



Planning Board

Regular Meeting Agenda
January 13, 2025, 6:30 p.m.

1. Call to Order
2. Approval of November 18, 2024, Meeting Minutes
3. City Council Actions Update
4. Request to rezone four properties totaling +/- 229.31 acres located around the Mill Creek Golf Course (Alamance County GPINs 9826205290, 9826220237, 9826019734, and Orange County GPIN 9825396817), from R-12 and R-20 to R-8 (CD), R-10 (CD), and R-12(CD) for a development consisting of 565 single-family homes by Lennar Carolinas, LLC.
5. Announcements
6. 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=A7K39CCIFYs>.

Members Present:

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

Members Absent:

Edward Tulauskas

City Staff Present:

Ashley Ownbey, Development Director
Briana Perkins, City Planner
Chad Cross, IT Specialist

1. Call to Order

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

2. Approval of September 16, 2024, Meeting Minutes

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

3. City Council Actions Update

Ashley Ownbey informed the Board that at their October regular meeting, the Mebane City Council unanimously approved the special use permit for a childcare center at 5004 Mrs. White Lane and the rezoning and special use permit for a K-8 charter school on the corner of West Ten Road and Rock Quarry Road.

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.

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

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

Colin Cannell asked why the project had gone through the Technical Review Committee (TRC) seven times and how often the TRC meets. Ashley Ownbey replied that the TRC meets twice a month and explained that it is common for multiple reviews to occur. Colin Cannell said that there was a history of multiple TRC reviews such as four reviews for Bowman Road Townhomes, four for R+L Carriers, five for Buc-ee's, five for Mebane Village Townhomes, five for NACC Subdivision, seven for Carolina Achieve, and seven for the current Koury request. He commented that it seemed the TRC reviews were going up over time and asked if there was any insight into why the number of reviews was increasing. Ashley Ownbey replied that in terms of the entire TRC meeting, the projects may have been reviewed only four or five times with additional reviews outside of TRC.

Colin Cannell commented that as an outsider he sees the TRC as defending a dissertation where the applicant provides plans, gets feedback, and then is done. He asked what the reason was for the multiple rounds of review. Ashley Ownbey replied that it differs with every project. She said that for the Koury project, the initial submittal only included the shopping center portion, with the residential component added with the second submittal. She said that it was fairly standard for projects to stay in TRC for four to six months.

Mike Fox, attorney with Tuggle Duggins representing Koury Corporation, introduced the team including Richard Vanore, President and CEO of Koury Corporation, Mike Longmore, Senior Vice-President of Commercial Real Estate with Koury Corporation, John Davenport with Davenport, traffic engineer, and Adam Carroll, civil engineer with Timmons Group. He provided a presentation on the history of the property with the site originally considered for industrial development, and a history of the Koury Corporation with highlights of some of their mixed-use development projects. He then provided a presentation on the project in relation to Mebane's Comprehensive Land Development Plan "Mebane by Design" and the Unified Development Ordinance (UDO). He mentioned the neighborhood meeting held on November 7, 2024, noting 35 attendees and outlining their major concerns regarding buffers, security, light pollution, noise pollution, and increased traffic along with Koury's response. He finished his portion of the presentation by mentioning the traffic improvements and how Koury would work with the North Carolina Department of Transportation (NCDOT) to coordinate with current road improvement plans.



Richard Vanore, President and CEO of Koury Corporation, provided an overview of Koury Corporation and explained how they operate as a fully integrated company. His presentation provided photos of current Koury mixed-use properties, and then renderings and example photos for the proposed project in Mebane.

Colin Cannell asked for an explanation of the condition listed on the site plan for the shopping center justifying a reduction in open space by having enhanced user experience. Mike Fox replied that most developments do not have as much walkability and the open plaza is a destination feature. Richard Vanore provided that the outlying buildings on the south of the site were designed to be restaurants with outdoor seating, which is also proposed around the plaza.

Chair Taylor asked if there was any open lawn space within the residential area for soccer or other outdoor play. Richard Vanore said that all the open green areas shown on their rendered plan were grass areas that could be used for dog runs, dog spas, and other uses.

Susan Semonite asked where the covered parking spaces were located on the plans. Richard Vanore replied that the covered parking spaces were only in the residential area. Susan Semonite asked if it was the whole parking area or just some spaces. Richard Vanore replied that there were very few covered spaces and some garage spaces will also be available.

Chair Taylor asked how the road improvements would mesh with the other NCDOT improvements along Trollingwood-Hawfields Road and if it was going to be constant construction for the next few years. Mike Fox replied that the goal is to accomplish all of the road improvements at the same time.

Chair Taylor asked about the condition of the multi-family building height of 60 feet as opposed to the 50 feet allowed by the UDO. She asked if it was for a portion of housing or for some of the decorative elements. Richard Vanore replied that 60 feet was requested to allow for some of the steeples and other decorative elements on the buildings.

Susan Semonite asked if the idea was to have roof top patios for those living on the top floors of the apartments. Richard Vanore replied that they did not design the buildings to allow for rooftop access.

Chair Taylor asked if the current buildings were designed to be four-story. Richard Vanore replied yes, the buildings were planned to be four-story with decorative peaks.

Susan Semonite asked about the other requested height of 80 feet for Tract 4. Richard Vanore replied that the Tract 4 buildings were designed for multiple stories since the expected use is office or medical.



Richard Vanore returned to the question about the coordination of traffic improvements with NCDOT. He said that the plan was for NCDOT to handle the entire process and Koury would fund their portion of improvements.

David Scott asked for clarity that this mixed-use project did not have retail on the ground-floor with residential above like other types of developments. Richard Vanore replied that he was correct and that it was more of a traditional development with retail and residential separated.

Chair Taylor asked if the road abutting the Villages at Copperstone, running from Trollingwood-Hawfields Road to S. Third Street Extension, would have calming measures. Mike Fox replied yes there would be traffic calming. Chair Taylor asked what type of calming measures. Ashley Ownbey replied that staff had recommended some pedestrian refuges where the crosswalks are located and possibly concrete medians. Mike Fox stated that the street would ultimately be maintained by the City of Mebane. Chair Taylor asked if all the other internal streets were private. Mike Fox replied yes. Richard Vanore replied that Road "A" abutting the Villages at Copperstone would become the City's and Road "B" would remain private for the development. Mike Fox commented that the location of Road "A" was due to signal spacing requirements by the NCDOT.

David Scott asked if there was no plan to install a signal at the other end of Road "A" at the intersection with S. Third Street Extension. Richard Vanore replied that there was no plan to install a signal on S. Third Street Extension.

Chair Taylor opened the floor for public comment.

Matt Skinner, 1605 Copper Circle, said that the buffer abutting the Villages at Copperstone, not including the road was too small. He said that the buffer should be at least 100-125 feet wider in line with what the UDO required. He said that arguably 150 feet should be asked for since the developer had asked for 20-50% concessions and said that the neighborly thing to do was offer the 125' buffer. He said that preserving the natural boundary between their neighborhood and the proposed development would reduce the nuisances such as encroaching headlights, noise, lighting, and even smells from nearby trash receptacles. He said that his argument references UDO Section 6 Table 6-4-1 on page 348 with special note number 4 and he also wanted to reference the rules on governing the preservation of existing vegetated buffers with an effort to leave such in an undisturbed state. He said he wanted to also point out the significant deficiency in open space and recreational areas mentioned on pages 3 and 5 of the Planning Board packet.



Kathie Boone, 1410 Copper Circle, said that the Copperstone Subdivision was a quaint community and that the proposed development would be out of character for the area. She said that commercial development was good, but the City needed to make sure the developers adhered to the UDO requirements and be smart about the developments. She said she was concerned with the buffers, the increased density of apartments which was almost a 50 percent increase from the UDO, increase in the building height, no recreation for the townhomes, traffic especially on S. Third Street Extension, noise, and increased crime.

Lisa Boren, 1405 Copperstone Village Drive, said that a major concern was security. She expressed dislike for the idea of the neighborhood's sidewalk being connected to the new development. She also mentioned that there was not much walkability if the whole apartment area was to be gated. She said that she would be interested in seeing the revised site plan since the developers had said they increased the buffers and moved the buildings. Her final concern was that Koury would sell the property after developing, and something else goes on the site.

Jake Segee, 1303 Copperstone Village Drive, agreed with Matt Skinner's comments.

Dr. Ashley Skinner, 1605 Copper Circle, agreed with Matt Skinner and said that overall growth was necessary, but it was up to the City and Planning Board to ensure a good balance between existing neighbors and new development.

Kurt Pearson asked if the Planning Board was seeing the most recent site plans. Ashley Ownbey confirmed that the most recent site plan was included in the Planning Board packet.

Frank Robinson, 1703 Copper Circle, said he had three main points as to why the Planning Board should not recommend the request. He said the first point was the "not in my backyard view" since the neighbors in Copperstone would be able to see the whole development leading to noise and light pollution. He said the next point or the "street view" concern was the immense density of the development especially in regard to traffic. He commented that he was not convinced with Buc-ee's being down the road, that exit 152 would not get backed up affecting both neighbor and bus commutes. He said the last point was a "city and regional view" with distribution networks of regional hubs like UPS and Walmart being affected by the increased traffic with the new developments. He finished mentioning that he believed that some of these developments were getting away from Mebane's "Positively Charming" moniker.

Ashley Sue Bullers, 1402 Copper Circle, said she was concerned with the major rezoning request in regard to the area, increased density, parking, crime, pollution, and nearly non-existent buffer zones. She said there was a concern of property values decreasing due to the development.

Bob Jennings, 1401 Copperstone Village Drive, agreed with Matt Skinner and other speakers.



Kevin Hartzog, 1510 Iron Drive, was concerned with the many conditions requested and commented that the plan should be adjusted to meet more of the UDO requirements to prioritize the health, safety, and general well-being of the neighbors. He said that the parking requirements should be reduced for the mixed-use development and that the reduced amount could provide more open space. He said there should be larger buffer strips to reduce costs, he provided that he was a construction cost estimator. He advocated for maintaining the natural buffers as much as possible. He requested that Tract 3A townhomes be restricted to three-stories for the privacy of neighbors, noted that there was inconsistency in the requirements on Tracts 3A and 3B with a semi-opaque fence that should be opaque, and commented on the rerouting of surface water from the Copperstone subbasin to the new development's subbasin that would affect the wetlands area.

David Boren, 1405 Copperstone Village Drive, said that the original plan for the industrial use was a better fit since it was already zoned for that use and would bring more employment opportunities to the area.

Collin Cannell read prepared remarks and distributed them to members of the Planning Board. He noted that the Planning Board does not have a mandate to decide what is best for the City. He said the Board could not decide that a particular philosophy of setbacks and buffers was superior to what is in the UDO, or that a superlative architectural design compensates for a lack of open space. He stated that duty lies with the City Council and reminded the Planning Board that they were only reviewing the request against the City's Comprehensive Land Development Plan and other long-range plans. He said that in review of the request in regard to the City's long-range plans, that he had some concerns about the request. He said that the first five points consider the consistency of the proposed rezoning with the City's Comprehensive Land Development Plan.

1. The residential density being proposed here is not unheard of within Mebane. Two recent mixed-use developments involved comparable or greater density: the one commonly called the Kingsdown apartments on Washington St, and Mebane Towne Center along Cameron Ln. However, the Kingsdown apartments are inside the Downtown District and Mebane Towne Center is in the Cameron Lane District. Both of those districts are specifically targeted for greater density and infill development in the Comprehensive Plan's G-1 primary growth area. The proposed rezoning here is in the G-4 Secondary Growth Area, which is not identified as a target of density in the Plan. Any assertion that those previous developments should be seen as precedents for comparable density here would be a false equivalence.
2. The proposed rezoning would require construction of a new sewage pump station, which the city would own and manage. However, again, the site is located in the city's G-4 Secondary Growth Area. The Comprehensive Plan states that the city "is less focused on actively serving this area with new infrastructure necessary for concentrated developments." Furthermore,



- “extension of new services to these areas should be considered with calculation on the costs and benefits of new infrastructure.” Because this board has been provided insufficient information to properly consider the long-term costs and benefits of the required infrastructure, approving the rezoning would be inconsistent with the development strategy described in the Plan.
3. Principles 1 and 3 of the growth strategy described in the Comprehensive Plan direct the city to pursue “Village Concept” development over “Separation of Uses” and “Conservation Development” over “Conventional Development.” Although the proposed rezoning has been described in this application as “village concept,” the uses as laid out in the site plan are not meaningfully integrated other than being directly adjacent to each other. The Keystone apartments on Cameron are directly behind Lowe’s Foods, but no one is going around calling that a village.
- Instead, the site plan is similar to that defined as Conventional Development: “Conventional development seeks to maximize the number of residential lots or the amount of retail space possible on any given piece of land... It discourages the development of local open spaces and parks, forcing residents to rely upon shared, central resources.” Because the proposed rezoning is not aligned with two of the three growth strategy principles in the Plan, approving it would be inconsistent with the objectives of the Plan.
4. Goal 1.4 of the Comprehensive Plan reads “Ensure that adequate community facilities are integrated into new development to reduce distances to parks, schools and community centers.” The proposed site plan includes no dog park and no playground or other area focused on children. Residents would be 4 miles from the nearest park. Residents of the townhomes would be required to cross the primary road through the complex in order to access any recreational space at all. Because the proposed rezoning does not integrate adequate recreational space and is a significant distance from any existing parks, approving it would be inconsistent with Goal 1.4.
5. Goal 1.7 of the Comprehensive Plan directs the city to “support industrial development at existing industrial parks near I-40/85.” The current zoning of the area covered by the site plan is primarily Heavy Manufacturing and secondarily Light Manufacturing as well as low-density residential. The current zoning is harmonious with the industrial uses already in place to the east and west of the site. Amending the zoning of this site from manufacturing to business & residential would deprive the city of a large quantity of developable industrial land within 300 yards of the interstate. Because the proposed rezoning would constrain industrial development near the highway, approving it would be inconsistent with Goal 1.7.



He said that his next two points consider the reasonableness of the proposed rezoning.

6. Section 9-7(A) of Mebane's Unified Development Ordinance states that, for a conditional zoning district, the purpose of the conditions specified should be to "ensure compatibility of the proposed use with the use and enjoyment of neighboring properties." However, many of the proposed conditions have no discernible basis in either compatibility of uses or enhancing the "mixed-use" nature of the development:
 - a. Outparcel condition 4 would prohibit the use of the outparcels for, among other things, a movie theater and a laundromat. These are uses that would in fact be quite beneficial to a walkable, mixed-use apartment community.
 - b. Tract 4 condition 4 would increase the maximum building height in this tract to 80 feet. No justification or extenuating circumstances are described that would necessitate such an exception to the UDO height requirements.
 - c. PUD conditions 4 and 5, Shopping Center conditions 1, 5, and 8, Tract 4 conditions 2 and 3, and Outparcel conditions 1 and 5 all reduce the size or significance of required buffers. The overall impact is a substantial reduction in buffer distance at almost every perimeter of the site plan. The applicant has described this as an intentional choice to substitute street or parking linear feet for vegetative buffer. However, this board isn't authorized to decide that this approach is preferable to the system of buffers and setbacks required by the city.
 - d. Because these conditions provide no clear benefit to the residents or the surrounding community, approving the rezoning as presented would be unreasonable.
7. The 4.35 acre stormwater containment measure, commonly known as a wet pond, is described as being 100% accredited as private open space. This determination is based on Section 6-8.3(I) of the UDO, which states that wet ponds may not be credited as open space unless the pond is "integrated as a central feature into a recreational amenity."

The applicant claims that the presence of a trail around the pond, the fountains in the pond, as well as a pedestrian bridge over the pond leading to the back of the shopping center, is sufficient to qualify as a recreational amenity, of which the pond is a central feature. While it is true that the pond is literally in the middle of the trail, it is not "integrated." It's not obvious on the site plan, but the trail is separated from the pond by a fence and a fifteen-foot retaining wall. It doesn't even go all the way around the pond, so you can't even run laps.

