



Planning Board
Regular Meeting Agenda
November 18, 2024, 6:30 p.m.

1. Call to Order
2. Approval of September 16, 2024, Meeting Minutes
3. City Council Actions Update
4. Request to rezone nineteen properties totaling +/- 82.92 acres located along Trollingwood Hawfields Road, Rowland Lane, and S. Third Street Extension (GPINs: 9804649659, 9804740981, 9804751126, 9804751472, 9804752606, 9804751879, 9804758112, 9804768330, 9804769157, 9804743671, 9804754067, 9804858358, 9804845824, 9804858565, 9804859748, 9804852932, 9804766069, 9804963052, 9804860293), from R-20, LM, and HM to R-6 (CD) for a Planned Unit Development of 38 townhome and 645 apartment units and B-2 (CD) for a shopping center with outparcels. by Koury Corporation.
5. Proposed amendment to the Flood Hazard Overlay District (FHO) in accordance with the Federal Emergency Management Agency Letter of Map Revision (LOMR) Case Number 24-04-2801P that revises the extent of the floodplain along an unnamed tributary to East Back Creek (FIRM #3710, Panel #9804, Suffix #K), effective February 28, 2025.
6. 2025 Planning Board Meeting Calendar
7. Announcements
8. 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=VEJggJCrvtk>.

Members Present:

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

Members Absent:

Susan Semonite

City Staff Present:

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

1. Call to Order

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

2. Approval of August 12, 2024, Meeting Minutes

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

3. City Council Actions Update

Ashley Ownbey informed the Board that the City Council approved all three proposed rezonings unanimously. She said the City Council approved the rezoning for the NACC subdivision with additional conditions related to the phasing of amenities.

4. Request to amend a Special Use Permit for a +/- 1.46-acre property addressed 5004 Mrs. White Lane (GPIN: 9826180241) to allow for an increase in clients at an existing childcare center by Donna Hester.

Donna Hester is requesting approval of a Special Use Permit to increase the number of clients served by her childcare center, Brighter Beginnings Childcare, at 5004 Mrs. White Lane. The current center was approved by a Special Use Permit in 2018 for no more than 12 children. The new request is for the childcare center to serve no more than 30 children, with weekday operation between 7:00 a.m. and 5:30 p.m. The property is located on +/-1.46 acres in the Mebane Extraterritorial Jurisdiction and zoned R-20, Residential District.



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

Isabelle Christiansen provided a more detailed overview and PowerPoint presentation of the request.

Colin Cannell asked about the gradations of special use permits for daycares in the Unified Development Ordinance (UDO). Ashley Ownbey replied reviewed the three designations of childcare centers identified in the Table of Permitted Uses.

Colin Cannell asked if there was anything different or any additional requirements that had to be met for the special use permit as far as the City was concerned. Ashley Ownbey replied no, it was just an increase of children at the site.

Donna Hester, applicant and owner of Brighter Beginnings Childcare, presented the four findings of the special use permit:

1. Expanding the facility would not materially endanger the public health or safety.
 - The applicant has provided information about the septic tank approval, North Carolina State Licensing Certificate, and a site plan with pick-up & drop-off procedures.
2. Expanding the facility would not substantially injure the value of adjoining or abutting properties.
 - A report from Patterson Appraisal Co, LLC stated that the expansion of the children at the current site would not negatively affect the property values of adjoining properties or properties within the neighborhood.
3. Expanding the facility would be in harmony with the area in which it is located.
 - Brighter Beginnings Childcare is an existing childcare facility that has been in operation since 2019. The pick-up and drop-off process aligns with the provided site plan.
4. Expanding the facility would be in general conformity with the land use plan or other plans and policies officially adopted by the City Council.
 - The Planning staff has found that the use is consistent with Mebane's long-range plans.

Donna Hester then went through the reports that were provided with the application. She showed an approval permit issued by the Alamance County Health Department for a septic system to serve a larger daycare facility that is valid through March 2028. She showed the site plan with the pick-up and drop-off circulation through the site and the appraisal report completed by Patterson Appraisal Co., LLC. She presented that the daycare features an outdoor learning environment (OLE) which was constructed after completing a required course at NC State University. She also stated that they had received a grant on June 29, 2023, that provided funds for a mud kitchen, outdoor chalk board, and



plant beds. Donna Hester provided that there was a minimum 1,200 square foot play area surrounded by a minimum 4-foot fence that meets State requirements.

Tom Boney Jr., Alamance News, asked if the childcare had received their State license for the expansion. Donna Hester replied that they had to go through the local special use process first before they could get a State license for the expansion.

William Hester, 4962 Mrs. White Lane, lives adjacent to the property and had no complaints about the expansion since the current site was well taken care of.

Kurt Pearson asked if the appraisal report was from Glen Patterson. Donna Hester replied that yes.

Gale Pettiford made a motion to approve the request as follows:

*Motion to approve 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:*

- a. Will not materially endanger the public health or safety;*
- b. Will not substantially injure the value of adjoining or abutting property;*
- c. Will be in harmony with the area in which it is located; and*
- d. Will be in conformity with the land development plan or other plans officially adopted by the City Council.*

David Scott seconded the motion, which passed unanimously.

Chair Taylor noted that the request will go to the City Council on October 7, 2024, at 6:00 p.m.

5. Request to establish R-20 zoning on a property totaling +/- 15.7 acres, located on the corner of West Ten Road and Rock Quarry Road (GPIN 9824854886) outside of the Mebane Extraterritorial Jurisdiction (ETJ) in Orange County, by Steve Hubrich.

AND

Request for a Special Use Permit to allow for a K-8 charter school on a property totaling +/- 15.7 acres, located on the corner of West Ten Road and Rock Quarry Road (GPIN 9824854886) outside of the Mebane Extraterritorial Jurisdiction (ETJ) in Orange County, by Steve Hubrich.

Steve Hubrich is requesting to establish R-20 zoning and receive a Special Use Permit to develop a K-8 charter school on a +/- 15.7-acre property on the corner of West Ten Road and Rock Quarry Road (GPIN: 9824854886). The subject property is currently zoned AR, Agricultural Residential, by Orange County. The proposed zoning is R-20, Residential District, by the City of Mebane. Elementary and secondary schools are allowed with development standards and a Special Use Permit approved by the Mebane Board of Adjustment in the proposed R-20 zoning district.

- Initial Phase: Modular trailers will be used to operate a K-4 school for approximately two years. A parking lot with approximately 72 spaces will be provided in the initial phase. One



- site access will be provided on West Ten Road along with a driveway to a bus loop. An entrance-only access will be provided on Rock Quarry Road.
- Final Phase: A +/- 34,000 square foot school building for K-8 instruction. An additional parking lot will be added with 147 spaces. An additional access will be provided on Rock Quarry Road in the final phase.

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.

Tom Boney Jr. asked if the trailers would remain after the new 4,000 square foot building was constructed. Briana Perkins replied that the trailers would be removed when the new 34,000 square foot building was constructed in the final buildout.

Tome Boney Jr. asked how long the trailers would remain before the new building was constructed. Briana Perkins replied that trailers are expected for about two years and the applicant could provide more information.

Leticia Shapiro, Attorney at Morningstar Law Group, representing the applicant Steve Hubrich, owner of Hubrich Contracting, Inc., stated she was present to answer questions. She stated that Hubrich Contracting, Inc specializes in constructing Class A charter schools across North Carolina, such as Carolina Achieve. She provided that Carolina Achieve was a tuition-free charter school. She reviewed others also in attendance: Trip Cogburn, the Founding Head of School at Carolina Achieve, Jeff Oxaal, Board Chair at Carolina Achieve, Jim Ashley, site designer from Summit Engineering, and Lyle Overcash, traffic engineer from Kimley-Horn. She said that there was also an affidavit provided by Richard Kirkland, Appraiser from Kirkland Appraisals. She said that Nick Kirkland was on his way to present for Richard Kirkland.

Jim Ashley, Summit Design Engineering, stated that he is a landscape architectural designer with some 28 years of experience.

Colin Cannell asked if Summit Design Engineering did both the site design and landscaping. Jim Ashley replied yes.

Colin Cannell asked if the firm had worked with Carolina Achieve on building schools before. Jim Ashley replied that they had not worked with Carolina Achieve but had worked with Faith Charter in constructing a new charter school.

David Scott said he believed that in the staff presentation earlier, it was mentioned there would be approximately 3,000 feet of stacking within the site and asked if that was correct. Jim Ashley replied



that it was correct and that there were two lanes entering the site off Rock Quarry Road. He said there would also be a third lane that would come in about halfway into the site that would provide about 360 additional feet of stacking space. David Scott asked if that amount was sufficient for when the school was fully built out. Jim Ashley replied that it was designed for the final buildout. David Scott commented that many public and charter schools within Mebane had issues with school traffic backing up onto major roads.

Jim Ashley stated that in the final build out, that there would be three entrances to the site. He said there would be two stacking lanes coming in off of Rock Quarry Road and exiting out onto West Ten Road. He said that the final buildout would include the second parking lot which had more parking than was required, meaning some could be removed if needed. He said that, in the final phase, there would be another access on Rock Quarry Road that would be both an entrance and exit from the site. He said that there would also be an access on West Ten Road that would be the entrance and exit for the bus loop. He reported that during the final buildout, all of the initial trailers would be removed, and those utilities would be abandoned. He also said that at final buildout the 3-story building would be completed that would house K-8.

Judy Taylor asked if the long-term plan was for the traffic to enter on one side and then exit at the other end. Jim Ashley replied yes, they would enter and loop around to the exit on the other side of the site. He also said that the drive shown would be built out in the initial phase of the project. He said that everything shown on the plan would be built in the first phase, except for the main building and the second large parking lot.

Judy Taylor asked about how many cars would fit in the 3,000 feet of stacking area. Jim Ashley replied that he did not have the calculation of how many 9-foot by 12-foot stacking spaces would fit within the two lanes of stacking space. Judy Taylor commented that there were several schools within Mebane that stacked out into the main roads, and it was a top priority to make sure that stacking stays within the site. Jim Ashley replied that they were confident that the stacking would not spill over onto the road. Colin Cannell commented that it looked like maybe 200 would be able to fit in the lot. Judy Taylor said that vehicles do not typically park, but drive through, drop-off, and leave. Jim Ashley provided that there were also unloading spaces provided to pull over and drop off.

Lyle Overcash, traffic engineer with Kimley-Horn and Associates, said he was a traffic engineer with over 30 years of experience and had completed studies for about 50 schools over his career. He stated that he had worked with the applicant Steve Hubrich for many years. He said that Kimley-Horn and Associates conducted the Traffic Impact Analysis (TIA) in coordination with the City of Mebane and North Carolina Department of Transportation (NCDOT). He provided that the NCDOT stacking requirements for a school was 22.5 feet per car and their site at 3,450 feet could fit about 153 cars. He stated that the TIA was conducted in August 2023 and studied the worst-case scenario



of 900 students. He said that the worst-case scenario was the K-5 with a 45-minute bell schedule and that the stacking was designed for at a minimum of 3,318 feet.

Lyle Overcash explained the traffic design starting with the two entrance lanes off Rock Quarry Road. This road has fewer than 1,000 cars per day. He said that his firm had mentioned a turn lane, but NCDOT did not think turn lanes were necessary. He said the exit would be on West Ten Road where the stacking lanes go from three lanes down to two. At final build-out there would be additional access off Rock Quarry Road into the larger parking lot. This driveway would allow for entering and exiting vehicles. He reviewed access off West Ten Road for a bus loop. The school plans to begin with two buses and eventually expand to four. He said that it was mentioned that someone could jump the queue, and a traffic guard is recommended within the traffic management plan for the site. He stated that in his professional opinion the site plan presented was in accordance with the land use plan or other plans and policies officially adopted by the City Council. He stated also in his professional opinion that the proposed site plan mitigates traffic and other adverse impacts generated by the new school along with improving access for emergency vehicles. He said in addition, the development would not adversely affect public health and safety, and the application adequately addressed all the review factors identified in the Mebane UDO.

Colin Cannell asked if staff discussed or considered how the NACC Properties project would affect the proposed project. Ashley Ownbey replied that the TIAs for both projects were reviewed together and staff considered the effects of both projects. Colin Cannell asked if the NACC Properties project was using Danny Drive as their driveway and how that aligned with the proposed project. Lyle Overcash replied that their TIA considered 11 different developments, including the NACC Properties project. He said that it was impossible to align the driveways, and the driveways would be offset by about 100 feet. He also provided that in the future, there may be a pedestrian crossing at the Carolina Achieve entrance for the residents in the NACC Properties subdivision to access the school. He mentioned that the driveways were set up well enough that there could be a small median put in for that crossing. Colin Cannell commented that his main concern was how the NACC residents were getting to the highway, but it looked like they would be avoiding most of the school traffic.

Tom Boney Jr. asked how many parking spaces were provided in the front parking lot and the back parking lot. Jim Ashley and Ashley Ownbey reported 72 spaces in the front parking lot and 147 in the rear parking lot.

Jim Ashley showed that the site would be extensively buffered on all sides of the site. He said that the buffering would provide a nice visual appeal, and the school would fit in with the neighborhood. He stated that there were a few subdivisions in the vicinity and the school fit within that context, meeting the special use condition of keeping in harmony with the surrounding area. He mentioned that the location of the soccer field was in an area with existing vegetation. He said that the lighting would also be in accordance with the requirements of the Mebane UDO using full cut-off lighting



that would not bleed over to adjoining properties. He said that there would be sufficient markings and stop controls throughout the site for safety. He then mentioned that open space would be provided where the trailers are to be removed and all around the soccer field.

Colin Cannell asked if the open space would also be used as recreation space for the children. Jim Ashley replied that the open space could also be used for recreation. He said that the space where the trailers were to be removed would especially work for recreation space since it would already be graded flat.

Jim Ashley mentioned again that the larger parking lot was designed with excessive parking and could be reduced or removed entirely since only 55 spaces were required by the Mebane UDO. He said they had included parking for the soccer and future basketball game attendance.

Judy Taylor asked about preservation of existing large trees along the buffer areas. Jim Ashley said that the tree line shown on the site plan would remain untouched.

Kurt Pearson asked what geographical location would be used for the student population. Jim Ashley replied that he would have to defer that question to others. Someone from the audience spoke. Ashley Ownbey repeated the audience member's reply that the student population would be derived from Alamance County, Orange County, and a portion of Durham County.

Jim Ashley also reviewed how landscaping buffers would mitigate noise from the soccer field.

Laticia Shapiro read the affidavit provided by Richard Kirkland since the property appraiser was not present. She said the affidavit stated that a detailed study of adjoining properties and other similar properties located next to schools was conducted. The study had concluded that the subject property and adjoining area was similar to those compared with similar densities and distances to adjoining homes. She said that the study included a series of match pair analysis, considering homes that are similar in sales with one only having a difference in being located next to a school. She said that the match pair analysis did not show a negative impact on the residential properties located next to a school as opposed to those not located next to a school. She stated in Richard Kirkland's professional opinion that the proposed facility developed to the site plan provided, would not have a substantial adverse impact on the values of adjoining properties and also concluded that the proposed facility would be in harmony with the existing area.

Tom Boney Jr. asked what the student count would be for the first phase as opposed to the full build out. Lyle Overcash replied that Kimley-Horn had studied 300 students in the initial phase for K-2 and then ultimately 900 students at full build out. Tom Boney Jr. asked about the students after the K-2. Lyle Overcash replied that it is estimated at about 100 students per year.



Colin Cannell said that he had looked at the Carolina Achieve website that showed for a K-12 school, but the proposed was only K-8 and asked if they were planning for a K-12 before the site was selected. Steve Hubrich, applicant with Hubrich Contracting said that when a license from the State is issued for a charter school, the concept is licensed as a K-12 school. He said that it was the same for NCDOT as they are looking at the possibility of the school growing in 10 years to a K-12 school. He said that it may be that the proposed charter school may stay at K-8. The board and parents may also elect to expand the school to K-12 in the future. He said that at the moment they are focused on just K-8, but if it moved to include the high school then there was adjoining property that they may purchase. He also mentioned that regarding the concern of stacking, that about five years ago, the minimum required was only 2,000 feet of stacking space.

Colin Cannell asked how the buses would be utilized if most parents would be dropping off their children. Steve Hubrich replied that they would work like typical charter school buses where there would be remote pick-up spots. He said that there would be two buses to start, with possibly four buses total.

David Scott asked if it was the goal to go up to high school. Steve Hubrich said that the State approves it at a K-12. Judy Taylor commented that the special use request was only for the K-8 school at this time and the applicant would have to come back if they want to operate a K-12 school. Steve Hubrich commented that it would be a whole different site plan, and it may not be on the same site.

Tom Boney Jr. asked if the school did go up to a high school, if the building would be placed in the open space where the modular units were initially. Steve Hubrich replied it was possible if the high school could fit there or there may be other options.

Tom Boney Jr. asked if the main building was going to be the three stories as proposed. Steve Hubrich replied that the building shown was just conceptual and the building had not been designed. He said that the request was to allow for a K-8 school on the property with the modular units being part of phase 1. He said the driveway and initial parking was not going to change, but the building itself may change.

Kurt Pearson asked where the pair analysis examples were pulled from. Nick Kirkland, Kirkland Appraisals, said they started with the school to the east of the site on West Ten Road. Kurt Pearson asked how far out was researched. Nick Kirkland replied that they looked at adjoining properties around the schools. He said that the analysis was to look at how property values of properties next to a school sell as opposed to properties not next to a school.

William Chapman made a motion of the rezoning request as follows:

Motion to approve the R-20 zoning as presented.



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

- *Is for a property within the City's G-2 Industrial Growth Area (Mebane CLP, p. 76).*

Keith Hoover seconded the motion, which passed unanimously.

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

*Motion to approve 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.

Chair Taylor noted that the request will go to the City Council on October 7, 2024, at 6:00 p.m.

5. Announcements

Ashley Ownbey informed the Board that the November meeting was currently scheduled for November 18 due to Veterans Day. She asked the Board if they would like to change the meeting date or keep it the same. The Board had agreed to keep the meeting scheduled for November 18.

6. Adjournment

Chair Taylor adjourned the meeting at approximately 7:34 p.m.



AGENDA ITEM # 4

RZ 24-12

Conditional Rezoning –
Koury Mixed-Use Development

Presenters

Briana Perkins, City Planner
Ashley Ownbey, Development Director

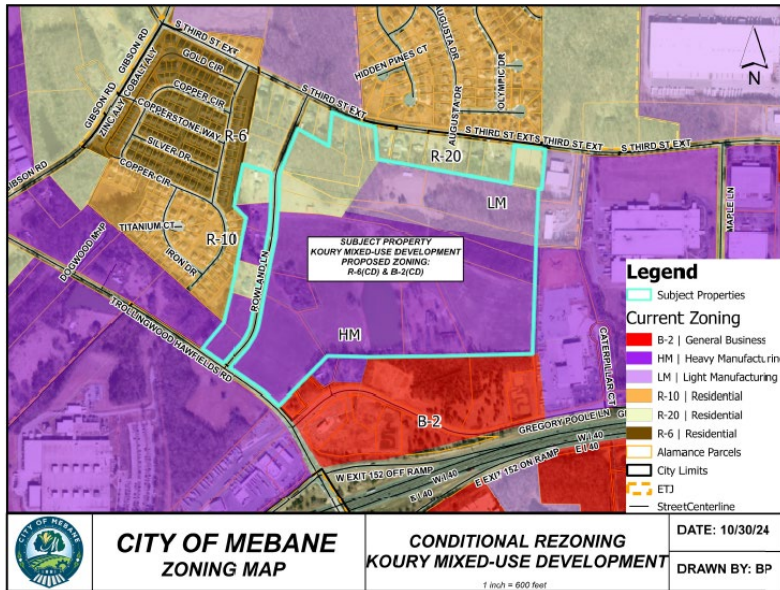
Applicant

Koury Corporation
2275 Vanstory St, Suite 200
Greensboro, NC 27403

Public Hearing

Yes No

Zoning Map



Property

1033, 1039, 1075, 1107, 1133 Rowland Ln, 2220 Third St, Unaddressed

Alamance County GPINs:
9804649659, 9804740981, 9804751126,
9804751472, 9804752606, 9804751879,
9804758112, 9804768330, 9804769157,
9804743671, 9804754067, 9804858358,
9804845824, 9804858565, 9804859748,
9804852932, 9804766069, 9804963052,
9804860293

Proposed Zoning

R-6 (CD) and B-2 (CD)

Current Zoning

R-20, LM, and HM

Size

+/- 82.92 acres

Surrounding Zoning

R-20, LM, HM, R-10, R-6, and B-2

Surrounding Land Uses

Single-family, Industrial, Vacant

Utilities

Yes

Floodplain

No

Watershed

No

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 seven times (not including pre-submittal meetings), and the applicant has revised the plan to reflect the comments.
Planning Staff:	The proposed development “Koury Mixed-Use Development” 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 (ETJ)
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

Koury Corporation is requesting approval to rezone nineteen properties totaling +/- 82.92 acres located along Trollingwood-Hawfields Road, Rowland Lane, and S. Third Street Extension (GPINs: 9804649659, 9804740981, 9804751126, 9804751472, 9804752606, 9804751879, 9804758112, 9804768330, 9804769157, 9804743671, 9804754067, 9804858358, 9804845824, 9804858565, 9804859748, 9804852932, 9804766069, 9804963052, 9804860293), from R-20, LM, and HM to R-6 (CD) for a Planned Unit Development of 38 townhome and 645 apartment units and B-2 (CD) for a shopping center with outparcels. The properties are in the Mebane Extraterritorial Jurisdiction (ETJ) in Alamance County. Annexation of the site is required before connection to City utilities. The applicant has one of the nineteen properties (GPIN 9804963052) under contract for purchase, contingent upon approval of the conditional rezoning request.

The site-specific plan includes the following on-site amenities and dedications:

- Sidewalks will be constructed on the site’s frontages along Trollingwood-Hawfields Road and S. Third Street Extension. A sidewalk will be constructed to connect the development to existing sidewalk west of the site.
- Crosswalks and traffic calming measures will be provided within the development to accommodate expected pedestrian traffic. Additionally, the developer will install a high-visibility crosswalk across S. Third Street Extension to connect to the existing sidewalk network and will install pedestrian signals and crosswalks with the signalized entrance on Trollingwood-Hawfields Road.
- A public street will be constructed with sidewalks on both sides of the street. All other internal roads will be private and will include sidewalks on at least one side.
- Private amenities for the apartments include a pedestrian trail around and a pedestrian bridge over a proposed stormwater control measure, two clubhouses, and two pools.

The following conditions are associated with the proposed B-2(CD) zoning district and R-6(CD) zoning district.

TABLE 1: B-2(CD), General Business Conditional District

Proposed Conditions of B-2 (CD) Zoning	Mebane UDO Requirements
The applicant proposes to provide +/- 2.11 acres of open space or 7% of the site area.	Section 4-7.8(K) requires 20% of the gross site area to be landscaped open space. This amounts to +/- 6.04 acres.
The proposed site plan shows 1,464 parking spaces for the shopping center, an insignificant reduction from the requirement.	Table 6-5-1 requires a minimum of 1,470 parking spaces.

