



1. Call to Order
2. Approval of May 13, 2024, Meeting Minutes
3. City Council Actions Update
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.
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.
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.
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.
8. Announcements
9. Adjournment



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=4uzhIQcFYwM>.

Members Present:

Edward Tulauskas, Chair
Judy Taylor, Vice Chair
Colin Cannell
David Scott
Gale Pettiford
Keith Hoover
Kurt Pearson
William Chapman

Members Absent:

Susan Semonite

City Staff Present:

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

1. Call to Order

At 6:30 p.m. Chair Tulauskas called the meeting to order.

2. Approval of April 15, 2024, Meeting Minutes

Gale Pettiford made a motion to approve the meeting minutes. William Chapman seconded the motion, which passed unanimously.

3. City Council Actions Update

Ashley Ownbey informed the Board that the general rezoning on 1233 S. Third Street was unanimously approved by the Mebane City Council.

4. Request to amend a Special Use Permit for a +/- 1.06-acre outparcel of the Oak Manor Market Shopping Center addressed 640 N. First Street (GPIN: 9825074851) to allow for a drive-through restaurant by McDonalds USA, LLC

McDonald's USA, LLC is requesting to amend a Special Use Permit to develop a restaurant with a drive-through on a +/- 1.06-acre outparcel of the Oak Manor Market Shopping Center addressed 640 N. First Street (GPIN: 9825074851). The subject property is currently zoned B-2, General Business District. Development of the shopping center and outparcels was approved with a special use permit by the Mebane City Council on December 9, 2002. One of the conditions of the special use permit reads: "The only restaurants allowable on the out parcels will be restaurants with no "drive- thru" windows." The applicant is requesting to amend this provision for the subject property only. Restaurants with drive-throughs are permitted with development standards in the B-2, General Business District.



William Chapman disclosed to the Planning Board that he owned property on North Wilba Road that was in the immediate area of the proposed project. He said that he believed he could remain objective in his consideration of the request. The Planning Board agreed.

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.

Patrick Byker, attorney with Morningstar Law Group representing McDonald's USA, LLC, introduced his team and presented information about the current site. He stated that the amendment to the special use permit would only apply to the 1.06-acre site proposed for McDonald's and the remaining outparcels would remain with the condition of no drive-through restaurants.

Brian Burchett, project engineer with Sambatek, provided additional information on the site and explained coordination with the North Carolina Department of Transportation to have internal drives for the site. He also explained that the driveways were set up to reduce the amount of queuing outside of the drive-through.

David Scott asked to clarify the access. Brian Burchett replied that the south side of the site was an outbound and the only entrance access would be the driveway located at the north side of the site.

Kurt Pearson asked if the two-lane down to one lane drive-through actually worked. Brian Burchett replied it has worked for McDonald's for several years and now other drive-through restaurants are moving to that design.

Colin Cannell asked city staff if it was true that Chick-fil-A was changing their drive-through layout. Ashley Ownbey replied that yes, construction plans had been approved for Chick-fil-A's new drive-through configuration. Colin Cannell asked if they were going from the two lanes down to one and moving to two full lanes due to stacking. Ashley Ownbey replied the adjustment is to two full lanes, though she is uncertain of the reason. Brian Burchett provided that Chick-Fil-A has some of the slowest processing times out of all the fast-food restaurants.

Kurt Pearson asked about the sidewalk shown on the site plan coming across to the middle of the building. Brian Burchette replied that the sidewalk was ADA compliant so anyone could access the site through the existing sidewalk along N. First Street.

Tom Boney Jr., Alamance News, commented that it appeared the property line crossed the stormwater retention pond and asked if the pond would be affected in any way. Brian Burchett replied that the property line did cross the pond, but the pond would not be affected.



Caroline Cheeves, traffic engineer with DRMP, commented that the traffic impact analysis was completed with input from the NCDOT and the City. She said that the site already had access drives set up within the shopping center, and that it was found that the existing conditions of the site were adequate for the project.

Jarvis Martin, state appraiser with Stewart, Martin, & McCoy, presented that his firm reviewed restaurants with and without drive-through windows that were in reasonable proximity to residential properties and examined sales price, price per square foot, days on market, and list to sales ratio of homes located near those restaurant types. He provided that they had looked at two restaurants without drive-through windows and two with drive-through windows. He stated that the analysis showed no major adverse impacts on properties located near restaurants that had drive-through windows.

Tom Boney Jr. asked specifically which restaurants were studied. Jarvis Martin replied that the firm had looked at the Subway located in that same shopping center, the Chick-fil-A on Mebane Oaks Road, Sakura on Mebane Oaks Road, and the Andy's on Huffman Mill Road in Burlington.

Patrick Byker stated that notification was sent out to all neighbors within a 600-foot radius of the site for a virtual neighborhood meeting. He said that the meeting was held on Thursday, May 9, 2024, with only three neighbors in attendance.

Colin Cannell asked if anyone had remembered why there was a restriction on drive-through restaurants for the original special use permit. Patrick Byker replied that it was a common restriction in many places 20-plus years ago when there was more of a desire for sit-down restaurants.

Kurt Pearson asked Brian Burchett if there was any more noise or light pollution that spills over that occurs with a drive-through. Brian Burchett replied that the only noise from the speaker post was set back a far distance from any residential properties and all lighting follows the City's development standards, with the illumination almost down to zero footcandles at the property lines.

Judy Taylor asked if there were any hours of operation restrictions since the Food Lion closed at 10:00pm. Ashley Ownbey reviewed the development standards and replied that the hours of operation shall be compatible with adjacent land uses. The only restrictions apply when the site is adjacent to residential property, with no operations allowed between 10 p.m. and 6 a.m.

Kurt Pearson made a motion to approve the request as follows:

*Motion to approve the amendment to the special use permit as presented; and,
Motion to find that the request 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 adjoining or abutting property;*
- *Will be in harmony with the area in which it is located; and*
- *Will be in conformity with the land development plan or other plans officially adopted by the City Council.*

Gale Pettiford seconded the motion, which passed unanimously.

Chairman Tulauskas noted that the request will go to the City Council on June 3, 2024, at 6:00 p.m.

5. Comprehensive text amendments to the Mebane Unified Development Ordinance

The City of Mebane is requesting to amend portions of Articles 2 – 12 and Appendices A – F of the Unified Development Ordinance (UDO). 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.

In discussion of amendments to garages and carports allowed in the side yard, Judy Taylor asked if the exclusion of the roof overhang prohibits a type of lean-to off the main roof. Ashley Ownbey replied that there could be additional language added to further clarify that is prohibited.

David Scott asked if a storage room built onto a carport as shown in the presented example was still permitted since there was no restriction on the length. Ashley Ownbey replied that yes, it was the intent to keep the width at 24-feet and have no restrictions on the length of the structure.

In discussion of detached accessory structures, Colin Cannell commented that although the new language proposed for the lot coverage of detached accessory structures appeared restrictive, it actually allows for larger structures, such as allowing a 1,000 square-foot structure on a half-acre of land. Ashley Ownbey replied that staff had tested the new language and found that a lot of older lots in Mebane already have more than the two accessory structures.

Tom Boney Jr. asked when the zoning regulations had changed. Ashley Ownbey replied that since she had started, Mebane has always only allowed two accessory structures on residential properties. Judy Taylor commented that he may be referring to accessory dwelling units. Colin Cannell commented that he may have also been referring to allowing metal structures in residential zoning.

Tom Boney Jr. asked if there were any more changes to materials allowed. Ashley Ownbey replied that there were no proposed changes to the materials and metal would still be an allowed material in all residential zoning districts with the exception of the historic district.



Colin Cannell asked if his understanding of how heated floor area is calculated and its difference from a building footprint. Ashley Ownbey replied that heated floor area is where there is heating and cooling.

Colin Cannell asked if it was the staff's intention to require those with larger lots to subdivide for a separate home if they wanted to exceed the maximum 1,000 square-foot accessory dwelling unit (ADU). Ashley Ownbey referred to a particular case where staff initially advised a property owner seeking a larger ADU to apply for a permit for a new home. The UDO allows more than one home on a property provided the homes are located to allow for subdivision in the future.

In discussion of amendments to the outdoor lighting section of Article 6, Colin Cannell asked how the City was encouraging use of full cut-off lighting. Ashley Ownbey replied that the non-cut-off lighting has more restrictions and can only be used for decorative lighting and not to provide site lighting.

Tom Boney Jr. asked what type of lighting was prohibited. Ashley Ownbey replied that flashing, revolving, intermittent exterior lighting, search lights, laser lights, neon lighting, luminous tube lighting (rope lighting), and flood lights are proposed to be prohibited. Tom Boney Jr. asked if search lights or lights associated with a temporary event would be prohibited. Ashley Ownbey replied that yes, they would be prohibited.

During discussion of proposed changes to the recreation and open space section of Article 6, Colin Cannell asked about the thought process to change the old formula to the current formula for payment in lieu of public recreation area. Ashley Ownbey replied that changes are focused on clarifying that the current value of property to be used in the calculation should not include agricultural credits. She said that other than that clarification, the formula itself had not changed.

Colin Cannell commented that it was not the City's intent to update the formula, but to avoid an unintended consequence of the language that required correction. Ashley Ownbey replied that yes, only the current calculation had been clarified.

Colin Cannell asked if the City would ever change the formula or if it was locked in place. Ashley Ownbey replied that the City was comfortable with keeping the current formula since and shared legal concerns about more aggressive requirements. Colin Cannell asked what would lead to legal issues. Ashley Ownbey replied that the State's approach to impact fees in general would not favor the City pursuing certain calculations. She said that it was best to keep the fee based on the property value. Colin Cannell asked if it was market value or tax value. Ashley Ownbey replied that the specific wording was "on the land as appraised for property tax purposes." Colin Cannell commented that there were other places in North Carolina that used the market value and questioned if it was the City's judgment that such a practice is legally "iffy." Ashley Ownbey replied it was. Colin Cannell



asked if it was the City's general goal to enable the City to provide public recreation facilities somewhere else instead of the developer providing the facilities. Ashley Ownbey replied that she could provide a response that applies generally to every development. She referenced previous City Council meetings and the Recreation and Parks Comprehensive Master Plan as identifying a particular need in the southern part of Mebane. She said that ultimately it was at the discretion of the City Council as to whether they accepted payment in lieu or required land dedication.

Colin Cannell commented that the current language did not seem to address a specific strategy. He reported that in 2017, the City paid \$750,000 for Cates Farm Park. He said that based on the current wording, if a developer had to provide a payment in lieu of land the size of Cates Farm Park at that assessed tax value, then the developer would pay \$68,700 which was less than a tenth of the cost the City paid. He commented that he was confused as to what the City was intending to do by using the tax value and basing a fee off a low value providing very little funding for building a park. Ashley Ownbey replied that part 3 of the public recreation section in Article 6 referenced that the funds would be used for capital improvements on recreational facilities, not necessarily for the purchase of land. Colin Cannell said that he understood the City was comfortable with the trade off, but he did not see how it was beneficial to allow a small payment of lieu amount for acres of land that may be of higher value.

Judy Taylor commented that legally, the City must have a consistent method. She said that more legality issues could come up with using how much a developer initially paid for the land as opposed to basing a government formula from a government number. She said that if the number was higher, then it would be the City Council's determination at that point but there had to be a logical formula applied across the board to all developments.

Kurt Pearson asked if there were places in North Carolina where payment in lieu was not an option. Ashley Ownbey replied that she would have to do more research. She knew that there were some places that do not require public recreation. Colin Cannell commented that he also had not found a location that did not provide an option in his research. He did find that there was a wide range of calculations for the payment in lieu.

Kurt Pearson said that he was concerned about the large twenty-to-forty-acre parcels that would pay a small fee and not provide the public recreation. He also commented that with the fast development, the City would eventually have trouble finding land for a necessary park that was affordable. Ashley Ownbey replied that it was unreasonable to have multiple pocket parks for the City to maintain in each development and there is ongoing discussions on land acquisition for parks and recreational facilities.

Kurt Pearson made a motion to approve the amendments to the City of Mebane Unified Development Ordinance as presented, and that the amendments were consistent with the objectives



and policies for growth and development in the Comprehensive Land Development Plan Mebane By Design.

Judy Taylor seconded the motion, which passed unanimously.

6. Amendments to the boundary of the General Watershed Area Overlay District of the Graham-Mebane Lake Public Water Supply Watershed WS-II Balance of Watershed Area

The City is requesting to amend the boundary of the General Watershed Area Overlay District of the Graham-Mebane Lake Public Water Supply Watershed WS-II Balance of Watershed Area. The staff report and supporting maps are provided in the meeting agenda packet available [here](#).

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

Judy Taylor asked how the square shown on the map was removed from the watershed, while everyone around it was still within the watershed. She disclosed that she lives in the square. Josh Johnson, with Alley Williams Carmen & King who is the contracted stormwater engineer, provided that the proposed watershed boundary was more accurate. He reported that the original watershed boundary was done in 1993 by engineers in Raleigh using the available data at the time. He said that the new data was more accurate and new development has shown that the boundary is different than the current boundaries. He said that the properties within the square area showed the water flowing to the South away from the watershed.

Judy Taylor asked if it was based on how the sewer lines run directing the water flow. Josh Johnson replied that it was a combination of storm drains and ditches that directed flow in other directions. He also provided that the grade in that area did not have a lot of fall or change in grade, so it was easier to redirect the flow of water in that area. He said that some of the flow was directed under the train tracks, but some was directed back towards the watershed. He provided that the changes to the ordinance about the watershed will make it easier to update the boundaries if new data arises.

Kurt Pearson commented that it looked like there are parcels proposed to be added to the watershed and asked if those parcels were mostly the City's property. Josh Johnson replied that there were no new parcels added, but there were parcels with a higher percentage of watershed coverage. Kurt Pearson asked if that meant no resident was getting a letter saying they were now within the watershed. Josh Johnson replied that he was correct and two separate letters were sent to the public. Ashley Ownbey stated that there was a letter for those who were removed or partially removed from the watershed, and then a letter for those who had additional watershed added to their property. Ashley Ownbey also stated that the letters would go out again before the City Council and yard signs would be posted on several intersections for proper notice.



Kurt Pearson made a motion to approve the amendments to the boundary of the General Watershed Area Overlay District of the Graham-Mebane Lake Public Water Supply Watershed WS-II Balance of Watershed Area according to the best available information.

David Scott seconded the motion, which passed unanimously.

7. Announcements

Ashley Ownbey reported that City offices will be closed on May 27, 2024.

8. Adjournment

Chair Tulauskas adjourned the meeting at approximately 7:48 p.m.

DRAFT



AGENDA ITEM #4

RZ 24-07

Conditional Rezoning – The Building Center

Presenter

Rachel Gaffney, City Planner

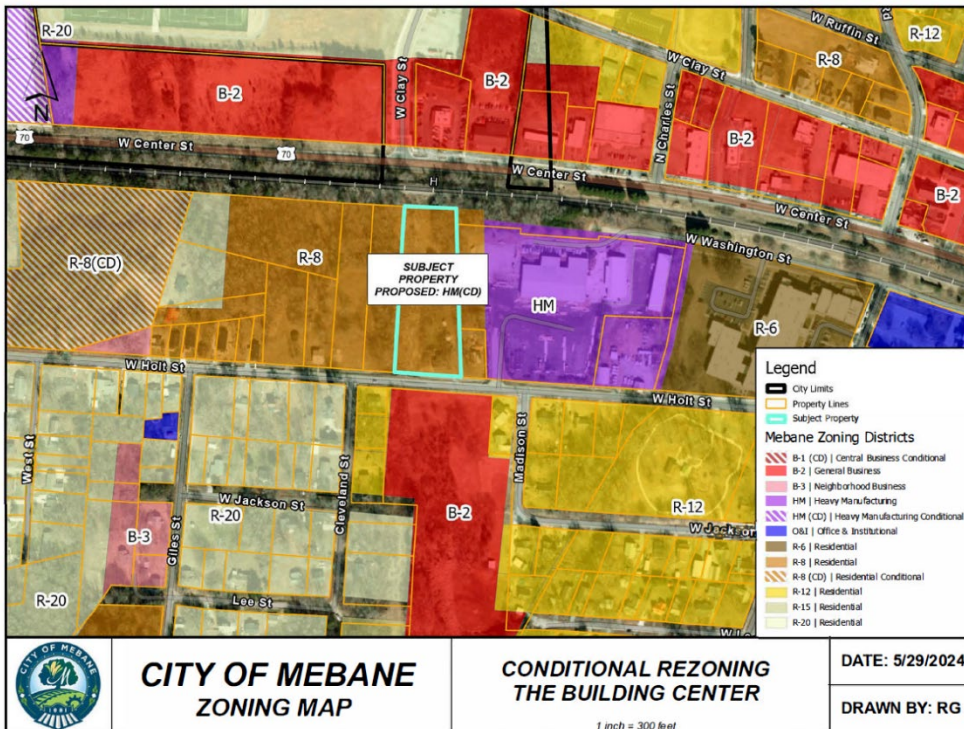
Applicant

Norris Family 2 LLC
10201 Industrial Drive
Pineville, NC 28134

Public Hearing

Yes No

Zoning Map



Property

506 W Holt Street
Alamance County
GPIN: 9815840394

Proposed Zoning

HM (CD)

Current Zoning

R-8

Size

+/- 2.048 acres

Surrounding Zoning

R-8, R-12, HM, B-2

Surrounding Land Uses

Residential,
Industrial,
Commercial

Utilities

Available

Floodplain

No

Watershed

No

City Limits

Yes

Application Brief

See Planning Project Report for more details.

Recommendations	
Technical Review Committee:	The Technical Review Committee (TRC) has reviewed the site plan four times and the applicant has revised the plan to reflect the comments.
Planning Staff:	The proposed development “The Building Center” is consistent with the guidance provided within <i>Mebane By Design</i> , the Mebane Comprehensive Land Development Plan.
Zoning & Land Use Report	
Jurisdiction:	City Limits
Proposed Use By-Right (Yes/No):	No
Type of Rezoning Request:	Conditional
Special Use Request (Yes/No):	No
Consistency with Mebane By Design (Yes/No):	Yes
Utilities Report	
Available Utilities (Yes/No):	Yes
Adequate Stormwater Control (Yes/No):	Yes
Innovative Stormwater Control (Yes/No):	No
Consistency with Long-Range Utility Plan (Yes/No):	Yes
Transportation Report	
Traffic Impact Analysis Required (Yes/No):	No
Multi-Modal Improvements (Yes/No):	Yes
Consistency with Bike/Ped Transportation Plan (Yes/No):	Yes

Summary

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

The following conditions are proposed with the conditional rezoning request:

Proposed Conditions of Zoning District	Mebane UDO Requirements
The applicant is requesting that the required landscape buffers on the west, south, and southeast sides of the property be reduced to a minimum of 20 feet, as shown on the site plan. Part of the reductions are caused by a 68' Duke Energy easement and a 20' City of Mebane sewer easement.	Pursuant to the requirements of Section 6-4 of the Mebane UDO, a 125-foot buffer would be required from the adjacent residential property to the east and a 70-foot buffer would be required from the adjacent vacant (residentially zoned) property on the west side of the subject property.

Financial Impact

The developer will be required to make all of the improvements at his own expense.

Suggested Motion

1. Motion to approve the HM(CD) zoning as presented.
2. 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).

OR

3. Motion to **deny** the HM(CD) rezoning as presented due to a lack of
 - a. Harmony with the surrounding zoning or land use

OR

 - b. Consistency with the objectives and goals in the City's 2017 Comprehensive Land Development Plan *Mebane By Design*.

Attachments

1. Preliminary Presentation Slides

2. Zoning Amendment Application
3. Zoning Map
4. Site Plan
5. Planning Project Report
6. Technical Memorandum – City Engineering Review

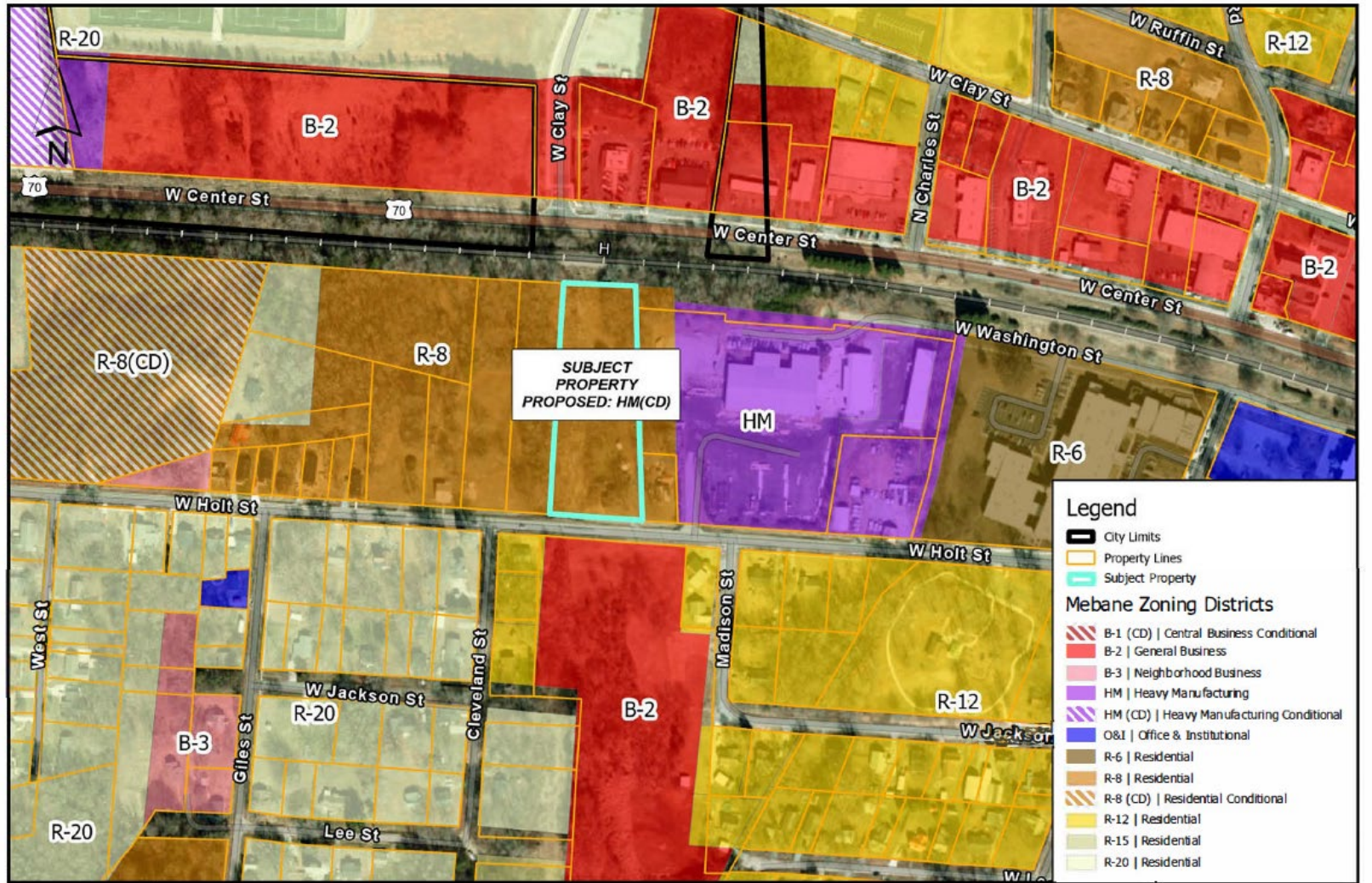


Rachel Gaffney, City Planner

Rezoning Request: R-8 to HM(CD)

by The Building Center and Norris Family 2 LLC





The Building Center

Conditional Zoning Request

- Request by Norris Family 2 LLC
- One +/- 2.048 acre lot
- Existing zoning: R-8
- Requested zoning: HM (CD)



CITY OF MEBANE
ZONING MAP

CONDITIONAL REZONING
THE BUILDING CENTER

1 inch = 300 feet

DATE: 5/29/2024

DRAWN BY: RG



The Building Center

Conditional Zoning Request

- Mebane City Limits



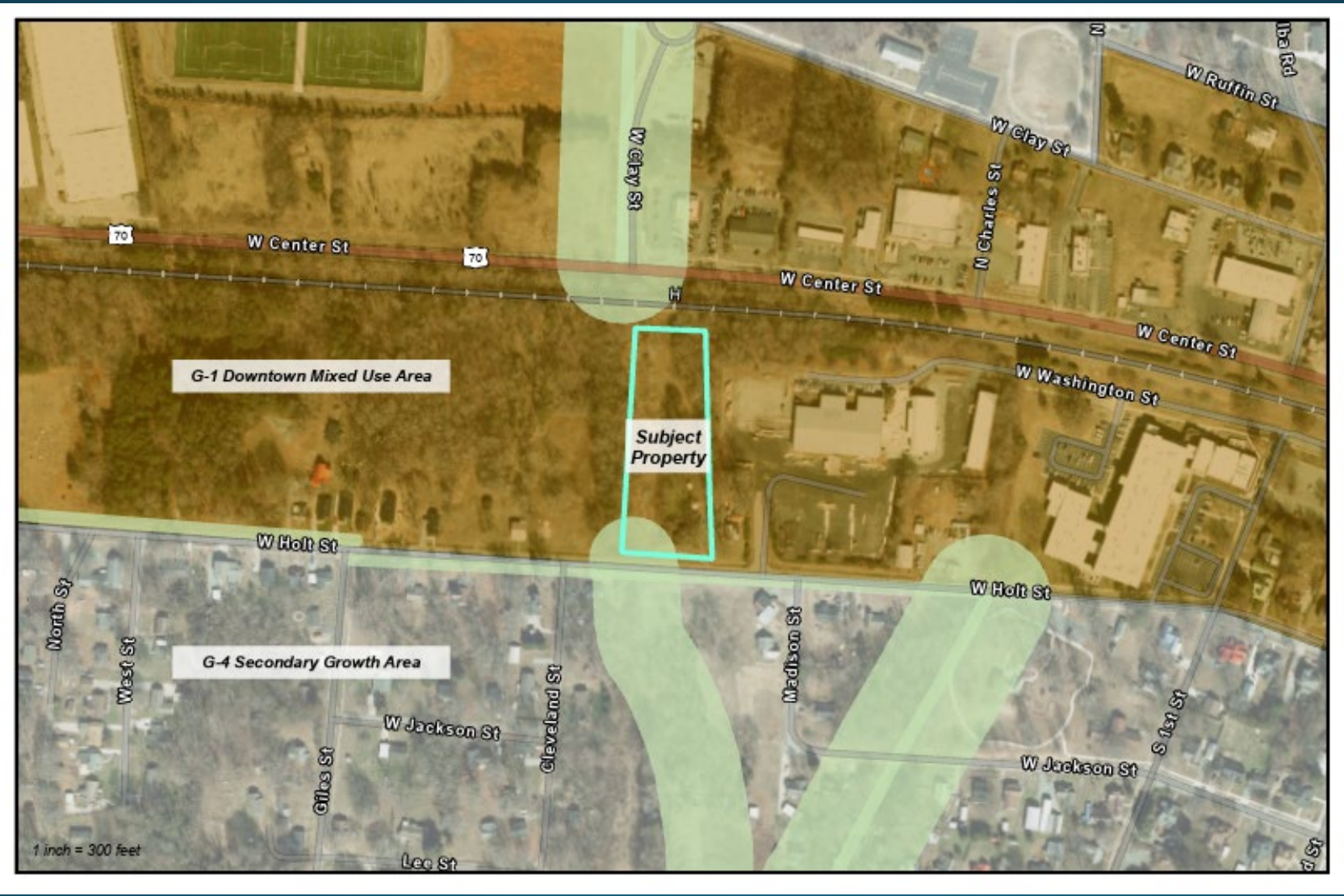


The Building Center

Conditional Zoning Request

- Existing Single-Family Residence
- Surrounding uses include:
 - Industrial – The Building Center
 - Commercial – Auto Sales Lot
 - Residential
 - Vacant

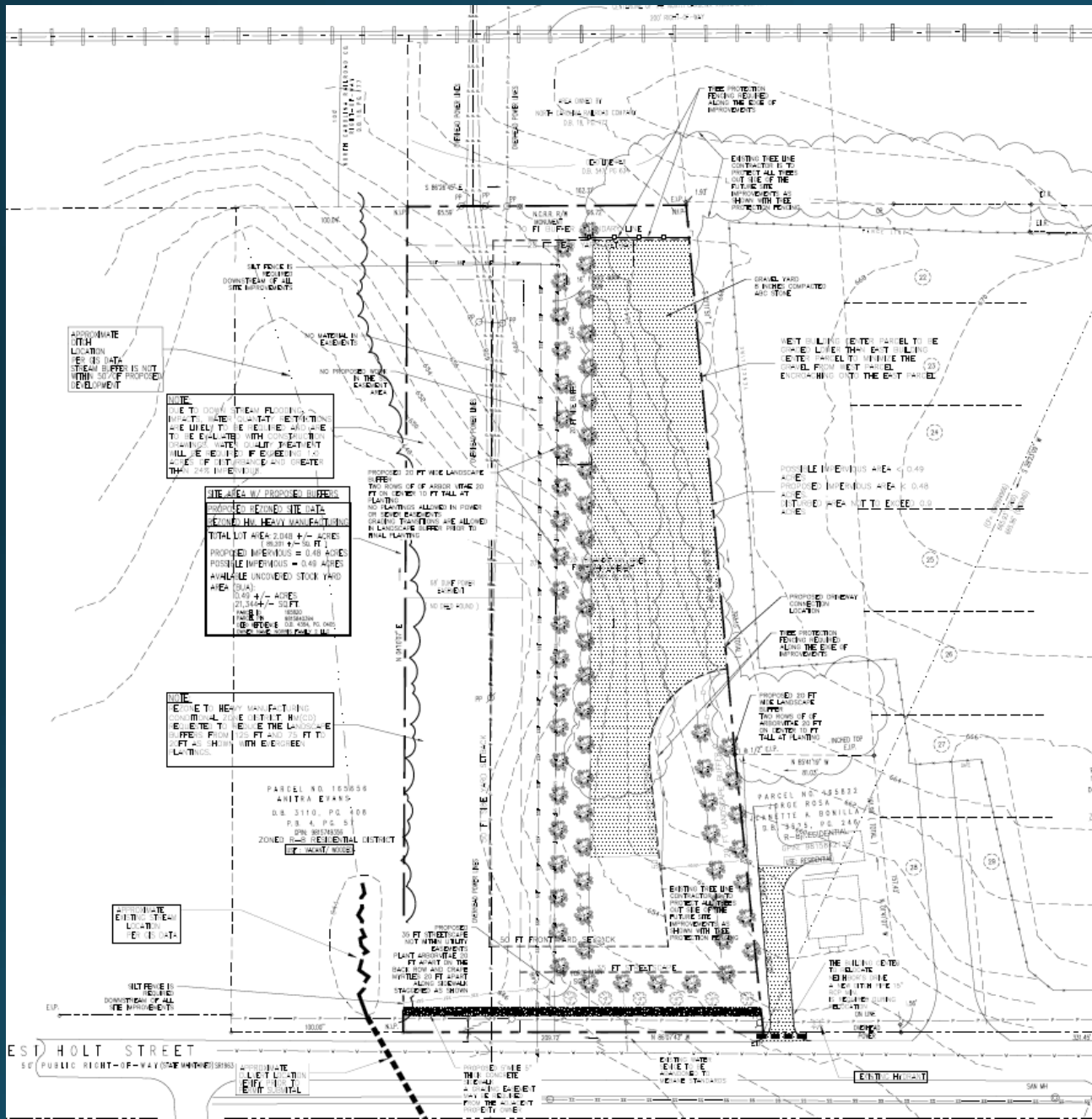




The Building Center Conditional Rezoning Request

- *Mebane By Design* G-1 Mixed Use (Downtown) Growth Strategy Area





The Building Center

Conditional Zoning Request

The applicant is requesting a conditional rezoning to HM(CD) to allow outdoor storage, including a construction material laydown yard, to be utilized by the adjacent business, The Building Center.

Multi-modal Improvements:

- Construction of a 5-foot sidewalk along the property's boundaries on West Holt Street.

Road Improvements:

- No road improvements are required. The proposed development will not have direct access onto Holt Street but will instead be accessed from the Building Center's property.
- The applicant has agreed to relocate the driveway currently utilized by the resident at 500 West Holt Street.

Proposed Conditions:

- The applicant is requesting that the required landscape buffers be reduced to a minimum of 20 feet. Per Mebane UDO requirements, a 125-foot buffer would be required on the southeast side and a 70-foot buffer would be required on the west side.





Applicant Presentation



The Building Center Rezoning Briefing with the City of Mebane, NC

Mebane Truss Facility

The Building Center

6/4/2024

"Our mission is to be your most valued building partner, building the homes, we live in today."

Changes at TBC Mebane Location



- The intent of this project is to add just under a 1/2 acre lay down yard of storage for the materials which will complement the existing adjacent Building Center facility.
- In order to minimize impacts on the other adjacent properties the Building Center is only utilizing just under 1/2 acre of the 2.04 Acre lot. This leaves a larger area undisturbed which includes two utility easements of approximately 1 acre along the full length of the west property line.
- The Building Center is requesting a reduced landscape buffer in order to retain the total just under 1/2 acre lay down yard along the east property line.
 - The two utility easements do not allow a landscape buffer to be planted.
 - The proposed 20 ft landscape buffer to be planted around the less than 1/2 acre of lay down yard makes up approximately 0.15 acres.
 - The utility easements and the reduced 20 ft wide landscape buffer impacts more than half the property (1.15 acres of a 2 acre parcel).
 - Based on the minimal amount of remaining usable land the Building Center has requested the approval of the reduced 20 ft fully planted landscape buffer.
 - This is a densely planted buffer with two rows of Arborvitae plantings 20 ft on center and no less than 10 ft tall at planting.
- The Building Center has agreed to relocate the adjacent residence's driveway free of charge during construction.
- An invitation was sent out on October 18, 2023 to the area residence for a public meeting which was held on November 2, 2023 at 4 PM.
 - The meeting was held at the existing Building Center facility located at 501 West Washington Street in order to show the existing operation and where the additional lay down yard will be located.
 - The proposed site plan exhibit was on display for questions.
 - The Building Center provided two Chick-fil-A platters along with soft drinks.
 - Unfortunately no one from the neighborhood attended.

Mebane Truss Facility - Office

- Front Office:
 - Customer and Employee Parking
 - Administrative offices
 - Production office and breakroom space



Mebane Truss Facility – Yard - Parking

- TBC delivery vehicle parking
- Tractor and trailers
- Three axle delivery flatbeds
- Forklifts



Mebane Truss Facility – Yard – Laydown

- Staging for built floor and roof trusses
- Loading of delivery trucks and trailers



Mebane Truss Facility – Yard – Lumber Storage

- Lumber for customer purchase
- Lumber for floor and roof truss construction



Mebane Truss Facility – Truss Plant - Exterior

- Loading of loose lumber into the plant for truss manufacturing
- Stacking and banding of completed floor and roof trusses



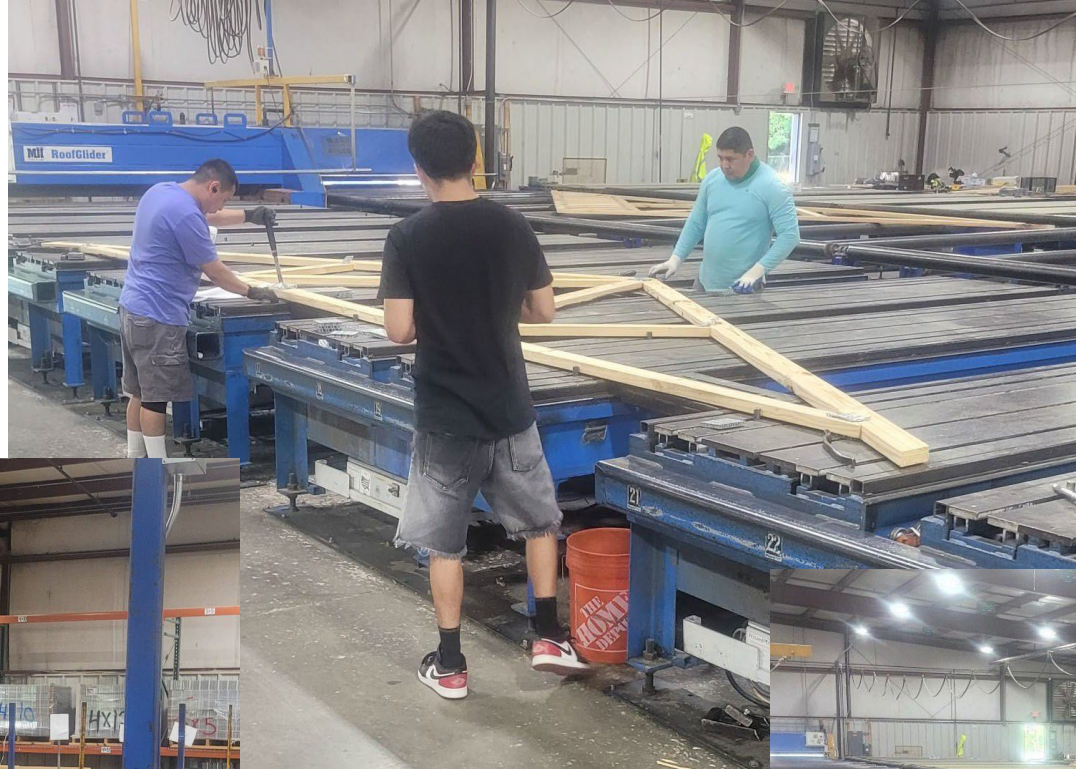
Mebane Truss Facility – Truss Plant - Interior

- Floor truss manufacturing
- Automatic saws
- Joinery

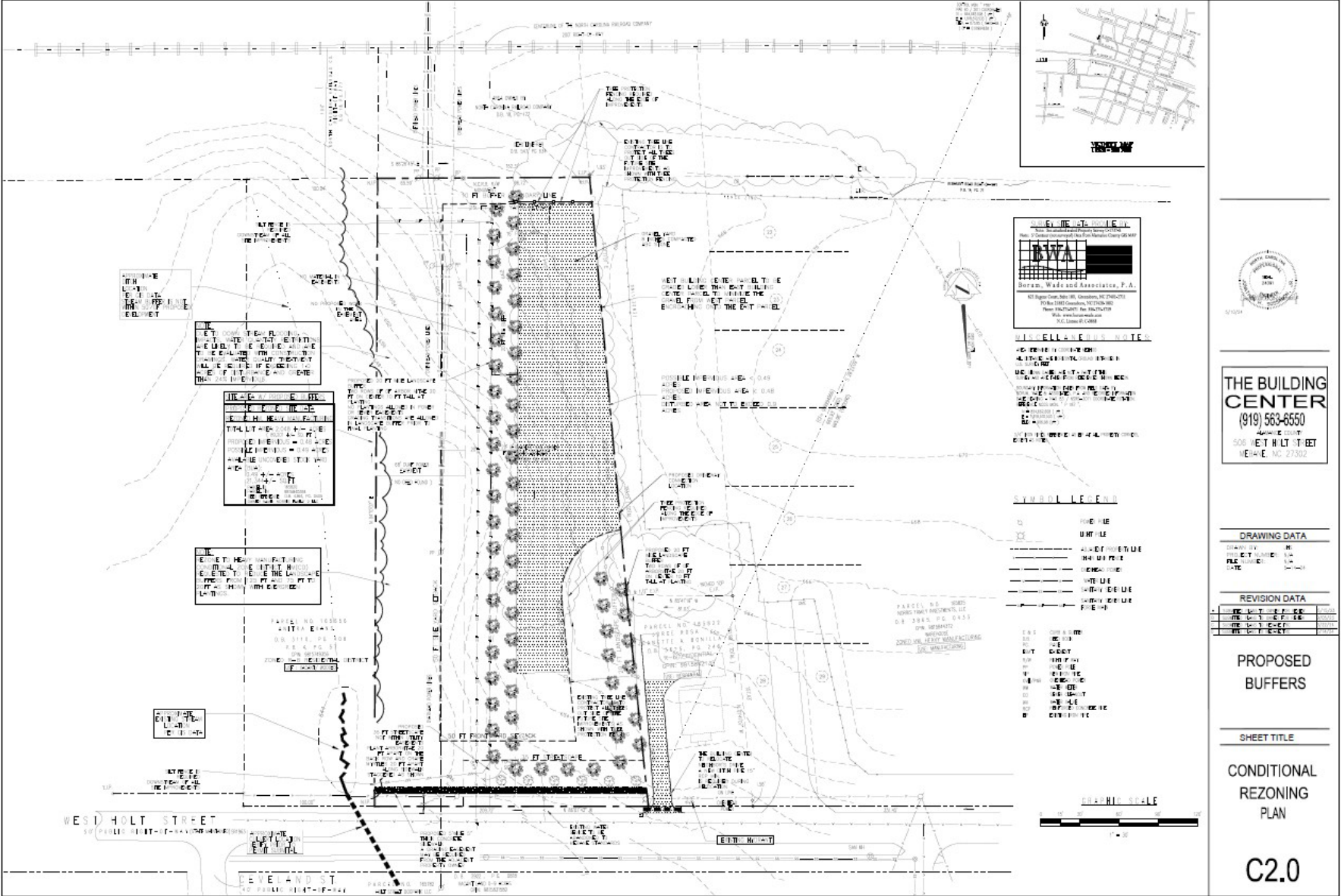


Mebane Truss Facility – Truss Plant - Interior

- Roof truss manufacturing and conveying



Mebane Truss Facility – Conditional Rezoning



THE BUILDING CENTER
 (919) 563-8550
 505 WEST HOLT STREET
 MEHANE, NC 27302

DRAWING DATA

PROJECT NO.	18-001
PROJECT NAME	MEHANE TRUSS FACILITY
DATE	08/20/18

REVISION DATA

NO.	DATE	DESCRIPTION
1	08/20/18	ISSUED FOR PERMITS
2	08/20/18	ISSUED FOR PERMITS
3	08/20/18	ISSUED FOR PERMITS

PROPOSED BUFFERS

CONDITIONAL REZONING PLAN

C2.0



APPLICATION FOR A ZONING AMENDMENT

Application is hereby made for an amendment to the Mebane Zoning Ordinance as follows:

Name of Applicant: HARRIS Family INVESTMENTS 2, LLC

Address of Applicant: 10201 INDUSTRIAL Drive Pineville N.C 28134

Address and brief description of property to be rezoned: 506 W HOLT ST

MEBANE N.C PARCEL #10-165820

Applicant's interest in property: (Owned, leased or otherwise) OWNED.

