



**PLEASE TAKE NOTICE** that the Mebane Planning Board's Regular Meeting will be held virtually on Monday, December 14, 2020 at 6:30 p.m.

The City of Mebane is taking measures to mitigate the spread of the COVID-19 virus including banning physical attendance at public meetings, employing social distancing, and implementing remote participation. The following will allow the public to attend the meeting by remotely accessing it on the internet.

For those without internet service, you can listen to the meeting by calling 919-304-9210, password 158962.

For people who plan to view the meeting, but not comment or participate, the City is providing a YouTube live stream by searching the City of Mebane on YouTube or at the following link:

<https://www.youtube.com/channel/UCoL1RXdRDMzK98p53TMoqww>

For people who plan or think they may want to address the Planning Board during a Public Hearing, see options below.

**Option #1-**

- Email comment to [avogel@cityofmebane.com](mailto:avogel@cityofmebane.com). Written comments must be received by **4pm on Monday, December 14<sup>th</sup>**. Written comments will be read aloud by City Staff
- Messages must be labeled Public Hearing in the subject line and must contain commenter's name and address.

**Option #2**

- Email [avogel@cityofmebane.com](mailto:avogel@cityofmebane.com) by Monday, December 14th, 2:00pm to speak during the Public Comment Period or Public Hearing. When email is received, an email will be sent with instructions on how to register and speak during the Public Comment Period or Public Hearing
- Messages must be labeled Public Comment or Public Hearing in the subject line and must contain commenter's name and address.
- Registered participants will be given an access code to speak at the meeting via Zoom, a remote conferencing service
- Callers will be held in queue and asked to mute their phones or speakers until they are called on to speak
- Speakers will be called in the order in which they are registered. Should time allow after all registered speakers have had a chance to speak, you may use the "raise hand" button on the Zoom interface to be recognized and staff will unmute you to give comment.
- Per authority of NCGS 143-318.17, if a person participating remotely willfully disrupts the Planning Board, then upon direction by the Chair, such person may be removed from electronic participation, or his or her e-mail may not be read.



Planning Board  
Regular Meeting Agenda  
December 14, 2020 at 6:30 p.m.

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1. Call to Order
2. Approval of November 9, 2020, Meeting Minutes
3. City Council Actions Update
4. Request to Establish M-2 (CD) Zoning on a +/-47.5-Acre Parcel (PIN 9834436528) at 6016 West Ten Road Located Outside of the Extra-Territorial Jurisdiction (ETJ) in Orange County by Al Neyer – *Continued from November 9<sup>th</sup> Planning Board Meeting to allow for further discussion upon completion and review of traffic impact analysis*
5. Mebane Housing Supply Report – *Continued from November 9<sup>th</sup> Planning Board Meeting to allow for further discussion and the addition of 2000 census data to the report*
6. New Business
  - a. Lowe's Boulevard Corridor Plan
7. Adjournment



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**Planning Board  
Minutes to the Meeting**

Glendel Stephenson Municipal Building  
November 9, 2020  
6:30 p.m.

The Planning Board meeting was held virtually, with a small number of staff and members of the public attending in person and livestreamed via YouTube. The video can be accessed through the following link: <https://www.youtube.com/watch?v=ci2UakUtAD8>

**Members Present Via Zoom:** Kevin Brouwer, Keith Hoover, Lori Oakley, Kurt Pearson, Gale Pettiford, Vice Chairman Judy Taylor, Larry Teague, Chairman Edward Tulauskas

**Members Present at City Hall:** Thomas Vinson

**Also Present at City Hall:** Ashley Ownbey, Planner; Audrey Vogel, Planner; Cy Stober, Development Director; Kirk Montgomery, IT Director

**1. Call to Order**

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

**2. Approval of August 10, 2020 Minutes**

Lori Oakley made a motion to approve the minutes from the August 10, 2020, meeting. Judy Taylor seconded the motion, which passed unanimously.

**3. Introduction of Audrey Vogel, City Planner**

Cy Stober introduced Audrey Vogel to the Board.

**4. City Council Actions Update**

Cy Stober provided an update on recent City Council actions which was requested by the Board during the August Planning Board Meeting. The update consisted of Tupelo Junction, the Artisan, and Bradford Academy.

**5. Mebane Housing Supply Report**

Planners Audrey Vogel and Ashley Ownbey provided an overview of the Mebane Housing Supply Report completed by planning staff at the request of the Planning Board and presented key findings from the report.



Cy Stober indicated that the report would be uploaded to the Planning page on the City’s website after revisions are complete. He shared with the Board that Staff will be adding data from the year 2000.

Kurt Pearson suggested further discussion of the report at the next meeting, giving the Board more time to digest the information presented in the report.

A member of the public, Aimee Tattersall, commented on road capacity in relation to new homes being built near the Tanger Outlets and on Lebanon Road.

Kurt Pearson commented on the multifamily housing data in the report, indicating that in his opinion over 30% multifamily is too high in comparison to nearby peers, Graham and Hillsborough. This is something he wants to keep an eye on, understanding that the share is expected to decrease.

Larry Teague echo Mr. Pearson’s comments, adding that it is a concern for traffic and schools and the Board will appreciate more time to review the information to provided recommendations to city council.

**6. Request to Adopt Buckhorn Area Plan and Amend Mebane Comprehensive Land Development Plan by Mebane Planning Department**

Cy Stober provided a brief introduction to the Buckhorn Area Plan, noting that a dedicated public meeting will be held Tuesday, November 10, at 6 p.m., on Zoom to discuss it in detail– including an open Question and Answer session.

Anna Hawryluk, Environmental Programs Coordinator at the Piedmont Triad Regional Council, PowerPoint of the proposed Buckhorn Small Area Plan. Craig Benedict, Orange County Planning and Inspections Director, also participated in the presentation of the plan, detailing the partnership of Orange County with Mebane for this area.

The Buckhorn Economic Development District (BEDD) was dedicated as a development district by the City of Mebane and Orange County in 2011 to include a variety of manufacturing, wholesale, distribution, retail and service uses. The existing BEDD is located in the western portion of Orange County just off Interstate 85/40 Exit 157, and includes approximately 900 acres of developable land. It is featured in the City’s Comprehensive Land Development Plan (CLP) Mebane By Design as G-2 Industrial (V) Primary Growth Area and recommended to “Maximize non-residential use and discourage further single family developments. Multi-family or workforce housing in close proximity to the current and future industrial land uses will be encouraged to minimize commuting concerns, especially traffic congestion. Encourage low water user and incentivize the employment of local residents at any new industries developed in this area.”



In December 2019, the Mebane City Council, at the recommendation of the Planning Board, annexed and zoned two properties to M-2 (“Light Manufacturing”) that lay outside but adjacent to the CLP’s geographic scope, with the rationale that the action was consistent with the goals and objections of the CLP. Per North Carolina General Statutes, the City has an obligation to revise its adopted plans to reflect Council actions. This study expands the boundaries of the original BEDD in order to utilize the land most suitable for economic development, especially reasonable or potential access to infrastructure, including these two newly-annexed properties. If acted upon by the City, the study area and the plan’s recommendations will be integrated into an amended CLP to revise its Future Growth Area and G-2 Industrial (V) Primary Growth Area, “Part of BEDD and North of US-70.”

This item is subject to public comment and feedback, including by the Planning Board.

No direct financial impacts are identified. The municipal utilities have already been extended to the area through a Utility Service Agreement between the City and Orange County. Use of these services will generate revenue to serve properties annexed into the City, including the maintenance of utility lines.

Following the presentation, Anna Hawryluk, Craig Benedict and Cy Stober took questions and comments from the Planning Board and members of the public.

Kurt Pearson asked if there has been any public input that has been directed to Orange County. Craig Benedict indicated that it will be occurring at the meeting scheduled for the following night (11/10/2020) and Anna Hawryluk added that a letter was sent to all properties owners within the study area, noting that there is an online comment box that was shared in the letter.

Kurt Pearson asked about the potential to increase residential density in the rural residential areas should water and sewer be extended. Craig Benedict clarified that the water and sewer infrastructure has been intended for economic development, and the County is not interested in single-family development, as indicated in the Orange County Land Use Plan. Orange County is behind on their non-residential tax base, and the county does not want to create any conflicts between residential and non-residential uses with the plan. Cy Stober added that staff is not proposing to change the land use in Primary Growth Area 5, and the intention is for economic development and perhaps higher density residential to support the economic development.