Proposed Conditions of B-2 (CD) Zoning	Mebane UDO Requirements
<p>The applicant requests an alternative landscaping plan with the following perimeter and streetscape buffers for the shopping center:</p> <ul style="list-style-type: none"> • 20’ buffer with opaque screening between Public Road A and the adjacent residential neighborhood • 5’ streetscape along Public Road A and Private Road B • Reduced streetscape along Private Road B around a planted biocell • 20’ Type B buffer between the shopping center and multi-family development, with one section of buffer removed near the pond and pedestrian bridge. 	<p>Tables 6-4-1 and 6-4-3 require the following perimeter and streetscape requirements:</p> <ul style="list-style-type: none"> • 75’ semi-opaque streetscape along Public Road A and single-family residential lots with areas greater than 8,000 square feet. • 50’ semi-opaque streetscape along Public Road A and single-family residential lots with areas less than 8,000 square feet. • 20’ streetscape along Public Road A • 10’ streetscape along Private Road B • 40’ semi-opaque buffer between the shopping center and multi-family
<p>The applicant proposes a restriction of uses for the outparcels, prohibiting ten uses as listed on the cover sheet of the site plan.</p>	<p>Table 4-1-1, “Table of Permitted Uses,” allows for several uses by right and with special use permit in the B-2 Zoning District. Most of the uses are related to business, professional, or personal services and retail trades.</p>
<p>The applicant requests an alternative landscaping plan for the development of the outparcels:</p> <ul style="list-style-type: none"> • 10’ streetscape along Trollingwood-Hawfields Road, Public Road A, and adjacent private roads • 5’ aesthetic perimeter buffer on Outparcel 3 	<p>Tables 6-4-1 and 6-4-3 require the following perimeter and streetscape requirements:</p> <ul style="list-style-type: none"> • 20’ streetscape along Trollingwood-Hawfields Road and Public Road A • 10’ streetscape along private roads • 20’ aesthetic buffer between Outparcel 3 and adjacent commercial zoning • 10’ aesthetic buffer between Outparcel 3 and adjacent industrial zoning
<p>The applicant proposes a conceptual site design for Tract 4 as an example of the maximum intensity of a developed site. The applicant requests 10’ streetscapes along the private roads and drives, a 25’ rear setback, and 80’ maximum building height.</p>	<p>Any development of this tract must meet requirements of the Mebane UDO, except for those listed as conditions with this request. The required streetscape depends on the final use. The rear setback in the B-2 Zoning District is 30’ and the maximum building height is 70’.</p>

TABLE 2: R-6(CD), Residential Conditional District

Proposed Conditions of R-6 (CD) Zoning District	Mebane UDO Requirements
<p>The applicant proposes a maximum density of 21 dwelling units per acre.</p>	<p>Article 3 establishes a maximum density of 14 units per acre for multi-family residences in the R-6 Zoning District.</p>
<p>The applicant proposes a maximum height of 60' for the apartment buildings.</p>	<p>Per Table 4-2-1, the maximum building height in the R-6 Zoning District is 50'.</p>
<p>The applicant requests an alternative landscaping plan with the following perimeter and streetscape buffers for the residential PUD:</p> <ul style="list-style-type: none"> • 10' streetscape along Public Road A • 25' semi-opaque buffer, with increased vegetation, between the development and single-family residential neighbors • 20' streetscape along Rowland Lane 	<p>Tables 6-4-1 and 6-4-3 require the following perimeter and streetscape requirements:</p> <ul style="list-style-type: none"> • 20' streetscape along Public Road A • 40' semi-opaque buffer between multi-family dwellings and single-family homes on lots larger than 8,000 square feet • 30' streetscape along Rowland Lane
<p>The applicant proposes no private recreation area for the townhomes.</p> <p>The applicant proposes +/- 0.81 acre of private recreation space for the apartments. This includes two clubhouses and two pools.</p>	<p>Section 6-8.2 requires private recreation area for townhome and apartment developments. A development of 38 townhomes requires +/- 0.87 acre of private recreation area. A development of 645 apartments requires +/- 11.1 acres of private recreation area.</p>
<p>The applicant proposes to provide +/- 8.30 acres of private common open space for the residential PUD. The acreage includes 100% accreditation of the main stormwater control measure.</p>	<p>Section 6-8.3 requires +/- 15.24 acres of private common open space for the residential PUD. Generally, wet ponds are not counted toward common open space. A stormwater control measure may be considered if it is a central feature or amenity.</p>
<p>In lieu of providing the prescribed public recreation space, the applicant will make an estimated contribution of \$446,000 to the City of Mebane, with this \$446,000 contribution being reduced by the value of the cost of sidewalk connectivity along S. Third Street Extension which will connect to existing sidewalk at The Villages at Copperstone.</p>	<p>Section 6-8.1 requires +/- 19.6 acres of public recreation area and gives the Mebane City Council discretion to consider a payment in lieu.</p>

TABLE 3: Additional Conditions

Proposed Conditions	City Requirements
<p>Currently the City does not have the wastewater capacity in the existing GKN pump station to serve the mixed-use development. Design and construction of a new pump station will be required to serve the development. The developer will construct this new pump station, with reimbursement from the City consistent with the current oversizing policy. A developer agreement will include related terms and conditions. More specific details are provided on Sheet 200-A of the plan set.</p>	<p>The City of Mebane has an oversizing policy for public utilities. The City will reimburse the developer over a ten-year period for the additional 63.5% capacity available with a newly constructed pump station.</p>
<p>As a condition of the approval of the apartments, wastewater for 357 apartment units may be allowed in a single calendar year expected no earlier than 2027. In addition, wastewater for the remaining 288 apartment units may be allowed in a single calendar year expected no earlier than 2029.</p>	<p>This allowance exceeds the requirements of the City’s accumulated paper flow policy. Staff is agreeable to this developer request due to the number of units in each building not fitting the policy and the timing at which the developer intends to construct these buildings with tributary flow, which is typically less than permitted, coming online earlier in the process.</p>
<p>A portion of Public Road A will not have a utility easement on the west side in order to accommodate turn lane requirements at the development’s main entrance on Trollingwood-Hawfields Road.</p>	<p>The City’s typical street section includes 10’ utility easements on both sides of a public right-of-way.</p>

A Traffic Impact Analysis (TIA) was required for the proposed development. Based on the TIA and reviews completed by the City and the North Carolina Department of Transportation (NCDOT), the developer is responsible for the following improvements.

I-40 and Trollingwood-Hawfields Road Interchange:

The NCDOT Project I-6059 will provide a diverging diamond interchange and widen Trollingwood-Hawfields Road at the interchange approaches and extending northward to Gregory Poole Lane. With the addition of the proposed development traffic, additional mitigation is required. The developer is required to:

- Provide a second left-turn lane on the eastbound off-ramp with a minimum of 400' of full width storage and appropriate transition per NCDOT requirements.
- Provide a second right-turn lane on the westbound off-ramp with a minimum of 400' of full width storage and appropriate transition per NCDOT requirements.
- Modify traffic signals to accommodate the proposed laneage.

Trollingwood-Hawfields Road and Site Access 1:

- Provide a connected and coordinated traffic signal that includes pedestrian signals and crosswalks.
- Provide dual northbound thru lanes extending from Gregory Poole Lane with the right-most lane terminating as a right turn lane at Access 1.
- Provide dual southbound thru lanes extending a minimum of 300' north of the Access 1 and extending to Gregory Poole Lane.
- Provide a southbound exclusive left turn lane with a minimum of 150' of full storage and appropriate transitions per NCDOT requirements.
- Provide a site access with one ingress lane and three egress lanes consisting of a full length exclusive left turn lane, a second exclusive left turn lane with 350' of full storage and appropriate transitions and an exclusive right turn lane with a minimum of 300' of full storage and appropriate transitions.
- Provide a minimum internal protected stem length of 350'.

Trollingwood-Hawfields Road and Site Access 2:

- Provide a free-flow right-in-only access with appropriate channelization and traffic controls.
- Provide a northbound exclusive right turn lane with a minimum of 150' of full storage and appropriate transitions per NCDOT requirements.
- Provide a minimum internal protected stem length of 100'.

Third Street Extension and Site Access 3:

- Provide a westbound exclusive left turn lane with a minimum of 100' of full storage and appropriate transitions per NCDOT requirements.
- Provide an eastbound exclusive right turn lane with a minimum of 100' of full storage and appropriate transitions per NCDOT requirements.
- Provide a stop-controlled site access with one ingress lane and two egress lanes consisting of a continuous left turn lane and a continuous right turn lane.
- Provide a minimum internal protected stem length of 100'.

Third Street Extension and Site Access 4:

- Provide a westbound exclusive left turn lane with a minimum of 100' of full storage and appropriate transitions per NCDOT requirements.
- Provide an eastbound exclusive right turn lane with a minimum of 100' of full storage and appropriate transitions per NCDOT requirements.
- Provide a stop-controlled site access with one ingress lane and one egress lane.
- Provide a minimum internal protected stem length of 100'.

Cross-Access Connectivity

Provision of cross access with the adjacent properties is encouraged to accommodate internal connectivity and improve distribution of existing and future traffic volumes on the adjacent public road network. Providing stub outs or cross-access connections in the southeast portions of the site to undeveloped properties and extending to Gregory Poole Lane preserves a potential long-term connection to that roadway.

Capacity Analysis

Given the scale of this development and the projected traffic volumes in the TIA, the City has requested a supplemental capacity analysis for the intersections along the future public street, particularly at the southern end where most traffic will be exiting via the new signal. An AM and PM peak hour intersection analysis of full build conditions at key intersections along this route will be useful to understand future operations along the route and ensure that there are no delay or queueing concerns that require additional mitigation.

Financial Impact

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

Suggested Motion

1. Motion to approve the R-6 (CD) and B-2 (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:
 - Allows for more commercial development to be pedestrian-friendly supporting walking between different land uses, consistent with Growth Management Goal 1.6 (Mebane CLP, p. 17 & 84)
 - Improves safety and pedestrian access across major streets such as Trollingwood-Hawfields Road and S. Third Street Extension, consistent with Public Facilities and Infrastructure Goal 2.1 (Mebane CLP, p. 17 & 84)

OR

3. Motion to **deny** the R-6 (CD) and B-2 (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 download.](#)
5. Planning Project Report
6. Technical Memorandum – City Engineering Review
7. Traffic Impact Analysis – [click here to download.](#)
 - a. NCDOT Review of TIA
 - b. VHB Review of TIA



Briana Perkins, City Planner

Ashley Ownbey, Development Director

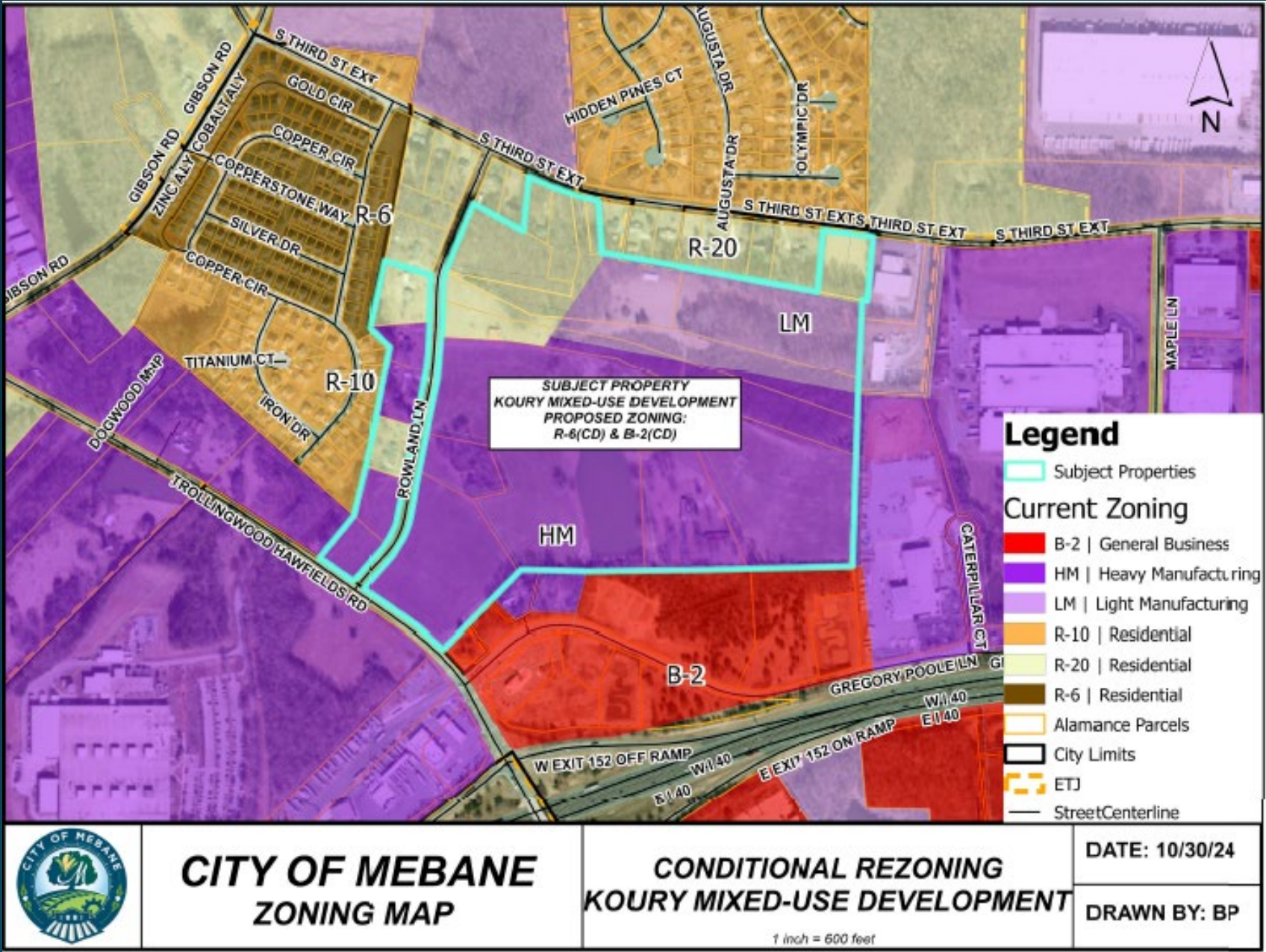
Request to Rezone: R-20, LM, HM to R-6(CD) & B-2 (CD)
by Koury Corporation

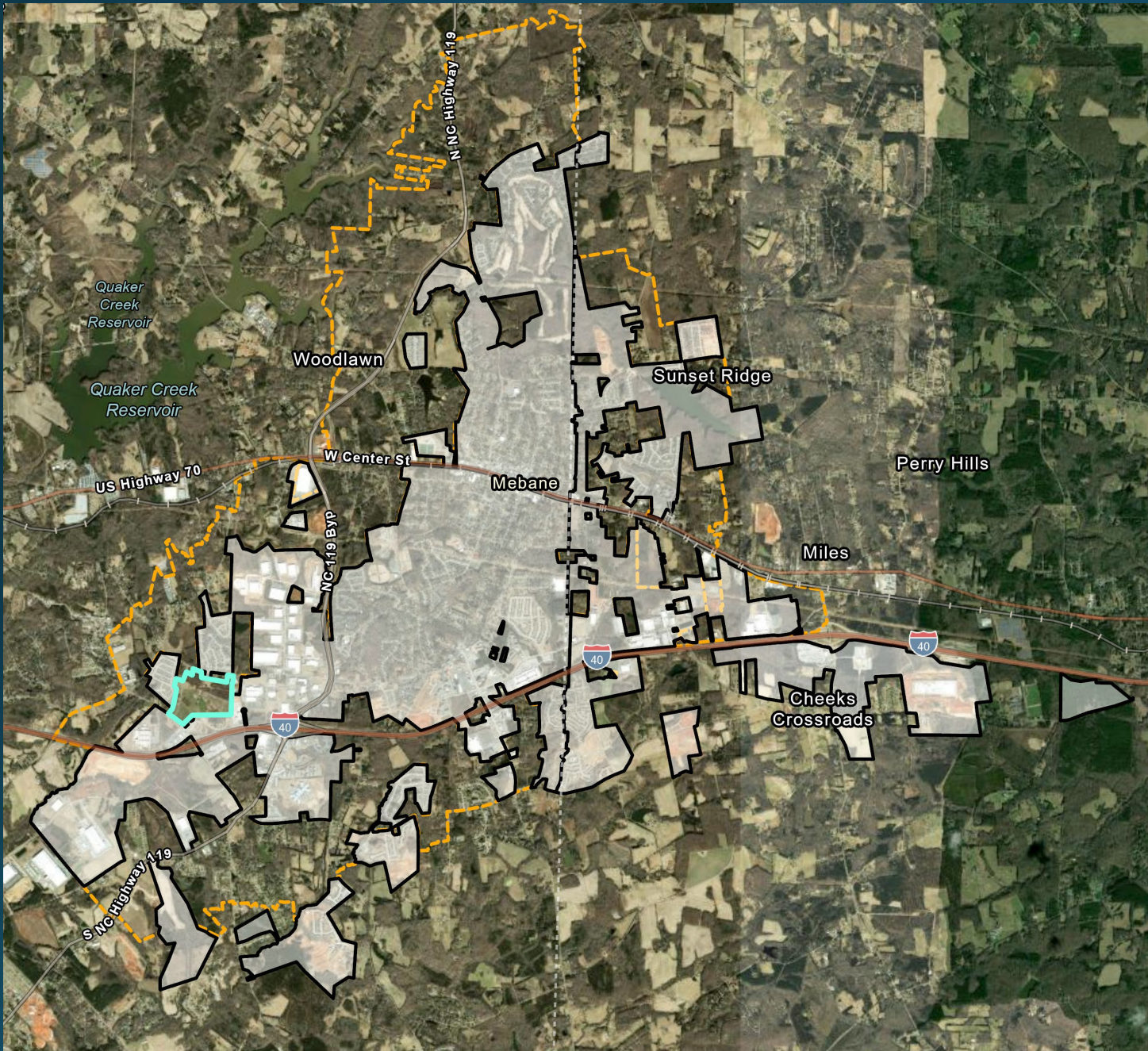


Koury Mixed-Use Development

Conditional Zoning Request

- Request by Koury Corporation
- Nineteen properties totaling +/- 82.92 acres
- Existing zoning: R-20, LM, and HM
- Requested zoning: R-6 (CD) and B-2 (CD)





Koury Mixed-Use Development

Conditional Zoning Request

- Mebane Extraterritorial Jurisdiction, Alamance County
- City utilities are available.



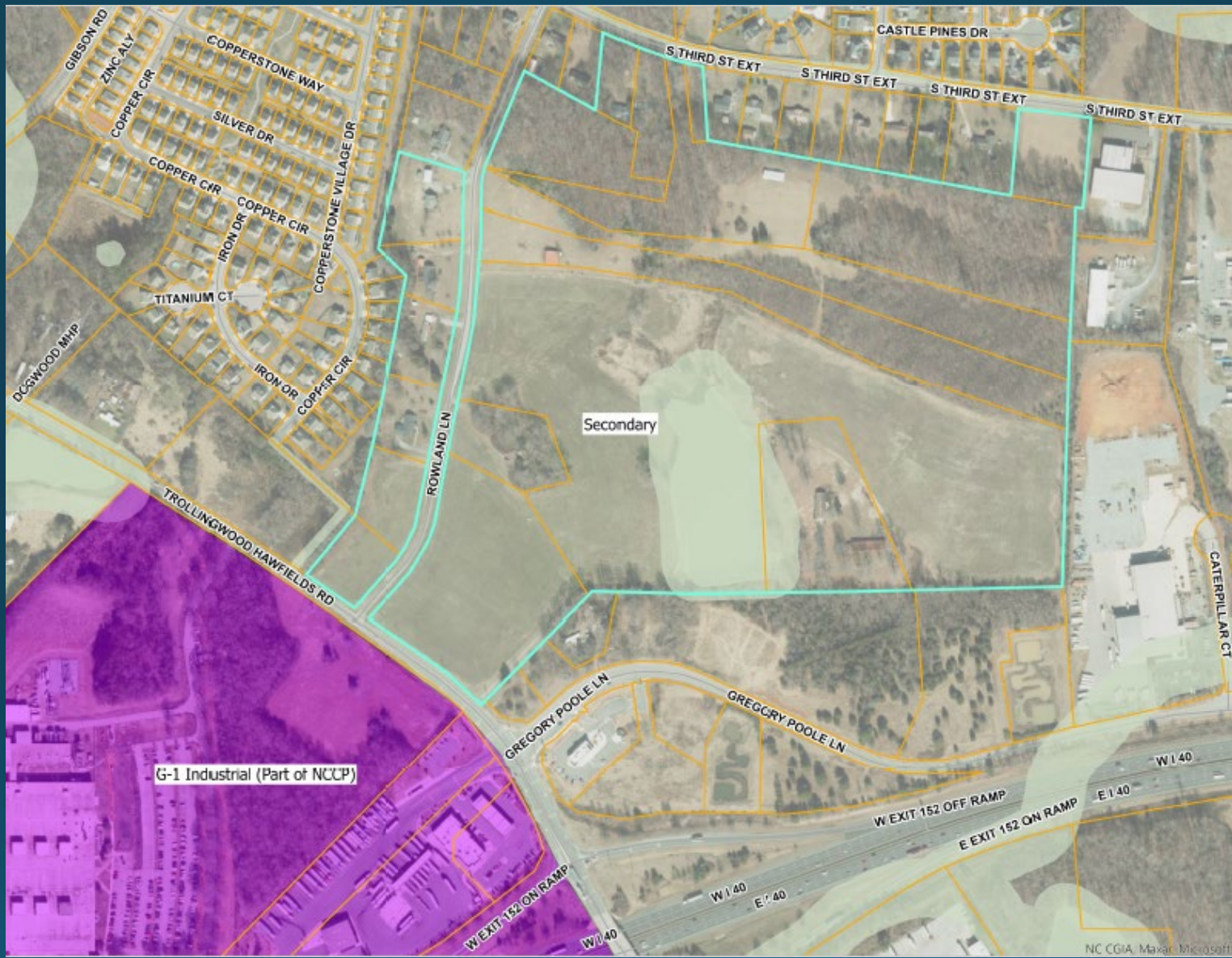


Koury Mixed-Use Development

Conditional Zoning Request

- Single-Family Residential, Vacant
- Surrounding uses include:
 - Single-Family Residential
 - Copperstone & Governor's Green Neighborhoods
 - Warehousing, Manufacturing, Equipment Rental
 - Planned Medical Office
 - Travel Stop, Restaurant