The pond is simply a visually interesting obstruction that residents wanting to get from the apartments to the shopping center must cross or go around. Crediting the pond, not just as open space, but as half of all open space in the tract, misreads the intent of this section of



the UDO entirely. Because this interpretation of the statute is invalid, it would not be in the public interest to accept the method of calculating private open space used in this application, and approving the rezoning as presented would be unreasonable.

Kurt Pearson commented that as previously mentioned in other meetings, he still wanted to see a good ratio of apartments for Mebane and advocated for a study to better understand the balance of multi-family and single-family housing.

William Chapman commented that his major concern was about traffic since more would be added to the intersection.

Tom Boney Jr., The Alamance News, asked the applicant to clarify the property located in Burlington that was mentioned in the presentation. Richard Vanore replied that it was the Harris Teeter property in Burlington. Tom Boney Jr. asked if Koury Corporation still owned that property. Richard Vanore confirmed Koury still owns the property. Tom Boney Jr. also asked if he was right about the Chapel Hill location being the medical offices. Richard Vanore replied yes.

Tom Boney Jr. asked if there was any better indication of who the anchor tenants would be considering that a lot of the other locations presented were grocery stores. Richard Vanore replied that they could not disclose who the anchor stores would be due to non-disclosure agreements. Tom Boney Jr. asked if any categories could be disclosed. Richard Vanore replied that all he could say was that they were tenants not currently in the area. Tom Boney Jr. expressed his opinion that the identify of the anchor store tenant was relevant to the traffic discussion.

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

*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

AND

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

Susan Semonite seconded the motion, which passed unanimously.

Chair Taylor noted that the request will go to the City Council on December 2, 2024, at 6:00 p.m.

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.

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

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

Kurt Pearson asked if this type of map amendment would become more common, recalling another amendment recently. Ashley Ownbey said the last amendment was in August 2021 for the Retreat at Lake Michael. Colin Cannell commented on the construction of the bridges on the UPS site.

Kurt Pearson made a motion to approve the map amendment as follows:

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.

David Scott seconded the motion, which passed unanimously.

Chair Taylor noted that the amendment will go to the City Council on December 2, 2024, at 6:00 p.m.

6. 2025 Planning Board Meeting Calendar

Ashley Ownbey said that there was one date change for February due to City Council amending their schedule. Colin Cannell asked if the February 17 would be an issue due to Presidents Day. Ashley Ownbey replied that the City does not observe that holiday.

The Board approved the 2025 Planning Board Meeting calendar.

7. Announcements

Ashley Ownbey informed the Board that the first public forum for the 2045 Comprehensive Land Development Plan was scheduled for November 19 from 6:00 to 8:00 p.m. at the Mebane Arts & Community Center. She also encouraged the Board to complete and share the online survey. Ashley Ownbey reported that City offices would be closed November 27 and 28.

8. Adjournment

Chair Taylor adjourned the meeting at approximately 8:30 p.m.



AGENDA ITEM #4

RZ 25-01

Conditional Rezoning –
Preserve at Mill Creek

Presenter

Briana Perkins, City Planner

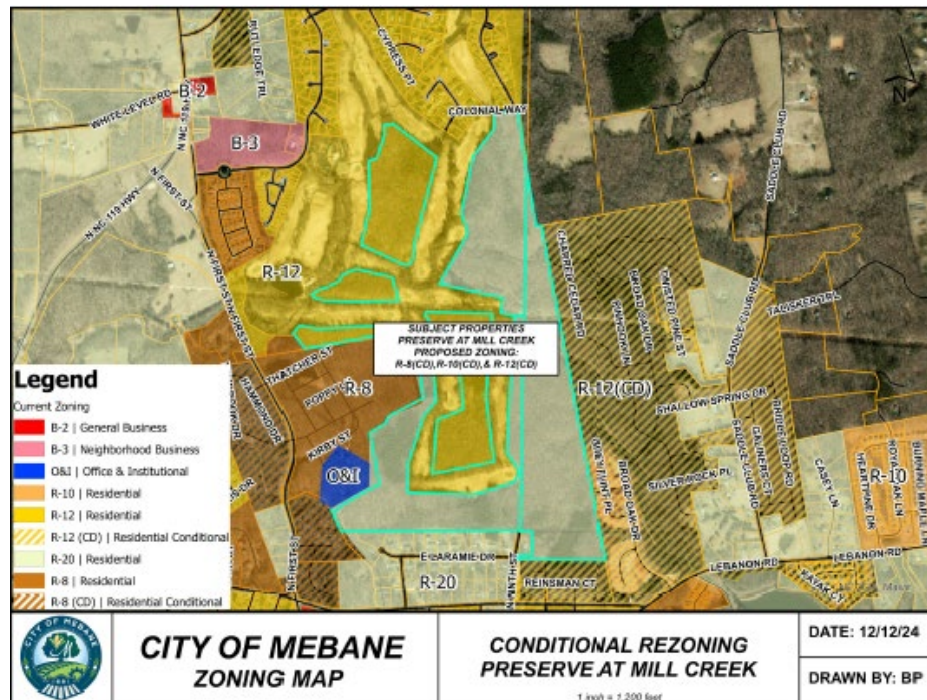
Applicant

Lennar Carolinas, LLC
1100 Perimeter Park Drive, Suite 112
Morrisville, NC 27560

Public Hearing

Yes ☒ No ☐

Zoning Map



Property

Alamance County GPINs:
9826205290,
9826220237, 9826019734
Orange County GPIN:
9825396817

Proposed Zoning

R-8(CD), R-10(CD), and
R-12(CD)

Current Zoning

R-12 and R-20

Size

+/- 229.31 acres

Surrounding Zoning

R-8(CD), R-8, R-12,
R-12(CD), R-20, O&I

Surrounding Land Uses

Single-Family, Forested,
Vacant

Utilities

Yes

Floodplain

Yes

Watershed

Yes

City Limits

Partially

Application Brief

See *Planning Project Report* for more details.

Recommendations	
Technical Review Committee:	The Technical Review Committee (TRC) has reviewed the site plan six times (not including pre-submittal meetings), and the applicant has revised the plan to reflect the comments.
Planning Staff:	The proposed development “Preserve at Mill Creek” is consistent with the guidance provided within <i>Mebane By Design</i> , the Mebane Comprehensive Land Development Plan, and is in harmony with the surrounding area.
Zoning & Land Use Report	
Jurisdiction:	City of Mebane, Mebane 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

Lennar Carolinas, LLC is requesting approval to rezone four properties totaling +/- 229.31 acres located around the Mill Creek Golf Course (Alamance County GPINs 9826205290, 9826220237, 9826019734 and Orange County GPIN 9825396817), from R-12 and R-20 to R-8 (CD), R-10(CD), and R-12(CD) for a development consisting of 565 single-family homes. Most of the site is in Alamance County, with approximately 64 acres in Orange County. The majority of the site is within the Mebane City Limits. A small portion requires annexation before connection to City utilities.

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

- The internal public street network will include 5' wide sidewalks on at least one side.
- The development will include private amenities. A preliminary concept includes a clubhouse, athletic courts, and other recreation.
- The development will include a public multi-use path network, including an off-site path along North First Street to connect to the entrance of Cates Farm Park.

Proposed Conditions of Zoning District	Mebane UDO Requirements
The applicant proposes a minimum lot width of 46 feet for R-8 lots and 57 feet for R-10 lots.	Per Table 4-2-1, the required minimum lot width is 50 feet in the R-8 district and 65 feet in the R-10 district.
The applicant proposes a minimum side setback of 7.5 feet and a minimum street side setback of 13 feet for the R-8 and R-10 lots.	Per Table 4-2-1, the required minimum side setback is 10 feet, and the required minimum street side setback is 18 feet for all residential districts.
The applicant proposes a maximum building height of 40 feet for the R-12 lots.	Per Table 4-2-1, the maximum height is 35 feet in the R-12 district.
The applicant proposes certain blocks with lengths less than 400 feet and other blocks with lengths exceeding 1,200 feet.	Per Section 7-6.5 (J), block lengths are required to not be more than 1,200 feet nor less than 400 feet, unless a modification is justified.
The applicant proposes private storm drainage easements in rear yards have a minimum width of 10 feet.	Per Section 7-6.7(G), easements are required to be at least 10 feet wide or as required by the utility provider. The City of Mebane Storm Sewer Design Manual requires a minimum width of 15' for drainage easements. The developer is responsible for appropriate stormwater design.
The applicant requests the multi-use path network, which has an estimated cost of \$2,574,942, be considered to meet the public recreation requirements.	Per Section 6-8.1, the required amount of public recreation area is 16.21 acres. A payment in lieu of the required public recreation area would total approximately \$112,000.

As required by the traffic impact analysis (TIA) and reviews completed by the City of Mebane and the North Carolina Department of Transportation (NCDOT), the developer is responsible for the following improvements.

Saint Andrews Drive Extension (Site Drive 1) and North First Street Intersection:

- Modify existing pavement markings to provide an exclusive westbound left turn lane on Saint Andrews Extension.

Platting and construction of homes on streets connecting to the existing Mill Creek subdivision, along Colonial Way and St. Andrews Drive, will not be delayed by the below-described off-site transportation improvements.

East Stagecoach Road and North Ninth Street (Site Drive 2) Intersection:

- Construct exclusive eastbound and westbound left turn lanes on East Stagecoach Road with a minimum of 100' of full storage and appropriate transitions per NCDOT requirements. This improvement is required no later than the issuance of the certificate of occupancy for the 50th dwelling unit in the southern portion of the development, which has no direct connection to the existing Mill Creek subdivision.

North First Street and Arendale Drive/Site Drive 4 Intersection:

- In coordination with the adjoining development, construct a single-lane roundabout with single lane approaches and departures.

Stagecoach Road and North Fifth Street Intersection:

- Install a traffic signal at this intersection no later than upon issuance of certificate of occupancy of the 50th dwelling unit, or equivalent trip generation, in the southern portion of the development, which has no direct connection to the existing Mill Creek subdivision.

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.
- No more than 100 dwelling units in the southern portion of the development, which has no direct connection to the existing Mill Creek subdivision, may be platted until either the northern connection to North First Street is completed along with the roundabout or a connection to North First Street is realized and the northern connection to North First Street, along with the roundabout, is either constructed or bonded by Lennar and/or the adjacent developer.

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-8 (CD), R-10(CD), and R-12(CD) zoning as presented.
2. Motion to find that **the application is consistent** with the objectives and goals in the City's 2017 Comprehensive Land Development Plan *Mebane By Design*. Specifically, the request:
 - ☐ Is for a property within the City's G-4 Secondary Growth Area and is "...generally residential...in nature..." (Mebane CLP, p. 66);
 - ☐ Supports parks, greenway, and open space expansion in developed and developing areas, prioritizing connectivity between each location, consistent with Open Space and Natural Resource Protection Goal 4.3 (Mebane CLP, p. 17 & 89).
 - ☐ Contributes to an emerging pedestrian and bicycle network, as required by the City's Bicycle and Pedestrian Transportation Plan.

OR

3. Motion to **deny** the R-8 (CD), R-10(CD), and R-12(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

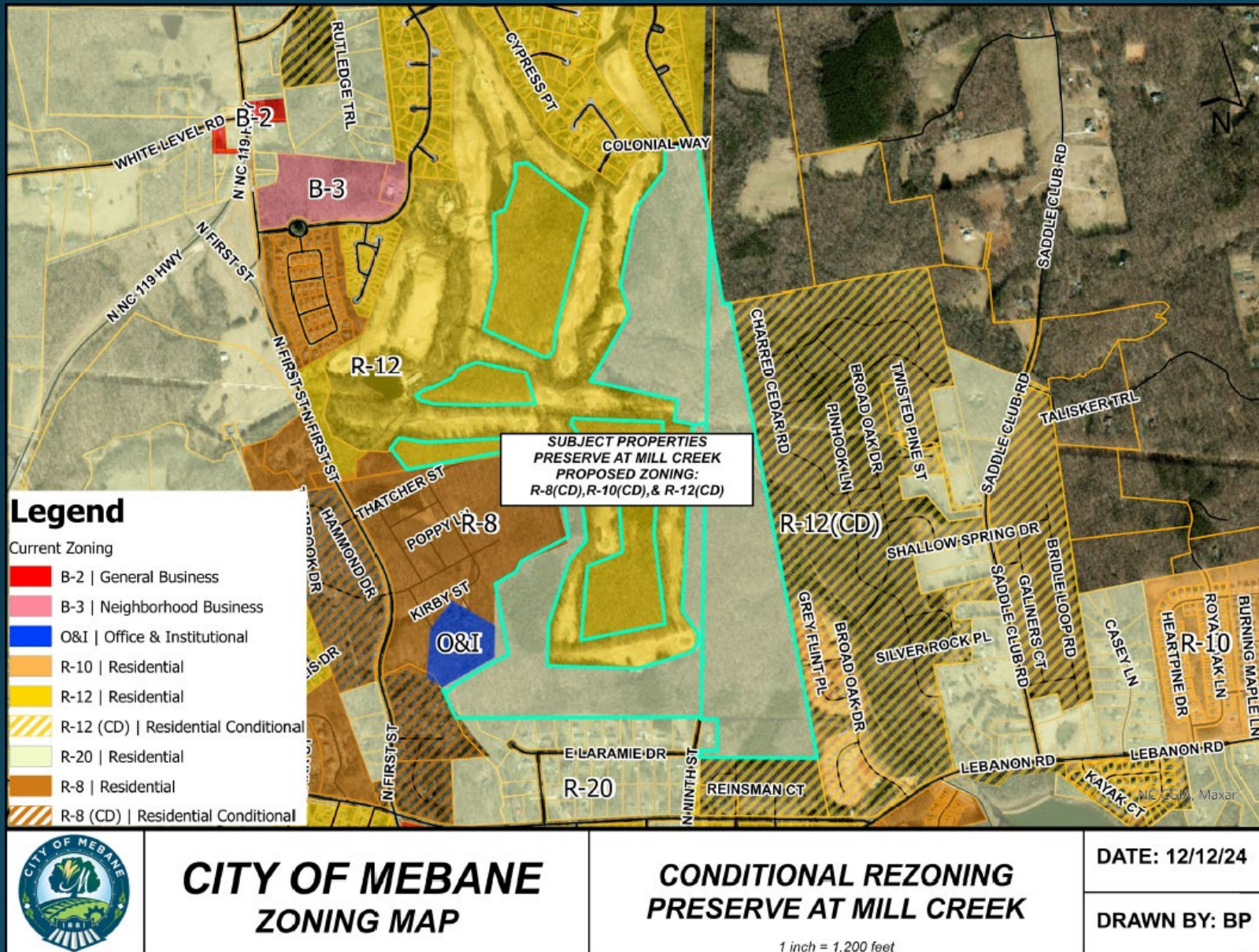
Request to Rezone: R-12 & R-20 to R-8(CD), R-10(CD),
& R-12(CD) by Lennar Carolinas, LLC