*Do you have any conflicts of interest with: Elected/Appointed Officials, Staff, etc.?

Yes ___ Explain: _____ No

Type of re-zoning requested: Hm (CO)

Sketch attached: Yes _____ No _____

Reason for the requested re-zoning: NEED ADDITIONAL SPACE TO Lay Down WOOD TRUSS BEFORE SHIPPING TO CUSTOMERS

Signed: Coy Ciley Chief Real Estate OFFICER

Date: 4/19/2024

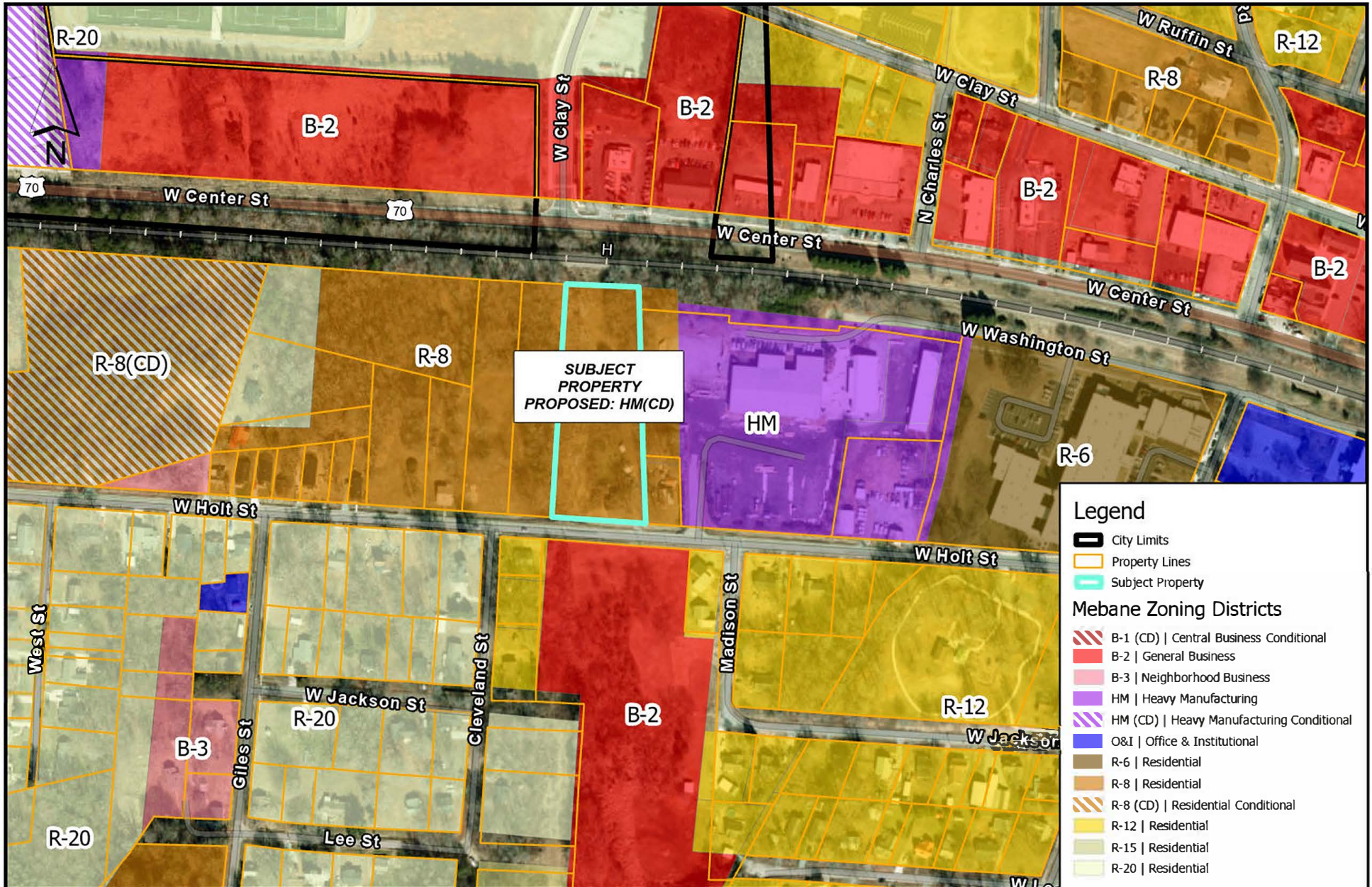
Action by Planning Board: _____

Public Hearing Date: _____ Action: _____

Zoning Map Corrected: _____

The following items should be included with the application for rezoning when it is returned:

1. Tax Map showing the area that is to be considered for rezoning.
2. Names and addresses of all adjoining property owners within a 300' radius (Include those that are across the street).
3. \$300.00 Fee to cover administrative costs.
4. The information is due 15 working days prior to the Planning Board meeting. The Planning Board meets the 2nd Monday of each month at 6:30 p.m. Then the request goes to the City Council for a Public Hearing the following month. The City Council meets the 1st Monday of each month at 6:00 p.m.



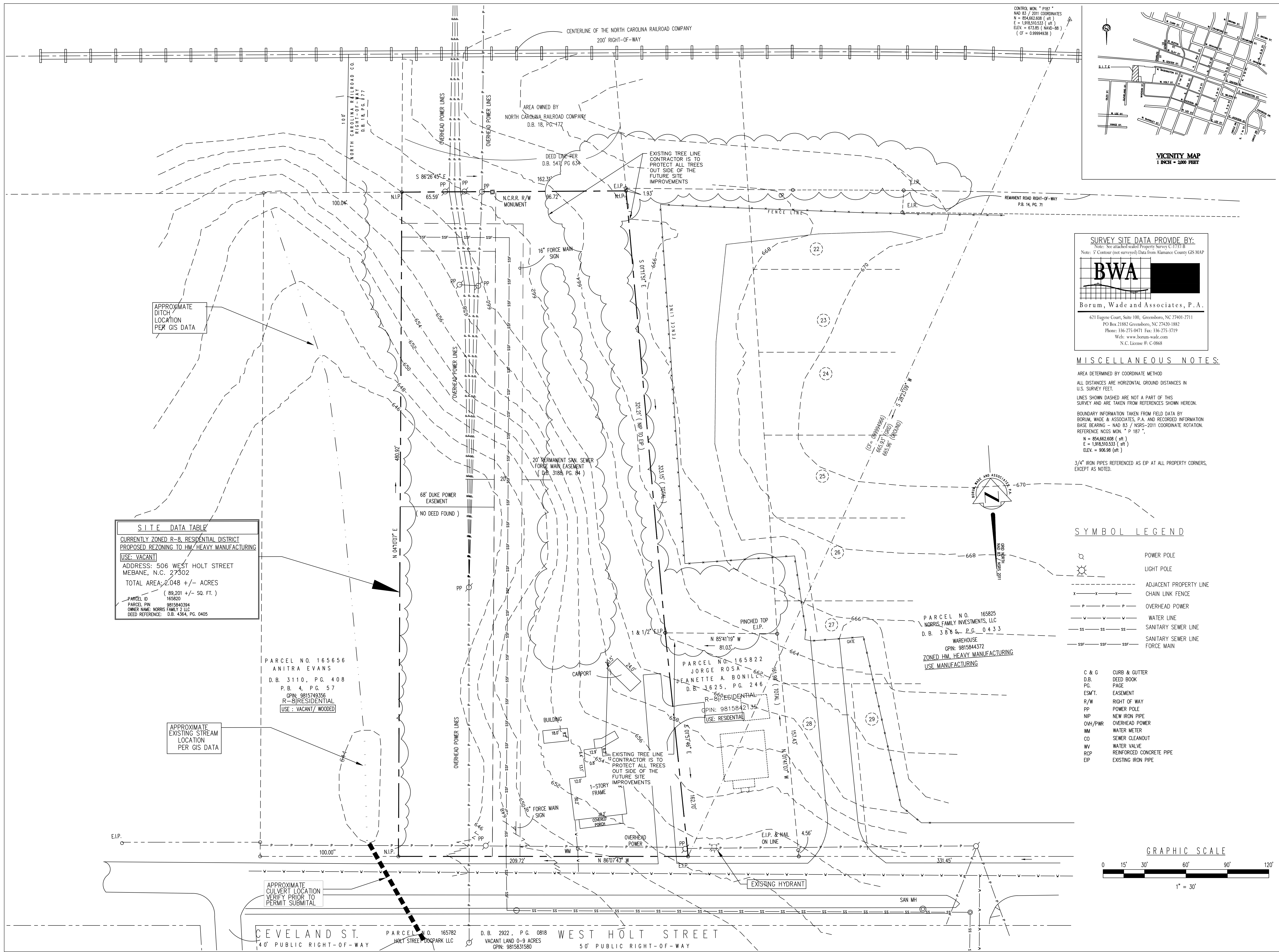
CITY OF MEBANE ZONING MAP

CONDITIONAL REZONING THE BUILDING CENTER

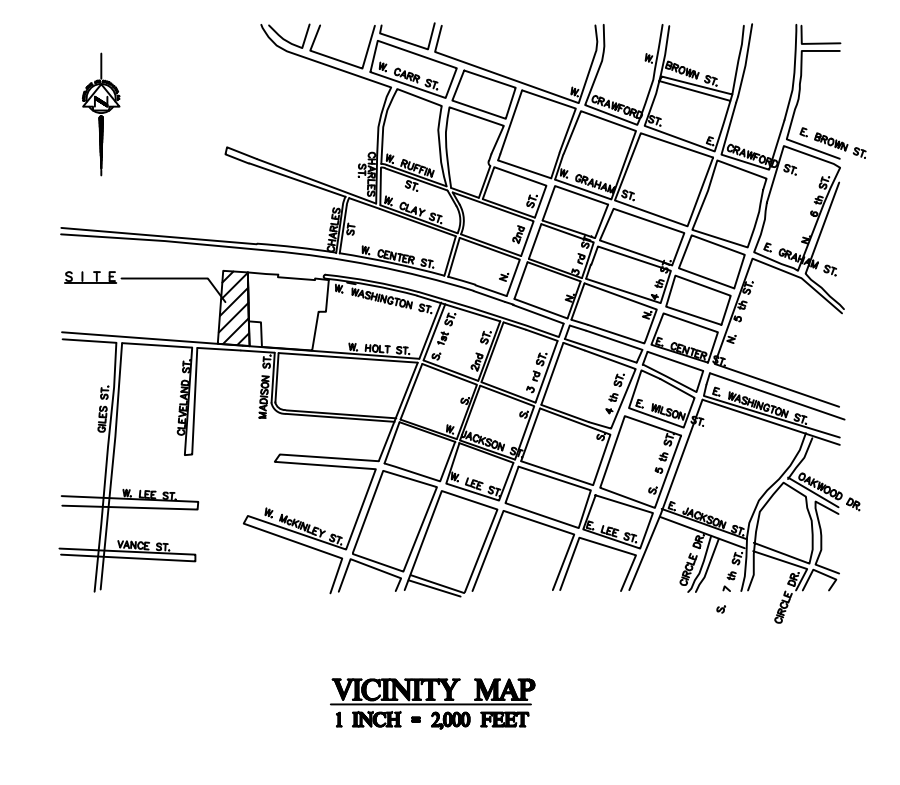
1 inch = 300 feet

DATE: 5/29/2024

DRAWN BY: RG



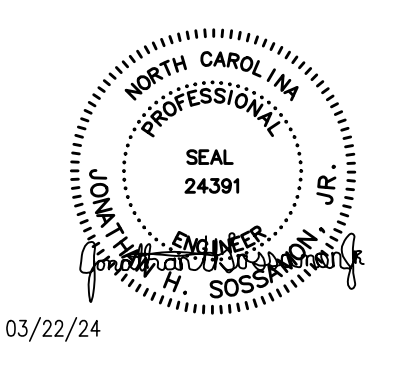
CONTROL MON. "P187"
 NAD 83 / 2011 COORDINATES
 N = 854662.698 (ft.)
 E = 1,918,510.533 (ft.)
 ELEV. = 673.85 (NAVD-88)
 (CP = 0.00000000)



SURVEY SITE DATA PROVIDED BY:
 Note: See attached scaled Property Survey C-1733-B
 Note: 5' Contour (not surveyed) Data from Alamance County GIS MAP

BWA
 Borum, Wade and Associates, P.A.

621 Eugene Court, Suite 100, Greensboro, NC 27401-2711
 PO Box 21882 Greensboro, NC 27420-1882
 Phone: 336-275-0471 Fax: 336-275-3719
 Web: www.borum-wade.com
 N.C. License #: C-0868



MISCELLANEOUS NOTES:

AREA DETERMINED BY COORDINATE METHOD
 ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES IN U.S. SURVEY FEET.
 LINES SHOWN DASHED ARE NOT A PART OF THIS SURVEY AND ARE TAKEN FROM REFERENCES SHOWN HEREON.
 BOUNDARY INFORMATION TAKEN FROM FIELD DATA BY BORUM, WADE & ASSOCIATES, P.A. AND RECORDED INFORMATION BASE BEARING - NAD 83 / NSRS-2011 COORDINATE ROTATION. REFERENCE MONUMENT "P 187".
 N = 854662.698 (ft.)
 E = 1,918,510.533 (ft.)
 ELEV. = 906.98 (ft.)
 3/4" IRON PIPES REFERENCED AS EIP AT ALL PROPERTY CORNERS, EXCEPT AS NOTED.

SITE DATA TABLE

CURRENTLY ZONED R-8, RESIDENTIAL DISTRICT
 PROPOSED REZONING TO HM/HEAVY MANUFACTURING
 [USE: VACANT]
 ADDRESS: 506 WEST HOLT STREET
 MEbane, N.C. 27302
 TOTAL AREA: 2.048 +/- ACRES
 (89,201 +/- SQ. FT.)
 PARCEL ID: 165820
 PARCEL PIN: 9815840394
 OWNER NAME: NORRIS FAMILY 2 LLC
 DEED REFERENCE: D.B. 4364, PG. 0405

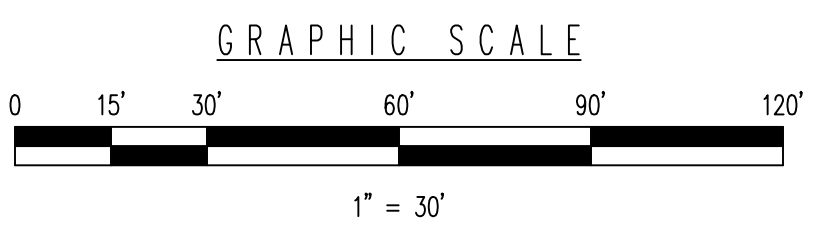
PARCEL NO. 165656
 ANITRA EVANS
 D.B. 3110, PG. 408
 P.B. 4, P.G. 57
 CPIN: 9815749356
 R-8 RESIDENTIAL
 [USE: VACANT/ WOODED]

PARCEL NO. 165825
 NORRIS FAMILY INVESTMENTS, LLC
 D.B. 3885, PG. 0433
 WAREHOUSE
 CPIN: 9815844372
 ZONED HM, HEAVY MANUFACTURING
 USE: MANUFACTURING

SYMBOL LEGEND

	POWER POLE
	LIGHT POLE
	ADJACENT PROPERTY LINE
	CHAIN LINK FENCE
	OVERHEAD POWER
	WATER LINE
	SANITARY SEWER LINE
	SANITARY SEWER LINE FORCE MAIN

C & G	CURB & GUTTER
D.B.	DEED BOOK
PG.	PAGE
ESMT	EASEMENT
R/W	RIGHT OF WAY
PP	POWER POLE
NIP	NEW IRON PIPE
OH/PWR	OVERHEAD POWER
WM	WATER METER
CO	SEWER CLEANOUT
WV	WATER VALVE
RCP	REINFORCED CONCRETE PIPE
EIP	EXISTING IRON PIPE



DRAWING DATA

DRAWN BY: JHS
 PROJECT NUMBER: N/A
 FILE NUMBER: N/A
 DATE: 03-22-24

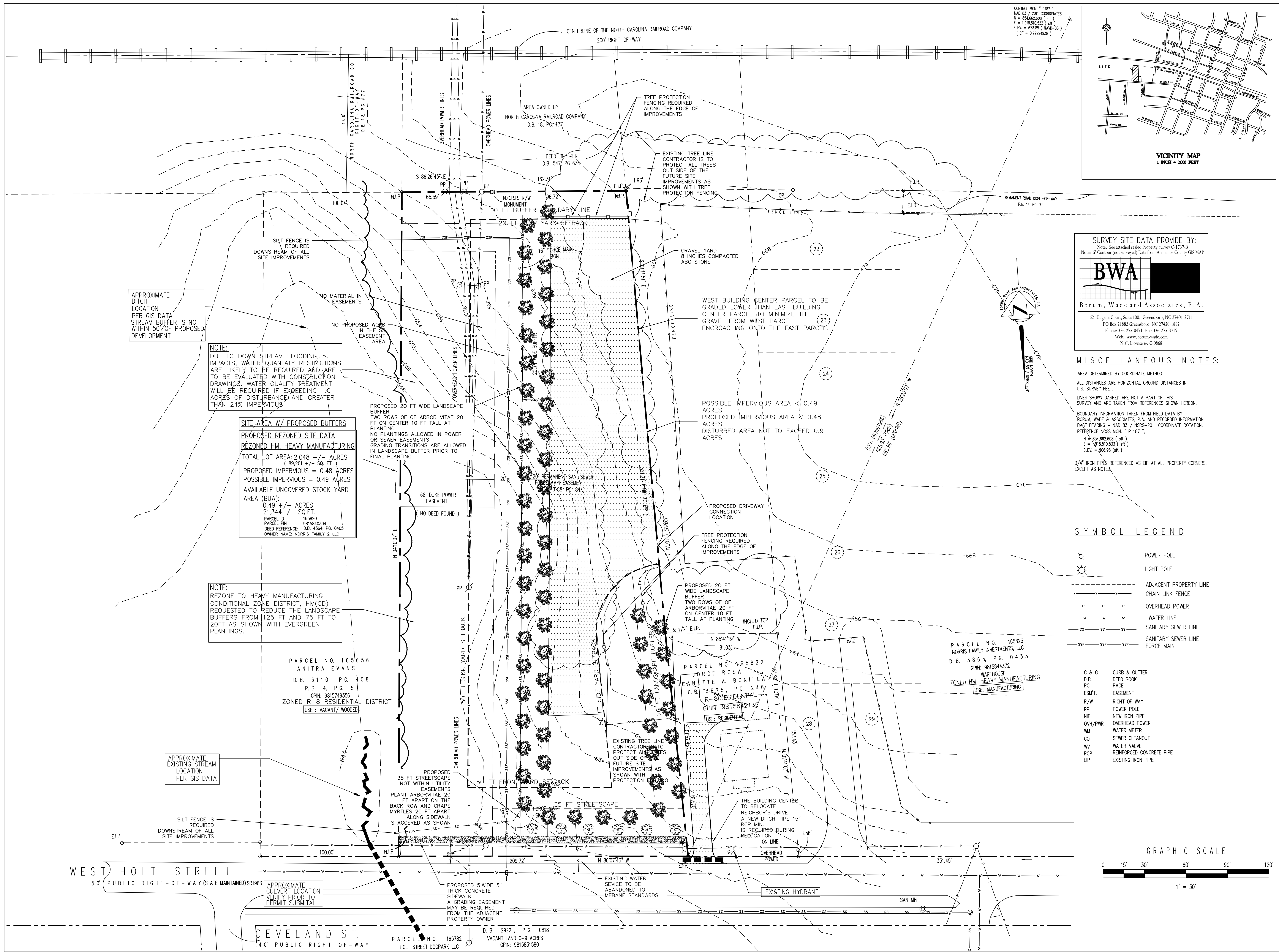
REVISION DATA

A	SUBMITTED PLANS TO OWNER FOR REVIEW	5/15/23
B	SUBMITTED PLANS TO OWNER FOR REVIEW	9/05/23
C	SUBMITTED PLANS TO MEbane TRC	5/22/24

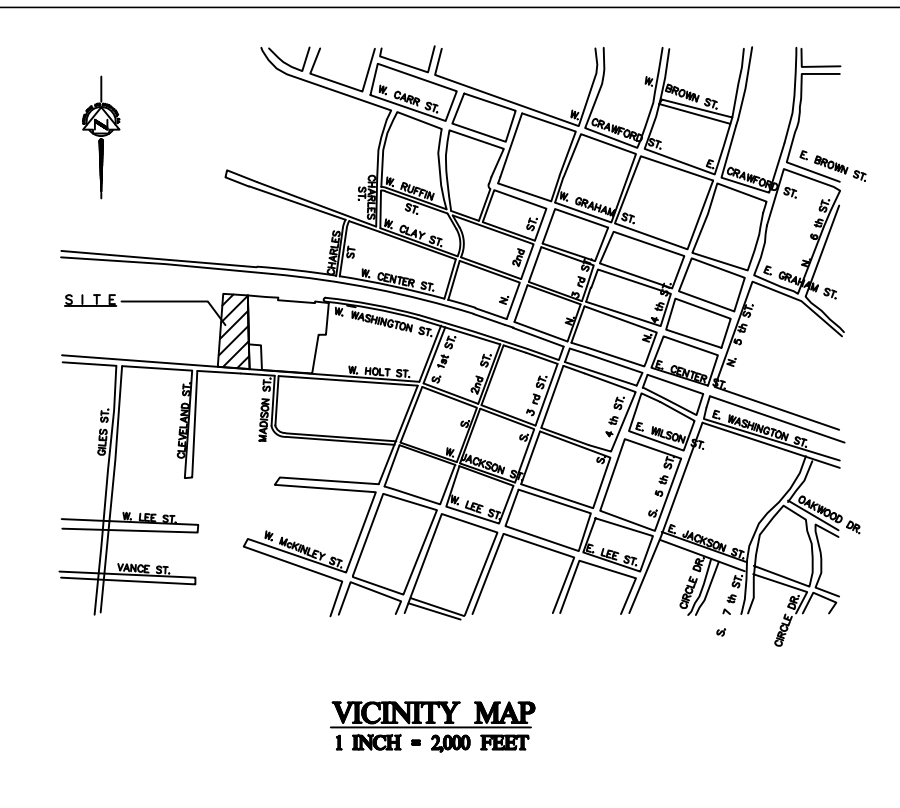
SHEET TITLE

**EXISTING
 CONDITIONS PLAN**

C1.0

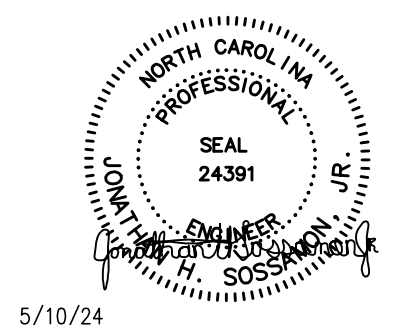


CONTROL MON. "P187"
 NAD 83 / 2011 COORDINATES
 N = 854662.608 (ft)
 E = 1,918,510.533 (ft)
 ELEV. = 673.85 (NAVD-88)
 (CF = 0.99994938)



SURVEY SITE DATA PROVIDED BY:
 Note: See attached scaled Property Survey C-1737-B
 Note: 5' Contour (not surveyed) Data from Alamance County GIS MAP

BWA
 Borum, Wade and Associates, P.A.
 621 Eugene Court, Suite 100, Greensboro, NC 27401-2711
 PO Box 21882 Greensboro, NC 27420-1882
 Phone: 336-275-0471 Fax: 336-275-3719
 Web: www.borum-wade.com
 N.C. License #: C-0868



MISCELLANEOUS NOTES:

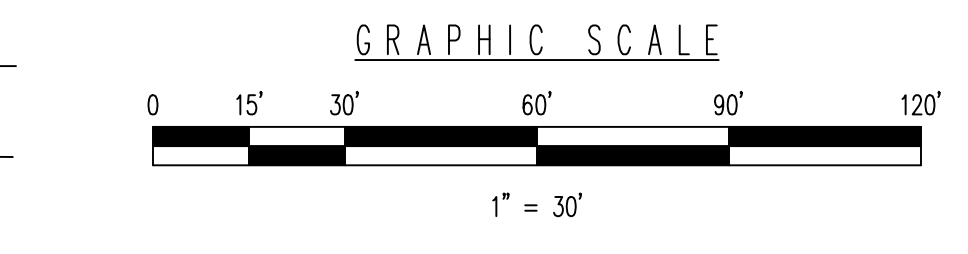
AREA DETERMINED BY COORDINATE METHOD
 ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES IN U.S. SURVEY FEET.
 LINES SHOWN DASHED ARE NOT A PART OF THIS SURVEY AND ARE TAKEN FROM REFERENCES SHOWN HEREON.
 BOUNDARY INFORMATION TAKEN FROM FIELD DATA BY BORUM, WADE & ASSOCIATES, P.A. AND RECORDED INFORMATION. BAKE BEARING - NAD 83 / NSRS-2011 COORDINATE ROTATION. REFERENCE MONUMENT "P 187".
 N = 854662.608 (ft)
 E = 1,918,510.533 (ft)
 ELEV. = 606.98 (ft)

3/4" IRON PIPES REFERENCED AS EIP AT ALL PROPERTY CORNERS, EXCEPT AS NOTED.

SYMBOL LEGEND

	POWER POLE
	LIGHT POLE
	ADJACENT PROPERTY LINE
	CHAIN LINK FENCE
	OVERHEAD POWER
	WATER LINE
	SANITARY SEWER LINE
	SANITARY SEWER LINE FORCE MAIN

C & G	CURB & GUTTER
D.B.	DEED BOOK
PG.	PAGE
ESMT	EASEMENT
R/W	RIGHT OF WAY
PP	POWER POLE
NIP	NEW IRON PIPE
OVH/PWR	OVERHEAD POWER
WM	WATER METER
CO	SEWER CLEANOUT
WV	WATER VALVE
RCP	REINFORCED CONCRETE PIPE
EIP	EXISTING IRON PIPE



APPROXIMATE DITCH LOCATION PER GIS DATA. STREAM BUFFER IS NOT WITHIN 50' OF PROPOSED DEVELOPMENT.

NOTE:
 DUE TO DOWN STREAM FLOODING IMPACTS, WATER QUANTITY RESTRICTIONS ARE LIKELY TO BE REQUIRED AND ARE TO BE EVALUATED WITH CONSTRUCTION DRAWINGS. WATER QUALITY TREATMENT WILL BE REQUIRED IF EXCEEDING 1.0 ACRES OF DISTURBANCE AND GREATER THAN 24% IMPERVIOUS.

SITE AREA W/ PROPOSED BUFFERS

PROPOSED REZONED SITE DATA
 REZONED HM, HEAVY MANUFACTURING
 TOTAL LOT AREA: 2,048 +/- ACRES (89,201 +/- SQ. FT.)
 PROPOSED IMPERVIOUS = 0.48 ACRES
 POSSIBLE IMPERVIOUS = 0.49 ACRES
 AVAILABLE UNCOVERED STOCK YARD AREA (BUA):
 0.49 +/- ACRES
 21,344 +/- SQ.FT.
 PARCEL ID: 165820
 PARCEL PIN: 9815840394
 DEED REFERENCE: D.B. 4364, PG. 0405
 OWNER NAME: NORRIS FAMILY 2 LLC

NOTE:
 REZONE TO HEAVY MANUFACTURING CONDITIONAL ZONE DISTRICT, HM(CD) REQUESTED TO REDUCE THE LANDSCAPE BUFFERS FROM 125 FT AND 75 FT TO 20 FT AS SHOWN WITH EVERGREEN PLANTINGS.

PARCEL NO. 1651656
 ANITRA EVANS
 D.B. 3110, PG. 408
 P. B. 4, P. G. 51
 ZONED R-8 RESIDENTIAL DISTRICT
 (USE: VACANT/ WOODED)

PARCEL NO. 165825
 NORRIS FAMILY INVESTMENTS, LLC
 D.B. 3865, PG. 0433
 GPIN: 9815844372
 WAREHOUSE
 ZONED HM, HEAVY MANUFACTURING
 (USE: MANUFACTURING)

PARCEL NO. 455822
 JORGE ROSA
 ANITTE A. BONILLA
 D.B. 3625, PG. 246
 R-8 RESIDENTIAL
 GPIN: 9815842133
 (USE: RESIDENTIAL)

APPROXIMATE CULVERT LOCATION VERIFY PRIOR TO PERMIT SUBMITAL

CEVELAND ST.
 40' PUBLIC RIGHT-OF-WAY

PARCEL NO. 165782
 HOLT STREET DOGPARK LLC

D.B. 2922, P.G. 0818
 VACANT LAND 0-9 ACRES
 GPIN: 9815831580

THE BUILDING CENTER
 (919) 563-6550
 ALAMANCE COUNTY
 506 WEST HOLT STREET
 MEBANE, NC 27302

DRAWING DATA

DRAWN BY:	JHS
PROJECT NUMBER:	N/A
FILE NUMBER:	N/A
DATE:	5-14-24

REVISION DATA

A	SUBMITTED PLANS TO OWNER FOR REVIEW	5/15/23
B	SUBMITTED PLANS TO OWNER FOR REVIEW	9/05/23
C	SUBMITTED PLANS TO MEBANE TRC	5/22/24
D	SUBMITTED PLANS TO MEBANE TRC	5/14/24

PROPOSED BUFFERS

SHEET TITLE

CONDITIONAL REZONING PLAN

C2.0

PLANNING PROJECT REPORT

DATE	06/03/2024
PROJECT NUMBER	RZ 24-07
PROJECT NAME	The Building Center
APPLICANT	Norris Family 2, LLC 10201 Industrial Drive Pineville, NC 28134

CONTENTS

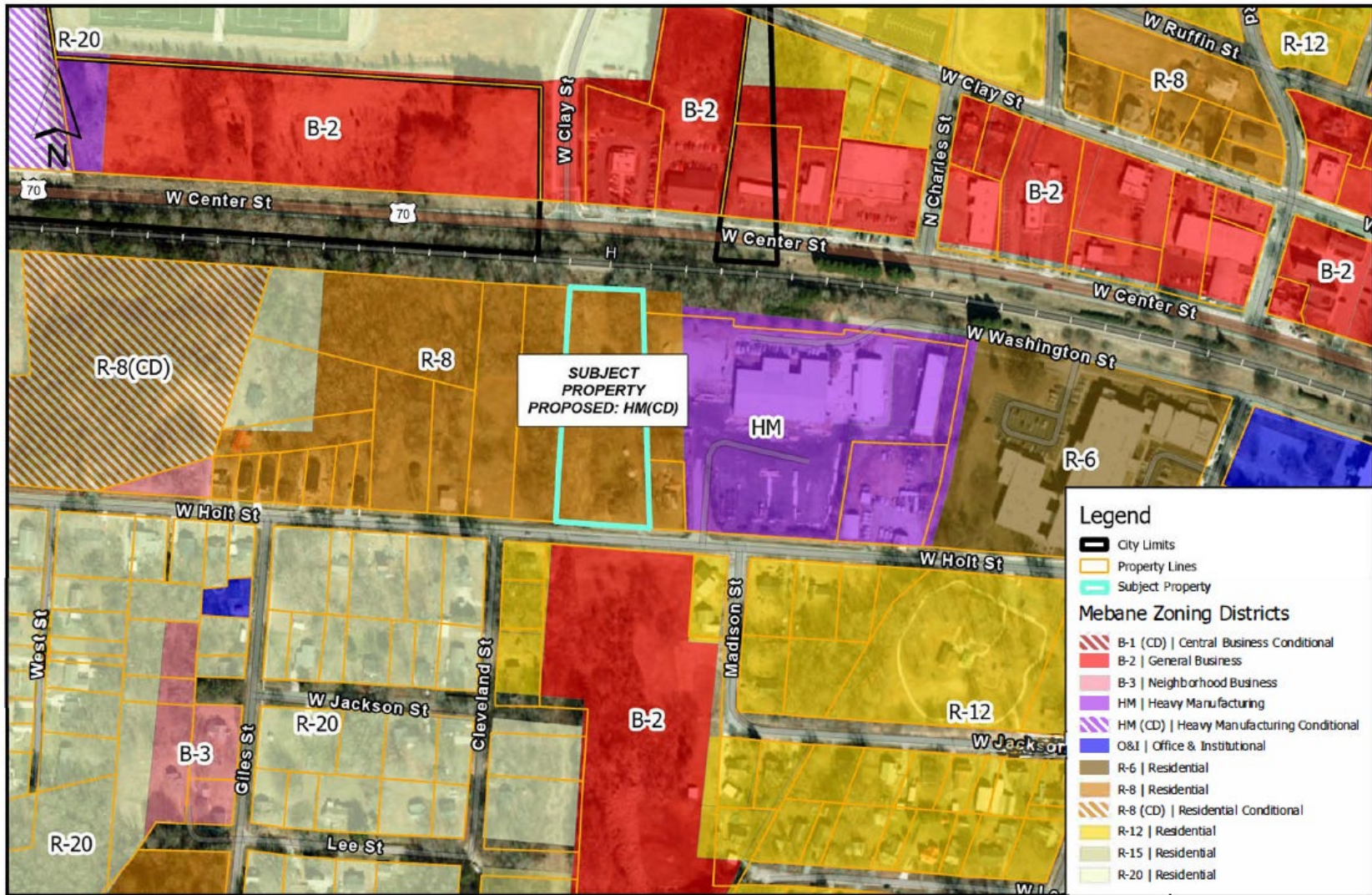
PROJECT NAME & APPLICANT	PAGE 1
ZONING REPORT	PAGE 2
LAND USE REPORT	PAGE 4
UTILITIES REPORT	PAGE 6
STAFF RECOMMENDATION	PAGE 7

ZONING REPORT

EXISTING ZONE	R-8 Residential
REQUESTED ACTION	HM(CD) (Heavy Manufacturing Conditional District)
CONDITIONAL ZONE?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
CURRENT LAND USE	Single-Family Residence
PARCEL SIZE	+/- 2.048 acres
PROPERTY OWNERS	Norris Family 2 LLC 10201 Industrial Drive Pineville, NC 28134 GPIN: 9815840394
LEGAL DESCRIPTION	Request to rezone a +/- 2.048-acre parcel (GPIN 9815840394), located at 506 West Holt Street, from R-8 to HM(CD) to allow for Outdoor Storage by Norris Family 2 LLC.
AREA ZONING & DISTRICTS	The parcels directly north of the subject property are zoned B-2 General Business and are separated by railroad tracks and US-70. The properties to the west are zoned R-8 residential. The properties to the east are zoned R-8, Residential and HM, Heavy Manufacturing. The parcel zoned HM is the current site of The Building Center. To the south of the proposed site on the other side of West Holt Street is a vacant B-2 General Business parcel and adjacent R-12, Residential parcels. There are also parcels zoned R-20, Residential located southwest of the proposed site on the west side of Cleveland St.
SITE HISTORY	The property is developed with a single-family residence that was constructed in 1930. There are no records of any prior land use.

STAFF ANALYSIS

CITY LIMITS?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
PROPOSED USE BY-RIGHT?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
SPECIAL USE?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
EXISTING UTILITIES?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
POTENTIAL IMPACT OF PROPOSED ZONE	<p>While the surrounding properties are mostly residential, the proposed use of the property for outdoor storage of construction materials associated with the existing adjacent business, The Building Center, is not anticipated to have a significant impact on those properties and will have no new access to West Holt Street. The adjacent property where the Building Center is located has been an industrial property since 2000, if not earlier.</p> <p>The proposed sidewalk improvement will improve multimodal transportation opportunities in concordance with the Mebane Comprehensive Transportation Plan.</p>



**CITY OF MEBANE
ZONING MAP**

**CONDITIONAL REZONING
THE BUILDING CENTER**

1 inch = 300 feet

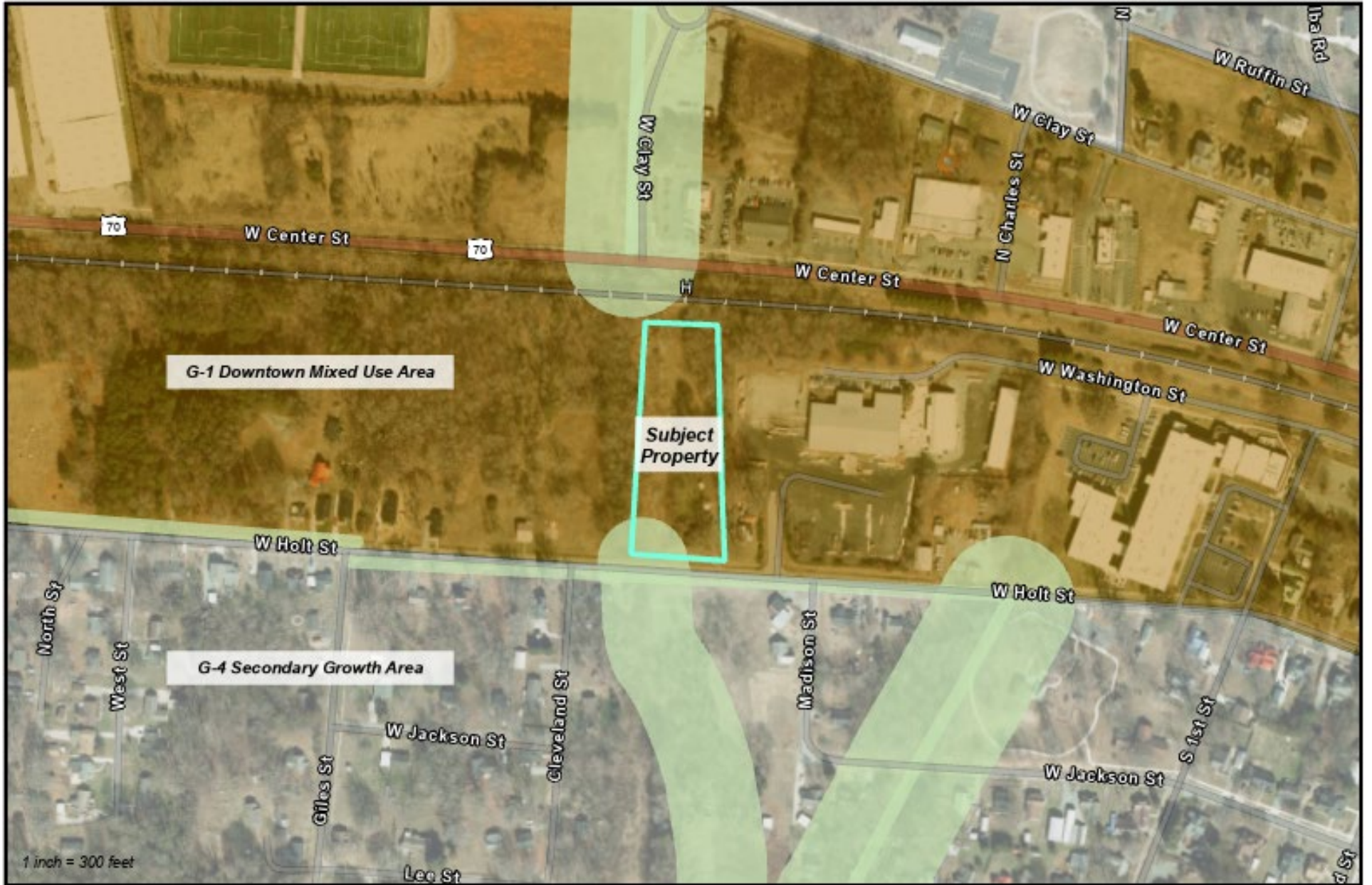
DATE: 5/29/2024

DRAWN BY: RG

LAND USE REPORT

EXISTING LAND USE	Residential
PROPOSED LAND USE & REQUESTED ACTION	The applicant is requesting a conditional rezoning to HM(CD) to allow the +/- 2.048 acre parcel (GPIN 9815840394), located at 506 West Holt Street, to be utilized for outdoor storage, including a construction material laydown yard, by the adjacent industrial business, the Building Center.
PROPOSED ZONING	HM(CD), Heavy Manufacturing Conditional District
PARCEL SIZE	+/- 2.048 acres
AREA LAND USE	The area is primarily single-family residential, however many of the lots are vacant. The railroad and US-70 run directly north of the subject property. The adjacent property to the east is the current location of the Building Center. There is also an auto sales lot on the east side of the Building Center.
ONSITE AMENITIES & DEDICATIONS	The applicant has proposed a 5' sidewalk on the adjacent portion of W Holt Street.
CONDITIONAL ZONE?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
DESCRIPTION OF PROPOSED CONDITIONS	The applicant is requesting that the required landscape buffers on the west, south, and southeast sides of the property be reduced to a minimum of 20 feet. Pursuant to the requirements of Section 6-4 of the Mebane UDO, a 125-foot buffer would be required from the adjacent residential property to the east and a 70-foot buffer would be required from the adjacent vacant (residentially-zoned) property on the west side of the subject property. Part of the reductions are caused by a 68' Duke Energy easement and a 20' City of Mebane sewer easement.