Koury Mixed-Use Development Conditional Zoning Request

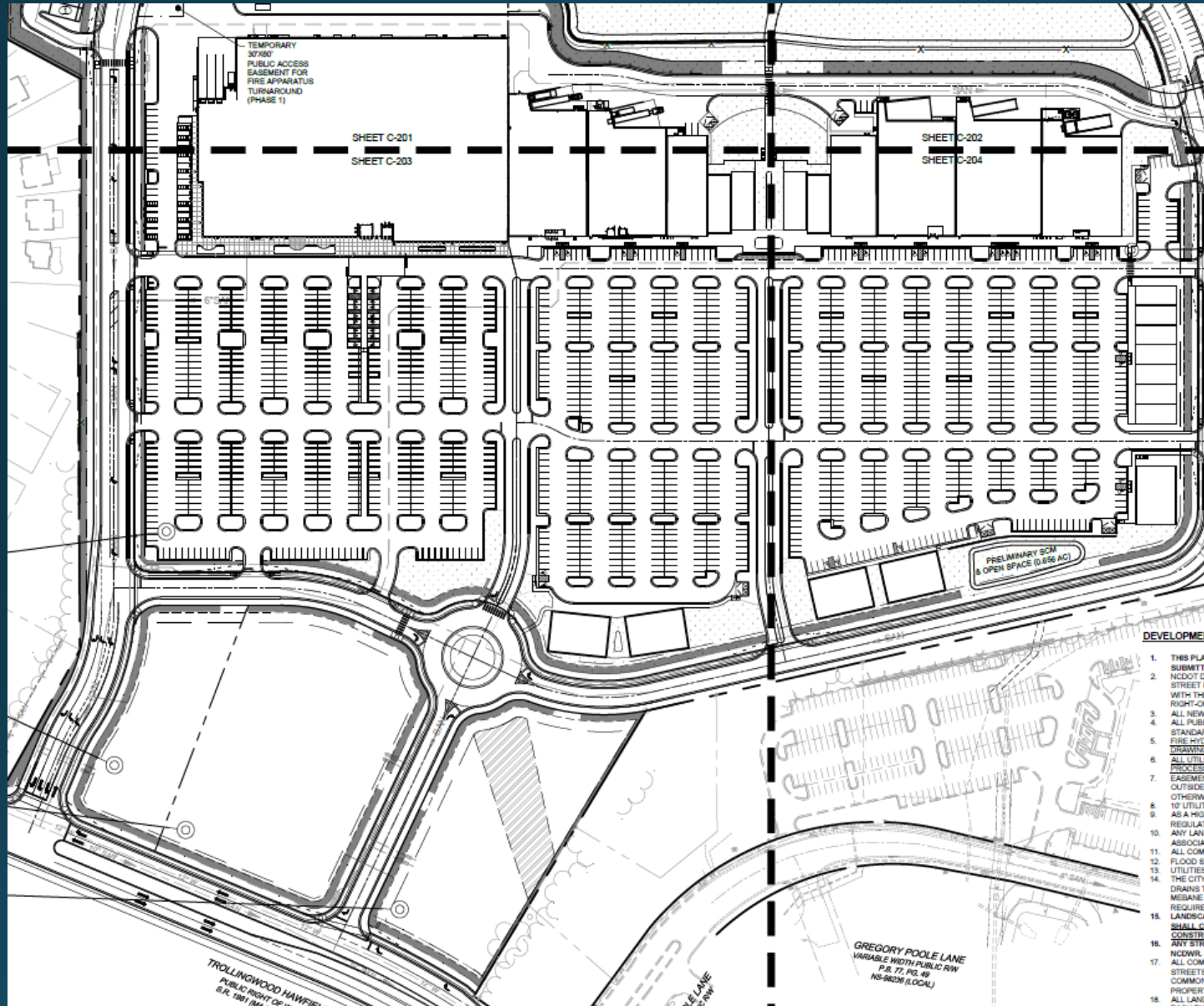
Mebane By Design, G-4 Secondary Growth Strategy Area

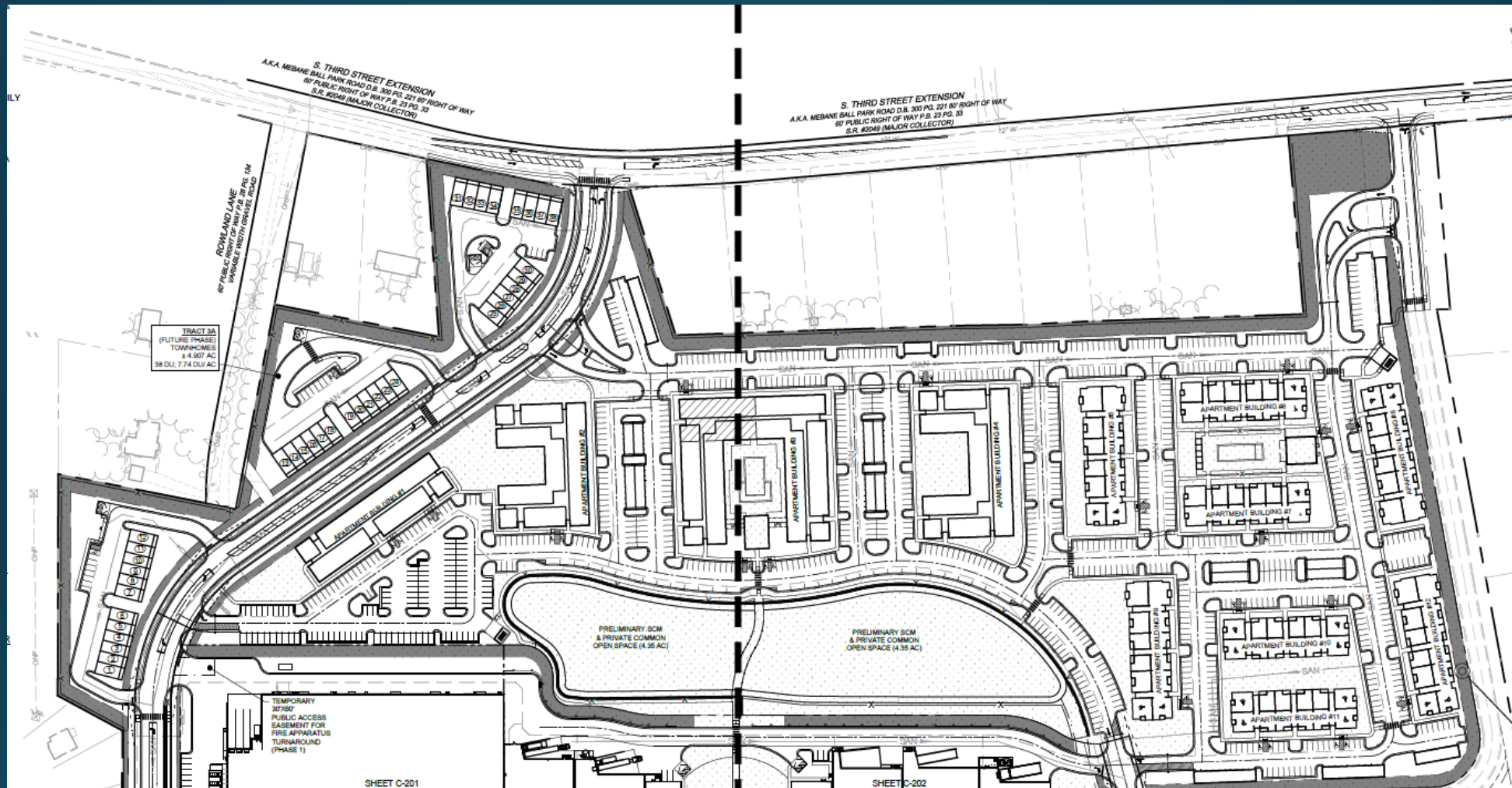


Koury Mixed-Use Development

Conditional Zoning Request

- Shopping Center:
 - +/- 11.167 acres
 - 1,464 parking spaces with 40 bike stalls
 - Collection of retail stores and restaurants
- Outparcels 1, 2, 3:
 - +/- 5.917 acres
 - Restriction of B-2 use types to be developed by-right in the future.
- Sidewalk network





Koury Mixed-Use Development

Conditional Zoning Request

Residential Planned Unit Development:

- +/- 33.414 acres
- Proposed 645 apartment units and 38 townhomes.

Amenities include:

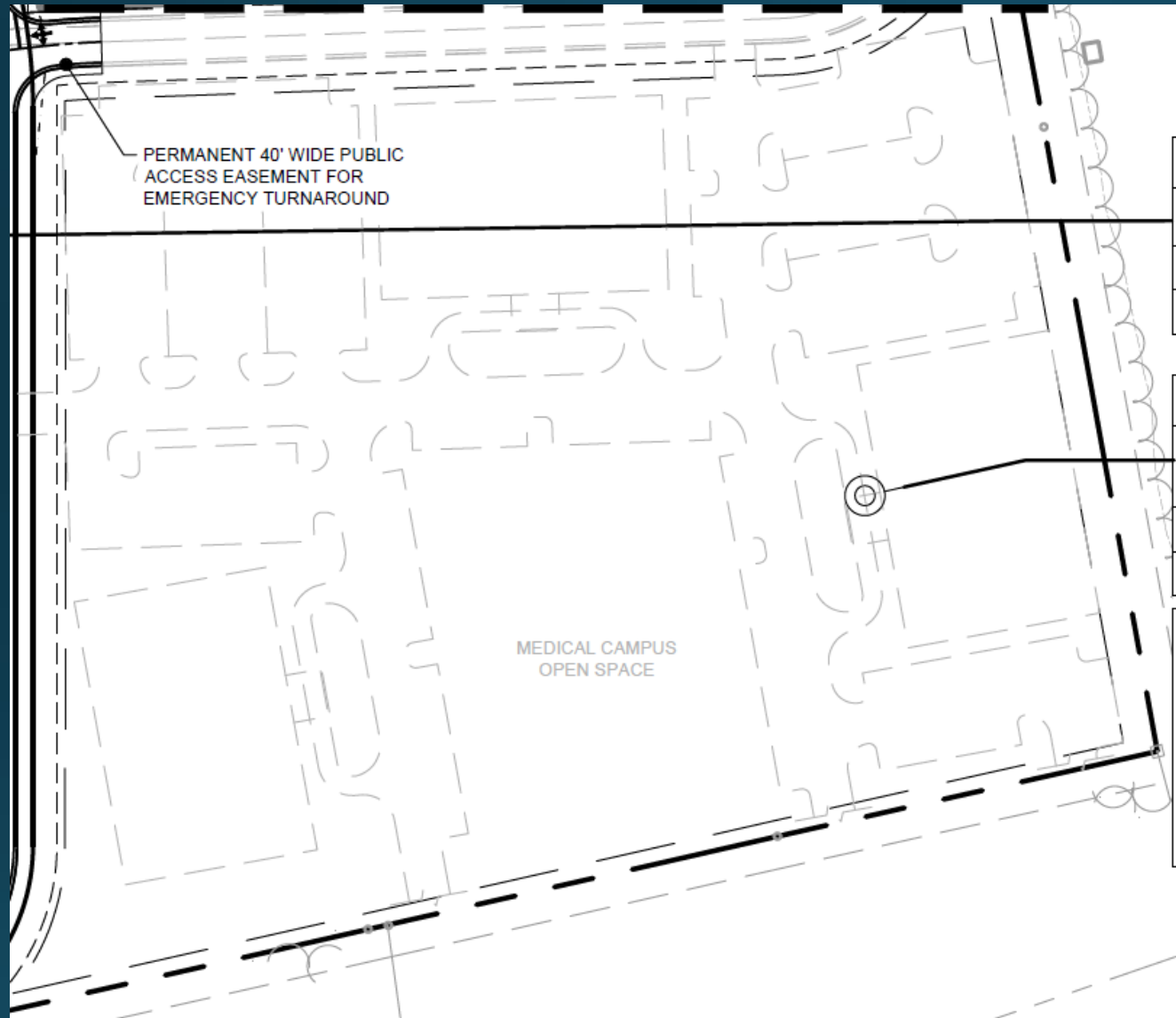
- A bridge and 6' walking trail around the planted bio cell.
- 2 community pools and clubhouses
- Gated apartments.



Koury Mixed-Use Development

Conditional Zoning Request

- Tract 4:
 - +/- 10.117 acres
 - Conceptual design to show an example of the maximum intensity of the site.

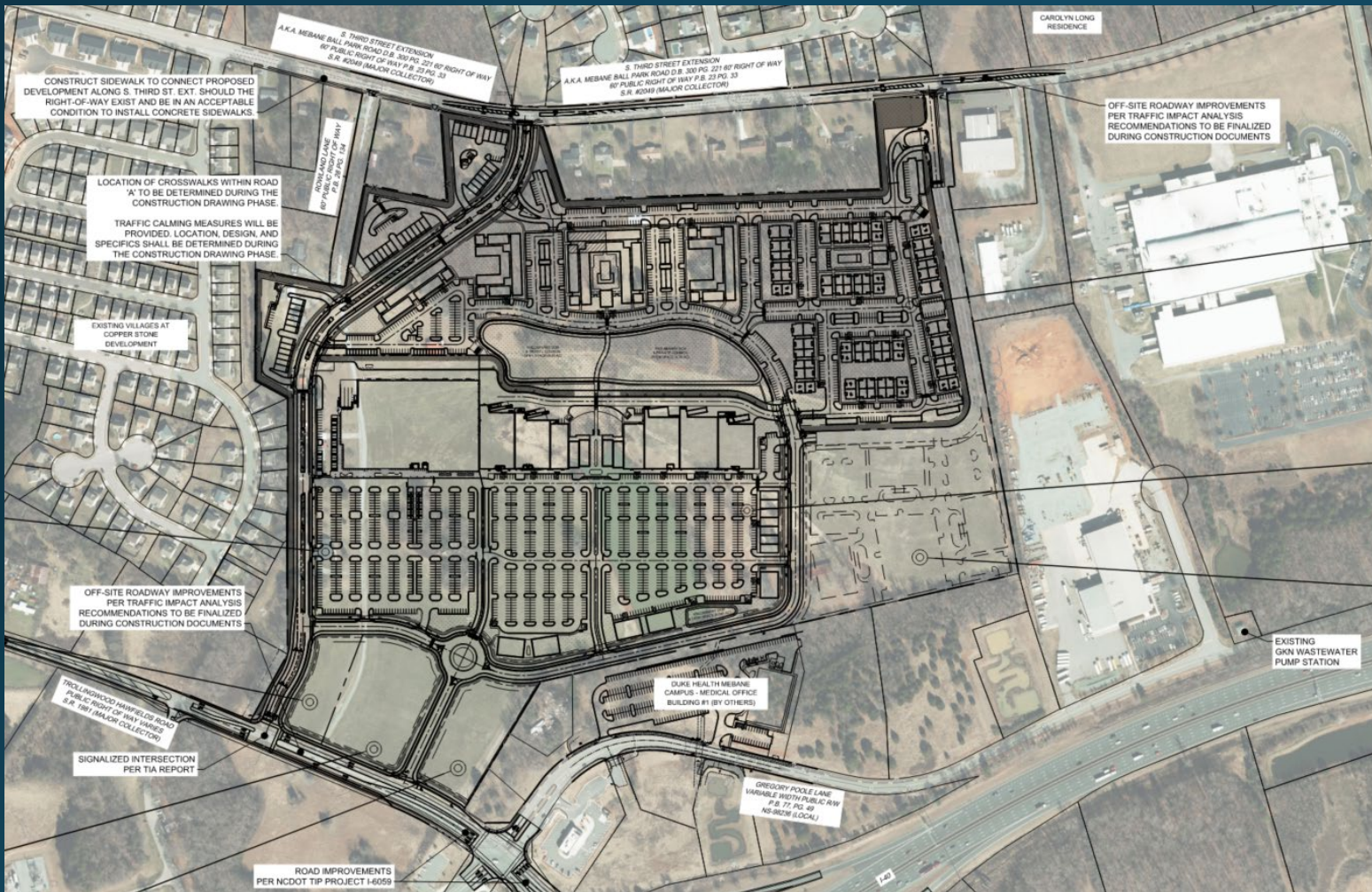


Koury Mixed-Use Development

Conditional Zoning Request

Conditions Requested for R-6 (CD):

- Maximum Density: 21 units/acre
- Maximum Building Height: 60'
- Alternative landscaping plan
- Private Recreation Area: +/- 0.81 acre
- Private Open Space: +/- 8.30 acres
 - 100% credit for stormwater pond
- Public Recreation Payment in Lieu
 - \$446,000 contribution being reduced by the value of the cost of sidewalk connectivity along S. Third Street Extension which will connect to existing sidewalk at The Villages at Copperstone

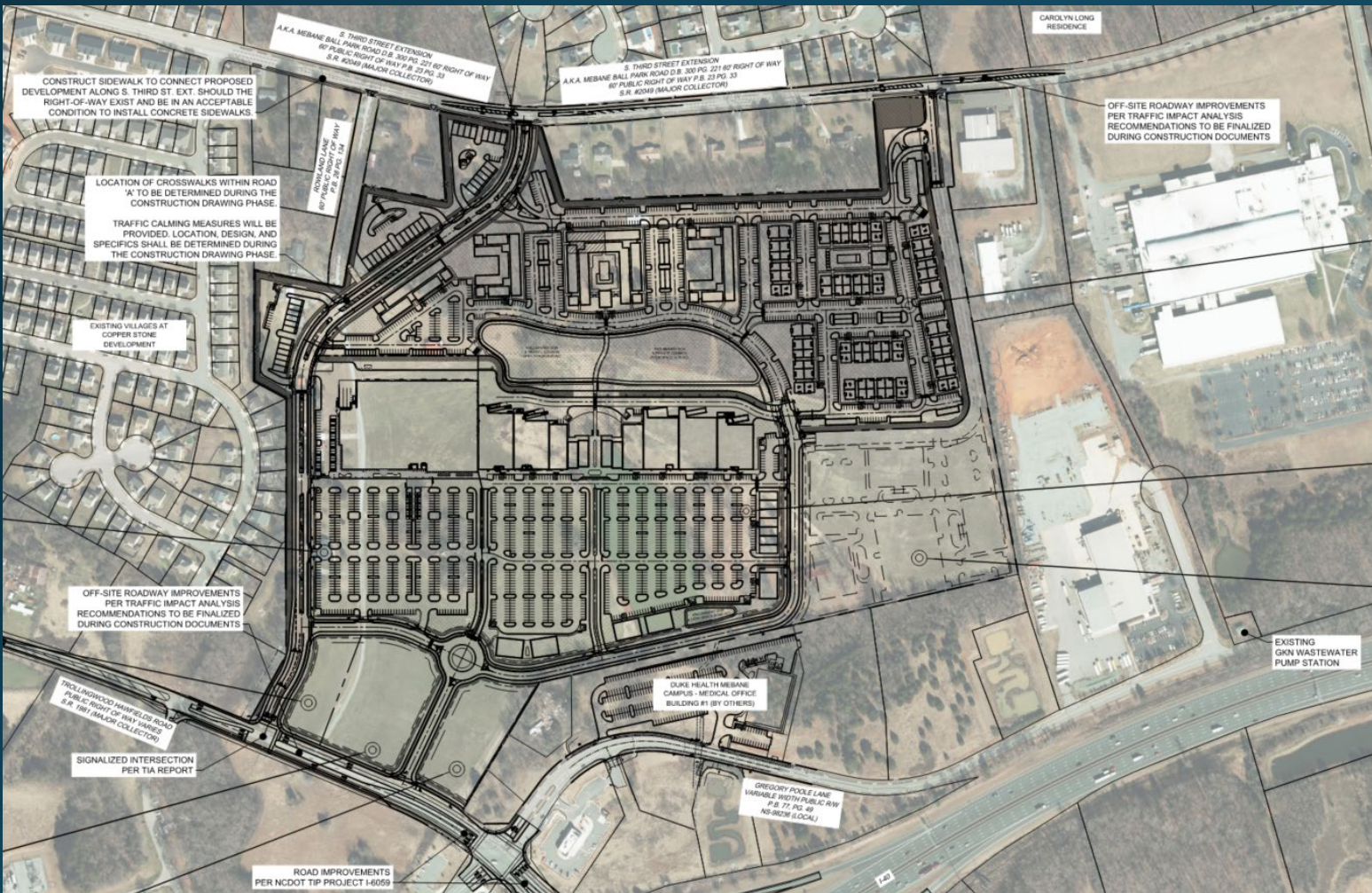


Koury Mixed-Use Development

Conditional Zoning Request

Conditions Requested for R-6 (CD):

- Maximum Density: 21 units/acre
- Maximum Building Height: 60'
- Alternative landscaping plan
- Private Recreation Area: +/- 0.81 acre
- Private Open Space: +/- 8.30 acres
 - 100% credit for stormwater pond
- Public Recreation Payment in Lieu
 - \$446,000 contribution being reduced by the value of the cost of sidewalk connectivity along S. Third Street Extension which will connect to existing sidewalk at The Villages at Copperstone



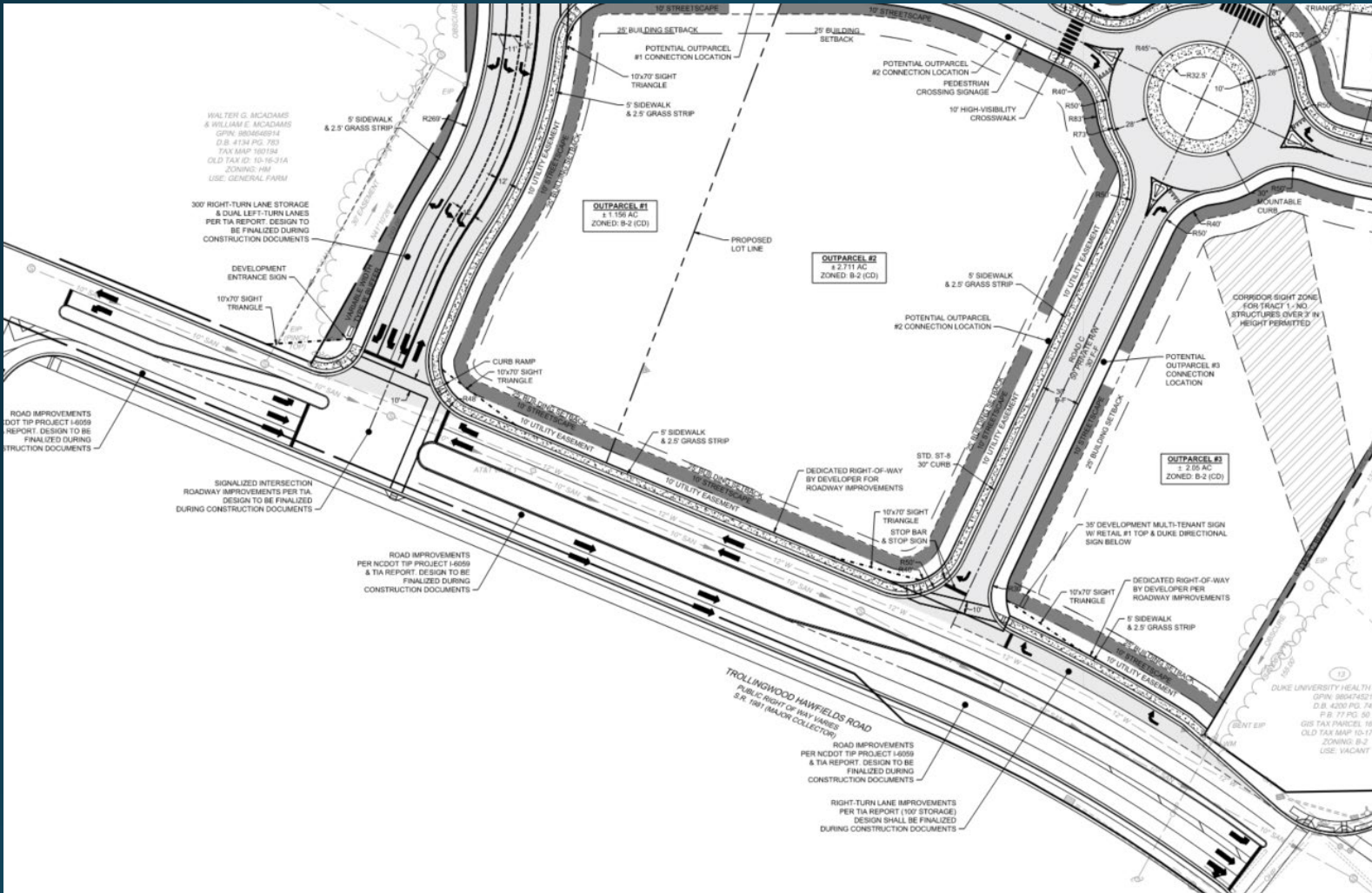
Koury Mixed-Use Development

Conditional Zoning Request

Off-site Transportation Improvements:

The applicant is required to provide additional turn lanes on the eastbound and westbound ramps of the interchange and modify traffic signals to accommodate the additional lanes.