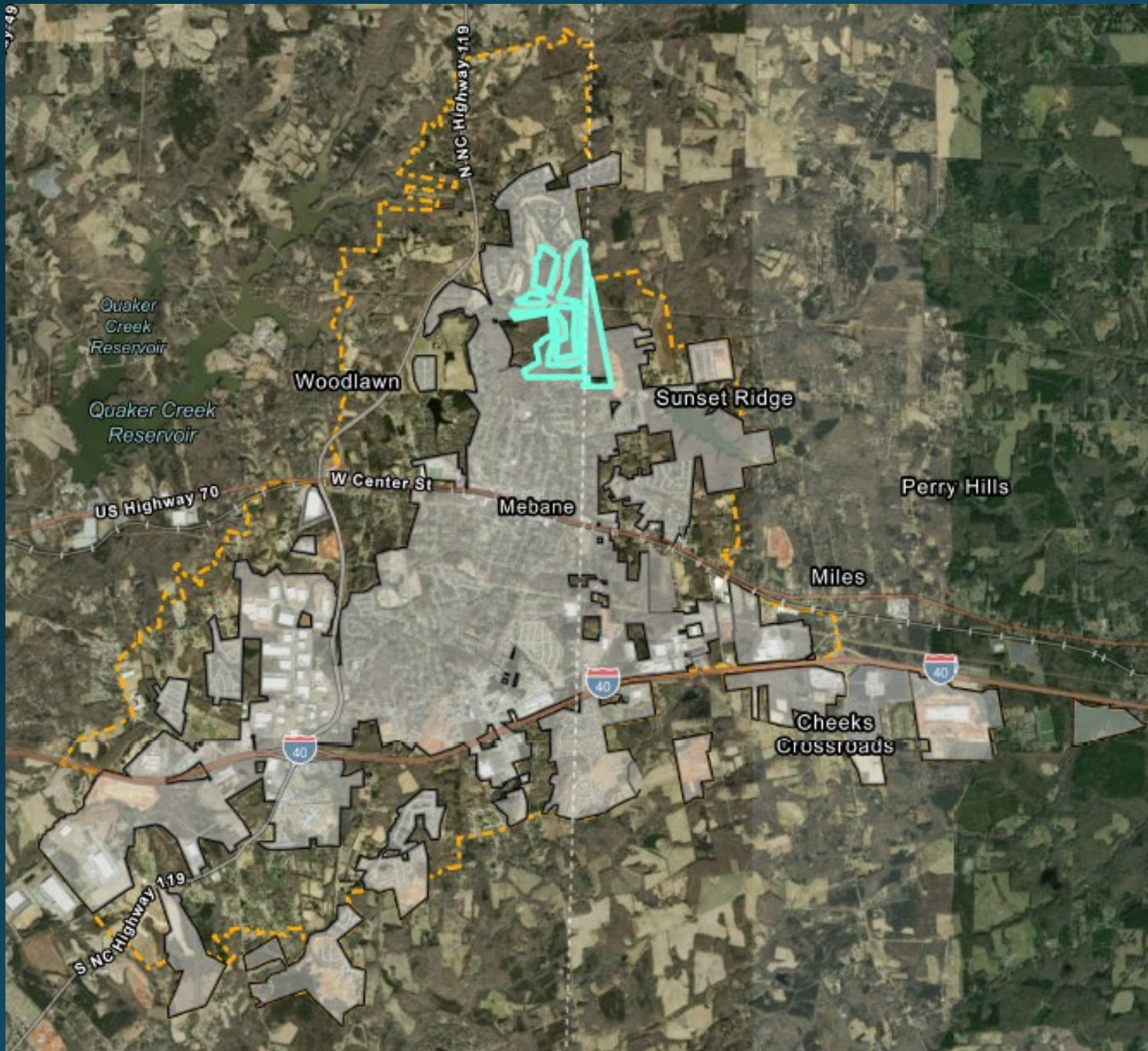


Preserve at Mill Creek

Conditional Zoning Request

- Request by Lennar Carolinas, LLC
- Four properties totaling +/- 229.31 acres
- Existing zoning: R-12 and R-20
- Requested zoning: R-8(CD), R-10(CD), and R-12(CD)



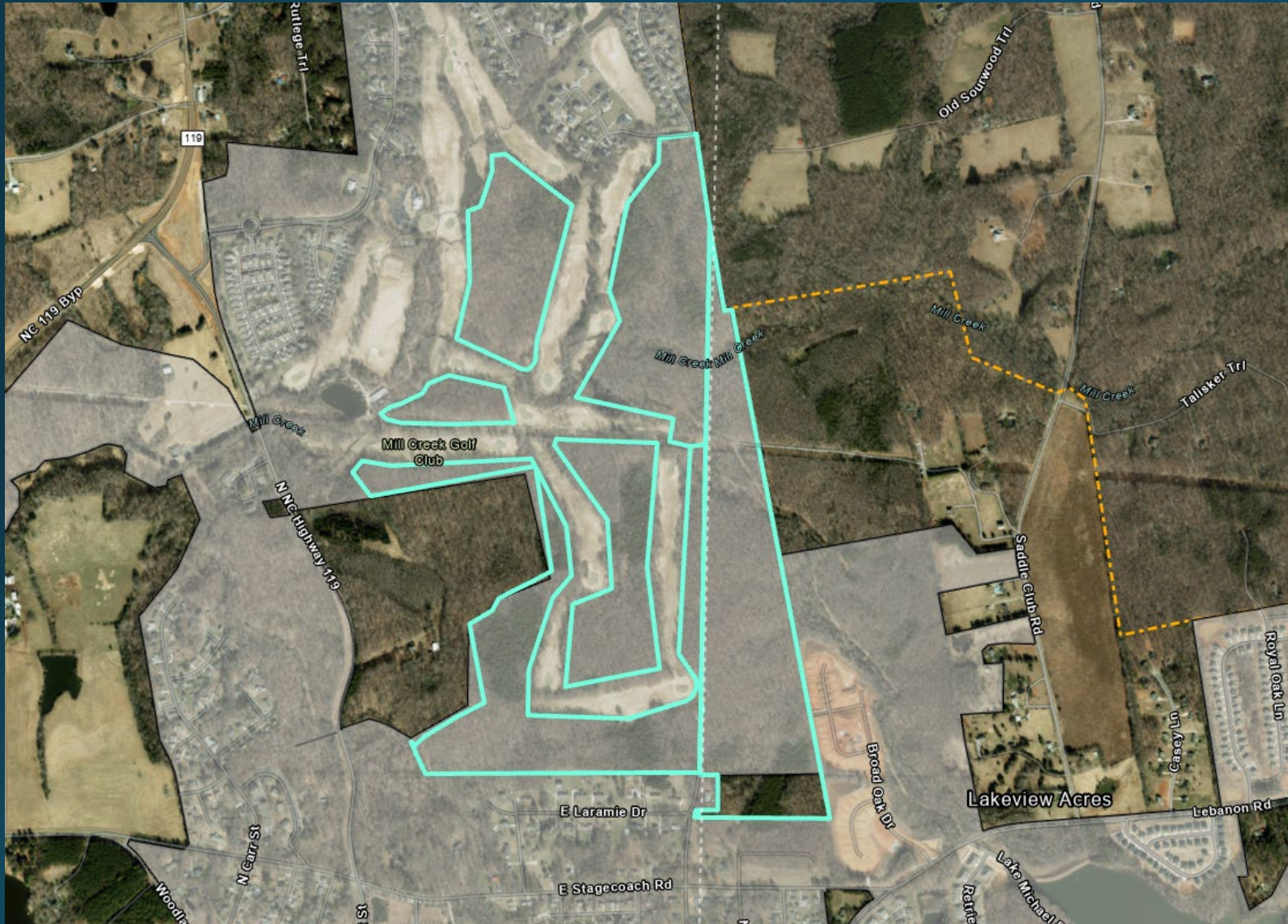


Preserve at Mill Creek

Conditional Zoning Request

- Mebane City Limits
 - Small portion of site is in ETJ and annexation is required before connection to City utilities.
- Alamance County and Orange County
- City utilities are available.



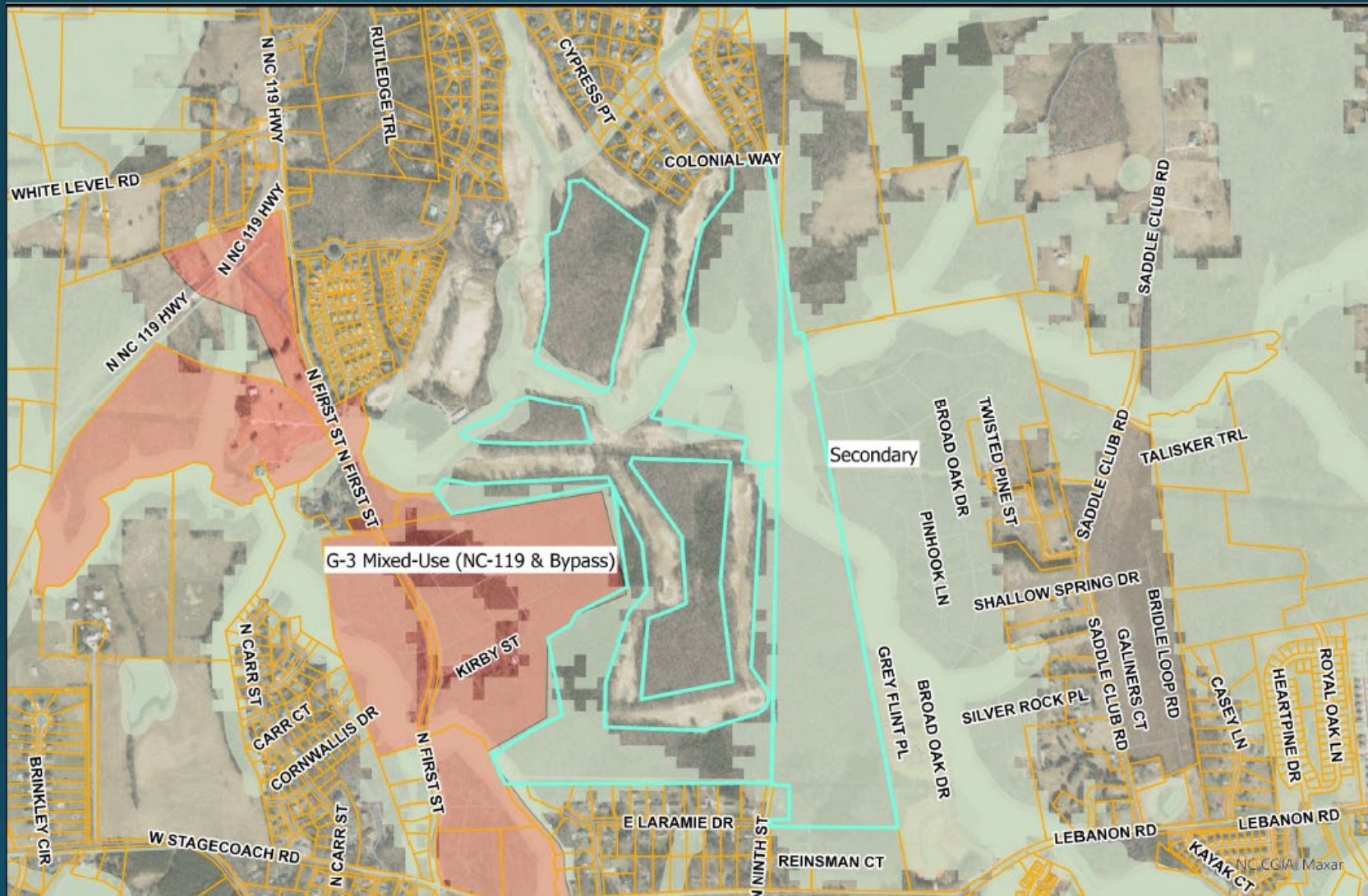


Preserve at Mill Creek

Conditional Zoning Request

- Forested, Vacant
- Surrounding uses include:
 - Mill Creek Subdivision and Golf Course
 - Tupelo Junction
 - Stagecoach Corner
 - Potters Mill
 - Single-Family





Preserve at Mill Creek Conditional Zoning Request

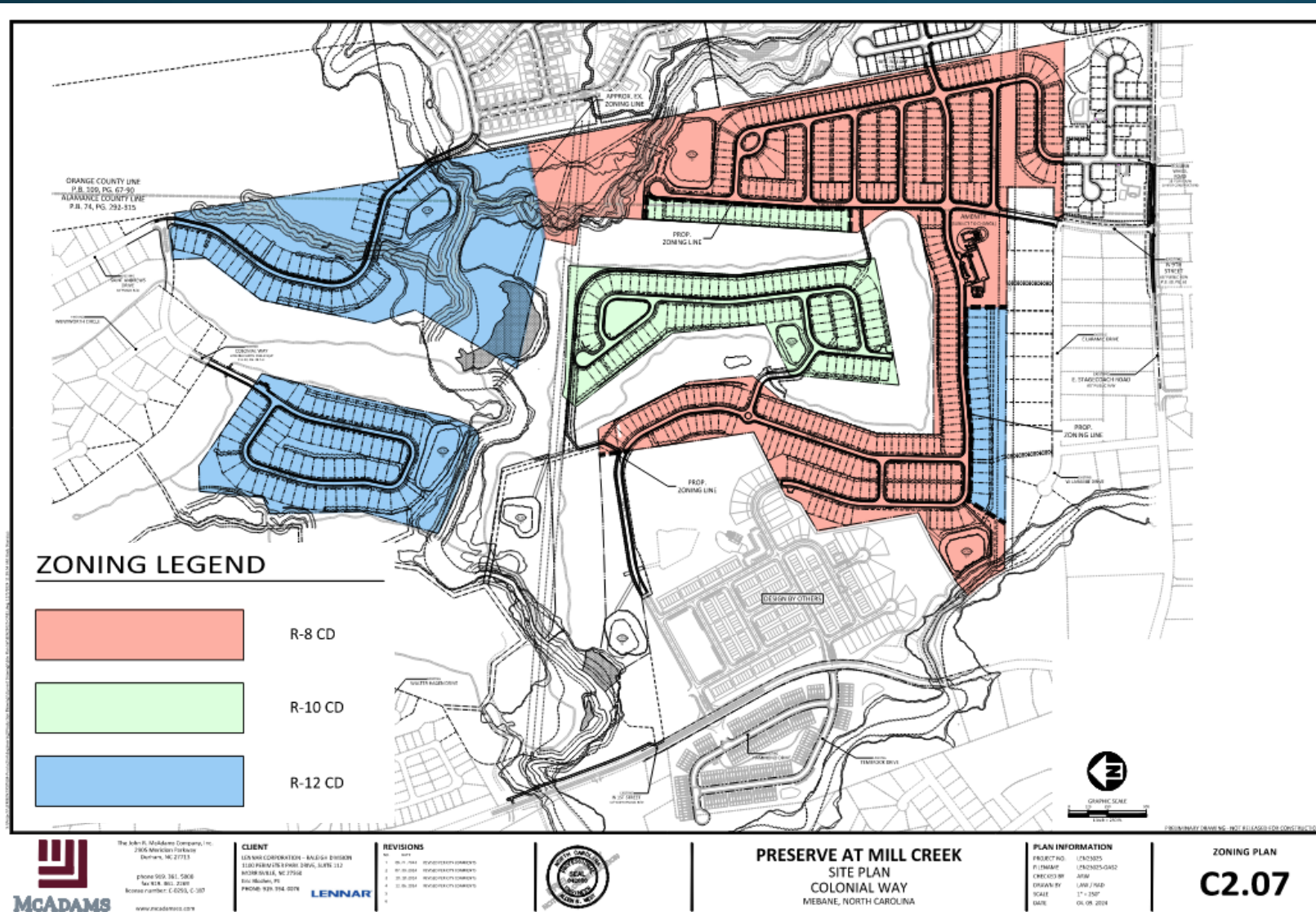
Mebane By Design, Secondary Growth Strategy Area & Conservation Area



Preserve at Mill Creek

Conditional Zoning Request

- Residential Cluster Subdivision, 565 lots
- R-8(CD)
 - +/- 102.01 acres
 - 335 Lots
- R-10(CD)
 - +/- 32.60 acres
 - 107 Lots
- R-12(CD)
 - +/- 80.37 acres
 - 123 Lots
- Amenities:
 - Multi-use path network
 - Preliminary clubhouse with pool, athletic courts, and other recreation
- Private Common Open Space = 23.59 acres
- Conservation open space = 66.62 acres
- Public Recreation Space = 3.58 acres



