



# Planning Board

Minutes to the Meeting  
June 10, 2024, 6:30 p.m.

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The Planning Board meeting was held at the Glendel Stephenson Municipal Building located at 106 E. Washington Street, Mebane, NC 27302 and livestreamed via YouTube. The video can be accessed through the following link: <https://www.youtube.com/watch?v=BekW8RwMXCY>

### **Members Present:**

Judy Taylor, Vice Chair  
Colin Cannell  
David Scott  
Gale Pettiford  
Susan Semonite  
William Chapman

### **Members Absent:**

Edward Tulauskas, Chair  
Keith Hoover  
Kurt Pearson

### **City Staff Present:**

Ashley Ownbey, Development Director  
Rachel Gaffney, City Planner  
Briana Perkins, City Planner  
Kirk Montgomery, IT Director

### **1. Call to Order**

At 6:30 p.m. Vice-Chair Taylor called the meeting to order.

### **2. Approval of May 13, 2024, Meeting Minutes**

Susan Semonite made a motion to approve the meeting minutes. David Scott seconded the motion, which passed unanimously.

### **3. City Council Actions Update**

Ashley Ownbey informed the Board that the proposed McDonald's on N. First Street was denied with a (3-2) vote. She said that the applicant requested a continuation for the proposed Tractor Supply to the July City Council meeting. She also provided that the City Council approved amendments to the Mebane Unified Development Ordinance and watershed boundary.

Colin Cannell asked Ms. Ownbey to report why the City Council denied the special use request for the proposed McDonald's. Ashley Ownbey replied that the basis of denial was harmony with the surrounding area with reference to the Council's previous decision to not allow restaurants with drive-throughs on the outparcels.

### **4. Request to rezone a +/- 2.048-acre parcel (GPIN 9815840394), located at 506 West Holt Street, from R-8, Residential District, to HM(CD), Heavy Manufacturing Conditional District, to allow for Outdoor Storage by Norris Family Investments 2 LLC.**

Norris Family 2, LLC is requesting approval to conditionally rezone the +/- 2.048-acre property located at 506 W Holt Street (GPIN 9815840394), from R-8 to HM (CD) to allow for outdoor storage,



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including a construction material laydown yard, by the adjacent industrial business, The Building Center. The property is located within Alamance County in City limits.

Requested Condition:

- Reduction of landscape buffers on the west, south, and southeast sides of the property to a minimum of 20-feet, as shown on the site plan. Part of the reductions are caused by a 68-foot Duke Energy easement and a 20-foot City of Mebane sewer easement.

The staff report is provided in the meeting agenda packet available [here](#).

Rachel Gaffney provided a more detailed overview and PowerPoint presentation of the request.

Jonathan Sossamon Jr., representative for Norris Family Investments 2 LLC, stated that the proposal was for a less than a half-acre laydown gravel yard for building materials. He explained the requested condition of 20-foot-wide landscape buffers due to the Duke Energy and City of Mebane sewer easements. He provided that the easements occupied approximately 0.15 acre of the 2.04-acre lot which reduced the area to just over an acre. He next stated that there was a neighbor at 500 W. Holt Street who had agreed for them to move his driveway back onto his property free of charge. Last, he stated that on October 18, 2023, there were letters sent out for a neighborhood meeting that was held on November 2, 2023, with no one in attendance.

Colin Cannell asked if the property at 500 W. Holt Street who was most affected by the development was okay with the project. Jonathan Sossamon replied that they had spoken with that neighbor to move his driveway and the owner seemed okay with the development. Colin Cannell commented on a steep slope at the driveway. Jonathan Sossamon said that the North Carolina Department of Transportation would require a swale and culvert for the driveway.

Colin Cannell asked about the condition to reduce buffer requirements which he found understandable for the site as proposed and asked about other uses in the future. Ashley Ownbey replied that the zoning was for the site-specific plan that did not show structures on the site. She said that staff could not approve construction of a building on the site without going back to the Planning Board and City Council.

William Chapman asked about additional noise associated with the site other than The Building Center's current operations. Jonathan Sossamon replied that there was no additional noise associated with the site.