Craig Woodland, 850 Long Leaf Pine Pl, asked about internet and telecom access. Anna Hawryluk responded that was not part of the parcel analysis. Cy Stober noted that this a valid matter and while the study only investigated public utilities, he recognized the importance of private utilities as well. Craig Benedict added that Orange County is in the early phases of implementing a broadband expansion plan, and the County has a fiber conduit between Hillsborough and Efland.



Kurt Pearson noted in response to a comment from Patricia O'Connor in the Zoom chat box about Preston Loop, that this is a plan to guide development, although any future development would still need to go through the public input and approval process. Cy Stober added any project to receive municipal services within Mebane's statutory limits for annexation would be required by City policy to be annexed into Mebane, which requires two public hearings – a public hearing for annexation, and a public hearing for zoning. Cy shared some details about public notification and reiterated that the Buckhorn Area Plan is a planning document to provide guidance for findings for future requests.

Craig Benedict commented on Preston Loop, indicating that the area has been targeted for economic development since the 90's and the single family residential that exists there was the product of a timing issue. Mr. Benedict noted that the plan will help avoid future conflicts between residential and non-residential uses. Kurt Pearson responded that those people that live there now cannot be overlooked. Cy Stober reiterated that no action by the City will be taken until projects come to the City.

Several members of the public shared comments and asked questions.

Aimee Tattersall, 1133 Squires Road, commented that Squires Road is also under stress from development, which is a residential area that's existed since the 1950's, in addition to homes along West Ten Road that have been there for a long time. She also expressed concerns that work force housing will need to be available for the types of jobs expected in the economic development area

Beth Bronson, 1221 Buckhorn Rd, asked for clarification on telecommunication expansion and requested more information be shared on the timeline.

Janine Zanin, 4601 Timberwood Trl, commented that Orange County is doing work without giving its residents an opportunity to share input before passing the responsibility to Mebane to make a decision on something at Orange County residents do not agree with. She noted that the plan is more than just providing utilities and it will pave the way for rezoning for industrial uses. She described that assets in the area such as family farms, historic places, wetlands, wildlife. She noted that the county invested in a middle school and soccer complex in the Study Area, and many of the students that go to school there are experiencing poverty. She expressed disappointment in Orange County leadership.

Debra Elmore, 1015 Buckhorn Rd, expressed concern over the development surrounding herself and rural residential neighbors, specifically about traffic and how it is burdensome to residents of the area and will only continue to get worse. She noted that her family has lived in this rural area since the 1930's.



Jimmy Riley, 6508 E Washington St, asked for confirmation that the Plan will not impact the business that already exist in the study area. Cy Stober confirmed that the Plan will not directly impact any property owners or their ability to use their land as they have been.

Carolyn Wilson, 1727 Cedar Creek Dr, asked how the adoption of the Plan would impact the land that her family owns on Ben Wilson Road. Cy Stober indicated that the property is already in the jurisdiction of the Mebane CLP, in addition the property would likely be identified as a top-tier parcel for economic development in the Buckhorn Area Plan.

Audrey Vogel read aloud the following written comment received via email:

Alan, Robin, Jay, Joannie and Sammy Wilson, 101 Sam Snead Dr

*08/03/2020*

*To Whom it may concern,*

*Recently we have been made aware of pressure from Orange county insisting the city of Mebane to reject the proposed project on our land in favor of Orange county's desired industrial plan. We are asking for Mebane leadership to support and protect our interest as citizens and taxpayers against the unrealistic expectations of orange county. The proposed use for our property is much more in line with current zoning and is contiguous with adjoining properties as opposed to the much more invasive and environmentally damaging use proposed by orange county for industrial purposes. We are at a loss of understanding regarding this threat that has come against us as Mebane recently approved another residential subdivision further into Orange county in close vicinity to our land.*

*Our feelings are that the City of Mebane is being strong armed by Orange county to conform to their future wishes, therefore effecting our family and potentially putting us at the mercy of adjoining property owners as well. Our land encompasses a creek, numerous setbacks and easements and does not appear highly suitable for mass industrial usage unless tied to adjoining properties. Should adjoining property owners refuse to sell or have un-realistic pricing opinions, our financial well being and income from our property then becomes totally reliant on those adjoining property owners willingness to conform or to come to the terms of a potential end user. Some of us have already procured other properties based on the positive hopes and outlooks of this sale, deposits have been made and will be lost to us if the deal is denied on this basis. Our sincere hopes are that we can rely on the leadership of the City of Mebane to uphold our best interest as citizens and protect us from these implications.*

Kurt Pearson made a motion to approve the Buckhorn Area Plan and amend the CLP accordingly. Kevin Brouwer seconded the motion. Per a roll call vote, the motion carried (5-3).



**7. Request to Establish M-2 (CD) Zoning on a +/-47.5-Acre Parcel (PIN 9834436528) at 6016 West Ten Road Located Outside of the Extra-Territorial Jurisdiction (ETJ) in Orange County by Al Neyer**

Staff presented an application from Al Neyer, 4509 Creedmoor Rd., Suite 201, Raleigh, NC, 27612, requesting to establish M-2 (Light Manufacturing) zoning on +/-46.38 Acres (1 Parcels) located outside of the Extra-Territorial Jurisdiction (ETJ) in Orange County at 6016 West Ten Road, with a master plan that shows the highest potential intensity of use on the property, with a condition allowing for layout and design flexibility. The proposed property is actively being subdivided into a +/-24.77-ac and a +/-21.56-ac parcel through a process exempt from local standards, per NC General Statutes. The property is currently zoned Orange County's R-1 (Rural Residential). The property lies outside the geographic scope of the City's adopted Comprehensive Land Development Plan (CLP) Mebane By Design. The property lies outside the City of Mebane's ETJ and will require annexation for action to be taken by the City Council.

Cy Stober, Development Director, provided a brief overview and PowerPoint of the request.

Tim Summerville, Engineer with STEWART, 101 West Main St, Durham, NC, 27701, provided an overview of the request, displaying a colorful visual of the master plan, and then asked the Board if there were any questions.

Larry Teague asked where would your proposed Buckhorn Road entrance be? And is that northwest corner where the used car lot is now? Tim Summerville answered, that is correct, that is where the used car lot is, and the entrance would be to the south of that on Buckhorn.

Audrey Vogel invited the members of the public attending on the Zoom Webinar to ask questions and share comments concerning this request.

Patricia O'Connor, 1011 Squires Rd, asked about the use of the proposed warehouse buildings and commented that the process of having the Board vote on the project prior to public meeting is backwards. Tim Summerville answered her questions. Cy Stober responded that the public meeting on Tuesday, Nov 10, is for the Buckhorn Area Plan.

Aimee Tattersall, 1133 Squires Road, commented on a request for the buffer on the east side be increased from to 100 ft remarking that it would make a big difference in terms of noise for the adjacent neighbors.

Aimee Tattersall asked if any of the Planning Board members lived in this area, or in Orange County, and have all the members of the Board walked the property. Keith Hoover responded that he does live in Orange County, and to the best of his knowledge none of the Planning Board members have walked the property. Lori Oakley indicated that she also lives in Orange County and is very familiar with the Buckhorn Road Area. Larry Teague replied that he is familiar with the area as well.





Aimee Tattersall asked questions about potential traffic concerns, as well as the ponds and stream buffer on the property. Tim Summerville responded to her questions about the buffering and stream. Cy Stober responded that the Traffic Impact Analysis (TIA) is currently being conducted and the results have not yet been provided to staff. He stated that the City requires the developer to provide turn lanes for projects that are expected to create more than 50 trips per day.

Kurt Pearson clarified that the Planning Board serves as a recommendation body, and do not have the power or role of approving these projects. There will be more opportunities for public input before City Council, which has the authority to approve or deny. He also asked when the TIA would be available, which Tim Summerville answered that the results of the TIA are a week or two away. Kurt remarked that it would behoove the Board to continue without knowing the findings of the TIA, and asked Cy Stober about tabling the issue until all the information is received. Cy Stober indicated that if the Board would like a full recommendation from staff, they would need the results of the TIA to complete their findings of fact.

Judy Taylor commented that she would like to see the TIA as well as the comments from the public and City Council on the Buckhorn Area Plan because the property is located within that study area. Keith Hoover agreed.