Preserve at Mill Creek

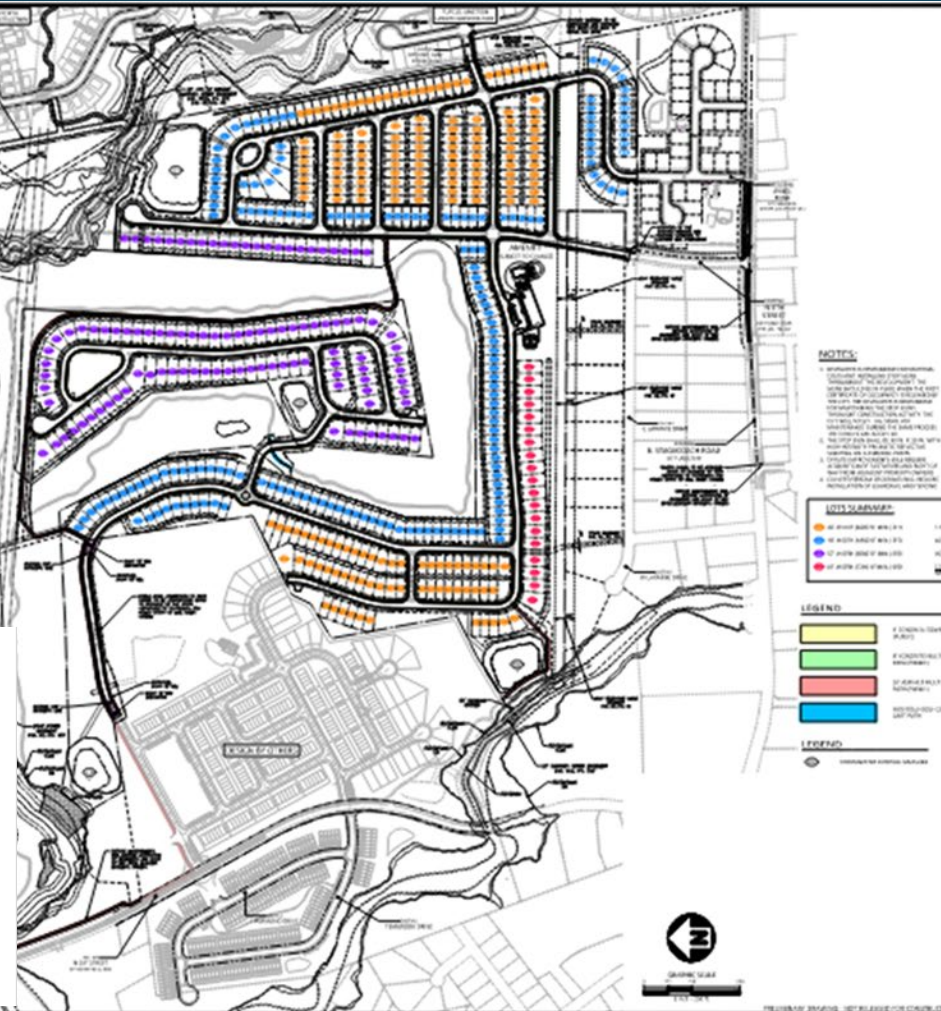
Conditional Zoning Request

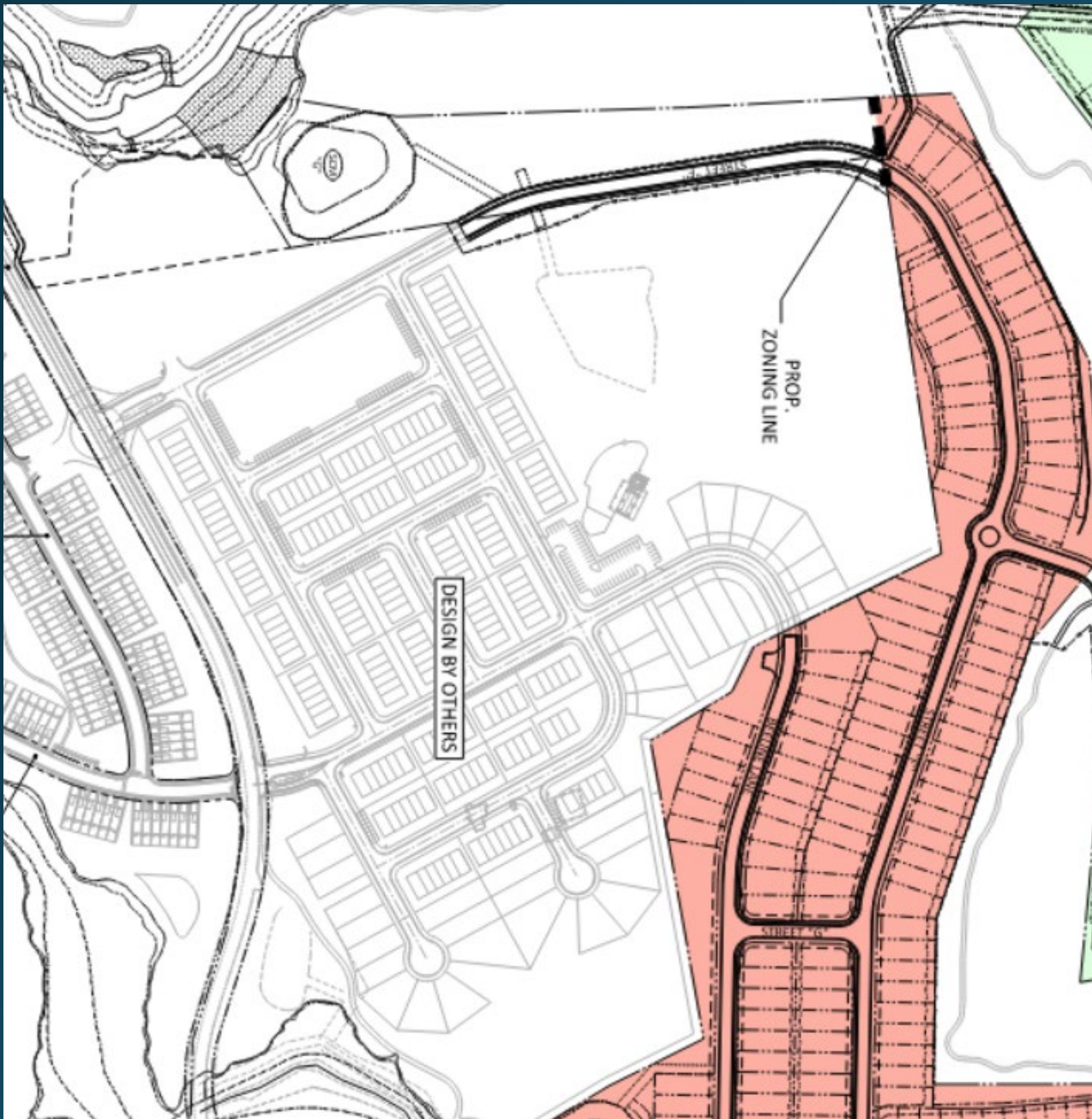
Conditions Requested:

- Dimensional Standards
 - Lot Width for R-8(CD) = 46'
 - Lot Width for R-10(CD) = 57'
 - Side Setback for R-8 & R-10 = 7.5'
 - Street Side Setback for R-8 & R-10 = 13'
 - Maximum Building Height for R-12 = 40'
- Subdivision Design
 - Block Length: Less than 400' and more than 1,200' due to site constraints.
 - Drainage Easements: Minimum 10' width
- Public Recreation:
 - Request that public multi-use path network fulfill public recreation requirement. The network has an estimated cost exceeding \$2.5 million.

LOTS SUMMARY:

46' WIDTH (4800 SF MIN.) SFD	171
46' WIDTH (4800 SF MIN.) SFD	164
57' WIDTH (6000 SF MIN.) SFD	107
65' WIDTH (7200 SF MIN.) SFD	123
	565





Preserve at Mill Creek

Conditional Zoning Request

- Modified pavement markings on St. Andrews Drive Extension at North First Street.
 - In coordination with adjoining developer, construct a single-lane roundabout on North First Street with single lane approaches and departures.
 - No more than 100 dwelling units in the southern portion of the development, which has no direct connection to the existing Mill Creek subdivision, may be platted until either:
 - The northern connection to North First Street is completed along with the roundabout
- OR
- A connection to North First Street is realized and the northern connection to North First Street, along with the roundabout, is either constructed or bonded by Lennar and/or the adjacent developer.





Preserve at Mill Creek

Conditional Zoning Request

East Stagecoach Road Improvements

- Improvements are required no later than issuance of certificate of occupancy of the 50th dwelling unit, or equivalent trip generation, in the southern portion of the development, which has no direct connection to the existing Mill Creek subdivision.
- At the intersection with North Ninth Street, construct exclusive eastbound and westbound left turn lanes on East Stagecoach Road with a minimum of 100' of full storage and appropriate transitions per NCDOT requirements
- At the intersection with North Fifth Street, install a traffic signal.