David Scott made a motion to approve the request as follows:

*Motion to approve the HM(CD) zoning as presented.*



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*Motion to find that the application is consistent with the objectives and goals in the City's 2017 Comprehensive Land Development Plan Mebane By Design. Specifically, the request:*

- *Is for a property within the City's G-1 Downtown Mixed-Use Area and in a generally industrial area (Mebane CLP, p. 68).*

William Chapman seconded the motion, which passed unanimously.

Vice-Chair Taylor noted that the request will go to the City Council on July 1, 2024, at 6:00 p.m.

**5. Request to rezone the +/- 43.32-acre property located on Saddle Club Road (GPIN 9826612172), from R-20 to R-12 (CD) to allow for a residential cluster subdivision with 110 single-family homes and a public park by Slippery Elm Properties, LLC.**

Slippery Elm Properties, LLC is requesting approval to conditionally rezone a +/- 43.32-acre property from R-20, Residential District to R-12 (CD), Residential Conditional District, to allow for a residential cluster subdivision of 110 single-family homes and a public park. The property is located in Orange County outside of City Limits within the Mebane Extraterritorial Jurisdiction (ETJ). Annexation of the property is required before connection to City utilities. The applicant has the property under contract to purchase, contingent upon approval of the conditional rezoning request.

Requested Conditions:

- A 20' rear setback for Lots 6 – 14 and Lot 60 and a minimum 50' lot width for all lots.
- Dedication of +/- 5.19 acres of land for public recreation area. The site plan shows +/- 7.32 acres of qualifying private common open space. The amount of land shown as public recreation area and private open space totals +/- 12.51 acres.

The staff report is provided in the meeting agenda packet available [here](#).

Ashley Ownbey provided a more detailed overview and PowerPoint presentation of the request.

Carla Sevilla, with Glenwood Homes and representing Slippery Elm Properties, said she had worked with other subdivisions in Mebane such as Collington Farms, Ashbury, and Arrowhead. She said that the Saddle Club Subdivision was a proposed cluster development with 110 single-family homes and over 5-acres of dedicated for public recreation to the City of Mebane. She stated that the subdivision would be pedestrian friendly with internal sidewalks connecting to the public recreational area trail, Lebanon Road Trail, and the Tupelo Junction Subdivision. She also provided that the property was surrounded by other subdivisions such as Havenstone, Mallory Place, Tupelo Junction, The Retreat at Lake Michael, and the Village at Lake Michael.

Tyler Wagner, Project Engineer with FEI Civil Engineers and Land Surveyors, reviewed proposed conditions for the project.



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Carla Savilla stated that there was a neighborhood meeting held on Friday, June 7 from 4-6 p.m. over Zoom. She reported a good turnout and that neighbors voiced some concerns. During the meeting, she asked neighbors for input on whether to offer the volleyball courts or pickleball courts in the public park with only one person stating they would rather have pickleball courts.

Carla Savilla stated that Glenwood Homes constructed the last section of Ashbury and those homes are similar to what they are proposing in the Saddle Club subdivision with homes built for an entry level buyer. She then spoke to the proposed amenities of the development and reviewed the possibility of changing from volleyball courts to four to six pickleball courts with approval from the City of Mebane.

Colin Cannell asked if he understood the site plan correctly that showed a steep grade between the housing area and the public recreation area.

Tyler Wagner replied that the current lot was a steep hill, and the plan was to elevate the public recreation area to allow the sewer to drain out to Lebanon Road. The steeper slope between the housing and recreation area creates a better buffer between the two areas.

Colin Cannell also asked why there was not an internal sidewalk connection to the recreation area between lots 37 and 38. He commented that residents would have to leave the subdivision in order to access the recreation area.

Tyler Wagner replied that they had thought about a connection initially with a trail in the middle of the subdivision and found the idea was not feasible and would not be compliant with ADA standards. He said that the site was too steep and building it out to make it ADA compliant, would require the loss of a lot and volleyball court. Colin Cannell asked what the actual grade was between the residential and recreation areas. Tyler Wagner replied that he did not know the exact number but knew that it was greater than ten feet.

