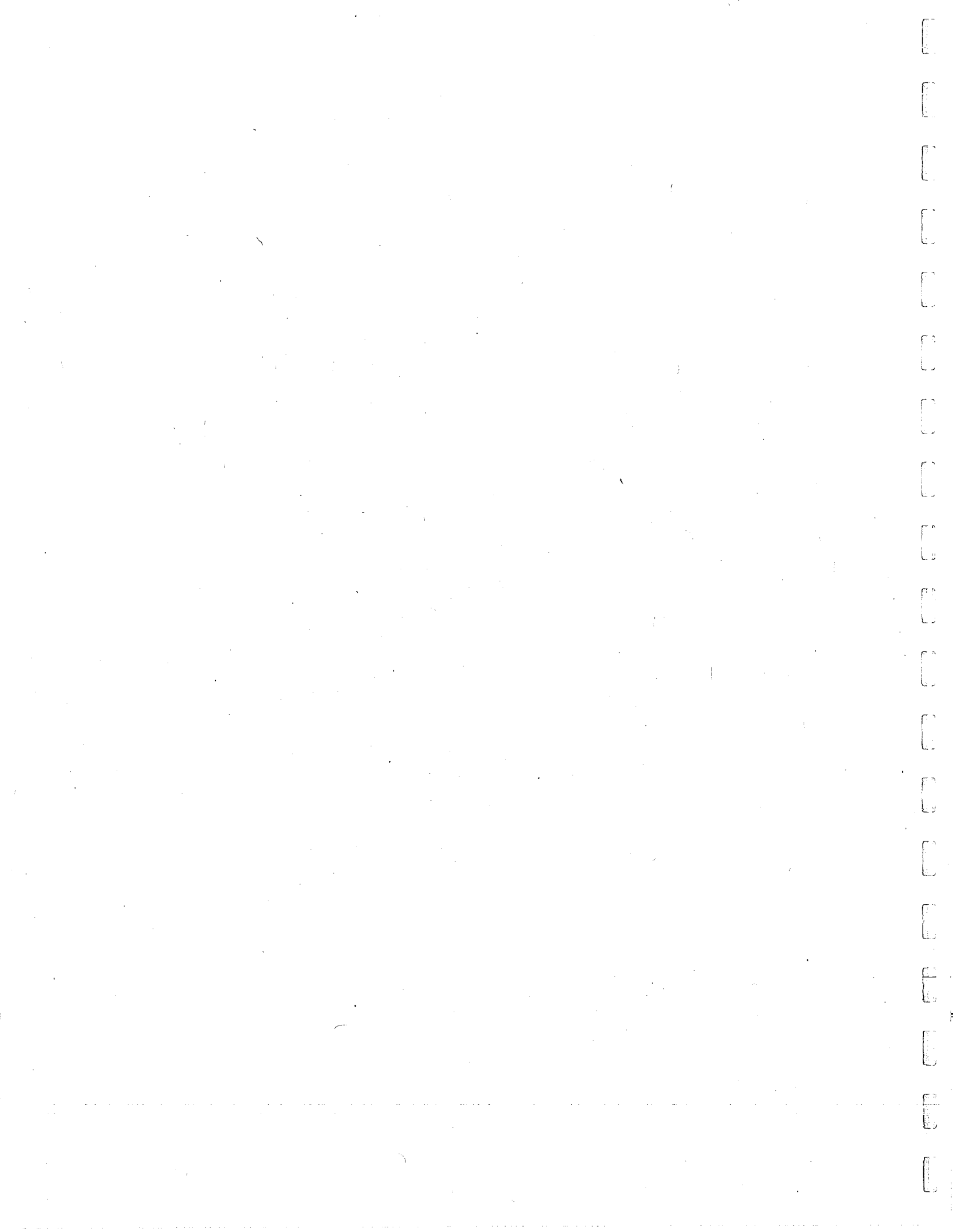
**MS. AMANDA HODIERNE  
ISAACSON SHERIDAN  
804 GREEN VALLEY ROAD, SUITE 200  
GREENSBORO, NC 27408**

**REPORT DATE  
DECEMBER 11, 2023**

**LAURA K. MALLORY, MAI**

**MCNAIRY & ASSOCIATES  
1616-B BATTLEGROUND AVENUE  
GREENSBORO, NC 27408**

**MARCUS S. ORR**



# MCNAIRY & ASSOCIATES

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Greensboro, NC 27408  
336-378-1564

E-mail: laura@mcnairyassociates.com

December 11, 2023

Ms. Amanda Hodiernne  
Isaacson Sheridan  
804 Green Valley Road, Suite 200  
Greensboro, NC 27408

RE: Proposed Rezoning  
LM – CD, Light Manufacturing to HM, Heavy Manufacturing with Special Use Permit to  
allow a travel center  
Trollingwood-Hawfields Road  
Mebane, NC 27302

Dear Ms. Hodiernne:

As per your request, we are submitting a study on the property located at Trollingwood-Hawfields Road in Mebane, NC. We have reviewed the proposed site plan provided as well as public records such as tax records, the Mebane zoning ordinance and maps, existing and proposed land uses to determine if the proposed zoning change to HM, Heavy Manufacturing and issuance of a special use permit to allow a travel center will substantially injure the value of adjoining and abutting property.

Based on the research and analysis demonstrated in this report, the appraisers are of the opinion that a change in zoning to HM, Heavy Manufacturing and issuance of a special use permit to allow a travel center on the property will not substantially injure the value of adjoining and abutting property.

It was a pleasure preparing this report for you. Please let us know if we may be of further assistance.

Respectfully,


Laura K. Mallory, MAI  
NC Certified General  
Real Estate Appraiser, A3711


Marcus S. Orr  
NC Certified General  
Real Estate Appraiser, A8431



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**SUMMARY OF IMPORTANT FACTS**

Type of Property:	Industrial
Location:	Trollingwood-Hawfields Road Mebane, NC 27302
Owners of Record:	CSMS Management LLC
Tax Parcel ID:	Part of 160314 & 160376
Date of Report:	December 11, 2023
Appraisers:	Laura K. Mallory, MAI NC Certified General Real Estate Appraiser, A3711  Marcus S. Orr NC Certified General Real Estate Appraiser, A8431

**SCOPE OF WORK**

The scope of work involves a systematic process of identifying the problem to be solved; determining and performing the scope of work necessary to develop credible assignment results; and disclosing the scope of work. The appraiser must demonstrate that the scope of work is sufficient to produce credible assignment results.

The scope of work includes:

1. the extent to which the property is identified;
2. the extent to which tangible property is inspected;
3. the type and extent of data researched; and
4. the type and extent of analyses applied to arrive at opinions or conclusions.

The scope of work is to analyze whether the proposed zoning change to HM, Heavy Manufacturing and issuance of a special use permit to allow a travel center will substantially injure the value of adjoining and abutting property for the property located at Trollingwood-Hawfields Road in Mebane, NC 27302. The property is located with the North Carolina Commerce Park.

The property is located on the northwest corner of Trollingwood-Hawfields Road and Senator Ralph Scott Parkway in Mebane, NC. The property also has frontage on Exit 52 of Interstate 40. According to Plat Book 84, Page 95-99, the property consists of 32.087 acres

of land. Development plans for the site include a Buc ee's travel center having 74,000 SF of building area, 60 fuel pumps providing 120 fueling positions, 24 EV Positions, and paved parking providing 664 spaces. The description of the site and improvements is based on public record, physical inspection by the appraiser, and information from the client/property representative.

In preparing this report, the appraiser searched public records for tax, zoning, and ownership information. The appraiser spoke with brokers active in the market area, utilized data sources such as CoStar, Loopnet, and Triad and Triangle MLS. The appraiser received pertinent information on the property from the client to assist with the assignment.

### **PURPOSE OF THE REPORT**

The purpose of this report is to assist the client, Isaacson Sheridan, in a zoning hearing by providing expert testimony involving the property located at Trollingwood-Hawfields Road in Mebane, NC 27302.

### **IDENTIFICATION OF THE PROPERTY**

The subject property, Trollingwood-Hawfields Road, Mebane, NC 27302 is shown on the Alamance County Tax Records as being Parcel IDs: Part of 160314 & 160376. The owner of record is CSMS Management LLC. The legal description is recorded in Deed Book Deed Book 4522, Page 654 in the Office of the Register of Deeds of Alamance County, NC as follows:

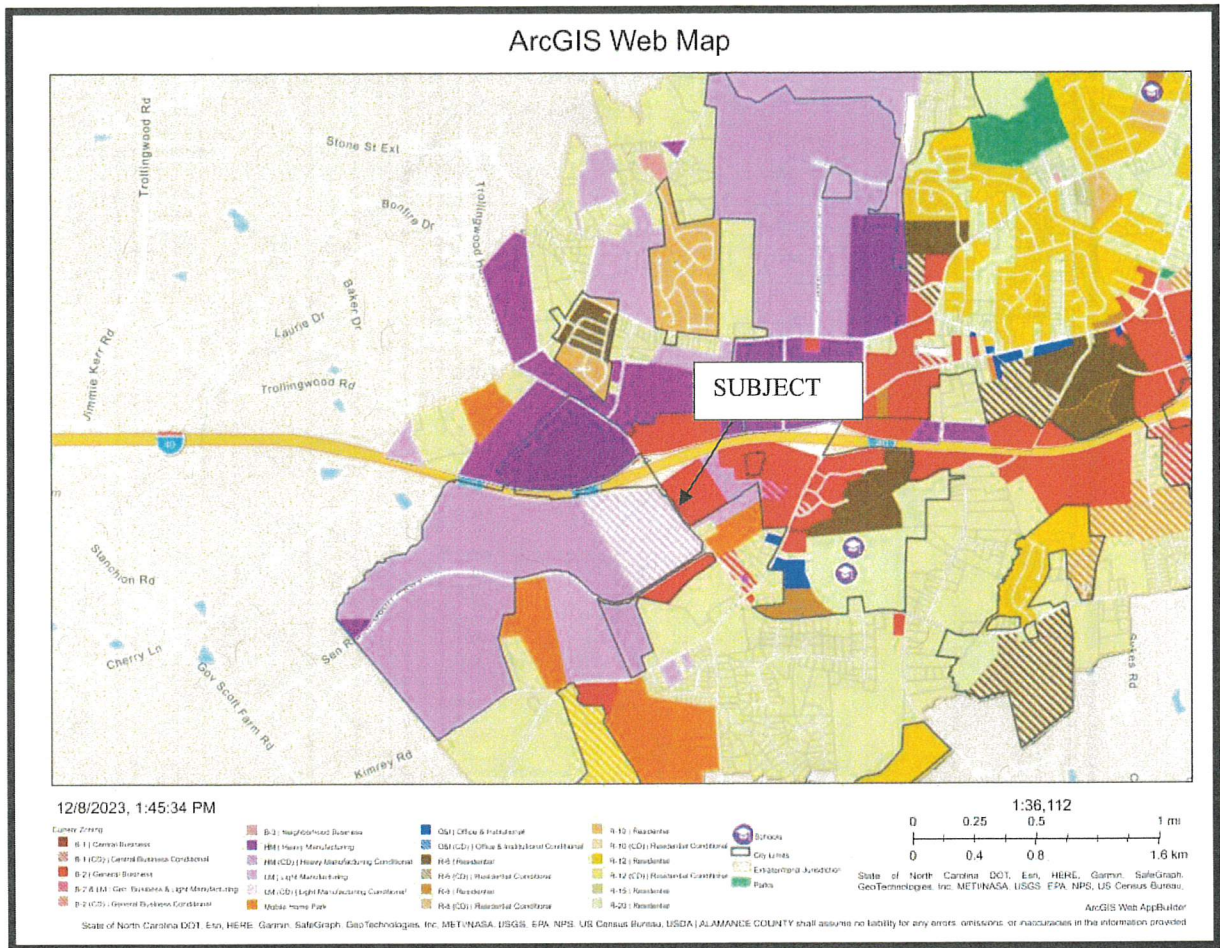
**BEING all of Lot 1, containing 32.087 acres, as shown on plat entitled "Major Subdivision Plat Crow Industrial NC Commerce Park Bldgs 1-3", recorded in Plat Book <sup>84</sup>, page ~~95-99~~ Alamance County Registry.**





ANALYSIS

CURRENT ZONING



According to the City of Mebane Planning Department, the property is zoned LM - DC, Light Manufacturing - Conditional District. The Light Manufacturing District is described as follows:

11. **LM Light Manufacturing District.** The LM Light Manufacturing District is established for industry assembly, fabrication and warehousing located on planned sites with access to major highways and streets and with adequate utility facilities. This district is intended to allow a lower density of manufacturing and warehousing operations which create a more desirable appearance and less environmental pollution than a denser manufacturing zone. These uses by their nature may create some nuisance which is not properly associated with residential institutional, commercial, and/or service establishments. These uses normally seek outlying locations on large tracts of land where the operations involved do not detract from the development potential of nearby development property. The purpose of these regulations is to control building and traffic congestion and to provide an appropriate community appearance.

*Amended July 11, 2022*

#### PROPOSED ZONING

The owner intends to have the property rezoned to HM – Heavy Manufacturing District with a Special Use permit to allow for the proposed travel center. The HM District is described as follows:

12. **HM Heavy Manufacturing District.** The HM Heavy Manufacturing District is established for those areas of the community where the principle use of land is for manufacturing, industrial, and warehousing uses. These uses, by their nature, may create some nuisances which are not properly associated with residential, institutional, commercial and/or service establishments. These uses normally seek outlying locations on large tracts of land where the operations involved do not detract from the development potential of nearby undeveloped properties.

*Amended July 11, 2022*

The northwest corner of Trollingwood-Hawfields Road and Interstate 40 is zoned HM – Heavy Manufacturing similar to the proposed zoning for the subject. This area includes the Love's Travel Center and GKN Driveline, a manufacturing facility. There is also an 80 acre tract as well as other property on the west side of Trollingwood-Hawfields Road zoned HM as well. The 80 acre tract is listed for sale as a planned mixed use development by Koury Corporation. Due to the area having HM zoning in the immediate area of the subject, the appraiser is of the opinion that the rezoning of the subject would be in keeping with the industrial and commercial nature of the area. It is noted that there is a Pilot Travel

Center located at the southeast corner of Trollingwood-Hawfields Road and Interstate 40 that is zoned B-2, General Business District.

The appraiser has been asked to determine whether the change in zoning for the property to HM – Heavy Manufacturing District and issuance of a special use permit to allow a travel center will substantially injure the value of adjoining and abutting property for the property located at Trollingwood-Hawfields Road in Mebane, NC 27302. Zoning Districts in the immediate area adjoining and abutting the subject include HM – Heavy Manufacturing, LM – Light Manufacturing, B-2 General Business District, Mobile Home Park, and R-20 District. To determine if the change in zoning to allow a travel center will substantially injure adjoining and abutting properties, the appraiser analyzed the market and compared statistics on property values to areas with travel centers and without travel centers.

### RESIDENTIAL ANALYSIS

Across the street from the subject is a single-family property and a mobile home park. The appraiser utilized statistical analysis generated by Triad MLS for properties along the Interstate 40 corridor from interchange exits 143 to 157. With the exception of exit 157 which is in Orange County, the remaining exits are in Alamance County. It is included due to having a travel center. Along this corridor there are six interchanges with I-40 of which three interchanges that have existing travel centers, Exits 150, 152, and 157. The subject property is located at exit 152 which has two existing travel centers, Love's and Pilot both of which serve travelers and transfer trucks. The proposed use of the subject as a Buc ee's will serve travelers; however will not have the facilities to serve transfer trucks. Exit 150 has two travel centers, Pilot and Flying J and Exit 157 has a Petro Travel.