Applicant Presentation



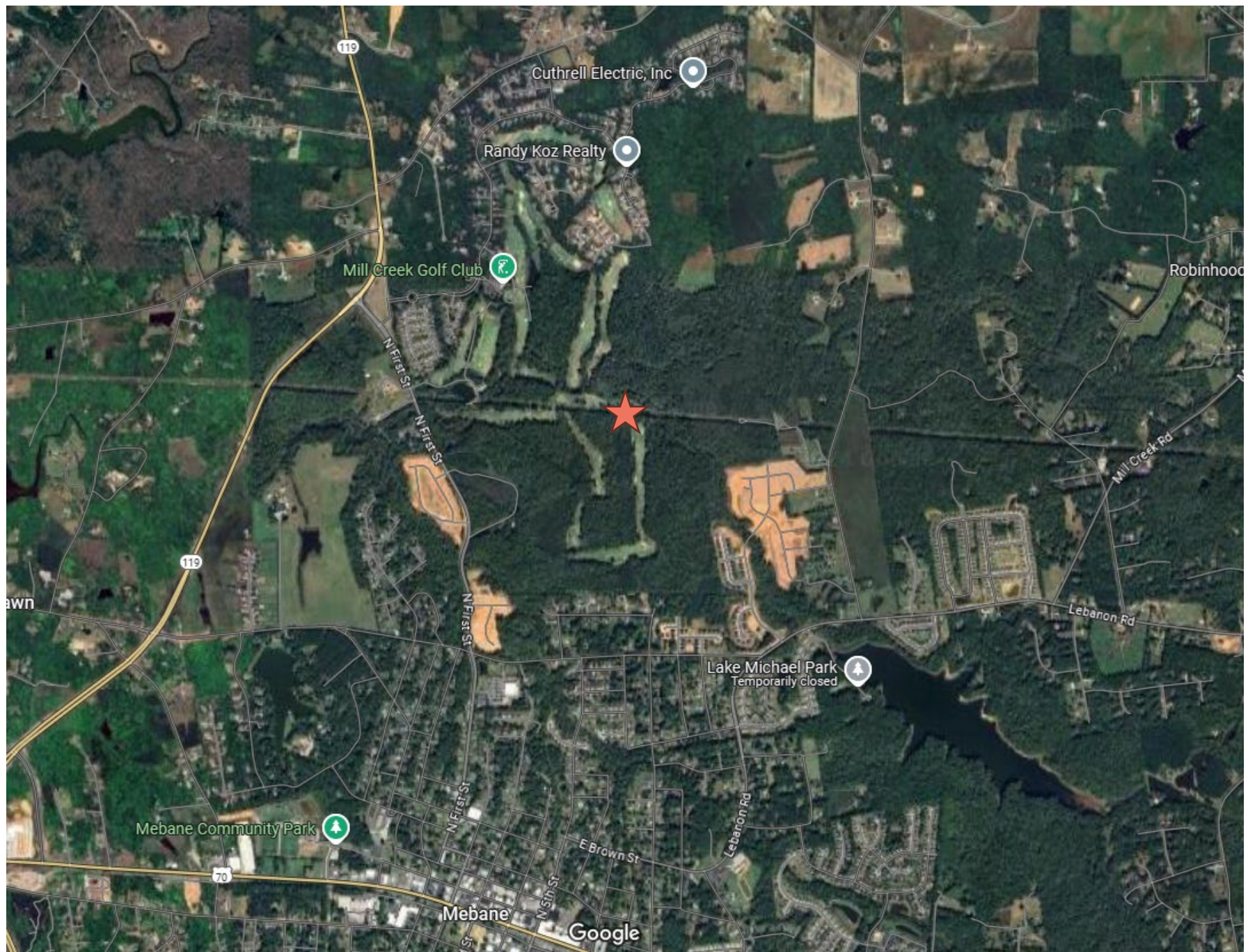
PRESERVE AT MILL CREEK

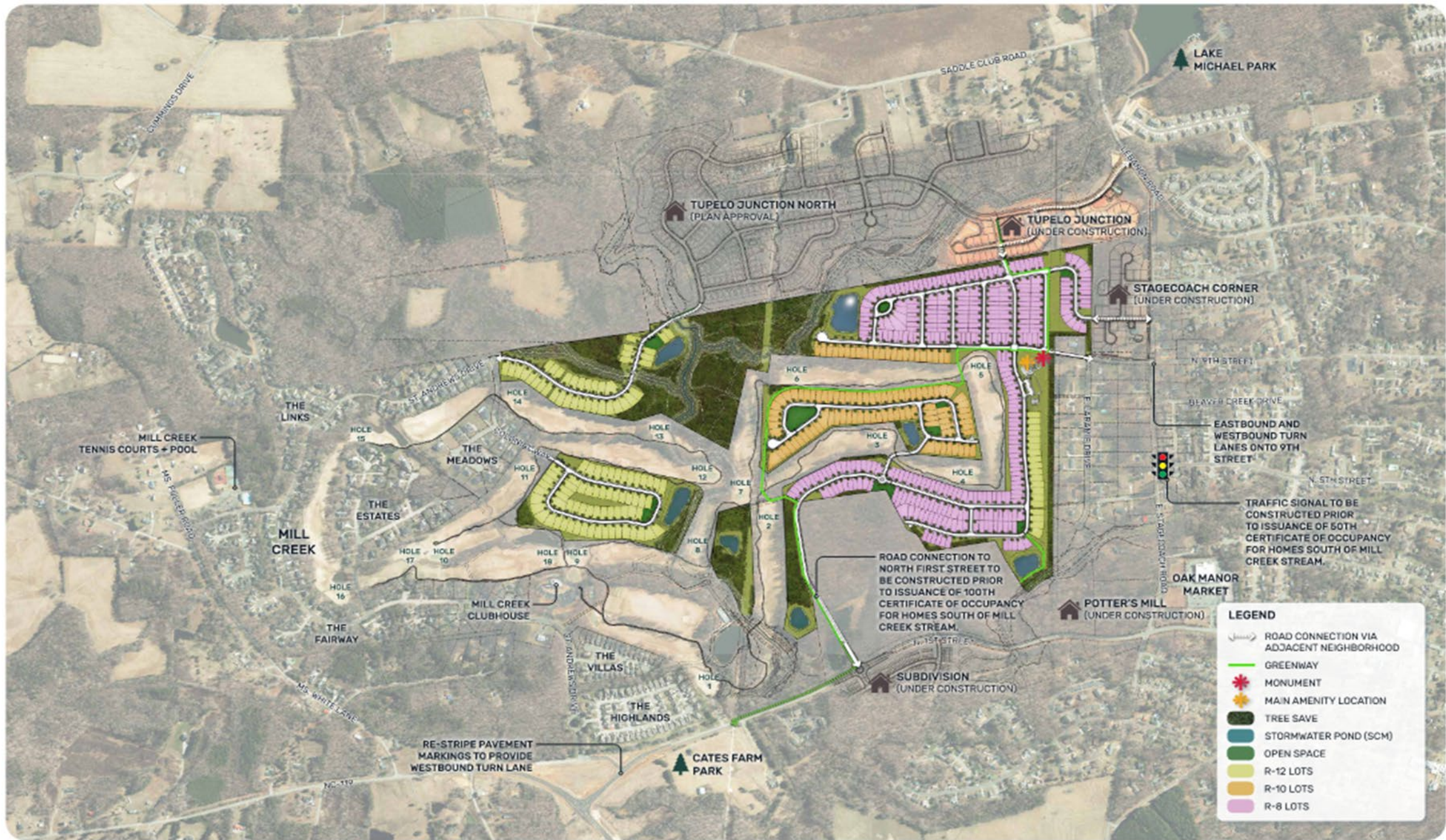
Mebane Planning Board
January 13, 2025

NATURE OF REQUEST

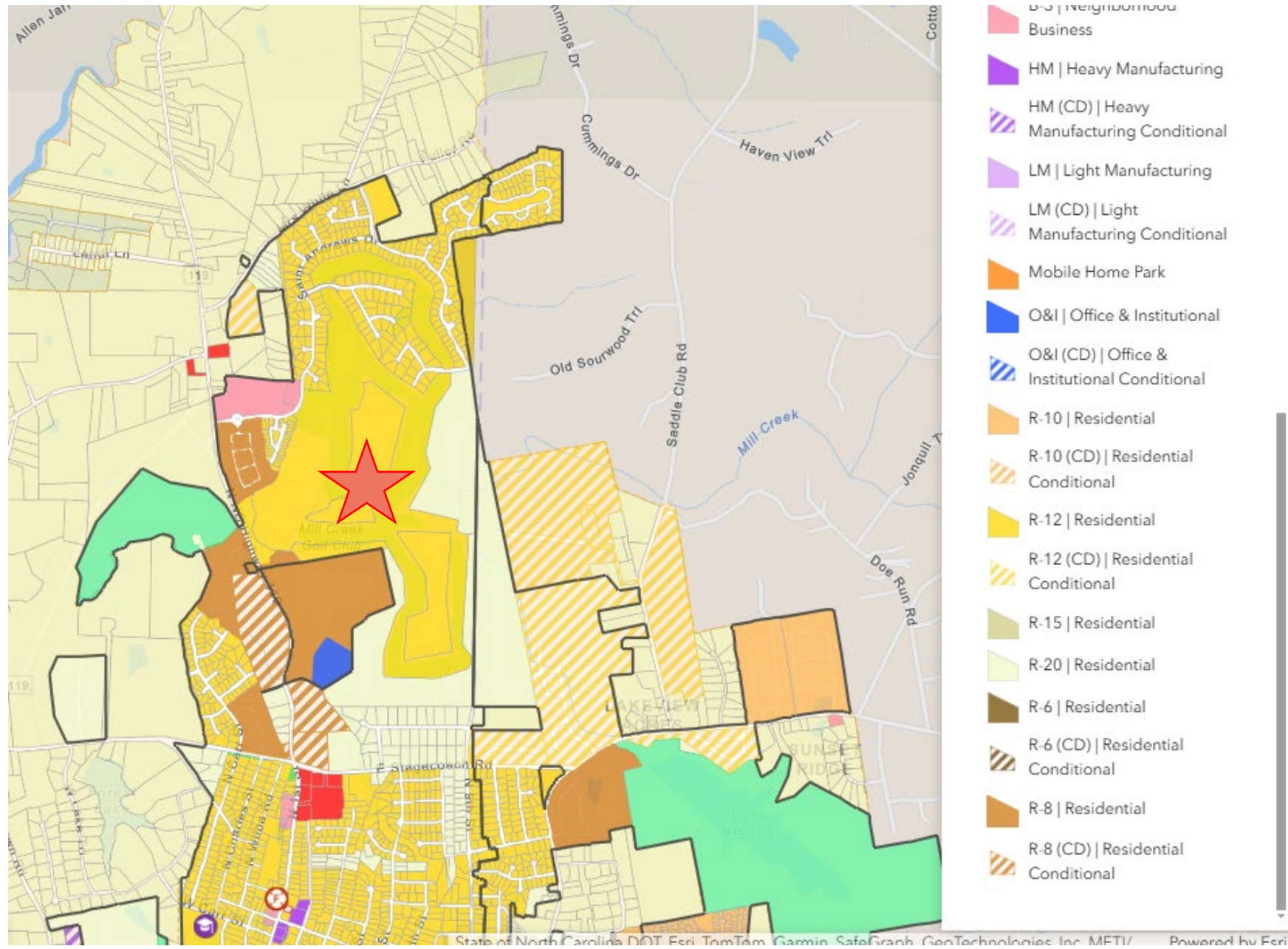
- Total Acreage of Request: 214.98
- Rezone to R-12(CD) (80.37 acres), R-10(CD) (32.6 acres) and R-8(CD) (102.01 acres)
- Conditional Zoning = Site Plan Specificity
- Completion of existing subdivision
- All single family, detached residential request



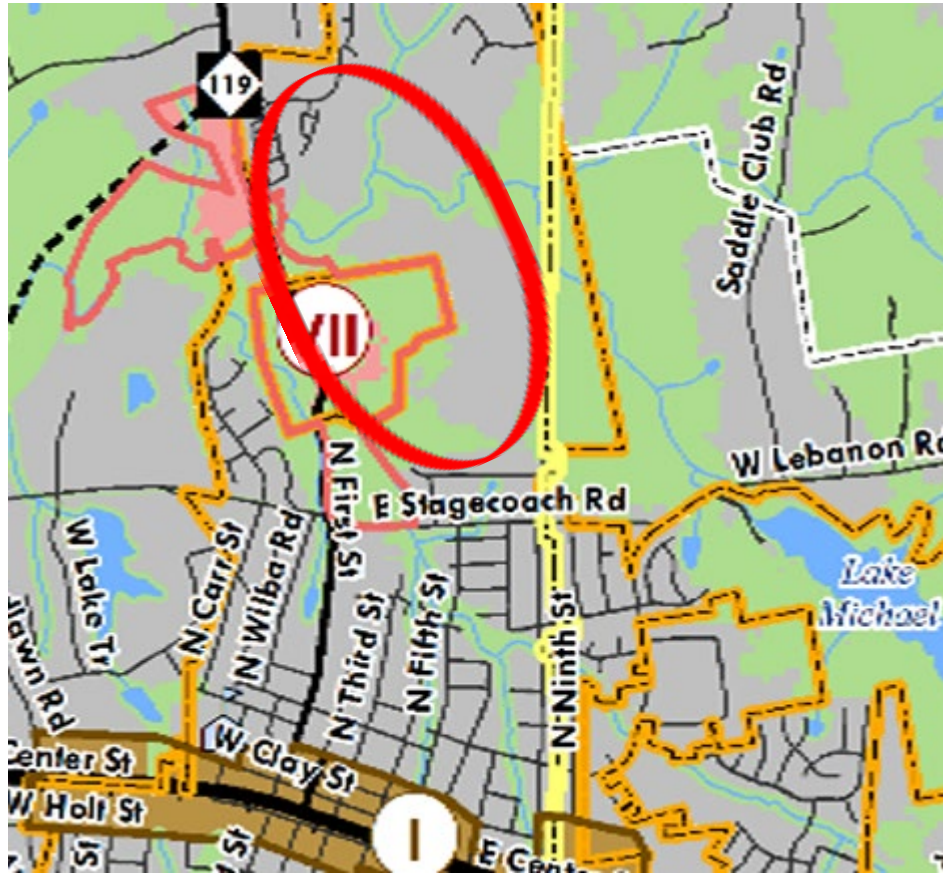




ZONING CONTEXT



MEBANE BY DESIGN



Growth Strategy Areas

- G-1, Mixed-Use
- G-1, Industrial
- G-2, Industrial
- G-2, Residential
- G-3, Mixed-Use
- G-4, Secondary Growth Area**
- Conservation Area

- G4: Growth is supported via use of existing infrastructure
- Growth Management Goal 1.4 seeks to **Ensure that adequate community facilities are integrated into new development**
- Open Space & Natural Resource Protection Goal 4.3 seeks to **Support park, greenway, and open space expansion in developed and developing areas**

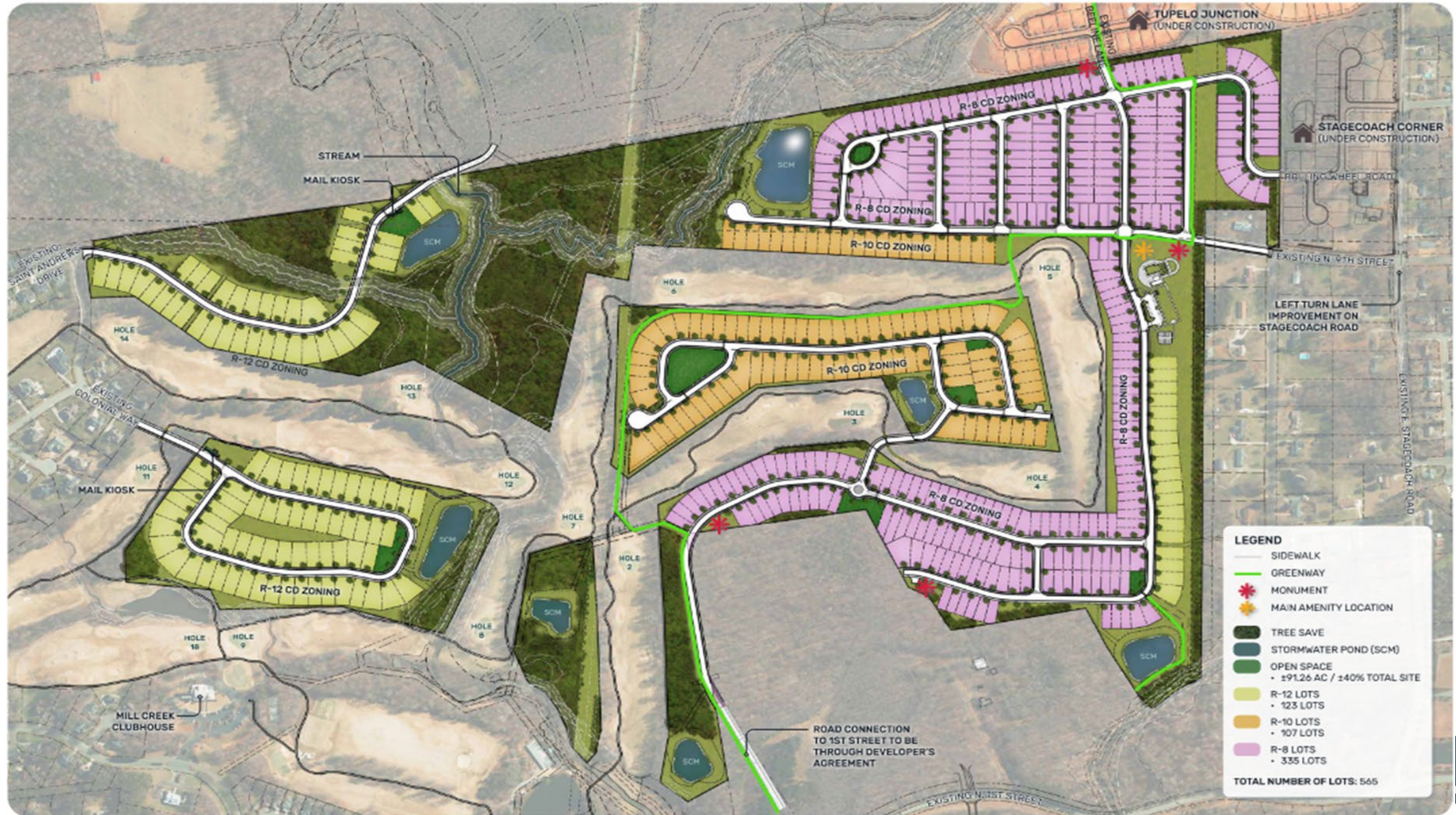
Consistency with Mebane By Design (Land Use)

- Residential Land Use
- Placing appropriate density and housing where it can be supported by existing infrastructure
- Creating vital additional contributions to existing infrastructure networks
 - Sewer
 - Road improvements
 - Recreation opportunities
 - Connectivity

Consistency with Mebane By Design (Principles and Other Objectives)

- Principle #2 to move toward a Road Network
- Principle #3 to move to Conservation Development
- Goal 1.1 to provide affordable, attractive and quality housing
- Goal 1.4 for Adequate Community Facilities
- Goal 3.3 for Encouraging Pedestrian and Bicycle Transportation
- Goal 4.2 for Parks and Open Space Connectivity
- Goal 4.3 for Open Space and Natural Resource Protection
- Consistency with Mebane Bicycle and Pedestrian Transportation Plan

SITE PLAN



LEGEND

- MAIN AMENITY
- ACTIVE OPEN SPACES
- PASSIVE OPEN SPACES
- MONUMENT
- GREENWAY



POND PARK

Natural Play
Convenience Furnishings
Trash Receptacles
Play lawn

Seating
Pet Waste Stations
Casual Gathering



CENTRAL GREEN

Lawn
Enhanced Landscape
Gathering Spaces
Little Library

Casual Seating
Pet Waste Station
Bldg House
Cutting Garden



TOT LOT

Play Equipment
Trash Receptacles
Pet Waste Station

Seating
Play Lawn



PASSIVE COMMON SPACE

Lawn
Landscape
Pet Waste Station

Cutting Garden
Pollinator Garden
Trash Receptacles



TOT LOT

Play Equipment
Trash Receptacles
Pet Waste Station

Seating
Play Lawn



PASSIVE COMMON SPACE

Landscape
Pet Waste Station
Seating

Lawn
Trash Receptacles



CLUBHOUSE

Pool
Outdoor Grilling
Pet Waste Station
Pickleball Courts
Seating

Focal Lawn
Trailhead
Cabana
Trash Receptacles



GREENWAY

Fitness Stations
Pet Waste Stations
Trash Receptacles
Signage

Enhanced Buffer Planting
Bike Repair Station
Seating

Connection to Gates Farm Park

Traffic Impact Analysis

- Performed by DRMP
- Conducted subject to Scoping process with City of Mebane and NCDOT
- Incorporates all proximate developments in background data (Havenstone, Retreat at Lake Michael, Stagecoach Corner, Landing at Lake Michael; Tupelo Junction, Saddle Club subdivision)
- Reviewed by NCDOT and City's 3rd party traffic engineer reviewer
- Review resulted in additional improvements and timing considerations

Traffic Improvements

Background Improvements



N First Street and Arendale / Site Drive
Roundabout



Stagecoach Road and Lebanon Road
Traffic Signal

Developer Improvements



Stagecoach Road and N. 5th Street
Traffic Signal

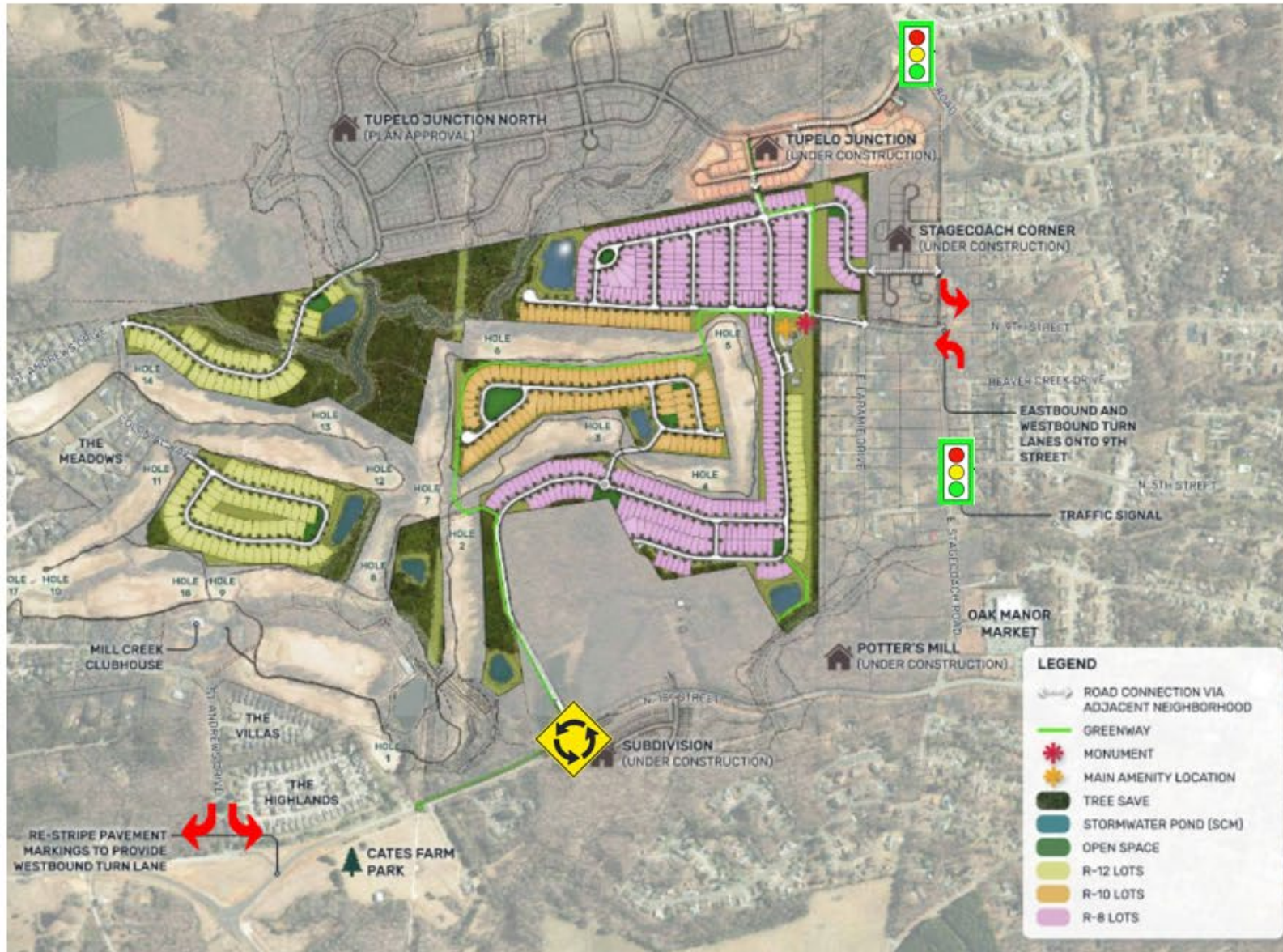
Stagecoach Road and N. 9th Street
Eastbound left-turn lane