Justin Parker, representing the applicant, indicated that they understood and were agreeable to the Board's intent to table the discussion of the project until the TIA is complete. He also offered to meet with the public and Planning Board members at the site.

Lori Oakley raised questions about the trailer storage shown on the plans, discussing impervious surface coverage and steep slopes, in addition to access to both parcels and buffer encroachments.

Fiona Johan, 5016 Johan Lane, asked several questions about the creek runs through neighbors' properties, expressing concern about overflow during heavy rain. These concerns were echoed by her neighbors in the zoom chat box. Ms. Johan also asked about the 150 ft max building height, and noise and light pollution. Tim Summerville responded to her questions. Justin Parker offered to discuss further at a site visit.

Audrey Vogel read aloud the following email received from both Mike Resetar, 5009 Johann Lane, and Mark Fredericks, 5001 Johann Lane:

*We are not against the planned change or the proposed usage of the land, but we currently have a water problem with drainage from the property in question already. We would ask that any building and parking required would be sure to address this rainwater runoff in their plans. We would like some type of collection or at least proper drainage to insure we do not get all the runoff water ending up in our backyard.*



*We would also like you to consider putting a sound and/or privacy fence along the entire property.*

Audrey Vogel read aloud the following email received from David "Tony" Squires, 1100 Winchester Way:

*My name is Tony Squires and I own the property to the East of the proposed West Ten Road Rezoning Request. In reading the recommendations from Tom Teneyck, Orange County Land Use Planner, in memorandum to Craig Benedict dated October 9, 2020, I agree that the buffers should be 100 ft and not the proposed 70ft as shown on the site plan.*

*It is my understanding that the final use/user of the property has not been identified. Larger buffers zones would help mitigate damages to neighboring landowners. Please have this comment added to the readings for tonight's meeting.*

*Best Regards,*

*David "Tony" Squires*

Craig Woodland, 850 Long Leaf Pine Pl, commented on the low impact nature of the proposed use other than trucks coming and going and that it supports economic development.

Kurt Pearson made a motion, seconded by Gale Pettiford, to table their recommendation until the December 14<sup>th</sup> Planning Board Meeting. Per a roll call vote, the motion carried unanimously.

**8. Request to rezone six parcels (PIN 9814920726, 9814823848, 9814727217, 9814824291, 9814921385, 9824020553) from R-20 and B-2 to R-6 (CD) for a Planned Unit Development on +/- 59.845-Acres Located at 1413 Mebane Oaks Rd and at the ends of Longleaf Pines Pl and Broadwood Acres Rd by Diamondback Investment Group, LLC**

Diamondback Investment Group, LLC, is requesting approval to conditionally rezone six (6) properties totaling +/- 59.85 acres located at 1413 Mebane Oaks Road and the ends of Longleaf Pine Place and Broadwood Acres Road from R-20 (Residential District ) and B-2 (General Business District) to R-6(CD) (Residential Conditional Zoning District) to allow for a Planned Unit Development of 194 townhomes, 62 single-family homes, and +/- 2.1 acres of retail uses. The property is located in Alamance County outside of the City limits. Diamondback Investment Group, LLC, has the property under contract to purchase, contingent upon approval of the conditional rezoning.

**Requested Waivers**

- The UDO requires front setbacks of 30', and the applicant is requesting they be reduced to 20' for the townhome lots.



- The UDO requires side setbacks of 10' for the single-family lots, and the applicant is requesting a minimum side setback of 5'.
- The UDO requires a minimum lot width of 85', and the applicant is requesting a minimum lot width of 26' for the townhome lots and 45' for the single-family lots.
- The UDO allows for a minimum lot size reduction in R-6 PUDs from 6,000 s.f. to 3,600 s.f., and the applicant is requesting a minimum lot size of 2,600 s.f. for the townhome lots.
- The UDO requires a maximum lot coverage of 40%, and the applicant is requesting a maximum lot coverage of 60% for the townhome lots.
- The UDO requires no more than 30% of front yards be improved for off-street parking and drives in small lot residential subdivisions, and the applicant is requesting a driveway width of 16' that will exceed that requirement.
- The UDO requires sidewalks on both sides of the street in small lot residential subdivisions, and the applicant is requesting sidewalks be required on only one side of the streets.
- The UDO requires a 25'-wide Type B landscaped buffer be installed to provide separation between lower density residential areas and small lot residential subdivisions, and the applicant is requesting a 25' rear setback on lots abutting single-family lots larger than 8,000 s.f.
- The UDO requires overflow on-street parking in small lot residential subdivisions, and the applicant is requesting to provide additional on-site parking.
- The UDO calculates that the applicant should provide 7.31 acres in public recreation area, and the applicant is requesting to provide 0.74 acres in a greenway and a payment *in lieu* of \$303,678.

The Technical Review Committee (TRC) has reviewed the site plan and the applicant has revised the plan to reflect the comments.

Ashley Ownbey, Planner, provided a brief overview and PowerPoint of the request.

Beth Blackmon, project manager with Timmons Group, 5410 Trinity Rd, Suite 102, Raleigh, NC 27607, provided a presentation on the rezoning request. During her presentation, she indicated that the applicant has added two additional excluded uses, hotel/motel and commercial parking lot, per the outcome of the neighborhood meeting, in addition to several architectural commitments.

After Ms. Blackmon's presentation, two members of the public attending on the zoom webinar asked her questions.

Charles Stancati, 1034 Long Leaf Pine Place, asked when they neighborhood meeting was held.

Barbara Morris, 1045 Sweet Gum Way, raised a question about buffer extending along the perimeter of the development with the exception of the portion that is adjacent to her backyard. She



requested plantings or some sort of measure to reduce her sight line into the backyards of the new homes

Audrey Vogel and Ashley Ownbey read aloud the following written comments received via email:

Ronald and Barbara Morris, 1045 Sweet Gum Way:

*Dear City of Mebane:*

*RE: Request to rezone 6 parcels agenda item*

*Due to COVID concerns we will be unable to attend in person, and therefore send our concerns to be read by the City clerk during the meeting per instructions in the letter received.*

*Our names are Ronald and Barbara Morris and we live in Arbor Creek Subdivision C, Mebane, NC 27302. We have been made aware of a proposed new development adjacent to our property. Diamondback Investment Group has submitted plans which raise several concerns.*

*Key Concerns:*

*Rezoning request: Based on information received, the developer would like approval for a rezoning request for R-6 (high density). However, all the adjacent neighborhoods and those that will be connected to the new development are currently zoned R20 (low to moderate density) or B2 (Commercial). Since neighborhoods will be connected, We would request that the city stay in line with connected neighborhoods' current zoning and DENY the request to rezone to a R-6 development. We have a significant investment in our home/property and feel that re-zoning the adjacent property will impact the value of our home. Additionally, changing to an R6 have the potential to change the environment due to potential for high turnover of property. R6 construction tends to degrade quicker overtime due to the ownership is not for the long term and therefore the upkeep of the property/housing degrades due to lack of ownership.*

*Saturated Market: We request that the City hold off on continuing to approve new large developments until other neighborhoods currently under development are at least 90% complete. Mebane is rapidly growing and the fact that several neighborhoods are being built, means there is a risk of too many starting up at one time and then the inability to complete all of them due to a drop in demand. Also, development could take longer due to the market being saturated and therefore those of us adjacent to those developments have to tolerate the mess for extended periods. Case in point, Arbor Creek experienced an issue where development ceased for an extended period due to economic downturn. The existing neighbors had to tolerate a partially developed neighborhood for years.*



*Respect to current homeowners: Request that developers leave at least an ½ Acre of natural tree buffer between the new development and current property line. Many of the current owners including us, paid a premium (Additional \$5000) for their lots because of the view, privacy and increased natural area that they offered. Also, the increased natural area will assist with water drainage that is already a major issue in the area which frequently floods after a heavy rain.*

*Increased road traffic. With all the expansion around our area, the traffic continues to increase. Today, it is already difficult to turn onto Old Hillsborough road from our subdivision due to the increase in traffic and adding more neighborhoods is only going to make this issue worse. Additionally, we are concerned that making the road go all the way through will result in increased traffic in the neighborhood. We already have people that speed through the neighborhood and if you connect the new neighborhood to our existing one, it will cause more traffic to fly down our road.*