The appraiser analyzed residential values in these areas for listings and sales within the past year for a one and two mile radius of each of the six exits. Two analysis were conducted, one with new housing built between 2022 and 2023 and one for all residential housing at each of the exists as well as for all of Alamance County, City of Mebane within Alamance County, Haw River, Graham and Burlington within Alamance County. The data is presented as follows:

**New Housing Constructed between 2022 and 2023**

Exit Interchange	Travel Center	Listings	Current	High	Avg	Median	DOM Avg	Closed	Past Year	High	Avg	Median	DOM Avg	Distance
		Number	SP Min					Number	SP Min					
143 I-40/NC 67, Burlington, NC	None	9 8	\$ \$	334,854 255,000	\$394,641 \$351,140	\$373,327 \$279,260	\$379,546 \$268,990	94 18	\$ \$	\$314,800 247,000	\$388,025 \$434,900	\$351,717 \$343,706	\$357,146 \$340,939	105 1 Mile 32 2 Miles
145 I-40/Maple Avenue, Burlington, NC	None	8	\$	255,000	\$351,140	\$279,260	\$268,990	18	\$	247,000	\$434,900	\$343,706	\$340,939	32 2 Miles
147 I-40/NC 87, Burlington, NC	None	2 3	\$ \$	255,000 255,000	\$295,000 \$279,300	\$275,000 \$269,900	\$250,000 \$252,500	52 39	\$ \$	\$247,000 \$274,000	\$257,500 \$280,000	\$251,500 \$257,725	\$250,000 \$252,500	34 1 Mile 17 2 Miles
148 I-40/NC 87, Graham, NC	None	3 6	\$ \$	356,700 323,850	\$368,960 \$368,960	\$364,707 \$355,312	\$368,460 \$362,580	55 58	\$ \$	\$290,000 \$280,000	\$398,390 \$495,000	\$361,035 \$360,110	\$369,510 \$357,990	33 1 Mile 26 2 Miles
150 I-40/Jimmy Kent Road/Hawthorne, NC	Pilot Flying J	1 44	\$ \$	565,900 271,990	\$368,900 \$381,490	\$368,900 \$337,718	\$368,900 \$345,495	21 68	\$ \$	\$319,470 \$359,990	\$495,000 \$495,000	\$362,985 \$320,105	\$347,240 \$229,990	40 1 Mile 36 2 Miles
152 I-40/Trollingwood-Hawthorne Road, Mebane, NC	Pilot Loves	7	\$	319,990	\$409,421	\$364,495	\$363,390	244	\$	\$329,990	\$542,675	\$450,491	\$436,251	74 2 Miles
153 I-40/119, Mebane, NC	None	7	\$	319,990	\$409,421	\$364,495	\$363,390	244	\$	\$329,990	\$542,675	\$450,491	\$436,251	74 2 Miles
154 I-40/Mebane Oaks Road, Mebane, NC	None	5 5	\$ \$	319,990 319,990	\$409,421 \$409,421	\$365,416 \$365,416	\$377,691 \$377,691	288 288	\$ \$	\$329,990 \$329,990	\$459,990 \$542,675	\$400,579 \$423,848	\$389,000 \$422,495	106 1 Miles 105 2 Miles
157 I-40/Blackhorn Road, Mebane, NC	Petro Travel	16	\$	\$	\$	\$	\$	16	\$	\$	\$	\$	\$	1 Mile 24 2 Miles
NA All of Alamance		158	\$	255,000	\$875,000	\$391,170	\$169,990	99	\$	\$245,000	\$883,555	\$374,463	\$364,501	53
NA All of Mebane (Alamance)		14	\$	319,990	\$829,900	\$508,029	\$446,771	188	\$	\$329,990	\$683,555	\$457,863	\$437,502	71
NA All of Hawth River		46	\$	271,990	\$525,000	\$343,779	\$345,990	67	\$	\$255,990	\$339,000	\$325,742	\$334,740	44
NA All of Graham		36	\$	268,990	\$500,135	\$377,569	\$173,690	45	\$	\$270,950	\$5,025,783	\$367,877	\$366,490	44
NA All of Burlington (Alamance)		54	\$	255,000	\$875,000	\$428,420	\$423,328	317	\$	\$235,000	\$890,000	\$363,102	\$364,001	65

The subject exit is shown as light blue, the exits without travel centers are shown as light green and the exits with travel centers are shown as dark green. Below the exit data is the statistics on Alamance County as a whole and each of the municipalities along the corridor.

In analyzing data, the following was noted:

- Exit 143 – No travel center – The average closed prices are lower than 2 of three exits with travel centers, lower than all of Alamance County, and lower than all of Burlington.
- Exit 145 – No travel center – The average closed prices are lower than 2 of three exits with travel centers, lower than all of Alamance County, and lower than all of Burlington.
- Exit 147 – No travel center - The average closed prices are lower than each of the three exits with travel centers, lower than all of Alamance County, and lower than all of Burlington.
- Exit 148 – No travel center - The average closed prices are lower than each of the three exits with travel centers, lower than all of Alamance County, and lower than all of Graham.
- Exit 150 – Two travel centers, Pilot & Flying J - The average closed prices are higher than three of the exits without centers, lower than all of Alamance County, and higher than Haw River within 1 mile and lower within 2 miles.
- Exit 152 – Two travel centers, Love's and Pilot (subject exit) – There are no listings or closed sales within one mile. Within the two mile range, the average closed price is higher than five of the six exits without travel centers, higher than all of Alamance, and slightly lower than all of Mebane within Alamance County.
- Exit 153 – No travel center - There are no listings or closed sales within one mile. Within the two mile range, the average closed price is only slightly higher than the subject exit and higher than the other two exits with travel center. It is higher than the Alamance average and is slightly lower than all of Mebane.
- Exit 154 – No travel center – The average closed prices are higher than two of the exits with travel centers, but lower than the subject exit with a travel center. It is higher than all of Alamance and lower than all of Mebane.
- Exit 157- One travel center, Petro Travel - There are no listings or closed sales within one mile. Within the two mile range, the average closed price is higher than four of the six exits without travel centers, higher than all of Alamance, and lower than all of Mebane within Alamance County.

All Housing Ages

Exit Interchange	Travel Center	Listings - Current 12/14/23				Closed - Past Year				DOM Avg	Distance			
		Number	SP Min	High	Avg	Median	DOM Avg	Number	SP Min			High	Avg	Median
143 I-40/NC 62, Burlington, NC	None	13	\$ 212,000	\$ 394,641	\$340,188	\$366,451	75	69	\$145,000	\$ 573,000	\$281,689	\$279,900	27	1 Mile
		16	\$ 212,000	\$ 450,000	\$342,584	\$358,176	68	152	145,000	\$ 765,000	\$304,957	\$299,950	27	2 Miles
145 I-40/Maple Avenue, Burlington, NC	None	5	\$ 180,000	\$ 339,900	\$240,780	\$225,000	10	41	\$115,000	\$ 600,000	\$229,966	\$225,000	13	1 Mile
		36	\$ 99,900	\$ 496,000	\$259,031	\$266,990	22	196	70,000	\$ 600,000	\$240,643	\$230,000	19	2 Miles
147 I-40/NC 87, Burlington, NC	None	14	\$ 124,900	\$ 344,500	\$230,300	\$232,450	47	74	\$ 70,000	\$ 700,000	\$205,634	\$189,000	19	1 Mile
		27	\$ 99,900	\$ 344,500	\$218,737	\$219,900	39	267	\$ 70,000	\$ 700,000	\$209,705	\$194,000	18	2 Miles
148 I-40/NC 87, Graham, NC	None	8	\$ 350,000	\$ 393,610	\$368,669	\$366,905	36	40	\$110,000	\$ 520,000	\$289,595	\$271,500	19	1 Mile
		24	\$ 99,900	\$ 496,000	\$333,571	\$350,745	43	138	\$100,000	\$ 520,000	\$293,064	\$295,000	21	2 Miles
150 I-40/Jimmy Kerr Road/Haw River, NC	Pilot Flying I	1	\$ 368,900	\$ 368,900	\$368,900	\$368,900	21	23	\$250,500	\$ 520,000	\$386,949	\$363,000	31	1 Mile
		53	\$ 271,990	\$ 393,610	\$337,205	\$345,990	62	129	\$100,000	\$ 520,000	\$314,240	\$315,000	38	2 Miles
152 I-40/Trollingwood-Hawfields Road, Mebane, NC	Pilot Loves	1	\$ 289,000	\$ 289,000	\$289,000	\$289,000	47	9	\$240,000	\$ 390,000	\$313,989	\$316,000	15	1 Mile
		11	\$ 289,000	\$ 550,000	\$368,678	\$363,390	195	95	\$151,000	\$ 560,000	\$416,648	\$414,940	53	2 Miles
153 I-40/119, Mebane, NC	None	2	\$ 289,000	\$ 375,000	\$332,000	\$332,000	96	12	\$240,000	\$ 549,900	\$377,293	\$367,500	16	1 Mile
		11	\$ 289,000	\$ 550,000	\$368,678	\$363,390	195	104	\$151,000	\$ 618,000	\$414,337	\$408,995	49	2 Miles
154 I-40/Mebane Oaks Road, Mebane, NC	None	7	\$ 319,990	\$ 420,000	\$371,012	\$377,691	225	41	\$206,000	\$ 549,900	\$377,158	\$375,000	37	1 Mile
		10	\$ 220,000	\$ 420,000	\$358,474	\$376,346	177	87	\$196,000	\$ 618,000	\$376,993	\$385,000	32	2 Miles
157 I-40/Bucbhorn Road, Mebane, NC	Petro/Travel	-	\$ -	\$ -	\$ -	\$ -	-	1	\$320,000	\$ 320,000	\$320,000	\$320,000	4	1 Mile
		-	\$ -	\$ -	\$ -	\$ -	-	38	\$265,000	\$ 470,000	\$379,258	\$382,445	22	2 Miles
NA All of Alamance		279	\$ 99,900	\$1,960,000	\$379,197	\$358,200	69	1507	\$ 50,000	\$1,225,000	\$316,777	\$315,000	30	
NA All of Mebane (Alamance)		23	\$ 159,900	\$ 829,900	\$441,150	\$392,657	145	175	\$110,000	\$ 920,000	\$395,845	\$399,000	39	
MA All of Haw River		51	\$ 271,990	\$ 575,000	\$347,462	\$345,990	64	118	\$ 99,000	\$ 539,000	\$529,419	\$328,215	40	
MA All of Graham		66	\$ 99,900	\$1,265,000	\$385,148	\$361,140	38	315	\$110,000	\$ 700,000	\$327,748	\$336,020	30	
MA All of Burlington (Alamance)		109	\$ 105,000	\$1,100,000	\$362,803	\$349,800	79	707	\$ 50,000	\$1,275,000	\$290,540	\$287,500	28	

The subject exit is shown as light blue, the exits without travel centers are shown as light green and the exits with travel centers are shown as dark green. Below the exit data is the statistics on Alamance County as a whole and each of the municipalities along the corridor.

In analyzing data, the following was noted:

- Exit 143 – No travel center – The average closed prices are lower than all of the exits with travel centers, lower than all of Alamance County, and lower than all of Burlington within 1 mile but higher than Burlington with 2 miles.
- Exit 145 – No travel center – The average closed prices are lower than all of the exits with travel centers, lower than all of Alamance County, and lower than all of Burlington.
- Exit 147 – No travel center - The average closed prices are lower than all of the exits with travel centers, lower than all of Alamance County, and lower than all of Burlington.
- Exit 148 – No travel center - The average closed prices are lower than all of the exits with travel centers, lower than all of Alamance County, and lower than all of Graham.
- Exit 150 – Two travel centers, Pilot & Flying J - The average closed prices within 1 mile are higher than all exits without centers and within 2 miles are higher than four of the exits without centers. Within 1 mile range the average closed prices are higher than all of Alamance County and Haw River. Within 2 mile range the average closed prices are slightly lower than all of Alamance County and lower than Haw River.
- Exit 152 – Two travel centers, Love's and Pilot (subject exit) – Within 1 mile of the subject, the average closed price is higher than four of the exits without travel centers. Within 2 miles of the subject, the closed price is higher than all of the exits without travel centers. Within 1 mile, the closed price is lower than all of Alamance and Mebane but higher within 2 miles.
- Exit 153 – No travel center - Within the 1 mile range the average closed price is lower than 1 of the exits with travel centers and higher than the other two exits with travel centers. Within 2 miles, the average closed price is similar to the subject exit and one of the other exits and higher than the third exit with travel centers. It is higher than all of Alamance County but lower than Mebane.
- Exit 154 – No travel center – Within the 1 mile range the average closed price is lower than 1 of the exits with travel centers, and higher than the other exits with travel centers. Within 2 miles, the average closed price is lower than two of the



exits with travel centers and higher than one of the exits with travel centers. It is higher than all of Alamance County but lower than Mebane.

- Exit 157- One travel center, Petro Travel - There are no listings or closed sales within one mile. Within the two mile range, the average closed price is higher than four of the six exits without travel centers, higher than all of Alamance, and lower than all of Mebane within Alamance County.

### SUMMARY

Based on the analysis presented, the appraiser is of the opinion that the change in zoning for the property to HM – Heavy Manufacturing District and issuance of a special use permit to allow a travel center will not substantially injure the value of adjoining and abutting property that is currently residential in use.

### INDUSTRIAL ANALYSIS

Industrial zoning is adjacent to the subject to the north, west, southwest and across the street. Both LM - Light Manufacturing and HM – Heavy Manufacturing are present. The appraiser utilized Costar, a data source, to analyze the industrial market of Burlington and the submarkets along the Interstate 40 Corridor. Costar delineates the market and submarket areas. The subject property is located in the SE Alamance Submarket and has four travel centers. The remaining four submarkets along I-40 include the S Central Alamance Submarket, SW Alamance Submarket, the S Burlington Submarket, and the W Burlington/Airport Submarket. These four submarkets do not have travel centers along this corridor.

The following data was pulled from the Burlington larger Market and the five submarkets. The subject submarket is shown in green.

	12 Month		Annual		Annual		Average		Travel Centers	
	Inventory	Deliveries	Absorption SF	Vacancy Rate	Rent \$/SF	# of Sales Past Year	# Sales Past 3 Yrs	\$/SF		Cap Rate
Burlington	31 Million	1.3 Million	474,000	5.1%	\$ 5.70	20	91	\$ 44.00	7.8%	-
SE Alamance - Subject	9.6 Million	1.3 Million	929,000	7.5%	\$ 6.40	2	16	\$ 69.00	7.5%	4
S Central Alamance	1.7 Million	0	6,000	0.0%	\$ 6.30	2	8	\$ 53.00	8.2%	-
SW Alamance	4.6 Million	0	1,000	0.0%	\$ 6.50	1	9	\$ 74.00	7.6%	-
S Burlington	2.7 Million	0	168,000	0.2%	\$ 5.70	5	12	\$ 41.00	8.5%	-
W Burlington/Airport	1.2 Million	0	400	0.0%	\$ 6.90	1	7	\$ 66.00	8.3%	-

SE Alamance submarket with four travel centers is compared to the Burlington market as a whole and the four other submarkets along I-40 which do not have travel centers. The subject submarket has the highest inventory of industrial of the submarkets and the only submarket with new development in the past year at 1.3 million square feet. It has the highest net absorption as well. The submarket has the highest vacancy rate; however, this

can be partially attributed to the recent addition of square footage. The average rent/SF is higher than two of the other submarkets and the average rent for the Burlington market as a whole. It boasts the highest annual rent increase of the data presented. The average sold price per square foot is the second highest and the overall capitalization rate is the lowest.

Based on the analysis presented, the appraiser is of the opinion that the change in zoning for the property to HM – Heavy Manufacturing District and issuance of a special use permit to allow a travel center will not substantially injure the value of adjoining and abutting property that are currently industrial in use.

**RETAIL / COMMERCIAL ANALYSIS**

B-2, General Business zoning is adjacent to the subject to the south, across the street, and to the northeast. The appraiser utilized Costar, a data source, to analyze the retail market of Burlington and the submarkets along the Interstate 40 Corridor. Costar delineates the market and submarket areas. The subject property is located in the SE Alamance Submarket and has four travel centers. The remaining four submarkets along I-40 include the S Central Alamance Submarket, SW Alamance Submarket, the S Burlington Submarket, and the W Burlington/Airport Submarket. These four submarkets do not have travel centers along this corridor.

The following data was pulled from the Burlington larger Market and the five submarkets. The subject submarket is shown in green.

	Inventory	Deliveries	12 Month		Vacancy Rate	Annual Rent Increase	# of Sales Past Year	# of Sales Past 3 Yrs	Average \$/SF	Cap Rate	Travel Centers
			Absorption SF								
Burlington	12.7 Million	22,400	39,600	2.2%	\$ 15.58	0.0%	51	171	\$ 169.00	7.3%	-
SE Alamance - Subject	1.3 Million	11,100	14,300	0.8%	\$ 18.04	4.8%	4	18	\$ 192.00	7.3%	4
S Central Alamance	1.2 Million	0	(15,800)	2.5%	\$ 11.30	3.5%	10	26	\$ 147.00	7.3%	-
SW Alamance	187,000	4700	4,700	0.0%	\$ 12.69	4.1%	3	7	\$ 208.00	6.9%	-
S Burlington	1.2 Million	0	7,900	1.4%	\$ 10.26	4.1%	4	23	\$ 133.00	7.7%	-
W Burlington Airport	5.7 Million	6600	31,500	2.2%	\$ 19.19	4.8%	15	41	\$ 187.00	7.1%	-

SE Alamance submarket with four travel centers is compared to the Burlington market as a whole and the four other submarkets along I-40 which do not have travel centers. The subject submarket has the second highest inventory of retail of the submarkets and the submarket with the most new development in the past year at 11,100 square feet. It has the second highest net absorption as well. The submarket has the second lowest vacancy rate. The average rent/SF is second highest and is tied with another submarket for the highest rent increase. The average sold price per square foot is the second highest and the overall capitalization rate is second lowest but timed with one other submarket and Burlington as a whole.

Zoning Hearing, Trollingwood-Hawthorne Road, Mebane, NC 27302

Based on the analysis presented, the appraiser is of the opinion that the change in zoning for the property to HM – Heavy Manufacturing District and issuance of a special use permit to allow a travel center will not substantially injure the value of adjoining and abutting property that are currently retail or commercial in use.