CONSISTENCY WITH <i>MEBANE BY DESIGN</i> STRATEGY	
LAND USE GROWTH STRATEGY DESIGNATION(S)	G-1 Downtown Mixed-Use
OTHER LAND USE CONSIDERATIONS	
<i>MEBANE BY DESIGN</i> GOALS & OBJECTIVES SUPPORTED	
<i>MEBANE BY DESIGN</i> GOALS & OBJECTIVES <u>NOT</u> SUPPORTED	



UTILITIES REPORT

AVAILABLE UTILITIES	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
PROPOSED UTILITY NEEDS	The proposed use does not require any utilities. The existing water service to the residence will be abandoned when the home is removed.
UTILITIES PROVIDED BY APPLICANT	None.
MUNICIPAL CAPACITY TO ABSORB PROJECT	The City has adequate water & sewer supply to meet the domestic and fire flow demands of the project.
CONSISTENCY WITH MEBANE LONG RANGE UTILITY PLAN?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
ADEQUATE STORMWATER CONTROL?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <i>Water quality treatment will be evaluated with construction drawings.</i>
INNOVATIVE STORMWATER MANAGEMENT?	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A
TRANSPORTATION NETWORK STATUS	
CURRENT CONDITIONS	The subject property is located on the north side of West Holt Street, a two-lane undivided road maintained by the NCDOT. The average daily traffic volume for this section of W. Holt Street was 1,600 in 2023. NCDOT reports a high Section Safety Score in 2023 for the section West Holt St. that is adjacent to the proposed site, with a total score of 0 out of 100, the best score possible. In that section there was 1 motor accident which resulted in property damage and no injuries.
TRAFFIC IMPACT ANALYSIS REQUIRED?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
DESCRIPTION OF RECOMMENDED IMPROVEMENTS	No road improvements are required. The proposed development will not have direct access onto Holt Street and will instead be accessed from the Building Center's current driveways. The driveway currently utilized by the resident at 500 W Holt Street is located on the subject property. The applicant has agreed to relocate the driveway to be within the bounds of 500 W Holt Street as part of this project. Both the existing driveway and the proposed relocation are shown on the submitted site plan.
CONSISTENCY WITH THE MEBANE BICYCLE AND PEDESTRIAN TRANSPORTATION PLAN?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
MULTIMODAL IMPROVEMENTS PROVIDED BY APPLICANT?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
DESCRIPTION OF MULTIMODAL IMPROVEMENTS	The applicant proposes to provide a 5' concrete sidewalk along the property's frontage on West Holt Street.

STAFF RECOMMENDATION

STAFF RECOMMENDATION	<input checked="" type="checkbox"/> APPROVE <input type="checkbox"/> DISAPPROVE
STAFF SPECIAL USE FINDING	<input type="checkbox"/> CONSISTENT <input type="checkbox"/> NOT CONSISTENT.....WITH <i>MEBANE BY DESIGN</i>
RATIONALE	The proposed development “The Building Center” is consistent with the guidance provided within Mebane By Design, the Mebane Comprehensive Land Development Plan and is an expansion of an existing industrial use.



Technical Memo

Date: 6-4-24

From: Franz Holt, City Engineer

To: Ashley Ownbey, Development Director

CC: Johnathan Sossamon, PE

Subject: The Building Center on West Holt Street

The Engineering Department has completed its review of the conditional rezoning alternative site plan by Jonathan Sossamon. Technical review comments are as follows:

- A. The expansion includes a gravel area for laydown of stock.
- B. A sidewalk is proposed along the road frontage.
- C. Water service is to be abandoned with home to be removed.
- D. Due to down stream flooding water quantity restrictions will likely be required and reviewed with construction drawings. Treatment of runoff will be required if exceeding 1 acre disturbance with greater than 24% impervious.
- E. A driveway is to be relocated to the adjacent residential property.
- F. Access to the laydown area will be through the existing business.



AGENDA ITEM #5

RZ 24-06

Conditional Rezoning – Saddle Club Road Subdivision

Presenter

Ashley Ownbey,
Development Director

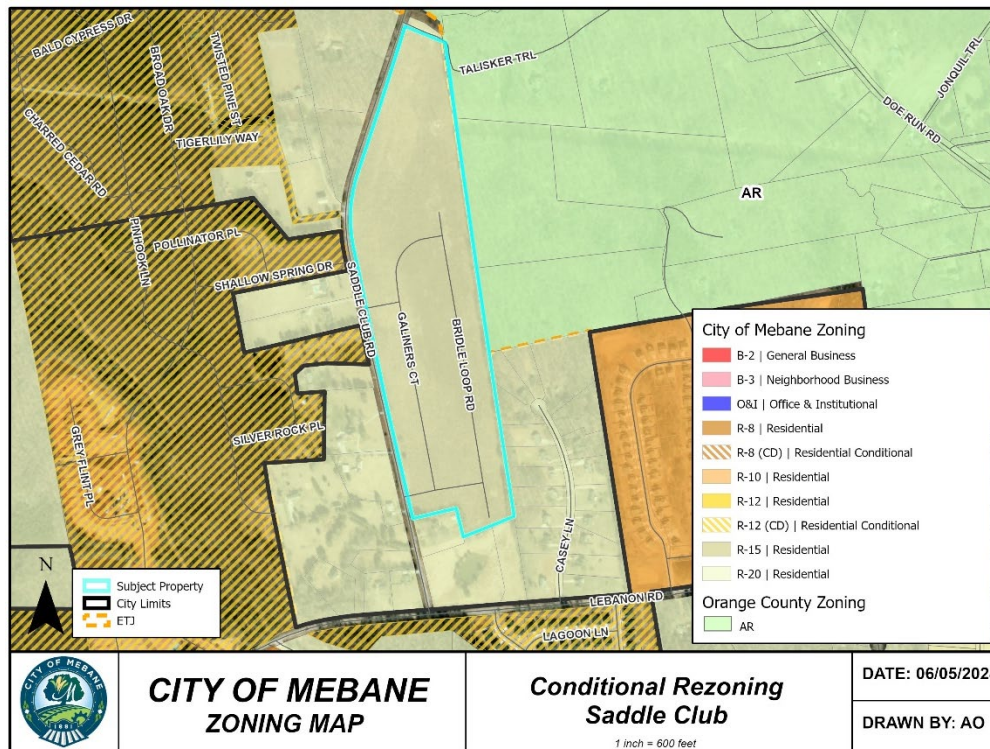
Applicant

Slippery Elm Properties, LLC
PO Box 90427
Raleigh, NC 27675

Public Hearing

Yes No

Zoning Map



Property

Unaddressed
Orange County
GPIN: 9826612172

Proposed Zoning

R-12(CD)

Current Zoning

R-20

Size

+/- 43.32 acres

Surrounding Zoning

R-20, R-12 (CD)

AR (Orange County)

Surrounding Land Uses

Single-Family
Residential,
Forested, Vacant

Utilities

Present

Floodplain

No

Watershed

Yes

City Limits

No



CITY OF MEBANE
ZONING MAP

Conditional Rezoning
Saddle Club

DATE: 06/05/2024

DRAWN BY: AO

1 inch = 600 feet

Application Brief

See Planning Project Report for more details.

Recommendations	
Technical Review Committee:	The Technical Review Committee (TRC) has reviewed the site plan ten times, and the applicant has revised the plan to reflect the comments.
Planning Staff:	The proposed development “Saddle Club Road” is consistent with the guidance provided within <i>Mebane By Design</i> , the Mebane Comprehensive Land Development Plan.
Zoning & Land Use Report	
Jurisdiction:	Mebane Extraterritorial Jurisdiction
Proposed Use By-Right (Yes/No):	No
Type of Rezoning Request:	Conditional
Special Use Request (Yes/No):	No
Consistency with Mebane By Design (Yes/No):	Yes
Utilities Report	
Available Utilities (Yes/No):	Yes
Adequate Stormwater Control (Yes/No):	Yes
Innovative Stormwater Control (Yes/No):	No
Consistency with Long-Range Utility Plan (Yes/No):	Yes
Transportation Report	
Traffic Impact Analysis Required (Yes/No):	Yes
Multi-Modal Improvements (Yes/No):	Yes
Consistency with Bike/Ped Transportation Plan (Yes/No):	Yes

Summary

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.

The proposed on-site amenities and dedications include the following:

- The construction of all internal streets with 5’ sidewalks.
- The construction of a 5’ concrete sidewalk along Saddle Club Road, with crosswalks as shown on the site plan and across Lebanon Road.
- The construction and dedication of a +/- 5.19-acre public park with a soccer field, sand volleyball courts, 8’ walking trail, restrooms, parking lot, and stormwater control measure.

The following conditions are proposed with the conditional rezoning request:

Proposed Conditions of Zoning District	Mebane UDO Requirements
The applicant is requesting a 20’ rear setback for Lots 6 – 14 and Lot 60 and a minimum 50’ lot width for all lots.	Table 4-2-1 of the Mebane UDO requires a 25’ rear setback and 65’ lot width for homes in the R-12 Zoning District. Reduction of the lot width is anticipated with residential cluster subdivisions. The lots with reduced rear setbacks are adjacent to landscape buffers.
The applicant is proposing to dedicate +/- 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.	Pursuant to Section 6-8 of the Mebane UDO, the applicant is required to provide 3.16 acres of public recreation area and 10.14 acres. This totals to 13.3 acres.

A traffic impact analysis (TIA) was conducted for the development. No improvements to public roadways are required. All study area intersections and proposed driveways are expected to operate at acceptable levels of service at existing and future conditions.

Financial Impact

The developer will be required to make the proposed improvements at his own expense.

Recommendation

The Planning staff has reviewed the request for harmony with the zoning of the surrounding area and consistency with the City’s adopted plans and recommends approval of the rezoning.

Suggested Motion

1. Motion to approve the R-12(CD) zoning as presented.
2. 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*. The request:
 - Is for a property within the City's G-4 Secondary Growth Area and is "...generally residential...in nature..." (Mebane CLP, p. 66);
 - Ensures the integration of a community facility into a new development to reduce distances to parks, consistent with Growth Management Goal 1.4 (p. 17 & 83);
 - Supports park, greenway, and open space expansion in a developing area, prioritizing connectivity between locations, consistent with Open Space and Natural Resource Protection Goal 4.3 (p. 17, 89, & 90); and,
 - Contributes to an emerging pedestrian and bicycle network, as required by the City's *Bicycle and Pedestrian Transportation Plan*.

OR

3. Motion to **deny** the R-12(CD) rezoning as presented due to a lack of
 - a. Harmony with the surrounding zoning

OR

 - b. Consistency with the objectives and goals in the City's 2017 Comprehensive Land Development Plan *Mebane By Design* or any of the City's other adopted plans.

Attachments

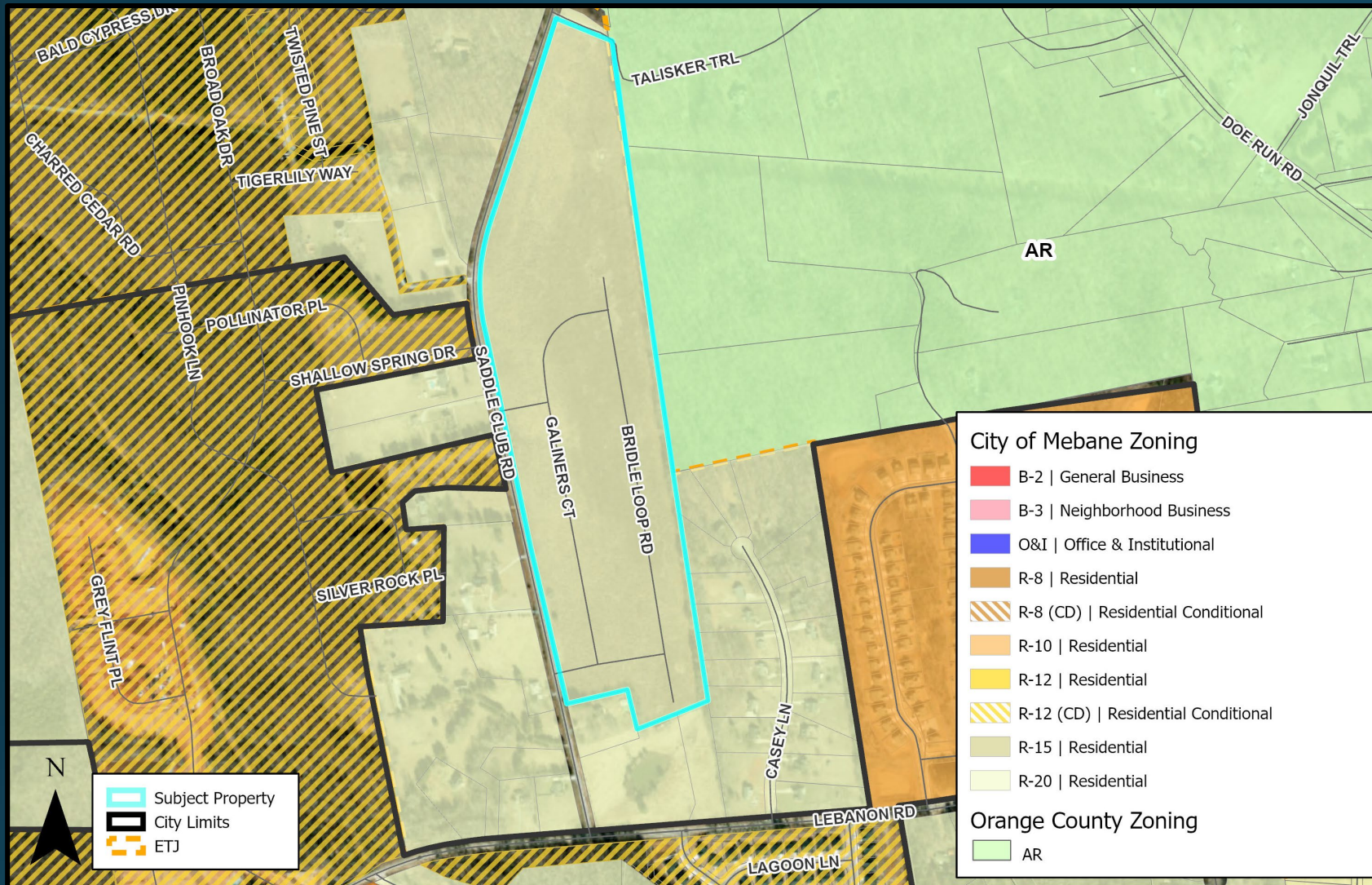
1. Preliminary Presentation Slides
2. Zoning Amendment Application
3. Zoning Map
4. Site Plan – [click here to access.](#)
5. Planning Project Report
6. Technical Memorandum – City Engineering Review
7. Traffic Impact Analysis – [click here to access.](#)
 - a. VHB Review of TIA
8. Recommendation from Recreation & Parks Director



Ashley Ownbey, Development Director

Rezoning Request: R-20 to R-12 (CD)
by Slippery Elm Properties, LLC





Saddle Club Subdivision

Conditional Rezoning

- Request by Slippery Elm Properties, LLC
- +/- 49.25 acres
- Existing zoning: R-20
- Rezoning Request: R-12 (CD)



CITY OF MEBANE
ZONING MAP

Conditional Rezoning
Saddle Club

DATE: 06/05/2024

DRAWN BY: AO

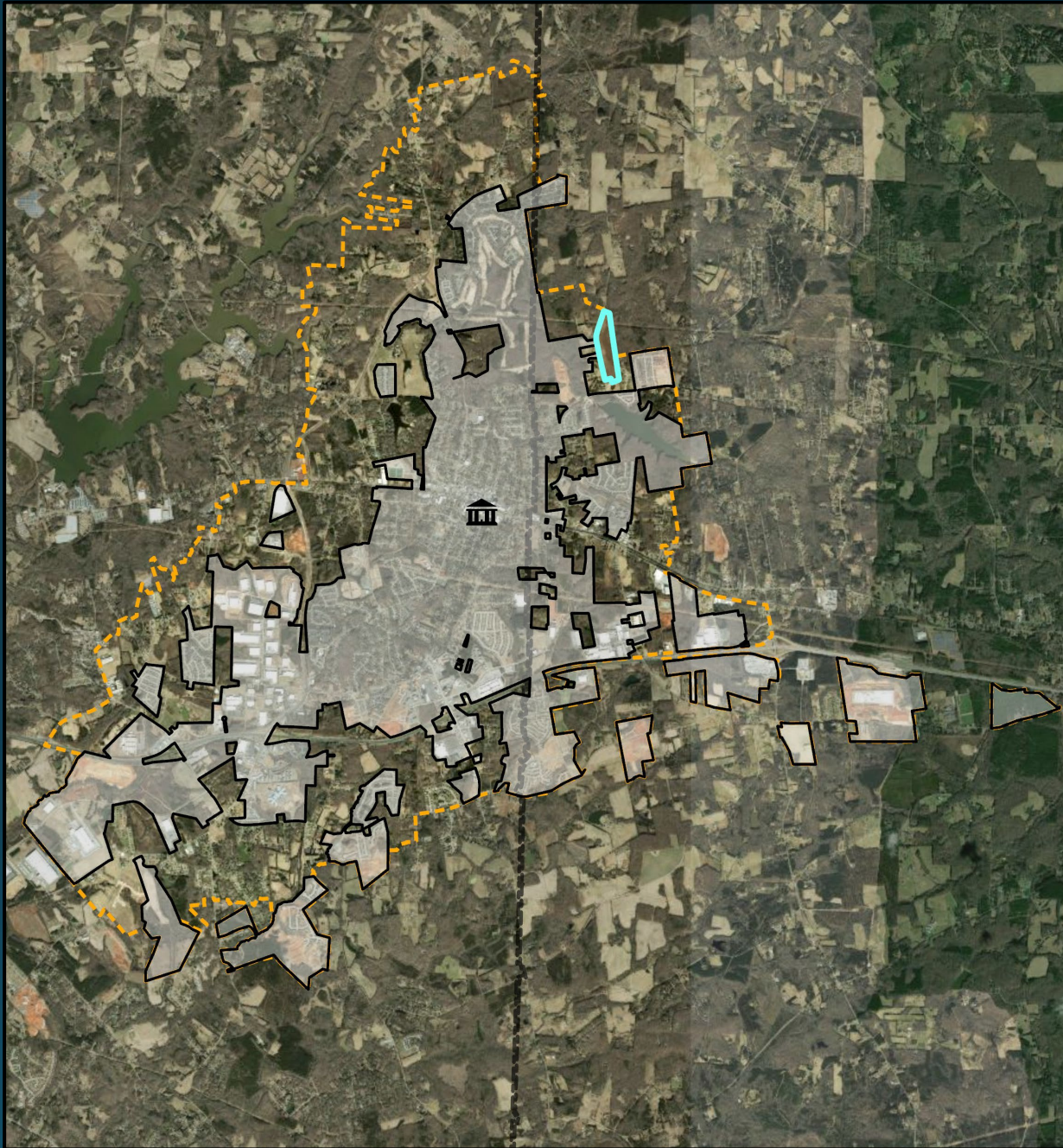
1 inch = 600 feet



Saddle Club Subdivision

Conditional Rezoning

- Orange County, Mebane ETJ
- Annexation required before connection to City utilities.

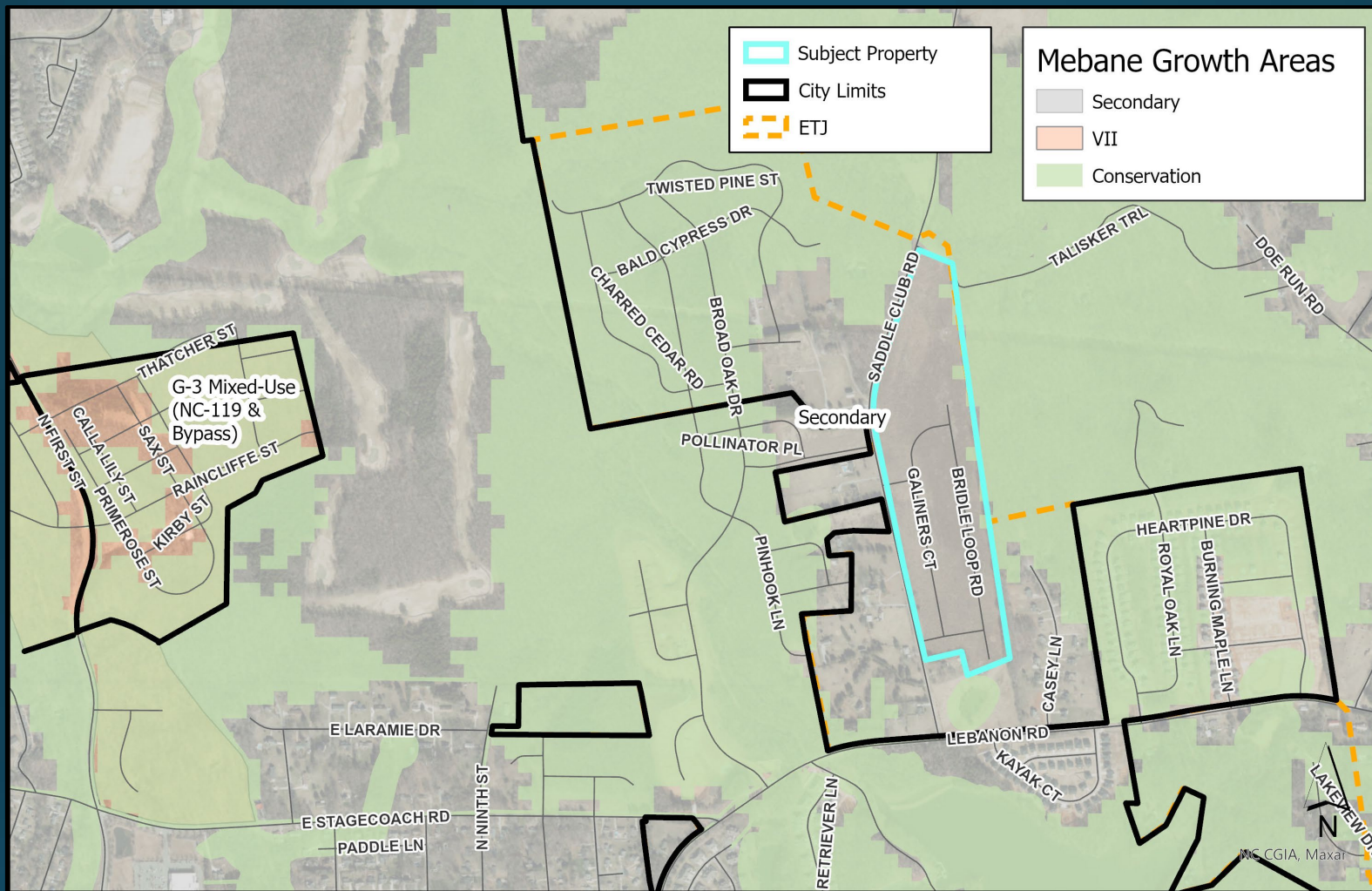




Saddle Club Subdivision Conditional Rezoning

- Vacant
- Surrounding uses include:
 - Single-Family Residential
 - Forested
 - Vacant





CITY OF MEBANE
Future Growth Area Map

Conditional Rezoning
Saddle Club

1 inch = 1,000 feet

DATE: 06/05/24

DRAWN BY: AO

Saddle Club Subdivision
 Conditional Rezoning

Mebane By Design, G-4 Secondary Growth Area



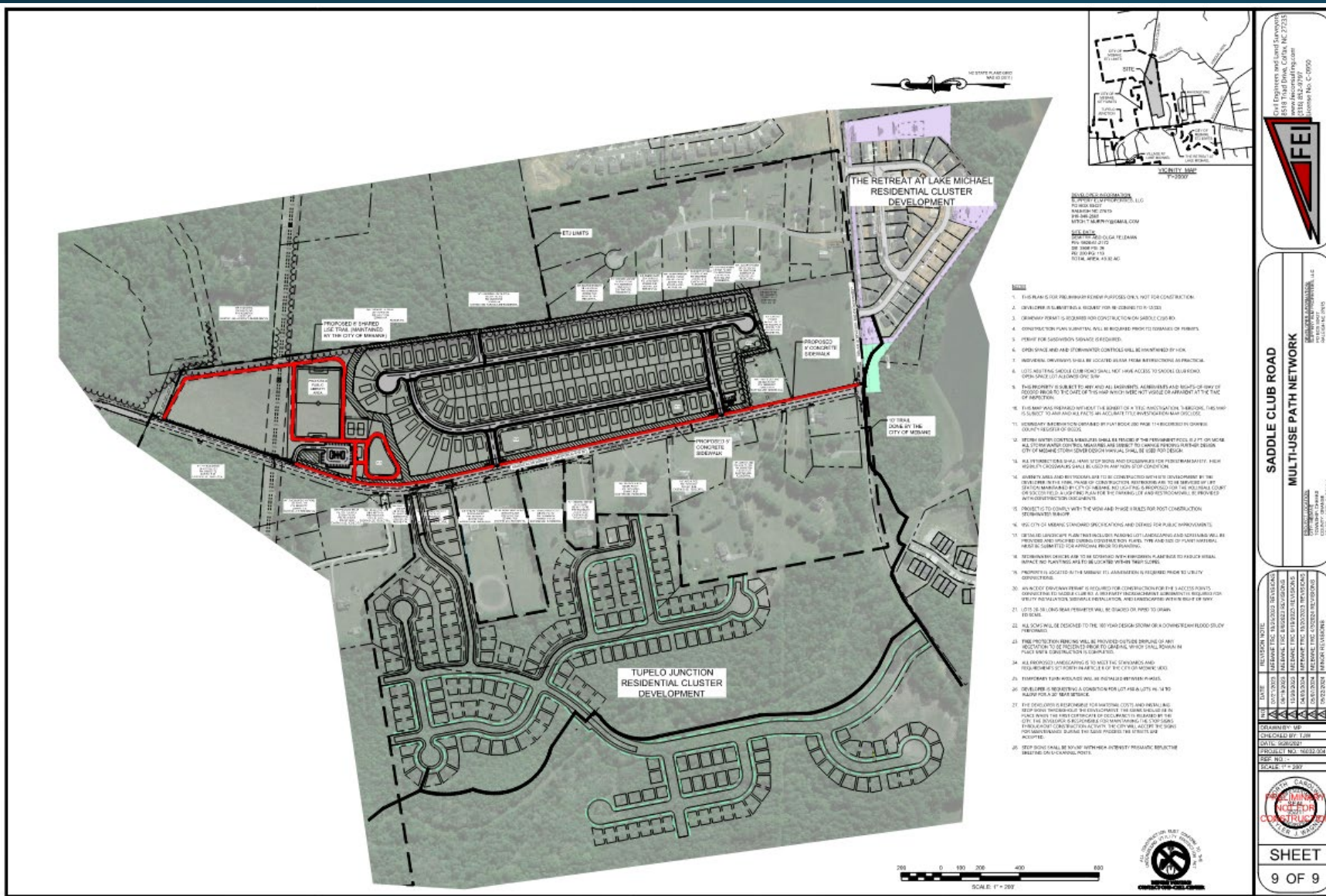
Saddle Club Subdivision Conditional Rezoning

- Public Amenities:

- Soccer Field
- Volleyball Courts
- Restrooms
- 8' walking trail

- Multimodal Connections:

- 5' sidewalk along Saddle Club
- Connection to Lake Michel Connector
- Crossing of Lebanon Road





Applicant Presentation





Saddle Club Subdivision

CITY OF MEBANE PLANNING BOARD

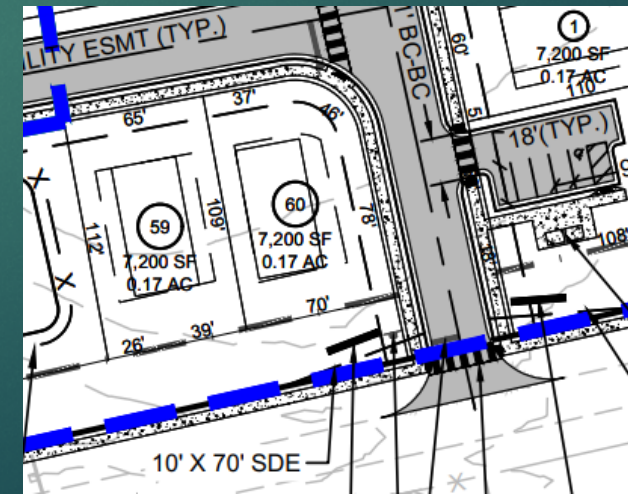
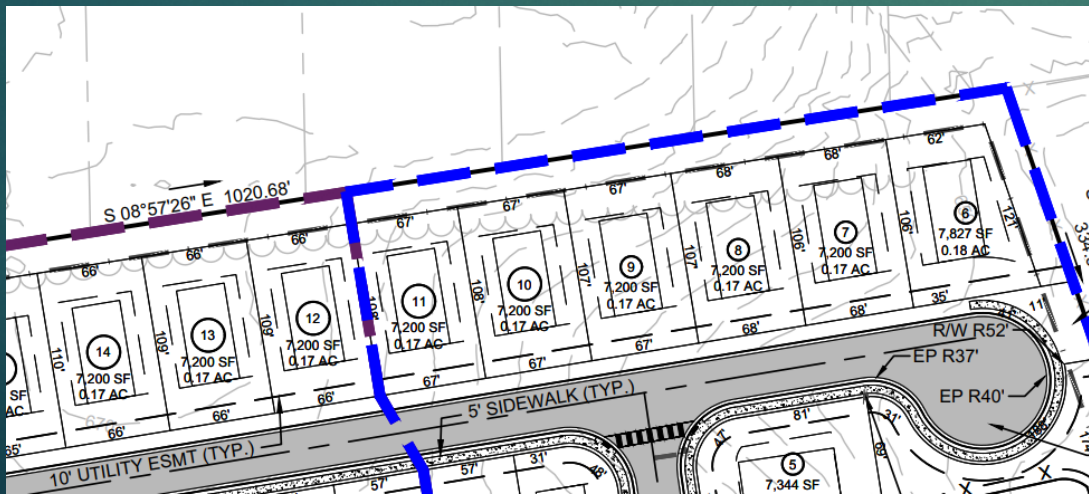
JUNE 10TH, 2024

About the Project

- ▶ Proposed cluster development with proposed 110 single family residences.
- ▶ Proposed 5+ acre public recreation area for community use.
- ▶ Pedestrian friendly development with internal sidewalk network connecting to the public recreation area trail, Lebanon Rd Trail, and Tupelo Junction Subdivision.
- ▶ Complimented by surrounding new residential developments like Havenstone, Mallory Place, Tupelo Junction, The Retreat at Lake Michael, and the Village at Lake Michael.
- ▶ Requesting to be rezoned from R-20 to R-12 (CD)

Requested Conditions

- ▶ Reduced rear setback for lot #60 and lots #6-#14 (ten lots total)
 - ▶ Required 25' rear setback
 - ▶ Requesting 20' rear setback for these lots due to site geometry
- ▶ Lot #60 has a 30 ft landscape buffer proposed behind the rear setback of the lot that abuts Saddle Club Rd.
- ▶ Lots #6-#14 have a 20 ft landscape buffer proposed behind the rear setback of the lots that abut Mallory Place subdivision.
- ▶ With rear setback reductions there would be a landscape buffer that would separate the lots from adjacent properties.



Neighborhood Input

- ▶ Glenwood Homes and FEI representatives held a Neighborhood Meeting on June 7th.
- ▶ There was a fruitful discussion and...
- ▶ Glenwood Homes has committed to being a good neighbor and developing the project within jurisdictional requirements.

About Glenwood Homes



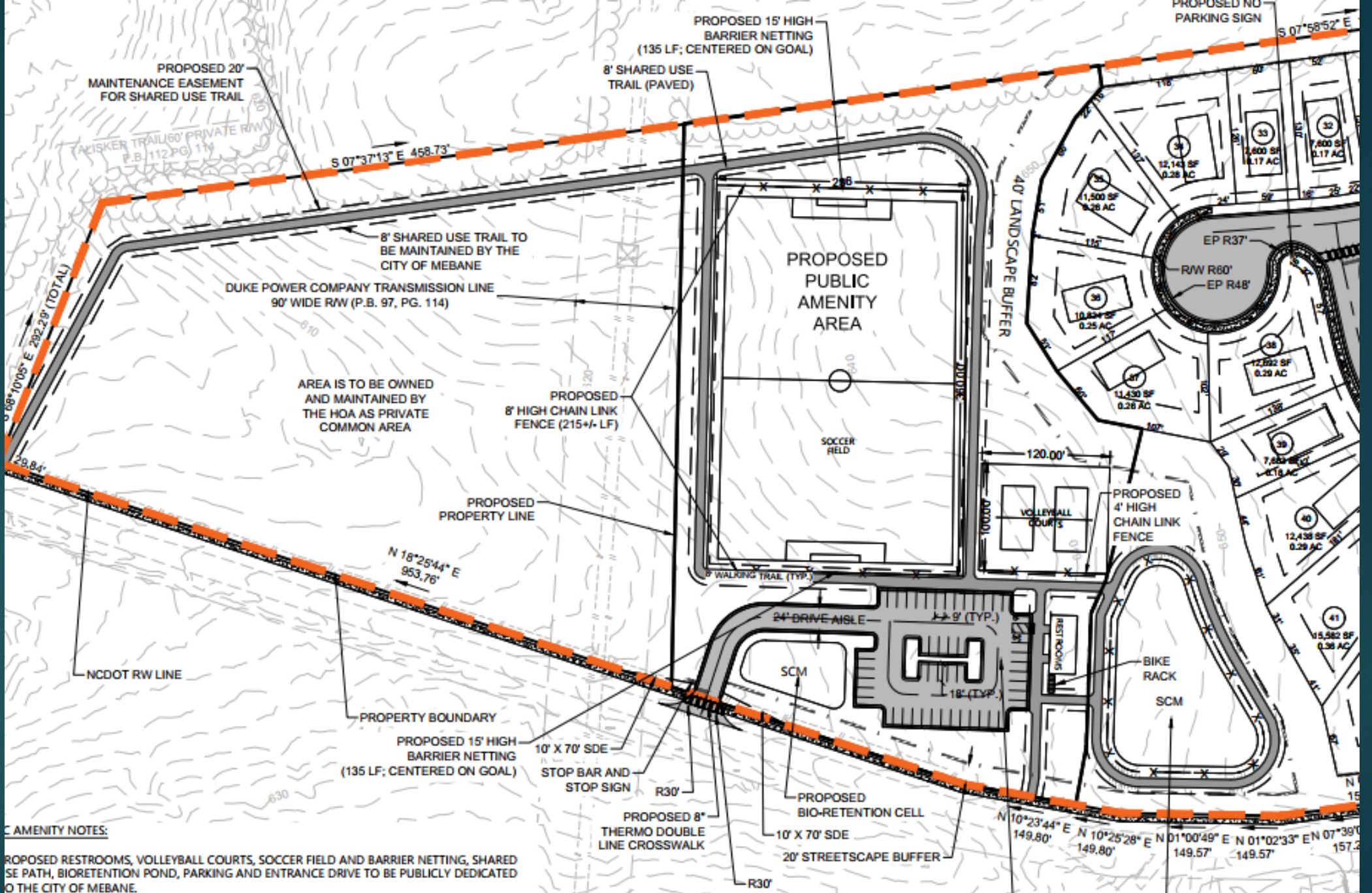
- ▶ Glenwood Homes was founded on the principal of quality homes for every lifestyle, combining home prices that demonstrates value and the best quality possible.
- ▶ With over 80 years of combined experience in building communities, Glenwood Homes has a wealth of knowledge to build long lasting communities that stand the test of time.
- ▶ Glenwood Homes has two existing subdivisions within the City of Mebane that exemplify their determination to deliver quality subdivision design and build appealing homes.

Representative Residential Development



Development and Design Considerations

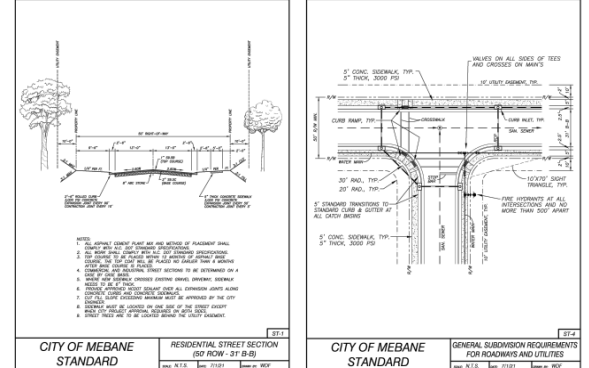
- ▶ Thoughtful subdivision layout that encourages internal pedestrian circulation and ease of access to neighborhood amenities.
- ▶ Encourages walkability to the public recreation area and the Multi-Use Trail Network.
- ▶ Accommodate housing needs for the local workforce and young families. Mebane's growth is increasing at an exponential rate with new commercial/industrial development and increased workforce needs.
- ▶ Creates a better sense of community by being located in the midst of other similar developments with excellent connectivity.
- ▶ Public Recreation Area has a soccer field, two volleyball courts, walking trail, public restrooms, plentiful parking, and ADA accessibility.



AMENITY NOTES:

PROPOSED RESTROOMS, VOLLEYBALL COURTS, SOCCER FIELD AND BARRIER NETTING, SHARED USE PATH, BIORETENTION POND, PARKING AND ENTRANCE DRIVE TO BE PUBLICLY DEDICATED TO THE CITY OF MEBANE.

DEVELOPER SHALL FULLY FURNISH THE PROPOSED SOCCER FIELD WITH GOALS, NETS, BARRIER NETTING, FENCING, PAINTED LINES AND ESTABLISHED GRASS/SOD COVERING.