*Storm drainage: The developer is proposing to put an undesirable element of the development (storm drainage pond) directly behind current homeowners. This will increase insects and snakes and also present a potential danger to the many small children that live in those homes. In addition, there are already flooding and drainage issues in the proposed pond that backs up to Sweet Gum Way. I request that you require any new development to grade the property to direct water flow away from existing neighborhoods and locate the storm drainage ponds in the middle of their own development. It should not be placed on the edge which would require existing homes to have to tolerate the downside. The existing homes were purchased in their specific area because they chose not to select a cheaper lot which was located near one of Arbor Creeks storm drainage ponds. They should not be forced to now have to live next to one.*

*Flooding issues: City engineers need to carefully assess all development and consider current flooding issues to ensure it is not exacerbated by new development. A city-sponsored drainage plan needs to be developed to ensure no additional drainage issues for existing neighborhoods. Today there is a drainage ditch 20 feet behind our house and it already gets very full with a downpour. Anytime we have major rain we are concerned and keep a close watch on the water level. I am concerned that changing the landscape behind our home could result in flooding that could reach our house. This is a HUGE concern.*

*Family Friendliness of neighborhood: Based on current plans, the new development has minimal year-round family friendly features like a playground. Considering the new development and current community will be connected, there is a high probability of increased use of the current neighborhood playground which is maintained and funded by the neighborhood HOA. We request the developer be required to add more family friendly features to the new development.*



*Sustainable growth & Infrastructure: There are currently multiple neighborhoods underdevelopment within a 5 miles radius of the proposed development but there has not been any new infrastructure to support all this growth. There has been no expansion of roadways, turning lanes, traffic lights or schools. The city keeps growing at an accelerated pace but has not invested as quickly to support all of the current or 1000s of new citizens. We respectfully request that the city be measured in what they approve and when they approve it. The infrastructure needs to catch up with the development.*

*Thank you for your time and consideration of our concerns.*

*Ronald and Barbara Morris*

Ashley and Michael Abashian, 975 Sweet Gum Way

*Members of the Planning Board,*

*Thank you for your time, in advance, for the upcoming Planning Board meeting to be held on November 9th at 6:30pm. As members of the Mebane community we look forward to discussions with you. We are residents at 975 Sweet Gum Way which is one of the lots directly adjacent to the western border of the newly proposed development. We would like to share our concerns about the development of this property as it is currently proposed.*

- *Request for a 25+ foot natural buffer: The current proposal indicates that a retention pond is to be built directly behind our property. This area is currently wooded and looking out at these trees is one of the things that we love about the back of our home. Unfortunately, you did not require the developer of our neighborhood to build in a natural buffer along the edge of our neighborhood to protect us against future development. We're requesting that a natural buffer of at least 25 feet be left between our property line and any development on the proposed property. As it's currently proposed, when we stand on our back porch we'll go from looking at a beautiful wooded lot (see attached photo) to looking across hundreds of feet of open space which will include a retention pond, a road, and a bunch of townhouses. Representatives from the group bringing this rezoning proposal indicated that it was likely that all of the trees behind our home would be removed. In addition, we are concerned that if/when we decide to sell our home this change from a beautiful wooded lot to a retention pond and townhouses will make our home significantly less desirable. This request of a 25+ foot natural buffer would be mutually beneficial to both neighborhoods. The houses along Sweet Gum Way would maintain some privacy on the back of their homes and folks in the new neighborhood wouldn't have to look at the back of several homes all across their western border. We feel that this request sets a positive precedent by respecting the privacy of existing homes in addition to providing the new neighborhood with a natural area at its border.*



- *Townhomes: We are concerned about the fact that this proposal includes townhomes in addition to traditional single family homes. With the extension of Longleaf Pine Rd, our two neighborhoods will be connected, effectively creating one big neighborhood. We appreciate that the folks bringing this proposal forward attempted to transition the neighborhood from commercial out by the road to townhouses to single family homes. That being said, we feel like townhomes are a poor choice for this neighborhood for a number of reasons including the impact it will have on the resale value of existing single family homes, the impact that a higher density of people will have on the charm of the existing Arbor Creek and Manorfield neighborhoods as well as concerns about how diligent the HOA will be with respect to maintenance of and around the townhomes. We would like to request that this land not be rezoned to R-6 (high density) but instead to R-12, to match the zoning of the Arbor Creek neighborhood. If this parcel must be zoned R-6 then we'd ask that the neighborhood comprise of only single family homes to match the Manorfield neighborhood.*

*To conclude, we're not vehemently opposed to a new neighborhood being built on these parcels, we always knew that that was a possibility in the future. Mebane is growing and we understand that people want to move here and they need a place to live. We just ask that you not only consider the newcomers that would benefit from this type of development but also consider the folks that already live in these neighborhoods, the folks who have been investing in Mebane for years already. Again, thank you for your time and consideration. We look forward to working with you moving forward.*

*Sincerely,*

*Ashley and Michael Abashian*

Charles Stancati, 1034 Long Leaf Pine Place

*Hello City of Mebane Planning Board,*

*I would like to address a few concerns about the proposed development by the Timmons Group on Mebane Oaks Road by Walmart.*

*The first concern is safety.*

*The traffic on Mebane Oaks Road in that particular area is dangerous now, especially during the hours of 7AM to 9AM and 3:30PM to 5:30PM. Also, I am very concerned about the Longleaf Pine Place Connection. As a resident of this street, I see many issues:*

*1. Speeding - There are no stop signs on Longleaf Pine Place or Sweet Gum Way. The proposed*



*development will have access to these streets.*

*2. Truck Traffic - Construction vehicles during construction and delivery vehicles such as UPS, Fedex, and Amazon. They will use these local streets as a "cut through".*

*3. Extra Car Traffic - They will use this new roadway connection as a quick way to avoid traffic on the Mebane Oaks Road, either way, getting to route 119 or to Chick-fil-A. There are many toddlers in this neighborhood and, as it been said, behind a bouncing ball comes a running child.*

*The second concern is property value.*

*Since townhouses are being proposed connected to this single family home development, I see the value of my home dropping to less than what I paid for it! I know the Manorfield side of this development was originally slated to be townhouses and that was scrubbed, and all the new developments in this immediate area are all single home sites.*

*In closing, I understand progress and development but let us, as a community, do it correct the first time so we can avoid problems. A problem is hard to correct once it is implemented.*

*Thank you for listening,*

*Charles Stancati*

*A proud member of the Mebane community!*

Jeff and Rebecca Steinbach, 3909 Long Meadow Drive

*Dear Planning Committee,*

*My wife and I are brand new to Mebane - moved just under 3 months ago to the Long Meadow community which borders the new Mebane Oaks Residential planned development. We are disappointed to lose the peaceful open fields (and horses) behind our property - something that drew us to the home we purchased. Our #1 concern for our house and our neighbors is the lack of a natural buffer currently between our property and the future development. Our hope is we can try to keep a serene feel in our backyard despite houses coming directly behind us.*

*In the recent meeting just between homeowners and the developer a request was made for a 25' natural buffer between the new development and our property line, as initially the plans appeared to have no buffer on the south side of the new development proposal. The developers have come back with a plan for a 10' buffer and try to keep original vegetation in place. I do appreciate the developer trying to look out for existing homeowners and I would ask your committee to keep us in mind as you review the plans. Please consider:*

*1) We request as much buffer zone as possible.*





*2) We don't have many trees directly on the property lines (within 10-25') so could planting of some privacy type trees be included in this buffer zone?*

*Thank you so much for keeping Mebane beautiful!*

*Jeff and Rebecca Steinbach  
3909 Long Meadow Dr.*

Jill Howard, 800 Hickory Lane

*Written comments to be read at meeting:*

*Thank you very much for your service to our great community. I would like to share concerns related to the rezoning request from R-20 to R-6 at 1413 Mebane Oaks. I will start by saying that I am excited about and welcome development in our town - I very much appreciate access to greater resources, opportunities, school expansion, etc. At the same time, for us to all continue to enjoy the things that brought us to Mebane in the first place, it is clearly important to evaluate rezoning requests with a careful eye.*

*This one in particular is concerning in part due to the fact that it connects to the Arbor Creek/Manorfield community. There appear to be a number of factors that would negatively impact the existing community such as traffic, increased safety risk to young children, storm drainage, environmental sustainability, and the fact that the quiet residential streets would likely become used as a cut-through by commuters to avoid the busy Mebane Oaks/Old Hillsborough intersection.*

*Thank you in advance for your consideration. I would urge you to reject this rezoning proposal and instead retain this property as it is currently zoned.*

*Jill Howard  
800 Hickory Ln, Mebane, NC 27302*

Craig Woodland, 850 Long Leaf Pine Pl, provided comments and recommendations, echoing similar concerns to those in the comments read aloud such as density and harmony with the surrounding area, traffic concerns, and connection to Arbor Creek neighborhood or the Hawfields area.