## QUALIFICATIONS OF APPRAISER

LAURA K. MALLORY, MAI

### PROFESSIONAL EXPERIENCE

2008 to Present:	McNairy & Associates
2007 to 2008:	Commercial Triad Appraisals, Inc.
2001 to 2007:	Foster Rich and Company, Inc.
1999 to 2001:	Foster Rich & Novak, Inc.
1986 to 1999:	McNairy & Associates

### PROFESSIONAL DESIGNATIONS & AFFILIATIONS

1998:	MAI, Member of the Appraisal Institute
1995:	North Carolina State Certified General Appraiser, A3711
2020:	Virginia State Certified Appraiser, 4001018005
2015:	Member, NAIOP, Commercial Real Estate Development Association

### EDUCATIONAL BACKGROUND

1991:	University of North Carolina at Greensboro, Bachelor of Arts
1992:	Course 1A1, Real Estate Appraisal Principles, Appraisal Institute
1992:	Course 1A2, Basic Valuation Procedures, Appraisal Institute
1992:	Standards of Professional Practice, Part A & B, Appraisal Institute
1993:	Course 310, Basic Income Capitalization, Appraisal Institute
1993:	Course 510, Advanced Income Capitalization, Appraisal Institute
1994:	Discounted Cash Flow Analysis Seminar, Appraisal Institute
1994:	Course 540, Report Writing and Valuation, Appraisal Institute
1994:	Course 550, Advanced Applications, Appraisal Institute
1994:	Understanding Limited Appraisals Seminar, Appraisal Institute
1995:	Estimating Operating Expenses Seminar, Appraisal Institute
1995:	Dynamics of Office Building Valuation Seminar, Appraisal Institute
1996:	The Future of Appraising Seminar, Appraisal Institute
1997:	The Internet and Appraising
1997:	Course 430, Standards of Professional Practice, Part C, Appraisal Institute
1998:	The Comprehensive Appraisal Workshop Seminar Series, Ted R. Whitmer
1998:	General Comprehensive Examination
1998:	Fundamentals of Real Estate, Dan Mohr
1999:	The Internet and Appraising, Appraisal Institute
1999:	Guidance & Experience Review Training Workshop, Appraisal Institute
1999:	The Appraisal of Local Retail Properties, Appraisal Institute
1999:	Small Hotel/Motel Valuation, Appraisal Institute
2000:	Conservation Easements Seminar, Appraisal Institute
2001:	GIS in Real Estate Appraising, Appraisal Institute
2001:	Course 520: Highest and Best Use and Market Analysis, Appraisal Institute
2002:	Feasibility Analysis, Market Value, and Investment Timing, Appraisal Institute
2002:	Analyzing Commercial Lease Clauses, Appraisal Institute
2002:	Introduction to Environmental Issues for RE Appraisers, Appraisal Institute
2003:	Scope of Work, Appraisal Institute
2003:	Business Practice and Ethics, Appraisal Institute
2003:	USPAP Update 2003, Appraisal Institute
2004:	Supporting Capitalization Rates, Appraisal Institute
2004:	Condemnation Appraising: Advanced Topics and Applications, Appraisal Institute
2005:	Litigation Appraising: Specialized Topics and Application, Appraisal Institute
2005:	Evaluating Commercial Construction, Appraisal Institute
2006:	The Appraiser as an Expert Witness: Preparation and Testimony, Appraisal Institute
2007:	USPAP Update Course, Appraisal Institute
2007:	Condemnation Appraising: Basic Principles & Applications, Appraisal Institute
2007:	Business Practices and Ethics, Appraisal Institute

## Zoning Hearing, Trollingwood-Hawthorne Road, Mebane, NC 27302

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- 2008: Supervisory Appraiser Course, NC Appraisal Board
- 2009: USPAP Update Course, Appraisal Institute
- 2009: Forum on Appraisal Issues from the Reviewers' Perspective, NC Chapter of the Appraisal Institute
- 2009: Appraising Historic Preservation Easements, Appraisal Institute
- 2010: The Discounted Cash Flow Model: Concepts, Issues, and Applications, Appraisal Institute
- 2010: 2010 Real Estate Valuation Conference: Where do we go from here?  
NC Chapter of the Appraisal Institute
- 2010: Advanced Spreadsheet Modeling for Valuation Applications
- 2010: USPAP Update Course, Private Sponsor
- 2011: 2011 Real Estate Valuation Conference: Local, National, and Global Issues  
NC Chapter of the Appraisal Institute
- 2011: Chapter Leadership Program, Appraisal Institute, Chicago, IL
- 2011: Rates Ratios: Understanding GIMS, OARs, and DCF, NC Chapter of the Appraisal Institute
- 2012: USPAP Update Course, NC Chapter of the Appraisal Institute
- 2012: Appraising the Appraisal: Appraisal Review – General, NC Chapter of the Appraisal Institute
- 2012: Fundamentals of Separating Real Property, Personal Property, and Intangible Business Assets, NC Chapter of the Appraisal Institute
- 2012: Chapter Leadership Program, Appraisal Institute, San Diego, CA
- 2013: 2013 Real Estate Valuation Conference: National, Regional, and Local Real Estate Markets, NC Chapter of the Appraisal Institute
- 2014: USPAP Update Course, NC Chapter of the Appraisal Institute
- 2014: Forecasting Revenue, Appraisal Institute
- 2014: 2014 Real Estate Valuation Conference: Economic Insights for 2014 and Beyond, and National, Regional, and Local Economy and Real Estate Markets, NC Chapter of the Appraisal Institute
- 2015: Quantitative Analysis, Appraisal Institute, Class Completion
- 2016: USPAP Update Course, NC Chapter of the Appraisal Institute
- 2017: North Carolina Supervisory Appraiser/Trainee Appraiser, McKissock
- 2018: USPAP Update Course, NC Chapter of the Appraisal Institute
- 2018: Business Practices and Ethics, Appraisal Institute
- 2019: Case Law 7, Bright Path
- 2019: Uniform Standards for Federal Land Acquisitions, Appraisal Institute
- 2020: USPAP Update Course, NC Chapter of the Appraisal Institute
- 2020: REVC, Real Estate Valuation Conference Seminar, NC Chapter of the Appraisal Institute
- 2021: Rapid Response: Market Analysis in Volatile Markets
- 2021: Evaluating Commercial Leases: The Tenant and the Terms Both Matter
- 2021: USPAP Update Course, NC Chapter of the Appraisal Institute
- 2022: Getting It Right from the Start: A Workout Plan for Your Scope of Work, Ohio Chapter of the Appraisal Institute
- 2022: REVC, Real Estate Valuation Conference Seminar, NC Chapter of the Appraisal Institute
- 2023: Business Practices and Ethics, NC Chapter of the Appraisal Institute

### CERTIFICATE PROGRAMS COMPLETED

- 2008: Litigation Certificate Program, Appraisal Institute
- 2009: Appraising Historic Preservation Easements Certificate Program, Appraisal Institute

### OFFICES AND COMMITTEES

- 1999 - 2004: Experience Review Committee for the NC Chapter of the Appraisal Institute
- 2002 - 2005: General Associate Guidance Chairman for the NC Chapter of the Appraisal Institute
- 2009: Secretary, Board of Directors of the NC Chapter of the Appraisal Institute
- 2010: Treasurer, Board of Directors of the NC Chapter of the Appraisal Institute
- 2011: Vice President, Board of Directors of the NC Chapter of the Appraisal Institute
- 2012: President Elect, Board of Directors of the NC Chapter of the Appraisal Institute
- 2013: President, Board of Directors of the NC Chapter of the Appraisal Institute
- 2014-2015: Regional Representative, NC Chapter of the Appraisal Institute
- 2015-2016: Personal Relations Chairman, NC Chapter of the Appraisal Institute

As of the date of this report, Laura K. Mallory, has completed the requirements of the continuing education program of The Appraisal Institute.

## QUALIFICATIONS OF APPRAISER

MARCUS S. ORR

### PROFESSIONAL EXPERIENCE

2017 to Present: McNairy & Associates  
2016 to 2017: Main St. Appraisals, LLC  
2012 to 2017: Alamance Community College  
2015 to 2016: Orange County Child Support Services  
2005 to 2014: Alamance County Sheriff's Office  
2003 to 2004: Alamance Community College

### PROFESSIONAL DESIGNATIONS & AFFILIATIONS

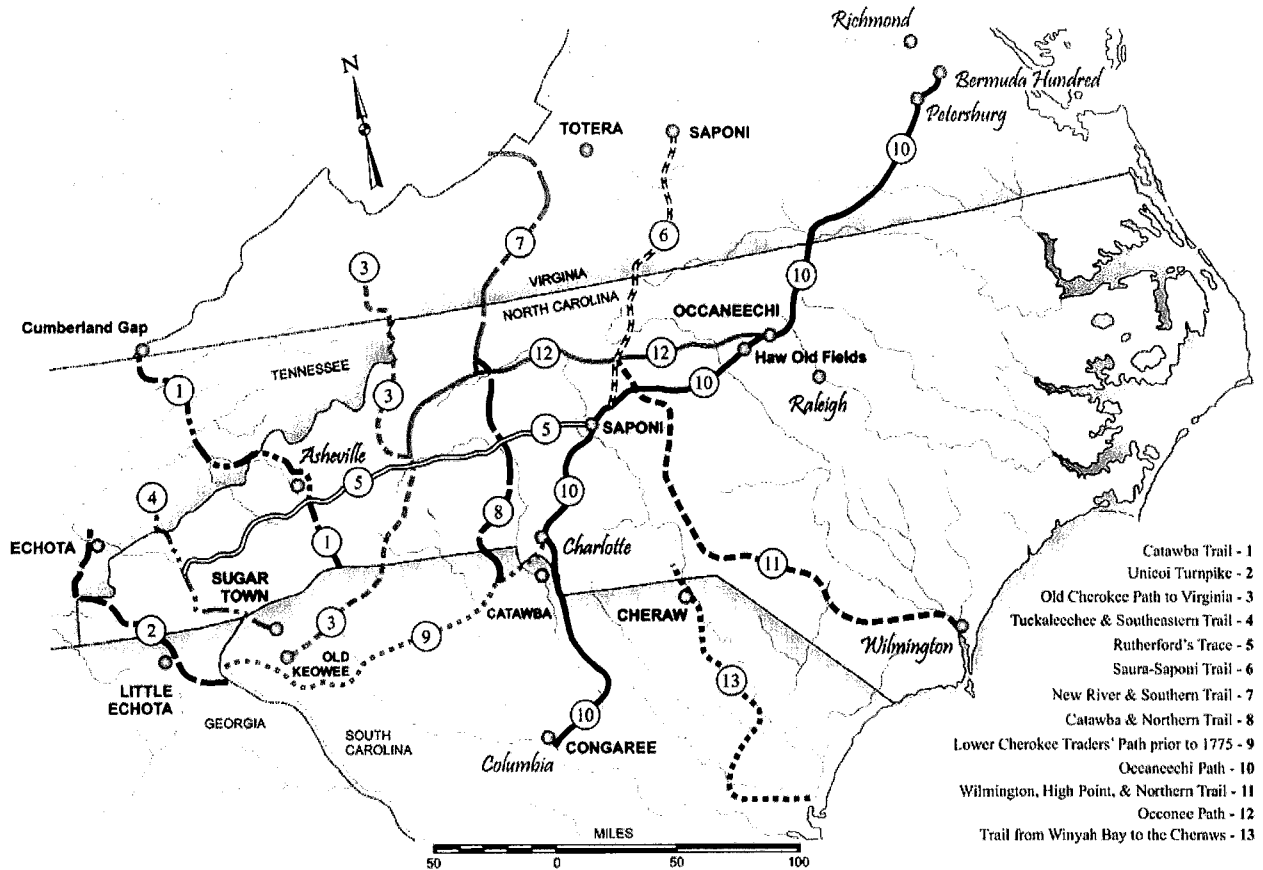
2019: North Carolina General Appraiser, A8431  
2020: North Carolina Real Estate Broker, 186807

### EDUCATIONAL BACKGROUND

2001: University of North Carolina at Greensboro, Bachelor of Arts  
2004: Southeastern Baptist Theological Seminary, Master of Divinity  
2015: University of North Carolina at Greensboro, Master of Arts  
2015: University of North Carolina at Greensboro, Graduate Certificate  
2016: Basic Appraisal Principles, Hignite Training Services  
2016: Basic Appraisal Procedures, Hignite Training Services  
2016: Residential Market Analysis & Highest & Best Use, Hignite Training Services  
2016: 15-Hour National USPAP Course, Hignite Training Services  
2016: North Carolina Supervisory Appraiser/Trainee Appraiser, McKissock  
2016-2017 7-Hour National USPAP Update Course, McKissock  
2017: Residential Appraiser Site Valuation and Cost Approach, McKissock  
2017: Statistics, Modeling and Finance, McKissock  
2017: General Sales Comparison Approach, Appraisal Institute  
2017: General Appraiser Income Approach Part I, Appraisal Institute  
2017: General Appraiser Income Approach Part II, Appraisal Institute  
2018: General Market Analysis/Highest & Best Use, McKissock  
2018: 2018-2019 7-Hour National USPAP Update Course, Hondros  
2019: General Appraiser Site Valuation and Cost Approach, McKissock  
2019: Commercial Appraisal Review, McKissock  
2019: General Report Writing and Case Studies, McKissock  
2020: 2019-2020 7-Hour National USPAP Update Course, Brightpath Education Services  
2020: Broker Pre-Licensing Course, Superior School of Real Estate  
2020: Broker Post-Licensing 301 Broker Relationships and Responsibilities, Superior School of Real Estate  
2020: Broker Post-Licensing 302 Contracts and Closing, Superior School of Real Estate  
2020: Broker Post-Licensing 303 NC Law, Rules & Legal Concepts, Superior School of Real Estate  
2021: Complex Properties: The Odd Side of Appraisal, McKissock  
2021: Divorce and Estate Appraisals: Elements of Non-Lender Work, McKissock  
2021: Appraisal of 2-4 Unit Properties, McKissock  
2021: The Basics of Expert Witness for Commercial Appraisers, McKissock  
2022: 2022-2023 7-Hour National USPAP Update Course, McKissock  
2022: Performing Quality BPOs, McKissock  
2022: 2021-2022 General Update (Broker), Superior School of Real Estate  
2022: Appraisal of Industrial and Flex Buildings, McKissock  
2022: Appraisal of Fast Food Facilities, McKissock  
2022: The Fundamentals of Appraising Luxury Homes, McKissock  
2022: Residential Property Measurement and ANSI Z765, McKissock  
2022: Valuation of Residential Green Buildings, McKissock

## Native America Sites - Hawfields

**\*REMEMBER, AT ONE TIME, ALAMANCE COUNTY WAS ORANGE COUNTY UNTIL 1849**



John Lederer in 1670

James Needham and Gabriel Arthur in 1673,

John Lawson in 1701

Hawfields is supposedly named after - It was the name of Native Americans of the region, derived, some historians believe, from the native language. Others believe it is an English corruption of the original and described not only the Native Americans of the region but also the waxy-looking haw and "hawfields", (shrubs, either Black Haw (*viburnum prunifolium*) or hawthorns (*crataegus linnaeus*) prominent in the region. All of these locations are historic.

This is just documentation from the Explorers - Lawson wrote: "At last, determining to rest on the other side of a Hill, which we saw before us; when we were on the Top thereof, there appear'd to us such another delicious, rapid Stream, as that of Sapona,

having large Stones, about the bigness of an ordinary House, lying up and down the River . . . the famous Hau-River, by some called Reatkin."

I think Lawson was most likely crossed the Haw at Swepsonville. Next time you drive from Hawfields to Swepsonville, look down NC 119 and you will see a hill on the west side of the river directly opposite the path of NC 119 - just the sort of spot from which one might look out and see the Haw and its rapids - and also directly on the Trading Path.

I have heard it suggested that Lawson paused on top of Bass Mountain or one of the Cane Creek Mountains and that the ford he saw was at Cedar Cliffs, but notice that Lawson does not say he stopped on a mountain, merely a hill. And in any case, why would their route have gone over the top of a mountain (even if a modest 'mountain' of the Alamance variety)? No standard route passed that way and neither did Lawson."

#1 - European settlers entered the region in the late 17th century chiefly following Native American trading paths, and set up their farms in what they called the "Haw Old Fields," fertile ground previously tilled by the Sissipahaw. The paths later became the basis of the railroad and interstate highway routes. - ""The Trading Path in Alamance County, a Beginning""., Alamance County Historical Association, Trading Path Association: Preserving our Common Past

#3 In 1756, Scots-Irish settlers organized the first Presbyterian church in the area known as Hawfields, a community south of present-day Mebane.