Colin Cannell asked if the private open space would remain a meadow or be graded and mowed. Tyler Wagner replied that the plan involves minimal grading for the walking trail and stormwater infrastructure. Colin Cannell asked at what stage it would be determined if stormwater measures would be required. Tyler Wagner replied the decision would occur in the engineering design stage.

Colin Cannell asked if he was correct in understanding that the lot sizes were similar to those in nearby developments such as Havenstone and The Retreat at Lake Michael. Tyler Wagner said yes, the lots were similar size.

David Scott asked what was priced as entry level. Carla Savilla replied that it depended on the market and building costs with an estimated entry level of \$300,000.

Judy Taylor voiced the same concern as Colin Cannell about residents having to leave the subdivision to access the recreation area. She asked if they had considered losing a lot to create the path from



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the neighborhood. Carla Savilla shared concerns from the neighborhood meeting about the public entering the neighborhood and reiterated that the design is limited mostly from an engineering standpoint. Tyler Wagner said that the development would have to lose more than one lot due to the steep slope of the site. Judy Taylor commented that she felt that the proposed plan did not meet the intent of a cluster development that had homes closer together for a larger shared open space. She said that without the internal connection to the public recreation area, the benefit of the cluster development would be lost.

Colin Cannell also commented that with the public recreation area separate from the residential area, the residents may not recognize that space as theirs. Ashley Ownbey shared staff's concerns about a connection between the neighborhood and public recreation area, noting recent issues including homeowners installing fences in the space meant for the path and complaints of people deviating from the path into private yards. Tyler Wagner stated that the sidewalk along Saddle Club Road was going to be about 10-15-feet off the road due to a current NCDOT drainage ditch.

Judy Taylor asked if the City would be maintaining the public recreation area once built. Tyler Wagner replied that the City would be maintaining the park once completed.

David Scott commented that he would respect the neighbors who did not want the people from the recreation area coming into their neighborhood. Judy Taylor replied that she did not think it was a concern since she also had people in front of her house coming from the Mebane Community Park and did not see why the City would encourage the mindset of not allowing the public into neighborhoods.

Susan Semonite asked what the timeline would be for each phase of construction and if it was a five to ten year plan or immediate. Carla Savilla replied that they plan to construct within 24 months depending on weather.

Susan Semonite asked to confirm that there were no proposed road improvements and no traffic impact analysis (TIA) required. Tyler Wagner replied that she was correct in that no road improvements and TIA were required. Ashley Ownbey replied that a TIA was required and completed.

Gale Pettiford asked why an updated TIA was not required since the TIA provided was from July 2021. Ashley Ownbey replied that a new TIA was not required due to the recent development of Tupelo Junction North who completed a TIA in 2022 that included the proposed Saddle Club subdivision as background traffic. She said that the TIA for Tupelo Junction North included most of the same information as the Saddle Club subdivision TIA and the developer of Tupelo Junction North is required to install a traffic signal at the intersection of Lebanon Road and Stagecoach Road.

Vice-Chair Taylor opened the floor for public comment.



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George Thekis, 2000 Saddle Club Road, was concerned with the density of housing on the property compared to larger lots in the area and taxes going up to cover City infrastructure.

Karen Baker, 5050 Talisker Trail, questioned if utility easements would be needed from neighbors, if adjacent properties would get annexed involuntarily, how Orange County's zoning was determined originally, and why the R-20 zoning could not be kept with similar low-density properties abutting it. She also was concerned about pollution, increased traffic, and trespassing.

Jessica Farrell, 2145 Saddle Club Road, was concerned about traffic, pollution, and crime. She was concerned about the outdated TIA since there was excessive speeding along Lebanon Road.

Kelly Long, 2259 Saddle Club Road, opposed the rezoning from R-20 to R-12 and asked why 94 homes in R-20, only 16 homes different from the proposal was not an option. She also commented that the volleyball and pickleball courts would be appreciated, but not another soccer field.

Beth Carlton, 2565 Saddle Club Road, was concerned with the area changing from primarily rural to highly developed. She was also concerned with the City infrastructure and asked for more controlled growth.

Tom Ortel, 5050 Talisker Trail, asked who was responsible for the open area and recreation area maintenance. He was concerned with light and noise pollution, water flow after grading, infrastructure, and increased traffic. He also mentioned that Talisker Trail was a private road and worried that the public would use that road to access the public recreation area.