Jason Scott, 3910 Long Meadow Drive, provided comments, expressing concerns over traffic on Mebane Oaks Road and the City's ability to accommodate the level of density proposed.

Lori Oakley shared several comments. She applauded the quality of drawings and connectivity efforts. She asked about the density, specifically if there was any consideration to slightly lower the



density. She also asked about the waiver for relief from the single family home buffers. Beth Blackmon responded to her comments, noting that a higher density residential is a common transition from commercial. Lori raised additional questions and comments about landscaping and buffering. She also reiterated that R-6 is very high density, considering the surrounding R-20.

Beth Blackmon noted that the phasing of construction is intended to reduce constriction traffic and disruption in the adjacent Arbor Creek neighborhood. Craig Woodland asked if the developer would be open to restrict any construction traffic from accessing the neighborhood, with a sign. Cy Stober indicated that it would need to be a City Council Action.

Charles Stancati asked about the traffic study, specifically why the intersection of Old Hillsborough and Long Pine included in the study? Cliff Lawson, traffic engineer, responded that the study is scoped by the City and NCDOT and this intersection was deemed redundant with another driveway to Arbor Creek and unnecessary for evaluation.

Kurt Pearson commented on the number of waivers being requested and may reflect an apparent attempt to maximize or “cram” the number of lots in the development. He also echoed concerns about density and harmony with the surroundings, traffic, and buffers. He noted that the area is ripe for development, but not necessarily for that level of intensity.

Kevin Brouwer shared concerns about the density and the waivers. He noted that the outdoor space was not sufficient for the number of new residents.

Lori asked about the project to the south of the site area zoned CD R-8. Cy Stober offered to follow up on the matter.

Larry Teague echoed concerns about traffic on Mebane Oaks Road, and the number of waivers requested.

Kurt Pearson asked Cy Stober about the process should the applicant make revisions prior to presenting to City Council. Cy Stober clarified the recommendation process in Section 9-3 of the Mebane UDO. He also noted that any significant changes would require further review by staff.

Ashley Abashian commented that there has not been mention of a buffer on the west side of the property, near her home and several others. She also noted how close the proposed homes and retention ponds will be to the existing homes, where trees currently exist.

Cy Stober clarified that a buffer is not required by the UDO in that area. Lori Oakley suggested that this request be asked of city council.



Gale Pettiford made a motion to recommend that the request be denied due to a lack of harmony with the surrounding neighborhood and lack of consistency with the CLP. Kevin Brouwer seconded the motion. Per a roll call vote, the motion carried unanimously.

Chairman Tulauskas noted that the request will go to City Council on December 7<sup>th</sup> at 6pm. Cy Stober added the public hearing notices will be sent out.

**9. New Business**

Cy Stober provided a brief update on the Main Street Program and the upcoming Downtown Associate Community Meeting to be held on Thursday, November 12<sup>th</sup>.

**10. Adjournment**

There being no further business, the meeting was adjourned at 10:00 p.m.



# AGENDA ITEM #4

RZ 20-12

Conditional Rezoning –  
6016 West Ten Road

*Continued*

### Presenter

Cy Stober, Development Director

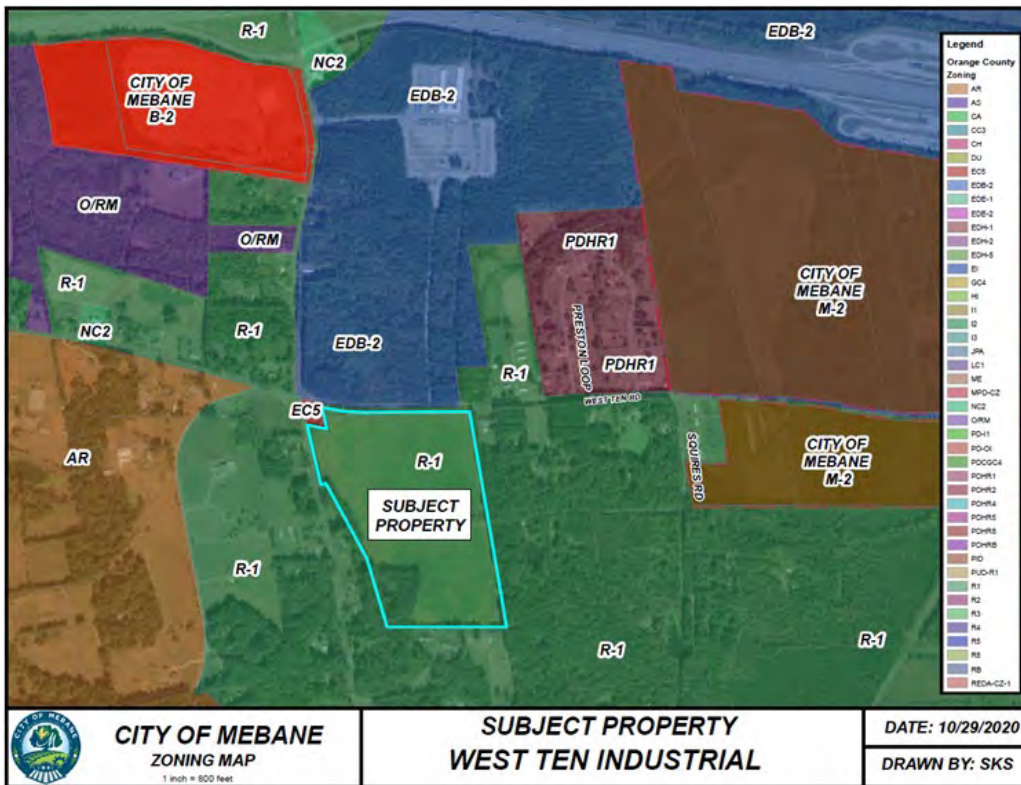
### Applicant

Al Neyer  
4509 Creedmor Road  
Suite 201  
Raleigh, NC 27612

### Public Hearing

Yes  No

## Zoning Map



### Property

6016 West Ten Rd, Orange County

GPIN  
9834436528

**Proposed Zoning**  
M-2(CD)

**Current Zoning**  
EDB-2

**Size**  
+/-46.38 acres

**Surrounding Zoning**  
R-1, PDHR1, EDB-2

**Surrounding Land Uses**  
Residential, Economic Development, and Business

**Utilities**  
Existing

**Floodplain**  
No

**Watershed**  
Yes

**City Limits**  
No

---

### Summary

Al Neyer is requesting approval to request to establish M-2(CD) (Light Manufacturing, Conditional Zoning District) on a +/-46.38-ac parcel Located at 6016 West Ten Road, outside of the City's Extra-Territorial Jurisdiction (ETJ) in Orange County. The property is proposed for annexation and is also being subdivided as a property exempt from City or County standards. Al Neyer has the property under contract to purchase, contingent upon approval of the conditional rezoning.

The applicant proposes to develop the property as a conditional zoning district with a limited menu of uses and a master plan that shall not be exceeded in intensity. The site plan shows the extent of this intensity, which may total as much as 675,000 s.f. of warehouse space and parking and stormwater controls to support this footprint. The property lies in both the Falls Lake nutrient-sensitive watershed and the Upper Eno River water supply watershed (II) and is subject the applicable stormwater management and stream buffering rules. Al Neyer is also requesting the City's application of the 70% built upon area allowance for this site within the water supply watershed. The applicant has ordered a Traffic Impact Analysis (TIA) but its findings are not available at this time.