DEVELOPER INFORMATION:
 SUPPLY ELM PROPERTIES, LLC
 PO BOX 60427
 RALEIGH NC 27675
 919-464-9098
 MITCH.LMURPHY@GMAIL.COM

SITE DATA:
 DENSITY: 10 U/LA
 PLANNED: 10 U/LA
 PUBLIC AMENITY AREA = 5.13 AC
 LANDSCAPING SCM = 2.88 AC

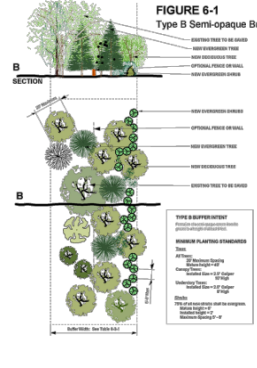
OPEN SPACE:
 OPEN SPACE REQUIRED: 12,000 SF
 BASE LOT AREA FOR R-12 ZONING = 12,000 SF
 BASE LOT AREA FOR 110 UNITS = 1,320,000 SF
 DIFFERENCE IN AREAS = 141,710 (10.14 AC)
 ACTUAL LOT AREA PROVIDED = 878,209 SF
 (1,320,000 SF - 878,209 SF)
 COMMON OPEN SPACE = 12,313 AC
 PUBLIC AMENITY AREA = 5.13 AC
 LANDSCAPING SCM = 2.88 AC

ZONING:
 EXISTING ZONING: R-20 CLEARED/VACANT
 PROPOSED ZONING: R-12 (C) RESIDENTIAL CLUSTER
 PROPERTY IS LOCATED IN MEANE ET J

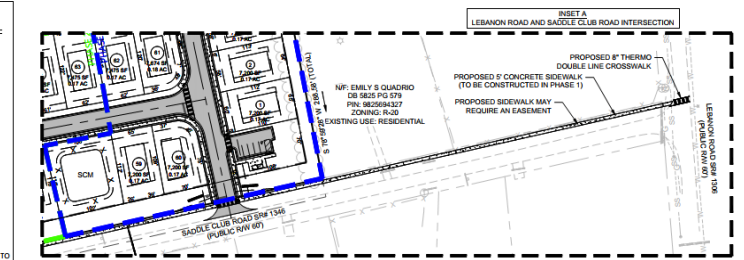
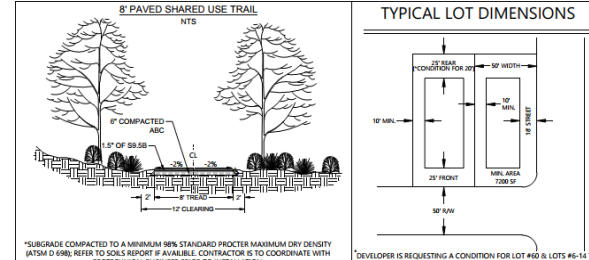
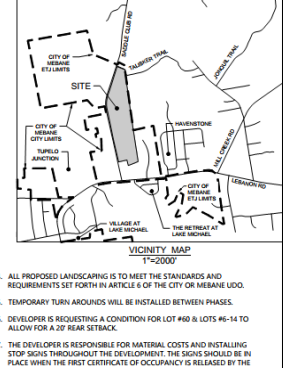
DEVELOPMENT STANDARDS:
 MINIMUM LOT SIZE: 7,200 SF
 FRONT SETBACK: 25'
 SIDE SETBACK: 10'
 REAR SETBACK: 20' (CONDITION FOR 20')
 SIDE STREET SETBACK: 10'
 PROPOSED MIN LOT WIDTH: 50'

WATERSHED DATA:
 WATERSHED: OWLA-BACK CREEK
 PROVIDED PARKING: 3 DRIVEWAY SPACES PER DU
 PROVIDED KNOCK PARKING: 4 SPACES + 1 ADA SPACE

PUBLIC RECREATIONAL AREA:
 MINIMUM AREA REQUIRED: 3.16 AC
 (1,250 SF PER DEVELOPING UNIT, MINIMUM AREA PROVIDED: 12,314 AC (12.89 AC)
 PARKING REQUIRED: 50 SPACES + 2 ADA SPACES
 (25 SPACES PER FIELD)
 PARKING PROVIDED: 50 SPACES
 ADA SPACES PROVIDED: 2 SPACES (1 VAN)

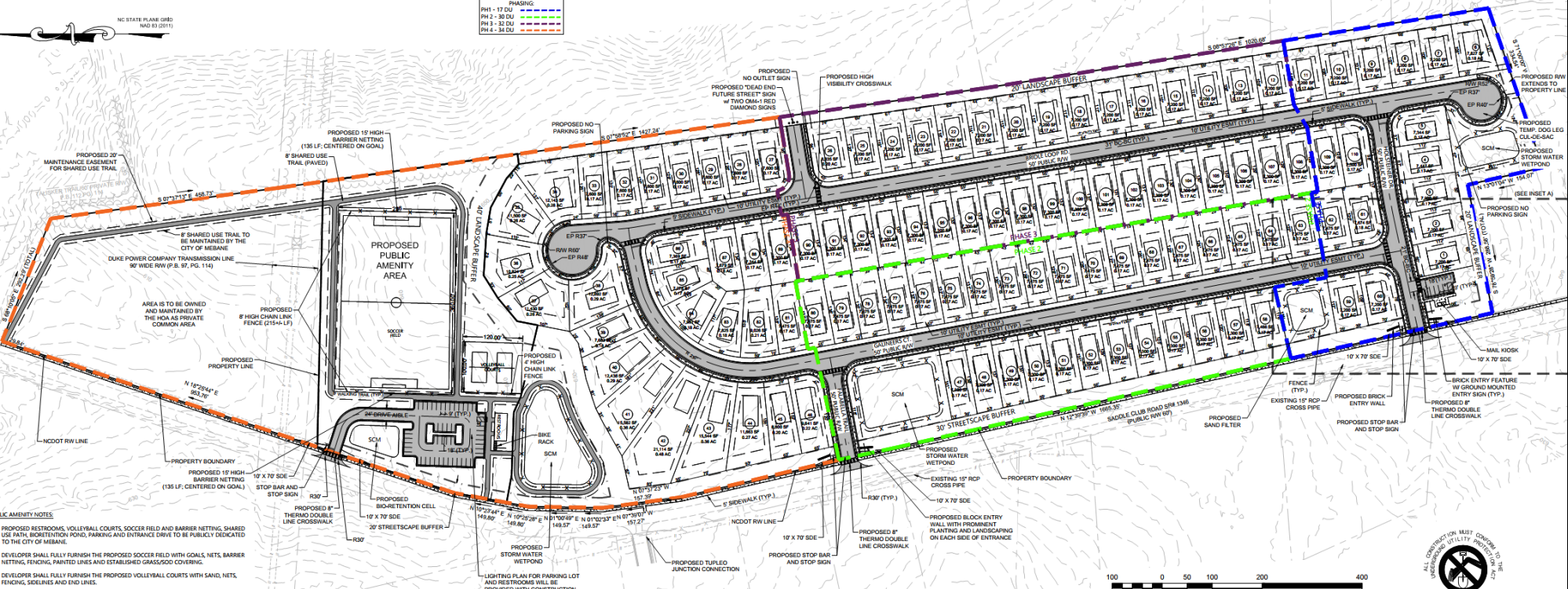


- FIGURE 6-1**
Type B Semi-opaque Buffer
1. THIS PLAN IS FOR PRELIMINARY REVIEW PURPOSES ONLY. NOT FOR CONSTRUCTION.
 2. DEVELOPER IS SUBMITTING A REQUEST FOR RE-ZONING TO R-12(C).
 3. DRIVEWAY PERMIT IS REQUIRED FOR CONSTRUCTION ON SADDLE CLUB RD.
 4. CONSTRUCTION PLAN SUBMITTED WILL BE REQUIRED PRIOR TO ISSUANCE OF PERMITS.
 5. PERMIT FOR SUBDIVISION SIGNAGE IS REQUIRED.
 6. OPEN SPACE AND STORMWATER CONTROLS WILL BE MAINTAINED BY HOA.
 7. INDIVIDUAL DRIVEWAYS SHALL BE LOCATED AS FAR FROM INTERSECTIONS AS PRACTICAL.
 8. LOTS ABUTTING SADDLE CLUB ROAD SHALL NOT HAVE ACCESS TO SADDLE CLUB ROAD. OPEN-SPACE LOT ALLOWED ONE D/W.
 9. THIS MAP IS SUBJECT TO ANY AND ALL EASEMENTS, AGREEMENTS AND RIGHTS-OF-WAY OF RECORD PRIOR TO THE DATE OF THIS MAP WHICH WERE NOT VISIBLE OR APPARENT AT THE TIME OF INSPECTION.
 10. THIS MAP WAS PREPARED WITHOUT THE BENEFIT OF A TITLE INVESTIGATION. THEREFORE, THIS MAP IS SUBJECT TO ANY AND ALL FACTS AND ACCURATE TITLE INVESTIGATION MAY DISCLOSE.
 11. BOUNDARY INFORMATION OBTAINED BY PLAT BOOK 200 PAGE 114 RECORDED IN ORANGE COUNTY REGISTER OF DEEDS.
 12. STORM WATER CONTROL MEASURES SHALL BE FENCED IF THE PERMANENT POOL IS 2 FT. OR MORE. ALL STORM WATER CONTROL MEASURES ARE SUBJECT TO CHANGE PENDING FURTHER DESIGN. CITY OF MEANE STORM SEWER DESIGN MANUAL SHALL BE USED FOR DESIGN.
 13. ALL INTERSECTIONS SHALL HAVE STOP SIGNS AND CROSSWALKS FOR PEDESTRIAN SAFETY. HIGH VISIBILITY CROSSWALKS SHALL BE USED IN ANY NON-STOP CONDITION.
 14. AMENITY AREA AND RESTROOMS ARE TO BE CONSTRUCTED WITH SITE DEVELOPMENT BY THE DEVELOPER IN THE FINAL PHASE OF CONSTRUCTION. RESTROOMS ARE TO BE SERVED BY LIFT STATION MAINTAINED BY CITY OF MEANE. NO LIGHTING IS PROVIDED FOR THE VOLLEYBALL COURT OR SOCCER FIELD. A LIGHTING PLAN FOR THE PARKING LOT AND RESTROOMS WILL BE PROVIDED WITH CONSTRUCTION DOCUMENTS.
 15. PROJECT IS TO COMPLY WITH THE WSW AND PHASE I RULES FOR POST CONSTRUCTION STORMWATER RUNOFF.
 16. USE CITY OF MEANE STANDARD SPECIFICATIONS AND DETAILS FOR PUBLIC IMPROVEMENTS.
 17. DETAILED LANDSCAPE PLAN THAT INCLUDES PARKING LOT LANDSCAPING AND SCREENING WILL BE PROVIDED AND SPECIFIED DURING CONSTRUCTION PLANS. TYPE AND SIZE OF PLANT MATERIAL MUST BE SUBMITTED FOR APPROVAL PRIOR TO PLANTING.
 18. STORMWATER DEVICES ARE TO BE SCREENED WITH EVERGREEN PLANTINGS TO REDUCE VISUAL IMPACT. NO PLANTINGS ARE TO BE LOCATED WITHIN THEIR SPACES.
 19. PROPERTY IS LOCATED IN THE MEANE ET J. ANNEXATION IS REQUIRED PRIOR TO UTILITY CONNECTIONS.
 20. AN NCDOT DRIVEWAY PERMIT IS REQUIRED FOR CONSTRUCTION FOR THE 3 ACCESS POINTS CONNECTING TO SADDLE CLUB RD. A 3RD PARTY ENCROACHMENT AGREEMENT IS REQUIRED FOR UTILITY INSTALLATION, SIDEWALK INSTALLATION, AND LANDSCAPING WITHIN RIGHT-OF-WAY.
 21. LOTS 10-50 LONG RAMP PERMITS WILL BE GRACED OR PAVED TO DRAIN TO SCMS.
 22. ALL SCMS WILL BE DESIGNED TO THE 100 YEAR DESIGN STORM OR A DOWNSTREAM FLOOD STUDY PERFORMED.
 23. TREE PROTECTION FENCING WILL BE PROVIDED OUTSIDE DRILLINE OF ANY VEGETATION TO BE PRESERVED PRIOR TO GRADING, WHICH SHALL REMAIN IN PLACE UNTIL CONSTRUCTION IS COMPLETED.



PROPOSED BUILT-UPON AREA

	AREA (SF)	AREA (AC)	AREA (%)
110 LOTS (2,800SF)	308000	7.07	16.32%
STREETS	131542	3.02	6.97%
SIDEWALKS	41194	0.95	2.18%
PUBLIC AMENITY AREA	47819	1.10	2.53%
TOTAL BUA	528556	12.13	28.01%



PUBLIC AMENITY NOTES:

1. PROPOSED RESTROOMS, VOLLEYBALL COURTS, SOCCER FIELD AND BARRIER NETTING, SHARED USE PATH, RESTRICTION POOL, PARKING AND ENTRANCE DRIVE TO BE PUBLICLY DEDICATED TO THE CITY OF MEANE.
2. DEVELOPER SHALL FULLY FURNISH THE PROPOSED SOCCER FIELD WITH GOALS, NETS, BARRIER NETTING, FENCING, PAINTED LINES AND ESTABLISHED GRASS/SOFT COVERING.
3. DEVELOPER SHALL FULLY FURNISH THE PROPOSED VOLLEYBALL COURTS WITH SAND, NETS, FENCING, SIDELINES AND END LINES.
4. ALL PUBLICLY DEDICATED AMENITIES SHALL BE COMPLETELY CONSTRUCTED AND ALL FINISHES INSTALLED PRIOR TO PUBLIC DEDICATION. AMENITIES WILL BE COMPLETED DURING PHASE 4 OF SUBDIVISION CONSTRUCTION.



DEVELOPER INFORMATION:
 SUPPLY ELM PROPERTIES, LLC
 PO BOX 60427
 RALEIGH NC 27675
 919-464-9098
 MITCH.LMURPHY@GMAIL.COM

PROJECT LOCATION:
 SADDLE CLUB ROAD
 COUNTY: ORANGE
 CITY: MEANE

REVISION NOTE

NO.	DATE	REVISION
01	07/21/2023	MEANE TRC 1002/2023 REVISIONS
02	09/19/2023	MEANE TRC 8892/2023 REVISIONS
03	10/20/2023	MEANE TRC 9191/2023 REVISIONS
04	04/03/2024	MEANE TRC 1002/2024 REVISIONS
05	05/07/2024	MEANE TRC 4392/2024 REVISIONS
06	05/22/2024	MINOR REVISIONS

DRAWN BY: MB
CHECKED BY: TJW
DATE: 9/28/2021
PROJECT NO.: 16032.004
REF. NO.: -
SCALE: 1" = 100'

PRELIMINARY NOT FOR CONSTRUCTION

Havenstone

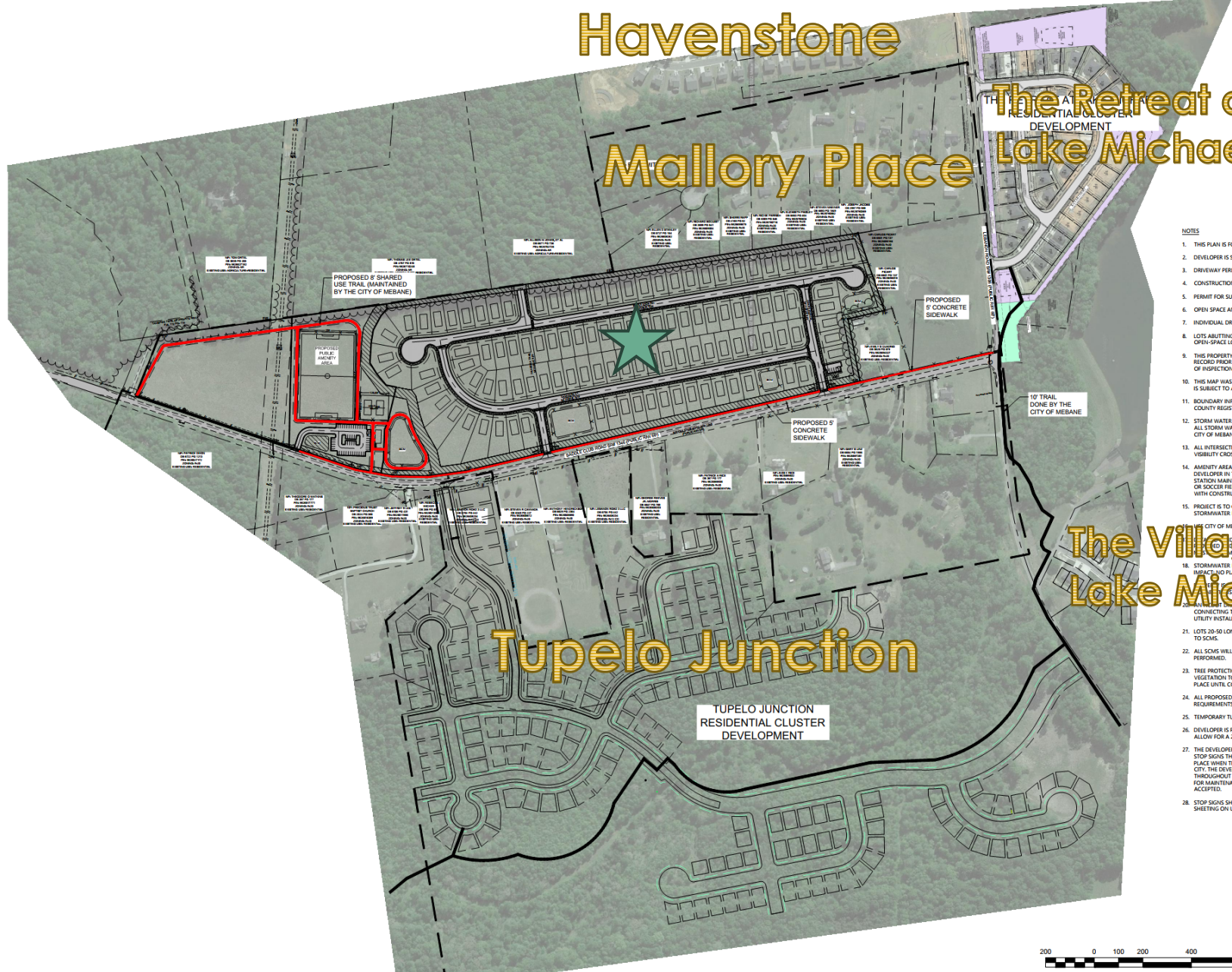
The Retreat at Lake Michael

Mallory Place

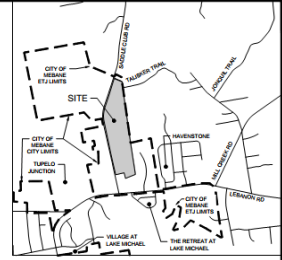
The Village at Lake Michael

Tupelo Junction

TUPELO JUNCTION
RESIDENTIAL CLUSTER
DEVELOPMENT



NC STATE PLANE GRID
NAD 83 (2011)



DEVELOPER INFORMATION:
SLEPPERY ELM PROPERTIES, LLC
PO BOX 9427
MELROSE, NC 27555
919-845-2088
STACEY.LAMARPHW@GMAIL.COM

SITE DATA:
DEMITRY ABO OLGGA FELDMAN
PIN: 062641012
DB: 3808 PG: 28
PIE: 200 PG: 113
TOTAL AREA: 43.32 AC

- NOTES**
- THIS PLAN IS FOR PRELIMINARY REVIEW PURPOSES ONLY. NOT FOR CONSTRUCTION.
 - DEVELOPER IS SUBMITTING A REQUEST FOR RE-ZONING TO R-12(CD)
 - DRIVEWAY PERMIT IS REQUIRED FOR CONSTRUCTION ON SADDLE CLUB RD.
 - CONSTRUCTION PLAN SUBMITTAL WILL BE REQUIRED PRIOR TO ISSUANCE OF PERMITS.
 - PERMIT FOR SUBDIVISION SIGNAGE IS REQUIRED.
 - OPEN SPACE AND STORMWATER CONTROLS WILL BE MAINTAINED BY HOA.
 - INDIVIDUAL DRIVEWAYS SHALL BE LOCATED AS FAR FROM INTERSECTIONS AS PRACTICAL.
 - LOTS ABUTTING SADDLE CLUB ROAD SHALL NOT HAVE ACCESS TO SADDLE CLUB RD. OPEN SPACE LOT ALLOWED ONE (1) V.
 - THIS PROPERTY IS SUBJECT TO ANY AND ALL EASEMENTS, AGREEMENTS AND RIGHTS-OF-WAY OF RECORD PRIOR TO THE DATE OF THIS MAP WHICH WERE NOT VISIBLE OR APPARENT AT THE TIME OF INSPECTION.
 - THIS MAP WAS PREPARED WITHOUT THE BENEFIT OF A TITLE INVESTIGATION. THEREFORE, THIS MAP IS SUBJECT TO ANY AND ALL FACTS AN ACCURATE TITLE INVESTIGATION MAY DISCLOSE.
 - BOUNDARY INFORMATION OBTAINED BY PLAT BOOK 200 PAGE 114 RECORDED IN ORANGE COUNTY REGISTER OF DEEDS.
 - STORM WATER CONTROL MEASURES SHALL BE FENCED BY THE PERMANENT POOL IS 5 FT. OR MORE. ALL STORM WATER CONTROL MEASURES ARE SUBJECT TO CHANGE PENDING FURTHER DESIGN. CITY OF MEBANE STORM SEWER DESIGN MANUAL SHALL BE USED FOR DESIGN.
 - ALL INTERSECTIONS SHALL HAVE STOP SIGNS AND CROSOWALKS FOR PEDESTRIAN SAFETY. HIGH VISIBILITY CROSOWALKS SHALL BE USED IN ANY NON-STOP CONDICTION.
 - AMENITY AREA AND RESTROOMS ARE TO BE CONSTRUCTED WITH SITE DEVELOPMENT BY THE DEVELOPER IN THE FINAL PHASE OF CONSTRUCTION. RESTROOMS ARE TO BE SERVICED BY LIFT STATION MAINTAINED BY CITY OF MEBANE. NO LIGHTING IS PROPOSED FOR THE VOLLEYBALL COURT OR SOCCER FIELD. A LIGHTING PLAN FOR THE PARKING LOT AND RESTROOMS WILL BE PROVIDED WITH CONSTRUCTION DOCUMENTS.
 - PROJECT IS TO COMPLY WITH THE WSW AND PHASE B RULES FOR POST CONSTRUCTION STORMWATER RUNOFF.
 - PROJECT IS TO COMPLY WITH THE CITY OF MEBANE STANDARD SPECIFICATIONS AND DETAILS FOR PUBLIC IMPROVEMENTS. THIS INCLUDES BUT IS NOT LIMITED TO: LOT LANDSCAPING AND SCREENINGS WILL BE PROVIDED FOR ALL LOTS. LANDSCAPING SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF MEBANE STANDARD SPECIFICATIONS AND DETAILS FOR PUBLIC IMPROVEMENTS. TYPE AND SIZE OF PLANT MATERIAL SHALL BE AS SPECIFIED IN THE STANDARD SPECIFICATIONS AND DETAILS FOR PUBLIC IMPROVEMENTS.
 - STORMWATER DRAINAGE ARE TO BE SCREENED WITH EVERGREEN PLANTINGS TO REDUCE VISUAL IMPACT AND PLANTINGS ARE TO BE LOCATED WITHIN THEIR SLOPES.
 - PERMIT FOR DRIVEWAY SHALL BE REQUIRED PRIOR TO CONSTRUCTION FOR THE 3 ACCESS POINTS CONNECTING TO SADDLE CLUB RD. A 3RD PARTY ENCROACHMENT AGREEMENT IS REQUIRED FOR UTILITY INSTALLATION, SIDEWALK INSTALLATION, AND LANDSCAPING WITHIN RIGHT OF WAY.
 - LOTS 20-50 LONG REAR PERIMETER WILL BE GRADED OR PIPED TO DRAIN TO SCHE.
 - ALL SLOPS WILL BE DESIGNED TO THE 100 YEAR DESIGN STORM OR A DOWNSTREAM FLOOD STUDY PERFORMED.
 - TREE PROTECTION FENCING WILL BE PROVIDED OUTSIDE DRIPLINE OF ANY VEGETATION TO BE PRESERVED PRIOR TO GRADING, WHICH SHALL REMAIN IN PLACE UNTIL CONSTRUCTION IS COMPLETED.
 - ALL PROPOSED LANDSCAPING IS TO MEET THE STANDARDS AND REQUIREMENTS SET FORTH IN ARTICLE 6 OF THE CITY OF MEBANE UDO.
 - TEMPORARY TURN AROUND WILL BE INSTALLED BETWEEN PHASES.
 - DEVELOPER IS REQUESTING A CONDITION FOR LOT #60 & LOTS #6-14 TO ALLOW FOR A 20' REAR SETBACK.
 - THE DEVELOPER IS RESPONSIBLE FOR MATERIAL COSTS AND INSTALLING STOP SIGNS THROUGHOUT THE DEVELOPMENT. THE SIGNS SHOULD BE IN PLACE WHEN THE FIRST CERTIFICATE OF OCCUPANCY IS RELEASED BY THE CITY. THE DEVELOPER IS RESPONSIBLE FOR MAINTAINING THE STOP SIGNS THROUGHOUT CONSTRUCTION ACTIVITY. THE CITY WILL ACCEPT THE SIGNS FOR MAINTENANCE DURING THE SAME PROCESS THE STREETS ARE ACCEPTED.
 - STOP SIGNS SHALL BE 30"x30" WITH HIGH-INTENSITY PRISMATIC REFLECTIVE SHEETING ON U-CHANNEL POSTS.

Civil Engineers and Land Surveyors
8551 FIVE DOTS CIRCLE, NC 27225
www.felcorp.com
(336) 852-9797
License No. C-0950



SLEPPERY ELM PROPERTIES, LLC
PO BOX 9427
MELROSE, NC 27555

**SADDLE CLUB ROAD
MULTI-USE PATH NETWORK**

DEVELOPER INFORMATION:
SLEPPERY ELM PROPERTIES, LLC
PO BOX 9427
MELROSE, NC 27555

NO.	DATE	REVISION NOTE
1	07/21/2023	MEBANE TRC 10250202 REVISIONS
2	09/19/2023	MEBANE TRC 88420203 REVISIONS
3	10/20/2023	MEBANE TRC 01942023 REVISIONS
4	04/03/2024	MEBANE TRC 10202023 REVISIONS
5	09/07/2024	MEBANE TRC 402024 REVISIONS
6	09/22/2024	MINOR REVISIONS

DRAWN BY: MP
CHECKED BY: T.J.W
DATE: 9/28/2021
PROJECT NO.: 16032-004
REF. NO.:
SCALE: 1" = 200'




SHEET

9 OF 9



Architectural Commitments

- ▶ Single car garages on all units
- ▶ Slab on grade construction
- ▶ 30 year architectural shingles



Thank you!
Questions?



APPLICATION FOR A ZONING AMENDMENT

Application is hereby made for an amendment to the Mebane Zoning Ordinance as follows:

Name of Applicant: Slippery Elm Properties, LLC

Address of Applicant: PO Box 90427, Raleigh, NC 27675

Address and brief description of property to be rezoned: 99999 Saddle Club Rd
Mebane, NC 27302, Orange County PIN # 9826612172

Applicant's interest in property: (Owned, leased or otherwise) Under contract
for ownership

*Do you have any conflicts of interest with: Elected/Appointed Officials, Staff, etc.?

Yes ___ Explain: _____ No X

Type of re-zoning requested: From R-20 to R-12 (LD)

Sketch attached: Yes X No _____

Reason for the requested re-zoning: Proposed cluster development

Signed: [Signature]

Date: 5-22-23

Action by Planning Board: _____

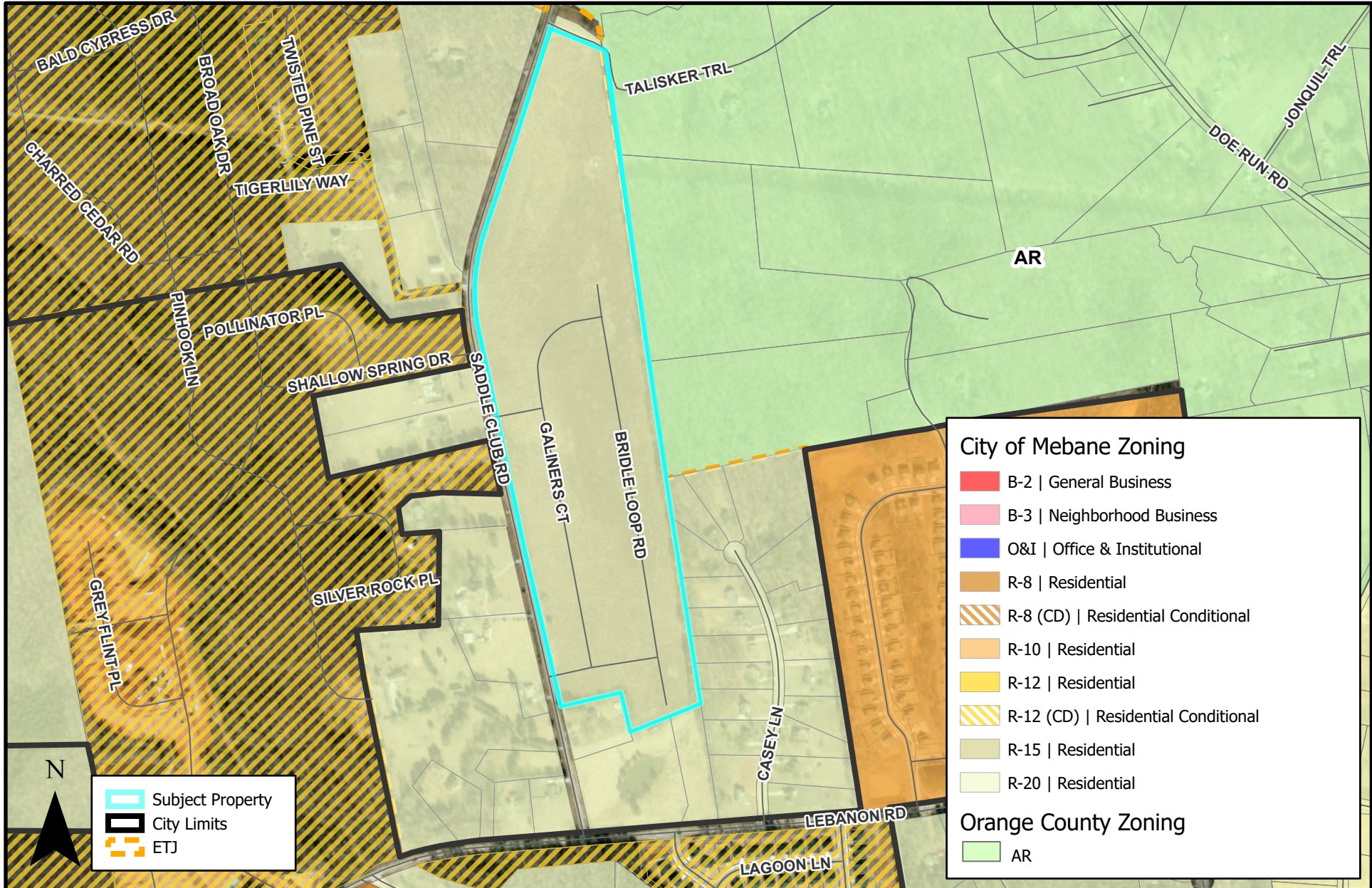
Public Hearing Date: _____ Action: _____

Zoning Map Corrected: _____

The following items should be included with the application for rezoning when it is returned:

1. Tax Map showing the area that is to be considered for rezoning.
2. Names and addresses of all adjoining property owners within a 300' radius (Include those that are across the street).
3. \$300.00 Fee to cover administrative costs.
4. The information is due 15 working days prior to the Planning Board meeting. The Planning Board meets the 2nd Monday of each month at 6:30 p.m. Then the request goes to the City Council for a Public Hearing the following month. The City Council meets the 1st Monday of each month at 6:00 p.m.

**To access the site
plan, [click here.](#)**



CITY OF MEBANE ZONING MAP

Conditional Rezoning Saddle Club

1 inch = 600 feet

DATE: 06/05/2024

DRAWN BY: AO

PLANNING PROJECT REPORT

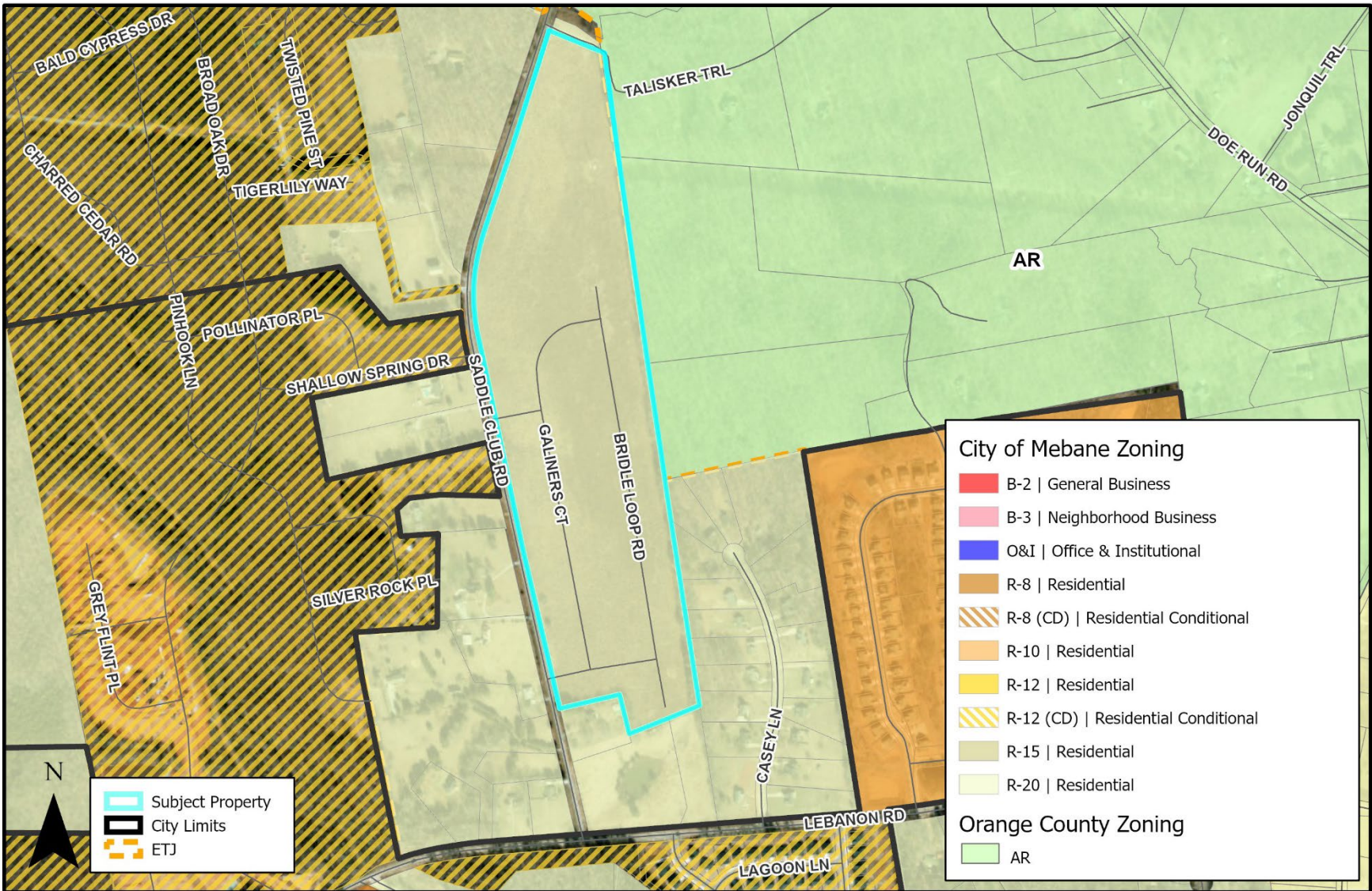
DATE	06/04/2024
PROJECT NUMBER	RZ 24-06
PROJECT NAME	Saddle Club Road Cluster Subdivision
APPLICANT	Slippery Elm Properties, LLC PO Box 90427 Raleigh, NC 27675

CONTENTS

PROJECT NAME & APPLICANT	PAGE 1
ZONING REPORT	PAGE 2
LAND USE REPORT	PAGE 4
UTILITIES REPORT	PAGE 7
STAFF RECOMMENDATION	PAGE 8

ZONING REPORT

EXISTING ZONE	R-20 (Residential District)
REQUESTED ACTION	R-12(CD) (Residential Conditional District)
CONDITIONAL ZONE?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
CURRENT LAND USE	Most of the property is vacant and cleared. A power transmission line runs across the northern portion of the property.
PARCEL SIZE	+/- 43.32 acres
PROPERTY OWNERS	Dmitry Feldman Ogla Feldman 48 Long Acre Drive Huntington, NY 11743
LEGAL DESCRIPTION	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.
AREA ZONING & DISTRICTS	The properties across Saddle Club Road are residentially zoned R-20 and R-12 (CD). The adjacent properties to the south as well as the properties in the Mallory Place subdivision to the southeast are zoned R-20. Larger properties to the site's northeast are in unincorporated Orange County and zoned AR, Agricultural Residential.
SITE HISTORY	The property has historically been vacant and was last sold in 2005.
STAFF ANALYSIS	
CITY LIMITS?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
PROPOSED USE BY-RIGHT?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
SPECIAL USE?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
EXISTING UTILITIES?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
POTENTIAL IMPACT OF PROPOSED ZONE	The minimum lot size and density are similar to recently approved developments in the area, including Tupelo Junction, Tupelo North, The Retreat at Lake Michael, and Havenstone. The proposed zoning does introduce greater density than adjacent R-20 zoning by the City of Mebane and Agricultural Residential zoning by Orange County.



	<h1>CITY OF MEBANE</h1> <h2>ZONING MAP</h2>	<h3>Conditional Rezoning</h3> <h3>Saddle Club</h3> <p>1 inch = 600 feet</p>	DATE: 06/05/2024
			DRAWN BY: AO

LAND USE REPORT

EXISTING LAND USE	Vacant
PROPOSED LAND USE & REQUESTED ACTION	The applicant is requesting a conditionally 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
PROPOSED ZONING	R-12(CD)
PARCEL SIZE	+/- 43.32 acres
AREA LAND USE	<p>Properties along Saddle Club Road are primarily developed with single-family homes with lot sizes ranging from under one acre to over ten acres. The Tupelo Junction subdivision is also under construction across Saddle Club Road. Parcels that border the site to the southeast are part of a single-family subdivision known as Mallory Place. Larger properties to the northeast in Orange County are forested, with one single-family home near the site's northern border.</p>
ONSITE AMENITIES & DEDICATIONS	<p>The applicant proposes to dedicate +/- 5.19 acres to the City of Mebane for a public park. In addition to the land dedication, the applicant has committed to constructing the following public amenities as illustrated on the site plan: a soccer field, volleyball courts, restrooms, a parking lot, 8' walking trail, and stormwater control measure. The applicant has also proposed to construct a public sidewalk along Saddle Club Road from the proposed public park to Lebanon Road. Additionally, the applicant will construct a crosswalk at Saddle Club Road and Lebanon Road to connect residents to the Lake Michael Park Connector currently under construction by the City of Mebane.</p>
CONDITIONAL ZONE?	<p><input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</p> <p>The applicant is requesting a 20' rear setback for Lots 6 – 14 and Lot 60 and a minimum 50' lot width for all lots. Table 4-2-1 of the Mebane UDO requires a 25' rear setback and 65' lot width for homes in the R-12 Zoning District.</p>
DESCRIPTION OF PROPOSED CONDITIONS	<p>The applicant is proposing to dedicate +/- 5.19 acres of land for public recreation area. The site plan shows +/- 7.32 acres of qualifying private common open space. Pursuant to Section 6-8 of the Mebane UDO, the applicant is required to provide 3.16 acres of public recreation area and 10.14 acres.</p>

CONSISTENCY WITH *MEBANE BY DESIGN* STRATEGY

LAND USE GROWTH STRATEGY DESIGNATION(S) G-4 Secondary Growth Area

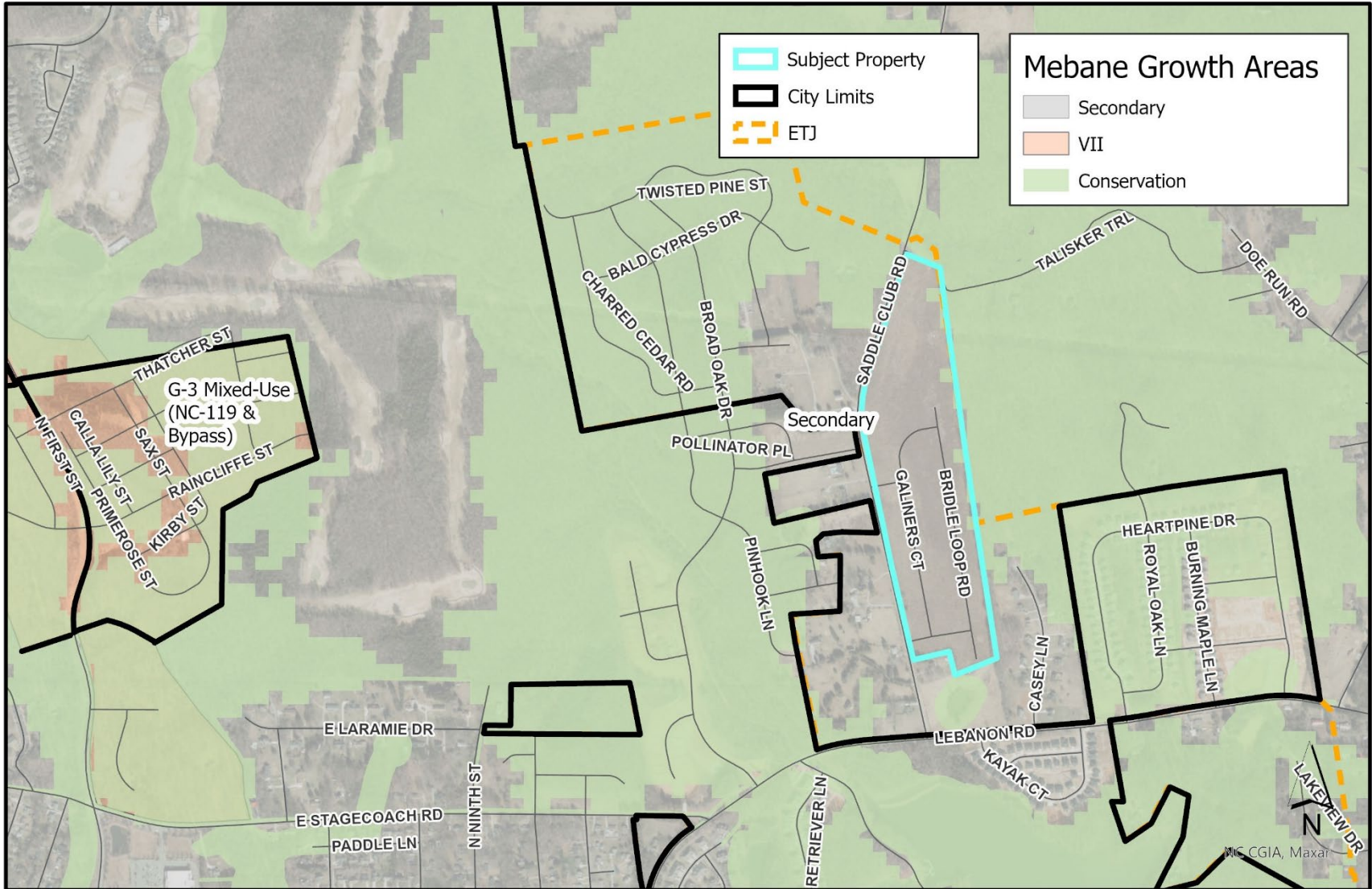
OTHER LAND USE CONSIDERATIONS Graham-Mebane Lake Public Water Supply Watershed WS-II Balance of Watershed Area

***MEBANE BY DESIGN* GOALS & OBJECTIVES SUPPORTED**

GROWTH MANAGEMENT GOAL 1.4
Ensure that adequate community facilities are integrated into new development to reduce distances to parks, schools, and community centers.