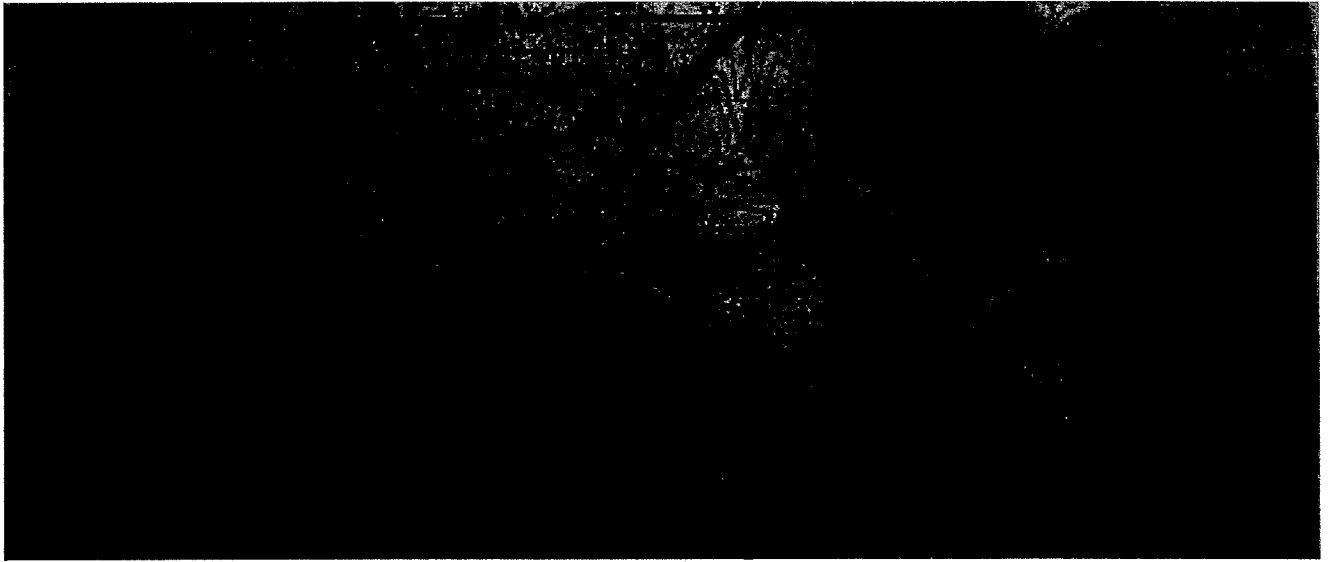
**#2 - The well-established Native American path across the southeast Piedmont was commonly called the Indian Trading Path, the Catawba Path, the Old Trading Path, or the Western Trading Road. In its full extent, the Trading Path ran from the vicinity of Petersburg, VA to Mobile, AL. More locally, the Trading Path had a well-defined route from the Eno River to the Haw River. From the Eno it more or less followed the current path of Old NC 10, Bowden Road, and Old Hillsborough Road to the present site of the Hawfields Presbyterian Church on NC Hwy 119.**

**#3 From there, the Trading Path divided briefly. One route follows Hwy 119 south into what is now Swepsonville and fording the Haw River just below the present-day ruins of the mill dam. The other route followed an alignment formed by Kimrey Road, North Jim Minor Road, and the private**



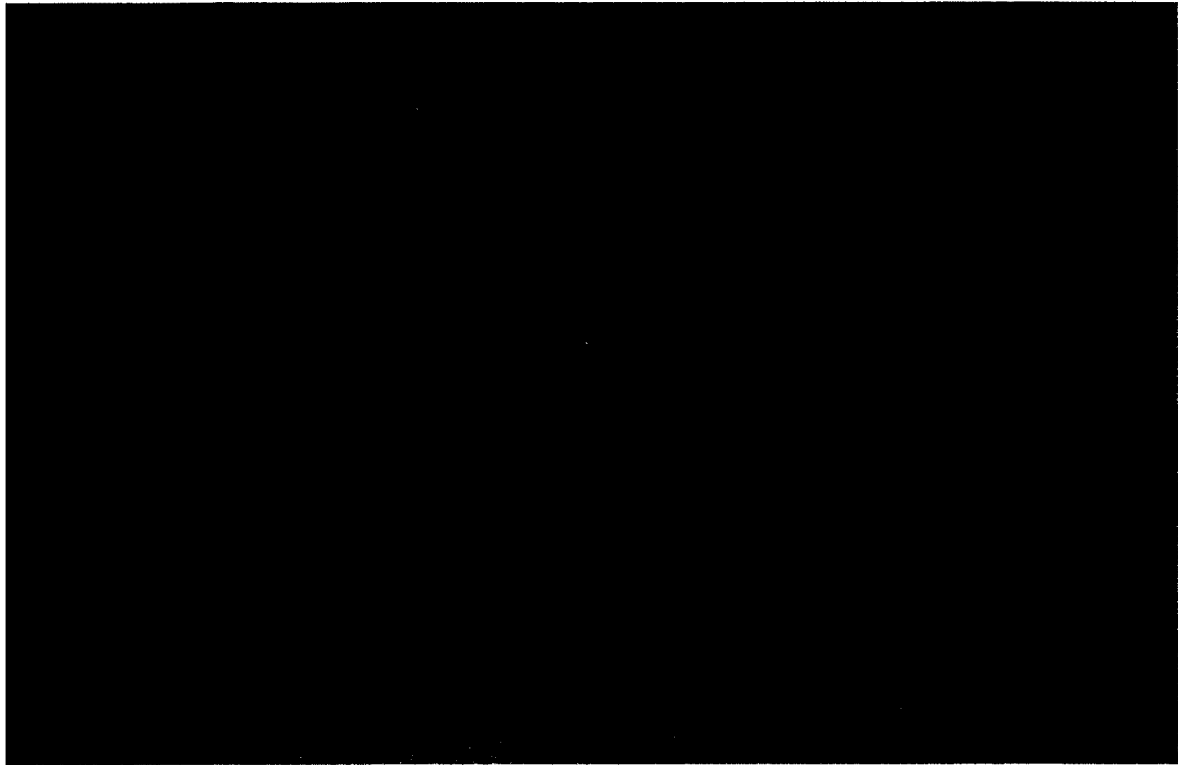
**driveway now named Old Reatkin Lane, crossing the Haw at the place known as Galbreath Ford/Ferry/Bridge about 1/2 mile below NC Hwy 54.**

From the west bank of the Eno River, the Trading Path crossed the Granville land grant to Henry Lemmon (Gv 25), though neither the text of the grant nor the accompanying survey shows the Trading Path. Next, the route crossed the land grant to James Rayley (Gv 142), the survey showing the route as an un-named dotted line:

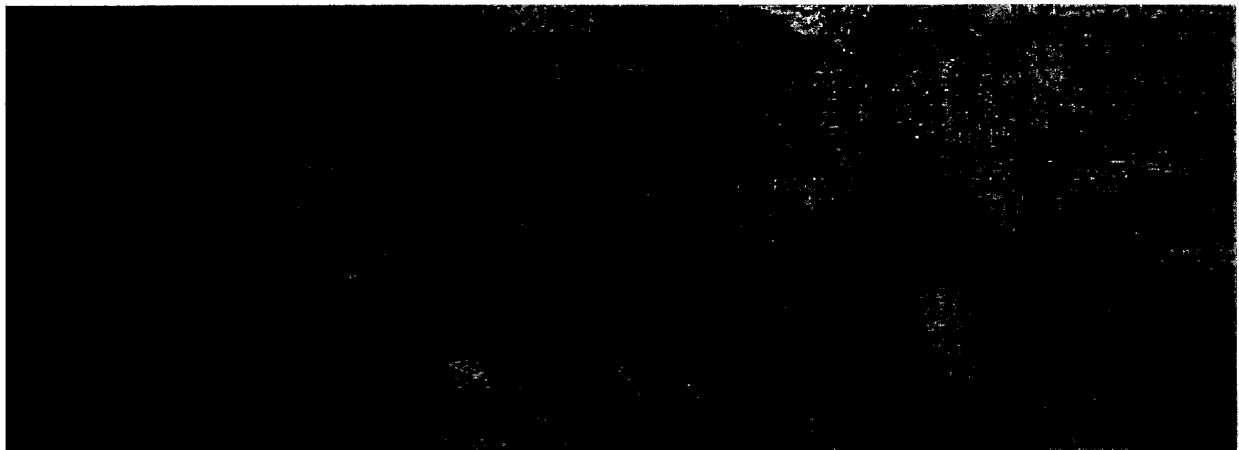


Then the Trading Path crossed right between the Granville grants to James Dickie (Gv204) and James McGowan (Gv 643) probably forming the border between them, though neither the grants nor surveys mention it. The Court of Pleas and Quarter Sessions minutes for June 1755 note: "James Dickey and Robert Witty from hence forward, do work on the **Trading path Road**, & under the Inspection of Major Mebane."

Next the path crossed German Baxter's state land grant (NC 272), where it is depicted in detail without being named:



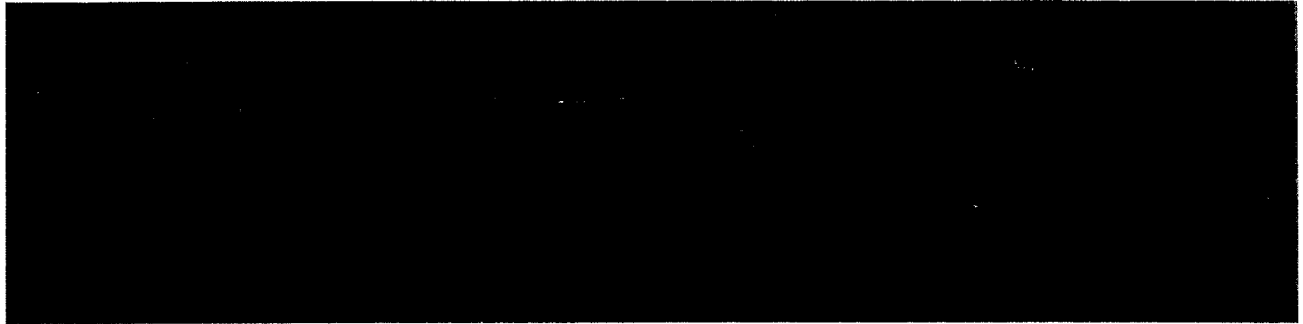
Part of Baxter's land was conveyed to Mehitabel Coit in 1789 (ODB4, pg 201) "on the side of **the Great Road formerly called the Old Trading Path.**"



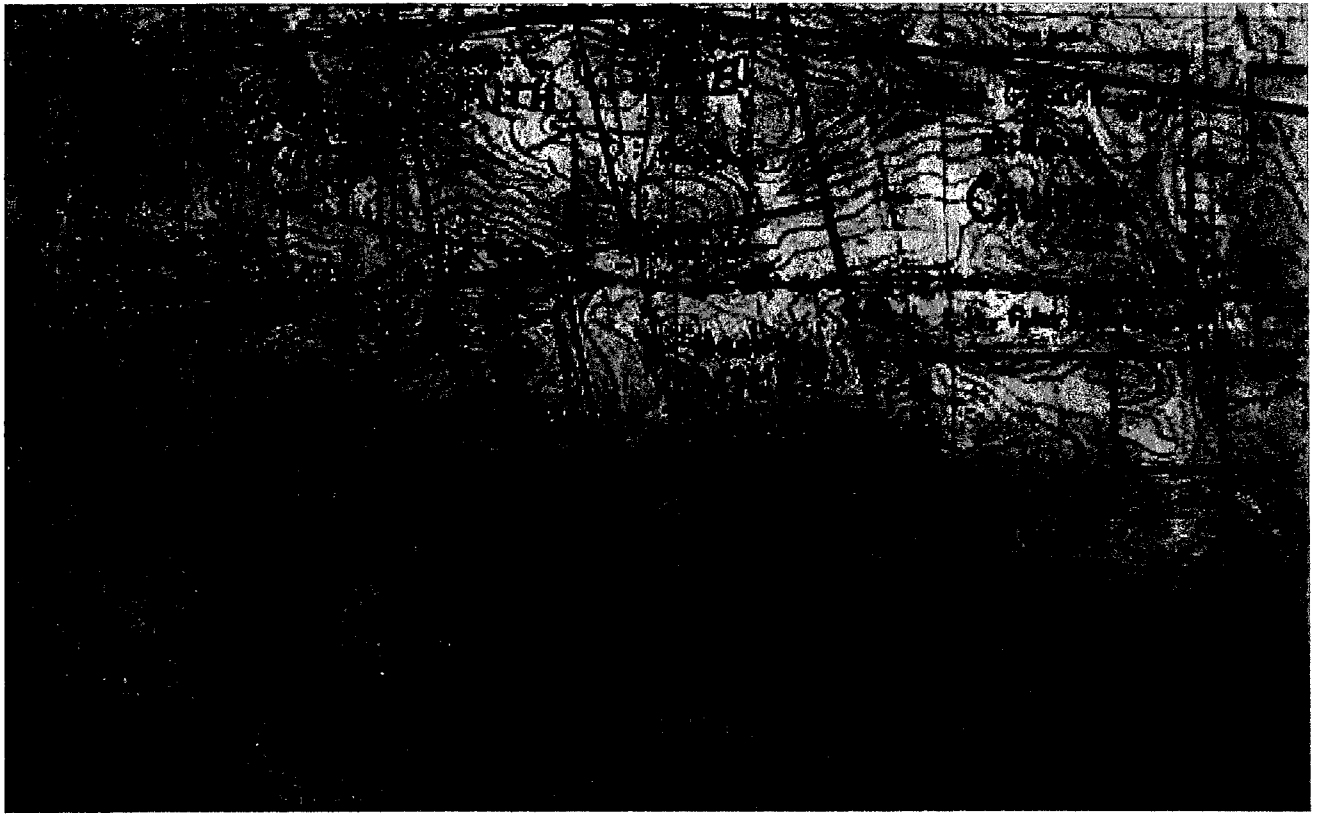
From there, the Trading Path entered land granted by Granville to William Churton (in Misc Gv Papers; Survey 15 Aug 1760). The Trading Path is shown plainly and labeled "**Trading Path**" on the survey:

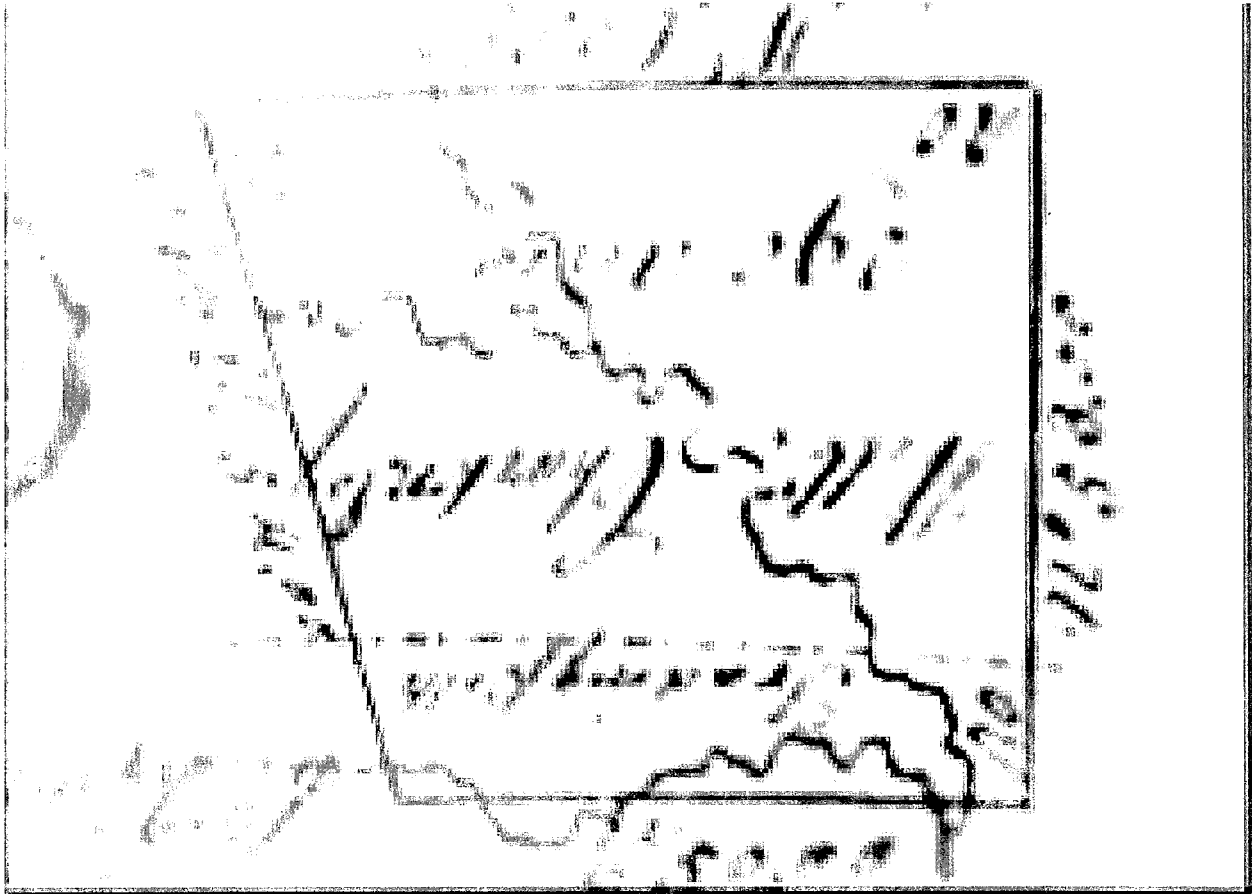
Next the Trading Path entered a 5,000 acre tract which had been granted to George Pollock in 1728. William Churton's 1754 plat of the Pollock Tract distinctly shows a road

crossing the southern end of the tract following almost precisely the present alignment of Old NC 10 and Bowden Road. The Trading Path is so faint on the Pollock Plat, that I added a black line that runs parallel to the route just north of it:



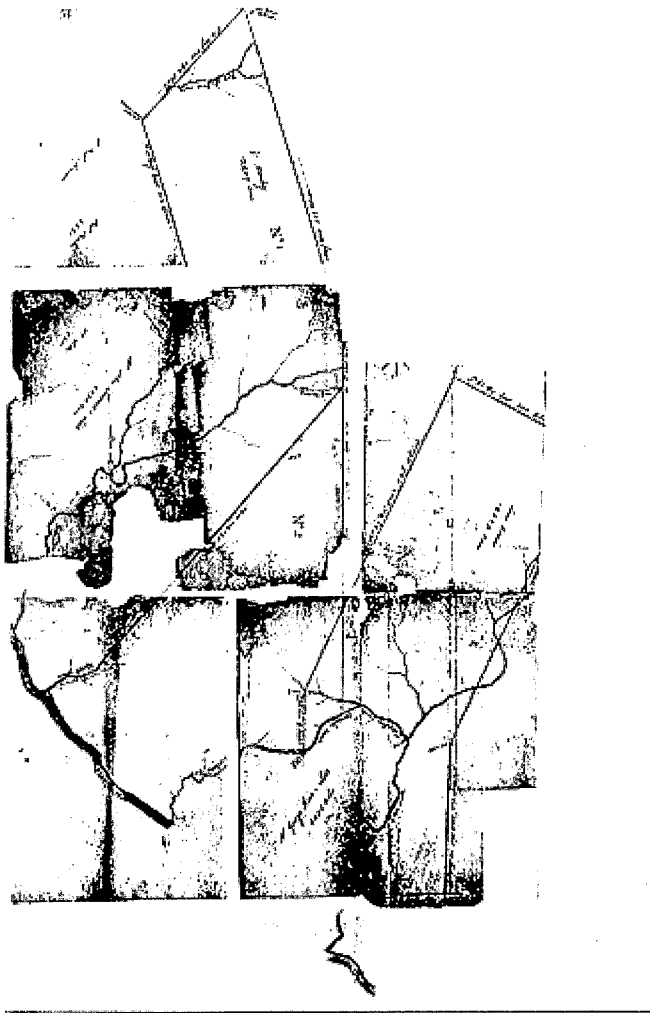
Descendants of George Pollock granted several parcels near or on the Trading Path in the 1840's: To Wesley Miles along "the Old Great Road," to Charles C. Smith "on the north side of the Old great Road," and to Wilson Brown on "the Old Great Road" (ODB 29, pg 447). Although none of those deeds happen to refer to it as the Trading Path, other land records of that location do. During the Revolution, as Hawfields settlers filed State land entries left and right, local surveyor James Smith obtained state land grants for two parcels that were within the Pollock Tract. His state grant NC 30 amounts to the west half of Pollock's lot #2. And NC 179 is part of Pollock's lots #1 and #2 – both immediately along the current route of Old NC Hwy 10 and Bowden Road. These grants to James Smith were no doubt invalidated, but notably both of these grants refer to being "on **the old Trading Road.**"



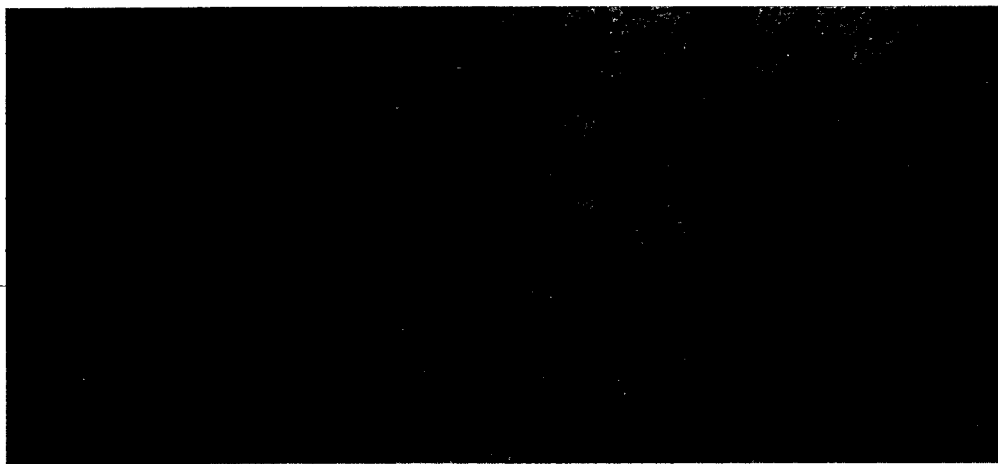


### **Crossing Moseley Tract 1**

Leaving the Pollock Tract, the Trading Path entered a 10,000 acre tract which had been granted to William Moseley in 1728. Moseley's grant explicitly mentions "where **the Indian Trading Path** crosses" Haw Creek (PB 2, pg 222). This land later passed into the hands of Samuel Strudwick. Strudwick parted out Moseley's tracts, selling to various settlers who had occupied this area starting in the latter 1740's. Along the Trading Path, Strudwick sold 718 acres to Alexander Mebane in 1769 (ODB 2/550) – land that Mebane had occupied 20+ years. While the deed to Mebane makes no mention of the Trading Path, the minutes of the Orange County Court of Pleas and Quarter Sessions for December 1752 authorized Mebane to build a grist mill "near **the trading path.**" That mill was more recently known as Gill's Mill on Haw Creek, just below Bowden/Hillsborough Road. Court of Pleas Minutes for June 1759 mention that Alexander Mebane's house is on the "**trading path road.**" Minutes for September 1759 refer to "the **Western Path** where Alex Mebane Esq lives." Thus showing that the Western Path and the Trading Path were interchangeable terms for the same road.



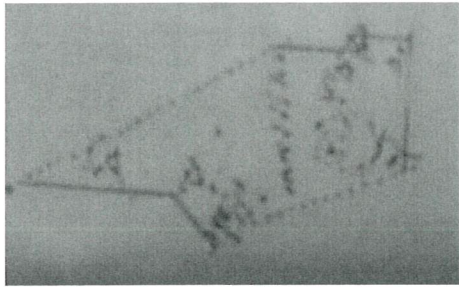
Other parts of Moseley Tract 1 were claimed by John McAdams (NC 534) and Samuel McAdams (NC 196) under state land grants (in direct conflict with Strudwick's ownership). Neither of the McAdams grants mentions or shows the Trading Path.



## Crossing the Lovick Tract

The Trading Path then crossed into the 1728 land grant of John Lovick. The original grant to Lovick also twice explicitly mentions “where **the Indian Trading Path**” crosses various creeks (NC Patent Book 2, pg 223). The Lovick Tract was more or less forfeited during the Revolution because of the owner’s British allegiances, but various state land grant claims across the Lovick Tract show a series of properties with the Trading Path crossing them:

Rowland Hughes’s land grant survey (NC 48) definitely shows the Trading Path, although it is unnamed. John Sloss’s land grant (NC 40) had roads on two sides, one the “**old Trading Road**” and the other “the Great Road.”

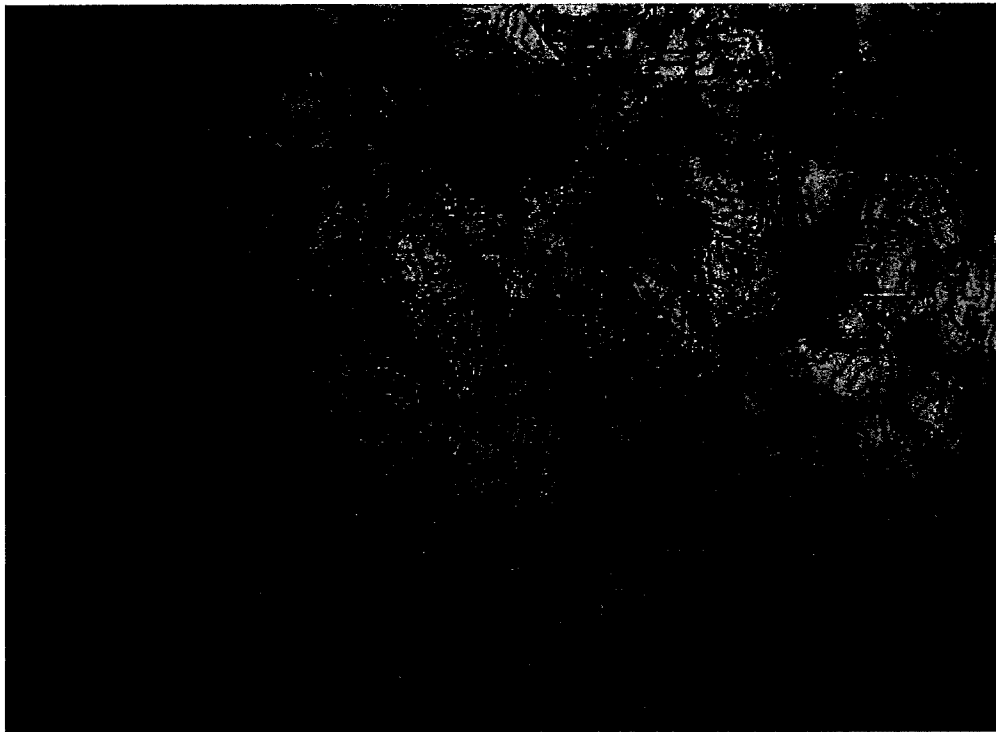


Interestingly, the legal description calls the more northerly of the two road alignments “**the old Trading Road**” referring to essentially modern Kimrey Road, leading to the Galbreath Ford site about ½ mile downstream of the modern NC Hwy 54 bridge. See The Galbreath Ford below.

The adjacent land grant north of John Sloss’s was William Rainey’s (NC 182), which also refers to this road as “**the old Trading Road.**”



On the strength of this alone, the evidence would seem to indicate that the Galbreath Ford was the sole route of the Trading Path, but as we will see, the Granville Grant to Campbell and the 1728 grant to Lovick show that the Trading Path ford was also at Swepsonville.



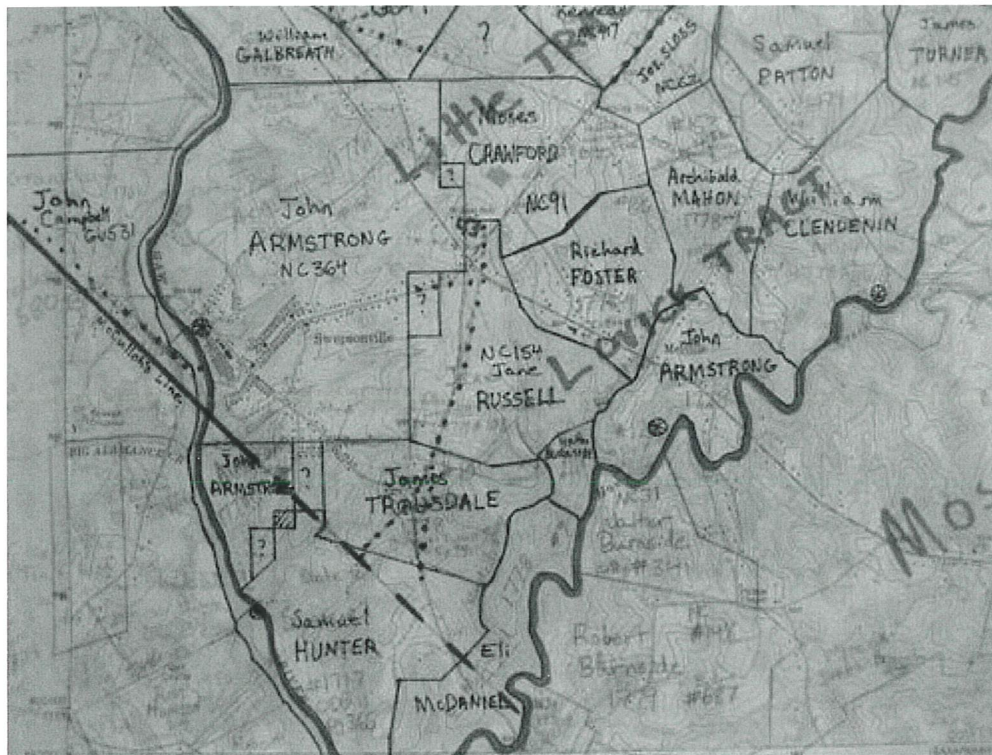
Thomas Lockart's land grant (NC 67) does not show or mention the Trading Path, but the next survey to the southwest, George Allen's (NC 162) clearly shows an unnamed road. Likewise James Fruit's land grant (NC 220) shows the Trading Path crossing the



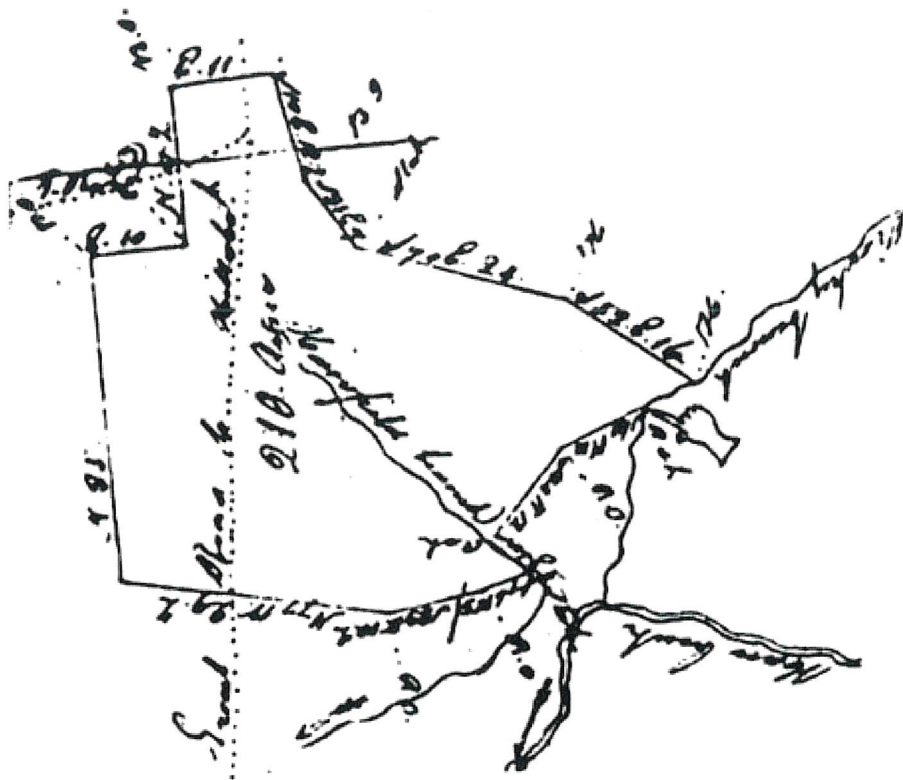
south end of his grant, as well as part of the road to Galbreath Ford which crossed his grant further north; neither road is mentioned by name:

[George Allen Pic]

Following Hwy 119, the Trading Path formed the boundary between James Kennedy (NC 417) and Joseph Sloss (NC 62), both surveys plainly showing “the Great Road.” Next the Trading Path crossed the land grant of Moses Crawford (NC 91) but it was neither shown nor mentioned.



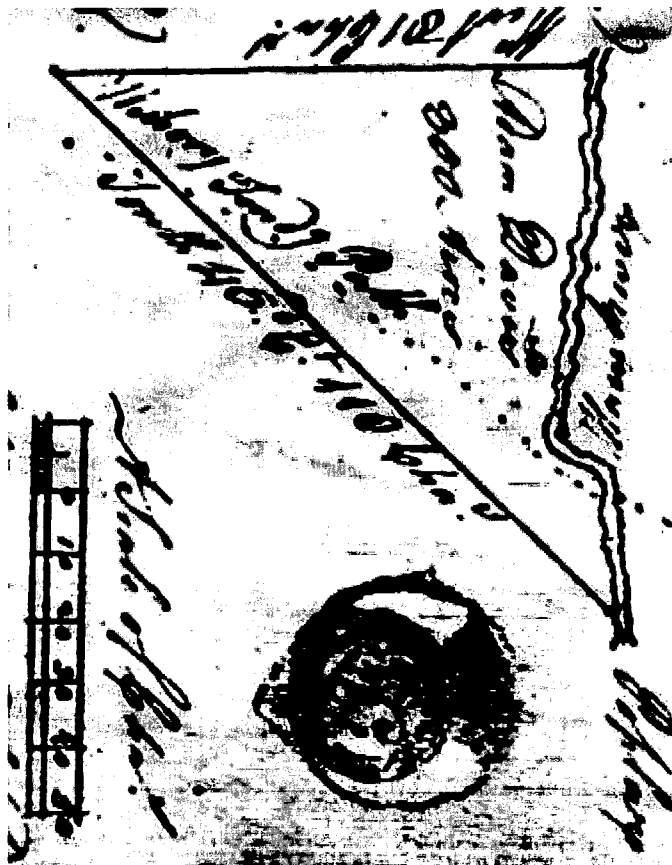
Jane Russell’s survey (NC 154) clearly shows the road forking (both forks called “the Great Road”):



The western fork led to the ford in Swepsonville. The southerly fork led across James Trousdale's land grant (NC 1, showing the road) to the third in the trilogy of fords in the Swepsonville area, the Island Ford. See The Island Ford below. Leaving Jane Russell's along the western fork, the Trading Path entered the land grant of John Armstrong (NC 364). Though not shown on Armstrong's plat, the Trading Path crossed through the middle of Armstrong's land reaching the banks of the Haw River in what is now Swepsonville.