Stagecoach Road and N. 9th Street
Westbound left-turn lane



Saint Andrews Drive and North First St
Restripe pavement to provide left and right turn lanes





Classic Collection

Hanover Collection



Sterling Collection



Garnett Collection



ARCHITECTURAL COMMITMENTS:

- ALL HOMES SHALL HAVE A COVERED FRONT PORCH. FRONT PORCHES ARE TO BE A MINIMUM OF 5' DEEP.
- ALL HOMES SHALL HAVE PROJECTING EAVES.
- THE FRONT FAÇADE OF EACH HOME SHALL FEATURE SOME MIX OF BUILDING MATERIALS TO INCLUDE, CEMENTITIOUS BOARD SUCH AS HARDIE PLANK, MASONRY, STONE, SHAKE AND OR BOARD AND BATTEN.
- SIDING MATERIALS SHALL BE LIMITED TO WOOD, BRICK, STUCCO, STONE, OR CEMENTITIOUS BOARD SUCH AS HARDIE PLANK.
- GARAGE DOORS SHALL FEATURE DECORATIVE PANELING AND WINDOWS.
- HOME CONSTRUCTION WILL VARY BETWEEN SLAB ON GRADE, RAISED SLAB, OR CRAWL SPACE DEPENDING ON TOPOGRAPHIC CONDITIONS.
- HOMES WITH ANY FAÇADE DIRECTLY ADJACENT TO THE GOLF COURSE ARE TO EITHER BE CONSTRUCTED WITH A CRAWL SPACE FOUNDATION OR A RAISED FOUNDATION AT LEAST 12" ABOVE FINISHED GRADE. CRAWL SPACES AND RAISED FOUNDATIONS ARE TO HAVE STONE VENEER AROUND PERIMETER OF HOME.
- ALL HOMES WILL HAVE A MINIMUM PRIMARY ROOF PITCH OF 5:12.
- THE SAME FLOOR PLAN WITH THE SAME ELEVATION CANNOT BE SELECTED NEXT DOOR TO EACH OTHER AND/OR WITHIN 3 HOMESITES DIRECTLY ACROSS THE STREET.
- THE SAME EXTERIOR COLOR SCHEME CANNOT BE SELECTED NEXT DOOR TO EACH OTHER AND/OR WITHIN 3 HOMESITES DIRECTLY ACROSS THE STREET.
- THE SAME COLOR STONE/BRICK VENEER CANNOT BE SELECTED NEXT DOOR TO EACH OTHER OR DIRECTLY ACROSS THE STREET.
- ONE STREET TREE SHALL BE PLANTED IN THE FRONT YARD FOR EACH LOT. FOR CORNER LOTS, ONE STREET TREE SHALL BE PLANTED IN THE SIDE YARD.

NEIGHBORHOOD OUTREACH

- First Community Meeting held on August 12, 2024
- Mailed invite to 65 neighboring property owners
- Second Community Meeting held on December 9, 2024
- Again mailed invite to 65 neighboring property owners
- Attended a virtual Mill Creek HOA Meeting on January 7, 2025
- HOA Management Company invited all members



APPLICATION FOR A ZONING AMENDMENT

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

Name of Applicant: Lennar Carolinas, LLC

Address of Applicant: 1100 Perimeter Park Drive, Suite 112 Morrisville, NC 27560

Address and brief description of property to be rezoned: Mill Creek Development

Parcels GPINS: 9825396817, 9826019734, 9826205290, 9826220237

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

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

Yes ___ Explain: _____ No x

Type of re-zoning requested: R-8 (CD) , R-10 (CD) , R-12 (CD)

Sketch attached: Yes x No _____

Reason for the requested re-zoning: _____

The rezoning is requested to develop land surrounding the Mill Creek Golf Course as single family homes.

DocuSigned by:
Signed: *Eric Blocher*
223FD9E0EB0D413...

Date: 4/2/2024

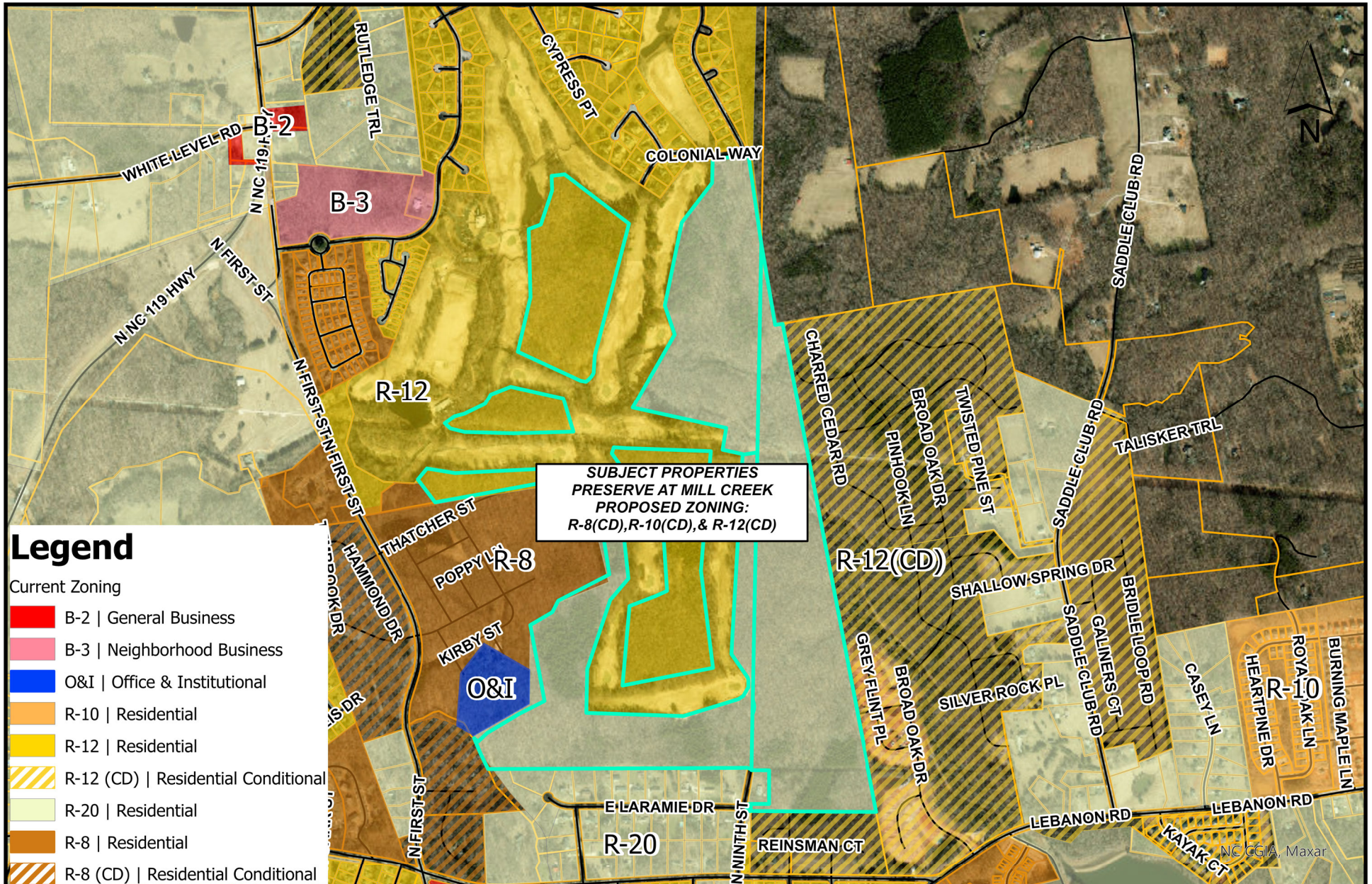
Action by Planning Board: _____

Public Hearing Date: _____ Action: _____

Zoning Map Corrected: _____

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

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



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

PLANNING PROJECT REPORT

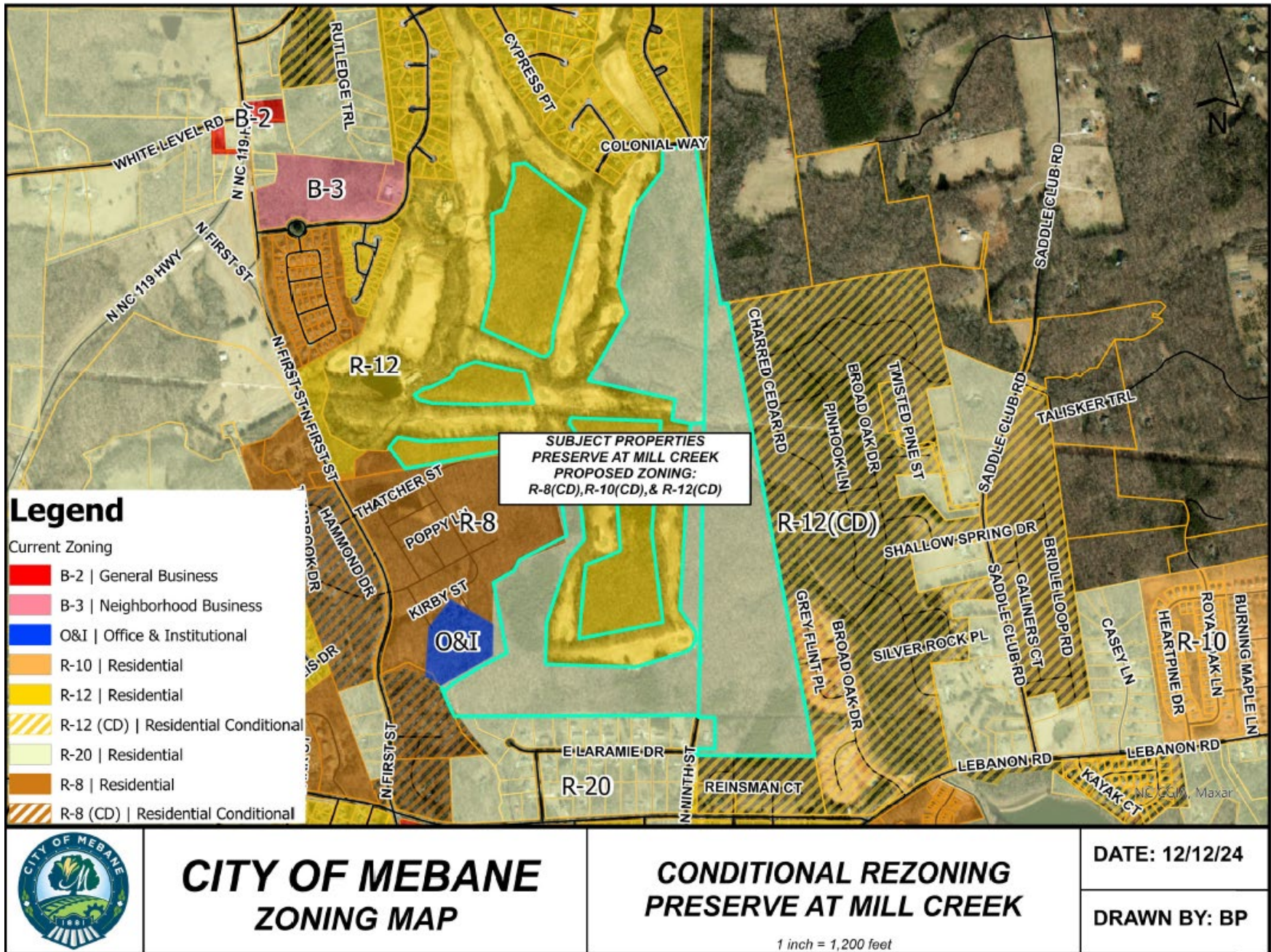
DATE	01/07/2025
PROJECT NUMBER	RZ 25-01
PROJECT NAME	Preserve at Mill Creek
	Lennar Carolinas, LLC
APPLICANT	1100 Perimeter Park Drive, Suite 112
	Morrisville, NC 27560

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LAND USE REPORT	PAGE 4
UTILITIES REPORT	PAGE 7
STAFF ZONING REQUEST RECOMMENDATION	PAGE 9