OPEN SPACE AND NATURAL RESOURCE PROTECTION GOAL 4.3
Support park, greenway, and open space expansion in developed and developing areas, prioritizing connectivity between each location.

***MEBANE BY DESIGN* GOALS & OBJECTIVES NOT SUPPORTED**



CITY OF MEBANE
Future Growth Area Map

Conditional Rezoning
Saddle Club

1 inch = 1,000 feet

DATE: 06/05/24

DRAWN BY: AO

UTILITIES REPORT

AVAILABLE UTILITIES	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
PROPOSED UTILITY NEEDS	Per the technical memorandum from the City Engineer, the development is estimated to have a water use of approximately 27,500 gallons per day and a sewer use of 24,750 gallons per day. The development is proposed to connect to an existing 12-inch public water main on Lebanon Road, extending along the property's entire frontage. Internal to the site, 8-inch water mains are proposed. The development will have an 8-inch sewer connection to an existing 10-inch public gravity sewer line in Lebanon Road extended to the first driveway. From there, the subdivision is served with public 8-inch gravity sewer line extensions with appropriate manhole spacing.
UTILITIES PROVIDED BY APPLICANT	The applicant has pledged to provide all on-site utilities, as described in AWCK's Technical Memo.
MUNICIPAL CAPACITY TO ABSORB PROJECT	The City has adequate water & sewer supply to meet the domestic and fire flow demands of the project.
CONSISTENCY WITH MEBANE LONG RANGE UTILITY PLAN?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
ADEQUATE STORMWATER CONTROL?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
INNOVATIVE STORMWATER MANAGEMENT?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
TRANSPORTATION NETWORK STATUS	
CURRENT CONDITIONS	<p>The subject property borders Saddle Club Road to the west. The site plan proposes two entrances from the subdivision to Saddle Club Road as well as one entrance from the public amenity area to Saddle Club Road.</p> <p>NCDOT maintains Saddle Club Road, which currently is a two-lane undivided road. In 2019, the reported average daily traffic volume for Saddle Club Road was 400 vehicles per day. This is the most recent data available for Saddle Club Road. Lebanon Road had a 2021 annual average daily traffic count of 3,800 in the vicinity of Saddle Club Road. The section of Saddle Club Road fronting the site registered a moderate safety score of 44.</p>
TRAFFIC IMPACT ANALYSIS REQUIRED?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
DESCRIPTION OF RECOMMENDED IMPROVEMENTS	A traffic impact analysis (TIA) was conducted in May 2021 as required by local ordinance. The proposed development did not generate enough trips to warrant a traffic study by the NCDOT.

No improvements to public roadways are required. All study area intersections and proposed driveways are expected to operate at acceptable levels of service.

Since this TIA was completed, Tupelo North, a subdivision with 207 proposed homes, was approved in the area. The TIA for Tupelo North considered this proposed subdivision as background growth. The developer of Tupelo North is required to install a traffic signal at the intersection of Stagecoach Road and Lebanon Road.

CONSISTENCY WITH THE MEBANE BICYCLE AND PEDESTRIAN TRANSPORTATION PLAN?

YES NO

MULTIMODAL IMPROVEMENTS PROVIDED BY APPLICANT?

YES NO

DESCRIPTION OF MULTIMODAL IMPROVEMENTS

All proposed streets will have a sidewalk on at least one side. The applicant also proposes to construct a sidewalk for the length of the current parcel along Saddle Club Road to the intersection with Lebanon Road. Additionally, the applicant will install a crosswalk across Lebanon Road at the intersection with Saddle Club Road. Bicycle racks and a 8' walking trail are proposed as part of the public amenity area.

STAFF RECOMMENDATION

STAFF ZONING RECOMMENDATION

APPROVE DISAPPROVE

STAFF SPECIAL USE FINDING

CONSISTENT NOT CONSISTENT.....WITH *MEBANE BY DESIGN*

RATIONALE

The proposed development "Saddle Club Road" is consistent with the guidance provided within *Mebane By Design*, the Mebane Comprehensive Land Development Plan. Specifically, it is located in the Secondary Growth Area and serves Goals 1.4 and 4.3. The proposed project is in harmony with other existing and proposed developments to the south and west of the property.



Technical Memo

Date: 6-4-24

From: Franz Holt, City Engineer

To: Ashley Ownbey, Development Director

CC: Tyler Wagner, PE with FEI

Subject: Saddle Club Subdivision

The Engineering Department has completed its review of preliminary subdivision plans by FEI Civil Engineers and Land Surveyors located in Colfax NC. The proposed phased subdivision includes 110 single family lots with the rezoning request from R-20 to R-12 (CD) Residential Cluster. Our technical review comments are as follows:

- A. Preliminary Water System Layout– The site plans call for tapping Mebane’s 12-inch public water main on Lebanon Road and extending along the entire property frontage with appropriate valves and fire hydrant spacing. Internal to the site are proposed public 8-inch water mains with appropriate valve and fire hydrant spacing. The city can meet the proposed domestic water use of approximately 27,500 gallons per day (gpd) at 250 gpd per equivalent residential unit (ERU) and fire demand requirements.
- B. Preliminary Sanitary Sewer System Layout – The site plans call for an 8-inch sewer connection to Mebane’s 10-inch public gravity sewer line on Lebanon Road and extending it to the first subdivision roadway connection on Saddle Club Road. From there the subdivision is served with public 8-inch gravity sewer line extensions with appropriate manhole spacing. The city can meet the proposed sewer needs of approximately 24,750 gpd at 225 gpd per ERU at its downstream facilities. A small sanitary sewer lift station is required for the amenity restrooms. I have reviewed the preliminary sewer system layout, finding it acceptable.
- C. Preliminary Storm Sewer Layout – The storm sewer layout shows drainage structures and piping capturing all built upon area and discharging to five separate storm water control measures (fenced). I have reviewed the preliminary storm sewer system layout, finding it acceptable.
- D. Sidewalk Layout - The developer is providing a 5-foot-wide sidewalk along the Saddle Club Road property frontage. Crosswalks are to be installed to Tupelo Junction and at Lebanon Road to the recently constructed Lebanon Road trail connector. At a minimum, internal sidewalks are provided along one side of the street network. I have reviewed the preliminary sidewalk

system layout, finding it acceptable.

- E. Preliminary Internal Street Layout – Streets are to be City of Mebane standard 31' b-b roll curb and gutter. The public street network includes one permanent cul-de-sac, one temporary cul-de-sac to adjacent property, and one stub street to adjacent property. I have reviewed the preliminary internal street layout, finding it acceptable.
- F. Preliminary Stormwater Management Plan– The site is within the Graham-Mebane (WS-II) balance of water supply watershed with a maximum built upon area (BUA) of 30% allowed with stormwater control measures. Stormwater treatment shall meet City of Mebane requirements for water quality (treating runoff from 1-inch rain) and quantity (detaining post vs. pre-development discharge rate for a 10-year storm). Engineering has reviewed the preliminary stormwater management plan, finding it acceptable.
- G. TIA Analysis and Roadway Connections – Two roadway connections are proposed to Saddle Club Road (SR 1346) each with one ingress and egress lane. In addition, Ramey Kemp and Associates completed a TIA which has been reviewed by Mebane's consultant VHB and NCDOT. The findings concluded by the Traffic Engineers are that intersection capacity for all studied intersections (including the site connections), are expected to operate at acceptable levels of service under existing and future year conditions without additional roadway improvements (turn-lanes, etc).
- H. Site Construction Drawings – Site construction drawings are required for TRC review and approval along with a flood study. A flood study will not be required if storm water control measures are designed to detain the peak discharge rate post vs. pre-development for a 100-year storm.
- I. Other – The development requires annexation for water and sewer service. The Public Park amenity will require dedication as well as all other public items when completed to the City of Mebane's requirements.

To access the TIA,
[click here.](#)



Memorandum

To: Cy Stober, AICP
Development Director
City of Mebane
106 East Washington Street
Mebane, NC 27302

Date: July 21, 2021

Project #: 39160.00

From: Baohong Wan, PhD, PE

Re: Saddle Club Subdivision TIA Review

A Traffic Impact Analysis (TIA) was prepared by Ramey Kemp & Associates (RKA) for the proposed Saddle Club Subdivision located north of Lebanon Road and east of Saddle Club Road in Mebane, North Carolina. VHB is contracted by the City of Mebane to conduct an independent review of the Saddle Club Subdivision TIA. This memo provides a summary of critical findings, following by a detailed review of study process and analysis results.

List of Mitigation Recommendations

The following items in **red** should be considered in addition to mitigation measures that have been identified within the Saddle Club Subdivision TIA.

- Saddle Club Road and Site Access A
 - Construct Site Access A with one ingress and one egress lane.
- Saddle Club Road and Site Access B
 - Construct Site Access B with one ingress and one egress lane.
- **Conduct turn lane warrant analysis along Lebanon Road.**
- Multimodal Considerations: compliance of multimodal transportation requirements should be examined to ensure adequacy of pedestrian, bike, and transit facilities along internal streets and roadways along the property frontage.

Requested Analysis Revisions

- Revise the Existing PM peak hour analysis in Synchro and technical appendices to match the intersection volumes to the 2021 Existing Peak Hour Traffic (Figure 4).

Development Plan

The proposed development is anticipated to consist of up to 125 single-family homes. Access to the proposed site is to be provided via two (2) full movement driveways on Saddle Club Road. A dedicated left-turn lane on southbound Saddle Club Road is shown at Access B on the attached development plan. Although a left-turn lane is not required by the TIA, it is desired to be provided for safety considerations. A third driveway dedicated for the park/public gathering area is shown on the development plan.

Study Area and Analysis Scenarios

The TIA included the following intersections through coordination with NCDOT and the City of Mebane:

- Lebanon Road and E Stagecoach Road (unsignalized)
- Lebanon Road and Saddle Club Road (unsignalized)
- Lebanon Road and Mill Creek Road (unsignalized)



Memorandum

The buildout is expected to occur in 2023. The TIA included capacity analyses during the weekday AM and PM peak hours under the following scenarios:

- Existing Year (2021)
- No-Build (2023)
- Build (2023)

The study area and analysis scenarios appear consistent with the City of Mebane and NCDOT standards.

Existing Volume and Background Assumptions

Existing (2021) analysis was conducted based on the peak hour traffic volumes from the existing 2017 and 2019 scenario from the Northeast Village TIA during typical weekday AM (7 to 9 AM) and PM (4 to 6 PM) peak hours. All counts were grown to the existing year (2021) utilizing a one percent (1%) annually compounded growth rate.

The No-Build (2023) scenario included an annual growth rate of one percent (1%) between the existing year (2021) and the future analysis year (2023), as well as site traffic associated with the following four (4) adjacent developments:

- Northeast Village (Havenstone Phase 1 and Phase 2)
- Retreat at Lake Michael
- Stagecoach Corner
- Landing at Lake Michael

Based on coordination with the NCDOT and the Town, it was determined that there were no future roadway improvements to consider with the TIA.

Trip Generation & Distribution

Trip generation potential was determined based on methodology outlined in the *ITE Trip Generation Manual, 10th Edition*. ITE Land Use Code (LUC) 210 (Single-Family Detached Housing) was used based on the proposed land uses. Based on the TIA, the proposed development is projected to generate 1,277 vehicles per day on a typical weekday with 94 AM peak hour trips (23 entering, 71 exiting) and 126 PM peak hour trips (79 entering, 47 exiting).

Based on a combination of existing traffic patterns, coordination with the site team, population centers adjacent to the study area, and engineering judgment, passenger vehicle site traffic for this development were distributed as follows:

- 5% to/from the north via Mill Creek Road
- 25% to/from the east via Lebanon Road
- 35% to/from the south via Lebanon Road
- 35% to/from the west via E Stagecoach Road

Capacity Analysis Results

Capacity analyses were performed using Synchro based on the Highway Capacity Manual method. Capacity analyses in the TIA were conducted following the NCDOT Congestion Management Capacity Analysis Guidelines. LOS, delay, and queue are reported and summarized for stop-controlled approaches at unsignalized intersections.



Memorandum

The analysis results and mitigation determinations are summarized below for each individual intersection. Individual approach level of service and delay should be summarized for stop-controlled approach at unsignalized intersections.

Lebanon Road and E Stagecoach Road

Intersection and Approach	Traffic Control	Existing (2021)		No-Build (2023)		Build (2023)	
		AM	PM	AM	PM	AM	PM
Lebanon Road and E Stagecoach Road	Unsignalized	N/A	N/A	N/A	N/A	N/A	N/A
Eastbound		A-9.9	B-11.5	B-11.8	C-17.9	B-12.6	C-22.2

The TIA indicated that stop-controlled Stagecoach Road is expected to operate at LOS C or better during both peak hours under all future year conditions. No additional improvements were recommended at this intersection. Since Lebanon Road is expected to exceed 4,000 VPD under the future year conditions, turn lane warrant analysis should be provided along Lebanon Road at this intersection.

Lebanon Road and Saddle Club Road

Intersection and Approach	Traffic Control	Existing (2021)		No-Build (2023)		Build (2023)	
		AM	PM	AM	PM	AM	PM
Lebanon Road and Saddle Club Road	Unsignalized	N/A	N/A	N/A	N/A	N/A	N/A
Southbound		A-9.4	A-9.6	B-10.8	B-11.7	B-11.7	B-13.5

The TIA indicated that stop-controlled Saddle Club Road is expected to operate at LOS B during both peak hours under Build conditions. No additional improvements were recommended at this intersection. Since Lebanon Road is expected to exceed 4,000 VPD under the future year conditions, turn lane warrant analysis should be provided along Lebanon Road at this intersection.

Lebanon Road and Mill Creek Road

Intersection and Approach	Traffic Control	Existing (2021)		No-Build (2023)		Build (2023)	
		AM	PM	AM	PM	AM	PM
Lebanon Road and Mill Creek Road	Unsignalized	N/A	N/A	N/A	N/A	N/A	N/A
Southbound		A-8.9	A-9.4	A-9.6	B-10.3	A-9.7	B-10.5

The TIA indicated that stop-controlled Mill Creek Road is expected to operate at LOS B or better during both peak hours under the Build conditions. No additional improvements were recommended at this intersection. Since Lebanon Road is expected to exceed 4,000 VPD under the future year conditions, turn lane warrant analysis should be provided along Lebanon Road at this intersection.



Saddle Club Road and Site Access A

Intersection and Approach	Traffic Control	Build (2023)	
		AM	PM
Saddle Club Road and Site Access A	Unsignalized	N/A	N/A
Westbound		A-9.6	A-9.8

The TIA indicated that stop-controlled Site Access A is expected to operate at LOS A during both peak hours under build conditions. The following site access configuration was recommended for the intersection:

- Construct Site Access A with one ingress and one egress lane.

No additional improvements are recommended at this intersection.

Saddle Club Road and Site Access B

Intersection and Approach	Traffic Control	Build (2023)	
		AM	PM
Saddle Club Road and Site Access B	Unsignalized	N/A	N/A
Westbound		A-9.2	A-9.4

The TIA indicated that stop-controlled Site Access B is expected to operate at LOS A during both peak hours under build conditions. The following site access configuration was recommended for the intersection:

- Construct Site Access B with one ingress and one egress lane.

No additional improvements are recommended at this intersection.

Cc: C. N. Edwards Jr., PE, NCDOT Highway Division 7 District 1



Date: June 4, 2024

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

Subject: Public Recreation Area for Proposed Residential Subdivision

Mayor Hooks,

The residential subdivision "Saddle Club Road" is being presented before the City of Mebane's Planning Board for consideration at the June 10, 2024, meeting. This project is subject to public recreational space requirements identified in Section 6-8.1 of the Mebane Unified Development Ordinance (UDO). The provided site plan shows a dedication of +/- 5.19 acres of public recreational space.

In addition to the land dedication, the site plan shows the developer will construct park amenities. Currently, the applicant proposes the following park amenities: one regulation soccer field; two sand volleyball courts; 8' walking trail; and restrooms. Additionally, the site plan shows the construction of a parking lot and stormwater control measures. We have asked the developer to add adequate fencing on the parking lot side of the soccer field and sand volleyball courts for safety purposes. I have reviewed the proposed site plan for unity, location, physical characteristics, and accessibility per Section 6-8.1 of the Mebane UDO and feel that the land dedication and park amenities will satisfy public recreation needs for the immediate area.

Sincerely,

A handwritten signature in blue ink, appearing to read "Aaron Davis", written over a horizontal line.

Aaron Davis
Recreation and Parks Director

CC: Chris Rollins, City Manager
Preston Mitchell, Assistant City Manager
Ashley Ownbey, Development Director



AGENDA ITEM #6

RZ 24-04

Conditional Rezoning – R+L Carriers

Mebane

Presenter

Rachel Gaffney, City Planner

Applicant

Orange County Investors Partnership

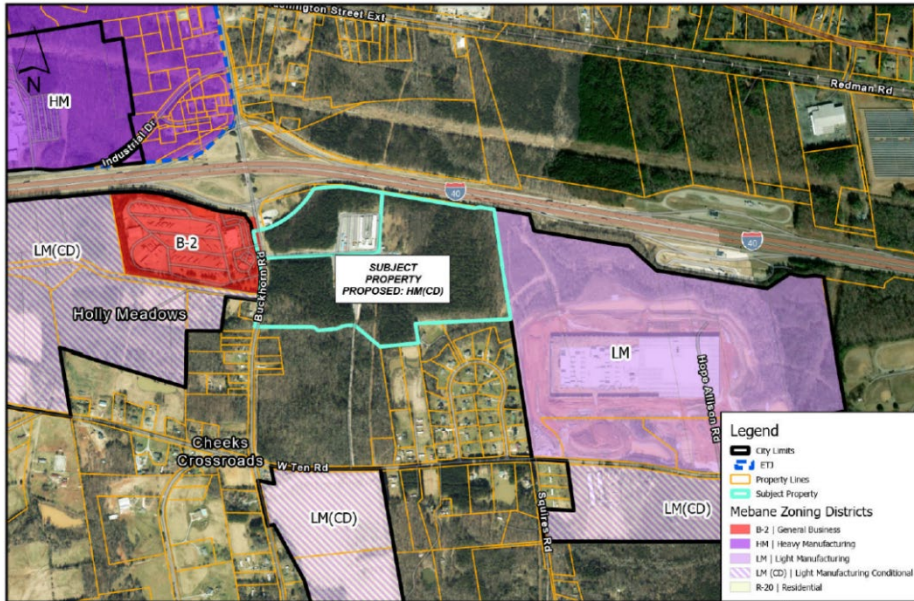
120 W. Whitner Street

Anderson, SC 29624

Public Hearing

Yes No

Zoning Map



	CITY OF MEBANE ZONING MAP	CONDITIONAL REZONING R+L CARRIERS MEBANE	DATE: 06/03/2024
			DRAWN BY: RG

1 inch = 1,000 feet

Property

508-510 Buckhorn Road
Orange County GPINs:
9834475147 and
9834568820

Proposed Zoning

HM (CD)

Current Zoning

EDB-2 (Orange County –
Economic Development
Buckhorn Higher
Intensity)

Size

+/- 83.368 acres

Surrounding Zoning

Orange County: EDB-2,
PDHR1, R1, & NC2

Mebane: LM, LM (CD) &
B-2

Surrounding Land Uses

Residential, Industrial,
Commercial

Utilities

Available

Floodplain

No

Watershed

Yes

City Limits

No

Application Brief

See Planning Project Report for more details.

Recommendations	
Technical Review Committee:	The Technical Review Committee (TRC) has reviewed the site plan four times (not including pre-submittal meetings), and the applicant has revised the plan to reflect the comments.
Planning Staff:	The proposed development “R+L Carriers Mebane” is consistent with the guidance provided within <i>Mebane By Design</i> , the Mebane Comprehensive Land Development Plan.
Zoning & Land Use Report	
Jurisdiction:	Orange County
Proposed Use By-Right (Yes/No):	No
Type of Rezoning Request:	Conditional
Special Use Request (Yes/No):	No
Consistency with Mebane By Design (Yes/No):	Yes
Utilities Report	
Available Utilities (Yes/No):	Yes
Adequate Stormwater Control (Yes/No):	Yes
Innovative Stormwater Control (Yes/No):	No
Consistency with Long-Range Utility Plan (Yes/No):	Yes
Transportation Report	
Traffic Impact Analysis Required (Yes/No):	Yes
Multi-Modal Improvements (Yes/No):	Yes
Consistency with Bike/Ped Transportation Plan (Yes/No):	Yes

Summary

The applicant/property owner, Orange County Investors Partnership, and the developer, R+L Carriers, are 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.

In 1981, Orange County established three Economic Development Districts (EDDs), including the Buckhorn EDD which includes approximately 900 acres of land and is intended to "...create a district allowing a wide range of non-residential uses with limited higher density residential uses" (Orange County Unified Development Ordinance, p. 3-43). In 1994, Orange County, through a government-initiated land use and zoning change, amended most of the area's zoning to support economic development land uses. The subject property is located in the Buckhorn EDD and zoned EDB-2, Economic Development Buckhorn Higher Intensity, which supports manufacturing, assembly, processing, and distribution uses. Properties to the north and east are also zoned EDB-2. The Medline Distribution Center, which is zoned Light Manufacturing (LM) by Mebane, and the Buckhorn Business Centre, which is zoned LM (CD) by Mebane, are in the immediate area. The proposed project is consistent with the City and County's stated development goals for the area.

The proposed development will be required to follow the submitted site-specific plan. No other conditions are proposed with the conditional rezoning request. A 5' wide sidewalk will be provided along the property's boundaries on Buckhorn Road as required by the Mebane UDO.

A Traffic Impact Analysis (TIA) was required for the proposed development. Based on the recommendations of the TIA, the developer is responsible for the following improvements:

- Construct a full movement driveway with one ingress lane and one egress lane under stop-control aligned with Buckhorn Industrial Parkway (formerly Rabbit Run Lane).
- Provide a minimum of 100 feet of internal protection stem (IPS) length.
- Construct an exclusive southbound left-turn lane with 150 feet of storage and appropriate transitions per NCDOT requirements.
- Construct an exclusive northbound left-turn lane with 100 feet of storage and appropriate transitions per NCDOT requirements.
- Construct an exclusive northbound right-turn lane with 100 feet of storage and appropriate transitions per NCDOT requirements.

Financial Impact

The developer will be required to make all of the improvements at his own expense.

Suggested Motion

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

2. 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).

OR

3. Motion to **deny** the HM(CD) rezoning as presented due to a lack of

- a. Harmony with the surrounding zoning or land use

OR

- b. Consistency with the objectives and goals in the City's 2017 Comprehensive Land Development Plan *Mebane By Design*.

Attachments

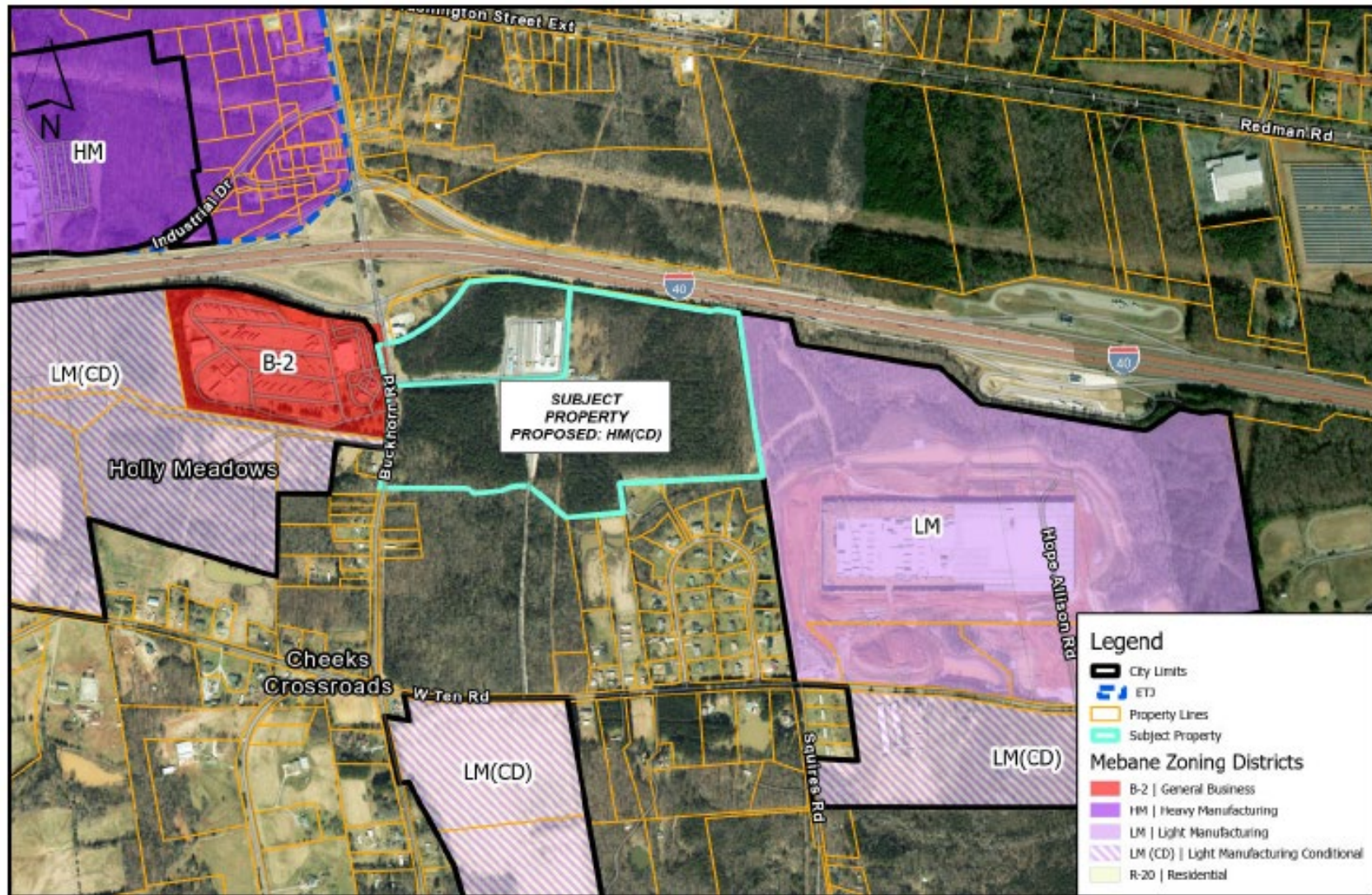
1. Preliminary Presentation Slides
2. Zoning Amendment Application
3. Zoning Map
4. Site Plan – [click here to access](#).
5. Planning Project Report
6. Technical Memorandum – City Engineering Review
7. Traffic Impact Analysis – [click here to access](#).
 - a. NCDOT Review of TIA
 - b. VHB Review of TIA



Rachel Gaffney, City Planner

Rezoning Request: EDB-2 (Orange County) to HM(CD)
by Orange County Investors Partnership and R+L Carriers





CITY OF MEBANE
ZONING MAP

CONDITIONAL REZONING
R+L CARRIERS MEBANE

1 inch = 1,000 feet

DATE: 06/03/2024

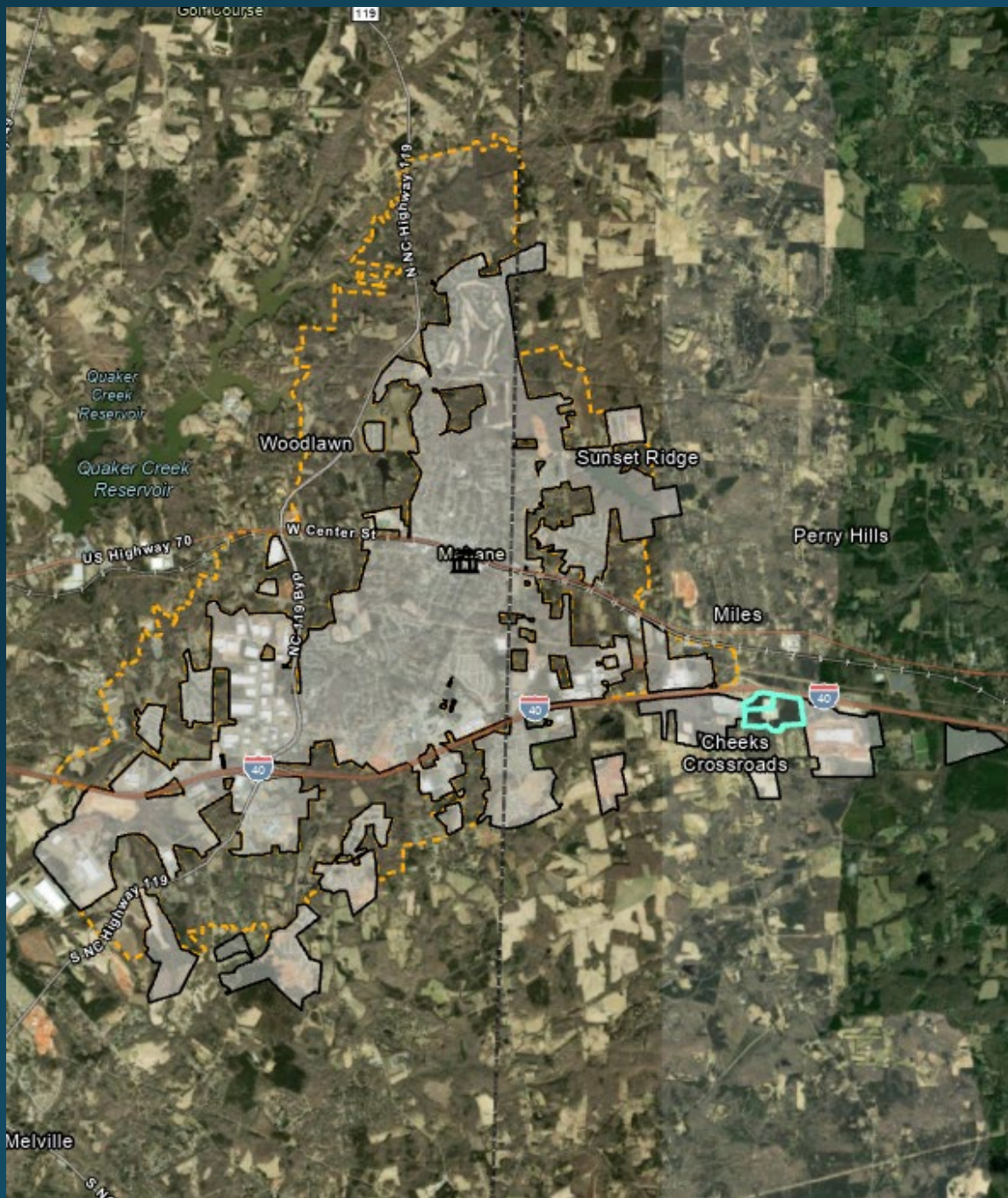
DRAWN BY: RG

R+L Carriers Mebane

Conditional Zoning Request

- Request by Orange County Investors Partnership
- Two lots, totaling +/- 83.368 acres
- Existing zoning: EDB-2 (Orange County)
- Requested zoning: HM (CD)





R+L Carriers Mebane Conditional Zoning Request

- Orange County's Jurisdiction
- Annexation request submitted concurrently with rezoning request.
 - The property must be annexed before the City Council can take action on the rezoning request.

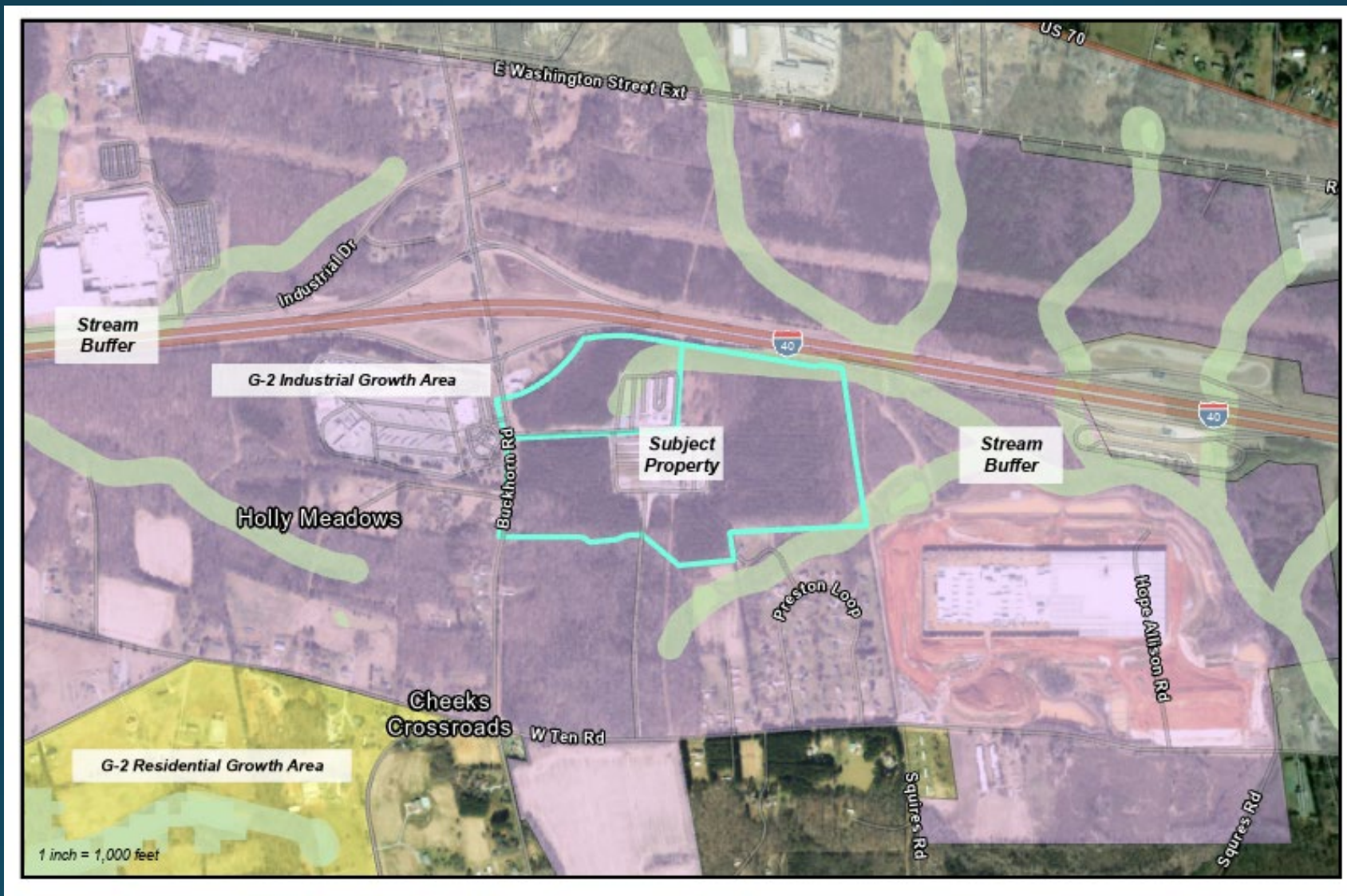




R+L Carriers Mebane Conditional Zoning Request

- Existing use: Flea Market
- Surrounding uses include:
 - Industrial - Buckhorn Business Centre and Medline
 - Commercial - Gas stations and Travel Center
 - Residential
 - Vacant





R+L Carriers Mebane Conditional Rezoning Request

- *Mebane By Design* G-2 Industrial Growth Strategy Area and Conservation Area



R+L Carriers Mebane

Conditional Zoning Request

The applicant is requesting a conditional rezoning to HM(CD) to allow a Trucking and Freight Terminal by R+L Carriers.

Multi-modal Improvements:

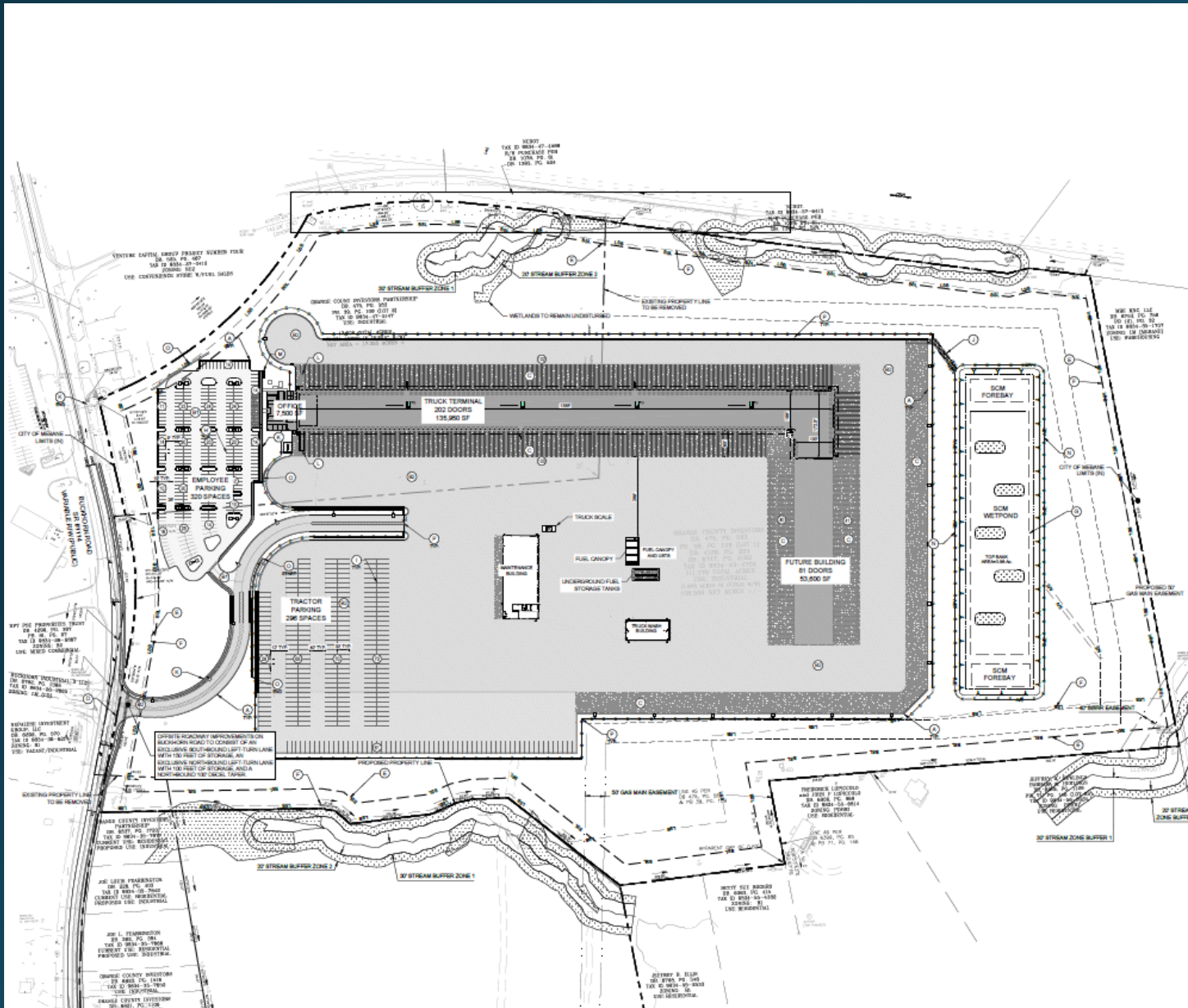
- Construction of a 5-foot sidewalk along the property's boundaries on Buckhorn Road

Road Improvements:

- Required on Buckhorn Road
 - Exclusive southbound left turn lane with 150 feet of storage
 - Exclusive northbound left turn lane with 100 feet of storage
 - Northbound 100' deceleration taper

Proposed Conditions:

- The applicant has not requested or proposed any conditions. Development will be required to follow the submitted site-specific plan.