At the primary access on Trollingwood-Hawfields Road, the applicant must provide a traffic signal, with pedestrian signals and crosswalks. The NCDOT is requiring the second access to be a free-flow right-in only. Trollingwood-Hawfields Road must be widened to accommodate additional lanes



Koury Mixed-Use Development

Conditional Zoning Request

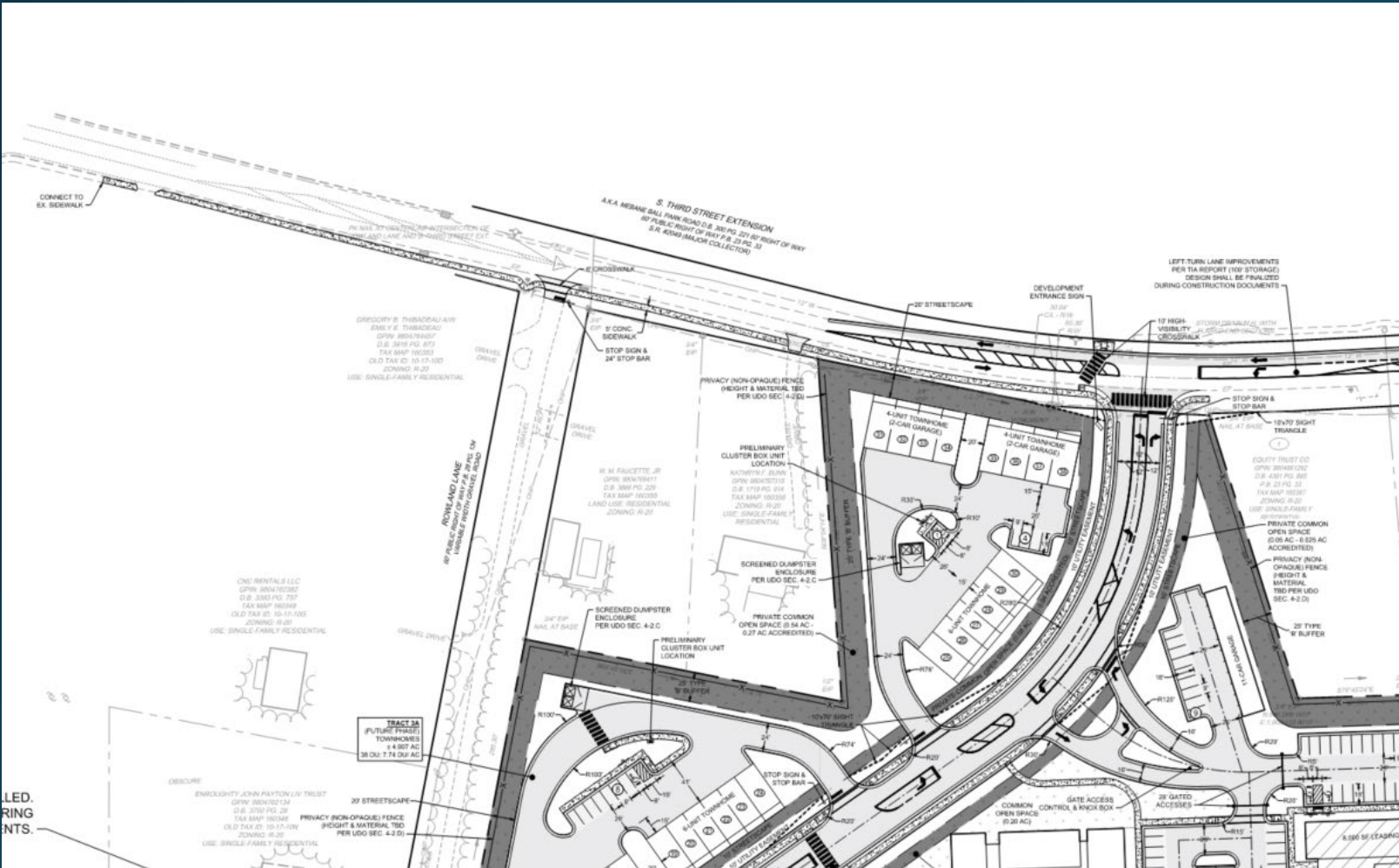
Off-site Transportation Improvements:

S. Third Street Extension must also be widened to accommodate additional lanes, including westbound exclusive left turn lanes at each entrance and eastbound exclusive right turn lanes at each entrance.

Construction of sidewalk beyond the development to existing sidewalk to connect to the Copperstone development.

Additional multimodal improvements:

- Crosswalks
- Traffic Calming





Applicant Presentation



MEBANE MIXED-USE DEVELOPMENT

KOURY
CORPORATION
BUILDER & DEVELOPER


LOCATION





Why Retail & Multi-Family at this Site?

- Koury proposes to build retail & multi-family at this site because:
 - The location is not ideal for single family development due its proximity to the neighboring Industrial and Interstate Highway
 - This development borders a major thoroughfare with outstanding accessibility to the Interstate and greater region
 - There is an increasing demand for residential rental options
 - There is an increasing demand for restaurant and shopping options



Traffic Considerations

- Koury has submitted a traffic impact study that shows no adverse impacts from traffic associated with this project.
- All vehicular exits and entrances to the property will be on Trollingwood Hawfields Road and South Third Street Extension. Deceleration lanes constructed to avoid impact on through traffic.
- There will be no connectivity from the project to adjacent neighborhoods.

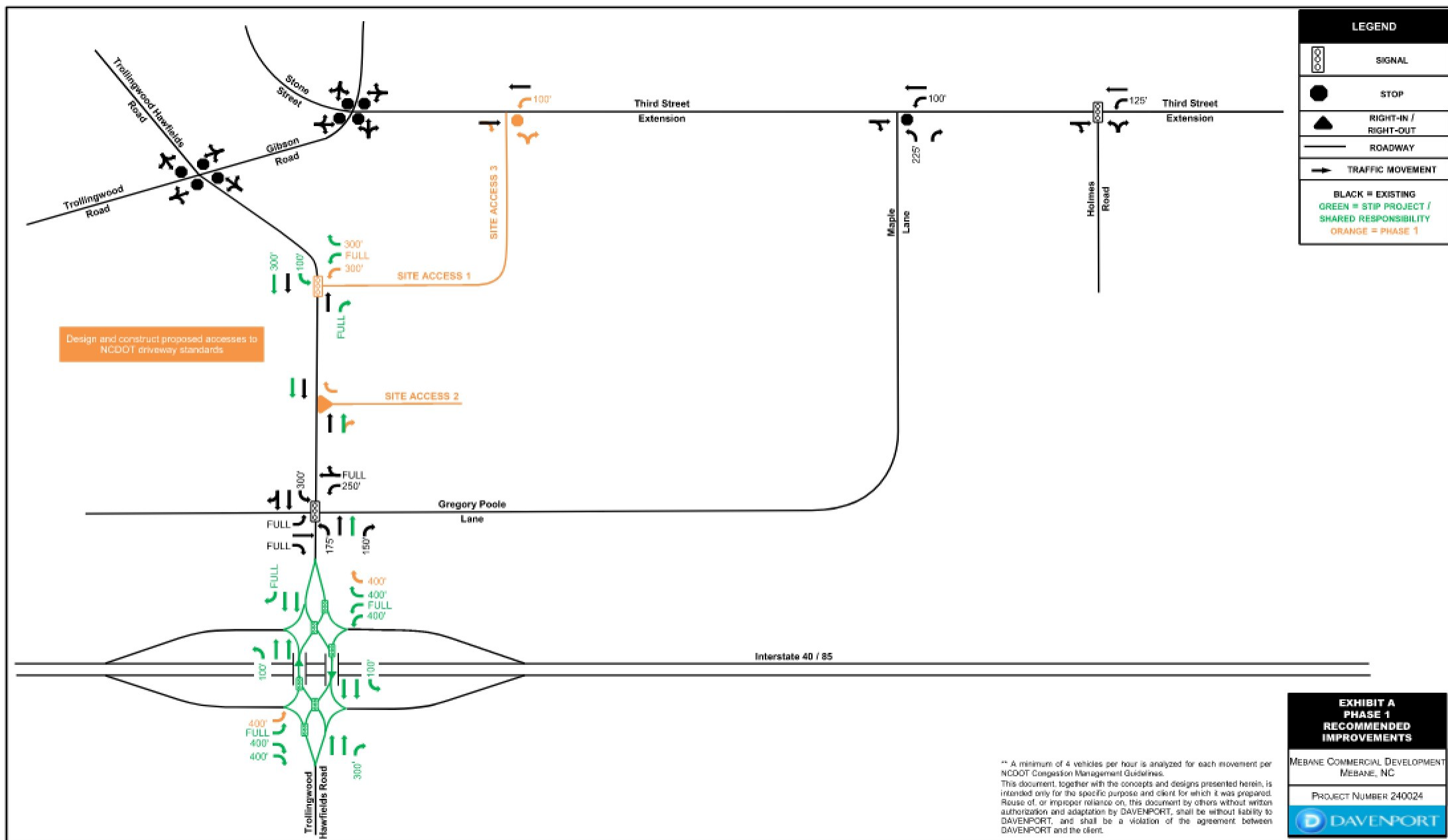
LOCATION



Trollingwood Hawfields Road

Gregory Poole Lane

S. Third Street Ext.



Design and construct proposed accesses to NCDOT driveway standards

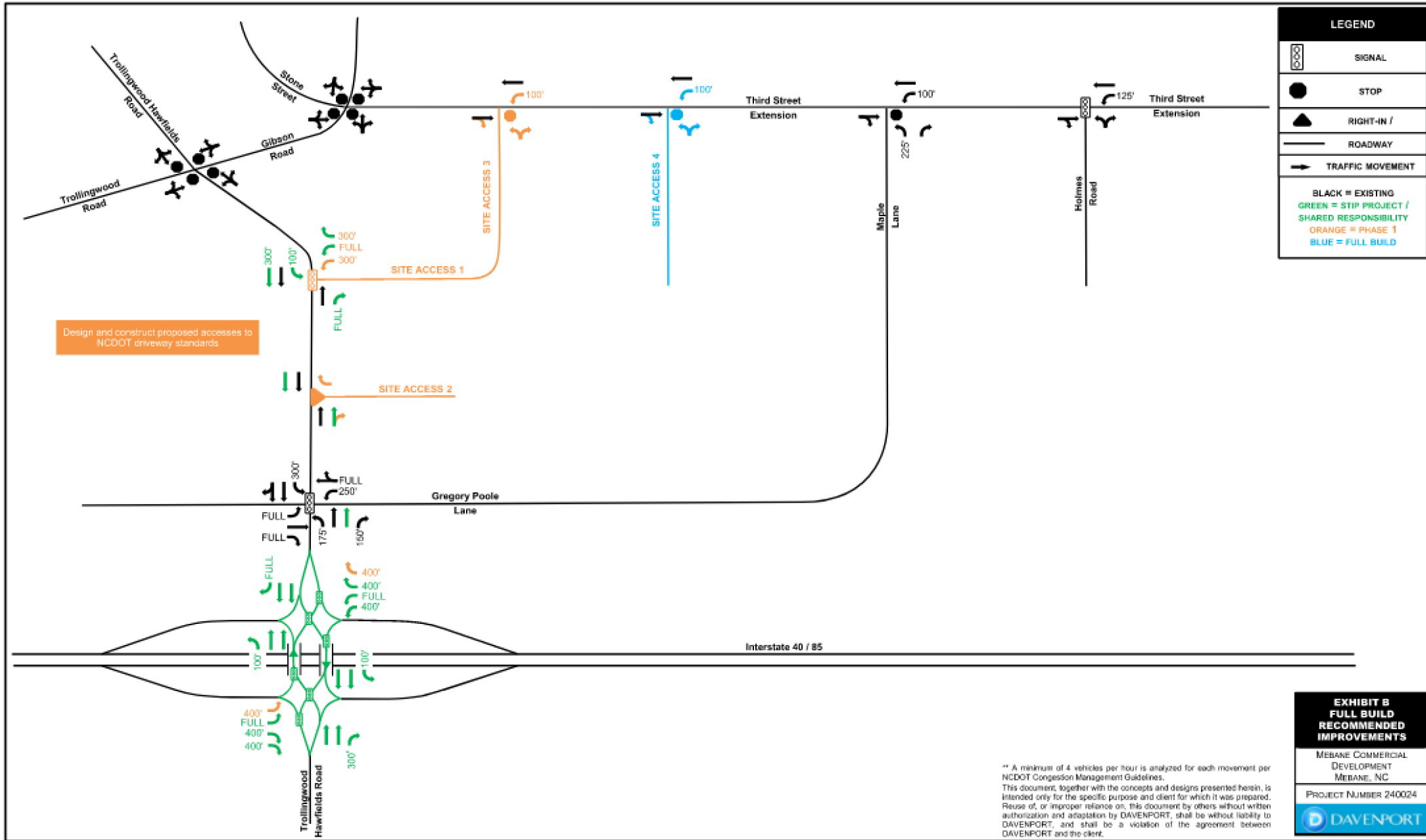
LEGEND	
	SIGNAL
	STOP
	RIGHT-IN / RIGHT-OUT
	ROADWAY
	TRAFFIC MOVEMENT
BLACK = EXISTING GREEN = STIP PROJECT / SHARED RESPONSIBILITY ORANGE = PHASE 1	

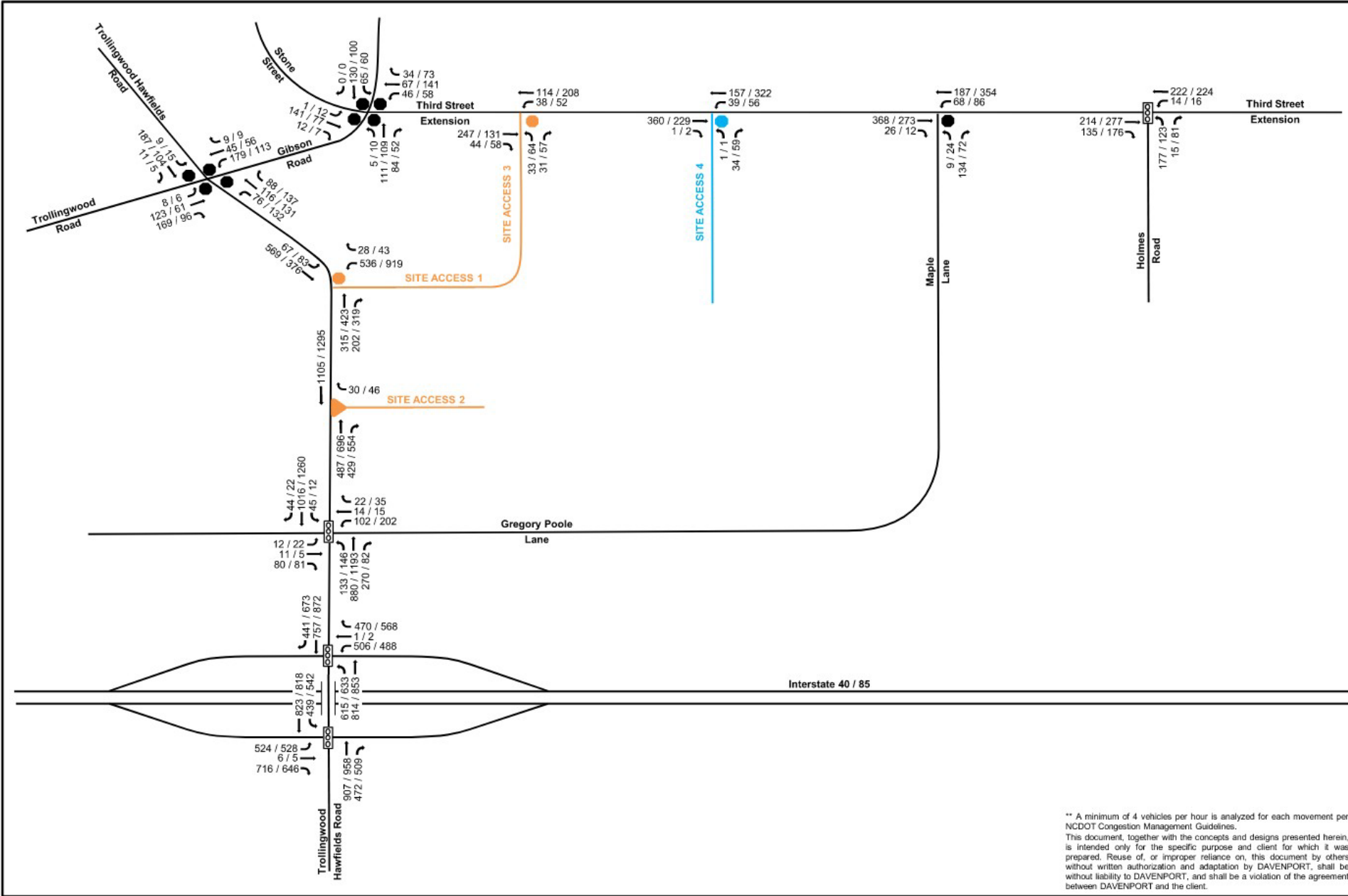
**EXHIBIT A
PHASE 1
RECOMMENDED
IMPROVEMENTS**

MEBANE COMMERCIAL DEVELOPMENT
MEBANE, NC

PROJECT NUMBER 240024

** A minimum of 4 vehicles per hour is analyzed for each movement per NCDOT Congestion Management Guidelines. This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of, or improper reliance on, this document by others without written authorization and adaptation by DAVENPORT, shall be without liability to DAVENPORT, and shall be a violation of the agreement between DAVENPORT and the client.





LEGEND	
	SIGNAL
	STOP
	RIGHT-IN / RIGHT-OUT
	ROADWAY
	TRAFFIC MOVEMENT
	BLACK = EXISTING
	ORANGE = PHASE 1
	BLUE = PHASE 2
AM / PM PEAKS	

**FIGURE 13
2028 FULL BUILD
VOLUMES**

MEBANE COMMERCIAL
DEVELOPMENT
MEBANE, NC

PROJECT NUMBER 240024

** A minimum of 4 vehicles per hour is analyzed for each movement per NCDOT Congestion Management Guidelines. This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of, or improper reliance on, this document by others without written authorization and adaptation by DAVENPORT, shall be without liability to DAVENPORT, and shall be a violation of the agreement between DAVENPORT and the client.

THE KOURY DIFFERENCE.

Over seven decades of experience developing Commercial and residential properties throughout North Carolina. Koury Corporation has built a reputation as an early pioneer and modern day innovator. Focusing on customer service, we've chosen to develop, lease and manage only our own properties, doing so with the highest level of integrity and a long-term view.



A commitment to quality, superior customer service, integrity, long-term ownership and hands-on management.



INTERIORS



MEBANE MIXED-USE DEVELOPMENT

KOURY
CORPORATION
BUILDER & DEVELOPER



Gold Cr

Cimarron Homes At Copperstone

S Third St Ext

S Third St Ext

Burlington Packaging

Copperstone Way

Rowland Ln

Amtek Equipment Co

Silver Dr

Rowland Ln

Gregory Poole Equip

Hawfields Rd

Crystal Ln

Bojangles

Gregory Poole Ln

40

SCALE: 1" = 200'

DINING PLAZA

"BLENDING SMALL TOWN CHARM
WITH MODERN CONVENIENCES"







circa

lillygarden

SMALL SHOP RETAIL





SMALL SHOP RETAIL

RESIDENTIAL DEVELOPMENT

KOURY
CORPORATION
BUILDER & DEVELOPER

MULTI-FAMILY
8-WEST







CLUBHOUSE DESIGN





FITNESS CENTER



UNIT DESIGN



EXTERIOR AMENITIES



EXTERIOR AMENITIES



MULTI-FAMILY VILLAGE LOFTS







CLUBHOUSE DESIGN





FITNESS CENTER



EXTERIOR AMENITIES





TOWNHOME DESIGN – MONTROSE VILLAGE

IN DESIGN





THANK YOU.