ZONING REPORT

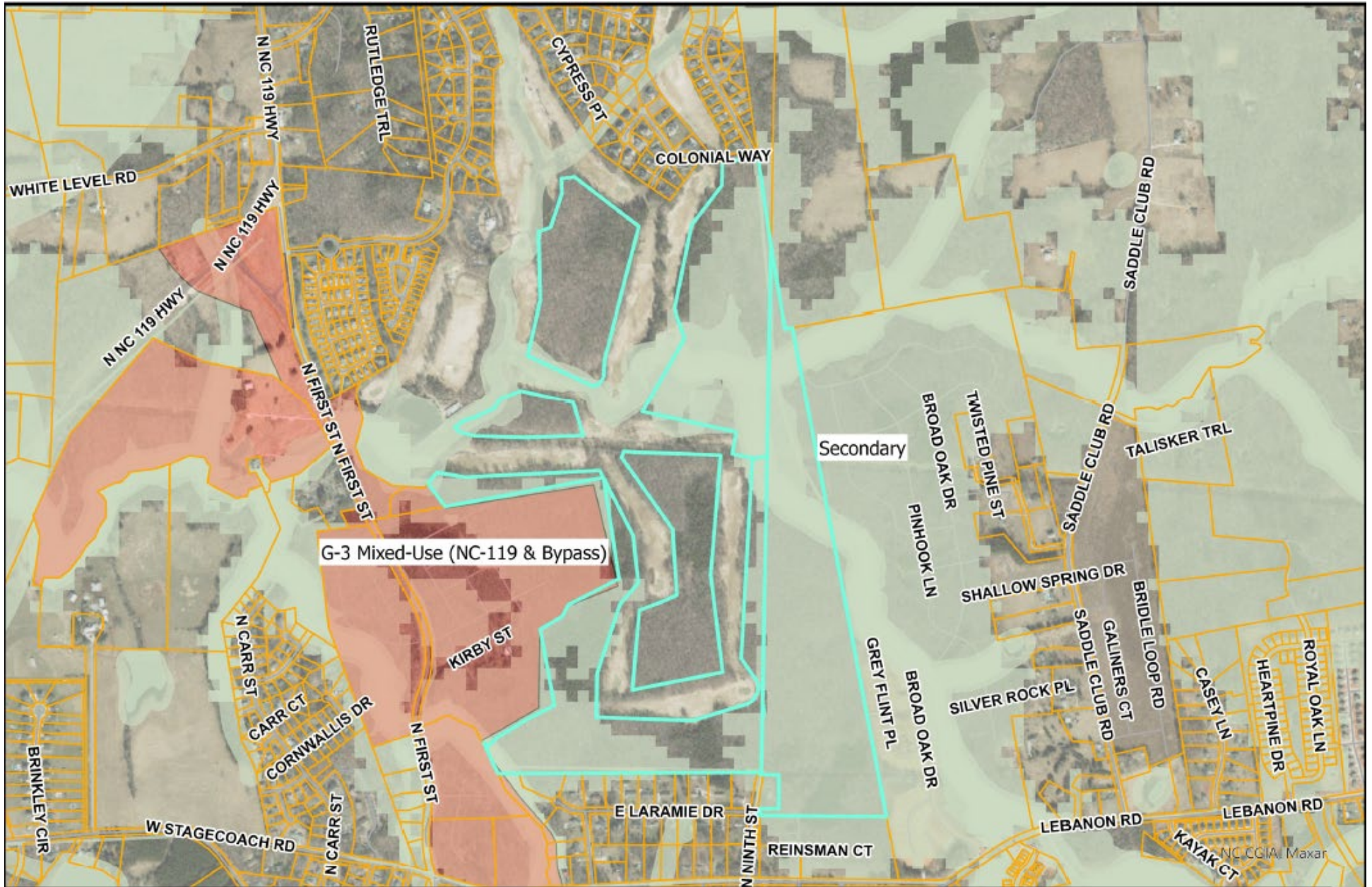
EXISTING ZONE	R-12, Residential, and R-20, Residential
REQUESTED ACTION	R-8(CD), R-10(CD), and R-12(CD), Residential Conditional Districts
CONDITIONAL ZONE?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
CURRENT LAND USE	Forested, Vacant
PARCEL SIZE	+/- 229.31 acres
PROPERTY OWNERS	Mill Creek Development Company, LLC 1645 E. Arlington Blvd, Suite E Greenville, NC 27858
LEGAL DESCRIPTION	Request to rezone four properties totaling +/- 229.31 acres located around the Mill Creek Golf Course (Alamance County GPINs 9826205290, 9826220237, 9826019734, and Orange County GPIN 9825396817), from R-12 and R-20 to R-8 (CD), R-10 (CD), and R-12(CD) for a development consisting of 565 single-family homes by Lennar Carolinas, LLC.
AREA ZONING & DISTRICTS	Adjoining properties to the west are zoned R-12, R-8(CD), R-8, and O&I. Properties to the north are zoned R-12. Adjoining properties to the east are zoned R-12(CD) and to the south is R-12(CD) and R-20.
SITE HISTORY	All parcels are currently undeveloped. This site was included as part of “The Club at Mill Creek” development approved by the Mebane City Council in September 1993. This original residential cluster proposal included 840 lots. As platted, the current Mill Creek subdivision includes approximately 420 lots.
STAFF ANALYSIS	
CITY LIMITS?	<input checked="" type="checkbox"/> YES* <input type="checkbox"/> NO * A portion of the site is not within the City Limits.
PROPOSED USE BY-RIGHT?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
SPECIAL USE?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
EXISTING UTILITIES?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
POTENTIAL IMPACT OF PROPOSED ZONE	The proposed rezoning of R-8, R-10, and R-12 is consistent with the surrounding residential subdivisions. The proposed development will increase the residential density of this area, while improving street connectivity. The development will help realize a multi-use path network proposed in the <i>Bicycle and Pedestrian Transportation Plan</i> .



LAND USE REPORT

EXISTING LAND USE	Forested, Vacant
PROPOSED LAND USE & REQUESTED ACTION	The applicant is requesting to rezone four properties totaling +/- 229.31 acres located around the Mill Creek Golf Course (Alamance County GPINs 9826205290, 9826220237, 9826019734, and Orange County GPIN 9825396817), from R-12 and R-20 to R-8 (CD), R-10 (CD), and R-12(CD) for a development consisting of 565 single-family homes.
PROPOSED ZONING	R-8 (CD), R-10 (CD), and R-12(CD), Residential Conditional Districts
PARCEL SIZE	+/- 229.31 acres
AREA LAND USE	The subject properties are located around the Mill Creek Golf Club and a portion of the development will connect to the existing Mill Creek subdivision. Properties to the west include the Potters Mill subdivision and a proposed planned unit development. Properties to the south include single-family homes on larger lots and the Stagecoach Corner subdivision. The Tupelo Junction (under construction) and Tupelo North (approved) subdivisions are to the east.
ONSITE AMENITIES & DEDICATIONS	The applicant proposes a public multi-use path network connecting to adjoining neighborhoods and to Cates Farm Park. The development will include private amenities, with a preliminary concept showing a clubhouse, athletic courts, and additional recreation.
CONDITIONAL ZONE?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
DESCRIPTION OF PROPOSED CONDITIONS	<p>Dimensional Conditions:</p> <ul style="list-style-type: none">• Minimum lot width: 46' for R-8 lots and 57' for R-10 lots.• Minimum side setback: 7.5' for R-8 and R-10 lots.• Minimum street side setback: 13' for R-8 and R-10 lots.• Maximum building height: 40' for R-12 lots. <p>Subdivision Design:</p> <ul style="list-style-type: none">• Certain street blocks have lengths of less than 400' and other blocks have lengths exceeding 1,200'.• Minimum width of 10' for private storm drainage easements. <p>Public Recreation:</p> <ul style="list-style-type: none">• The applicant requests the multi-use path network, which has an estimated cost of \$2,574,942, be considered to meet the public recreation requirements.

CONSISTENCY WITH <i>MEBANE BY DESIGN</i> STRATEGY	
LAND USE GROWTH STRATEGY DESIGNATION(S)	G-4, Secondary Growth Area, Conservation Area
OTHER LAND USE CONSIDERATIONS	General Watershed Area Overlay District <i>Bicycle and Pedestrian Transportation Plan (2024)</i>
<i>MEBANE BY DESIGN</i> GOALS & OBJECTIVES SUPPORTED	<u>OPEN SPACE AND NATURAL RESOURCE PROTECTION GOAL 4.3</u> Support park, greenway, and open space expansion in developed and developing areas, prioritizing connectivity between each location.
<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 169,984 gallons per day. The developer proposes multiple 8-inch connections to the City's existing 8-inch water lines along N. First Street, Rollingwheel Road, Beeline Lane, E. Laramie Drive, N. Ninth Street, Colonial Way, and a 12-inch connection to St. Andrews Drive. Internal project roadways will be served with 8-inch water lines (typically) and a 12-inch water line extension in St. Andrews Drive all with appropriate valves and fire hydrant spacing. The 12-inch water line extension will complete a 12-inch loop through Tupelo North and Tupelo Junction serving a larger area purpose and is subject to an oversizing agreement review per the City of Mebane's ordinance. Additionally, the developer proposes 8-inch sanitary sewer connections to the City's existing 15-inch and 10-inch sanitary sewer outfalls. In addition, the existing 15-inch sanitary sewer outfall is to be extended to the eastern end of the proposed development with the extension of St. Andrews Drive and related development. This 15-inch extension will allow for future development within the sewershed and is subject to an oversizing agreement review per the City of Mebane's ordinance.</p>
UTILITIES PROVIDED BY APPLICANT	Applicant has pledged to provide all on-site utilities, as described in AWCK's Technical Memo.
MUNICIPAL CAPACITY TO ABSORB PROJECT	The City has adequate water & sewer supply to meet the domestic and fire flow demands of the project.
CONSISTENCY WITH MEBANE LONG RANGE UTILITY PLAN?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
ADEQUATE STORMWATER CONTROL?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
INNOVATIVE STORMWATER MANAGEMENT?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
TRANSPORTATION NETWORK STATUS	
CURRENT CONDITIONS	<p>The subject property is situated around the existing Mill Creek Golf Course and connects to the existing Mill Creek subdivision via Colonial Way and St. Andrews Drive. The development also directly connects to N. Ninth Street, Rollingwheel Road (Stagecoach Corner), and Beeline Lane (Tupelo Junction). The site plan features connections to N First Street through a proposed development that is one to two months behind this</p>

	<p>development in the rezoning process. N. First Street is maintained by the NCDOT. All other streets are maintained by the City of Mebane.</p> <p>According to NCDOT data, the section of N. First Street had an annual average daily traffic volume of 4,800. Nearby E. Stagecoach Road had an annual average daily traffic volume of 5,600.</p>
TRAFFIC IMPACT ANALYSIS REQUIRED?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
DESCRIPTION OF RECOMMENDED IMPROVEMENTS	<p>St. Andrews Drive Extension (Site Drive 1) and North First Street Intersection: Modify existing pavement markings to provide an exclusive westbound left turn lane on St. Andrews Extension.</p> <p>East Stagecoach Road and North Ninth Street (Site Drive 2) Intersection: Construct exclusive eastbound and westbound left turn lanes on East Stagecoach Road with a minimum of 100' of full storage and appropriate transitions per NCDOT requirements. This improvement is required no later than the issuance of the certificate of occupancy for the 50th dwelling unit in the southern portion of the development, which has no direct connection to the existing Mill Creek subdivision.</p> <p>North First Street and Arendale Drive/Site Drive 4 Intersection: In coordination with the adjoining development, construct a single-lane roundabout with single lane approaches and departures.</p> <p>Stagecoach Road and North Fifth Street Intersection: Install a traffic signal at this intersection no later than upon issuance of certificate of occupancy of the 50th dwelling unit or equivalent trip generation in the southern portion of the development, which has no direct connection to the existing Mill Creek subdivision.</p> <p>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. No more than 100 dwelling units in the southern portion of the development, which has no direct connection to the existing Mill Creek subdivision, may be platted until one connection to North First Street is realized and the other connection to North First Street along with the roundabout are either constructed or bonded by Lennar and/or the adjacent developer.</p>

CONSISTENCY WITH THE MEBANE
BICYCLE AND PEDESTRIAN
TRANSPORTATION PLAN?

☒YES ☐NO

MULTIMODAL IMPROVEMENTS
PROVIDED BY APPLICANT?

☒YES ☐NO

DESCRIPTION OF MULTIMODAL
IMPROVEMENTS

The applicant is required to construct a multi-use path network consistent with that proposed in the *Bicycle and Pedestrian Transportation Plan*.

STAFF RECOMMENDATION

STAFF ZONING
RECOMMENDATION

☒ APPROVE ☐ DISAPPROVE

STAFF SPECIAL USE FINDING

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

RATIONALE

The proposed development “Preserve at Mill Creek” is consistent with the guidance provided within *Mebane By Design*, the Mebane Comprehensive Land Development Plan and is in harmony with surrounding uses.



Technical Memorandum

Date: January 6, 2025

To: Ashley Ownbey, Development

Director From: Franz K. Holt, P.E.

Subject: Preserve at Mill Creek – City Engineer review

City Engineering has reviewed the Preliminary Site Plans for the Preserve as submitted January 2nd, 2025, by Alden West, P.E. with The John R. McAdams Company, Inc. Durham, NC and provides the following technical comments.

- A. General** - The Preserve at Mill Creek is a single-family residential development (565 homes) proposed on approximately 229.31 acres adjacent to the existing Mill Creek Golf Course Community, existing Tupelo Junction and proposed Tupelo North, existing Stagecoach Corner and Stagecoach Trails, and the proposed N. Mebane Village.

The property is in the Graham-Mebane Lake public water supply watershed non-critical area. Plans show using the high-density option allowed in the balance of the watershed (non-critical area) with new engineered stormwater control measures receiving storm water runoff from proposed new development (max. built upon area of 30%).

City of Mebane water and sewer service is available via connections through existing development and the sanitary sewer outfall that runs through the golf course.

Internal streets are considered local and are typically 31-ft. b-b roll curb and gutter section with a 5-ft. wide concrete sidewalk located at a minimum on one side of the street. Traffic control measures to reduce neighborhood speed include an internal round-about and narrowing of the street at the connection with Stagecoach Trails with stop conditions.

Plans include a 10-ft. wide asphalt multi-use path connecting N. First Street to Broad Oak Drive in Tupelo Junction. The city's goal is for proposed development along N. First Street to have alternative non-vehicular access to Cates Farm and Lake Michael Park leaving no gaps in the greenway/multi-use path/sidewalk systems for the city to complete.

- B. Availability of City Water and Sewer** - In compliance with the UDO, this memo indicates that I have reviewed the preliminary water and sewer system layout and find it acceptable and meeting City of Mebane requirements as follows:

1. Water system – The project proposes multiple 8-inch connections to the City's existing 8-inch water lines along N. First Street, Rolling Wheel Lane, Beeline Lane, E. Laramie Drive, N. Ninth



Street, Colonial Way, and a 12-inch connection to Saint Andrews Drive. Internal project roadways will be served with 8-inch water lines (typically) and a 12-inch water line extension in St. Andrews Drive all with appropriate valves and fire hydrant spacing. The 12-inch water line extension will complete a 12-inch loop through Tupelo North and Tupelo Junction serving a larger area purpose and is subject to an oversizing agreement review per the City of Mebane's ordinance. When designed and installed to City and State standards, these public lines will become part of the City's water system.

The estimated daily water use for this project is 169,984 gallons per day calculated at 2,048 proposed bedrooms at 83 gallons per day per bedroom. The City has adequate water capacity available to meet the domestic demand and fire flow requirements of this phased project.

2. Sanitary Sewer system – The project proposes 8-inch sanitary sewer connections to the City's existing 15-inch and 10-inch sanitary sewer outfalls. In addition, the existing 15-inch sanitary sewer outfall is to be extended to the eastern end of the proposed development with the extension of Saint Andrews Drive and related development. This 15-inch extension will allow for future development within the sewershed and is subject to an oversizing agreement review per the City of Mebane's ordinance. Internal project roadways will be served with 8-inch sanitary sewer lines with properly spaced manholes. When designed and installed to City and State standards, these public lines will become part of the City's sanitary sewer collection system.

The estimated daily sewer use for this project is estimated at 153,600 gallons per day calculated at 2,048 proposed bedrooms at 75 gallons per day per bedroom. Based on current use, the city has adequate sewer capacity at the downstream North Regional Sewer Pump Station and at the WRRF to meet the tributary demand of this phased project. It is anticipated that as future phases are developed for this project and others that the contracted WRRF improvements (expansion/upgrade) will be utilized along with the N. Regional PS expansion (third pump installation).

C. Watershed Overlay District and Phase II Stormwater Requirements – Requirements of the Watershed Overlay District and Phase II Stormwater Post Construction Ordinance apply to this project as follows:

1. Watershed Overlay District requirements provided in the UDO - These requirements in the UDO are for the above the dam Back-Creek Watershed, which includes the Graham-Mebane Lake. This project lies in the GWA non-critical area allowing up to 30% built upon area with engineered stormwater control measures (SCMs). The proposed SCMs (7) shown on the plans receive stormwater runoff from the proposed new development and will meet the requirements of the Water Supply Watershed Rules. Upon site stabilization, the developer will complete the engineered SCMs as fenced permanent devices owned and maintained by the property owners' association.
2. Phase II Stormwater Post Construction Ordinance - The UDO provides standards for Storm



Water Management and 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 it will disturb more than one acre of land requiring a stormwater permit application. The estimated new built upon area is greater than 24% and considered high density (SCMs are required).

D. Storm Drainage System - The UDO provides requirements for storm drainage systems. The preliminary site plans include a preliminary piping layout that indicates certain pipe locations, inlets, and discharge points. Stormwater flows from these pipes to SCMs. Design of the storm drainage system will be in accordance with the City's Storm Drainage Design Manual.

E. Street Access and Traffic Impact Analysis – A TIA was completed by DRMP and reviewed by the city's consultant VHB and NCDOT. Off-site improvements were identified with NCDOT requirements as follows:

Required Improvements:

As a condition of the pending NCDOT driveway permit, the following are the improvements that the applicant is required to construct to mitigate the anticipated site traffic impacts and to ensure acceptable operation at the various study intersections. Unless otherwise specified, the applicant shall complete and place into operation all required road improvements prior to opening the development access to public traffic.

Saint Andrews Drive Extension (Site Drive 1) and North First Street Intersection:

- Modify existing pavement markings to provide an exclusive westbound left turn lane on Saint Andrews Extension.