Applicant Presentation





R+L CARRIERS

Rezoning and Annexation Request

529 Buckhorn Road off of I-40

Mebane Planning Board – June 10, 2024



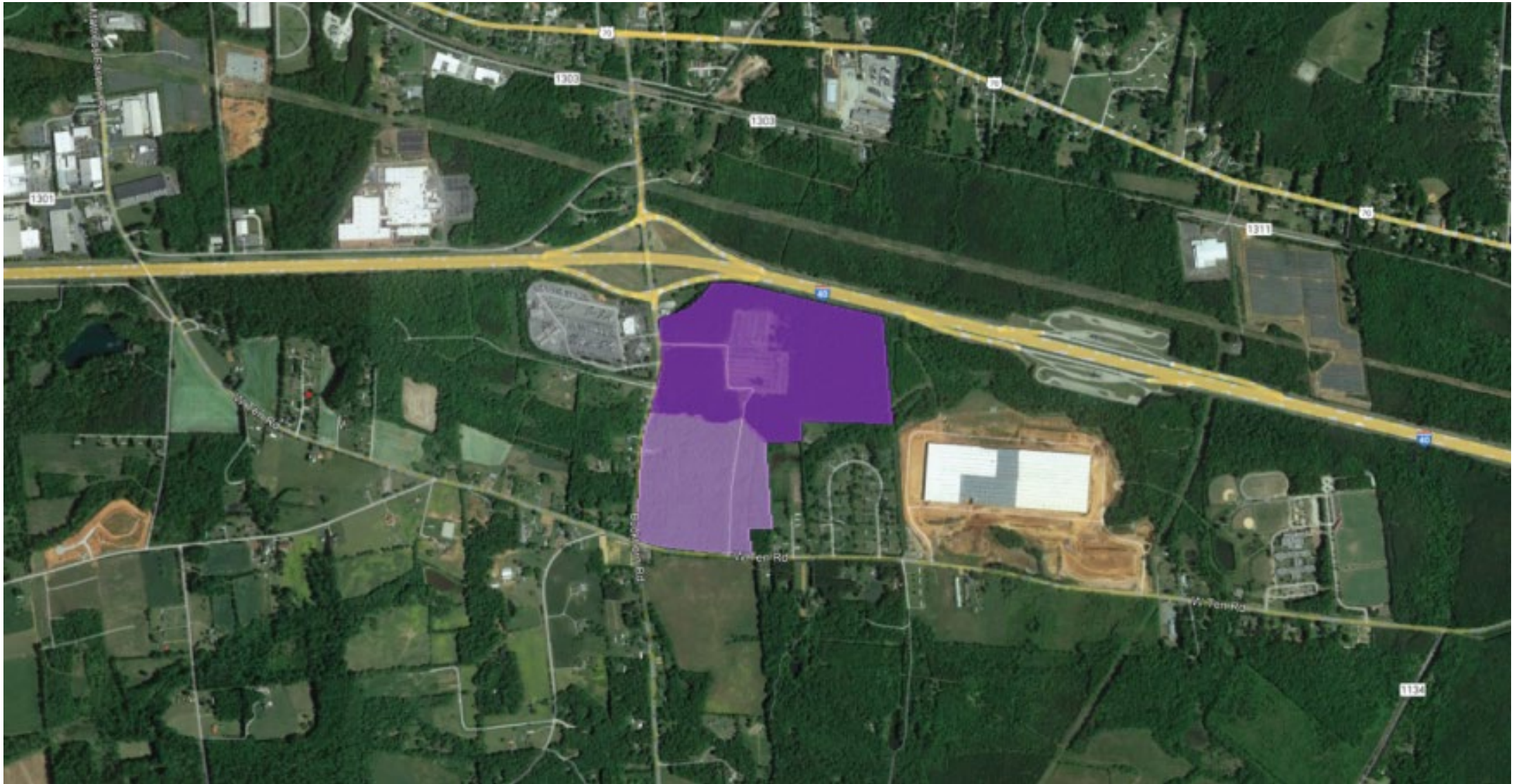
R+L CARRIERS

MEBANE NC

NEW

SERVICE CENTER

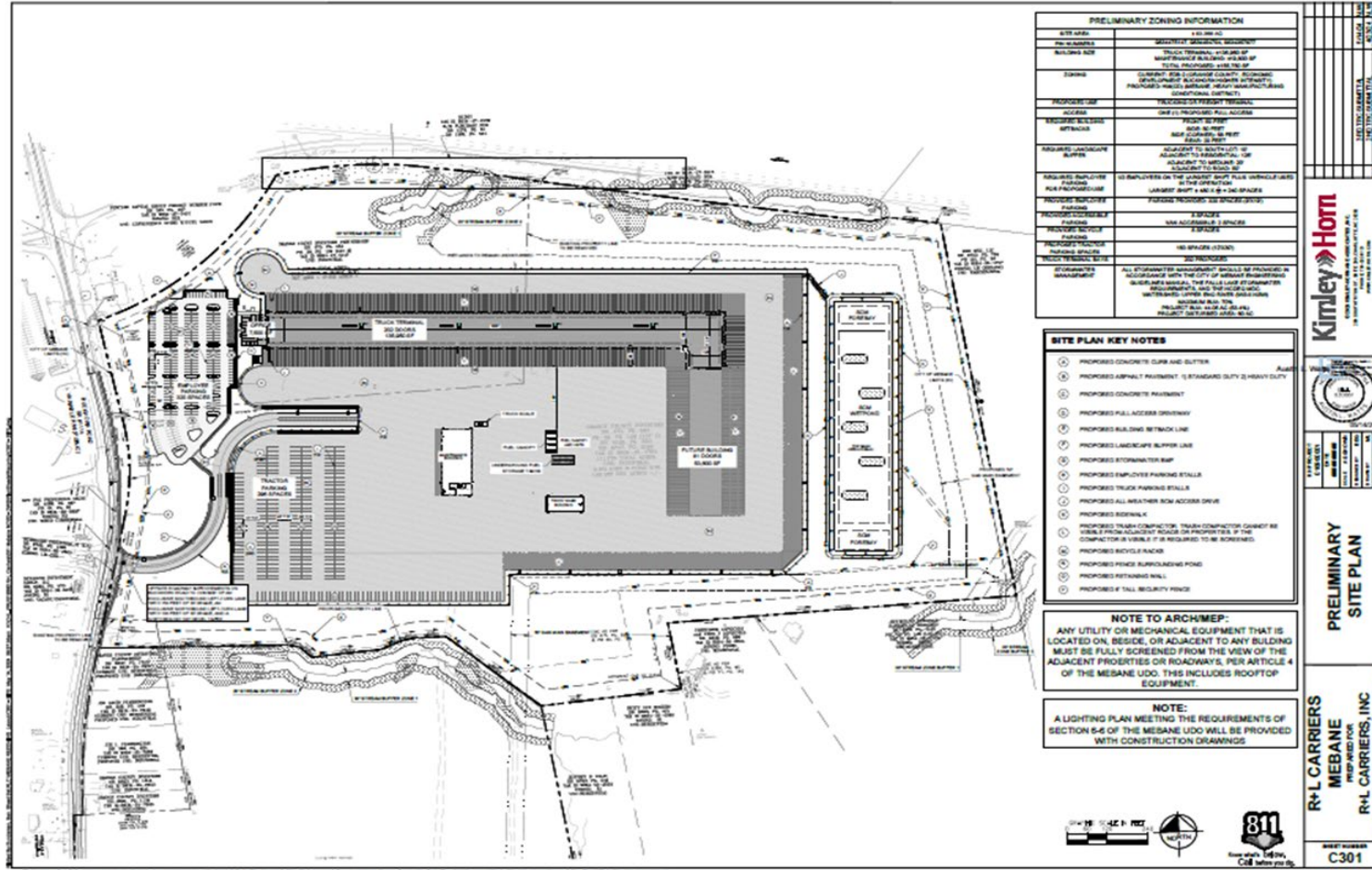
We Ship Anything, Anywhere, Anytime!® | rlc.com



Annexation and Rezoning

- Current Zoning:
 - Orange County “EDB-2” (Economic Development Buckhorn Development Higher Intensity)
- Requested Zoning:
 - Mebane “HM (CD)” (Heavy Manufacturing – Conditional District)
- Total Acreage: +/- 83.368 acres
- Future Land Use Designation:
 - G-2 Industrial in the Buckhorn Economic Development District

PRELIMINARY SITE PLAN





COMPREHENSIVE PLAN | MEBANE, NC

PLAN RENDER
MAY 2024

Kimley»Horn



R+L CARRIERS | MEBANE, NC

PLAN RENDER
1/11/2024

Kimley  Ho

COMMUNITY MEETING

- Letters mailed on May 13, 2024 to invite neighbors to a community informational meeting.
- Invitation sent to adjoining owners within a 300-foot radius of the subject property (including anyone across any streets).
- Meeting was conducted on May 23, 2024 via Zoom.
- Approximately 7 attendees.
- Applicant answered various questions (e.g., explained landscape buffer; explained construction timeline; explained R+L's safety compliance; explained how light is addressed, etc.).
- No subsequent inquiries have been received.

About R+L Carriers

Mission Statement



R+L CARRIERS is a Global Transportation Provider designed to provide superior service at competitive pricing through safe and efficient operations and innovative thinking to the ultimate benefit of our customers.

Customer satisfaction is mandatory to ensure future success.

As a family owned company, we look forward to representing your logistics needs with the professional services you deserve and as a neighbour you are proud to have next door.

rlc.com

We Ship Anything, Anywhere, Anytime!®

2

The Beginning

1 Man - 1 Truck

- Founded in 1965, by Ralph “Larry” Roberts Sr.
Roby Roberts, CEO - 2010
- R+L Carriers has grown from a single truck, to a fleet of over 25,000 tractors and trailers
- A nationwide network of over 140 service centers
- A dedicated team that exceeds 16,000 employees.



rlc.com

We Ship Anything, Anywhere, Anytime!®

3

Today's Fleet



rlc.com

We Ship Anything, Anywhere, Anytime!®

4

R+L “First” Service Center



We Ship Anything, Anywhere, Anytime!®

5

CORPORATE OFFICE AND SERVICE CENTER WILMINGTON, OHIO



Savannah, GA





Savannah, GA Side View



Temple, TX Dock



Service Center Office



4 Bay – Maintenance Shop



Maintenance Shop Interior



2 Lane – Fuel Island



NEW HOUSING DEVELOPMENT NEXT TO ARLINGTON, TN SERVICE CENTER



R+L Carriers appreciates your consideration of this request.

QUESTIONS ?



APPLICATION FOR A ZONING AMENDMENT

Application is hereby made for an amendment to the Mebane Zoning Ordinance as follows:

Name of Applicant: Orange County Investors Partnership

Address of Applicant: 120 W Whitner Street, Anderson, SC 29624

Address and brief description of property to be rezoned: 508 Buckhorn Rd (PIN 9834475147), and the recently combined portions of 510 Buckhorn Rd and 610 Buckhorn Rd (PIN 9834-56-8820)

Applicant's interest in property: (Owned, leased or otherwise) Owned

*Do you have any conflicts of interest with: Elected/Appointed Officials, Staff, etc.?

Yes Explain: _____ No

Type of re-zoning requested: Heavy Manufacturing-Conditional District (HM(CD))

Sketch attached: Yes No

Reason for the requested re-zoning: To allow for the development of uses permitted in the Heavy Manufacturing zoning district.

Signed: _____

*OCEP Member
J W-shy Ellie*

Date: 5/22/24

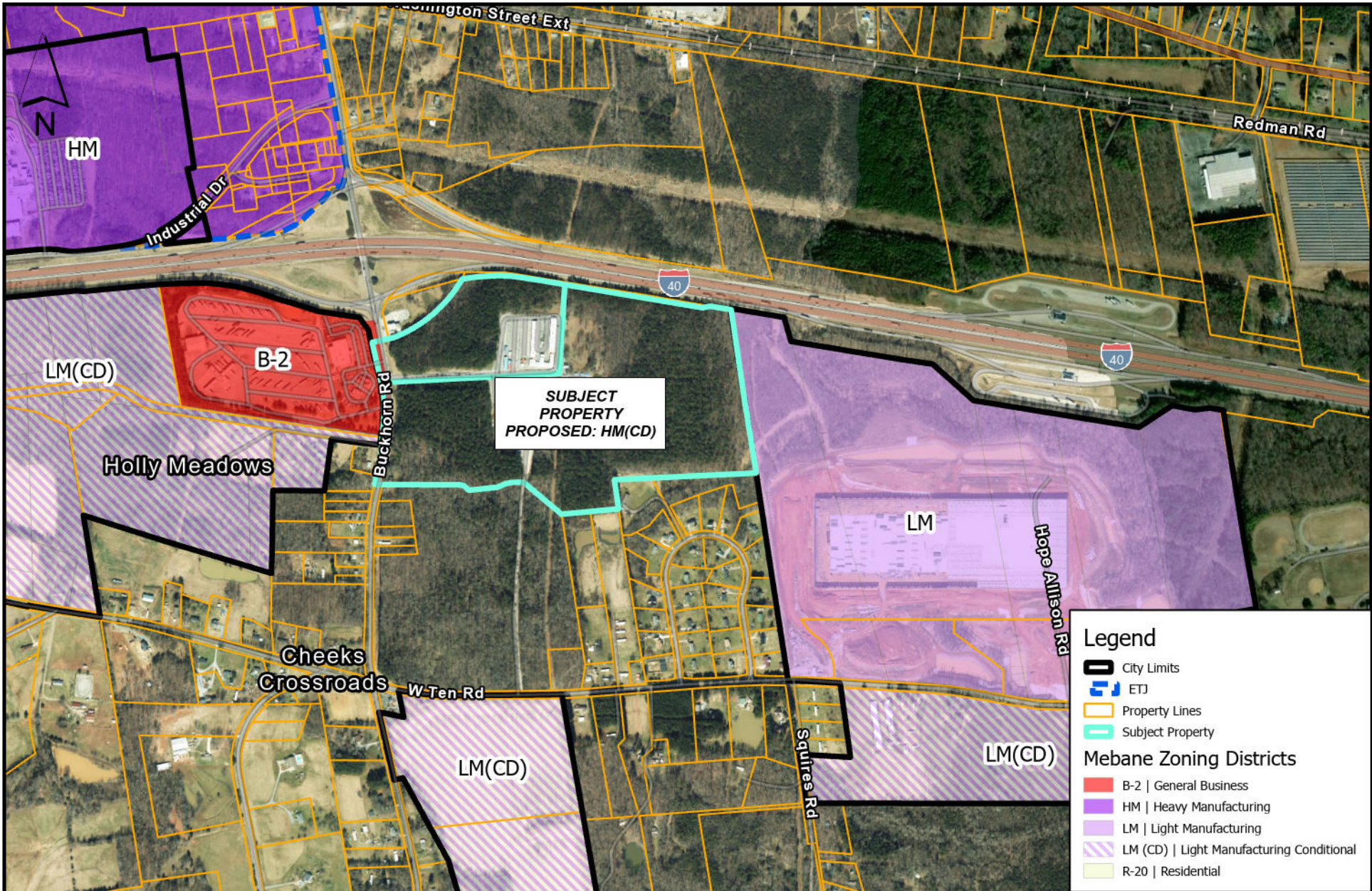
Action by Planning Board: _____

Public Hearing Date: _____ Action: _____

Zoning Map Corrected: _____

The following items should be included with the application for rezoning when it is returned:

1. Tax Map showing the area that is to be considered for rezoning.
2. Names and addresses of all adjoining property owners within a 300' radius (Include those that are across the street).
3. \$300.00 Fee to cover administrative costs.
4. The information is due 15 working days prior to the Planning Board meeting. The Planning Board meets the 2nd Monday of each month at 6:30 p.m. Then the request goes to the City Council for a Public Hearing the following month. The City Council meets the 1st Monday of each month at 6:00 p.m.



**CITY OF MEBANE
ZONING MAP**

**CONDITIONAL REZONING
R+L CARRIERS MEBANE**

1 inch = 1,000 feet

DATE: 06/03/2024

DRAWN BY: RG

**To access the site
plan, [click here.](#)**

PLANNING PROJECT REPORT

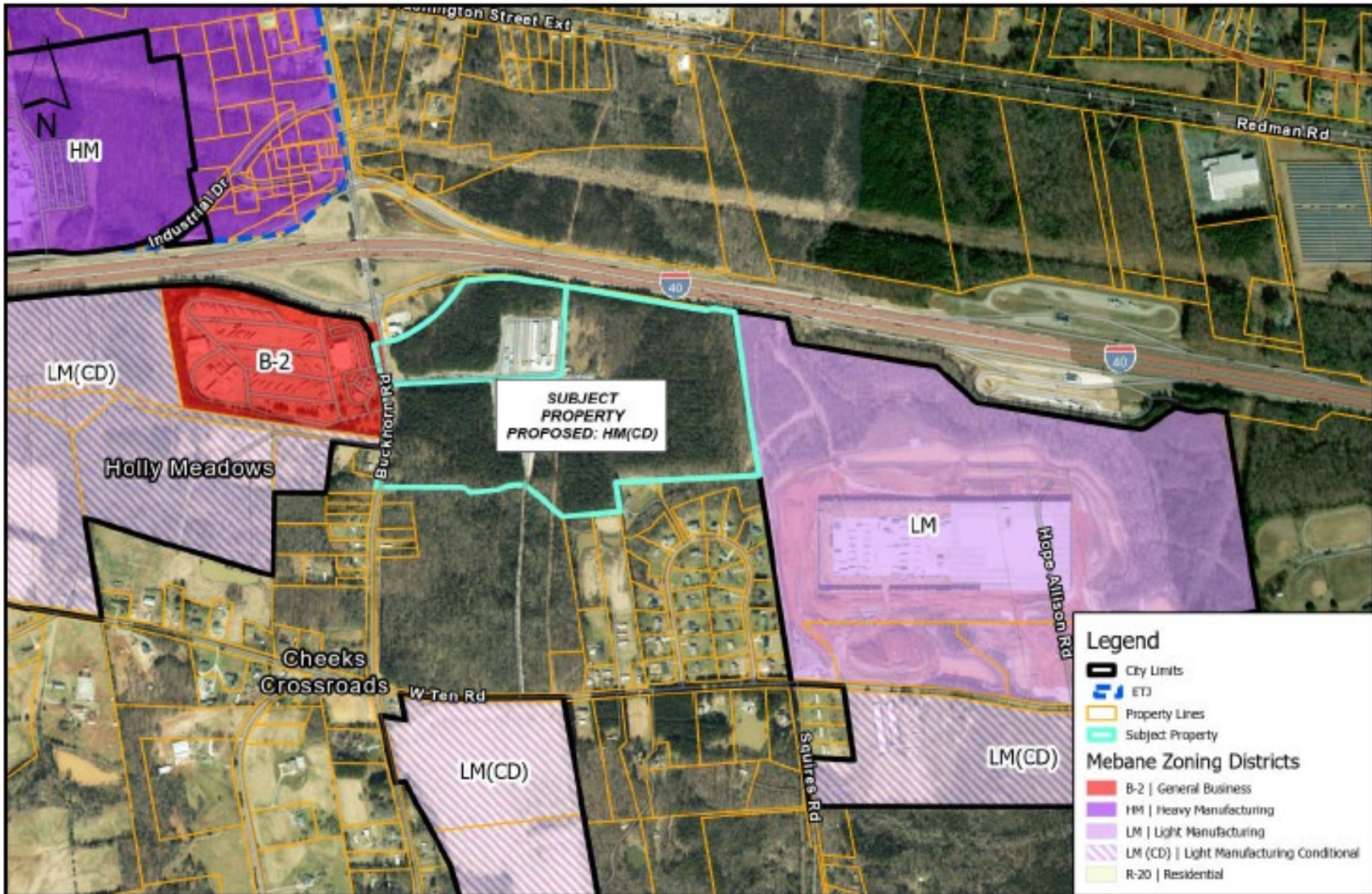
DATE	06/05/2024
PROJECT NUMBER	RZ 24-04
PROJECT NAME	R+L Carriers Mebane
APPLICANT	Orange County Investors Partnership 120 W. Whitner Street Anderson, SC 29624

CONTENTS

PROJECT NAME & APPLICANT	PAGE 1
ZONING REPORT	PAGE 2
LAND USE REPORT	PAGE 4
UTILITIES REPORT	PAGE 6
STAFF RECOMMENDATION	PAGE 7

ZONING REPORT

EXISTING ZONE	EDB-2 (Orange County, Economic Development Buckhorn Higher Intensity)
REQUESTED ACTION	HM (CD) (Heavy Manufacturing Conditional District)
CONDITIONAL ZONE?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
CURRENT LAND USE	Existing flea market; otherwise, vacant and wooded
PARCEL SIZE	+/-83.368 acres
PROPERTY OWNERS	Orange County Investors Partnership 120 W Whitner Road Anderson, SC 29624 GPINs: 9834475147 and 9834568820
LEGAL DESCRIPTION	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.
AREA ZONING & DISTRICTS	Interstate I-40 is located to the north of the site. On the other side of the interstate there are several parcels zoned EDB-2, Economic Development Buckhorn Higher Intensity, by Orange County. The parcel to the immediate east of the subject property is zoned LM, Light Manufacturing by the City of Mebane. The parcels adjacent to the southeastern boundary of the subject property are zoned PDHR1, Planned Development Housing- Rural Residential, and R1, Rural Residential, by Orange County. South of the subject property is the parcel proposed for development by Buckhorn Industrial, currently zoned EDB-2, Economic Development Buckhorn Higher Intensity, by Orange County. The parcels to the immediate west of the subject property, across Buckhorn Road, are zoned LM (CD), Light Manufacturing Conditional, and B-2, General Business, by the City of Mebane and R1, Rural Residential, by Orange County. There is also a parcel adjacent to the northwest corner of the subject property zoned R1, Rural Residential, and NC2, Neighborhood Commercial, by Orange County.
SITE HISTORY	Since at least 2008, the subject property has been the site of the Buckhorn Flea Market. There are no records of previous land uses.
STAFF ANALYSIS	
CITY LIMITS?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
PROPOSED USE BY-RIGHT?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
SPECIAL USE?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
EXISTING UTILITIES?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
POTENTIAL IMPACT OF PROPOSED ZONE	The proposed rezoning is consistent with the property's current zoning district in Orange County and with many of the adjacent zone districts including LM, Light Manufacturing and B-2, General Business. As the property is currently used as a flea market, staff finds that the proposed change to an industrial use is unlikely to increase traffic impacts. A 125-foot landscape buffer is shown between the proposed development and the adjacent neighborhood to the southeast.



**CITY OF MEBANE
ZONING MAP**

**CONDITIONAL REZONING
R+L CARRIERS MEBANE**

1 inch = 1,000 feet

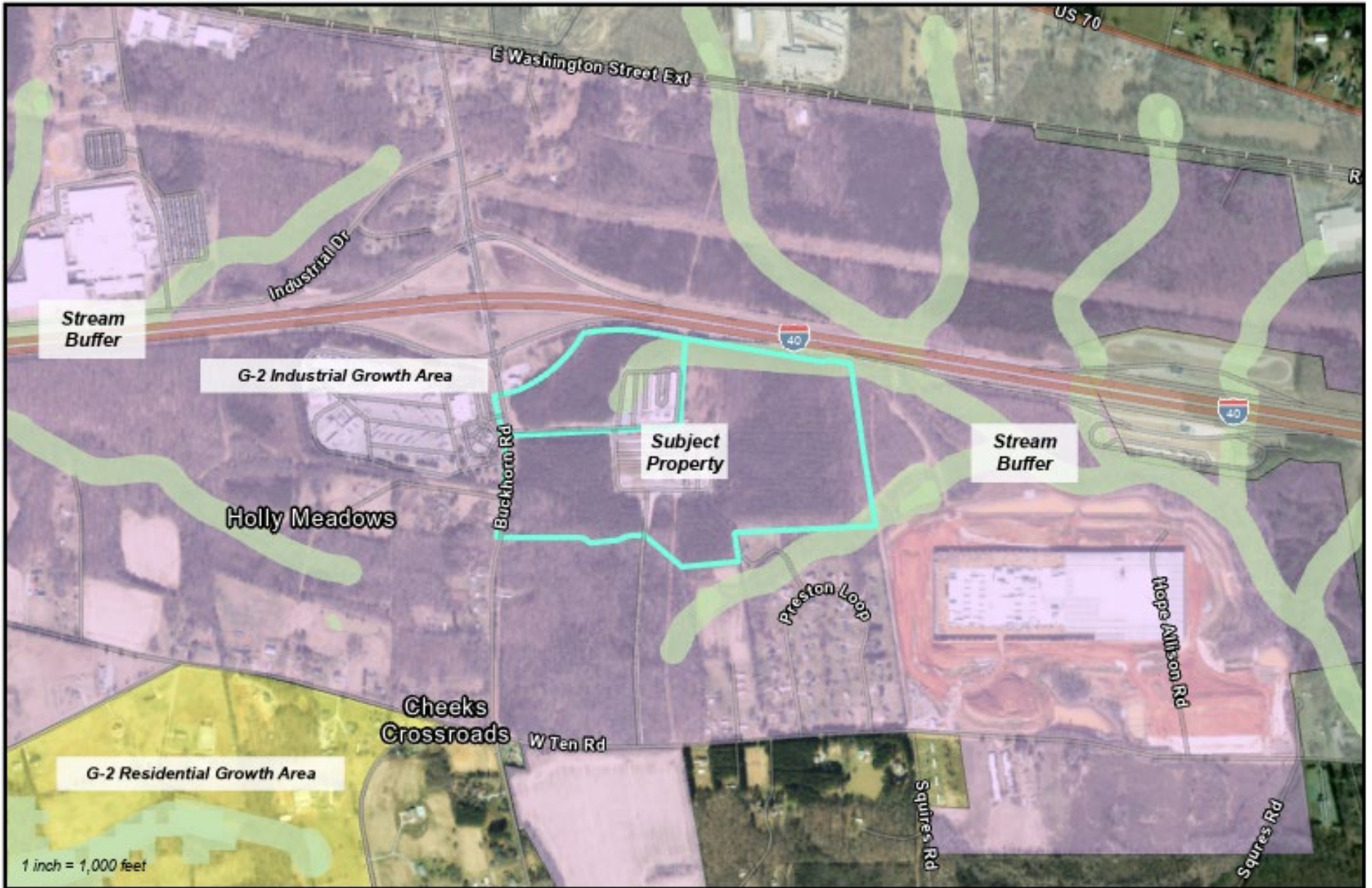
DATE: 06/03/2024

DRAWN BY: RG

LAND USE REPORT

EXISTING LAND USE	Commercial - Flea Market
PROPOSED LAND USE & REQUESTED ACTION	The applicant is requesting a conditional rezoning to develop a trucking and freight terminal on a site area totaling +/-83.368 acres and addressed at 508 and 510 Buckhorn Road. The property is 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.
PROPOSED ZONING	HM(CD), Heavy Manufacturing Conditional District
PARCEL SIZE	+/-83.368 acres
AREA LAND USE	Two gas stations and a truck stop are located directly west of the subject property. Buckhorn Business Centre, a light industrial complex currently under construction, is located across Buckhorn Road. The property immediately south is the proposed site for Buckhorn Industrial, a proposed light industrial site that is currently under review for annexation and rezoning. There is an existing residential neighborhood located southeast of the subject property in Orange County's jurisdiction. There is an existing warehouse distribution center immediately east. To the north of the subject property is the I-40 interstate and vacant properties in Orange County's jurisdiction.
ONSITE AMENITIES & DEDICATIONS	A 5' wide sidewalk will be provided along the property's boundaries on Buckhorn Road. Public right-of-way dedication is likely required with roadway improvements.
CONDITIONAL ZONE?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
DESCRIPTION OF PROPOSED CONDITIONS	The applicant has not requested or proposed any conditions. Development will be required to follow the submitted site-specific plan and improvements required by the traffic impact analysis (TIA).

CONSISTENCY WITH <i>MEBANE BY DESIGN</i> STRATEGY	
LAND USE GROWTH STRATEGY DESIGNATION(S)	G-2 Industrial (BEDD and North of I-40/85) Conservation Area
OTHER LAND USE CONSIDERATIONS	Upper Eno River Protected Watershed II – Applicant is requesting application of 10/70 Built Upon Area allowance
<i>MEBANE BY DESIGN</i> GOALS & OBJECTIVES SUPPORTED	Growth Management Goal 1.7: Continue to support industrial development at existing industrial parks near I-40/85
<i>MEBANE BY DESIGN</i> GOALS & OBJECTIVES <u>NOT</u> SUPPORTED	



UTILITIES REPORT

AVAILABLE UTILITIES	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
PROPOSED UTILITY NEEDS	Per the memorandum from Franz Holt of AWCK, the anticipated water use for the proposed development is 20,200 gallons per day and the anticipated wastewater use is also 20,200 gallons per day. The development will be served by connecting to Mebane's existing 12-inch water main on Buckhorn Road. A preliminary looped 8-inch fire line is shown with fire hydrants. The site plans call for an 8-inch private sewer connection to Mebane's onsite 8-inch public gravity sewer outfall at the rear of the site.
UTILITIES PROVIDED BY APPLICANT	The applicant has pledged to provide all on-site utilities, as described in AWCK's Technical Memo.
MUNICIPAL CAPACITY TO ABSORB PROJECT	The City has adequate water & sewer supply to meet the domestic and fire flow demands of the project.
CONSISTENCY WITH MEBANE LONG RANGE UTILITY PLAN?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
ADEQUATE STORMWATER CONTROL?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
INNOVATIVE STORMWATER MANAGEMENT?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

TRANSPORTATION NETWORK STATUS

CURRENT CONDITIONS	<p>The subject property's western boundary is situated next to Buckhorn Road which runs North to South. Buckhorn Road is an NCDOT-maintained undivided two-lane road. It had an average daily traffic volume of 2,100 in 2023.</p> <p>Buckhorn Road received a low Section Safety Score of 78 between 2018-2022 with 17 total crashes reported during that time frame. Fourteen crashes resulted in property damage only and 3 resulted in minor or moderate injuries.</p>
TRAFFIC IMPACT ANALYSIS REQUIRED?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
DESCRIPTION OF RECOMMENDED IMPROVEMENTS	<p>Roadway improvements are required on Buckhorn Road, including:</p> <ul style="list-style-type: none">• An exclusive southbound left-turn lane with 150 feet of storage• An exclusive northbound left-turn lane with 100 feet of storage• An exclusive northbound right-turn lane with 100 feet of storage.

CONSISTENCY WITH THE MEBANE

**BICYCLE AND PEDESTRIAN
TRANSPORTATION PLAN?** YES NO

**MULTIMODAL IMPROVEMENTS
PROVIDED BY APPLICANT?** YES NO

**DESCRIPTION OF MULTIMODAL
IMPROVEMENTS** A 5' wide sidewalk will be provided along the property's
boundaries on Buckhorn Road.

STAFF RECOMMENDATION

STAFF RECOMMENDATION	<input checked="" type="checkbox"/> APPROVE <input type="checkbox"/> DISAPPROVE
STAFF SPECIAL USE FINDING	<input type="checkbox"/> CONSISTENT <input type="checkbox"/> NOT CONSISTENT.....WITH <i>MEBANE BY DESIGN</i>
RATIONALE	The proposed development, "R+L Carriers" is consistent with the guidance provided by <i>Mebane By Design</i> , the Mebane Comprehensive Land Development Plan. Specifically, it will support industrial development recommended for the G-2, Industrial (BEDD and North of I-40/85) Growth Area.



Technical Memo

Date: 6-4-24

From: Franz Holt, City Engineer

To: Ashley Ownbey, Development Director

CC: Austin Watts, PE with Kimley-Horn and Associates, Inc.

Subject: R&L Carriers at Buckhorn Road

The Engineering Department has completed its review of preliminary site plans by Kimley-Horn and Associates, Inc. located in Charlotte NC for a proposed rezoning of property for the proposed specific use of trucking or freight terminal. R&L Carriers intends to construct 135,950 SF truck terminal, 19,800 maintenance building, truck wash building, and fueling island on an 82.53-acre site. Our technical review comments are as follows:

- A. Preliminary Water System Layout– The site plans call for tapping Mebane’s 12-inch public water main on Buckhorn Road. The tap will serve an 8-inch fire supply line and a header pipe with three domestic taps, two of which are 3-inch. Backflow prevention is required for each domestic tap and fire line. A preliminary looped 8-inch fire line is shown with fire hydrants. An on-site fire pump and ground storage tank may be required. These items will be finalized with construction drawing preparation. The city can meet the proposed domestic water of approximately 20,200 gallons per day (gpd) and fire flow needs with finalized on site improvements. I have reviewed the preliminary water system layout, finding it acceptable.
- B. Preliminary Sanitary Sewer System Layout – The site plans call for an 8-inch private sewer connection to Mebane’s onsite 8-inch public gravity sewer outfall at the rear of the site. The city can meet the proposed sewer needs of approximately 20,200 gpd (per 2t rules) at its downstream facilities. I have reviewed the preliminary sewer system layout, finding it acceptable.
- C. Preliminary Storm Sewer Layout – The storm sewer layout shows drainage structures and piping capturing all built upon area and discharging to a storm water control measure (fenced wet pond). I have reviewed the preliminary storm sewer system layout, finding it acceptable.
- D. The developer is providing a sidewalk along the Buckhorn Road property frontage.
- E. Preliminary Stormwater Management Plan– The site is within the Falls Lake and the Upper Eno River (WS-II NSW) non-critical water supply watershed with a maximum built upon area (BUA) of 70% allowed, 53.4% BUA shown. There are nitrogen and phosphorus treatment

requirements per NCDEQ. Stormwater treatment shall also follow City of Mebane requirements for water quality (runoff from 1-inch rain and quantity (10-year design storm post peak runoff development vs. pre-development). One storm water control measure is shown (fenced wet pond). Engineering has reviewed the preliminary stormwater management plan, finding it acceptable.

- F. TIA Analysis and Roadway Connection– One roadway connection is proposed to Buckhorn Road (SR 1114) directly opposite the Buckhorn Business Centre roadway connection with one site ingress lane and one site egress lane. In addition, Kimley-Horn Associates, Inc. has completed a TIA which has been reviewed by Mebane’s consultant VHB and NCDOT. Improvements to Buckhorn Road include an exclusive southbound left-turn lane with 150 feet of storage, and exclusive northbound left-turn lane with 100 feet of storage, and a northbound right turn lane with 100 feet of storage all with appropriate transitions.
- G. Site Construction Drawings – Site construction drawings is required for TRC review and approval along with a flood study.
- H. An existing public gas main through the site is to be rerouted around the improved site.
- I. Annexation and public right-of-way dedication is required (along Buckhorn Road) with the development.

To access the TIA,
[click here.](#)



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

November 13, 2023

ORANGE COUNTY

Earl R. Lewellyn, PE
Kimley-Horn and Associates, Inc.
300 Morris Street, Suite 200
Durham, NC 27701

Subject: Proposed R+L Carriers Located on SR 1114 (Buckhorn Road)
Review of Traffic Impact Analysis (TIA)

Dear Mr. Lewellyn,

NCDOT staff has completed a collaborative review with the City of Mebane of the above subject. Based on the information provided we offer the following comments with regard to the state road network.

General:

The proposed site is located generally east of Buckhorn Road between I-40 and Rabbit Run Lane in Orange County, North Carolina. The proposed site consists of approximately 215,000 square-feet (SF) truck terminal and is expected to generate approximately 1,124 new daily trips upon full build out in 2025. Site access is proposed via one full-movement driveway along Buckhorn Road.

Findings and Requirements:

Based on the information provided and as a condition of the pending driveway permit, the developer will be required to construct the following road improvements to mitigate the anticipated impacts of site traffic.

Buckhorn Road Site Driveway:

- Construct a full movement driveway with one ingress lane and one egress lane under stop-control aligned with Rabbit Run Lane.
- Provide a minimum of 100 feet of internal protection stem (IPS) length.
- Construct an exclusive southbound left-turn lane with 150 feet of storage and appropriate transitions per NCDOT requirements.

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
DIVISION 7, DISTRICT 1
PO BOX 766
GRAHAM, NC 27253-0766

Telephone: (336) 570-6833
Fax: (336) 570-6873
Customer Service: 1-877-368-4968

Location:
115 EAST CRESCENT SQUARE DRIVE
GRAHAM, NC 27253

Website: www.ncdot.gov

- Construct an exclusive northbound left-turn lane with 100 feet of storage and appropriate transitions per NCDOT requirements to provide appropriate intersection geometry.
- Construct an exclusive northbound right-turn lane with 100 feet of storage and appropriate transitions per NCDOT requirements.

Multi-modal and Streetscape Enhancements:

Any locally stipulated multi-modal enhancements including but not limited to sidewalk, bike lanes, bus pull offs, lighting, landscaping etc. on State maintained routes are subject to NCDOT requirements and approval through the encroachment process.

General Requirements:

It is necessary to obtain an approved driveway permit and/or encroachment agreement(s) prior to performing work on the NCDOT right of way. As a condition of the permit, the permittee shall be responsible for design and construction of the above stipulated improvements in accordance with NCDOT requirements. An approved permit will be issued upon receipt of approved site plan, roadway and signal construction plans as needed, inspection fee, and any necessary performance and indemnity bonds.

The applicant shall dedicate any additional right of way necessary to accommodate the required road improvements or future improvements as stipulated.

The applicant shall verify that the proposed street and driveway connections provide for adequate vertical and horizontal sight distances in accordance with NCDOT requirements.

Intersection radii and geometry shall be designed to accommodate turning movements of the largest anticipated vehicle.

All pavement markings shall be long life thermoplastic. Pavement markers shall be installed if they previously existed on the roadway.

The permittee shall be responsible for the installation and relocation of any additional highway signs that may be necessary due to these improvements and shall comply with the requirements of the MUTCD.

Feel free to contact me if you have any questions.

Sincerely,



C. N. Edwards Jr., PE
District Engineer

Cc: W.R. Archer, III, PE, Division Engineer
D.M. McPherson, Division Traffic Engineer
Nicholas C. Lineberger, PE, Regional Engineer
City of Mebane



Memorandum

To: Ashley Ownbey
Development Director
City of Mebane

Date: November 17, 2023

C. N. Edwards Jr., PE
District Engineer
NCDOT Highway Division 7 District 1

Project #: 39160.00, Task 20

From: Baohong Wan, PhD, PE

Re: R+L Carriers Mebane Traffic Impact Analysis
Technical Review
Mebane, NC

A Traffic Impact Analysis (TIA) was prepared by Kimley-Horn and Associates for the proposed R+L Carriers – Mebane development located on the east side of Buckhorn between I-40/ I-85 and West Ten Road in Mebane, North Carolina. Per request by the City of Mebane, VHB conducted an independent review of the R+L Carriers – Mebane TIA. This memo provides a list of critical findings, followed by an in-depth summary of study process and analysis results of the TIA.