KOURY
CORPORATION
BUILDER & DEVELOPER



APPLICATION FOR A ZONING AMENDMENT

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

Name of Applicant: Koury Corporation

Address of Applicant: 2275 Vanstory Street, suite 200, Greensboro, NC 27403

Address and brief description of property to be rezoned: Multiple properties compiled into +/- 80 Acre

Mixed-Use development with Retail/Outparcels/Residential/Medical

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 No

Type of re-zoning requested: Tract 1-B2 (CD), Tract 2-B2 (CD), Tract 3A and 3B - R-6 (CD), Tract 4- B2 (CD), Outparcels Tract 1,2&3 - B-2 (CD)

Sketch attached: Yes _____ No Zoning/TRC submittal separate

Reason for the requested re-zoning: To bring The City of Mebane an exciting Mixed-Use development

Signed: 

Date: 10.31.24

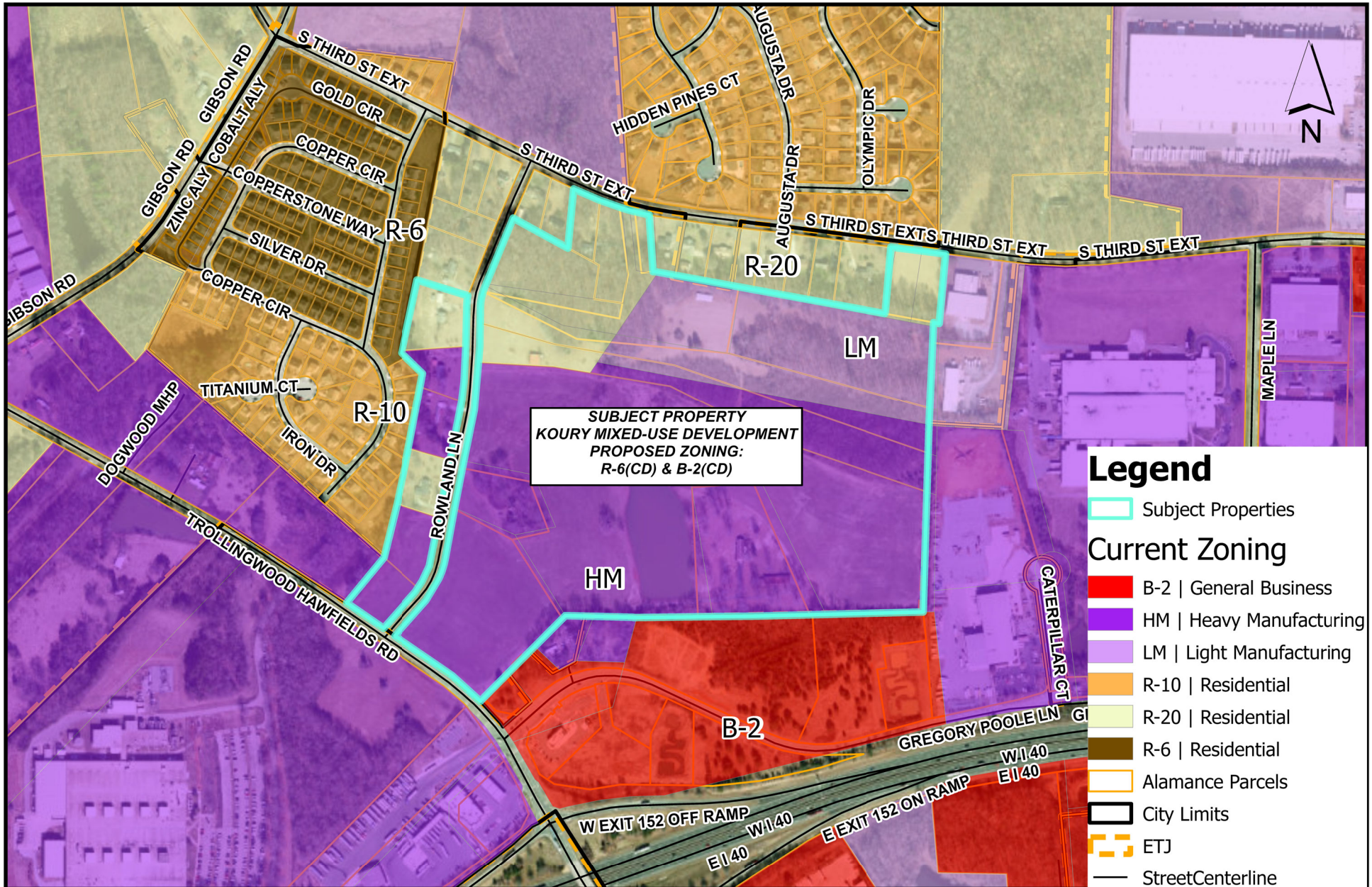
Action by Planning Board: _____

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
KOURY MIXED-USE DEVELOPMENT

1 inch = 600 feet

DATE: 10/30/24

DRAWN BY: BP

The site plan
can be accessed
[by clicking here.](#)

PLANNING PROJECT REPORT

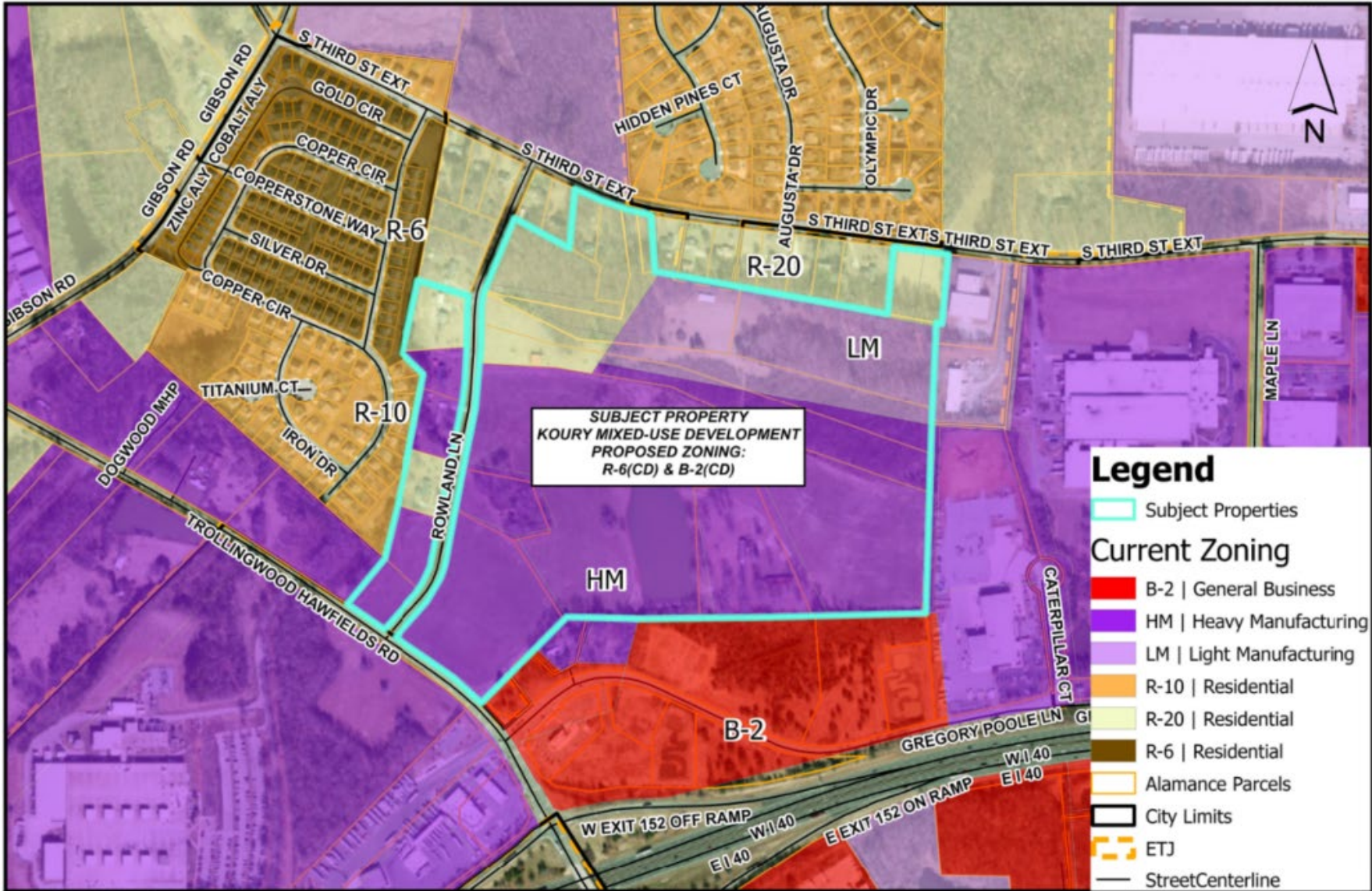
DATE	11/13/2024
PROJECT NUMBER	RZ 24-12
PROJECT NAME	Koury Mixed-Use Development
APPLICANT	Koury Corporation 2275 Vanstory Street Suite 200 Greensboro, NC 27403

CONTENTS

PROJECT NAME & APPLICANT	PAGE 1
ZONING REPORT	PAGE 2
LAND USE REPORT	PAGE 4
UTILITIES REPORT	PAGE 8
STAFF ZONING REQUEST RECOMMENDATION	PAGE 10

ZONING REPORT

EXISTING ZONE	R-20, Residential; LM, Light Manufacturing; HM, Heavy Manufacturing
REQUESTED ACTION	B-2 (CD), General Business Conditional District R-6 (CD), Residential Conditional District
CONDITIONAL ZONE?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
CURRENT LAND USE	Single-Family Residential, Vacant
PARCEL SIZE	+/- 82.92 acres
PROPERTY OWNERS	Koury Corporation 2275 Vanstory Street, Suite 200 Greensboro, NC 27403
LEGAL DESCRIPTION	Request to rezone nineteen properties totaling +/- 82.92 acres located along Trollingwood-Hawfields Road, Rowland Lane, and S. Third Street Extension (GPINs: 9804649659, 9804740981, 9804751126, 9804751472, 9804752606, 9804751879, 9804758112, 9804768330, 9804769157, 9804743671, 9804754067, 9804858358, 9804845824, 9804858565, 9804859748, 9804852932, 9804766069, 9804963052, 9804860293), from R-20, LM, and HM to R-6 (CD) for a Planned Unit Development of 38 townhome and 645 apartment units and B-2 (CD) for a shopping center with outparcels by Koury Corporation.
AREA ZONING & DISTRICTS	Adjoining properties to the west are zoned R-6, R-10, R-20, and HM. Properties to the north are zoned R-20, R-10, and LM. The adjoining properties to the east and south are zoned HM and B-2.
SITE HISTORY	The site is largely vacant and includes single-family homes and associated structures. An environmental report prepared September 16, 2024, identifies and delineates a potentially non-jurisdictional wetland and potentially non-jurisdictional open water pond on the site. The U.S. Army Corps of Engineers will determine if these features are jurisdictional or non-jurisdictional.
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	Most of the site is currently zoned HM, Heavy Manufacturing. This current zoning allows for several intensive industrial uses by right or with special use permit. The proposed B-2 (CD) zoning introduces a different type of impact via commercial zoning and a site-specific plan for a shopping center with outparcels. The proposed R-6(CD) zoning introduces greater residential density than existing and neighboring residential uses. The combination of commercial and residential zoning on the site promotes connectivity and walkability.



**CITY OF MEBANE
ZONING MAP**

**CONDITIONAL REZONING
KOURY MIXED-USE DEVELOPMENT**

DATE: 10/30/24

DRAWN BY: BP

1 inch = 600 feet

LAND USE REPORT

EXISTING LAND USE	Single-Family Residential, Vacant
PROPOSED LAND USE & REQUESTED ACTION	<p>The applicant is requesting to rezone nineteen properties totaling +/- 82.92 acres located along Trollingwood-Hawfields Road, Rowland Lane, and S. Third Street Extension (GPINs: 9804649659, 9804740981, 9804751126, 9804751472, 9804752606, 9804751879, 9804758112, 9804768330, 9804769157, 9804743671, 9804754067, 9804858358, 9804845824, 9804858565, 9804859748, 9804852932, 9804766069, 9804963052, 9804860293), from R-20, LM, and HM to R-6 (CD) for a Planned Unit Development of 38 townhome and 645 apartment units and B-2 (CD) for a shopping center with outparcels</p>
PROPOSED ZONING	B-2 (CD), General Business Conditional District R-6 (CD), Residential Conditional District
PARCEL SIZE	+/- 82.92 acres
AREA LAND USE	<p>The site is located between Trollingwood-Hawfields Road and S. Third Street Extension. Adjacent uses to the east include warehousing, equipment rental, a planned medical building, and vacant land. South of the site is GKN Driveline, a manufacturer of automobile components, and a truck and travel stop. Single-family residential uses are primarily to the north and the west.</p>
ONSITE AMENITIES & DEDICATIONS	<p>As shown on the site plan, a public street will be constructed with sidewalks on both sides of the street. All other internal roads will be private and will include sidewalks on at least one side. Sidewalks will be constructed on the site's frontages along Trollingwood-Hawfields Road and S. Third Street Extension. A sidewalk will be constructed to connect the development to existing sidewalk west of the site.</p> <p>Crosswalks and traffic calming measures will be provided within the development to accommodate pedestrian traffic. Additionally, the developer will install a high-visibility crosswalk across S. Third Street Extension and pedestrian signals and crosswalks with the signalized entrance on Trollingwood-Hawfields Road.</p> <p>The developer will build a new pump station next to an existing station known as the GKN pump station. The City will take ownership and maintenance of the new pump station, which will serve more than the proposed development. Additionally, the developer will construct a fire apparatus turnaround for Rowland Lane.</p> <p>Private amenities for the apartments include a pedestrian trail around and a pedestrian bridge over a proposed stormwater control measure, two clubhouses, and two pools.</p>

CONDITIONAL ZONE? YES NO**DESCRIPTION OF PROPOSED CONDITIONS**

Residential Density: The applicant proposes a maximum residential density of 21 units per acre for the apartment development. The maximum density for the R-6 Zoning District is 14 units per acre.

Open Space: The applicant proposes to provide +/- 2.11 acres or 7% open space for the proposed shopping center. The development standards for this land use require 20% open space, or +/- 6.04 acres. The applicant proposes to provide +/- 8.30 acres of private common open space, including full accreditation for the main stormwater control measure, for the Planned Unit Development of townhome and apartment buildings. Section 6-8.3 requires +/- 15.24 acres of private common open space for the PUD.

Recreation Area: The applicant proposes to provide +/- 0.81 acre of private recreation space for the apartment buildings and no private recreation area for the townhome buildings. Section 6-8.2 requires +/- 11.1 acres of private recreation area for the apartments and +/- 0.87 acres of private recreation area for the townhomes. In lieu of providing the required +/- 19.6 acres of public recreation space, the applicant will make an estimated contribution of \$446,000 to the City of Mebane, with this \$446,000 contribution being reduced by the value of the cost of sidewalk connectivity along S. Third Street Extension which will connect to existing sidewalk at The Villages at Copperstone.

Landscaping: The applicant requests approval of an alternative landscaping plan, with reduced streetscapes along all roadways and reduced perimeter buffering. Specific details of the streetscape and buffer widths are provided in the Summary Sheet.

Parking: The applicant requests a minimal reduction in parking for the shopping center. The site plan shows 1,464 spaces as opposed to the required 1,470 spaces.

Building Height: The applicant proposes a maximum height of 60' for the apartment buildings and 80' for future development of Tract 4. The maximum height is 50' for the R-6 Zoning District and 70' for the B-2 Zoning District.

Outparcels: The applicant proposes a restriction of uses for the outparcels, prohibiting ten uses as listed on the cover sheet of the site plan. Additionally, the applicant proposes a reduced streetscape and perimeter buffer for the outparcels.

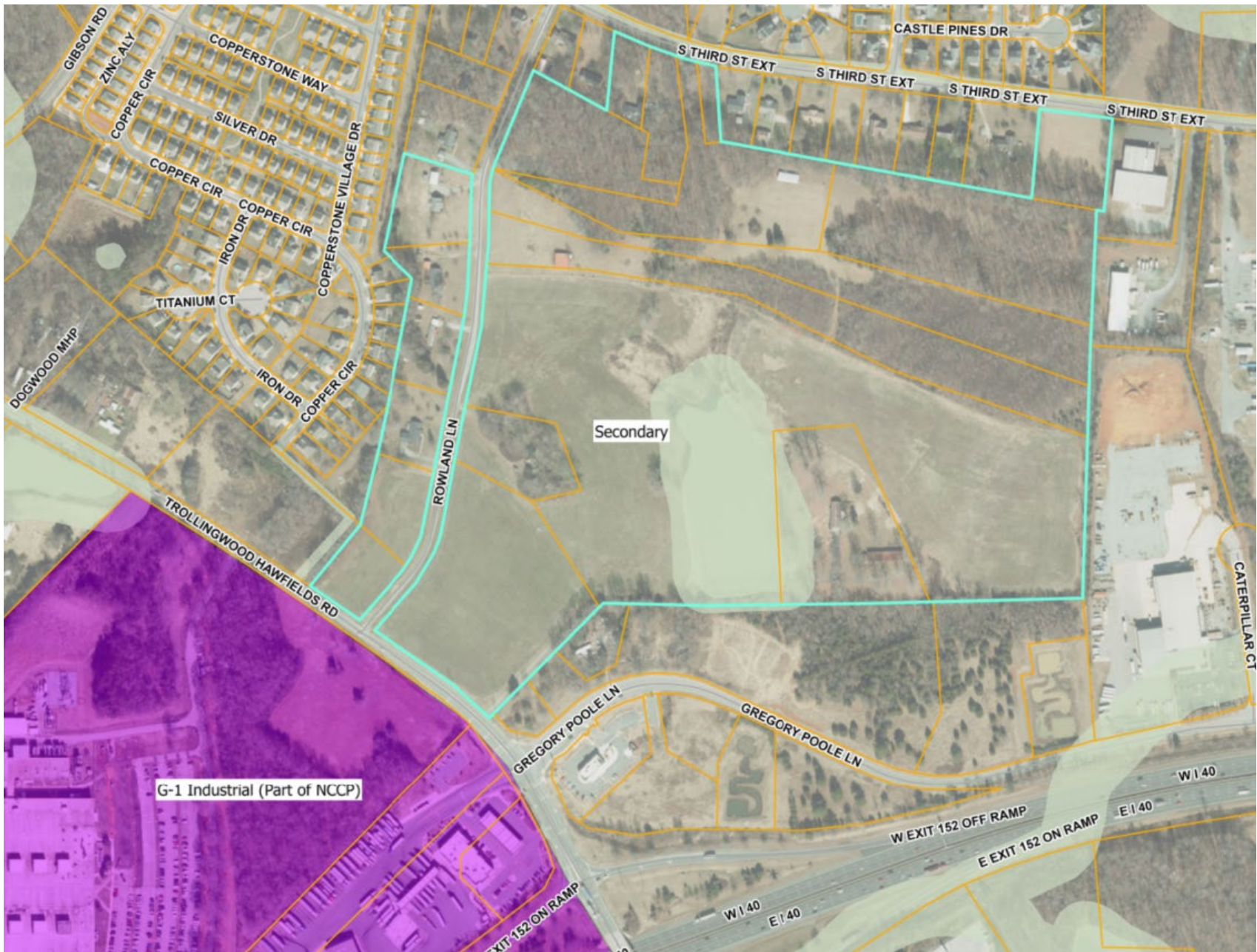
Tract 4: The applicant proposes a conceptual site design for Tract 4 as an example of the maximum intensity of a developed site. The applicant requests 10' streetscapes along the private roads and drives and a 25' rear setback. Development of this tract must meet requirements of the Mebane UDO, except for those listed as conditions with this request.

Pump Station: Design and construction of a new pump station will be required to serve the development. The developer will construct this new pump station, with the City reimbursing the developer consistent with the current oversizing policy. A developer agreement will include related terms and conditions. More specific details are provided on Sheet 200-A of the plan set.

Wastewater Permitting: As a condition of the approval of the apartments, wastewater for 357 apartment units may be allowed in a single calendar year expected no earlier than 2027. In addition, wastewater for the remaining 288 apartment units may be allowed in a single calendar year expected no earlier than 2029. This allowance exceeds the requirements of the City's accumulated paper flow policy. Staff is agreeable to this request.

Utility Easement: A portion of Public Road A will not have a utility easement on the west side to accommodate turn lane requirements at the development's main entrance on Trollingwood-Hawfields Road.

CONSISTENCY WITH <i>MEBANE BY DESIGN</i> STRATEGY	
LAND USE GROWTH STRATEGY DESIGNATION(S)	G-4, Secondary Growth Area
OTHER LAND USE CONSIDERATIONS	
<i>MEBANE BY DESIGN</i> GOALS & OBJECTIVES SUPPORTED	<p>Goal 1.6: Require that commercial development be pedestrian-friendly, supporting walking between differing land uses while also reducing parking requirements.</p> <p>Goal 2.1: Improve safety and confidence of pedestrian access across major streets, including I-40/85, US-70, NC-119, Mebane-Oaks Road and other highly traveled roadways.</p>
<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	<p>The expected water use and wastewater flows are approximately 147,202 gallons per day. The developer proposes to connect to the City of Mebane's existing 12-inch water line on Trollingwood-Hawfields Road and looping by extension a public 12-inch water line along a proposed new public road and connecting to the City's existing 12-inch water line on S. Third Street Extension. Other public and private water lines are shown throughout the mixed-use development. The developer proposes to extend public sewer service from an existing 8-inch sanitary sewer main in Trollingwood-Hawfields Road along a proposed new public road. Additionally, the developer will extend 8-inch private sewer lines as shown throughout the development. The developer will design and construct a new pump station to replace an existing pump station, known as the GKN pump station, to serve the development.</p>
UTILITIES PROVIDED BY APPLICANT	<p>Applicant has pledged to provide all on-site utilities, as described in the City Engineer's Technical Memo.</p>
MUNICIPAL CAPACITY TO ABSORB PROJECT	<p>The City has adequate water supply to meet the domestic and fire flow demands of the project. Currently, the City does not have the wastewater capacity in the GKN pump station to serve the mixed-use development. Design and construction of a new pump station will be required to serve the development and is the responsibility of the developer, with the City reimbursing the developer for oversizing.</p>
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 development has two driveways on Trollingwood-Hawfields Road and two on S. Third Street Extension. Both roads are maintained by the NCDOT. Rowland Lane, which currently runs through the site, is a private road.</p> <p>This section of Trollingwood-Hawfields Road had an annual average daily traffic volume of 7,600 in 2023. S. Third Street Extension averaged 5,600 daily trips in 2023. From 2018-2022,</p>

surrounding intersections each recorded between 10 and 19 crashes, with 11 reported at Trollingwood-Hawfields Road and Gregory Poole Lane, 10 reported at Trollingwood-Hawfields Road and Gibson Road, and 13 reported at S. Third Street Extension and Gibson Road.

NCDOT TIP I-6059 (I-40/85 and Trollingwood-Hawfields Road, Upgrade Interchange) is currently under development and will construct a Diverging Diamond Interchange (DDI) and widen Trollingwood-Hawfields Road on the approaches extending north to Gregory Poole Lane and south to Senator Ralph Scott Parkway. The project is scheduled for completion in 2027.

**TRAFFIC IMPACT ANALYSIS
REQUIRED?**

YES NO

**DESCRIPTION OF RECOMMENDED
IMPROVEMENTS**

A number of off-site transportation improvements are required and provided in detail on the Summary Sheet. Additionally, the NCDOT has specified requirements for each access to the site along with minimum internal protected stem lengths.

The applicant is required to provide additional turn lanes on the eastbound and westbound ramps of the interchange and modify traffic signals to accommodate the additional lanes.