Deanna Yates, 7041 Fisher Trail, was concerned with traffic due to speeding on Lebanon Road, crime at the recreation area, and the houses not being maintained after a few years.

Lisa Torkewitz, 3220 Spoon Lane, was concerned with small lots not conducive to new families who need the space.

Meredith Ragsdale, 2123 Saddle Club Road, was concerned with traffic and asked who covers emergency services in the area.

Michael Vaughn, 2259 Saddle Club Road, expressed support for keeping the zoning R-20 instead of R-12 and was concerned with noise pollution, light pollution, and additional traffic.

Jim Deeney, 3205 Spoon Lane, voiced that he wanted the zoning to stay as R-20.

Johna Bass, 1622 Saddle Club Road, commented that the proposed development was too dense for the area, asked who would maintain the security of the public restrooms, and how these essentially "row houses" will look in 20-30 years.

Ronald Shields, 2510 Saddle Club Road, introduced himself as a retired developer and commented that the transition from the larger rural lots to the small cluster lot was too much for the infrastructure.



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Pat Rice, 2000 Saddle Club Road, mentioned that Saddle Club Road was named after her father's business and her family still lives along Saddle Club Road. She expressed concerns with the noise and light pollution from the soccer field.

David Scott asked staff if there were any plans to light the soccer field. Ashley Ownbey replied that the only planned lighting is for the parking lot and the soccer field was designed for pick-up soccer since the fields at the Mebane Community Park are often occupied for official games.

Sherri Rapp, 616 Casey Ln, expressed concerns with the overcrowding in the area with this development on top of others already in construction. She was also concerned with chemicals and construction waste going into neighboring well water.

Larry Dragoo, 3007 Saddle Club Road, said that the reason the public recreation was located in that area instead of in the middle of the development, was because that portion of the property was not buildable.

Avis Rice, 1600 Saddle Club Road, said that her family owned several parcels of land in the area and expressed concerns with the noise pollution from the public recreation, the necessity of another soccer field, and the crime that comes with having 24-hour public restrooms.

Carla Savilla acknowledged the neighbors' concerns. She explained that her company Glenwood Homes was trying to construct much needed workforce housing. She said that the local area was 17,000 rooftops short for affordable housing. She addressed a public comment about homes in Ashbury, stating that Glenwood had only constructed the most recent homes. She also said that the soccer field was added to the recreation area at the request of the City's Recreation and Parks Department and that other options could be explored with the City.

Gale Pettiford asked about the who would be policing the new development. Ashley Ownbey replied that most of the properties along Saddle Club Road were outside of City limits and would be covered by Orange County Sheriff. She said that the proposed development would require annexation into the City, meaning the Mebane Police Department would serve the new development as properties that pay City taxes receive City police service.

Colin Cannell asked about comments regarding utilities possibly crossing private property. Tyler Wagner replied that currently there were no utilities shown to cross over other properties, but there may be a need closer to Lebanon Road to get easements from neighbors. He said that they would work to stay within the right-of-way.

Colin Cannell asked who controls speeding along Lebanon Road since that was another major concern from neighbors. Ashley Ownbey replied that Lebanon Road is maintained by the State and a speed limit reduction must go to the NCDOT.



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Colin Cannell said that there was a neighbor who had concerns about who maintains portions of the site, either the City or HOA. Tyler Wagner replied that the meadow area and anything to the north of the Duke Power easement would be HOA-maintained. Colin Cannell asked if the public recreation portion would be a separate parcel owned by the City of Mebane. Tyler Wagner replied the property would be subdivided, and that parcel would go to the City of Mebane. Susan Semonite asked if she understood that the HOA was maintaining the meadow, but there was essentially no access to it except from the public recreation area. Tyler Wagner replied that she was correct.

Colin Cannell noted another concern from neighbors was the water drainage and asked how the development would address that issue. Tyler Wagner replied that they had acknowledged those concerns, which were expressed at the neighborhood meeting, and that the drainage would be addressed during the engineering stage to make sure it was not an issue.