### Butler's Ford

The Trading Path proper crossed the Haw River just below the Swepsonville mill site. This ford is shown on Granville's 1761 land grant to John Campbell (Gv 531) on the west side of the Haw. This land had originally been surveyed for Adam Davies and the Davies survey explicitly shows the "**Western Trading Path.**" The legal description refers to Campbell's grant as being "on the Trading Path." Here's that survey:

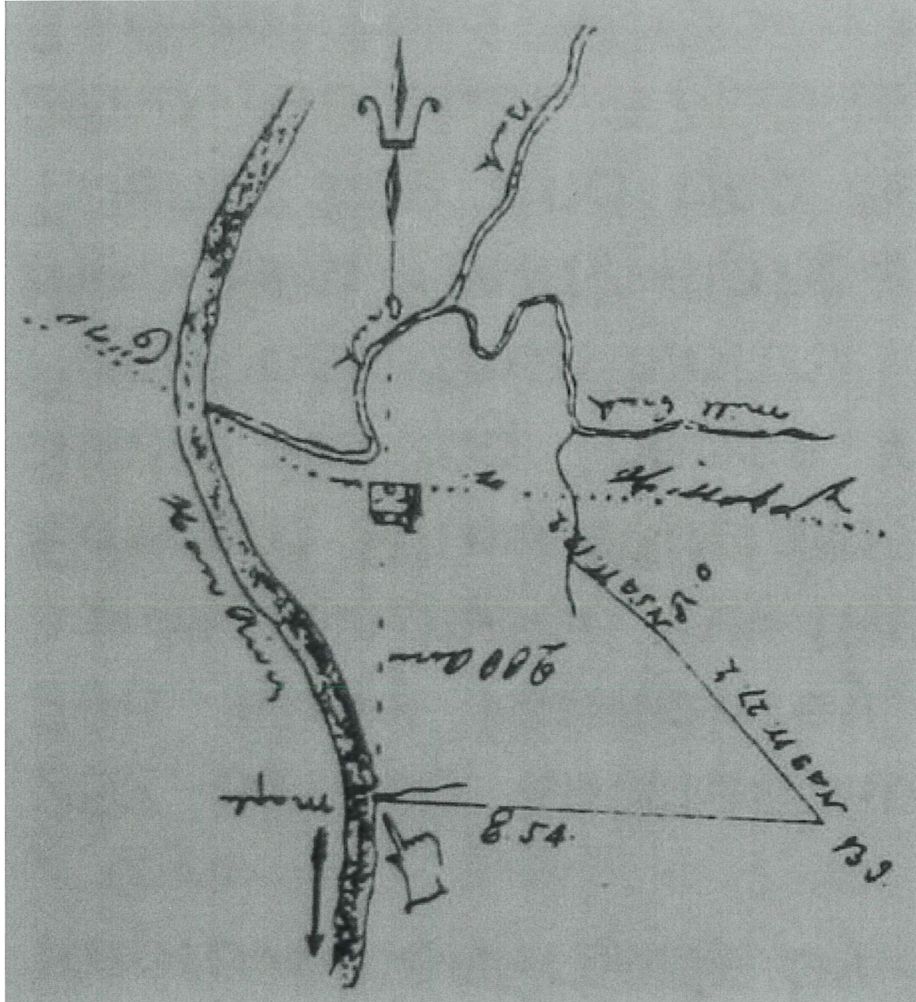


John Campbell applied to the Orange County Court of Pleas and Quarter Sessions for permission to build a mill on the Haw River in Aug 1761, but was denied. Just two years after denying Campbell's mill petition, the Orange Court of Pleas in 1763 granted Henry Eustace McCulloh permission to condemn property opposite Campbell's grant, on the east bank of the Haw "above **the Trading Path**" to build the first mill at Swepsonville. There is no surviving record of a transfer from Campbell to McCulloh, but Campbell was a wealthy businessman of Bertie County and an in-law of McCulloh's. Campbell was among those who were appointed by Power of Attorney to represent Henry McCulloh regarding the sales of land in North Carolina (5 CSR 779). Campbell was apparently acting as a proxy, who obtained the 1761 land grant in trust for the McCulloh's, which was a common practice of theirs.

The mill site at Swepsonville changed hands many times, but the adjacent farm was variously owned by John Armstrong, Gen. William Butler and Richard Christmas. During the Revolutionary War, the site was commonly called Butler's Ford, although it was no doubt known by other names as well.

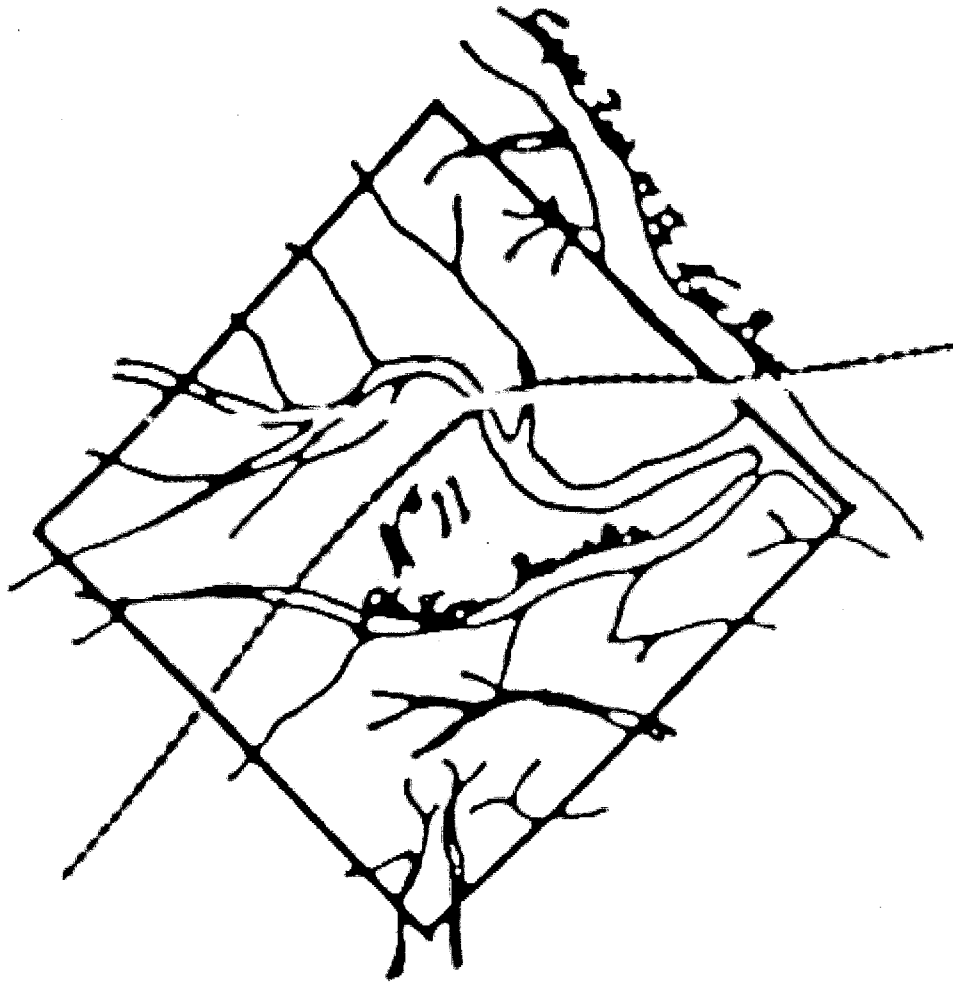
### **The Galbreath Ford**

William Galbreath's land grant at the confluence of Back Creek and the Haw River included a ford (no doubt ancient) that came to be called Galbreath Ford. Galbreath operated a ferry there for a time and eventually a bridge was built there, known as Galbreath Bridge into the 20th century.





The Galbreath Ford and the Butler Ford both led to the north side of Big Alamance Creek. From there, the route of the Trading Path swung north and uphill, crossing Little Alamance and Gun Creeks higher up where they are shallower, then swinging south and crossing Big Alamance Creek near what is now the Village of Alamance. From there, the Trading Path was virtually identical to NC Hwy 62, cutting diagonally across Henry McCulloh's Great Tract #11, as shown on Matthew Rowan's 1745 survey:



Notice that Rowan shows the ford distinctly north of mouth of Big Alamance Creek.

Approaching from the east, the Galbreath Ford route of the Trading Path passed through the land grants of James Murdaugh (NC 78, not shown or mentioned), James Fruit (NC 220, shown but not named), Samuel Patton (NC 175, not shown or mentioned), Richard Gott (NC 502, shown but not named) and William Galbreath (NC 248, shown as "Road to Hillsborough").

### **The Island Ford**

Just after NC Hwy 119 crosses NC Hwy 54, the road into Swepsonville forks. The left fork is now Alfred Road and that was the road to the Island Ford. The Island Ford was located just south of the islands at the Puryear Mill; Tom Burke Lane is a remnant of the road leading down to the river. It would be interesting to get the landowners' permission and check out the route of that road in more detail.

Unlike the Galbreath and Butler Fords, the Island Ford crossed the Haw south of the mouth of Big Alamance Creek, obviating the problem of fording Big Alamance – no doubt one of the reasons why this ford was developed. The Island Ford was apparently established by the time Collett made his 1770 map of North Carolina, as two fords are clearly shown near Armstrong's Mill, one of them south of the mouth of Big Alamance Creek:



Collett seems to be the only source that associates the "Western or Trading Path" - as Collett calls it - with the Island Ford and the route on the south side of Big Alamance Creek. Henry Mouzon's 1775 map shows the same thing, but Mouzon drew very heavily from Collett's map.

Still further to the south, just above the mouth of Haw Creek, the Hunter family set up a ferry in the early 19th century or perhaps late 18th. The Island Ford and Hunter's Ferry are both shown distinctly on the 1808 Price-Strother map of North Carolina. The site of Swepsonville is labeled R. Christmas:



The 1833 McRae-Brazier Map of North Carolina shows the same crossings (though Hunter's Ferry is unlabeled) as well as still another crossing, Thomspson's Ferry a little further downstream. The site of Swepsonville is labeled Murphy Mills on this map:



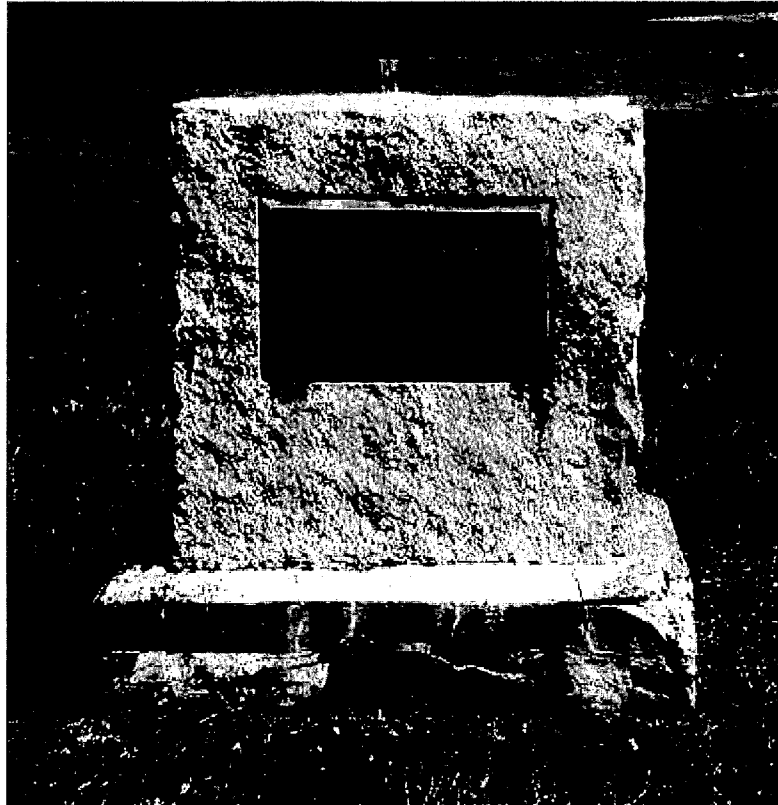


### **The *Old* Trading Path**

Old court and land records in Orange County mention the Old Trading Path or Old Trading Road many times. Looking through all of the 18th-century court and land records that still exist for Orange County (including the Granville Grants, the State Land Grants, the minutes of the Court of Pleas and Quarter Sessions, the minutes of Hillsborough Superior Court and the entirety of Orange County Deed Books 1 through 16), it appears that all references to “the old Trading Path,” “old Trading Road,” “Trading Road” or “Trading Path” refer to the route I have described above **(i.e. a mostly unitary route from Hillsborough to Hawfields and a dual route from Hawfields to the Haw River).**

The various roads leading to Woody’s Ferry, Hunter’s Ferry, the Saxapahaw Ford, the Island Ford, and Trollinger’s Ford were all parts of major routes from Hillsborough to Salisbury at various times. Probably all of these crossings were known to the Native Americans from much earlier times, but no old Orange County records ever refer to any of these crossings or the roads that led to them as being the Trading Path (though Collett shows the Western or Trading Path as crossing at the Island Ford). And the very oldest land records for the area that is now Orange County – the 1728 Proprietary land

grants to John Lovick and William Moseley – all agree that the Old Trading Path followed NC Hwy 119 crossing the Haw at what is now Swepsonville. Some records show that the Galbreath Ford was the Trading Path as well. Probably both fords, which are near each other, were used, one being better than the other depending on the water level.



Source: Hawfields Presbyterian Church Slave Monument. Photo courtesy of Adam Dombly.

IN MEMORY OF / THE FAITHFUL SLAVES / MANY OF WHOM WERE MEMBERS  
OF / HAWFIELDS PRESBYTERIAN CHURCH / AND ARE BURIED IN THIS  
CEMETERY

"BE THOU FAITHFUL UNTO DEATH AND I / WILL GIVE THEE A CROWN OF LIFE"  
REV. 2:10

THIS TABLET IS PRESENTED BY THE FAMILY OF STEPHEN ALEXANDER WHITE  
/ AND DEDICATED BY THE HAWFIELDS PRESBYTERIAN CHURCH / 1908 - 1922

The unveiling of the "faithful slave" tablet was occurred during a special Homecoming Ceremony at Hawfields Presbyterian Church on June 4, 1922 along with the unveiling of bronze founders and pastors tablets. The founders and pastors tablets were unveiled in the morning and the "faithful slaves" was unveiled after lunch by James Scott Albright. Prior to the unveiling a choir partially composed of children and grandchildren of slaved buried in the cemetery performed on the lawn in front of the church. Then a paper on "Slavery in the Hawfields" was read.

This paper had been written by Stephen Alexander White in 1887. The tablet's dedication was said to an "eloquent token of the cherished inheritance by the people of the present generation of the sentiments of love and affection in which the negroes were held by their forbearers, and was an eloquent testimonial to the place the negro holds in the heart of the native-born southerner..."

#5 Towns, taverns, and court houses were not the only things to be found in abundance along the trading paths. Many early churches and graveyards have been found to be in very close proximity, if not directly off of, the trading paths. A good example of this is the Hawfields Presbyterian Church. Established in 1755, it was originally directly linked with a trading path cutting through this section of current-day Alamance County.

The old church foundation and cemetery still exist, in a fashion, close to a remnant of the trading path. Now a plowed farm field and wooded lot, the church has since moved to a more prominent and central location, but at one time this church was a "trade path" entity. There are many such church remnants and tattered remains of cemeteries that lay alongside forgotten remnants of the trade path past. Early routes to settlement are a very important part of our history, and one which has been marginalized and glossed over.

Unfortunately the remnants of these roads are largely unrecognized and unprotected by the public. The Hillsborough, North Carolina based "Trade Path Association" is chartered with the location and preservation of old roads, trails, and paths. They "assist counties and towns in the locating and authentication of 16th through 19th century path, trail, and road remnants." They also work to help provide interpretations that could be of use in "park and tourism development efforts."<sup>56</sup> Not only were these roads the basis for colonization of the interior, but they are an important link to our past, and understanding it. If any sites deserve press and protection these old road beds and paths certainly should. -

You Tube Video

9:25 - In 2017, Bennie Covington talks about HawFields and mentions at 9:25 mark about Native Americans,

13:20 min - he talks about the trading path at the back of the cemetery.

**Sources:**

[https://www.nps.gov/cowp/learn/historyculture/the-battle-of-cowpens.htm#:~:text=Others%20believe%20it%20is%20an,linnaeus\)%20prominent%20in%20the%20region.](https://www.nps.gov/cowp/learn/historyculture/the-battle-of-cowpens.htm#:~:text=Others%20believe%20it%20is%20an,linnaeus)%20prominent%20in%20the%20region.)

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# ORANGEPOLITICS

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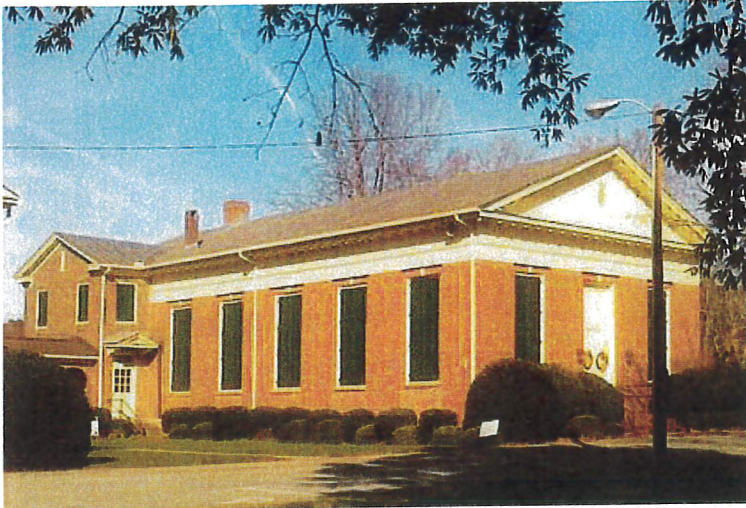


## Tracing the Trading Path

Submitted by Mark Chilton on February 24, 2014 - 9:36pm

Long before European settlers came here, Native Americans lived in the area that is now Orange County. Native Americans created a prominent village on the banks of the Eno River—centuries before the place came to be called Hillsborough. Through the village of the Occaneechis ran a well-established path—a path which the Europeans called the Indian Trading Path, the Catawba Path, the Old Trading Path, or the Western Trading Road. In its full extent, the Trading Path ran from the vicinity of Petersburg, VA, to Mobile, AL.