List of Mitigation Recommendations

The following items in **red** should be considered in addition to mitigation measures that have been identified within the R+L Carriers – Mebane TIA:

- › Buckhorn Road and Rabbit Run Lane/ Site Access
 - Construct Site Access driveway (aligned with Rabbit Run Lane) with one ingress and one egress lane **under stop-control**.
 - **Provide a minimum of 100 feet of internal protection stem (IPS) length.**
 - Construct a southbound left-turn lane with 150 feet of storage and appropriate taper.
 - **Construct a northbound left-turn lane with 100 feet of storage and appropriate taper.**
 - **Construct an exclusive northbound right-turn lane with 100 feet of storage and appropriate taper.**
 - Preserve right-of-way for future widening along Buckhorn Road and potential signalization at this location.
- › Project Coordination
 - **Coordinate with Buckhorn Business Centre to ensure proper lane alignment and adequate sightlines on both sides of Buckhorn Road.**
 - **Coordinate with Ellison Property to maintain lane continuity and design consistency along Buckhorn Road.**
- › Multimodal Considerations: **Compliance of multimodal transportation requirements should be examined to ensure adequacy of pedestrian, bike, and transit facilities on Buckhorn Road along the property frontage.**

General Comments

The proposed Site Access will be located approximately 300 feet from the truck access for the existing Petro site to the north. Access management strategies should be examined along Buckhorn Road with the proposed Buckhorn Business Center, R+L Carriers – Mebane, and Ellison Property and existing Petro and Flea Market.

VHB Engineering NC, P.C. (C-3075)

Engineers | Scientists | Planners | Designers

Venture I, 940 Main Campus Drive, Suite 500, Raleigh, North Carolina 27606

P 919.829.0328 F 919.833.0034 www.vhb.com

Summary of TIA Assumptions and Results

Development Plan

The proposed R+L Carriers - Mebane development will consist of a 215,000 square foot (sf) truck terminal.

Due to lack of reliable data for truck terminal facilities in the ITE *Trip Generation Manual*, local data were utilized to develop trip generation rates and equations to predict the AM and PM peak hour site trips for the proposed development. According to the TIA, the proposed development is expected to generate 1,124 daily trips with 124 trips (77 entering, 47 exiting) occurring in the AM peak hour and 110 trips (57 entering, 53 exiting) occurring in the PM peak hour.

Site access will be provided via a single full movement driveway on Buckhorn Road. The site driveway is approximately 300 feet south of the existing Petro Truck Access (Wynn Lane).

Study Area and Analysis Scenarios

The TIA included capacity analyses during the weekday AM and PM peak hours under the following scenarios:

- › Existing (2023) Conditions
- › Background (2025) Conditions
- › Build-out (2025) Conditions

Through coordination with NCDOT and the City of Mebane, the following intersections were analyzed in the TIA:

- › Buckhorn Road at I-40 WB/ I-85 SB Ramps (unsignalized)
- › Buckhorn Road at I-40 EB/ I-85 NB Ramps (unsignalized)
- › Buckhorn Road at West Ten Road (unsignalized)
- › Buckhorn Road at Rabbit Run Lane/ Site Driveway (future unsignalized)

Existing and No-Build Analysis Assumptions

Existing (2023) analysis was conducted based on traffic counts collected in December 2022 and May 2023 during weekday AM (7 to 9 AM) and PM (4 to 6 PM) peak hours while area schools were in session.

The No-Build scenario included an annual growth rate of one-half percent (0.5%) between the existing year (2023) and the future analysis year (2025). In addition, site trips due to the following adjacent development were identified and included in the future year analyses:

- › Buckhorn Business Centre
- › Exeter South Outparcels
- › Medline North Outparcel
- › Project Skywalker
- › West Ten Industrial
- › Ellison Property (currently under review)

The NCDOT is committed to installing traffic signals at both ramp intersections at the I-40/ I-85 and Buckhorn Road interchange before the build-out of the development takes place. The traffic signals were analyzed under No-Build (2025) and Build-out (2025) conditions.

Trip Generation & Distribution

Trip generation potential was determined based on methodology derived from local data observed at various R+L facilities due to the lack of reliable data for truck terminal facilities within the ITE Trip General Manual.

Traffic assignment for the development was based on the following trip distribution assumptions:

- › 40% to/from the west via I-40/ I-85
- › 35% to/from the east via I-40/ I-85
- › 10% to/from the east via West Ten Road
- › 5% to/from the west via West Ten Road
- › 5% to/from the north via Buckhorn Road
- › 5% to/from the south via Buckhorn Road

Capacity Analysis Results

Capacity analyses in the TIA were conducted following the NCDOT Congestion Management Capacity Analysis Guidelines. The analysis results and mitigation determinations are summarized below for each individual intersection, while LOS and delay are reported and summarized for stop-controlled approaches at unsignalized intersections.

Buckhorn Road at I-40 WB/ I-85 SB Ramps (future signalized)

ID	Intersection and Approach	Existing (2023)		Background (2025)		Build-out (2025)	
		AM	PM	AM	PM	AM	PM
1	Buckhorn Road at I-40 WB/ I-85 SB Ramps	N/A	N/A	B (19.2)	B (13.2)	C (22.4)	B (14.5)
	Westbound	B-14.9	C-23.0	C-33.4	B-19.8	D-38.3	C-20.1
	Northbound	---	---	A-9.6	A-5.3	B-12.8	A-8.1
	Southbound	---	---	B-17.1	B-12.5	B-19.3	B-13.9

The TIA indicated that the future signalized intersection is expected to operate at LOS B or C during both peak hours under Build-out conditions. Since the intersection is expected to operate acceptably with the development in place, no improvements were recommended in the TIA.

Buckhorn Road at I-40 EB/ I-85 NB Ramps (future signalized)

ID	Intersection and Approach	Existing (2023)		Background (2025)		Build-out (2025)	
		AM	PM	AM	PM	AM	PM
2	Buckhorn Road at I-40 EB/ I-85 NB Ramps	N/A	N/A	A (9.9)	B (12.3)	B (10.1)	B (11.6)
	Eastbound	F-76.4	D-32.8	B-19.8	C-29.5	B-19.3	C-28.8
	Northbound	---	---	B-13.6	A-8.7	B-13.3	A-8.6
	Southbound	---	---	A-3.6	A-6.6	A-4.0	A-4.8

The TIA indicated that the future signalized intersection is expected to operate at LOS B during both the AM and PM peak hours under Build-out conditions. Since the intersection is expected to operate acceptably with the development in place, no improvements were recommended in the TIA.

Buckhorn Road at West Ten Road (unsignalized)

ID	Intersection and Approach	Existing (2023)		Background (2025)		Build-out (2025)	
		AM	PM	AM	PM	AM	PM
3	Buckhorn Road at West Ten Road	B (12.6)	A (8.8)	E (40.3)	B (11.2)	E (44.9)	B (11.6)
	Eastbound	B-11.9	A-8.8	C-24.1	B-10.2	C-24.5	B-10.5
	Westbound	A-9.7	A-8.7	B-15.0	B-11.9	C-15.4	B-12.2
	Northbound	A-9.7	A-8.6	B-13.0	A-9.9	B-13.2	B-10.1
	Southbound	B-14.7	A-9.1	F-66.0	B-11.5	F-76.2	B-12.0

The TIA indicated that the stop-controlled southbound approach is expected to decline to operate at LOS F during the AM peak under the Background and Build-out conditions. The development is anticipated to contribute a minimal amount of traffic to this intersection with poor operations being attributed to background development and nearby Gravelly Middle School. Therefore, no improvements were recommended in the TIA for this intersection.

Buckhorn Road at Rabbit Run Lane/ Site Access (unsignalized)

ID	Intersection and Approach	Existing (2023)		Background (2025)		Build-out (2025)	
		AM	PM	AM	PM	AM	PM
4	Buckhorn Road at Rabbit Run Lane/ Site Access	N/A	N/A	N/A	N/A	N/A	N/A
	Eastbound	A-0.0	A-0.0	C-19.9	C-18.3	E-40.8	D-33.0
	Westbound	---	---	---	---	C-19.7	B-13.5

The TIA indicated that the proposed Site Access driveway is projected to operate at LOS C during the AM peak hour and LOS B during the PM peak hour. Existing Rabbit Run Lane is proposed to serve as the site access for the Buckhorn Business Centre and will operate at LOS E during the AM peak hour and LOS D during the PM peak hour. The following improvements were recommended in the TIA for the Site Access connection.

- › Construct a full movement driveway with one ingress lane and one egress lane aligned with existing Rabbit Run Lane.
- › Construct an exclusive southbound left-turn lane with 150 feet of storage and appropriate taper.

The proposed Buckhorn Business Centre Driveway (Rabbit Run Lane) is expected to operate at LOS E during the AM peak hour with the proposed R+L Carriers development in place. Peak hour signal warrants are not anticipated to be met with both developments in place; however, the intersection should continue to be monitored after both developments are fully built-out to determine if signalization may be needed in the future.

Although the TIA indicated that traffic volumes would not meet warrants for installing an exclusive right-turn lane along northbound Buckhorn Road, a right-turn lane should be provided due to planning considerations and to provide adequate safety and capacity to accommodate truck traffic. In addition, a dedicated northbound left-turn lane should be provided for safety and design considerations, particularly since a traffic signal will eventually be installed at this intersection under the future year conditions.

Coordination with Buckhorn Business Centre should take place to ensure that both driveways are designed with adequate sight lines and travel lane alignment. Coordination with Ellison Property should be required to maintain lane continuity and design consistency along Buckhorn Road.



AGENDA ITEM #7

RZ 24-05

Conditional Rezoning – Buckhorn Industrial

Presenter

Briana Perkins, City Planner

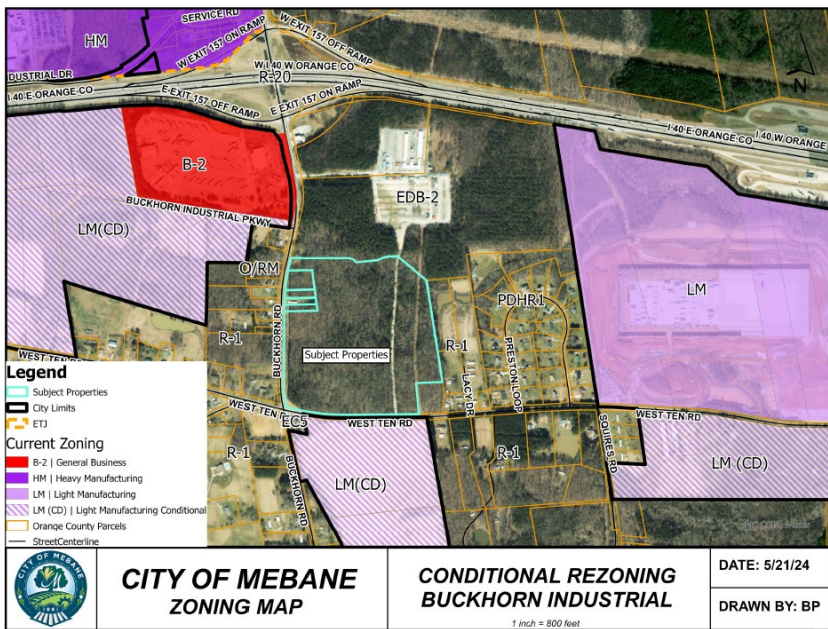
Applicant

Orange County Investor Partnership
120 W. Whitner St.
Anderson, SC 29621

Public Hearing

Yes No

Zoning Map



Property

Unaddressed
706, 710 Buckhorn Road
Orange County GPINs: 9834454342, 9834357585, 9834357650, 9834357666, and 9834357842

Proposed Zoning

LM(CD)

Current Zoning

EDB-2 (Orange County Economic Development Buckhorn, Higher Intensity)

Size

+/- 49.25 acres

Surrounding Zoning

Orange Co: R-1, O/RM, PDHR1, EC-5, and EDB-2

Mebane: LM(CD), LM

Surrounding Land Uses

Residential, Commercial, Light Industrial, and Vacant

Utilities

Yes

Floodplain

No

Watershed

Yes

City Limits

No

Application Brief

See Planning Project Report for more details.

Recommendations	
Technical Review Committee:	The Technical Review Committee (TRC) has reviewed the site plan four times (not including pre-submittal meetings), and the applicant has revised the plan to reflect the comments.
Planning Staff:	The proposed development “Buckhorn Industrial” is consistent with the guidance provided within <i>Mebane By Design</i> , the Mebane Comprehensive Land Development Plan.
Zoning & Land Use Report	
Jurisdiction:	Orange County
Proposed Use By-Right (Yes/No):	Yes
Type of Rezoning Request:	Conditional
Special Use Request (Yes/No):	No
Consistency with Mebane By Design (Yes/No):	Yes
Utilities Report	
Available Utilities (Yes/No):	Yes
Adequate Stormwater Control (Yes/No):	Yes
Innovative Stormwater Control (Yes/No):	N/A
Consistency with Long-Range Utility Plan (Yes/No):	Yes
Transportation Report	
Traffic Impact Analysis Required (Yes/No):	Yes
Multi-Modal Improvements (Yes/No):	Yes
Consistency with Bike/Ped Transportation Plan (Yes/No):	Yes

Summary

Orange County Investor Partnership is requesting 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, for a future light industrial development. A request for annexation into the City of Mebane has been submitted concurrently with the rezoning request.

In 1981, Orange County established three Economic Development Districts (EDDs), including the Buckhorn EDD, which includes approximately 900 acres of land and is intended to "...create a district allowing a wide range of non-residential uses with limited higher density residential uses" (Orange County Unified Development Ordinance, p. 3-43). In 1994, Orange County, through a government-initiated land use and zoning change, amended most of the area's zoning to support economic development land uses. The subject properties are in the Buckhorn EDD and zoned EDB-2, Economic Development Buckhorn Higher Intensity, which supports manufacturing, assembly, processing, and distribution uses. Properties to the north and east are also zoned EDB-2. The Medline Distribution Center, which is zoned Light Manufacturing (LM) by Mebane, the Buckhorn Business Centre, which is zoned LM (CD) by Mebane, and the West Ten Industrial development, which is zoned LM (CD) by Mebane and includes Thermo Fisher Scientific, are in the immediate area. The proposed project is consistent with the City and County's stated development goals for the area.

The applicant proposes to develop the properties as a conditional zoning district with a conceptual master plan that shall not be exceeded in intensity. The site plan shows the extent of this intensity, which may total as much as 526,380 square feet of light industrial space along with parking and stormwater controls to support this footprint. As noted on the site plan, the concept is to show general compliance with the Mebane Unified Development Ordinance (UDO). The applicant is requesting flexibility with the orientation, layout placement, and size of the buildings, parking areas, and vehicular access points. Additionally, the applicant has agreed to review future right-of-way dedication at the intersection of Buckhorn Road and West Ten Road with construction plan review.

As required by the Mebane UDO, the developer will construct sidewalks along the site's frontages on Buckhorn Road and West Ten Road. A Traffic Impact Analysis (TIA) was required for the proposed development. Based on recommendations and review of the TIA, the developer is responsible for the following improvements:

Buckhorn Road Site Driveway:

- Construct a full movement driveway with one ingress lane and one egress lane under stop-control.
- Provide a minimum of 100 feet of internal protection stem (IPS) length.
- Construct an exclusive southbound left-turn lane with 150 feet of storage and appropriate transitions per NCDOT requirements.
- Construct an exclusive northbound right-turn lane with 100 feet of storage and appropriate transitions per NCDOT requirements.

West Ten Road Site Driveway:

- Construct a full movement driveway with one ingress lane and one egress lane under stop-control.
- Provide a minimum of 100 feet of internal protection stem (IPS) length.
- Construct an exclusive eastbound left-turn lane with 100 feet of storage and appropriate transitions per NCDOT requirements.
- Construct an exclusive westbound left-turn lane with 100 feet of storage and appropriate transitions per NCDOT requirements to provide appropriate intersection geometry.

Financial Impact

The developer will be required to make all of the improvements at their own expense.

Suggested Motion

1. Motion to approve the LM (CD) zoning as presented.
2. 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).

OR

3. Motion to **deny** the LM (CD) rezoning as presented due to a lack of
 - a. Harmony with the surrounding zoning or land use

OR

 - b. Consistency with the objectives and goals in the City's 2017 Comprehensive Land Development Plan *Mebane By Design*.

Attachments

1. Preliminary Presentation Slides
2. Zoning Amendment Application
3. Zoning Map
4. Site Plan – [click here to access.](#)
5. Planning Project Report
6. Technical Memorandum – City Engineering Review
7. Traffic Impact Analysis – [click here to access.](#)
 - a. NCDOT TIA Review
 - b. VHB TIA Review



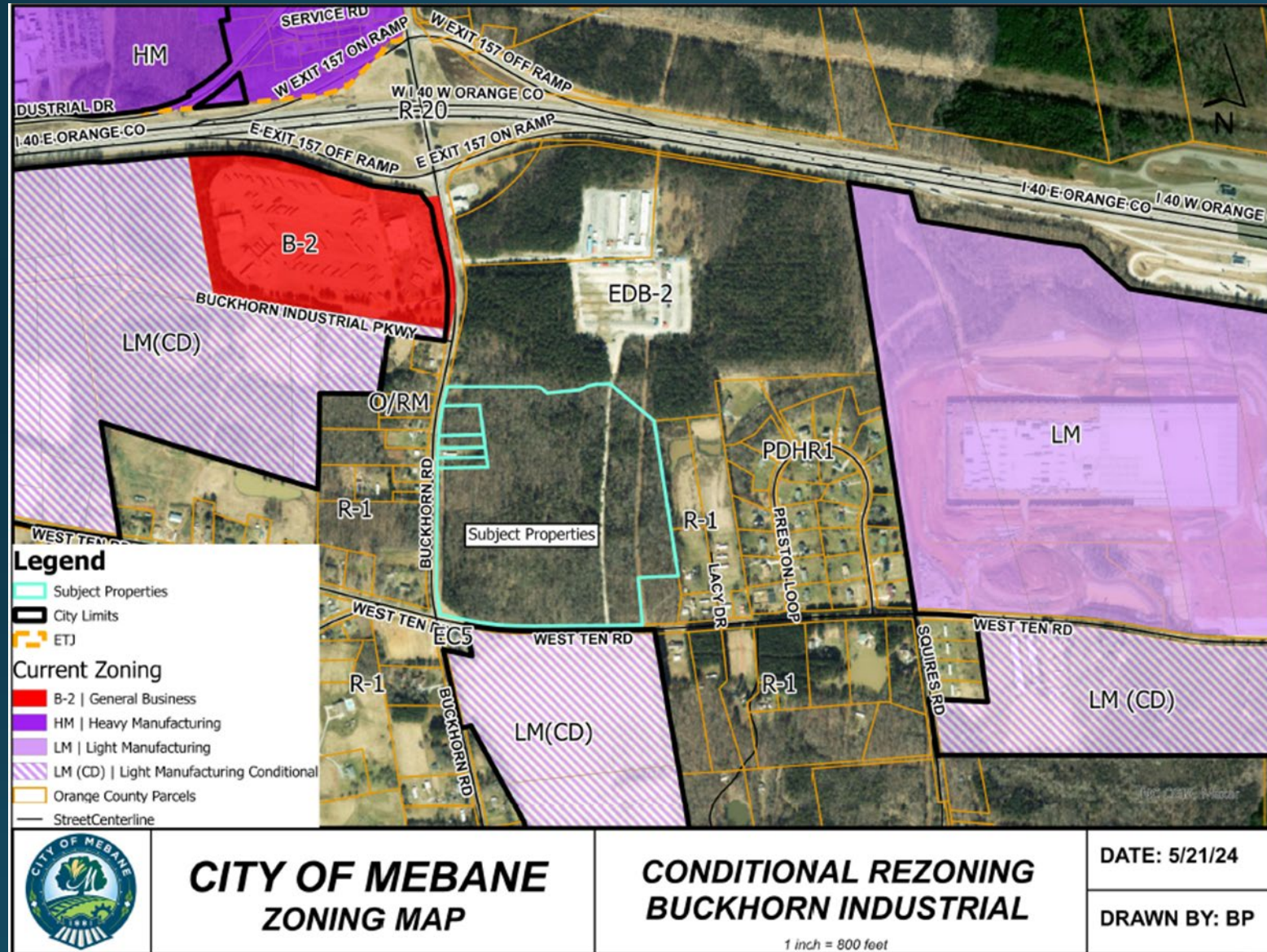
Briana Perkins, City Planner

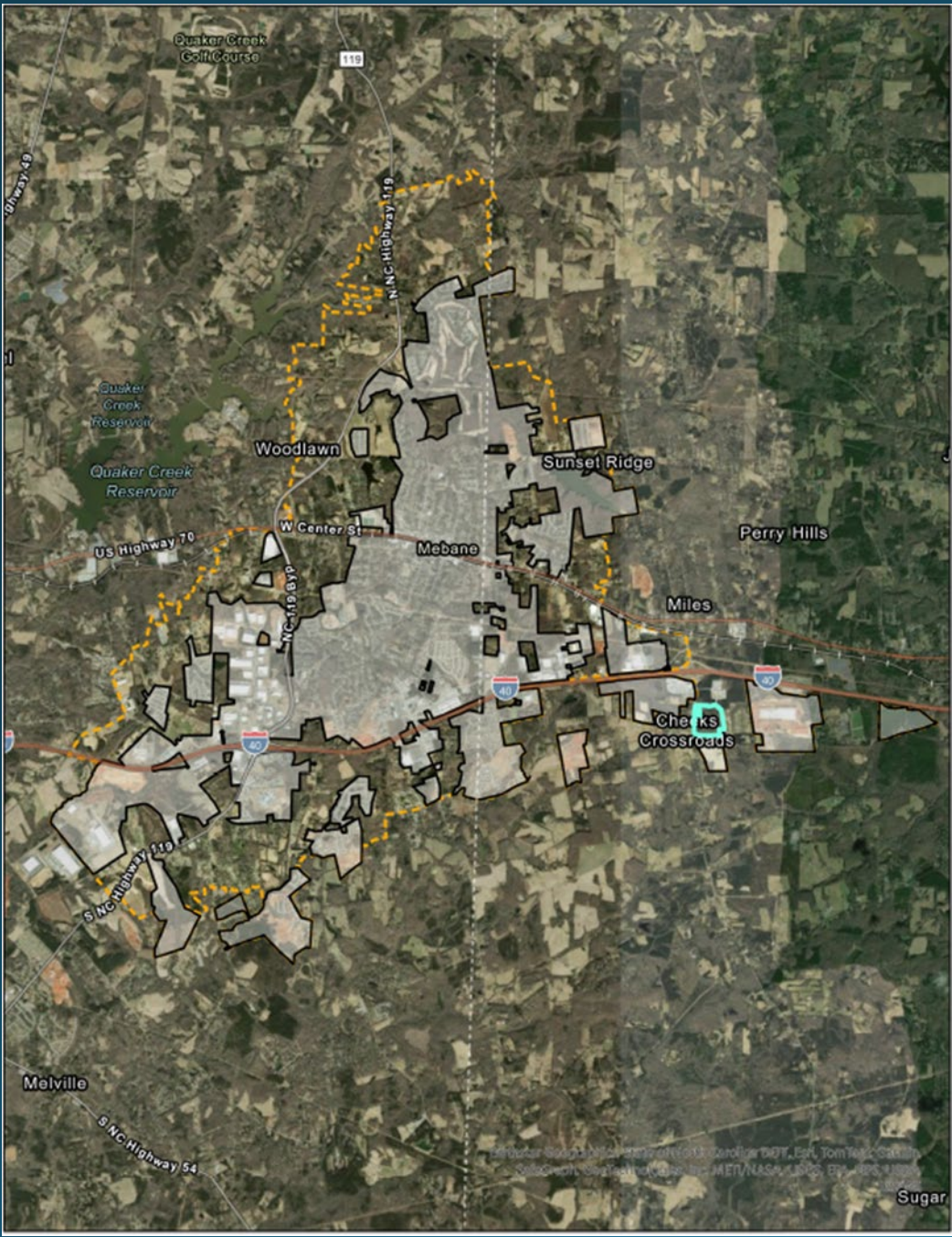
Request to Establish: LM(CD) Zoning
by Orange County Investor Partnership



Buckhorn Industrial Conditional Rezoning

- Request by Orange County Investor Partnership
- 5 parcels (outside ETJ requiring annexation)
- +/- 49.25 acres
- Existing zoning: EDB-2 (Orange County)
- Rezoning Request: LM(CD)





Buckhorn Industrial Conditional Rezoning

- Orange County
- Annexation request submitted concurrently with rezoning request.
 - The property must be annexed before the City Council can take action on the rezoning request.

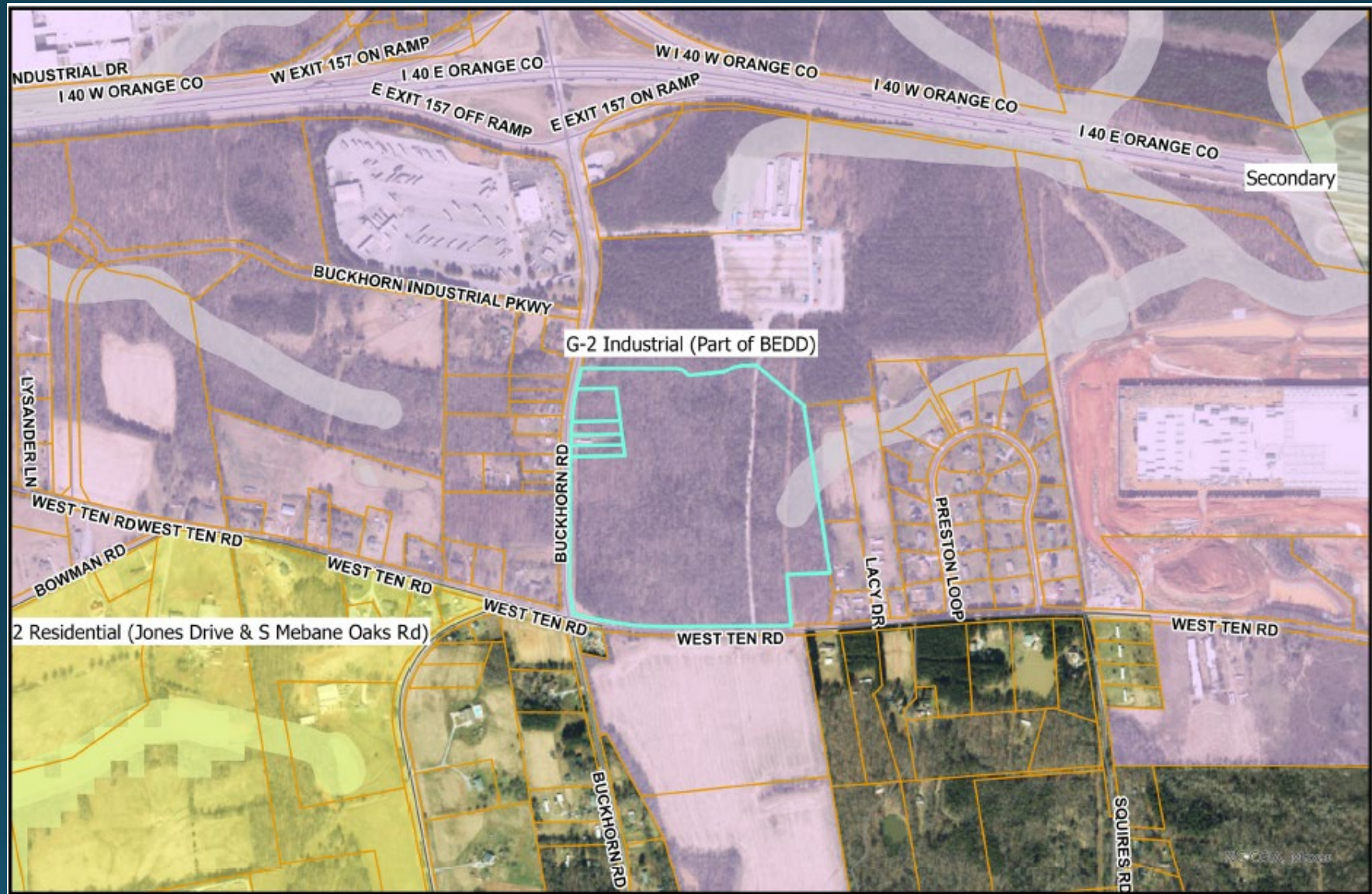




Buckhorn Industrial Conditional Rezoning

- Vacant, Single-Family Residential
- Surrounding uses include:
 - Single-Family Residential
 - Small car dealership
 - Industrial: Thermo Fisher Scientific, Medline

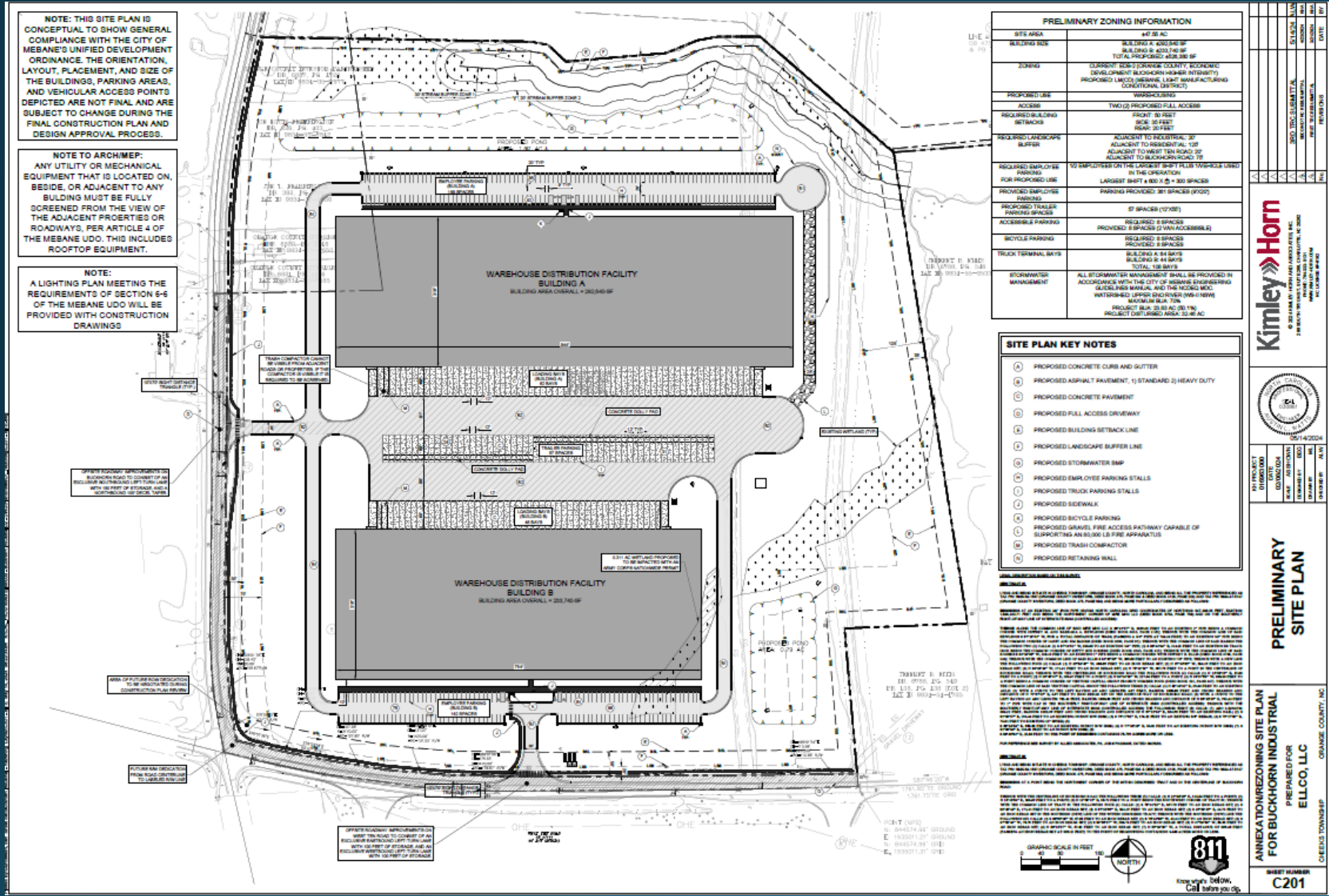




Buckhorn Industrial Conditional Rezoning

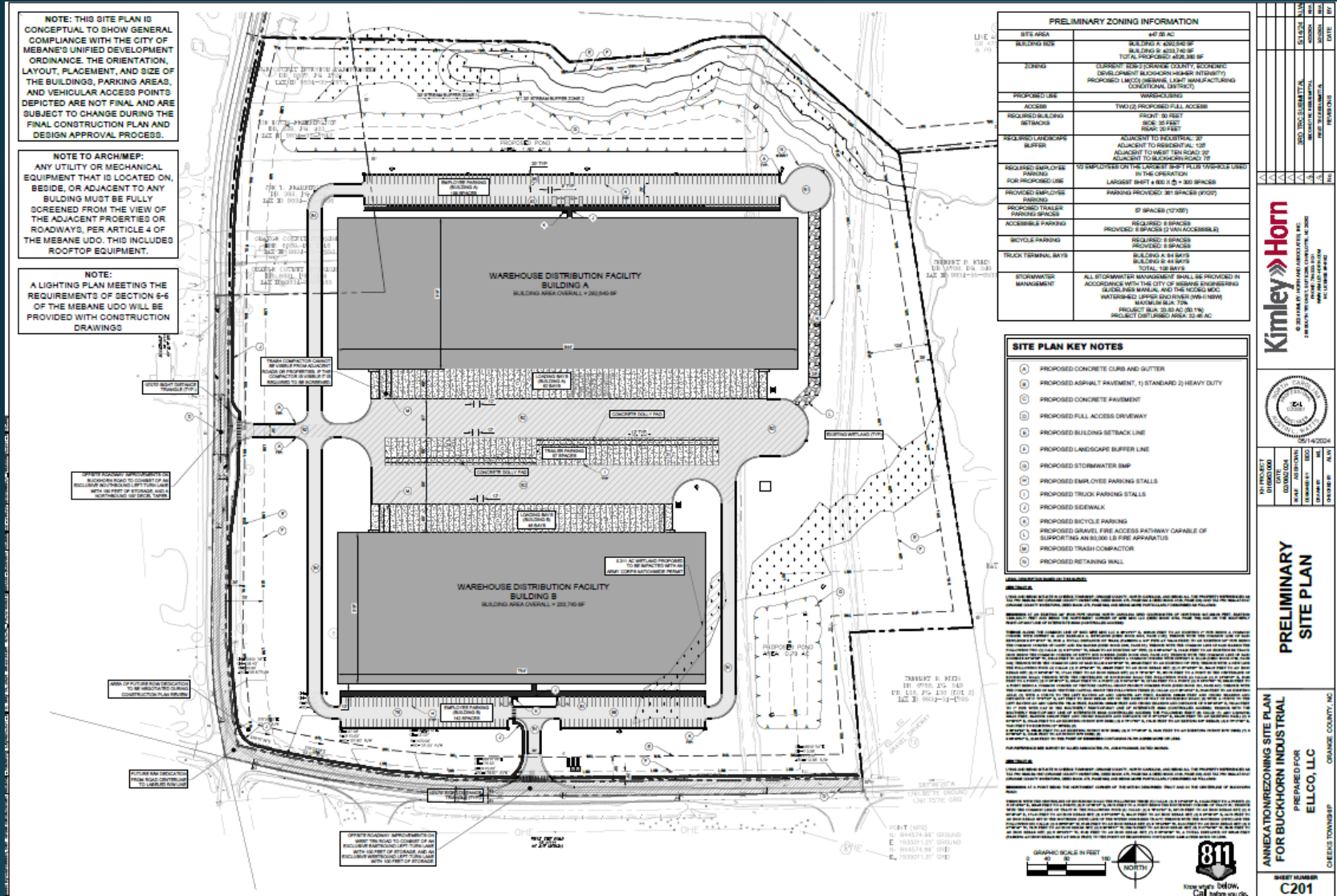
Mebane By Design, G-2 Industrial Growth Area (Part of Buckhorn Economic Development District); Conservation Area





Buckhorn Industrial Conditional Rezoning

- Conceptual site plan showing the maximum intensity
 - +/- 526,380 square feet of light industrial space with parking and stormwater controls
 - Request for flexibility with the orientation, layout placement, and size of the buildings, parking areas, and vehicular access points
- Additional right-of-way dedication at Buckhorn and West Ten to be negotiated during construction review.
- Required 5' sidewalk along Buckhorn Road and West Ten Road



Buckhorn Industrial Conditional Rezoning

- Buckhorn Road Improvements:
 - Exclusive southbound left-turn lane with 150 feet of storage and appropriate transitions
 - Exclusive northbound right-turn lane with 100 feet of storage and appropriate transitions
- West Ten Road Improvements:
 - Exclusive eastbound left-turn lane with 100 feet of storage and appropriate transitions
 - Exclusive westbound left-turn lane with 100 feet of storage and appropriate transitions





Applicant Presentation



Buckhorn Industrial Annexation & Conditional Zoning Request

Mebane Planning Board
June 10, 2024

Michael S. Fox
Tuggle Duggins P.A.

400 Bellemeade Street, Suite 800
Greensboro, NC 27401



Request

Annexation and Conditional Zoning of +/- 47.55 acres at the intersection of Buckhorn Road and West Ten Road.

Current Zoning : Orange County, Economic Development Buckhorn Higher Intensity (EDB-2).

Proposed Zoning: Mebane, Light Manufacturing - Conditional District (LM-CD).

Future Land Use Designation: G-2 Industrial located within the Buckhorn Economic Development District.



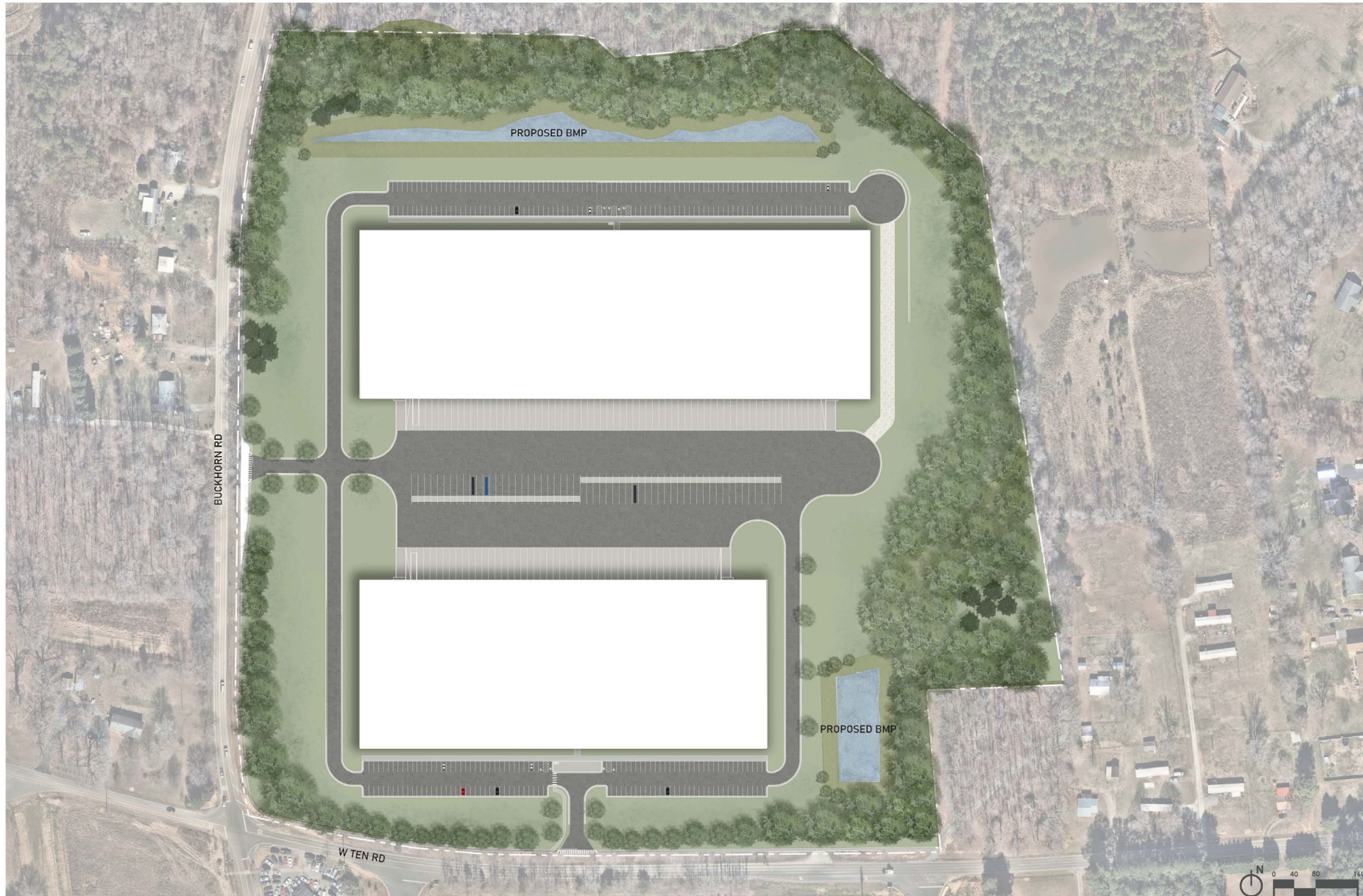
Community Meeting

May 13, 2024 letters were mailed to neighbors in the surrounding area inviting them to a Virtual Community Meeting.