Susan Semonite made a motion to deny the request as follows:

*Motion to deny the R-12(CD) rezoning as presented due to a lack of*

*a. Harmony with the surrounding zoning*

Gale Pettiford seconded the motion.

Colin Cannell asked for further discussion. He said that there had been neighbors that reached out online to the Planning Board and one of the comments was that the Board was being bribed to pass these developments. Colin Cannell reiterated that the Planning Board was completely voluntary and that they did not receive any payment or bribes for their recommendations. He explained that there was a housing shortage in Orange County like the applicant had described. He provided that rents in Orange County had gone up 55% in the last five years, 24% in the last year alone, and the average house for sale in Orange County lists at \$500,000 and stays on the market for nine days. He commented on the supply and demand ratio that has led to mill houses in Hillsborough being sold for \$500,000 since the demand does not match the supply. He said that the type of development proposed was similar to other developments already approved in the area. Colin Cannell then addressed that the neighbors surrounding the property had lived next to a real estate asset that had not been developed but could have at any time. He said that the owners were going to cash out at some point, and the City had an opportunity with this development to lock in the large open space that will not happen with an R-20 development.

A vote was held on Ms. Semonite's motion, ending with a 3-3 tie. Vice-Chair Taylor, Susan Semonite, and Gale Pettiford voted in favor of the motion to deny the request. Colin Cannell, David Scott, and William Chapman voted against the motion.

Vice-Chair Taylor noted that the request will go to the City Council on July 1, 2024, at 6:00 p.m.





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**6. Request to establish HM(CD), Heavy Manufacturing Conditional, zoning on two properties (GPINs 9834568820 and 9834475147), totaling +/- 83.368 acres, addressed 508 and 510 Buckhorn Road, and located outside of the Mebane Extraterritorial Jurisdiction (ETJ) in Orange County for a trucking/freight terminal by Orange County Investors Partnership.**

Orange County Investors Partnership is requesting a conditional rezoning to HM(CD) to develop a trucking and freight terminal on a site area totaling +/- 83.368 acres and addressed at 508 and 510 Buckhorn Road. The properties are located outside of the Mebane Extraterritorial Jurisdiction (ETJ) in Orange County. A request for annexation into the City of Mebane has been submitted concurrently with the rezoning request. The applicant plans to combine Tract 1 and Tract 3 to create the total site area.

The staff report is provided in the meeting agenda packet available [here](#).

Rachel Gaffney provided a more detailed overview and PowerPoint presentation of the request.

Dave Pokela, attorney with Maynard Nexsen of Greensboro, introduced himself as representation for R + L Carriers. Mr. Pokela also introduced Mike Fox who was representing the owner Orange County Investors Partnership, Sam Mullikin, Director of Construction for R+L Carriers, Austin Watts, civil engineer with Kimley Horn, Earl Lewellyn, traffic engineer with Kimley Horn, and Shannon Craven with Kimley Horn. He explained that the rezoning was for a truck and freight terminal for R+L Carriers. He said that the plan had gone through the Technical Review Committee (TRC) four times and had a solid plan for the Planning Board to look at for recommendation to the City Council. Dave Pokela explained that the current zoning of Orange County EDB-2, Economic Development Buckhorn Development Higher Intensity was consistent with the proposed Mebane zoning of HM, Heavy Manufacturing. He mentioned that the zoning was also consistent with the City of Mebane's Comprehensive Plan *Mebane by Design* and subsequently the "Buckhorn Area Plan" by Orange County.

Dave Pokela stated a neighborhood meeting was held on May 23, 2024, via Zoom. He said that seven individuals attended and they had a good discussion on light pollution, landscape buffers, timeline, and safety.

Sam Mullikin, representing R+L Carriers, explained that R+L Carriers was an LTL (Less Than Loaded) logistics company which means they could deal with large manufacturers or small residential. He provided a brief history of the company. He explained that the facilities are built to be cleanly designed with maintained landscaping. He said that there would be a loading dock, a service center



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with primarily administrative offices, and a small maintenance shop. Sam Mullikin said that the facilities were cleaned on a regular basis and have inspections every six months. He also said that this facility would include a two-lane fuel station to relieve local facilities. He also provided that some facilities had new housing developments built after their facilities were in operation showing that they maintained nice facilities where neighborhoods could be built nearby.