More locally, the Trading Path had a well defined route from the Eno River to the Haw River. West from the Eno River, it more or less followed the current route of Old NC 10, Bowden Road, and Old Hillsborough Road to the present site of the Hawfields Presbyterian Church on NC Hwy 119.



[\(http://www.flickr.com/photos/29006485@N08/4844270845/\)](http://www.flickr.com/photos/29006485@N08/4844270845/)

From there, the Trading Path divided briefly. One route following Hwy 119 south into what is now Swepsonville and fording the Haw River just below the present day ruins of the mill dam. The other route followed an alignment formed by Kimrey Road, North Jim Minor Road, and the private driveway now named Old Reatkin Lane, crossing the Haw at the place known as Galbreath Ford/Ferry/Bridge about ½ mile below NC Hwy 54.

I can say with confidence where the Trading Path was because I have made an exhaustive search of the old land records of Orange County. After an exhaustive search of 1) the first 16 deed books in Hillsborough, 2) all 900 colonial-era land grants from Earl Granville to various settlers in Orange County, 3) all 3000 state land grants for Orange County located at the State Archives in Raleigh, and 4) every known 18th century map of North Carolina. I also reviewed all surviving 18th century Superior Court minutes and Court of Pleas minutes for Orange County. Taking note of every instance where the Trading Path is mentioned, I tracked down the modern locations of each and every instance where the path is mentioned or shown.

### From the Eno River

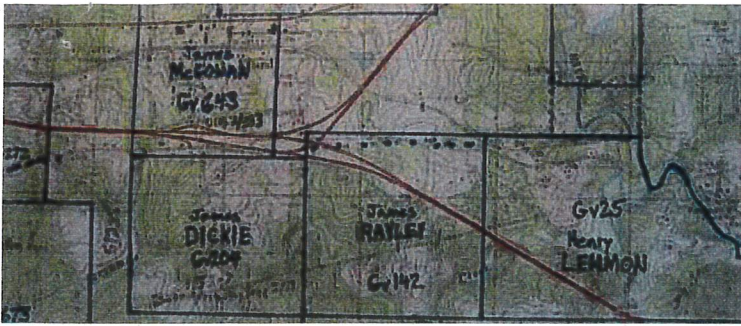
From the west bank of the Eno River, the Trading Path crossed the Granville land grant to Henry Lemmon (Gv25) though neither the text of the grant nor the accompanying survey shows the Trading Path. Next the route crossed the land grant to James Rayley (Gv142), the survey showing the route as an un-named dotted line:

[\(http://www.flickr.com/photos/29006485@N08/4846807384/\)](http://www.flickr.com/photos/29006485@N08/4846807384/)

Then the Trading Path crossed right between the Granville grants to James Dickie (Gv204) and James McGowan (Gv 643) probably forming the border between them, though neither the grants nor surveys mention it. The Court of Pleas and Quarter Sessions minutes for June 1755 note: "James Dickey and Robert Witty from hence forward, do work on the **Trading path Road**, & under the Inspection of Major Mebane."

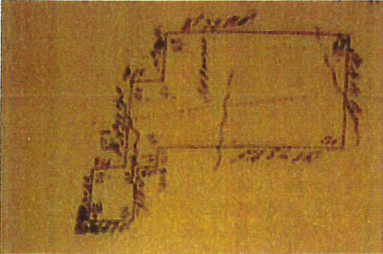
Next the path crossed German Baxter's state land grant (NC 272), where it is depicted in detail without being named:

[\(http://www.flickr.com/photos/29006485@N08/4845774729/\)](http://www.flickr.com/photos/29006485@N08/4845774729/)



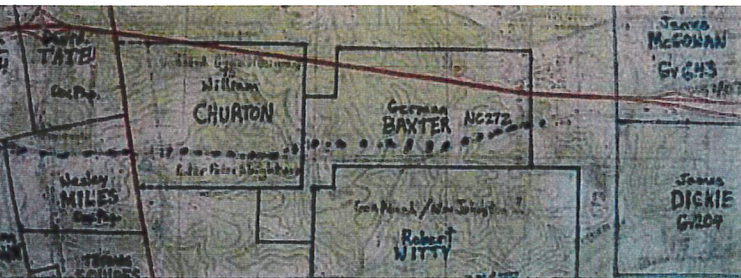
Part of Baxter's land was conveyed to Mehitabel Coit in 1789 (Deed Book 4, page 201) "on the side of the **Great Road formerly called the Old Trading Path.**"

[\(http://www.flickr.com/photos/29006485@N08/4846807430/\)](http://www.flickr.com/photos/29006485@N08/4846807430/)



From there, the Trading Path entered land granted by Granville to William Churton (in Misc Gv Papers; Survey 15 Aug 1760). The Trading Path is shown plainly and labeled "**Trading Path**" on the survey:

[\(http://www.flickr.com/photos/29006485@N08/4844289015/\)](http://www.flickr.com/photos/29006485@N08/4844289015/)



Next the Trading Path entered a 5,000 acre tract which had been granted to George Pollock in 1728. William Churton's 1754 plat of the Pollock Tract distinctly shows a road crossing the southern end of the tract following almost precisely the present alignment of Old NC 10 and Bowden Road. The Trading Path is so faint on the Pollock Plat, that I added a black line that runs parallel to the route just north of it:

[\(http://www.flickr.com/photos/29006485@N08/4844302795/\)](http://www.flickr.com/photos/29006485@N08/4844302795/)



Descendants of George Pollock granted several parcels near or on the Trading Path in the 1840's: To Wesley Miles along "the Old Great Road," to Charles C. Smith "on the north side of the Old great Road," and to Wilson Brown on "the Old Great Road" (Deed Book 29, page 447). Although none of those deeds happen to refer to it as the Trading Path, other land

records of that location do. During the Revolution, as Hawfields settlers filed State land entries left and right, local surveyor James Smith obtained state land grants for two parcels that were within the Pollock Tract. His state



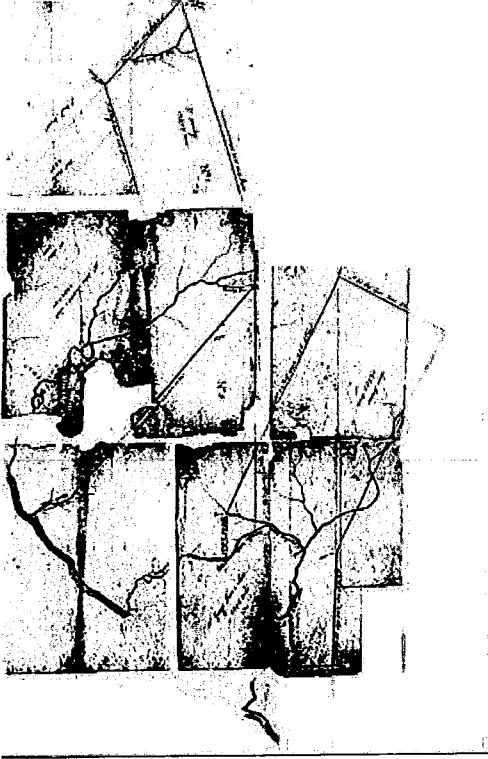
grant NC 30 amounts to the west half of Pollock's lot #2. And NC 179 is part of Pollock's lots #1 and #2 – both immediately along the current route of Old NC Hwy 10 and Bowden Road. These grants to James Smith were no doubt invalidated, but notably both of these grants refer to being "on **the old Trading Road.**"

[\(http://www.flickr.com/photos/29006485@N08/4846188573/\)](http://www.flickr.com/photos/29006485@N08/4846188573/)

### Crossing Moseley Tract 1

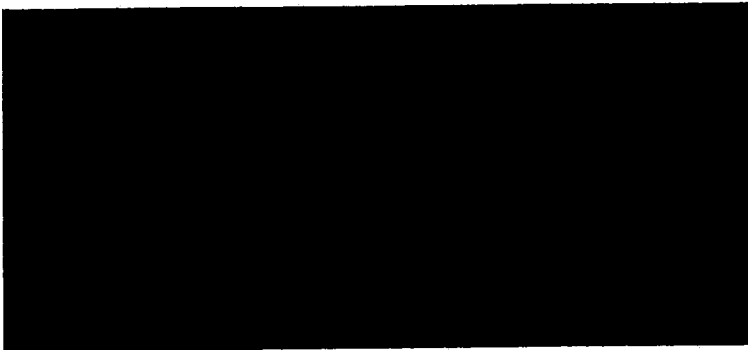
Leaving the Pollock Tract, the Trading Path entered a 10,000 acre tract which had been granted to William Moseley in 1728. Moseley's grant explicitly mentions "where **the Indian Trading Path** crosses" Haw Creek (NC Patent Book 2, page 222). This land later passed into the hands of Samuel Strudwick. Strudwick parted out Moseley's tracts, selling to various settlers who had occupied this area starting in the latter 1740's. Along the Trading Path, Strudwick sold 718 acres to Alexander Mebane in 1769 (Deed Book 2, page 550) – land that Mebane had occupied 20+ years. While the deed to Mebane makes no mention of the Trading Path, the minutes of the Orange County Court of Pleas and Quarter Sessions for December 1752 authorized Mebane to build a grist mill "near **the trading path.**" That mill was more recently known as Gill's Mill on Haw Creek, just below Bowden/Hillsborough Road. Court of Pleas Minutes for June 1759

mention that Alexander Mebane's house is on the "trading path road." Minutes for September 1759 refer to "the Western Path where Alex Mebane Esq lives." Thus showing that the Western Path and the Trading Path were interchangeable terms for the same road.



(<http://www.flickr.com/photos/29006485@N08/4620547030/>)

Other parts of Moseley Tract 1 were claimed by John McAdams (NC 534) and Samuel McAdams (NC 196) under state land grants (in direct conflict with Strudwick's ownership). Neither of the McAdams grants mentions or shows the Trading Path.



(<http://www.flickr.com/photos/29006485@N08/4846188659/>)

#### Crossing the Lovick Tract

The Trading Path then crossed into the 1728 land grant of John Lovick. The original grant to Lovick also twice explicitly mentions "where the Indian Trading Path" crosses various creeks (NC Patent Book 2, page



223). The Lovick Tract was more or less forfeited during the Revolution because of the owner's British allegiances, but various state land grant claims across the Lovick Tract show a series of properties with the Trading Path crossing them:

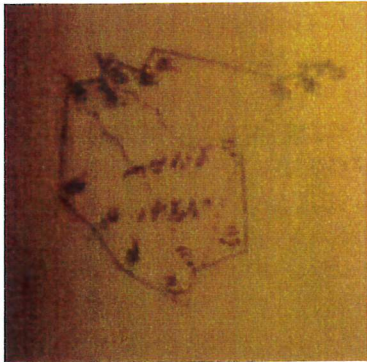
Rowland Hughes's land grant survey (NC 48) definitely shows the Trading Path, although it is unnamed. John Sloss's land grant (NC 40) had roads on two sides, one the "old Trading Road" and the other "the Great Road."



(<http://www.flickr.com/photos/29006485@N08/4845774779/>)

Interestingly, the legal description calls the more northerly of the two road alignments "the old Trading Road" referring to essentially modern Kimrey Road, leading to the Galbreath Ford site about ½ mile downstream of the modern NC Hwy 54 bridge. See The Galbreath Ford below.

The adjacent land grant north of John Sloss's was William Rainey's (NC 182), which also refers to this road as "the old Trading Road."



(<http://www.flickr.com/photos/29006485@N08/4846393188/>)

On the strength of this alone, the evidence would seem to indicate that the Galbreath Ford was the sole route of the Trading Path, but as we will see, the Granville Grant to Campbell and the 1728 grant to Lovick show that the Trading Path ford was also at Swepsonville.

(<http://www.flickr.com/photos/29006485@N08/4846188855/>)

Thomas Lockart's land grant (NC 67) does not show or mention the Trading Path, but the next survey to the southwest, George Allen's (NC 162) clearly shows an unnamed road. Likewise James Fruit's land grant (NC 220) shows the Trading Path crossing the south end of his grant, as well as part of the road to Galbreath Ford which crossed his grant further north; neither road is mentioned by name:

[George Allen Pic]

Following Hwy 119, the Trading Path formed the boundary between James Kennedy (NC 417) and Joseph Sloss (NC 62), both surveys plainly showing "the Great Road." Next the Trading Path crossed the land grant of Moses Crawford (NC 91) but it was neither shown nor mentioned.



(<http://www.flickr.com/photos/29006485@N08/4846808074/>)

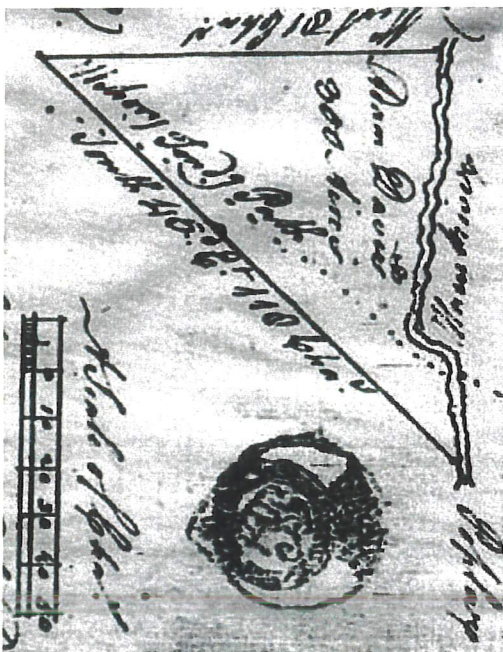
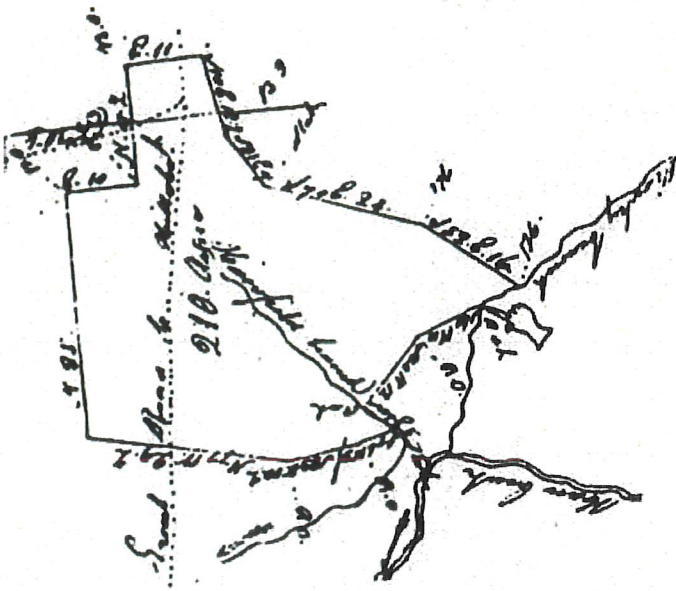
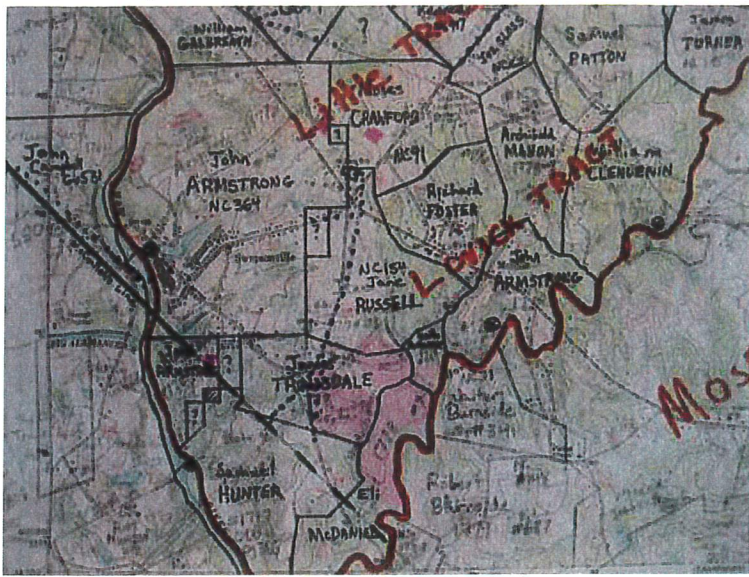
Jane Russell's survey (NC 154) clearly shows the road forking (both forks called "the Great Road"):

(<http://www.flickr.com/photos/29006485@N08/4844270833/>)

The western fork led to the ford in Swepsonville. The southerly fork led across James Trousdale's land grant (NC 1, showing the road) to the third in the trilogy of fords in the Swepsonville area, the Island Ford. See The Island Ford below. Leaving Jane Russell's along the western fork, the Trading Path entered the land grant of John Armstrong (NC 364). Though not shown on Armstrong's plat, the Trading Path crossed through the middle of Armstrong's land reaching the banks of the Haw River in what is now Swepsonville.