Community Meeting held on May 23, 2024 at 5:30pm via Zoom.

Applicant remains committed to discussing the project with any community members who may have questions regarding the request.

Preliminary Site Plan



THANK YOU
QUESTIONS?



APPLICATION FOR A ZONING AMENDMENT

Application is hereby made for an amendment to the Mebane Zoning Ordinance as follows:

Name of Applicant: Orange County Investors Partnership

Address of Applicant: 120 W Whitner Street, Anderson, SC 29624

Address and brief description of property to be rezoned: 706 Buckhorn Rd (PIN 9834-35-7650),

710 Buckhorn Rd (PIN 9834-35-7585), and the recently combined portions of 510 Buckhorn Rd and 610 Buckhorn Rd (PIN 9834-45-4342)

Applicant's interest in property: (Owned, leased or otherwise) Owned

*Do you have any conflicts of interest with: Elected/Appointed Officials, Staff, etc.?

Yes ___ Explain: _____ No

Type of re-zoning requested: Light Manufacturing - Conditional District (LM(CD))

Sketch attached: Yes No _____

Reason for the requested re-zoning: To allow for the development of uses permitted in the Light Manufacturing zoning district.

Signed: 

OCIP Member - Wally Ellison

Date: 5/22/24

Action by Planning Board: _____

Public Hearing Date: _____ Action: _____

Zoning Map Corrected: _____

The following items should be included with the application for rezoning when it is returned:

1. Tax Map showing the area that is to be considered for rezoning.
2. Names and addresses of all adjoining property owners within a 300' radius (Include those that are across the street).
3. \$300.00 Fee to cover administrative costs.
4. The information is due 15 working days prior to the Planning Board meeting. The Planning Board meets the 2nd Monday of each month at 6:30 p.m. Then the request goes to the City Council for a Public Hearing the following month. The City Council meets the 1st Monday of each month at 6:00 p.m.



APPLICATION FOR A ZONING AMENDMENT

Application is hereby made for an amendment to the Mebane Zoning Ordinance as follows:

Name of Applicant: Orange County Investors Partnership

Address of Applicant: 120 W Whitner Street, Anderson, SC 29624

Address and brief description of property to be rezoned: Buckhorn Rd

(PIN 9834357666 and 9834357842)

Applicant's interest in property: (Owned, leased or otherwise) Under contract to purchase.

*Do you have any conflicts of interest with: Elected/Appointed Officials, Staff, etc.?

Yes ___ Explain: _____ No ✓

Type of re-zoning requested: Light Manufacturing - Conditional District (LM(CD))

Sketch attached: Yes ✓ No _____

Reason for the requested re-zoning: To allow for the development of uses permitted

in the Light Manufacturing zoning district.

Signed: [Signature]

*OCIP Member
J Wesley Ellis*

Date: 5/22/24

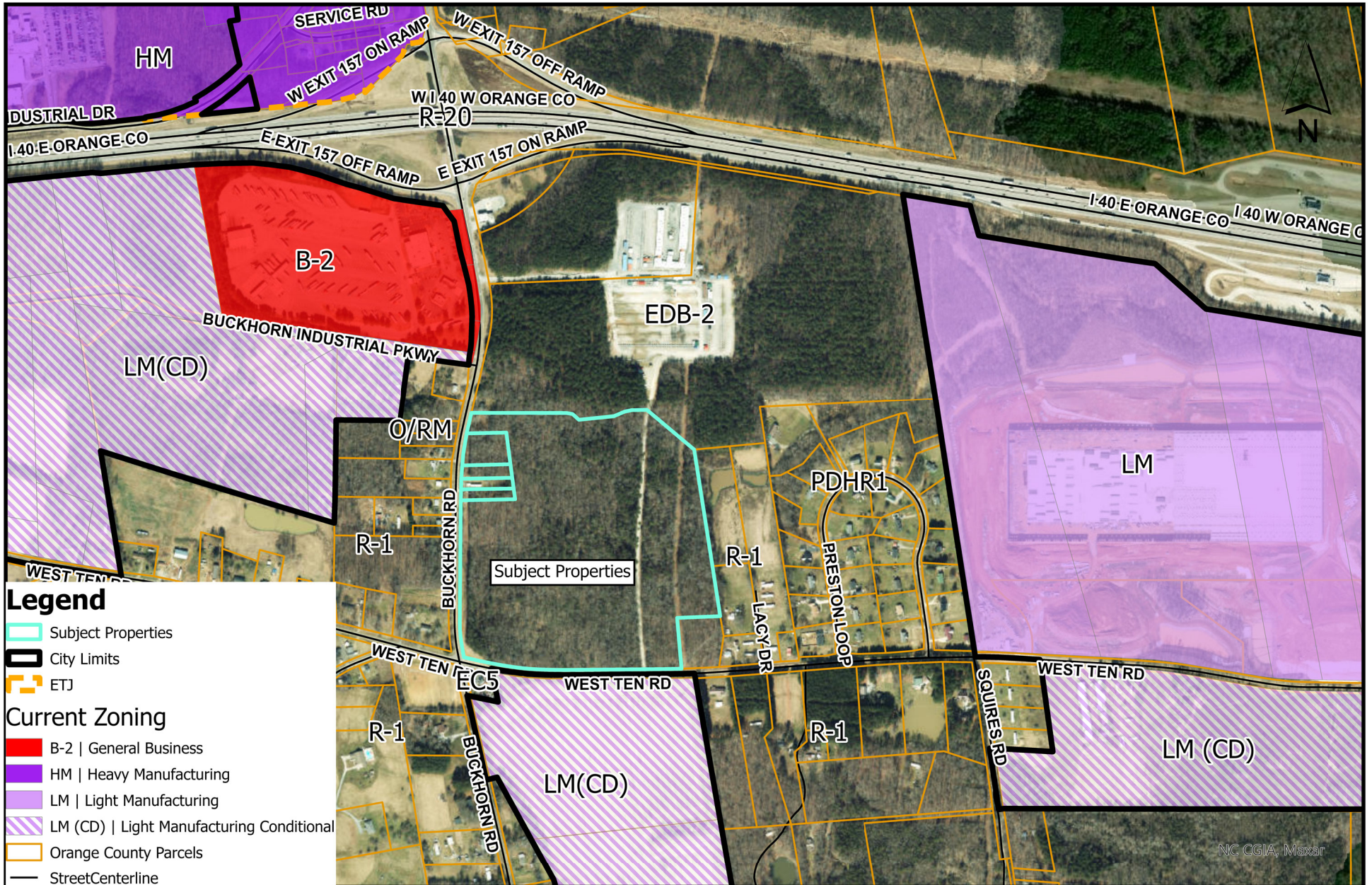
Action by Planning Board: _____

Public Hearing Date: _____ Action: _____

Zoning Map Corrected: _____

The following items should be included with the application for rezoning when it is returned:

1. Tax Map showing the area that is to be considered for rezoning.
2. Names and addresses of all adjoining property owners within a 300' radius (Include those that are across the street).
3. \$300.00 Fee to cover administrative costs.
4. The information is due 15 working days prior to the Planning Board meeting. The Planning Board meets the 2nd Monday of each month at 6:30 p.m. Then the request goes to the City Council for a Public Hearing the following month. The City Council meets the 1st Monday of each month at 6:00 p.m.



Legend

- Subject Properties
- City Limits
- ETJ

Current Zoning

- B-2 | General Business
- HM | Heavy Manufacturing
- LM | Light Manufacturing
- LM (CD) | Light Manufacturing Conditional
- Orange County Parcels
- StreetCenterline



CITY OF MEBANE ZONING MAP

CONDITIONAL REZONING BUCKHORN INDUSTRIAL

DATE: 5/21/24

DRAWN BY: BP

1 inch = 800 feet

**To access the site
plan, [click here.](#)**

PLANNING PROJECT REPORT

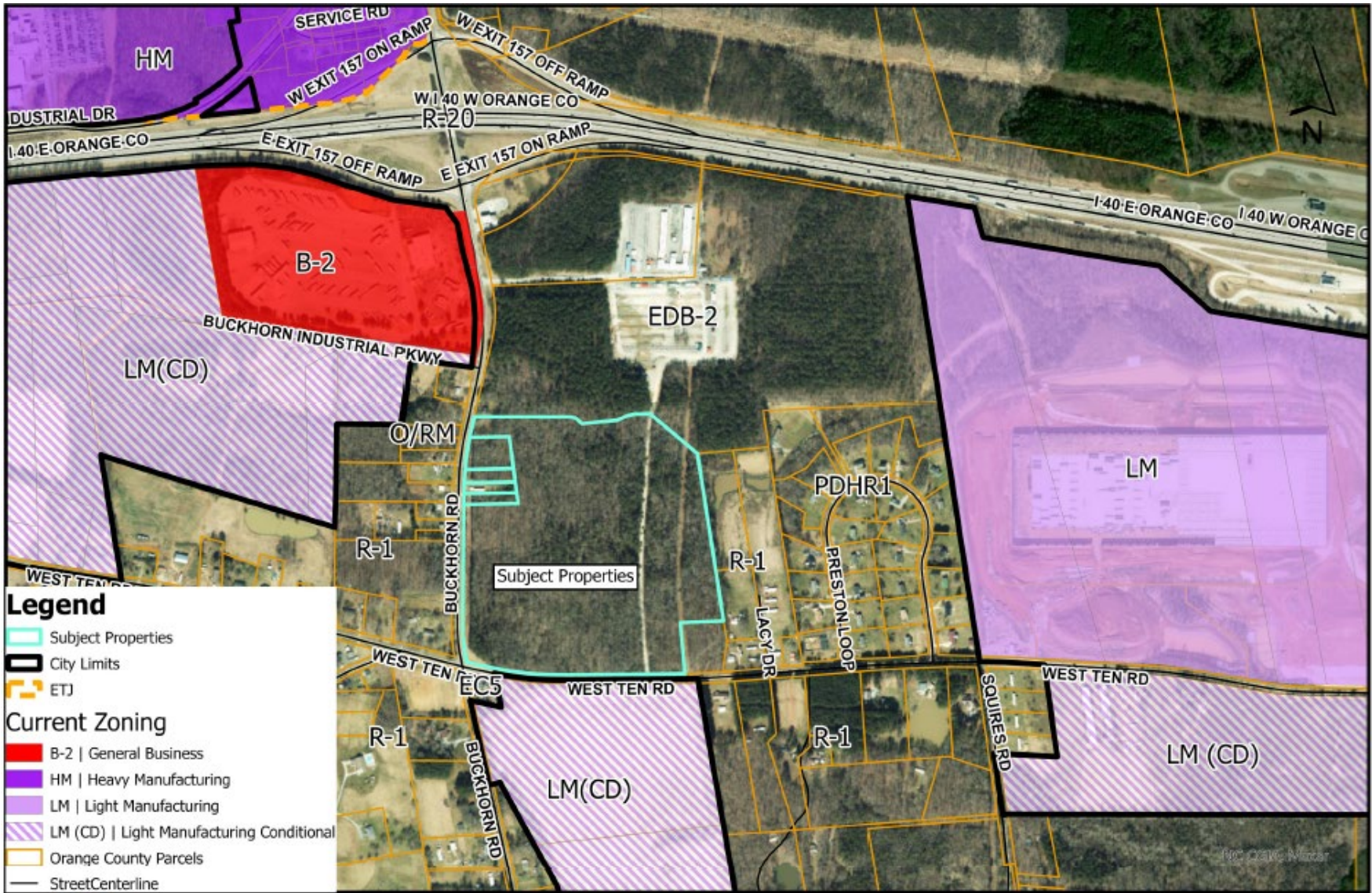
DATE	06/04/2024
PROJECT NUMBER	RZ 24-05
PROJECT NAME	Buckhorn Industrial
APPLICANT	Orange County Investors Partnership 120 W. Whitner Street Anderson, SC 29624

CONTENTS

PROJECT NAME & APPLICANT	PAGE 1
ZONING REPORT	PAGE 2
LAND USE REPORT	PAGE 4
UTILITIES REPORT	PAGE 6
STAFF RECOMMENDATION	PAGE 7

ZONING REPORT

EXISTING ZONE	EDB-2 (Orange County, Economic Development Buckhorn Higher Intensity)	
REQUESTED ACTION	LM(CD) (Light Manufacturing Conditional District)	
CONDITIONAL ZONE?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
CURRENT LAND USE	Vacant and wooded	
PARCEL SIZE	+/- 49.25 acres	
PROPERTY OWNERS	Orange County Investor Partnership 120 W. Whitner St. Anderson, SC 29621	Joe L Fearrington 1021 3 rd Street Ext Mebane, NC 27302
LEGAL DESCRIPTION	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.	
AREA ZONING & DISTRICTS	The parcels to the immediate west and east of the subject property are zoned R-1, Rural Residential, by Orange County. The parcel to the immediate south is zoned LM (CD), Light Manufacturing Conditional District, by the City of Mebane. South of the site, there is also a smaller parcel zoned EC-5, Existing Commercial, by Orange County. The parcels to the immediate north are currently zoned EDB-2 by Orange County and is subject to a rezoning request to develop a trucking and freight terminal.	
SITE HISTORY	The main property has been wooded and vacant since at least 2010. Single-family homes are located at 706 Buckhorn Road and 710 Buckhorn Road.	
STAFF ANALYSIS		
CITY LIMITS?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
PROPOSED USE BY-RIGHT?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
SPECIAL USE?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
EXISTING UTILITIES?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
POTENTIAL IMPACT OF PROPOSED ZONE	The current zoning of the properties supports development of manufacturing, assembly, processing, and distribution uses.	



**CITY OF MEBANE
ZONING MAP**

**CONDITIONAL REZONING
BUCKHORN INDUSTRIAL**

1 inch = 800 feet

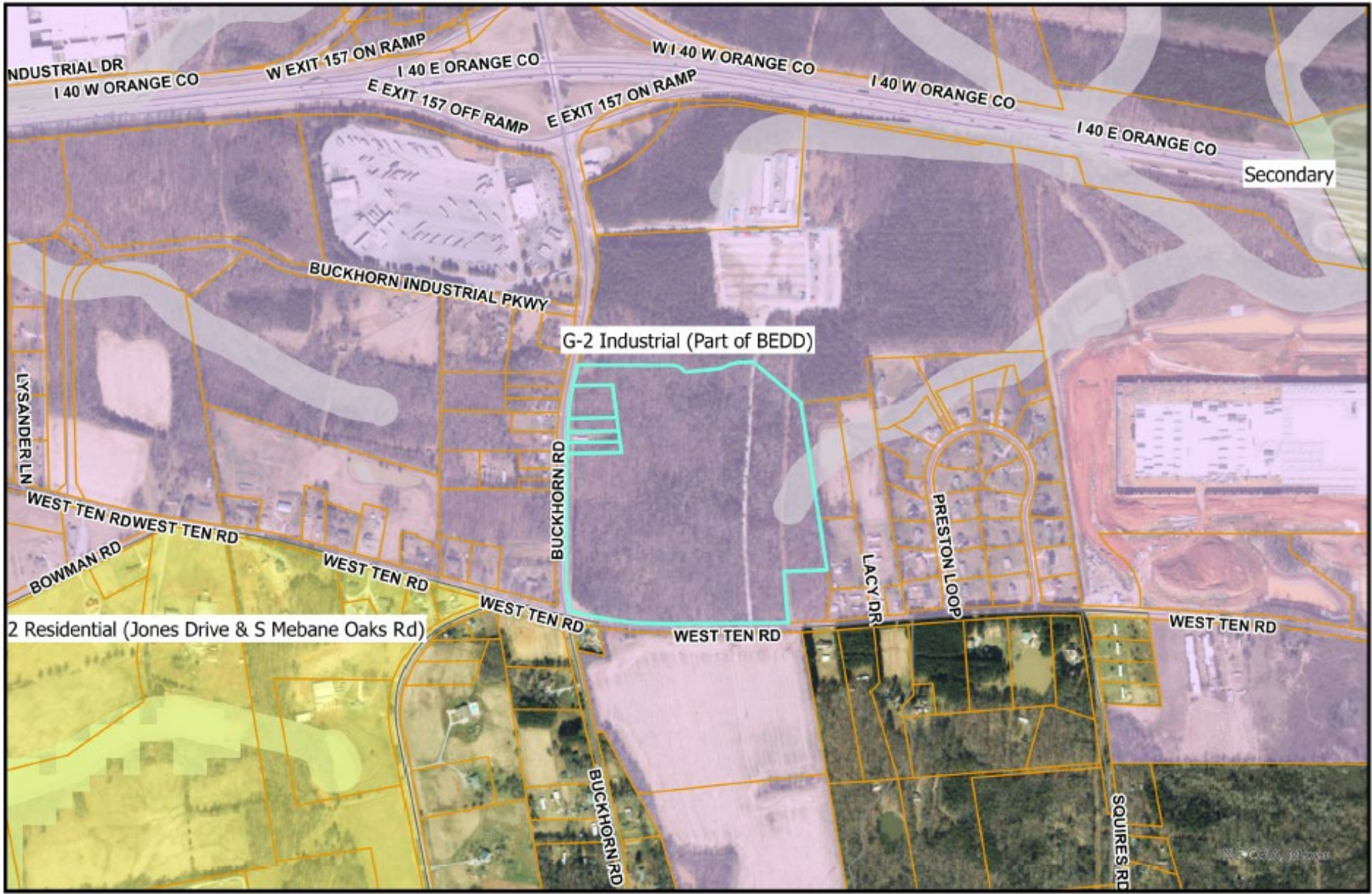
DATE: 5/21/24

DRAWN BY: BP

LAND USE REPORT

EXISTING LAND USE	Vacant; Single-Family Residential
PROPOSED LAND USE & REQUESTED ACTION	The applicant is petitioning the City of Mebane for annexation and rezoning of five properties totaling +/- 49.25 acres from Orange County's EDB-2 (Economic Development Buckhorn Higher Intensity) zoning to Light Manufacturing, Conditional District.
PROPOSED ZONING	LM(CD) (Light Manufacturing Conditional District)
PARCEL SIZE	+/- 49.25 acres
AREA LAND USE	The parcels to the immediate west and east of the subject property contain scattered residential home development. Parcels to the south include a small car dealership and two warehouses, with one occupied by Thermo Fisher Scientific. Medline and Buckhorn Business Centre are additional industrial developments in the immediate area.
ONSITE AMENITIES & DEDICATIONS	The developer is responsible for installing 5' public sidewalks along Buckhorn Road and West Ten Road. Public right-of-way dedication is likely required with roadway improvements. Additionally, the applicant has committed to review right-of-way dedication at the intersection of Buckhorn Road and West Ten Road with construction plan review.
CONDITIONAL ZONE?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
DESCRIPTION OF PROPOSED CONDITIONS	The provided site plan is considered conceptual to show the maximum intensity. The site plan shows a total of +/- 526,380 square feet of light industrial space along with parking and stormwater controls to support this footprint. As noted on the site plan, the concept is to show general compliance with the Mebane Unified Development Ordinance (UDO). The applicant is requesting flexibility with the orientation, layout placement, and size of the buildings, parking areas, and vehicular access points.

CONSISTENCY WITH <i>MEBANE BY DESIGN</i> STRATEGY	
LAND USE GROWTH STRATEGY DESIGNATION(S)	G-2 Industrial (BEDD and North of I-40/85) Conservation Area
OTHER LAND USE CONSIDERATIONS	Upper Eno River Protected Watershed II – Applicant requesting application of 10/70 Built Upon Area allowance.
<i>MEBANE BY DESIGN</i> GOALS & OBJECTIVES SUPPORTED	<u>Growth Management Goal 1.7</u> Continue to support industrial development of existing industrial parks near I-40/85.
<i>MEBANE BY DESIGN</i> GOALS & OBJECTIVES <u>NOT</u> SUPPORTED	



UTILITIES REPORT

AVAILABLE UTILITIES	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
PROPOSED UTILITY NEEDS	Per the memorandum from Franz Holt of AWCK, an on-site fire pump and ground storage tank may be required. These items will be finalized with construction drawing preparation. The city can meet the proposed domestic water of approximately 10,800 gallons per day (gpd) and fire flow needs with finalized on site improvements. Additionally, the site plans call for lateral service lines directed to a private sewer lift station pumping to an existing Mebane 8-inch public gravity sewer main in Buckhorn Road. The city can meet the proposed sewer needs of approximately 10,800 gpd (per 2t rules) at its downstream facilities.
UTILITIES PROVIDED BY APPLICANT	The applicant has pledged to provide all on-site utilities, as described in AWCK's Technical Memo.
MUNICIPAL CAPACITY TO ABSORB PROJECT	The City has adequate water & sewer supply to meet the domestic and fire flow demands of the project.
CONSISTENCY WITH MEBANE LONG RANGE UTILITY PLAN?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
ADEQUATE STORMWATER CONTROL?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
INNOVATIVE STORMWATER MANAGEMENT?	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A

TRANSPORTATION NETWORK STATUS

CURRENT CONDITIONS	<p>The site shows one driveway connection on Buckhorn Road and one on West Ten Road. Both Buckhorn and West Ten Road are NCDOT-maintained, undivided two-lane roads. Buckhorn Road had an average daily traffic volume of 2,100 in 2023. The average daily traffic volume on West Ten Road was 3,000 in 2021.</p> <p>Buckhorn Road received a low Section Safety Score of 78 between 2018-2022 with 17 total crashes reported during that time frame. Fourteen crashes resulted in property damage only and three resulted in minor or moderate injuries.</p> <p>West Ten Road received a low Section Safety Score of 78 between 2018-2022 with 4 total crashes reported during that time. Three crashes resulted in property damage only and one resulted in minor or moderate injuries.</p>
TRAFFIC IMPACT ANALYSIS REQUIRED?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO

DESCRIPTION OF RECOMMENDED IMPROVEMENTS	<p>Roadway improvements required on Buckhorn Road include:</p> <ul style="list-style-type: none"> • Construct an exclusive southbound left-turn lane with 150 feet of storage and appropriate transitions per NCDOT requirements. • Construct an exclusive northbound right-turn lane with 100 feet of storage and appropriate transitions per NCDOT requirements. <p>Roadway improvements required on West Ten Road include:</p> <ul style="list-style-type: none"> • Construct an exclusive eastbound left-turn lane with 100 feet of storage and appropriate transitions per NCDOT requirements. • Construct an exclusive westbound left-turn lane with 100 feet of storage and appropriate transitions per NCDOT requirements to provide appropriate intersection geometry.
CONSISTENCY WITH THE MEBANE BICYCLE AND PEDESTRIAN TRANSPORTATION PLAN?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
MULTIMODAL IMPROVEMENTS PROVIDED BY APPLICANT?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
DESCRIPTION OF MULTIMODAL IMPROVEMENTS	The applicant is required to construct a 5' sidewalk for the length of the property on Buckhorn Road and West Ten Road, as shown on the site plan.

STAFF RECOMMENDATION

STAFF RECOMMENDATION	<input checked="" type="checkbox"/> APPROVE <input type="checkbox"/> DISAPPROVE
STAFF SPECIAL USE FINDING	<input type="checkbox"/> CONSISTENT <input type="checkbox"/> NOT CONSISTENT.....WITH <i>MEBANE BY DESIGN</i>
RATIONALE	The proposed development “Buckhorn Industrial” is consistent with the guidance provided by Mebane By Design, the Mebane Comprehensive Land Development Plan. Specifically, it will support industrial development recommended for the G-2, Industrial (BEDD and North of I-40/85) Growth Area.



Technical Memo

Date: 6-4-24

From: Franz Holt, City Engineer

To: Ashley Ownbey, Development Director

CC: Austin Watts, PE with Kimley-Horn and Associates, Inc.

Subject: Buckhorn Industrial at Buckhorn Road and West Ten Road

The Engineering Department has completed its review of preliminary site plans by Kimley-Horn and Associates, Inc. located in Charlotte NC for a proposed rezoning of property for the proposed specific use of warehouse distribution. ELLCO, LLC intends to construct a 292,640 SF warehouse distribution facility and a 233,740 SF warehouse distribution facility on a 47.55-acre site. Our technical review comments are as follows:

- A. Preliminary Water System Layout– The site plans call for tapping Mebane’s 12-inch public water main on West Ten Road. The tap will serve an 8-inch fire supply line and a header pipe with two 2-inch domestic taps all with required backflow prevention. A preliminary 8-inch fire line is shown with fire hydrants. An on-site fire pump and ground storage tank may be required. These items will be finalized with construction drawing preparation. The city can meet the proposed domestic water of approximately 10,800 gallons per day (gpd) and fire flow needs with finalized on site improvements. I have reviewed the preliminary water system layout, finding it acceptable.
- B. Preliminary Sanitary Sewer System Layout – The site plans call for lateral service lines directed to a private sewer lift station pumping to an existing Mebane 8-inch public gravity sewer main in Buckhorn Road. The city can meet the proposed sewer needs of approximately 10,800 gpd (per 2t rules) at its downstream facilities. I have reviewed the preliminary sewer system layout, finding it acceptable.
- C. Preliminary Storm Sewer Layout – The storm sewer layout shows drainage structures and piping capturing all built upon area and discharging to storm water control measures (fenced wet ponds). I have reviewed the preliminary storm sewer system layout, finding it acceptable.
- D. The developer is providing sidewalks along the Buckhorn Road property frontage and West Ten Road property frontage.
- E. Preliminary Stormwater Management Plan– The site is within the Falls Lake and the Upper Eno River (WS-II NSW) non-critical water supply watershed with a maximum built upon area (BUA)

of 70% allowed, 50.1% BUA shown. There are nitrogen and phosphorus treatment requirements per NCDEQ. Stormwater treatment shall also follow City of Mebane requirements for water quality (runoff from 1-inch rain and quantity (10-year design storm post peak runoff development vs. pre-development). Two separate storm water control measures are shown (fenced wet ponds). Engineering has reviewed the preliminary stormwater management plan, finding it acceptable.

- F. TIA Analysis and Roadway Connections– One roadway connection is proposed to Buckhorn Road (SR 1114) and one roadway connection to West Ten Road (SR 1146) with one site ingress lane and one site egress lane. In addition, Kimley-Horn Associates, Inc. has completed a TIA which has been reviewed by Mebane’s consultant VHB and NCDOT. Improvements to Buckhorn Road include an exclusive southbound left-turn lane with 150 feet of storage, and exclusive northbound right-turn lane with 100 feet of storage all with appropriate transitions. Improvements to West Ten Road include an exclusive eastbound left-turn lane with 100 feet of storage and an exclusive westbound left turn lane with 100 feet of storage all with appropriate transitions.
- G. Site Construction Drawings – Site construction drawings are required for TRC review and approval along with a flood study.
- H. Annexation and road right-of-way dedication is required with the development.

To access the TIA,
[click here.](#)



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

November 13, 2023

ORANGE COUNTY

Earl R. Lewellyn, PE
Kimley-Horn and Associates, Inc.
300 Morris Street, Suite 200
Durham, NC 27701

Subject: Proposed Ellison Property Located on SR 1146 (West Ten Road) and SR 1114
(Buckhorn Road)
Review of Traffic Impact Analysis (TIA)

Dear Mr. Lewellyn,

NCDOT staff has completed a collaborative review with the City of Mebane of the above subject. Based on the information provided we offer the following comments with regard to the state road network.

General:

The proposed site is located generally east of Buckhorn Road between I-40 and West Ten Road in Orange County, North Carolina. The proposed site consists of approximately 605,000 square-feet (SF) of warehousing space and is expected to generate approximately 994 new daily trips upon full build out in 2026. Site access is proposed via one full-movement driveway along Buckhorn Road and one full-movement driveway along West Ten Road aligned with the existing industrial access.

Findings and Requirements:

Based on the information provided and as a condition of the pending driveway permit, the developer will be required to construct the following road improvements to mitigate the anticipated impacts of site traffic.

Buckhorn Road Site Driveway:

- Construct a full movement driveway with one ingress lane and one egress lane under stop-control.
- Provide a minimum of 100 feet of internal protection stem (IPS) length.

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
DIVISION 7, DISTRICT 1
PO BOX 766
GRAHAM, NC 27253-0766

Telephone: (336) 570-6833
Fax: (336) 570-6873
Customer Service: 1-877-368-4968

Location:
115 EAST CRESCENT SQUARE DRIVE
GRAHAM, NC 27253

Website: www.ncdot.gov

- Construct an exclusive southbound left-turn lane with 150 feet of storage and appropriate transitions per NCDOT requirements.
- Construct an exclusive northbound right-turn lane with 100 feet of storage and appropriate transitions per NCDOT requirements.

West Ten Road Site Driveway:

- Construct a full movement driveway with one ingress lane and one egress lane under stop-control.
- Provide a minimum of 100 feet of internal protection stem (IPS) length.
- Construct an exclusive eastbound left-turn lane with 100 feet of storage and appropriate transitions per NCDOT requirements.
- Construct an exclusive westbound left-turn lane with 100 feet of storage and appropriate transitions per NCDOT requirements to provide appropriate intersection geometry.

Multi-modal and Streetscape Enhancements:

Any locally stipulated multi-modal enhancements including but not limited to sidewalk, bike lanes, bus pull offs, lighting, landscaping etc. on State maintained routes are subject to NCDOT requirements and approval through the encroachment process.

General Requirements:

It is necessary to obtain an approved driveway permit and/or encroachment agreement(s) prior to performing work on the NCDOT right of way. As a condition of the permit, the permittee shall be responsible for design and construction of the above stipulated improvements in accordance with NCDOT requirements. An approved permit will be issued upon receipt of approved site plan, roadway and signal construction plans as needed, inspection fee, and any necessary performance and indemnity bonds.

The applicant shall dedicate any additional right of way necessary to accommodate the required road improvements or future improvements as stipulated.

The applicant shall verify that the proposed street and driveway connections provide for adequate vertical and horizontal sight distances in accordance with NCDOT requirements.

Intersection radii and geometry shall be designed to accommodate turning movements of the largest anticipated vehicle.

All pavement markings shall be long life thermoplastic. Pavement markers shall be installed if they previously existed on the roadway.

The permittee shall be responsible for the installation and relocation of any additional highway signs that may be necessary due to these improvements and shall comply with the requirements of the MUTCD.

Feel free to contact me if you have any questions.

Sincerely,



C. N. Edwards Jr., PE
District Engineer

Cc: W.R. Archer, III, PE, Division Engineer
D.M. McPherson, Division Traffic Engineer
Nicholas C. Lineberger, PE, Regional Engineer
City of Mebane



Memorandum

To: Ashley Ownbey
Development Director
City of Mebane

Date: November 17, 2023

C. N. Edwards Jr., PE
District Engineer
NCDOT Highway Division 7 District 1

Project #: 39160.00, Task 21

From: Baohong Wan, PhD, PE

Re: Ellison Property Traffic Impact Analysis Technical
Review
Mebane, NC

A Traffic Impact Analysis (TIA) was prepared by Kimley-Horn and Associates for the proposed Ellison Property development located on the east side of Buckhorn between I-40/ I-85 and West Ten Road in Mebane, North Carolina. Per request by the City of Mebane, VHB conducted an independent review of the Ellison Property TIA. This memo provides a list of critical findings, followed by an in-depth summary of study process and analysis results of the TIA.

List of Mitigation Recommendations

The following items in **red** should be considered in addition to mitigation measures that have been identified within the Ellison Property TIA:

- › **Buckhorn Road and West Ten Road**
 - **Preserve right-of-way (ROW) within the vicinity of the intersection for future widening, turn lane and signalization improvements.**
 - **Monitor for signalization.**
- › **Buckhorn Road and Site Access**
 - Construct a full movement driveway with one ingress lane and one egress lane **under stop-control.**
 - **Provide a minimum of 100 feet of internal protection stem (IPS) length.**
 - Construct an exclusive southbound left-turn lane with 150 feet of storage and appropriate taper.
 - **Construct an exclusive northbound right-turn lane with 100 feet of storage and appropriate taper.**
- › **West Ten Road and Site Access**
 - Construct a full movement driveway with one ingress lane and one egress lane **under stop-control.**
 - **Provide a minimum of 100 feet of internal protection stem (IPS) length.**
 - **Construct an exclusive eastbound left-turn lane with 100 feet of storage and appropriate taper.**
 - **Construct an exclusive westbound left-turn lane with 100 feet of storage and appropriate taper.**
- › **Project Coordination**
 - **Coordinate with R+L Carriers - Mebane to maintain lane continuity and design consistency along Buckhorn Road.**
- › **Multimodal Considerations: Compliance of multimodal transportation requirements should be examined to ensure adequacy of pedestrian, bike, and transit facilities on Buckhorn Road and West Ten Road along the property frontage.**

VHB Engineering NC, P.C. (C-3075)

Engineers | Scientists | Planners | Designers

Venture I, 940 Main Campus Drive, Suite 500, Raleigh, North Carolina 27606

P 919.829.0328 F 919.833.0034 www.vhb.com

Summary of TIA Assumptions and Results

Development Plan

The proposed Ellison Property development will consist of 605,000 square feet (sf) of warehousing. ITE Land Use Code (LUC) 150 (Warehousing) was utilized within the ITE Trip Generation Manual to generate site traffic for the proposed development. According to the TIA, the proposed development is expected to generate 994 daily trips with 96 trips (74 entering, 22 exiting) occurring in the AM peak hour and 99 trips (28 entering, 71 exiting) occurring in the PM peak hour.

Site access will be provided via one full movement access along Buckhorn Road and one full movement access along West Ten Road.

Study Area and Analysis Scenarios

The TIA included capacity analyses during the weekday AM and PM peak hours under the following scenarios:

- › Existing (2023) Conditions
- › Background (2026) Conditions
- › Build-out (2026) Conditions

Through coordination with NCDOT and the City of Mebane, the following intersections were analyzed in the TIA:

- › Buckhorn Road at I-40 WB/ I-85 SB Ramps (unsignalized)
- › Buckhorn Road at I-40 EB/ I-85 NB Ramps (unsignalized)
- › Buckhorn Road at West Ten Road (unsignalized)
- › Buckhorn Road at Site Driveway (future unsignalized)
- › West Ten Road at Site Driveway (future unsignalized)

Existing and No-Build Analysis Assumptions

Existing (2023) analysis was conducted based on traffic counts collected in December 2022 and May 2023 during weekday AM (7 to 9 AM) and PM (4 to 6 PM) peak hours while area schools were in session.

The No-Build scenario included an annual growth rate of one-half percent (0.5%) between the existing year (2023) and the future analysis year (2026). In addition, site trips due to the following adjacent development were identified and included in the future year analyses:

- › Buckhorn Business Centre
- › Exeter South Outparcels
- › Medline North Outparcel
- › Project Skywalker
- › West Ten Industrial
- › R+L Carriers – Mebane (currently under review)

The NCDOT is committed to installing traffic signals at both ramp intersections at the I-40/ I-85 and Buckhorn Road interchange before the build-out of the development takes place. The traffic signals were analyzed under No-Build (2026) and Build-out (2026) conditions.

Trip Generation & Distribution

Trip generation potential for the site was calculated based on methodology presented within the *ITE Trip Generation Manual, 11th Edition*. ITE LUC 150 (Warehousing) was used based on NCDOT guidance. According to the TIA, the proposed development is expected to generate 994 daily trips with 96 trips (74 entering, 22 exiting) occurring in the AM peak hour and 99 trips (28 entering, 71 exiting) occurring in the PM peak hour.

Traffic assignment for the development was based on the following trip distribution assumptions:

- › 40% to/from the west via I-40/ I-85
- › 35% to/from the east via I-40/ I-85
- › 10% to/from the east via West Ten Road
- › 5% to/from the west via West Ten Road
- › 5% to/from the north via Buckhorn Road
- › 5% to/from the south via Buckhorn Road

Capacity Analysis Results

Capacity analyses in the TIA were conducted following the NCDOT Congestion Management Capacity Analysis Guidelines. The analysis results and mitigation determinations are summarized below for each individual intersection, while LOS and delay are reported and summarized for stop-controlled approaches at unsignalized intersections.

Buckhorn Road at I-40 WB/ I-85 SB Ramps (future signalized)

ID	Intersection and Approach	Existing (2023)		Background (2026)		Build-out (2026)	
		AM	PM	AM	PM	AM	PM
1	Buckhorn Road at I-40 WB/ I-85 SB Ramps	N/A	N/A	B (19.7)	B (13.7)	C (21.8)	B (13.9)
	Westbound	B-14.9	C-23.0	C-33.6	B-20.0	D-37.0	C-20.2
	Northbound	---	---	B-10.8	A-6.0	B-12.1	A-5.9
	Southbound	---	---	B-17.5	B-12.9	B-19.1	B-13.9

The TIA indicated that the future signalized intersection is expected to operate at LOS C during the AM peak hour and LOS B during the PM peak hour under the Build-out conditions. Since the intersection is expected to operate acceptably with the development in place, no improvements were recommended in the TIA.

Buckhorn Road at I-40 EB/ I-85 NB Ramps (future signalized)

ID	Intersection and Approach	Existing (2023)		Background (2026)		Build-out (2026)	
		AM	PM	AM	PM	AM	PM
2	Buckhorn Road at I-40 EB/ I-85 NB Ramps	N/A	N/A	B (10.2)	B (12.1)	B (10.1)	B (12.1)
	Eastbound	F-76.4	D-32.8	B-19.7	C-28.9	B-19.3	C-28.6
	Northbound	---	---	B-14.5	A-8.7	B-13.4	A-8.9
	Southbound	---	---	A-3.6	A-5.8	A-4.0	A-6.1

The TIA indicated that the future signalized intersection is expected to operate at LOS B during both peak hours under Build-out conditions. Since the intersection is expected to operate acceptably with the development in place, no improvements were recommended in the TIA.

Buckhorn Road at West Ten Road (unsignalized)

ID	Intersection and Approach	Existing (2023)		Background (2026)		Build-out (2026)	
		AM	PM	AM	PM	AM	PM
3	Buckhorn Road at West Ten Road	B (12.6)	A (8.8)	E (44.3)	B (11.4)	E (45.9)	B (11.6)
	Eastbound	B-11.9	A-8.8	C-24.0	B-10.4	C-24.8	B-10.5
	Westbound	A-9.7	A-8.7	C-15.3	B-12.0	C-15.5	B-12.2
	Northbound	A-9.7	A-8.6	B-13.1	A-10.0	B-13.3	B-10.1
	Southbound	B-14.7	A-9.1	F-74.8	B-11.8	F-78.0	B-12.0

The TIA indicated that the all-way stop-control intersection is expected to decline to operate at LOS E during the AM peak under the Background and Build-out conditions. The development is anticipated to contribute a minimal amount of traffic to this intersection with poor operations being attributed to background development and nearby Gravelly Middle School. Therefore, no improvements were recommended in the TIA for this intersection.

While the development is not expected to significantly impact the intersection, the site may control property along multiple legs of the intersection that will be needed to provide future improvements. The development should reserve necessary ROW to assist with constructing future turn lane and/or signalization improvements. With multiple developments planned underway along Buckhorn Road and West Ten Road, this intersection should be monitored for signalization under the future year conditions.

Buckhorn Road at Site Access (unsignalized)

ID	Intersection and Approach	Existing (2023)		Background (2026)		Build-out (2026)	
		AM	PM	AM	PM	AM	PM
4	Buckhorn Road at Site Access	N/A	N/A	N/A	N/A	N/A	N/A
	Westbound	---	---	---	---	B-12.5	B-11.4

The TIA indicated that the proposed Site Access driveway is projected to operate at LOS B during both peak hours under the Build-out conditions. The following improvements were recommended in the TIA for the Site Access connection.

- › Construct a full movement driveway with one ingress lane and one egress lane.
- › Construct an exclusive southbound left-turn lane with 150 feet of storage and appropriate taper.

Although the TIA indicated that traffic volumes would not meet warrants for installing an exclusive right-turn lane along northbound Buckhorn Road, a right-turn lane should be provided due to planning considerations and to provide adequate safety and capacity to accommodate truck traffic.

West Ten Road at Site Access (unsignalized)

ID	Intersection and Approach	Existing (2023)		Background (2026)		Build-out (2026)	
		AM	PM	AM	PM	AM	PM
5	West Ten Road at Site Access	N/A	N/A	N/A	N/A	N/A	N/A
	Southbound	---	---	---	---	B-13.5	B-11.7

The TIA indicated that the proposed Site Access driveway is projected to operate at LOS B during both peak hours under the Build-out conditions. The following improvements were recommended in the TIA for the Site Access connection.

- › Construct a full movement driveway with one ingress lane and one egress lane.

Although the TIA indicated that traffic volumes would not meet warrants for installing an exclusive left-turn lane along eastbound West Ten Road, this intersection would function with a fourth leg and more conflicting movements than currently shown in the TIA. As a result, an exclusive left-turn lane along eastbound West Ten Road should be provided due to planning considerations and to provide a consistent lane alignment along West Ten Road. In addition, a dedicated westbound left-turn lane should be provided for safety and design considerations.