At the primary access on Trollingwood-Hawfields Road, the applicant must provide a traffic signal, with pedestrian signals and crosswalks. The NCDOT is requiring the second access to be a free-flow right-in only. Trollingwood-Hawfields Road must be widened to accommodate additional lanes, including dual northbound lanes, dual southbound lanes, a southbound exclusive left turn lane, and a northbound exclusive right turn lane.

S. Third Street Extension must also be widened to accommodate additional lanes, including westbound exclusive left turn lanes at each entrance and eastbound exclusive right turn lanes at each entrance.

**CONSISTENCY WITH THE MEBANE
BICYCLE AND PEDESTRIAN
TRANSPORTATION PLAN?**

YES NO

**MULTIMODAL IMPROVEMENTS
PROVIDED BY APPLICANT?**

YES NO

DESCRIPTION OF MULTIMODAL IMPROVEMENTS

Sidewalks will be constructed on the site’s frontages along Trollingwood-Hawfields Road and S. Third Street Extension. A sidewalk will be constructed to connect the development to existing sidewalk west of the site.

Crosswalks and traffic calming measures will be provided within the development to accommodate pedestrian traffic. Additionally, the developer will install a high-visibility crosswalk across S. Third Street Extension to connect to the existing sidewalk network and will install pedestrian signals and crosswalks with the signalized entrance on Trollingwood-Hawfields Road.

Bicycle parking will be provided as required by the Mebane UDO.

STAFF RECOMMENDATION

STAFF ZONING 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 “Koury Mixed-Use Development” is consistent with the guidance provided within <i>Mebane By Design</i> , the Mebane Comprehensive Land Development Plan and is in harmony with surrounding uses.



Technical Memorandum

Date: November 13, 2024

To: Ashley Ownbey, Development Director

From: Franz Holt, P.E.

Subject: Koury Mebane Development Rezoning Plan – City Engineering Department review

City Engineering has reviewed preliminary site plans for Koury Mixed-use Development dated November 13, 2024, prepared by Adam Carroll, P.E. with the Timmons Group. Our technical review comments are as follows:

A. General Summary

1. The 82.921-acre site is proposed to be developed as a Shopping Center, Planned Unit Development with Multi-family Residential, and General Office/Medical Park/Grocery Store and three outparcels.
2. On-site stormwater controls will meet City of Mebane water quality treatment and storm water detention requirements.
3. The City of Mebane's public water and sewer lines are accessible for extension to serve the development.
4. Sidewalks will be constructed along public and private roadway improvements. Where public the sidewalks will be maintained by the City of Mebane.
5. Street Access includes a public roadway extension (City of Mebane) connecting Trollingwood-Hawfields Road (signalized intersection) to S. Third Street Extension. Private roadway connections are proposed to Trollingwood-Hawfields Road and to S. Third Street Extension. Turn-lanes are required by the City and NCDOT at all roadway connections. Cross access connection with Duke Health is recommended to gain access to Gregory Poole Drive. Easements and right-of-way will be required for offsite improvements and are the developer's responsibility to acquire.
6. NCDOT plan approvals, driveway permits, and encroachment agreements are needed for the proposed improvements at S. Third Street Extension and Trollingwood-Hawfields Road, both being NCDOT roadways.
7. The planned NCDOT TIP Project I-6059 provides for improvements to the I-40/85 Interchange ending at Gregory Poole Lane and Senator Ralph Scott Parkway.



B. Availability of City Water and Sewer

Engineering has reviewed the preliminary water and sewer system layout and find them acceptable meeting City standards based on the following:

1. Water system – The developer proposes to connect to the City of Mebane’s existing 12-inch water line on Trollingwood-Hawfields Road and looping by extension a public 12-inch water line along a proposed new public road and connecting to city’s existing 12-inch water line on S. Third Street Extension. Other public and private water lines are shown throughout the mixed-use development. Appropriate valves, fire hydrants, meters, and backflow prevention device locations along with line sizes will be included with the site construction drawing submittals.

The expected water use is approximately 147,202 gallons per day. The calculations are shown on the plans. NCDEQ 2T rules were used to estimate use. The city has adequate water supply available to meet the project’s domestic demand and fire flow requirements.

2. Sanitary Sewer system – The developer proposes to extend public sewer service from an existing 8-inch sanitary sewer main in Trollingwood-Hawfields Road along a proposed new public road. Additionally, the developer will extend 8-inch private sewer lines as shown throughout the development. Appropriate sanitary sewer manhole spacing will be finalized with the site construction drawing submittals. Wastewater flows are approximately 147,202 gallons per day taken from the NCDEQ 2T rules for the proposed uses. Currently the city does not have the wastewater capacity in the GKN pump station to serve the mixed-use development. It is expected that the GKN force main reroute to the Graham WWTP (a planned City of Mebane project) will provide added wastewater capacity which may be used to serve Phase 1 (Shopping Center) and Phase 2 (outparcels) if available. At a minimum Phase 3 residential uses (apartments and townhomes) will require the design and construction of a new build GKN Pump Station next to the current pump station on Gregory Poole Lane. The new build of the GKN pump station will be constructed by the developer with city reimbursement per the city’s current oversizing policy. A developer agreement will include related terms and conditions. Downstream facilities (sewer gravity mains/pump stations/force mains/WWTP) have adequate capacity to serve the proposed mixed-use development and current wastewater flow.



3. As a condition of the approval of the apartments, wastewater for 357 apartment units may be allowed in a single calendar year expected no earlier than 2027. In addition, wastewater for the remaining 288 apartment units may be allowed in a single calendar year expected no earlier than 2029. This allowance exceeds the requirements of the city's accumulated paper flow policy; however, staff is agreeable to this developer request due to the number of units in each building not fitting the policy and the timing at which the developer intends to construct these buildings with tributary flow, which is typically less than permitted, coming online earlier in the process.

C. Watershed Overlay District and Phase II Stormwater Requirements

1. UDO Watershed Overlay District requirements.

These requirements in the UDO include the Back-Creek Watershed and Graham-Mebane Lake. The project is tributary to the Back-Creek Watershed below the dam. This type of watershed classification (Class V) does not have density restrictions or built upon area restrictions as required for the Graham-Mebane Lake watershed.

2. Phase II Stormwater Post Construction Ordinance

Sec. 5.1 in the UDO provides standards for Storm Water Management and 5.1.F requires compliance with the Mebane Post Construction Runoff Ordinance which is a stand-alone ordinance titled the Phase II Stormwater Post Construction Ordinance (SPCO). The standards in the UDO are general standards as the Ordinance itself provides detailed standards. The SPCO does apply to this project as more than one acre is being disturbed. Built upon areas of 24% will require engineered stormwater control measures (scms) which are shown or noted on the preliminary site plans. Where 2 ft. of water is pooled fencing will be required. Post construction stormwater runoff peak discharges can be no more than predevelopment discharge rates for the 10-year designed storm event (the minimum requirement). However, a flood study is required with construction drawings which may indicate larger stormwater detention requirements to mitigate downstream impacts. Water quality treatment is required for the runoff from a 1-inch rain.



D. Storm Drainage System

The UDO provides requirements for storm drainage systems. The site plans include a storm drainage system layout that shows certain pipe locations, inlets, and all being directed to the engineered stormwater control devices where the stormwater runoff is treated and detained before release to downstream properties.

E. Street Access and TIA

A TIA was completed by the developer's traffic engineer, Davenport and reviewed by the City of Mebane's private traffic consultant (VHB) in conjunction with the NCDOT Graham Local District Office and Congestion Management Office in Raleigh.

NCDOT 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. Unless otherwise specified, the applicant shall complete and place into operation all required road improvements prior to opening the development access to public traffic. As noted above, the City of Mebane may have additional requirements.

I-40 and Trollingwood Hawfields Road Interchange:

NCDOT project I-6059 will provide a DDI interchange and widen Trollingwood Hawfields Road at the interchange approaches extending northward to Gregory Poole Lane. With the addition of the proposed development traffic, additional mitigation is required.

- Provide a second left-turn lane on the eastbound off-ramp with a minimum of 400' of full width storage and appropriate transition per NCDOT requirements.
- Provide a second right-turn lane on the westbound off-ramp with a minimum of 400' of full width storage and appropriate transition per NCDOT requirements.
- Modify traffic signals to accommodate the proposed laneage.

Trollingwood Hawfields Road and Site Access 1:

- Provide a connected and coordinated traffic signal
- Provide dual northbound thru lanes extending from Gregory Poole Lane with the right-most lane terminating as a right turn lane at Access 1.
- Provide dual southbound thru lanes extending a minimum of 300' north of the Access 1 and extending to Gregory Poole Lane.
- Provide a southbound exclusive left turn lane with a minimum of 150' of full storage and appropriate transitions per NCDOT requirements.
- Provide a site access with one ingress lane and three egress lanes consisting of a full length exclusive left turn lane, a second exclusive left turn lane with 350' of full storage and appropriate transitions and an exclusive right turn lane with a minimum of 300' of full storage and appropriate transitions.
- Provide a minimum internal protected stem length (IPS) of 350'.



Trollingwood Hawfields Road and Site Access 2:

- Provide a free-flow right-in-only access with appropriate channelization and traffic controls.
- Provide a northbound exclusive right turn lane with a minimum of 150' of full storage and appropriate transitions per NCDOT requirements.
- Provide a minimum IPS of 100'.

Third Street Extension and Site Access 3:

- Provide a westbound exclusive left turn lane with a minimum of 100' of full storage and appropriate transitions per NCDOT requirements.
- Provide an eastbound exclusive right turn lane with a minimum of 100' of full storage and appropriate transitions per NCDOT requirements.
- Provide a stop-controlled site access with one ingress lane and two egress lanes consisting of a continuous left turn lane and a continuous right turn lane.
- Provide a minimum IPS of 100'.

Third Street Extension and Site Access 4:

- Provide a westbound exclusive left turn lane with a minimum of 100' of full storage and appropriate transitions per NCDOT requirements.
- Provide an eastbound exclusive right turn lane with a minimum of 100' of full storage and appropriate transitions per NCDOT requirements.
- Provide a stop-controlled site access with one ingress lane and one egress lane.
- Provide a minimum IPS of 100'.

Cross-Access Connectivity:

Provision of cross access with the adjacent properties is encouraged to accommodate internal connectivity and improve distribution of existing and future traffic volumes on the adjacent public road network.

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.

A 3-lane public road 41' b-b curb and gutter is proposed to be constructed connecting Trollingwood-Hawfields Road to S. Third Street Extension. A typical section of the roadway is provided with the preliminary site plans and includes 5' wide public sidewalks. This roadway will become a city street when completed to Mebane requirements and is the primary access to the proposed shopping center, townhomes, and apartments. Private roadways and parking lots will also serve the shopping center, outparcels, apartments and the future medical office and meeting the requirements for emergency service access.

F. Construction Plan Submittal

The UDO requires final site construction plans to be submitted by the project engineer for TRC review and approval.

The traffic impact analysis (TIA) can be accessed [by clicking here.](#)



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. R. "JOEY" HOPKINS
SECRETARY

November 5, 2024

ALAMANCE COUNTY

Mr. Nick Liguori, PE
DAVENPORT
1100 Boulders Parkway, Suite 100
Richmond, VA, 23225

Subject: Proposed Mebane Commercial Development
Located on Trollingwood Hawfields Road (SR 1981)
and Third Street Extension (SR 2049)
-Review of Traffic Impact Analysis (TIA)

Dear Mr. Liguori,

NCDOT staff have completed review of the above subject. Based on the information provided, and upon conferring with the City of Mebane we offer the following comments with regard to the State road network. Please be aware that the City of Mebane may have additional comments and requirements for streets on their municipal system and the proposed internal public streets.

General:

The proposed multi-use development is located on the east side of Trollingwood Hawfields Road near the northeast quadrant of the I-40/85 and Trollingwood Hawfields Road interchange and consists of approximately 292,480 SF of retail and restaurant, 112,500 SF medical office, 100 townhomes and 600 apartments. The site is to be developed in two phases with the commercial component completed in 2027 and the residential component completed in 2028. The site is expected to generate approximately 33,129 unadjusted daily trips upon buildout. The site is to be accessed via four proposed driveway and street connections consisting of a right in-right out access on Trollingwood Hawfields Road approximately 315' north of Gregory Poole Lane, a signalized full-movement access on Trollingwood Hawfields Road located approximately 780' north of Gregory Poole Lane, a full-movement access located on Third Street Extension approximately 1700' east of Gibson Road, and a full-movement access on Third Street Extension approximately 3050' east of Gibson Road.

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

Committed Improvements By Others:

NCDOT TIP U-6013 (Widen NC 119 from I-40/85 to Trollingwood Hawfields Road to multi-lanes) is currently scheduled for completion in 2031 which is beyond the buildout schedule of the proposed development.

NCDOT TIP I-6059 (I-40/85 and Trollingwood Hawfields Road, Upgrade Interchange) is currently under development and will construct a Diverging Diamond Interchange (DDI) and widen Trollingwood Hawfield Road on the approaches extending north to Gregory Poole Lane and south to Senator Ralph Scott Parkway. The project is scheduled for completion in 2027 and was considered in the analysis. To the extent practicable, impacts and mitigations associated with this development shall be coordinated with this project.

A number of approved developments and the associated committed road improvements as identified in the TIA were also considered in the analysis.

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. Unless otherwise specified, the applicant shall complete and place into operation all required road improvements prior to opening the development access to public traffic. As noted above, the City of Mebane may have additional requirements.

I-40 and Trollingwood Hawfields Road Interchange:

As noted, NCDOT project I-6059 will provide a DDI interchange and widen Trollingwood Hawfields Road at the interchange approaches extending north to Gregory Poole Lane and south to Senator Ralph Scott Parkway. With the addition of the proposed development traffic, additional mitigation is required.

- Provide a second left-turn lane on the eastbound off-ramp with a minimum of 400' of full width storage and appropriate transition per NCDOT requirements.
- Provide a second right-turn lane on the westbound off-ramp with a minimum of 400' of full width storage and appropriate transition per NCDOT requirements.
- Modify traffic signals to accommodate the proposed laneage.

Trollingwood Hawfields Road and Site Access 1:

- Provide a connected and coordinated traffic signal
- Provide dual northbound thru lanes extending from Gregory Poole Lane with the right-most lane terminating as a right turn lane at Access 1.
- Provide dual southbound thru lanes extending a minimum of 300' north of the Access 1 and extending to Gregory Poole Lane.

- Provide a southbound exclusive left turn lane with a minimum of 150' of full storage and appropriate transitions per NCDOT requirements.
- Provide a site access with one ingress lane and three egress lanes consisting of a full length exclusive left turn lane, a second exclusive left turn lane with 350' of full storage and appropriate transitions and an exclusive right turn lane with a minimum of 300' of full storage and appropriate transitions.
- Provide a minimum internal protected stem length (IPS) of 350'.

Trollingwood Hawfields Road and Site Access 2:

- Provide a free-flow right-in-only access with appropriate channelization and traffic controls.
- Provide a northbound exclusive right turn lane with a minimum of 150' of full storage and appropriate transitions per NCDOT requirements.
- Provide a minimum IPS of 100'.

Third Street Extension and Site Access 3:

- Provide a westbound exclusive left turn lane with a minimum of 100' of full storage and appropriate transitions per NCDOT requirements.
- Provide an eastbound exclusive right turn lane with a minimum of 100' of full storage and appropriate transitions per NCDOT requirements.
- Provide a stop-controlled site access with one ingress lane and two egress lanes consisting of a continuous left turn lane and a continuous right turn lane.
- Provide a minimum IPS of 100'.

Third Street Extension and Site Access 4:

- Provide a westbound exclusive left turn lane with a minimum of 100' of full storage and appropriate transitions per NCDOT requirements.
- Provide an eastbound exclusive right turn lane with a minimum of 100' of full storage and appropriate transitions per NCDOT requirements.
- Provide a stop-controlled site access with one ingress lane and one egress lane.
- Provide a minimum IPS of 100'.

Cross-Access Connectivity:

Provision of cross access with the adjacent properties is encouraged to accommodate internal connectivity and improve distribution of existing and future traffic volumes on the adjacent public road network.

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 NCDOT driveway permit and/or encroachment agreement(s) prior to performing work on the NCDOT right of way. As a condition of the agreement, the applicant 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 applicable approved roadway and signal construction plans, 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.

The applicant shall assess constructability of the required improvements and propose alternatives for consideration by the Department and local jurisdiction if determined to not be feasible.

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 applicant 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,
DocuSigned by:

C. N. Edwards Jr., PE

CR0BB000F8A458
C. N. Edwards Jr., PE

District Engineer

Cc: W.R. Archer, III, PE, Division Engineer
B. K. Ketner, PE, Project Team Lead- Division 7
D.M. McPherson, Division Traffic Engineer
N.C. Lineberger, PE, Congestion Management Regional Engineer
City of Mebane



To: Ashley Ownbey
Development Director
City of Mebane
106 East Washington Street
Mebane, NC 27302

Date: November 12, 2024

Memorandum

Project #: 39785.00, Task 01

From: Andrew Topp, PE, PTOE

Re: Mebane Commercial Traffic Impact Analysis
Mebane, NC

A Traffic Impact Analysis (TIA) was prepared by Davenport for the proposed Mebane Commercial development located on the east side of Trollingwood Hawfields Road to the north of Gregory Poole Lane in Mebane, North Carolina. VHB is contracted by the City of Mebane to conduct an independent review of the Mebane Commercial development TIA. This memo provides a list of critical findings, following by an in-depth summary of study assumptions and analysis results.

List of Mitigation Recommendations

The following corridor and interchange improvements were identified as part of I-6059 as a shared responsibility between Bec-ee's, NCDOT, and this development:

- › Trollingwood Hawfields Road and I-40/I-85 Eastbound Ramps (DDI Ramp Terminal)
 - Construct the eastbound approach with a continuous left-turn lane and dual 400-foot right-turn lanes.
 - Construct the northbound approach with a dual through lanes and a single 400-foot right-turn lane.
 - Construct the southbound approach with a dual through lanes and a single 100-foot left-turn lane.
- › Trollingwood Hawfields Road and I-40/I-85 Westbound Ramps (DDI Ramp Terminal)
 - Construct the westbound approach with a continuous left-turn lane, 400-foot left-turn lane and 400-foot right-turn lane.
 - Construct the northbound approach with a dual through lanes and a single 100-foot left-turn lane.
 - Construct the southbound approach with a dual through lanes and a continuous right-turn lane.
- › Trollingwood Hawfields Road between I-40/I-85 interchange and Site Access 1
 - Provide two northbound and two southbound through lanes.

The following summarizes additional mitigation measures for the development with items in red denoting measures that should be considered in addition to mitigation measures that have been identified within the Mebane Commercial TIA:

- › Trollingwood Hawfields Road and I-40 Eastbound Ramps
 - On I-40 Eastbound off-ramp provide a second left-turn lane with 400 feet of storage and appropriate deceleration and taper.
- › Trollingwood Hawfields Road and I-40/I-85 Westbound Ramps
 - On I-40 Westbound off-ramp provide a second right turn lane with 400 feet of storage and appropriate deceleration and taper.
- › Trollingwood Hawfields Road and Site Access 1
 - Install a connected and coordinated traffic signal.
 - Construct a southbound left-turn lane with at least 150 feet of full storage and appropriate taper.
 - Provide a second southbound thru lane will at least 300 feet of full storage and appropriate taper.
 - Provide a full length left-turn lane, a left-turn lane with 350 feet of storage, and a right turn lane with 300 feet of storage, with appropriate deceleration and taper.

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

- Provide northbound right turn lane on Trollingwood Hawfields Road with full length storage back to Gregory Poole Lane.
- › Trollingwood Hawfields Road and Site Access 2
 - Design access for right in / right out only with one ingress lane and one egress lane, or alternatively an inbound only, if required by NCDOT.
 - Provide a northbound right turn lane with 150 feet of storage and appropriate deceleration and taper.
- › Site Access 3 and Third Street Extension
 - Construct access with a single ingress lane and a two-lane egress as follows:
 - One continuous northbound left-turn lane that transitions into a two-way left-turn lane.
 - One continuous northbound right-turn lane.
 - Provide a westbound left turn lane with 100 feet of storage and appropriate deceleration and taper.
 - Provide an eastbound right-turn lane with at least 100 feet of storage and appropriate taper.
 - Provide a minimum internal protected stem of 100 feet.
- › Site Access 4 and Third Street Extension
 - Construct access with a single ingress lane and single egress lane.
 - Provide a westbound left turn lane with 100 feet of storage and appropriate deceleration and taper.
 - Provide an eastbound right-turn lane with 100 feet of storage and appropriate deceleration and taper.
- › Cross-Access Connectivity: providing stub outs to adjacent parcels is recommend to provide alternative options for vehicles traveling to or from the site. Providing stub outs or cross-access connections in the southeast portions of the site to undeveloped properties extending to Gregory Poole Lane preserves a potential long-term connection to that roadway.
- › Multimodal Considerations: compliance of multimodal transportation requirements should be examined to ensure adequacy of pedestrian and bike facilities across the project site and along roadways comprising the property frontage. The development will attract multimodal activity from adjacent properties and will need to have proper multimodal connections within the development, along all driveways, and both frontage streets. Consider enhancements along the new public street such as marked crosswalks, raised median islands, multimodal pathways, and/or all-way stop control at appropriate locations along the route.

All improvements are recommended for Phase 1, except for Site Access 4 improvements, which will be constructed in Phase 2.

Analysis Revision Suggestions

- › Capacity Analysis:
 - Given the scale of this development and the projected traffic volumes in the TIA, conduct a supplemental capacity analysis for the intersections along the future public street, particularly at the southern end where most traffic will be exiting via the new signal. An AM and PM peak hour Synchro intersection analysis of Full Build conditions at key intersections along this route will be useful to understand future operations along the route and ensure that there are no delay or queueing concerns that require additional mitigation. Based on the results of that supplemental analysis, the following options or other may be needed to improve the safety and operations along this future City street:
 - Provide a second northbound through lane that extends between the Trollingwood Hawfields signal and the first or second downstream intersection to the north.
 - Provide northbound right-turn lane along the public street where warrants are met.
 - Traffic control upgrades, such as a signal or all-way stop at major intersections along this roadway.
 - Providing median refuge islands at midblock crosswalks along roadway.
 - Providing two-lane egress from the side street approaches from the development.
 - Lengthening the internal protected stem as needed to accommodate the side-street queueing.

- Provide a secondary egress option for the heavy vehicle movement between the site Trollingwood Hawfields Road to the south to help spread the traffic demand from the public street (Site Access 1). One option would be to allow egress at Site Access 2 and then install a northbound u-turn at Trollingwood Hawfields Road at Site Access 1.
- On Figures 9 and 14, the Site Access 1 westbound left turn lane shows 300' of storage, instead of the recommended 350'. Update to show the correct proposed storage length.