#### Butler's Ford

The Trading Path proper crossed the Haw River just below the Swepsonville mill site. This ford is shown on Granville's 1761 land grant to John Campbell (Cv 531) on the west side of the Haw. This land had originally been surveyed for Adam Davies and the Davies survey explicitly shows the "Western Trading Path." The legal description refers to Campbell's grant as being "on the Trading Path." Here's that survey:

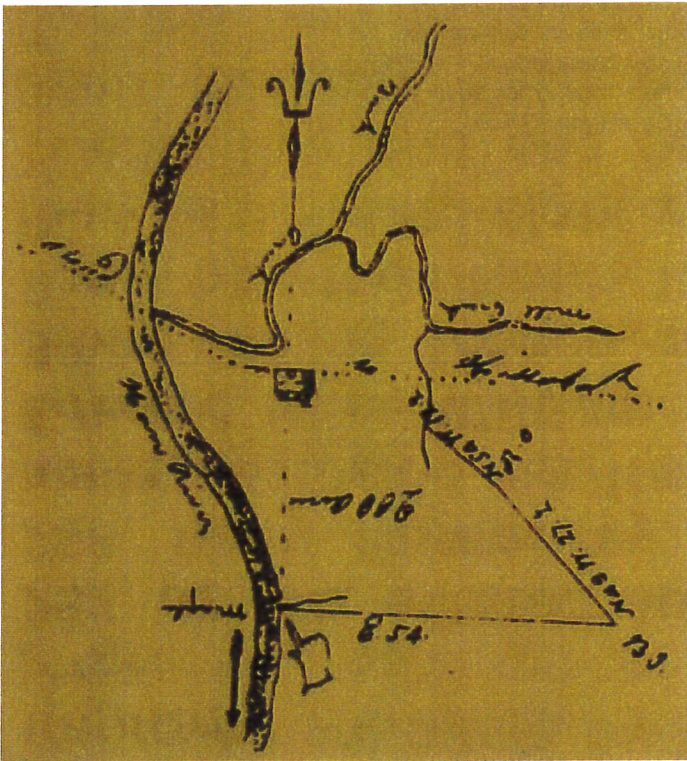


John Campbell applied to the Orange County Court of Pleas and Quarter Sessions for permission to build a mill on the Haw River in Aug 1761, but was denied. Just two years after denying Campbell's mill petition, the Orange Court of Pleas in 1763 granted Henry Eustace McCulloh permission to condemn property opposite Campbell's grant, on the east bank of the Haw "above **the Trading Path**" to build the first mill at Swepsonville. There is no surviving record of a transfer from Campbell to McCulloh, but Campbell was a wealthy businessman of Bertie County and an in-law of McCulloh's. Campbell was among those who were appointed by Power of Attorney to represent Henry McCulloh regarding the sales of land in North Carolina (5 CSR 779). Campbell was apparently acting as a proxy, who obtained the 1761 land grant in trust for the McCulloh's, which was a common practice of theirs.

The mill site at Swepsonville changed hands many times, but the adjacent farm was variously owned by John Armstrong, Gen. William Butler and Richard Christmas. During the Revolutionary War, the site was commonly called Butler's Ford, although it was no doubt known by other names as well.

#### The Galbreath Ford

William Galbreath's land grant at the confluence of Back Creek and the Haw River included a ford (no doubt ancient) that came to be called Galbreath Ford. Galbreath operated a ferry there for a time and eventually a bridge was built there, known as Galbreath Bridge into the 20th century.



[\(http://www.flickr.com/photos/29006485@N08/4844270827/\)](http://www.flickr.com/photos/29006485@N08/4844270827/)

[\(http://www.flickr.com/photos/29006485@N08/4846808218/\)](http://www.flickr.com/photos/29006485@N08/4846808218/)

The Galbreath Ford and the Butler Ford both led to the north side of Big Alamance Creek. From there, the route of the Trading Path swung north and uphill, crossing Little Alamance and Gun Creeks higher up where they are shallower, then swinging south and crossing Big Alamance Creek near what is now the Village of Alamance. From there, the Trading Path was virtually identical to NC Hwy 62, cutting diagonally across Henry McCulloh's Great Tract #11, as shown on Matthew Rowan's 1745 survey:

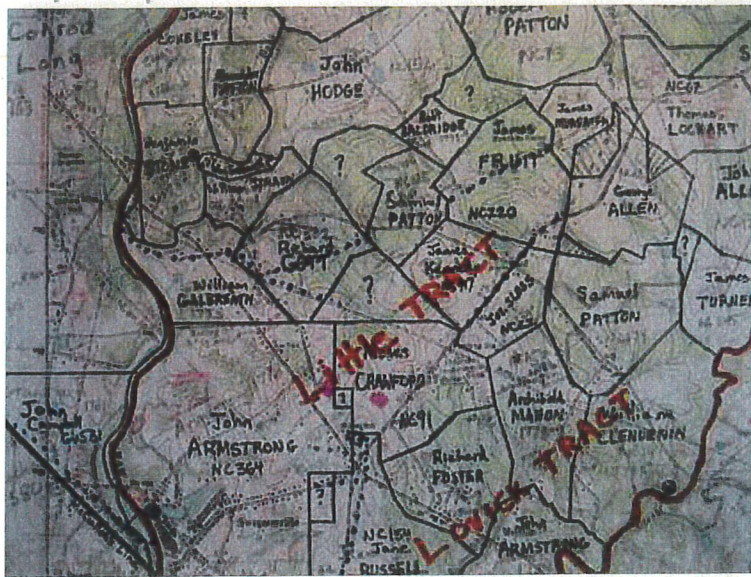
[\(http://www.flickr.com/photos/29006485@N08/4844270837/\)](http://www.flickr.com/photos/29006485@N08/4844270837/)

Notice that Rowan shows the ford distinctly north of mouth of Big Alamance Creek.

Approaching from the east, the Galbreath Ford route of the Trading Path passed through the land grants of James Murdaugh (NC 78, not shown or mentioned), James Fruit (NC 220, shown but not named), Samuel Patton (NC 175, not shown or mentioned), Richard Gott (NC 502, shown but not named) and William Galbreath (NC 248, shown as "Road to Hillsborough").

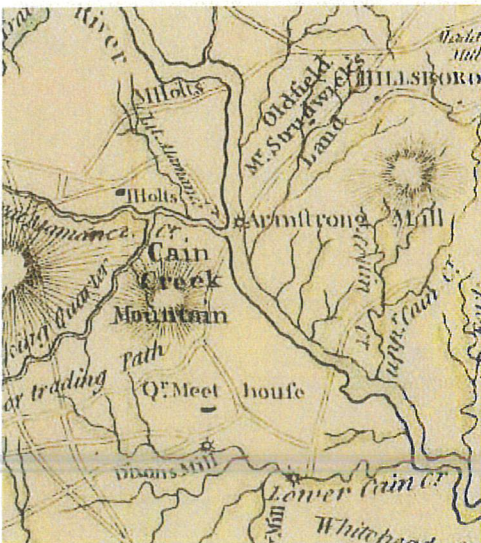
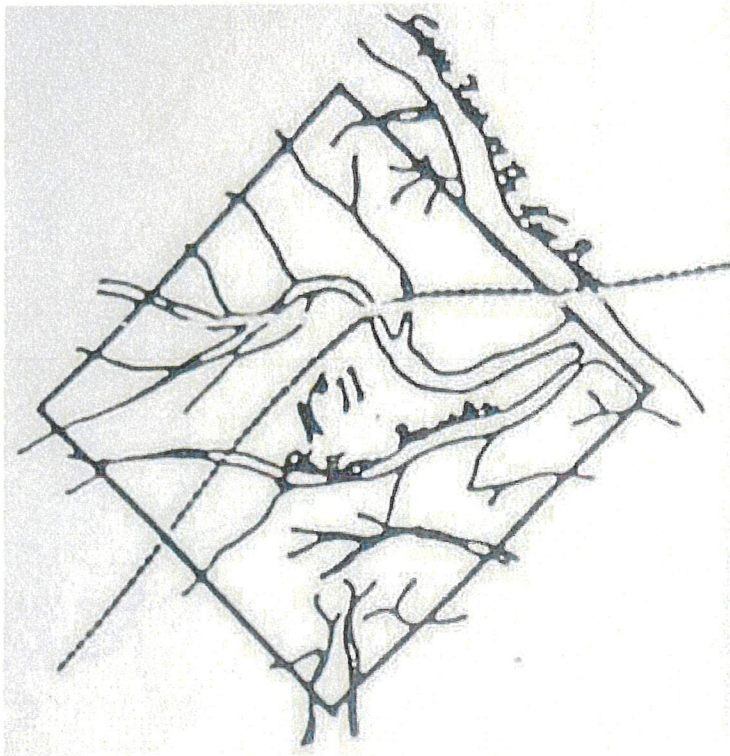
#### The Island Ford

Just after NC Hwy 119 crosses NC Hwy 54, the road into Swepsonville forks. The left fork is now Alfred Road and that was the road to the Island Ford. The Island Ford was located just south of the islands at the



Purveyer Mill; Tom Burke Lane is a remnant of the road leading down to the river. It would be interesting to get the landowners' permission and check out the route of that road in more detail.

Unlike the Galbreath and Butler Fords, the Island Ford crossed the Haw south of the mouth of Big Alamance Creek, obviating the problem of fording Big Alamance – no doubt one of the reasons why this ford was developed. The Island Ford was apparently established by the time Collett made his 1770 map of North Carolina, as two fords are clearly shown near Armstrong's Mill, one of them south of the mouth of Big Alamance Creek:



Collett seems to be the only source that associates the "Western or Trading Path" - as Collett calls it - with the Island Ford and the route on the south side of Big Alamance Creek. Henry Mouzon's 1775 map shows the same thing, but Mouzon drew very heavily from Collett's map.

Still further to the south, just above the mouth of Haw Creek, the Hunter family set up a ferry in the early 19th century or perhaps late 18th. The Island Ford and Hunter's Ferry are both shown distinctly on the 1808 Price-Strother map of North Carolina. The site of Swepsonville is labeled R. Christmas:



(<http://www.flickr.com/photos/29006485@N08/4342053251/>)

The 1833 McRae-Brazier Map of North Carolina shows the same crossings (though Hunter's Ferry is unlabeled) as well as still another crossing, Thomson's Ferry a little further downstream. The site of Swepsonville is labeled Murphy Mills on this map:



(<http://www.flickr.com/photos/29006485@N08/4342792838/>)

The Old Trading Path

Old court and land records in Orange County mention the Old Trading Path or Old Trading Road many times. Looking through all of the 18th century court and land records that still exist for Orange County (including the Granville Grants, the State Land Grants, the minutes of the Court of Pleas and Quarter Sessions, the minutes of Hillsborough Superior Court and the entirety of Orange County Deed Books 1 through 16), it appears that all references to "the old Trading Path," "old Trading Road," "Trading Road" or "Trading Path" refer to the route I have described above.

The various roads leading to other ford, ferry and bridge sites Woody's Ferry, Hunter's Ferry, the Saxapahaw Ford, the Island Ford, and Trollinger's Ford were all parts of major routes from Hillsborough to Salisbury at various times. Probably all of these crossings were known to the Native Americans from much earlier times, but no old Orange County records ever refer to any of these crossings or the roads that led to them as being the Trading Path (though Collett shows the Western or Trading Path as crossing at the Island Ford). And the very oldest land records for the area that is now Orange County – the 1728 Proprietary land grants to John Lovick and William Moseley – all agree that the Old Trading Path followed NC Hwy 119 crossing the Haw at what is now Swepsonville. Some records show that the Galbreath Ford was the Trading Path as well. Probably both fords, which are near each other, were used, one being better than the other depending on the water level.

[Mark Chilton's blog](#) | [Log in](#) to post comments

## COMMENTS

### **Absolutely wonderful!**

Submitted by Anonymous (not verified) on [February 24, 2014 - 10:43pm](#)

I have been \*dying\* for a history of the trading path! It's thrilling to think of how thick the history is in this area... it gives one a real sncse of grounding. Thank you, Mark for this. All the best, Brian Risk.

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### **Awesome!**

Submitted by Anonymous (not verified) on [February 25, 2014 - 12:04am](#)

Thanks for posting this important part of our history, Mark!

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### **Old Trading Path**

Submitted by Anonymous (not verified) on [February 25, 2014 - 9:56am](#)

Thanks for doing this service to our community!

[Log in](#) to post comments

### **prepositions**

Submitted by Anonymous (not verified) on [February 25, 2014 - 3:35pm](#)

Interesting work, Mark, but I sure wish you could bring yourself to say "a" rather than "the Trading Path", and I hope you can show where anybody referred to a "prominent" Occaneechi town at Hillsborough. You have, though, done as much as can be done with land records. The fact that land recording took place several generations after the last Native American town was depopulated would lead a more timerous historian to be less certain in conclusion.

[Log in](#) to post comments

### **Great Work, Mark**

Submitted by Anonymous (not verified) on **February 27, 2014 - 11:24pm**

It is fantastic that you have put so much effort into tracing this historic path through our area. I hope you do another presentation that is well-advertised. I want to see the whole show!

- Richard Ellington

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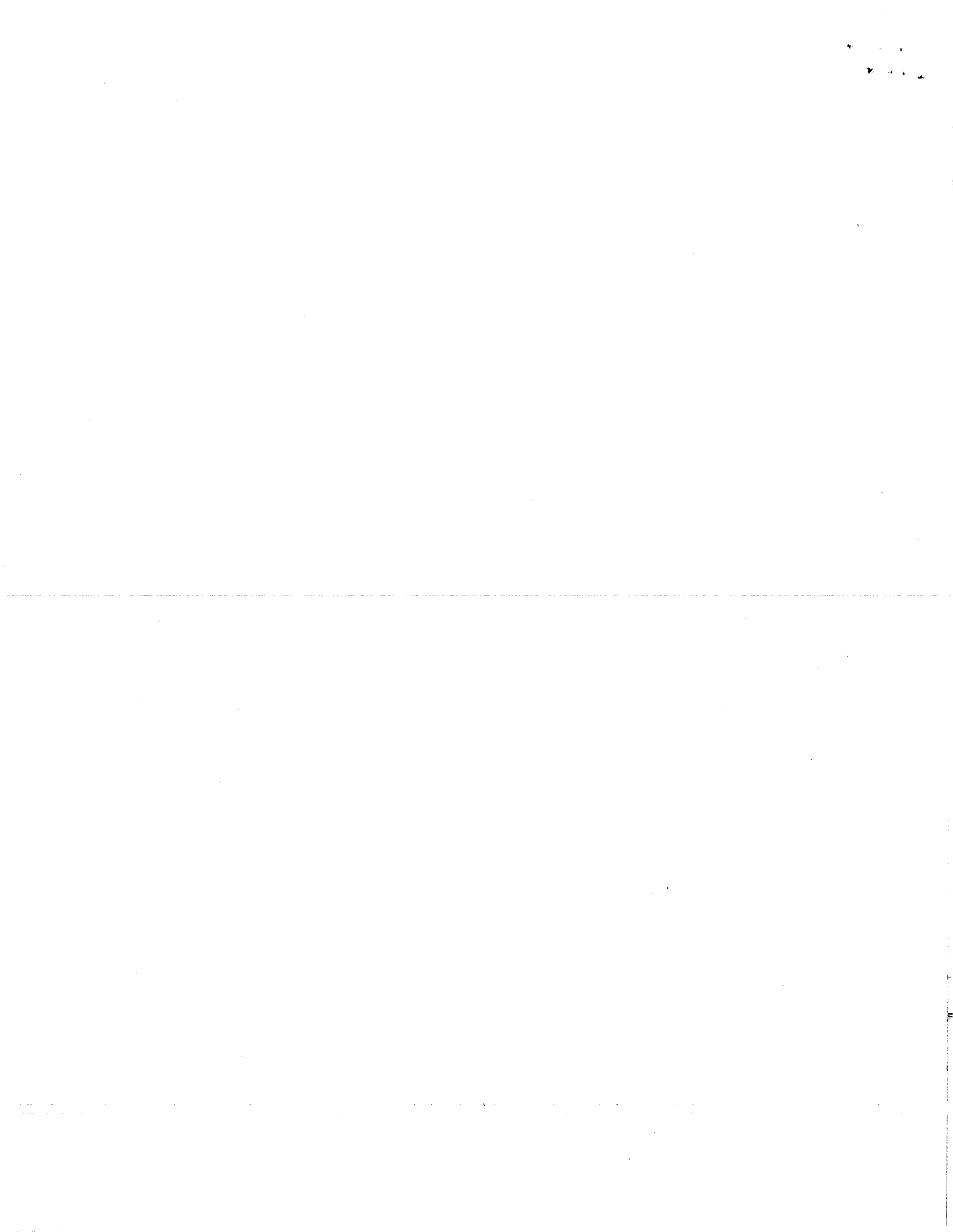
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We the undersigned community members and landowners oppose the construction of the largest Buc-ee's gas station in the world in Mebane, NC

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