Austin Watts, engineer with Kimly Horn, presented that per the City of Mebane's ordinance the use type fell under Heavy Manufacturing. He stated that the proposed use was not something noxious like a tannery manufacturer. He also reiterated that the approval was site-plan specific so another developer could not come in with a tire manufacturing business without going back through the review process.

Austin Watts showed the site plan with the main terminal and a proposed future expansion area. He also explained the extensive landscaping plan with a 125-foot buffer against the residential development to the southeast of the site. He indicated locations of the maintenance building, truck wash, and fuel canopy. Austin Watts provided that all lighting would be interior to the site per local ordinance and would all be cutoff to have no spill-over into adjoining properties. He said that truck traffic should take the Interstate with limited desire to travel West Ten Road given that all services would be provided on site for weighing and fueling.

Earl Lewellyn, traffic engineer with Kimly Horn, said that separate TIAs were conducted for R+L Carriers and the next project on the agenda. He explained the requirements for a southbound left turn lane, northbound left turn lane, and a northbound right turn taper at the site driveway.

Colin Cannell asked about the closing timeframe for the current flea market. Dave Pokela said that the due diligence period ends July 3 and the property closing would be within 15 days of the end of due diligence.

Susan Semonite asked about how the weigh station worked and if the trucks would still be required to visit the station on the Interstate. Sam Mullikin replied that the trucks would be weighed coming and going out of the site with a scale that is up to NCDOT standards so that the trucks did not have to go through the weigh station on the Interstate.

Vice-Chair Taylor asked if the Interstate was taken into consideration with trucks going off the exit and those moving over to the weigh station. Earl Lewellyn replied that with a project of that scale trucks would be added in consideration, but the net increase was not as dramatic as some other projects where they have done weaving analysis. Sam Mullikin also added that the truck shifts are staggered so trucks would not be leaving at the same time.

Vice-Chair Taylor also asked if the facility was operating 24 hours. Sam Mullikin replied that yes, it was a 24-hour facility, but with limited capacity on certain shifts.

Vice-Chair Taylor opened the floor for public comment.



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Don Compton, 2207 Mt. Willing Road, was concerned with truck congestion going onto the Interstate, toxic waste overflowing the stormwater pond into local well water, and noise pollution.

John Lopiccolo, 5637 Preston Loop, shared concerns about property values and noise pollution.

Chris Benjamin, of 5627 Preston Loop is currently in trucking business and shared that he did not want R+L Carriers to be like other trucking facilities, such as Ward Trucking in Raleigh, that are sitting empty. He was concerned with noise pollution, light pollution, the smell of diesel, and chemical waste.

Jeff Hewlings, 5635 Preston Loop, said that the engineer spoke about a 100-foot landscape buffer in the neighborhood meeting, but spoke about a 125-foot buffer at this meeting. He indicated that he had many of the same concerns already expressed and wanted to make sure there was an adequate buffer.

Tom Boney Jr., with Alamance News, asked for clarification of the freight and trucking service and the service center. Sam Mullikin replied that the service center was the maintenance building and there was also a service center with administration.

Tom Boney Jr. also asked what the square footage of the planned trucking area was, and how many doors it had. Ashley Ownbey referenced the site plan and replied that the truck terminal was 135,950 square feet with 202 doors. She said that the future building was proposed at 53,600 square feet with 81 doors.

Tom Boney Jr. asked the City Staff if the rezoning included the current proposed building and the future expansion. Ashley Ownbey replied that yes, the rezoning request includes both.

Tom Boney Jr. asked about the estimated number of employees for the new facility. Sam Mullikin replied that it would be about 130 dock workers, 12-15 maintenance staff, 10-15 support staff, and likely 20-30 more jobs with the expansion.

Tom Boney Jr. also asked about the number of trucks and the timeline for construction. Sam Mullikin replied that there would be about 120 trucks and the timeframe would be 18-24 months for construction depending on environmental constraints.