Summary of TIA Assumptions and Results

Development Plan

Phase 1 of the proposed Mebane Commercial development consists of commercial development, including approximately 292,480 square feet of retail and restaurant space and 112,500 square feet of a medical office building. Phase 2 is the residential component of the project, including approximately 100 townhomes and 600 apartments. Site access to the site is proposed via three full movement driveways along Trollingwood Hawfields Road and Third Street Extension. Site access 4 is proposed to be built in Phase 2, all other accesses will be built in Phase 1. Site access 1 is proposed to be connected to site access 4 via a connector road traveling through the site. Phase 1 is estimated to be built by 2027, and Phase 2 by 2028.

Study Area and Analysis Scenarios

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

- › I-40 Eastbound Ramps at Trollingwood Hawfields Road (signalized)
- › I-40 Westbound Ramps at Trollingwood Hawfields Road (signalized)
- › Trollingwood Hawfields Road at Gregory Poole Lane (signalized)
- › Trollingwood Hawfields Road at Site Access 1 (full access)
- › Trollingwood Hawfields Road at Site Access 2 (right in / right out)
- › Trollingwood Hawfields Road at Gibson Street (all-way stop)
- › Gibson Street at Third Street Extension (all-way stop)
- › Third Street Extension at Site Access 3 (full access)
- › Third Street Extension at Site Access 4 (full access) – *Phase 2 Only*
- › Third Street Extension at Maple Lane (unsignalized)
- › Third Street Extension at Holmes Road (signalized)

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

- › 2024 Existing Traffic Conditions
- › 2027 No-Build Traffic Conditions
- › 2027 Phase 1 Build Traffic Conditions
- › 2027 Phase 1 Build Traffic Conditions + Improvements
- › 2028 Full Build Traffic Conditions
- › 2028 Full Build Traffic Conditions + Improvements

Existing and No-Build Analysis Assumptions

Existing (2024) analysis was conducted based on traffic counts conducted in April and May of 2024 during typical weekday AM (7 to 9 AM) and PM (4 to 6 PM) peak hours.

The No-Build scenario included an annual growth rate of one percent (1%) between the existing year (2024) and the future analysis years (2027 and 2028). Based on coordination with the NCDOT and the City, it was determined that the following adjacent developments were required to be included in the future year analyses:

- › Buc-ee's: The project is currently under construction and was assumed to be in place in the 2027 future analysis year.
- › Crow Industrial Site: The project is currently under construction and was assumed to be in place in the 2027 future analysis year.
- › Duke Mebane Medical Site: The project is currently under construction and was assumed to be in place in the 2027 future analysis year.

Based on coordination with NCDOT and the Town of Mebane the committed improvements in the study area are as follows:

- › NCDOT STIP I-6059 (I-40 at Trollingwood Hawfields Road interchange improvements): This project will install a diverging diamond interchange at the I-40/Trollingwood Hawfields Road interchange and will widen Trollingwood Hawfields Road to a four-lane divided section for approximately 850 feet north of Gregory Poole Lane.

Trip Generation & Distribution

Phase 1

Trip generation potential was determined based on methodology outlined in the ITE Trip Generation Manual, 11th Edition. Based on the TIA, Phase 1 of the proposed development is expected to generate 28,496 total daily unadjusted trips with 1,652 trips (956 entering, 696 exiting) occurring the AM peak hour and 2,480 (1,166 entering, 1,314 exiting) occurring in the PM peak hour.

Primary trips were determined after calculating the reduction from internal capture and pass-by trips. The TIA capped the percentage of allowable pass-by reductions at ten percent of the AADT of the adjacent street of Trollingwood Hawfields Road.

Based on existing traffic patterns, population centers adjacent to the study area, and engineering judgment, primary vehicle site traffic for Phase 1 of this development were distributed as follows:

- › 34% to/from the west on I-40 West
- › 34% to/from the east on I-40 East
- › 10% to/from the south on Trollingwood Hawfields Road
- › 8% to/from the east on Third Street Extension
- › 4% to/from the north on Gibson Road
- › 4% to/from the west on Trollingwood Road
- › 2% to/from the north on Trollingwood Hawfields Road
- › 2% to/from the north on Stone Street
- › 2% to/from the south on Holmes Road

50% of pass-by trips are assumed to originate from the north on Trollingwood Hawfields Road and 50% from the south on Trollingwood Hawfields Road.

Phase 2

Trip generation potential was determined based on methodology outlined in the ITE Trip Generation Manual, 11th Edition. Based on the TIA, Full Build of the proposed development is expected to generate 33,129 total daily unadjusted trips with 1,907 trips (1,018 entering, 889 exiting) occurring the AM peak hour and 2,815 (1,374 entering, 1,441 exiting) occurring in the PM peak hour.

Primary trips were determined after calculating the reduction from internal capture and pass-by trips. The TIA capped the percentage of allowable pass-by reductions at ten percent of the AADT of the adjacent street of Trollingwood Hawfields Road.

Based on existing traffic patterns, population centers adjacent to the study area, and engineering judgment, primary residential vehicle site traffic for Phase 2 of this development were distributed as follows:

- › 39% to/from the west on I-40 West
- › 39% to/from the east on I-40 East
- › 8% to/from the south on Trollingwood Hawfields Road
- › 5% to/from the east on Third Street Extension
- › 3% to/from the north on Gibson Road
- › 2% to/from the west on Trollingwood Road
- › 2% to/from the north on Trollingwood Hawfields Road
- › 1% to/from the north on Stone Street
- › 1% to/from the south on Holmes Road

The directional distributions for the commercial trips of Full Build conditions are the same as Phase 1, however the commercial primary trips were distributed differently at the study intersections due to the addition of the full site access 4 on the Third Street Extension.

50% of pass-by trips are assumed to originate from the north on Trollingwood Hawfields Road and 50% from the south on Trollingwood Hawfields 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.

Trollingwood Hawfields Road and I-40/I-85 Eastbound Ramps (signalized)

ID	Intersection and Approach	Existing (2024)		No-Build (2027)		Build (2027)		Build w/ Improvements (2027)		No-Build (2028)		Build (2028)		Build w/ Improvements (2028)	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
100 / 104	Trollingwood Hawfields Road & I-40/I-85 Eastbound Ramps	C (25.5)	C (25.4)	C (28.4)	C (31.0)	C (25.6)	C (25.4)	C (23.9)	C (23.1)	C (28.3)	C (31.0)	C (25.2)	C (25.3)	C (23.1)	C (22.6)
	Eastbound	E-59.1	E-70.6	---	---	---	---	---	---	---	---	---	---	---	---
	Westbound	---	---	C-30.6	C-31.2	C-31.6	C-32.4	C-25.2	C-25.6	C-30.5	C-31.3	C-31.5	C-32.7	C-25.1	C-25.6
	Northbound	A-8.4	A-6.5	---	---	---	---	---	---	---	---	---	---	---	---
	Southbound	B-16.7	A-5.9	C-26.0	C-30.7	B-19.1	B-17.4	C-22.4	C-20.1	C-26.0	C-30.7	B-18.1	B-16.8	C-20.8	B-19.1

The TIA indicated that the signalized intersection is expected to operate at LOS C during both the AM and PM peak hours under existing and future conditions with the planned interchange reconstruction in place.

Due to queuing issues on the eastbound off-ramp from I-40, the TIA recommended the following improvement during Phase 1 of this development:

- › On I-40 Eastbound off-ramp provide a second left-turn lane with 400 feet of storage and appropriate deceleration and taper.

Trollingwood Hawfields Road and I-40/I-85 Westbound Ramps (signalized)

ID	Intersection and Approach	Existing (2024)		No-Build (2027)		Build (2027)		Build with Improvements (2027)		No-Build (2028)		Build (2028)		Build with Improvements (2028)	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
200 / 204	Trollingwood Hawfields Rd & I-40/I-85 EB Ramps	C (20.2)	C (21.2)	B (14.9)	B (13.7)	B (18.2)	B (18.6)	C (20.7)	B (17.8)	B (14.9)	B (13.7)	B (17.9)	C (20.3)	B (18.2)	B (19.3)
	Eastbound	---	---	B-11.0	B-11.0	B-12.2	B-13.4	B-17.9	B-14.7	B-11.0	B-10.9	B-11.7	B-13.1	B-14.9	B-16.3
	Westbound	E-57.3	E-57.4	---	---	---	---	---	---	---	---	---	---	---	---
	Northbound	A-9.7	A-4.2	B-18.8	B-16.4	C-23.5	C-24.1	C-23.1	C-21.1	B-18.8	B-16.5	C-23.8	C-27.6	C-21.2	C-22.4
	Southbound	B-15.4	B-18.7	---	---	---	---	---	---	---	---	---	---	---	---

The TIA indicated that the signalized intersection is expected to operate at LOS C or better during both the AM and PM peak hours under existing and future conditions with the planned interchange reconstruction in place.

Due to queuing issues on the westbound off-ramp from I-40, the TIA recommended the following improvement during Phase 1 of this development:

- › On I-40 Westbound off-ramp provide a second right turn lane with 400 feet of storage and appropriate deceleration and taper.

Trollingwood Hawfields Road and Love's Driveway/Gregory Poole Lane (signalized)

ID	Intersection and Approach	Existing (2024)		No-Build (2027)		Build (2027)		Build with Improvements (2027)		No-Build (2028)		Build (2028)		Build with Improvements (2028)	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
300	Trollingwood Hawfields Rd & Love's Driveway/Gregory Poole Ln	B (15.1)	B (18.6)	C (21.7)	C (29.0)	B (18.0)	C (24.5)	B (16.7)	B (18.1)	C (21.8)	C (29.1)	B (18.5)	C (25.2)	B (15.7)	B (17.8)
	Eastbound	D-42.2	D-38.0	D-40.8	D-46.3	D-40.8	D-46.3	D-45.1	D-48.7	D-40.8	D-46.2	D-40.8	D-46.2	D-40.8	D-46.2
	Westbound	E-61.3	E-67.5	E-65.3	D-54.9	E-65.3	D-54.9	E-63.4	E-72.2	E-65.3	D-54.7	E-65.3	D-54.7	E-65.3	D-54.7
	Northbound	A-9.2	A-6.6	B-13.6	C-22.2	B-10.3	B-15.1	B-12.1	B-13.1	B-13.5	C-22.2	B-10.4	B-15.8	A-9.7	B-13.6
	Southbound	A-6.5	A-8.3	B-17.7	B-17.7	B-19.0	C-26.1	B-13.3	A-9.5	B-17.8	B-17.8	C-20.1	C-28.0	B-14.1	B-12.9

The TIA indicated that the signalized intersection is expected to operate at LOS C or better during both the AM and PM peak hours under existing and future conditions. The STIP project will provide a second northbound through lane on Trollingwood Hawfields Road. No mitigation was recommended in the TIA by the proposed development.

Trollingwood Hawfields Road and Gibson Road (unsignalized)

ID	Intersection and Approach	Existing (2024)		No-Build (2027)		Build (2027)		No-Build (2028)		Build (2028)	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
400	Trollingwood Hawfields Road & Gibson Road	B (11.4)	B (10.3)	B (13.1)	B (11.2)	B (15.0)	B (13.3)	B (13.5)	B (11.3)	C (15.5)	B (13.7)
	Eastbound	B-11.4	A-9.1	B-13.2	A-9.6	C-15.5	B-10.6	B-13.7	A-9.6	C-16.0	B-10.7
	Westbound	B-11.7	B-10.2	B-13.5	B-10.8	B-14.8	B-11.7	B-14.0	B-10.9	C-15.2	B-11.8
	Northbound	B-11.5	B-11.1	B-13.2	B-12.5	C-15.5	C-16.1	B-13.6	B-12.7	C-16.2	C-16.7
	Southbound	B-10.9	A-9.1	B-12.4	A-9.5	B-13.8	B-10.3	B-12.7	A-9.6	B-14.1	B-10.4

The TIA indicated that the all-way stop controlled intersection is expected to operate at LOS C or better during both the AM and PM peak hours under existing and future conditions. No mitigation was recommended in the TIA by the proposed development.

Gibson Road and Stone Street/Third Street Extension (unsignalized)

ID	Intersection and Approach	Existing (2024)		No-Build (2027)		Build (2027)		No-Build (2028)		Build (2028)	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
500	Gibson Road & Stone Street/Third Street Extension	A (9.2)	A (9.2)	A (9.5)	A (9.4)	B (10.2)	B (10.4)	A (9.5)	A (9.5)	B (10.2)	B (10.7)
	Eastbound	A-9.2	A-8.6	A-9.4	A-8.7	B-10.1	A-9.3	A-9.5	A-8.7	B-10.1	A-9.4
	Westbound	A-9.1	A-9.7	A-9.3	A-9.9	A-9.9	B-11.3	A-9.3	A-10.0	A-10.0	B-11.6
	Northbound	A-9.2	A-9.0	A-9.5	A-9.3	A-10.0	A-9.9	A-9.6	A-9.3	B-10.1	B-10.1
	Southbound	A-9.2	A-8.9	A-9.7	A-9.1	B-10.6	B-10.2	A-9.7	A-9.2	B-10.7	B-10.4

The TIA indicated that the all-way stop controlled intersection is expected to operate at LOS B or better during both the AM and PM peak hours under existing and future conditions. No mitigation was recommended in the TIA by the proposed development.

Maple Lane and Third Street Extension (unsignalized)

ID	Intersection and Approach	Existing (2023)		No-Build (2027)		Build (2027)		No-Build (2028)		Build (2028)	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
600	Maple Lane & Third Street Extension	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Northbound	B-11.3	B-10.9	B-11.7	B-10.8	B-12.4	B-12.3	B-11.7	B-10.8	B-12.7	B-12.6

The TIA indicated that the northbound stop-controlled approach is expected to operate at LOS B during both the AM and PM peak hours under the existing and future conditions. No mitigation was recommended in the TIA by the proposed development.

Holmes Road and Third Street Extension (signalized)

ID	Intersection and Approach	Existing (2023)		No-Build (2027)		Build (2027)		No-Build (2028)		Build (2028)	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
700	Holmes Road & Third Street Extension	C (21.7)	C (23.1)	C (21.1)	C (22.5)	C (20.3)	C (21.4)	C (21.2)	C (22.6)	C (20.3)	C (21.6)
	Eastbound	A-6.1	A-7.7	A-8.9	A-9.7	A-9.8	B-11.5	A-9.1	A-9.8	B-10.1	B-11.9
	Westbound	A-4.0	A-4.2	A-8.2	A-9.9	A-7.9	A-9.1	A-8.6	B-10.2	A-8.3	A-9.3
	Northbound	E-59.8	E-64.1	D-53.1	E-56.9	D-53.5	E-57.3	D-53.1	E-57.0	D-53.5	E-57.5

The TIA indicated that the signalized intersection is expected to operate at LOS C or better during both the AM and PM peak hours under existing and future conditions. No mitigation was recommended in the TIA by the proposed development.

Trollingwood Hawfields Road and Site Access 1 (unsignalized/signalized)

ID	Intersection and Approach	Build (2027)		Build (2027) with Improvements		Build (2028)		Build (2028) with Improvements	
		AM	PM	AM	PM	AM	PM	AM	PM
800	Trollingwood Hawfields Road and Site Access 1	N/A	N/A	C (20.8)	C (29.2)	N/A	N/A	C (23.8)	C (28.0)
	Westbound	F-260.3	F-1008.1	D-48.4	D-41.1	F-440.2	F-1206.9	D-46.2	D-39.6
	Northbound	---	---	A-7.1	B-18.0	---	---	B-12.2	B-16.0
	Southbound	---	---	B-12.3	C-21.3	---	---	B-13.4	C-23.2

The TIA indicated that the stop-controlled approach is expected to operate at LOS F in both the AM and PM peak hours under Phase 1 and Phase 2 build-out conditions. STIP Project I-6059 includes widening Trollingwood Hawfields Road to a four-lane divided section from Gregory Poole Lane northward to the vicinity of Site Access 1, with the second northbound lane dropping as a right turn lane into Site Access 1. The STIP preliminary plan also shows the provision of a southbound entry lane on Trollingwood Hawfields Road.

The potential for traffic signalization was reviewed for this location. The results indicated that the 8-hour, 4-hour and peak hour traffic volume warrants are met.

The TIA recommended the following improvements at Phase 1:

- › Install traffic signal.
- › On Site Access 1 provide a full-length left turn lane, a left turn lane with 350 feet of storage, and a right turn lane with 300 feet of storage, with appropriate deceleration and taper.
- › Provide northbound right turn lane on Trollingwood Hawfields Road with full length storage back to Gregory Poole Lane.
- › No additional improvements on Trollingwood Hawfields Road (STIP I-6059 improvements adequate).

The TIA projects a heavy westbound left-turn volume (919 veh/hour in PM peak) as vehicles travel towards the interchange and other destinations to the south. Exiting trips from the fast-food restaurants or other portions of the site may exit from Site Access 2 and make a U-turn movement at Site Access 1 as an alternative option for traveling back to the south. The 95th percentile queue for the southbound left-turn movement in the AM and PM exceeds 100 feet, while the left-turn lane appears to be 50 feet or so due to the close driveway to the north. Providing at least 150 feet is recommended to accommodate the queue and provide some space for deceleration. As a result, the following improvements should also be considered in conjunction with this development:

- Install a northbound U-turn lane with at least 100 feet of full storage and appropriate taper.
- Construct a southbound left-turn lane with at least 150 feet of full storage and appropriate taper.

Trollingwood Hawfields Road and Site Access 2 (unsignalized)

ID	Intersection and Approach	Build (2027)		Build (2027) with Improvements		Build (2028)	
		AM	PM	AM	PM	AM	PM
900	Trollingwood Hawfields Road and Site Access 2	N/A	N/A	N/A	N/A	N/A	N/A
	Westbound	B-12.4	B-14.4	B-12.4	B-14.4	B-12.6	C-15.8

The TIA indicated that the proposed stop-controlled westbound approach is expected to operate at LOS C or better in both the AM and PM peak hours under Phase 1 and Full Build conditions.

The TIA notes the second northbound lane will function as a de-facto right turn lane, since it terminates as a right turn entry lane at Site Access 1.

The TIA recommended the following improvements at Phase 1:

- › This access should be designed for right in / right out only movements.

There are 554 right-turning vehicles projected at this location during the PM peak, which meets warrants. Providing a separate right-turn lane from the outside through lane helps exiting vehicles distinguish whether an approaching vehicle is turning right into Access 2 or traveling through the intersection to turn right at Access 1. As a result, the following improvement is recommended:

- › Provide a northbound right turn lane with 150 feet of storage and appropriate deceleration and taper.

Site Access 3 and Third Street Extension (unsignalized)

ID	Intersection and Approach	Build (2027)		Build (2027) with Improvements		Build (2028)		Build (2028) with Improvements	
		AM	PM	AM	PM	AM	PM	AM	PM
1100	Site Access 3 and Third Street Extension	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Northbound	B-12.2	B-13.2	B-12.2	B-13.1	B-11.9	B-12.5	B-11.8	B-12.5

The TIA indicated that the proposed stop-controlled northbound approach is expected to operate at LOS B in both the AM and PM peak hours under Phase 1 and Full Build Conditions.

Based on NCDOT turn lane warrant criteria, it is recommended to provide a westbound left turn lane with 100 feet of storage and appropriate deceleration and taper. The TIA states a right turn lane is narrowly warranted but is not recommended due to limited right of way and adjacent properties.

The site has over 200 feet of frontage west of the driveway, which appears to be sufficient space for a right-turn lane. In addition, the new street being constructed between Third Street Extension and Trollingwood Hawfields is shown as a three lane, public street, which creates a center two-way left-turn lane. This allows for a two-lane egress at Site Access 3. As a result, the following additional improvements are recommended:

- Construct access with a single ingress lane and a two-lane egress as follows:
 - One continuous northbound left-turn lane that transitions into a two-way left-turn lane.

- One continuous northbound right-turn lane.
- Provide an eastbound right turn lane with at least 100 feet of storage and appropriate taper.

Site Access 4 and Third Street Extension (unsignalized)

ID	Intersection and Approach	Build (2028)		Build (2028) with Improvements	
		AM	PM	AM	PM
1200	Site Access 4 and Third Street Extension	N/A	N/A	N/A	N/A
	Northbound	B-11.0	B-10.5	B-11.3	B-10.5

The TIA indicated that the proposed stop-controlled northbound approach is expected to operate at LOS B in both the AM and PM peak hours Full Build Conditions.

Based on NCDOT turn lane warrant criteria, it is recommended to provide a westbound left turn lane with 100 feet of storage and appropriate deceleration and taper. The TIA states a right turn lane is not warranted based on projected volumes, however NCDOT review indicated that an eastbound right-turn lane will be required.

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



AGENDA ITEM # 5

Amendment to the Flood Hazard Overlay (FHO) District

Presenter

Ashley Ownbey, Development Director

Public Hearing

Yes No

Summary

The Planning Board shall advise and comment on the request to amend the Flood Hazard Overlay (FHO) District, as described in Article 3 of the Mebane Unified Development Ordinance and shown on the official City Zoning Map. The City adopted a new Flood Insurance Rate Map (FIRM) and Floodplain Development Ordinance in 2017, at the direction of the Federal Emergency Management Agency (FEMA) following a reevaluation of floodplain locations and relative flood risks of properties. At the request of Withers Ravenel, acting on behalf of BT-OH LLC, FEMA initiated a process to revise the FIRM and, consequently, the City's FHO. The public notification process complied with federal criteria, including mailings to the immediately-affected properties and advertisement in the local newspaper, evidenced with an affidavit of publication.

The change will reflect the FEMA Letter of Map Revision (LOMR) Case No. 24-04-2801P, effective February 28, 2025. The change effected in the FIRM modifies the 100- and 500-year floodplain locations in FIRM Panel 3710980400K in an unnamed tributary to East Back Creek from a point approximately 1.1 miles upstream of Governor Scott Farm Road to a point approximately 1.5 miles of Governor Scott Farm Road. The proposed amendment will ensure the official City Zoning Map is consistent with the revised FIRM.

Financial Impact

N/A – the FIRM revision does not place any new structures within the 100- or 500-year floodplains.

Staff Recommendation

Staff recommends approval.

Suggested Motion

Motion to approve the amendments to the City of Mebane Unified Development Ordinance and Zoning Map as presented.

The amendments are consistent with the objectives and policies for growth and development in the Comprehensive Land Development Plan *Mebane By Design* and are required by State and Federal law.

Attachments

1. Letter of Map Revision Determination Document
2. Revised FIRM Panel 3710980400K
3. Example Notification Letter to Affected Property Owners



Federal Emergency Management Agency

Washington, DC 20472

North Carolina Floodplain Mapping Program

Cooperating Technical State



October 21, 2024

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

The Honorable Ed Hooks
Mayor, City of Mebane
103 East Washington Street
Mebane, NC 27302

IN REPLY REFER TO:

Case No.: 24-04-2801P
Follows Conditional
Case No.: 22-04-0728R
Community Name: City of Mebane, NC
Community No.: 370390
Effective Date: February 28, 2025

Dear Mayor Hooks:

The Flood Insurance Rate Map and Flood Insurance Study report for your community have been revised by this Letter of Map Revision (LOMR). Please use the enclosed annotated map panel revised by this LOMR for floodplain management purposes and for all flood insurance policies and renewals issued in your community.