At the November 9, 2020, Planning Board, the Planning Board voted unanimously to continue the discussion on making a recommendation of action to the City Council to the December 14 meeting to address public concerns, namely the absence of a Traffic Impact Analysis (TIA), which had not yet been completed for staff or Planning Board review. The TIA is included with this continued item for review. It recommends no offsite improvements; the applicant is responsible for delivering two full-access onsite driveways on West Ten Road and one possible future full-access driveway on Buckhorn Road. The applicant also made the following changes, which are shown on the revised site plan in your packets:

- Changed all boundary buffers to 70';
- Fence and 3' berm is provided along the southern property line;
- Moved parking on the south lot to the south side of the building and shifted the building farther north
- Changed the curb cut on Buckhorn to a proposed curb cut rather than a future driveway
- Changed the minimum height requirement to 56'

---

### Financial Impact

N/A

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### Recommendation

Planning Staff has no recommendation. The rezoning request is beyond the geographic scope of the City's adopted Comprehensive Land Development Plan (CLP), *Mebane By Design*.

If amended through adoption of the Buckhorn Area Plan, the request would be consistent with the goals and objectives of an amended CLP. Should Planning Board take action to recommend approval of the request, Planning Staff recommends provision of a right-turn lane at the western driveway on West Ten Road and restricting the possible future Buckhorn Road driveway to non-freight traffic.

---

### Suggested Motion

1. Motion to **approve** the M-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* **but is beyond the geographic scope of the adopted plan. The request:**

- Serves Mebane CLP Growth Management Goal 1.7 through the support [of] industrial development at existing industrial parks near I-40/85 (pp.17, 59 & 82); and
- Is for a property adjacent to the City's G-2 Industrial Primary (V) Growth Area "Part of BEDD and North of US-70", an "...area [that] is intended for more robust growth, primarily for light industrial purposes... [with] areas immediately outside of these corridors, though, [that] are rural residential lots... (Mebane CLP, p.72); and
- Pending approval and adoption by the City Council, is a Top Tier parcel within the *Buckhorn Area Plan*.

**Therefore,** the project will serve the City's economic development interests immediately outside of the City's industrial primary growth area and is not inconsistent with *Mebane By Design*. The plan is thereby amended to reflect this intention of Council, though it should be reflected in *Mebane By Design* through a planning effort to reevaluate the future land use and development potential of properties served by utilities that lie adjacent to Primary Growth Area V.

3. Motion to **deny** the M-2(CD) zoning as presented due to a lack of
  - Harmony with the surrounding zoning or land use

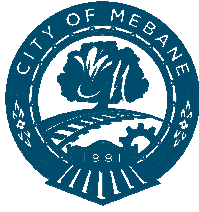
**OR**

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

---

### Attachments

1. Zoning Amendment Applications
2. Zoning Map
3. Site Plan
4. Planning Project Report
5. Technical Memorandum on Utilities
6. Letter of Approval from City Engineer
7. Orange County Planning Department Memorandum
8. Traffic Impact Analysis



## APPLICATION FOR A ZONING AMENDMENT

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

Name of Applicant: Al Neyer

Address of Applicant: 4509 Creedmor Road, Suite 201 Raleigh, NC 27612

Address and brief description of property to be rezoned: 6016 West Ten Road  
24.77 acre vacant parcel

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

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

Yes \_\_\_ Explain: \_\_\_\_\_ No X

Type of re-zoning requested: Conditional M-2

Sketch attached: Yes X No \_\_\_\_\_

Reason for the requested re-zoning: Parcel is to be annexed into City  
limits

Signed:  David E. Okun

Date: 11/2/2020

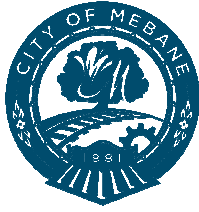
Action by Planning Board: \_\_\_\_\_

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 2<sup>nd</sup> 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 1<sup>st</sup> Monday of each month at 6:00 p.m.



## APPLICATION FOR A ZONING AMENDMENT

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

Name of Applicant: Al Neyer

Address of Applicant: 4509 Creedmor Road, Suite 201 Raleigh, NC 27612

Address and brief description of property to be rezoned: 6016 West Ten Road  
21.56 acre vacant parcel

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

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

Yes \_\_\_ Explain: \_\_\_\_\_ No X

Type of re-zoning requested: Conditional M-2

Sketch attached: Yes X No \_\_\_\_\_

Reason for the requested re-zoning: Parcel is to be annexed into City  
limits

Signed: \_\_\_\_\_

Date: \_\_\_\_\_

Action by Planning Board: \_\_\_\_\_

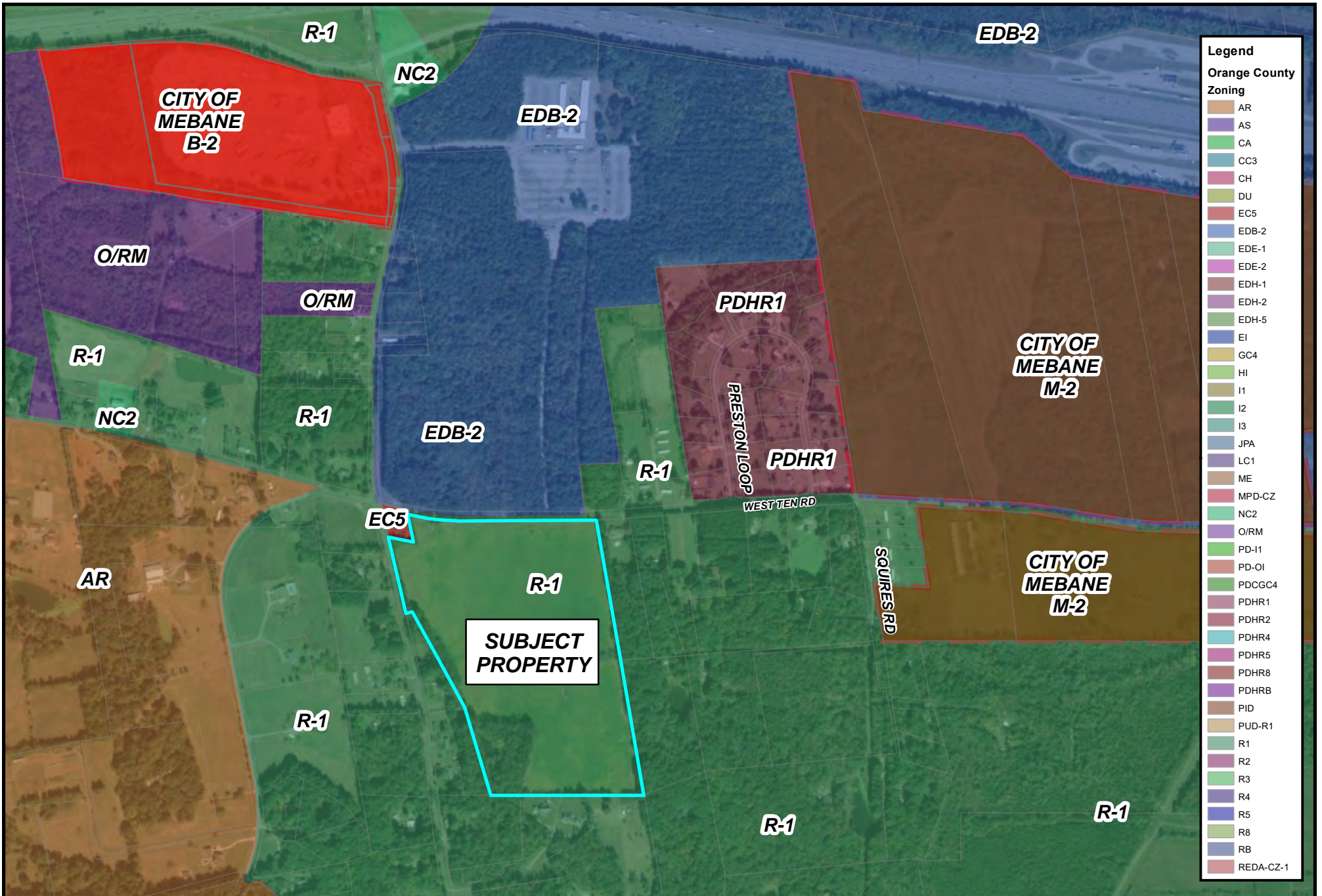
Public Hearing Date: \_\_\_\_\_ Action: \_\_\_\_\_

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.
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**CITY OF MEBANE**  
**ZONING MAP**

1 inch = 800 feet

**SUBJECT PROPERTY**  
**WEST TEN INDUSTRIAL**

**DATE: 10/29/2020**

**DRAWN BY: SKS**

# WEST TEN INDUSTRIAL

CONSULTANT:



**SITE PLAN**  
 NOVEMBER 2, 2020  
 REVISED DECEMBER 7, 2020  
 6016 West Ten Road  
 Mebane, North Carolina

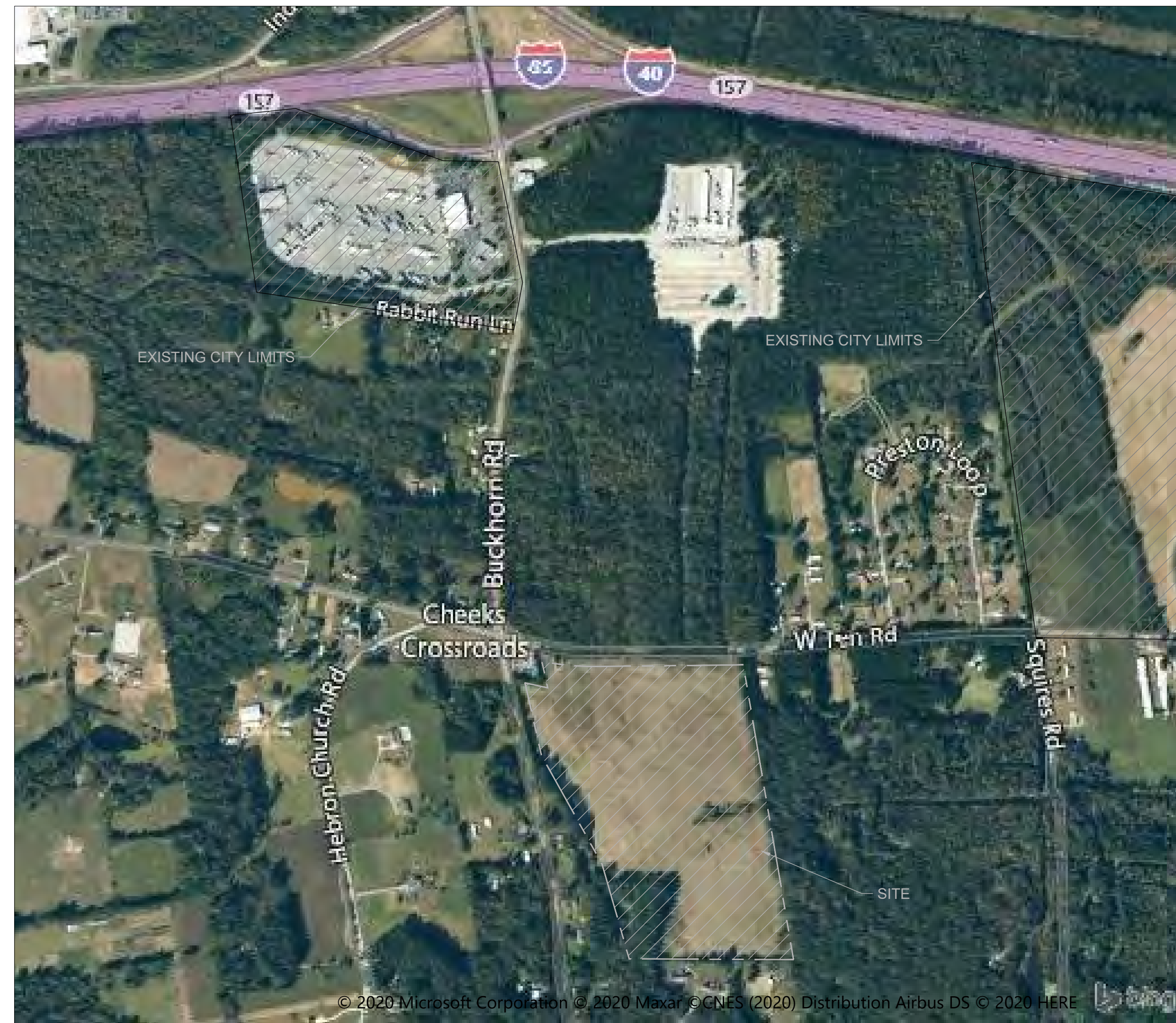
APPLICANT:



PARCEL INFORMATION:

PIN: 9834436528  
 DB 6625, PG 582  
 LOCATION: 6016 WEST TEN ROAD  
 OWNER: MARGARET JOANNE BEIKERT MANN  
 OWNER ADDRESS: 1965 NC 119 S  
 MEBANE, NC 27302

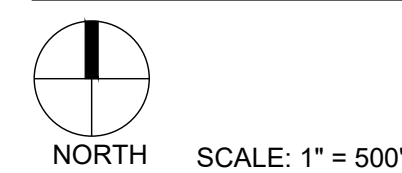
VICINITY MAP

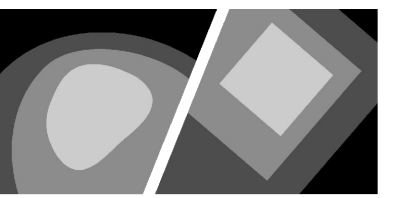


INDEX OF DRAWINGS	
Sheet #	SHEET NAME
C0.00	COVER SHEET
C1.00	EXISTING CONDITIONS PLAN
C3.00	SITE PLAN

ALLOWABLE USES:


- ACCESSORY USES AND STRUCTURES (CUSTOMARY)
- APPAREL AND FINISH FABRIC PRODUCTS
- BAKERY PRODUCTS
- BEVERAGE PRODUCTS
- BUILDING SUPPLIES
- BULK MAIL AND PACKAGING
- CABINET AND WOODWORKING SHOPS
- COMMUNICATION TOWER UNDER 50' IN HEIGHT
- COMPUTER AND OFFICE EQUIPMENT
- COURIER SERVICE
- DAIRY PRODUCTS
- DISTRIBUTION
- DRUGS AND PHARMACEUTICALS
- EQUIPMENT LEASING AND RENTAL
- FARM PRODUCT WAREHOUSING AND STORAGE
- FARM SUPPLIES AND EQUIPMENT SALES
- FENCE, WALL
- FOOD PREPARATION AND RELATED PRODUCTS, MISCELLANEOUS
- OFFICE SUPPLIES AND EQUIPMENT
- OUTSIDE STORAGE
- PUBLIC WORKS AND PUBLIC UTILITY FACILITIES ESSENTIAL TO THE IMMEDIATE AREA
- RESEARCH, DEVELOPMENT OR TESTING SERVICES
- SIGNS
- SOLAR FARMS
- SMALL WIRELESS FACILITY
- TEMPORARY PORTABLE STORAGE CONTAINERS
- TEMPORARY CONSTRUCTION, STORAGE OR OFFICE
- WAREHOUSE (GENERAL STORAGE, ENCLOSED)
- WAREHOUSE (SELF-STORAGE)
- WHOLESALE TRADE

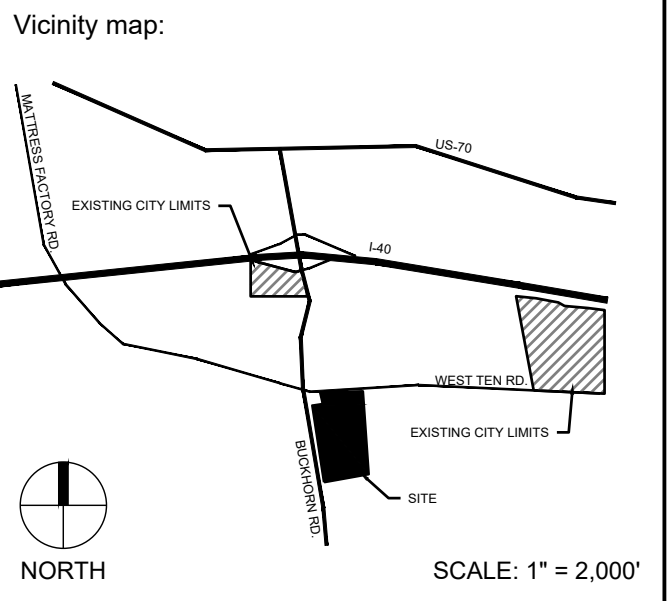




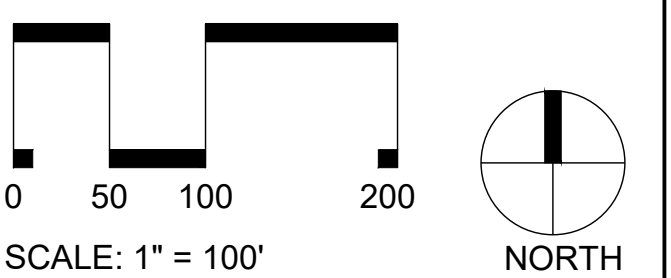
**STEWART**  
 101 WEST MAIN ST.  
 DURHAM, NC 27701  
 T 919.380.8750