David Scott asked Austin Watts about the process of collecting the wastewater runoff from the site. Austin Watts replied that there would be swales directing water to an underground network going to the wet pond at the back to be treated and discharged into the stream. A neighbor from the audience asked if the water would be treated by plants. Austin Watts stated there were four bays the water went to first to settle out, then to another pond with plants. He said that if there was a spill at the maintenance or fuel areas, drains would bring the waste to an oil separator before discharging.

Chris Benjamin asked if there were any buildings that R+L Carriers were not using. Sam Mullikin replied that there were no vacant facilities under R+L Carriers.



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Vice-Chair Taylor asked how long trucks would stay idle while being loaded. Sam Mullikin replied that it would be very minimal, and the trucks would be turned off while parked.

Colin Cannell made a motion to approve the request as follows:

*Motion to approve the HM(CD) zoning as presented.*

*Motion to find that the application is consistent with the objectives and goals in the City's 2017 Comprehensive Land Development Plan Mebane By Design. Specifically, the request:*

- *Is for a property within the City's G-2 Industrial Area and is part of the Buckhorn Economic Development District (Mebane CLP, p. 76); and,*
- *Serves Growth Management Goal 1.7 through the support of industrial development at existing and developing industrial parks near I-40/85 (p. 17 & 84).*

David Scott seconded the motion, which passed unanimously.

Vice-Chair Taylor noted that the request will go to the City Council on July 1, 2024, at 6:00 p.m.

**7. Request to establish LM(CD), Light Manufacturing Conditional, zoning on five properties (GPINs 9834454342, 9834357585, 9834357650, 9834357666, and 9834357842), totaling +/- 49.25-acres, and located outside of the Mebane Extraterritorial Jurisdiction (ETJ) in Orange County by Orange County Investors Partnership.**

Orange County Investor Partnership is requesting to establish LM(CD), Light Manufacturing Conditional District, zoning on five properties (GPINs 9834454342, 9834357585, 9834357650, 9834357666, and 9834357842), totaling +/- 49.25 acres, and located outside of the Mebane Extraterritorial Jurisdiction (ETJ) in Orange County, for a future light industrial development. A request for annexation into the City of Mebane has been submitted concurrently with the rezoning request.

The staff report is provided in the meeting agenda packet available [here](#).

Briana Perkins provided a more detailed overview and PowerPoint presentation of the request.

Mike Fox, attorney with Tuggle Duggins representing Orange County Investors Partnership, said that this site was in conjunction with the R+L Carriers site using the same engineers and participating in the joint neighborhood meeting. He said that the proposed plan did not have a defined user like R+L Carriers which is why there was a request for flexibility. He said that the owner did intend the user to be more like a warehouse distribution.

Vice-Chair Taylor asked if a final site plan would come back to the Planning Board once there was a specific user and if there would definitely be driveways on Buckhorn Road and West Ten Road. Mike



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Fox replied that the driveway approvals would be up to NCDOT. The developer's preference at this time is for the two driveways.

There were no comments from the public on the request.

David Scott made a motion to approve the request as follows:

*Motion to approve the LM (CD) zoning as presented.*

*Motion to find that the application is consistent with the objectives and goals in the City's 2017 Comprehensive Land Development Plan Mebane By Design. Specifically, the request:*

- *Is for a property within the City's G-2 Industrial Area and is part of the Buckhorn Economic Development District (Mebane CLP, p. 76); and,*
- *Serves Growth Management Goal 1.7 through the support of industrial development at existing and developing industrial parks near I-40/85 (p. 17 & 84).*

Susan Semonite seconded the motion, which passed unanimously.

Vice-Chair Taylor noted that the request will go to the City Council on July 1, 2024, at 6:00 p.m.

## **8. Announcements**

Ashley Ownbey informed the Board that City offices would be closed on Wednesday, June 19. She also reminded the Board that the annual elections for the Planning Board Chair and Vice-Chair would occur at the next regular meeting. Ashley Ownbey also informed the Board that it was Rachel Gaffney's last meeting.

Colin Cannell discussed procedures and asked for clarification on the Saddle Club vote that ended with a tie. The Board agreed that the tied vote should proceed to the City Council.

## **9. Adjournment**

Vice-Chair Taylor adjourned the meeting at approximately 9:14 p.m.