Additional documents are enclosed which provide information regarding this LOMR. Please see the List of Enclosures below to determine which documents are included. Other attachments specific to this request may be included as referenced in the Determination Document. If you have any questions regarding floodplain management regulations for your community or the National Flood Insurance Program (NFIP) in general, please contact the Floodplain Administrator for your community. If you have any technical questions regarding this LOMR, please contact the North Carolina Floodplain Mapping Program (NCFMP) at (919) 825-2318, or the Federal Emergency Management Agency (FEMA) Mapping and Insurance eXchange toll free at 1-877-336-2627 (1 877-FEMA MAP). Additional information about the NFIP is available on FEMA's website at <https://www.fema.gov/flood-insurance>, and additional information about the NCFMP is available at <https://flood.nc.gov/ncflood/>.

Sincerely,

Patrick "Rick" F. Sacbibit, P.E., Branch Chief
Engineering Services Branch
Federal Insurance and Mitigation Administration

Gary W. Thompson, PLS
Deputy Hazard Mitigation Chief
Chief, NC Geodetic Survey
North Carolina Emergency Management

List of Enclosures:

Letter of Map Revision Determination Document
Annotated Flood Insurance Rate Map
Annotated Flood Insurance Study Report

cc: Preston Mitchell, Interim City Manager, City of Mebane
Ashley Ownbey, Development Director, City of Mebane
Wesley Perry, P.E., WithersRavenel
Scott Gentry, P.E., CFM, North Carolina Floodplain Mapping Program

Follows CLOMR: 22-04-0728R



Federal Emergency Management Agency

Washington, D.C. 20472

LETTER OF MAP REVISION DETERMINATION DOCUMENT

COMMUNITY AND REVISION INFORMATION		PROJECT DESCRIPTION	BASIS OF REQUEST
COMMUNITY	City of Mebane Alamance County North Carolina	BRIDGE	1D HYDRAULIC ANALYSIS UPDATED TOPOGRAPHIC DATA FLOODWAY
	COMMUNITY NO.: 370390		
IDENTIFIER	NC-24-890 – UPS - Mebane	APPROXIMATE LATITUDE & LONGITUDE: 36.067, -79.325 SOURCE: Other DATUM: NAD 83	
ANNOTATED MAPPING ENCLOSURES		ANNOTATED STUDY ENCLOSURES	
TYPE: FIRM* NO.: 3710980400K DATE: November 17, 2017		DATE OF EFFECTIVE FLOOD INSURANCE STUDY: November 17, 2017 FLOODWAY DATA TABLE: 20	

Enclosures reflect changes to flooding sources affected by this revision.

* FIRM - Flood Insurance Rate Map

FLOODING SOURCE AND REVISED REACH

Unnamed Tributary to East Back Creek – From a point approximately 1.1 miles upstream of Gov Scott Farm Road to a point approximately 1.5 miles of Gov Scott Farm Road.

SUMMARY OF REVISIONS

Flooding Source	Effective Flooding	Revised Flooding	Increases	Decreases
Unnamed Tributary to East Back Creek	Zone AE	Zone AE	Yes	Yes
	BFEs*	BFEs	Yes	Yes
	Floodway	Floodway	Yes	Yes
	Zone X (shaded)	Zone X (shaded)	Yes	Yes

* BFEs – Base (1-percent-annual-chance) Flood Elevations

DETERMINATION

This document provides the determination from the Department of Homeland Security's Federal Emergency Management Agency (FEMA) regarding a request for a Letter of Map Revision (LOMR) for the area described above. Using the information submitted, we have determined that a revision to the flood hazards depicted in the Flood Insurance Study (FIS) report and/or National Flood Insurance Program (NFIP) map is warranted. This document revises the effective NFIP map, as indicated in the attached documentation. Please use the enclosed annotated map panels revised by this LOMR for floodplain management purposes and for all flood insurance policies and renewals in your community.

This determination is based on the flood data presently available. The enclosed documents provide additional information regarding this determination. If you have any questions about this document, please contact the FEMA Mapping and Insurance eXchange toll free at 1-877-336-2627 (1-877-FEMA MAP) or by letter addressed to the LOMC Clearinghouse, 3601 Eisenhower Avenue, Suite 500, Alexandria, VA 22304-6426. Additional Information about the NFIP is available on our website at <https://www.fema.gov/flood-insurance>.


Patrick "Rick" F. Sacbbit, P.E., Branch Chief
Engineering Services Branch
Federal Insurance and Mitigation Administration



Federal Emergency Management Agency
Washington, D.C. 20472

**LETTER OF MAP REVISION
DETERMINATION DOCUMENT (CONTINUED)**

COMMUNITY INFORMATION

APPLICABLE NFIP REGULATIONS/COMMUNITY OBLIGATION

We have made this determination pursuant to Section 206 of the Flood Disaster Protection Act of 1973 (P.L. 93-234) and in accordance with the National Flood Insurance Act of 1968, as amended (Title XIII of the Housing and Urban Development Act of 1968, P.L. 90-448), 42 U.S.C. 4001-4128, and 44 CFR Part 65. Pursuant to Section 1361 of the National Flood Insurance Act of 1968, as amended, communities participating in the NFIP are required to adopt and enforce floodplain management regulations that meet or exceed NFIP criteria. These criteria, including adoption of the FIS report and FIRM, and the modifications made by this LOMR, are the minimum requirements for continued NFIP participation and do not supersede more stringent State/Commonwealth or local requirements to which the regulations apply.

NFIP regulations Subparagraph 60.3(b)(7) requires communities to ensure that the flood-carrying capacity within the altered or relocated portion of any watercourse is maintained. This provision is incorporated into your community's existing floodplain management ordinances; therefore, responsibility for maintenance of the altered or relocated watercourse, including any related appurtenances such as bridges, culverts, and other drainage structures, rests with your community. We may request that your community submit a description and schedule of maintenance activities necessary to ensure this requirement.

COMMUNITY REMINDERS

We based this determination on the 1-percent-annual-chance flood discharges computed in the FIS for your community without considering subsequent changes in watershed characteristics that could increase flood discharges. Future development of projects upstream could cause increased flood discharges, which could cause increased flood hazards. A comprehensive restudy of your community's flood hazards would consider the cumulative effects of development on flood discharges subsequent to the publication of the FIS report for your community and could, therefore, establish greater flood hazards in this area.

Your community must regulate all proposed floodplain development and ensure that permits required by Federal and/or State/Commonwealth law have been obtained. State/Commonwealth or community officials, based on knowledge of local conditions and in the interest of safety, may set higher standards for construction or may limit development in floodplain areas. If your State/Commonwealth or community has adopted more restrictive or comprehensive floodplain management criteria, those criteria take precedence over the minimum NFIP requirements.

We will not print and distribute this LOMR to primary users, such as local insurance agents or mortgage lenders; instead, the community will serve as a repository for the new data. We encourage you to disseminate the information in this LOMR by preparing a news release for publication in your community's newspaper that describes the revision and explains how your community will provide the data and help interpret the NFIP maps. In that way, interested persons, such as property owners, insurance agents, and mortgage lenders, can benefit from the information.

This determination is based on the flood data presently available. The enclosed documents provide additional information regarding this determination. If you have any questions about this document, please contact the FEMA Mapping and Insurance eXchange toll free at 1-877-336-2627 (1-877-FEMA MAP) or by letter addressed to the LOMC Clearinghouse, 3601 Eisenhower Avenue, Suite 500, Alexandria, VA 22304-6426. Additional information about the NFIP is available on our website at <https://www.fema.gov/flood-insurance>.

Patrick "Rick" F. Sacbibit, P.E., Branch Chief
Engineering Services Branch
Federal Insurance and Mitigation Administration



Federal Emergency Management Agency
Washington, D.C. 20472

**LETTER OF MAP REVISION
DETERMINATION DOCUMENT (CONTINUED)**


We have designated a Consultation Coordination Officer (CCO) to assist your community. The CCO will be the primary liaison between your community and FEMA. For information regarding your CCO, please contact:

Jacky Bell
Director, Mitigation Division
Federal Emergency Management Agency, Region IV
Rhodes Building, 3005 Chamblee Tucker Road
Atlanta, GA 30341
(770)220-5406

STATUS OF COMMUNITY NFIP MAPS

We will not physically revise and republish the FIRM and FIS report for your community to reflect the modifications made by this LOMR at this time. When changes to the previously cited FIRM panels and FIS report warrant physical revision and republication in the future, we will incorporate the modifications made by this LOMR at that time.

This determination is based on the flood data presently available. The enclosed documents provide additional information regarding this determination. If you have any questions about this document, please contact the FEMA Mapping and Insurance eXchange toll free at 1-877-336-2627 (1-877-FEMA MAP) or by letter addressed to the LOMC Clearinghouse, 3601 Eisenhower Avenue, Suite 500, Alexandria, VA 22304-6426. Additional Information about the NFIP is available on our website at <https://www.fema.gov/flood-insurance>.


Patrick "Rick" F. Sacbbit, P.E., Branch Chief
Engineering Services Branch
Federal Insurance and Mitigation Administration



Federal Emergency Management Agency
Washington, D.C. 20472

**LETTER OF MAP REVISION
DETERMINATION DOCUMENT (CONTINUED)**

PUBLIC NOTIFICATION OF REVISION

A notice of changes will be published in the *Federal Register*. This information also will be published in your local newspaper on or about the dates listed below, and through FEMA's Flood Hazard Mapping website at https://www.floodmaps.fema.gov/fhm/bfe_status/bfe_main.asp

LOCAL NEWSPAPER

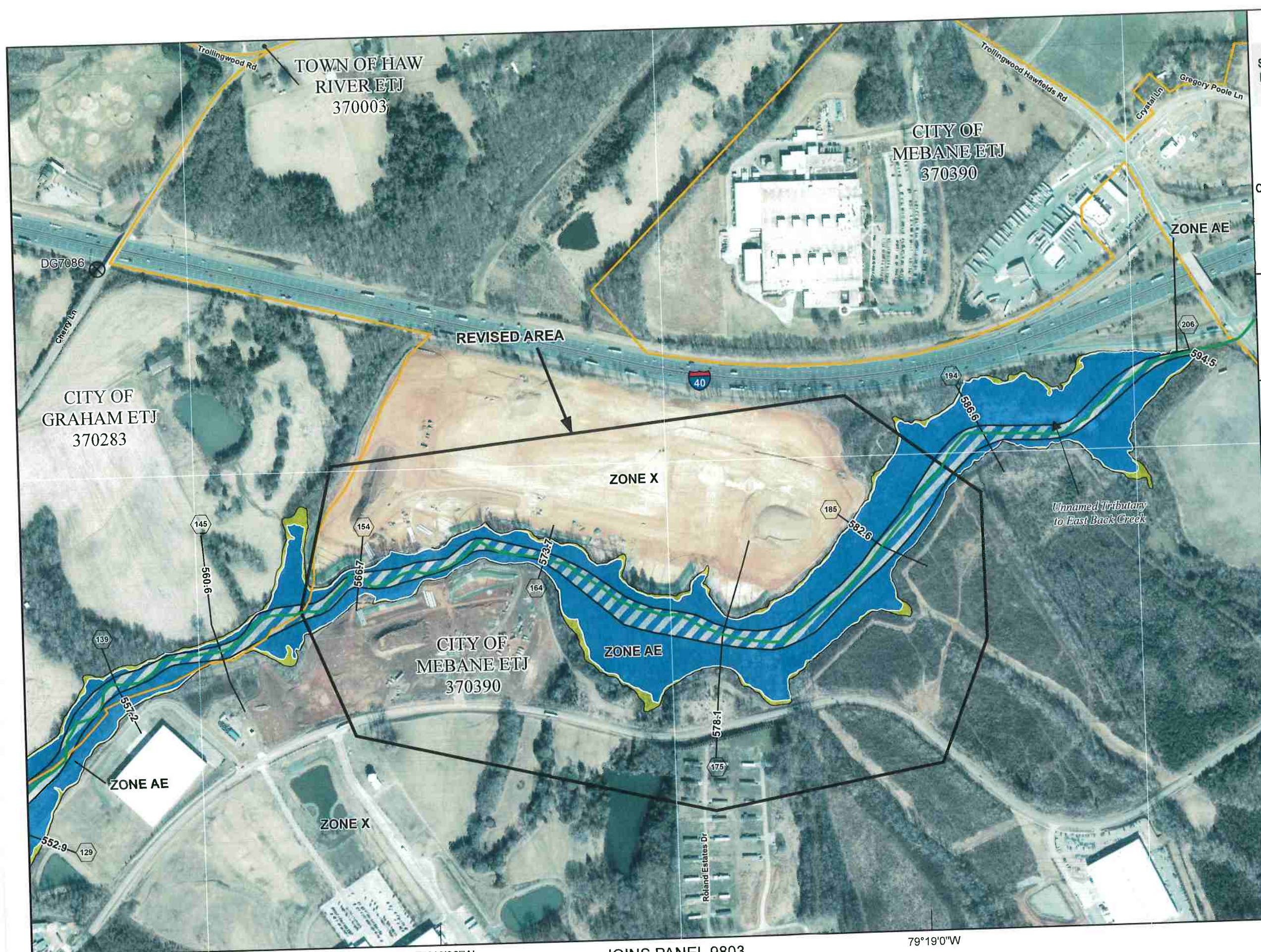
Name: *The Alamance News*

Dates: October 24, 2024 And October 31, 2024

Within 90 days of the second publication in the local newspaper, any interested party may request that we reconsider this determination. Any request for reconsideration must be based on scientific or technical data. Therefore, this letter will be effective only after the 90-day appeal period has elapsed and we have resolved any appeals that we receive during this appeal period. Until this LOMR is effective, the revised flood hazard determination presented in this LOMR may be changed.

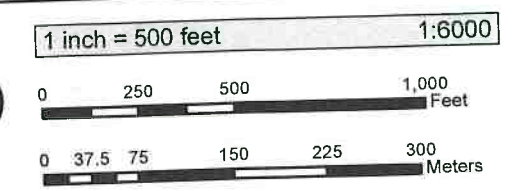
This determination is based on the flood data presently available. The enclosed documents provide additional information regarding this determination. If you have any questions about this document, please contact the FEMA Mapping and Insurance eXchange toll free at 1-877-336-2627 (1-877-FEMA MAP) or by letter addressed to the LOMC Clearinghouse, 3601 Eisenhower Avenue, Suite 500, Alexandria, VA 22304-6426. Additional Information about the NFIP is available on our website at <https://www.fema.gov/flood-insurance>.


Patrick "Rick" F. Sacbbit, P.E., Branch Chief
Engineering Services Branch
Federal Insurance and Mitigation Administration



FLOOD HAZARD INFORMATION

- SPECIAL FLOOD HAZARD AREAS**
- Without Base Flood Elevation (BFE) Zone A, V, A99
 - With BFE or Depth Zone AE, AO, AH, VE, AR
 - Regulatory Floodway
- OTHER AREAS OF FLOOD HAZARD**
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
 - 1% Future Conditions Zone X
 - Area with Reduced Flood Risk due to Levee See Notes Zone X
- OTHER AREAS**
- Areas Determined to be Outside the 0.2% Annual Chance Floodplain Zone X



FEMA

National Flood Insurance Program

NORTH CAROLINA FLOODPLAIN MAPPING PROGRAM
NATIONAL FLOOD INSURANCE PROGRAM
FLOOD INSURANCE RATE MAP

NORTH CAROLINA

PANEL 9804

Panel Contains:

COMMUNITY	CID	PANEL	SUFFIX
ALAMANCE COUNTY	370001	9804	K
GRAHAM, CITY OF	370283	9804	K
HAW RIVER, TOWN OF	370003	9804	K
MEBANE, CITY OF	370390	9804	K

REVISOR'S NOTE: REVISED TO REFLECT LOMR EFFECTIVE: February 28, 2025

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

VERSION NUMBER
2.3.3.2

MAP NUMBER
3710980400K

EFFECTIVE DATE
November 17, 2017

79°19'30"W JOINS PANEL 9803 79°19'0"W

Table 20 - Floodway Data

Floodway Source		Floodway			Water Surface Elevation			Increase
Cross Section	Distance (Feet Above Mouth)	Width (Feet)	Section Area (Square Feet)	Mean Velocity (Feet Per Second)	Regulatory	Without Floodway	With Floodway	
017	1,661	70.0	284.0	3.5	616.8	616.8	617.2	0.4
Tributary to Travis Creek								
006	568	35.0	202.0	6.1	601.7 ¹	600.2	601.1	0.9
017	1,666	66.0	414.0	2.9	608.7	608.7	608.7	0.0
026	2,565	56.0	342.0	3.5	609.8	609.8	610.2	0.4
034	3,410	69.0	212.0	5.7	612.9	612.9	612.9	0.1
045	4,526	60.0	330.0	3.5	619.0	619.0	619.8	0.9
053	5,335	80.0	323.0	3.6	623.3	623.3	623.6	0.3
063	6,273	90.0	366.0	2.6	626.8	626.8	627.7	0.9
Unnamed Tributary to East Back Creek								
008	831	117.0	358.0	6.4	493.8 ¹	486.2	486.2	0.0
018	1,838	47.0	281.0	7.9	494.3	494.3	494.8	0.4
025	2,490	198.0	2372.0	0.9	508.6	508.6	509.2	0.6
034	3,402	145.0	1047.0	2.0	508.9	508.9	509.6	0.7
043	4,302	170.0	887.0	2.4	510.4	510.4	511.0	0.7
049	4,944	197.0	839.0	2.5	513.0	513.0	513.7	0.7
059	5,895	173.0	842.0	2.5	517.3	517.3	518.3	0.9
069	6,901	72.0	469.0	4.4	522.1	522.1	522.7	0.7
078	7,842	60.0	373.0	5.4	528.0	528.0	528.0	0.1
087	8,681	118.0	513.0	3.9	531.7	531.7	532.2	0.5
091	9,080	50.0	461.0	3.9	536.3	536.3	537.1	0.8
097	9,746	119.0	600.0	3.0	537.4	537.4	538.2	0.7
109	10,899	75.0	321.0	5.6	541.8	541.8	542.0	0.2
119	11,884	98.0	373.0	4.8	547.1	547.1	547.6	0.6
129	12,856	102.0	492.0	3.5	552.9	552.9	553.4	0.5
139	13,882	86.0	398.0	4.3	557.2	557.2	558.0	0.8
145	14,485	76.0	221.0	7.7	560.6	560.6	560.6	0.0
154	15,418	73.0	319.0	4.6	566.7	566.7	567.2	0.5
164	16,449	55.0	283.0	5.2	573.7	573.7	574.1	0.4
175	17,482	98.0	381.0	3.9	578.1	578.1	578.8	0.7
185	18,532	117.0	389.0	3.5	582.6	582.6	583.5	0.9
194	19,361	113.0	411.0	3.3	586.6	586.6	587.6	0.9
206	20,607	40.0	108.0	9.4	594.5	594.5	594.5	0.0
Unnamed Tributary to Gunn Creek								
006	643	54.0	297.0	6.6	540.4	540.4	541.2	0.8
016	1,600	80.0	438.0	4.5	547.4	547.4	548.4	1.0
025	2,513	55.0	324.0	5.5	557.5	557.5	558.4	0.9
033	3,264	70.0	316.0	3.7	563.7	563.7	564.6	0.9
036	3,609	70.0	231.0	5.0	565.7	565.7	566.4	0.8
047	4,706	45.0	543.0	2.0	582.1	582.1	582.5	0.4
054	5,386	85.0	592.0	1.9	582.2	582.2	582.9	0.6
060	6,022	41.0	208.0	5.2	586.7	586.7	587.1	0.4
068	6,818	40.0	221.0	4.6	594.3	594.3	595.3	1.0
073	7,277	56.0	207.0	4.7	597.8	597.8	598.2	0.5
083	8,255	33.0	174.0	5.2	608.8	608.8	608.9	0.1



July 24, 2024

INTERSTATE INVESTMENTS OF ALAMANCE LLC
PO BOX 1440
BURLINGTON, NC 27216-1440

Re: Notification of Flood Hazard Revisions
Senator Ralph Scott Parkway, PIN 176291

Dear Mr. Stout,

The Flood Insurance Rate Map (FIRM) for a community depicts the floodplain, the area that has been determined to be subject to a 1-percent or greater chance of flooding in any given year. The regulatory floodway is the portion of the floodplain that includes the channel of a river or other watercourse and the adjacent land area that must be reserved in order to discharge the base (1-percent-annual-chance) flood without cumulatively increasing the water-surface elevation by more than a designated height. The FIRM is used to help the community with floodplain management.

Luckett & Farley is applying for a Letter of Map Revision (LOMR) from the Federal Emergency Management Agency (FEMA) on behalf of UPS to revise FIRM 3710980400K for the City of Mebane, North Carolina along Unnamed Tributary to East Back Creek. Luckett & Farley is proposing to revise the FIRM to reflect two new driveway crossings installed across the SFHA to access the newly constructed UPS-Mebane Development.

The City of Mebane, North Carolina in accordance with National Flood Insurance Program regulation at 44 CFR §65.7(b)(1), hereby gives notice of the City's intent to revise the 1-percent-annual-chance floodway, generally located between Trollingwood Hawfields Road and Governor Scott Farm Road along Unnamed Tributary to East Back Creek. Specifically, the floodway shall be revised from cross section 17482, which is located approximately 8,439 ft upstream of Governor Scott Farm Road, to cross section 15066, located approximately 6,023 feet upstream of Governor Scott Farm Road along Unnamed Tributary to East Back Creek

As a result of the LOMR, the regulatory floodway wall will widen within the area of revision.

The LOMR will also result in:

1. Increases in the 1-percent-annual-chance water-surface elevations
2. Widening of the 1-percent-annual-chance floodplain



This letter is to inform you of flood hazard revisions on your property at 0 SEN RALPH SCOTT PARKWAY.

Maps and detailed analysis of the flood hazard revision can be reviewed at the Planning and Inspections Office located at 102 South 5th Street Mebane, NC 27302. If you have any questions or concerns about the proposed project or its effect on your property, you may contact Ashley Ownbey, Floodplain Administrator of City of Mebane, North Carolina at (919) 563-9990 or through email at aownbey@cityofmebane.com during normal business hours from 8AM to 5PM, Monday through Friday.

Sincerely,

Ashley Ownbey
City of Mebane
Development Director & Floodplain Administrator

Proposed 2025 Regular Meeting Schedule of the Mebane
Planning Board

Monday, January 13, 2025
Monday, February 17, 2025
Monday, March 10, 2025
Monday, April 14, 2025
Monday, May 12, 2025
Monday, June 9, 2025
Monday, July 14, 2025
Monday, August 11, 2025
Monday, September 15, 2025
Monday, October 13, 2025
Monday, November 10, 2024
Monday, December 8, 2024