East Stagecoach Road and North Ninth Street (Site Drive 2) Intersection:

- Construct exclusive eastbound and westbound left turn lanes on East Stagecoach Road with a minimum of 100' of full storage and appropriate transitions per NCDOT requirements

East Stagecoach Road and North Oakland Drive/Rollingwheel Road (Site Drive 3) Intersection:

- As required by local UDO, construct exclusive eastbound and westbound left turn lanes on East Stagecoach Road with a minimum of 100' of full storage and appropriate transitions per NCDOT requirements

North First Street and Arendale Drive/Site Drive 4 Intersection:

- Construct a single-lane roundabout with single lane approaches and departures.

Stagecoach Road and North Fifth Street Intersection:

- Install a traffic signal at this intersection no later than upon issuance of certificate of occupancy of the 50th dwelling unit or equivalent trip generation.



Connections to city streets include all existing and proposed stubs from adjacent development. In addition, proposed off-site improvements will require off-site right-of-way and easements which are to be acquired by the developer.

A waiver request was submitted for requiring turn lanes at Stagecoach Corner (Intersection of Rolling Wheel Road and E. Stagecoach Road). Staff along with NCDOT and VHB believe the waiver is justified.

- F. Construction Plan Submittal** - The preliminary plans show the proposed water lines, sewer lines, and storm drainage and stormwater management devices to indicate that the project is feasible for utility service and providing stormwater management. Based on city engineering review, it is my opinion that said plans are in substantial compliance with the UDO. Construction plans will follow preliminary plan approval and require TRC review and approval prior to beginning construction.

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

October 11, 2024

ALAMANCE and ORANGE COUNTIES

Evan Gittleman
DRMP, Inc.
8210 University Executive Park Drive
Suite 200
Charlotte, NC 28262

Subject: Proposed Preserve at Mill Creek Development
Located on SR 1376, E. Stagecoach Road and SR 2050, N. First Street
Review of Traffic Impact Analysis (TIA)

Dear Mr. Gittleman,

NCDOT staff has performed a review of the TIA and preliminary concept site plan enclosed therein. Based on the submitted information and upon conferring with City of Mebane staff, we offer the following comments.

General:

The proposed development is located north and east of the above mentioned roads and consists of 565 single family dwelling units. Site access to the development is proposed along East Stagecoach Road via extension of the existing North 9th Street and extension of Rollingwheel Road and a single-lane roundabout intersection on North First Street located across from Arendale Drive. Additional access is proposed via internal connections to the existing Tupelo Junction and Mill Creek developments. The site is expected to generate approximately 4964 daily trips upon buildout in 2028.

Required Improvements:

As a condition of the pending NCDOT driveway permit, the following are the improvements that the applicant is required to construct to mitigate the anticipated site traffic impacts and to ensure acceptable operation at the various study intersections. Unless otherwise specified, the applicant shall complete and place into operation all required road improvements prior to opening the development access to public traffic.

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

Website: www.ncdot.gov

Location:
115 EAST CRESCENT SQUARE DRIVE
GRAHAM, NC 27253

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- Construct exclusive eastbound and westbound left turn lanes on East Stagecoach Road with a minimum of 100' of full storage and appropriate transitions per NCDOT requirements

East Stagecoach Road and North Oakland Drive/Rollingwheel Road (Site Drive 3) Intersection:

- As required by local UDO, construct exclusive eastbound and westbound left turn lanes on East Stagecoach Road with a minimum of 100' of full storage and appropriate transitions per NCDOT requirements

North First Street and Arendale Drive/Site Drive 4 Intersection:

- Construct a single-lane roundabout with single lane approaches and departures.

Stagecoach Road and North Fifth Street Intersection:

- Install a traffic signal at this intersection no later than upon issuance of certificate of occupancy of the 50th dwelling unit or equivalent trip generation.

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.

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.

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:

C60BB6060F8A458...

C. N. Edwards Jr., PE
District Engineer

Cc: N. C. Lineberger, PE, Congestion Management Regional Engineer
City of Mebane



Memorandum

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

Date: August 20, 2024

Project #: 39160.00

From: Andrew Topp

Re: DRAFT TIA Review Comments
Preserve at Mill Creek Traffic Impact Analysis
Mebane, NC

A Traffic Impact Analysis (TIA) was prepared by DRMP for the proposed Preserve at Mill Creek development located east of N 1st Street (NC 119) and south of St. Andrews Drive in Mebane, North Carolina. VHB is contracted by the City of Mebane to conduct an independent review of the Preserve at Mill Creek 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 items in **red** should be considered in addition to mitigation measures that have been identified within the Preserve at Mill Creek TIA:

- › Stagecoach Road and N Fifth Street
 - **Install signal.**
- › Stagecoach Road and N Ninth Street (Site Drive 2)
 - **Provide an exclusive eastbound left-turn lane with at least 100 feet of full storage and appropriate taper, as required by UDO for residential developments of this size.**
 - **Monitor for signalization.**
- › N First Street / St. Andrews Drive / Site Drive 1
 - **Restripe the westbound approach to remove hatching at add a left-turn lane.**
- › N First Street / Site Drive 4
 - **Construct a single lane roundabout with single lane approach and departure lanes on all approaches.**
- › Multimodal Considerations: compliance of multimodal transportation requirements should be examined to ensure adequacy of pedestrian, bike, and transit facilities across the project site and along roadways comprising the property frontage.

Analysis Revision Suggestions

- › Capacity Analysis:
 - TIA does not appear to include background traffic generated by new residential development being constructed between the development and Stagecoach Road (residences along Rollingwheel Rd, Travelers Ct, Reinsman Ct).
 - TIA does not appear to include background traffic generated by new residential development being constructed along N First Street across from the development's proposed access. The SIDRA analysis files for the intersection of N First Street and Site Drive 4 were not included for review, however based on the review of the SIDRA reports in the Appendix and figures, the west leg was not modeled in SIDRA.

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

Engineers | Scientists | Planners | Designers

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

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- The mitigation improvements for Tupelo Junction, including turn lanes at the Lebanon Road and Broad Oak Road intersection, are not incorporated into this TIA analysis. Add to Synchro for No-Build and Build scenarios.
 - The mitigation improvements for Tupelo North, specifically the proposed signal at the Stagecoach Road and Lebanon Road intersection, is not incorporated into this TIA analysis. Add to Synchro for No-Build and Build scenarios.
- › Volumes:
- The 4-vehicle minimum was not incorporated into the Build AM and PM, Improved Build AM and PM Synchro analysis files, as identified in the NCDOT Congestion Management Guidelines and noted on the Build volume figure.

Summary of TIA Assumptions and Results

Development Plan

The proposed Preserve at Mill Creek development will consist of up to 565 single-family homes. Site access to the eastern portion of the site is proposed via two (2) full movement driveways along Stagecoach Road at N. 9th Street and N. Oakland Drive, and one (1) roundabout intersection located along N First Street. Interconnectivity is also expected with the Tupelo Junction site to the east, using Beeline Lane. Access to the western portion of the site is proposed via an extension of St. Andrews Drive and Colonial Way.

A collector street (Mill Creek Connector) across the site is identified through the City of Mebane 2040 CTP, Roadway Project #9. Pedestrian and bike facilities should be provided across the project site to meet the CTP standards.

Study Area and Analysis Scenarios

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

- › NC 119 and Mrs. White Lane (unsignalized)
- › N First Street and NC 119 (signalized)
- › NC 119 and St. Andrews Drive (unsignalized)
- › N First Street and Stagecoach Road (signalized)
- › Stagecoach Road and N Fifth Street (unsignalized)
- › Stagecoach Road and N Ninth Street (unsignalized)
- › Stagecoach Road and N Oakland Drive (unsignalized)
- › Stagecoach Road and Lebanon Road (unsignalized)
- › Broad Oak Road and Lebanon Road (unsignalized)

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

- › 2023 Existing Traffic Conditions
- › 2028 No-Build Traffic Conditions
- › 2028 Build Traffic Conditions

Existing and No-Build Analysis Assumptions

Existing (2023) analysis was conducted based on traffic counts conducted in December 2023 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 (2023) and the future analysis year (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:

- › Stagecoach Corner
- › Potter's Mill
- › North First Street Townhomes
- › Tupelo Junction
- › Tupelo North

Trip Generation & Distribution

Trip generation potential was determined based on methodology outlined in the ITE Trip Generation Manual, 11th Edition. Based on the TIA, the proposed development is expected to generate 4,964 total daily trips with 360 trips (90 entering, 270 exiting) occurring during the AM peak hour and 506 trips (319 entering, 187 exiting) occurring during the PM peak hour.

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

- › 5% to/from the north via Lebanon Road
- › 5% to/from the south via N Ninth Street
- › 15% to/from the south via N Fifth Street
- › 25% to/from the east via N First Street
- › 10% to/from the west via Stagecoach Road
- › 35% to/from the south via NC 119
- › 5% to/from the north via NC 119

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.

NC 119 and Mrs. White Lane (unsignalized)

ID	Intersection and Approach	Existing (2023)		No-Build (2028)		Build (2028)	
		AM	PM	AM	PM	AM	PM
1	NC 119 & Mrs. White Lane	N/A	N/A	N/A	N/A	N/A	N/A
	Westbound	C-15.0	C-15.7	C-16.0	C-16.7	C-15.9	C-17.4

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

NC 119 and N First Street (signalized)

ID	Intersection and Approach	Existing (2023)		No-Build (2028)		Build (2028)	
		AM	PM	AM	PM	AM	PM
2	NC 119 & N First Street	A (3.1)	A (3.2)	A (7.0)	A (5.7)	B (12.1)	A (8.5)
	Westbound	A-3.8	A-1.4	A-4.0	A-1.6	B-13.8	A-6.0
	Northbound	A-6.5	A-6.8	A-8.0	A-8.8	A-9.8	A-9.3
	Southbound	A-2.0	A-1.9	A-7.3	A-6.5	B-12.2	B-10.0

The TIA indicated that the signalized intersection is expected to operate at an overall LOS B or better during both the AM and PM peak hours under the build-out conditions. No mitigation was recommended in the TIA by the proposed development.

N First Street and St Andrews Drive (Site Drive 1) (unsignalized)

ID	Intersection and Approach	Existing (2023)		No-Build (2028)		Build (2028)	
		AM	PM	AM	PM	AM	PM
3	N First Street & St Andrews Drive	N/A	N/A	N/A	N/A	N/A	N/A
	Westbound	B-10.4	B-11.3	B-10.7	B-11.9	B-12.0	B-14.4

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

- › Restripe the westbound approach to remove hatching at add a separate left-turn lane.

N First Street and Stagecoach Road (signalized)

ID	Intersection and Approach	Existing (2023)		No-Build (2028)		Build (2028)	
		AM	PM	AM	PM	AM	PM
4	N First Street & Stagecoach Road	B (10.2)	B (10.9)	B (11.0)	B (13.2)	B (12.0)	B (15.8)
	Eastbound	B-13.7	B-11.3	B-11.5	B-15.0	B-11.5	B-18.5
	Westbound	B-14.4	B-13.1	B-12.6	B-15.9	B-14.7	C-20.8
	Northbound	A-5.8	A-9.2	A-8.3	A-10.0	A-8.9	B-11.2
	Southbound	A-6.7	A-8.9	B-10.3	A-9.9	B-11.1	B-10.2

The TIA indicated that the signalized intersection is expected to operate at LOS B both the AM and PM peak hours under the existing and all future traffic scenarios. No mitigation was recommended in the TIA by the proposed development.

Stagecoach Road and N Fifth Street (unsignalized)

ID	Intersection and Approach	Existing (2023)		No-Build (2028)		Build (2028)		Build (2028) with Improvements	
		AM	PM	AM	PM	AM	PM	AM	PM
5	Stagecoach Road & N Fifth Street	N/A	N/A	N/A	N/A	N/A	N/A	B (11.5)	C (23.8)
	Eastbound	--	--	--	--	--	--	B-11.3	D-30.1
	Westbound	--	--	--	--	--	--	B-12.2	C-20.6
	Northbound	B-12.2	C-19.5	B-14.4	E-38.4	C-17.9	F-103.0	A-10.0	C-17.1

The TIA indicated that the stop-controlled approach is expected to degrade to LOS F during the PM peak hour under the build-out conditions with significant delay increases. To address this issue, the intersection was upgraded into an all-way stop control in the TIA. With the intersection converted to an all-way stop, the intersection is expected to operate at an overall LOS B during both the AM peak hour and LOS C during the PM peak hour.

It is recommended that the intersection of Stagecoach Road and N Fifth Street be converted to an all-way stop control. **This intersection should be signalized.**

Stagecoach Road and N Ninth Street (Site Drive 2) (unsignalized)

ID	Intersection and Approach	Existing (2023)		No-Build (2028)		Build (2028)		Build (2028) with Improvements	
		AM	PM	AM	PM	AM	PM	AM	PM
6	Stagecoach Road and N Ninth Street (Site Drive 2)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Northbound	B-10.8	B-13.0	B-12.2	C-16.4	C-15.4	D-31.9	C-15.4	D-30.9
	Southbound	B-10.5	B-11.4	B-11.5	B-13.1	B-11.3	B-12.2	B-11.2	B-12.1

The TIA indicated that the stop-controlled approach is expected to degrade to LOS D during the PM peak hour under build-out conditions. A 50' eastbound left turn lane was determined to be warranted and was added to the build scenario with improvements.

Therefore, the following improvements should be required at this location by the developer:

- › Provide an exclusive eastbound left-turn lane with at least 100 feet of full storage and appropriate taper.
- › Provide an exclusive westbound left-turn lane with at least 100 feet of full storage and appropriate taper.
- › Monitor for signalization.

Monitoring for signalization should be required at this location to account for site layout and traffic circulation uncertainties with development plans.

Stagecoach Road and N Oakland Drive / Site Drive 3

ID	Intersection and Approach	Existing (2023)		No-Build (2028)		Build (2028)	
		AM	PM	AM	PM	AM	PM
7	Stagecoach Road & N Oakland Drive	N/A	N/A	N/A	N/A	N/A	N/A
	Northbound	A-9.5	B-10.3	B-10.1	B-11.5	B-11.8	B-12.3
	Southbound	---	---	---	---	A-9.6	A-9.7

The TIA indicated that the existing northbound stop-controlled approach is expected to operate at LOS B in both the AM and PM peak hours under build-out conditions. The proposed site access is expected to operate at LOS A in both the AM and PM peak hours under build-out conditions. The following should be required at this location by the developer:

Lebanon Road and Stagecoach Road (unsignalized)

ID	Intersection and Approach	Existing (2023)		No-Build (2028)		Build (2028)	
		AM	PM	AM	PM	AM	PM
8	Lebanon Road & Stagecoach Road	N/A	N/A	N/A	N/A	N/A	N/A
	Eastbound	B-10.4	B-13.1	B-12.6	C-24.6	B-12.6	C-24.6

The TIA indicated that the stop-controlled approach is expected to operate at LOS C or better in both the AM and PM peak hours under build-out conditions. No mitigation was recommended in the TIA by the proposed development.

Lebanon Road and Broad Oak Drive (unsignalized)

ID	Intersection and Approach	Existing (2023)		No-Build (2028)		Build (2028)	
		AM	PM	AM	PM	AM	PM
9	Lebanon Road & Broad Oak Drive	N/A	N/A	N/A	N/A	N/A	N/A
	Eastbound	A-9.6	B-10.9	B-10.9	B-13.5	B-11.9	C-16.4

The TIA indicated that the stop-controlled approach is expected to operate at LOS C or better in both the AM and PM peak hours under build-out conditions. No mitigation was recommended in the TIA by the proposed development.

N First Street and Site Drive 4 (roundabout)

ID	Intersection and Approach	Build (2028)	
		AM	PM
9	Lebanon Road & Broad Oak Drive	N/A	N/A
	Eastbound	A-5.0	A-6.0

The TIA indicated that the proposed roundabout is expected to operate at LOS A or better in both the AM and PM peak hours under build-out conditions.

- › Construct single lane roundabout.

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