FIRM LICENSE #: C-1051  
 www.stewartinc.com  
 PROJECT #: C20047

Client:  
 AL NEYER  
 4509 CREEDEMOOR RD., SUITE 201  
 RALEIGH, NC 27612  
 P. 919.816.6227



Seal:  
 PRELIMINARY - DO NOT  
 USE FOR CONSTRUCTION



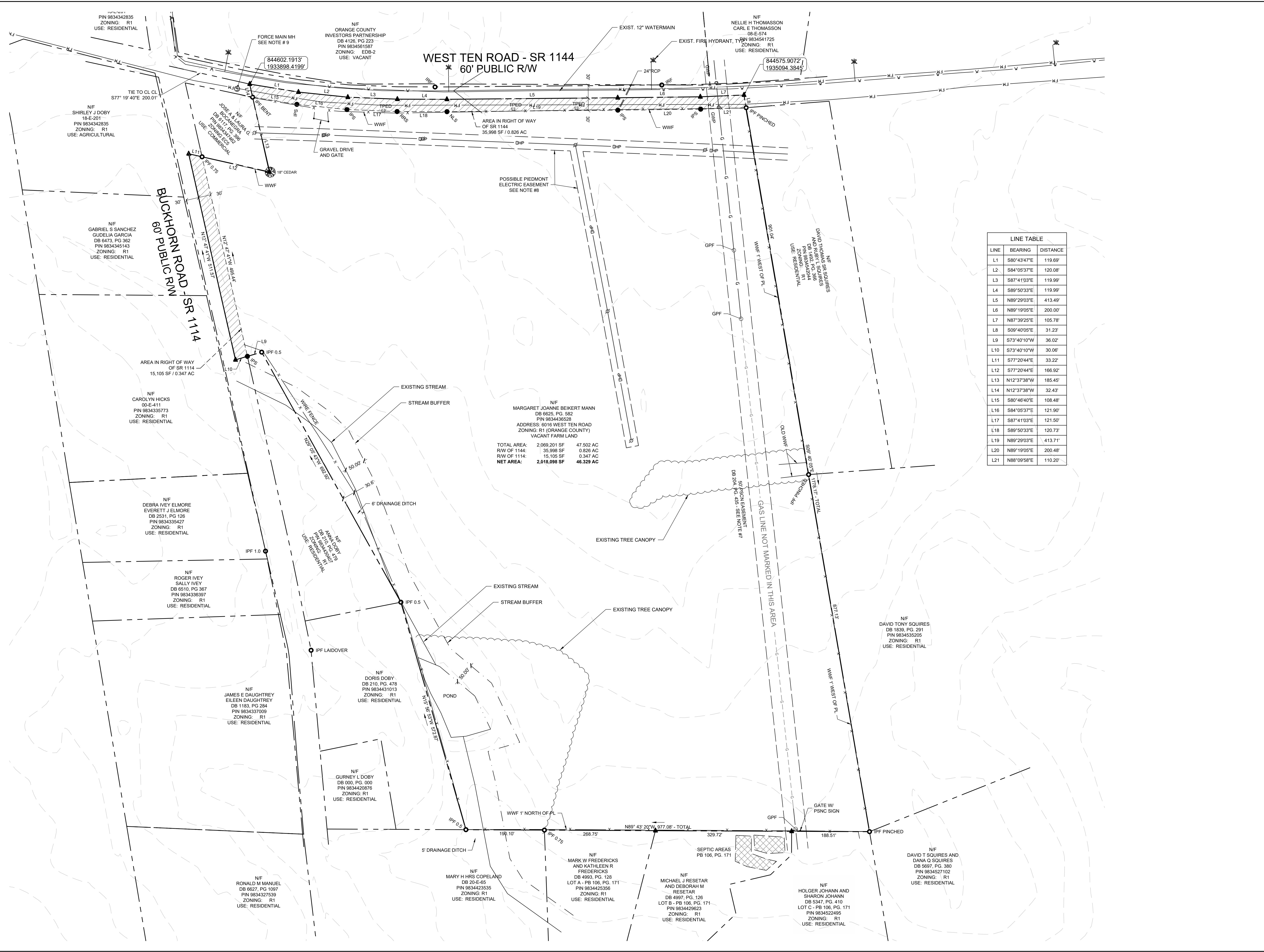
Project:  
**WEST TEN INDUSTRIAL**

Issued for:  
**SITE PLAN**

No.	Date	Description

Title:  
**EXISTING CONDITIONS PLAN**

Project number: C20047 Sheet #:  
 Issued Date: 11.02.2020  
 Drawn by: TS  
 Approved by: TS **C1.00**



LINE TABLE

LINE	BEARING	DISTANCE
L1	S80°43'47"E	119.69'
L2	S84°05'37"E	120.08'
L3	S87°41'03"E	119.99'
L4	S89°50'33"E	119.99'
L5	N89°29'03"E	413.49'
L6	N89°19'05"E	200.00'
L7	N87°39'25"E	105.78'
L8	S09°40'05"E	31.23'
L9	S73°40'10"W	36.02'
L10	S73°40'10"W	30.06'
L11	S77°20'44"E	33.22'
L12	S77°20'44"E	166.92'
L13	N12°37'38"W	185.45'
L14	N12°37'38"W	32.43'
L15	S80°46'40"E	108.48'
L16	S84°05'37"E	121.90'
L17	S87°41'03"E	121.50'
L18	S89°50'33"E	120.73'
L19	N89°29'03"E	413.71'
L20	N89°19'05"E	200.48'
L21	N88°09'58"E	110.20'



**STEWART**

101 WEST MAIN ST.  
DURHAM, NC 27701  
T 919.380.8750

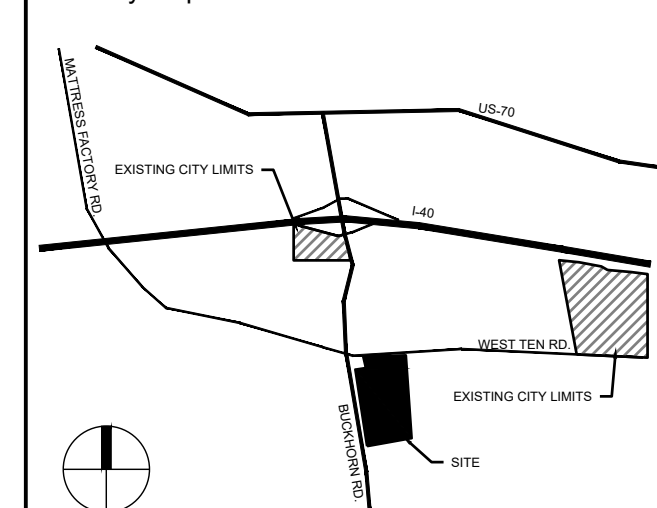
FIRM LICENSE #: C-1051  
www.stewartinc.com  
PROJECT #: C20047

Client:



AL NEYER  
4509 CREEDMOOR RD., SUITE 201  
RALEIGH, NC 27612  
P: 919.816.6227

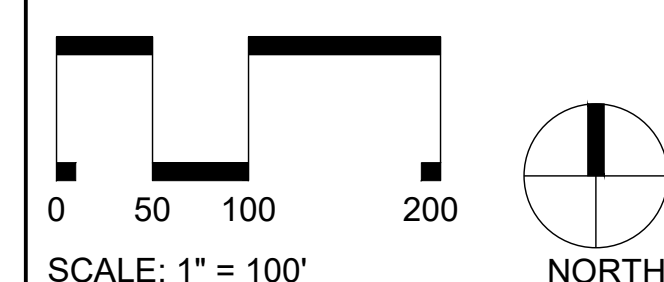
Vicinity map:



SCALE: 1" = 2,000'

Seal:

PRELIMINARY - DO NOT  
USE FOR CONSTRUCTION



SCALE: 1" = 100' NORTH

Project:

**WEST TEN INDUSTRIAL**

Issued for:

**SITE PLAN**

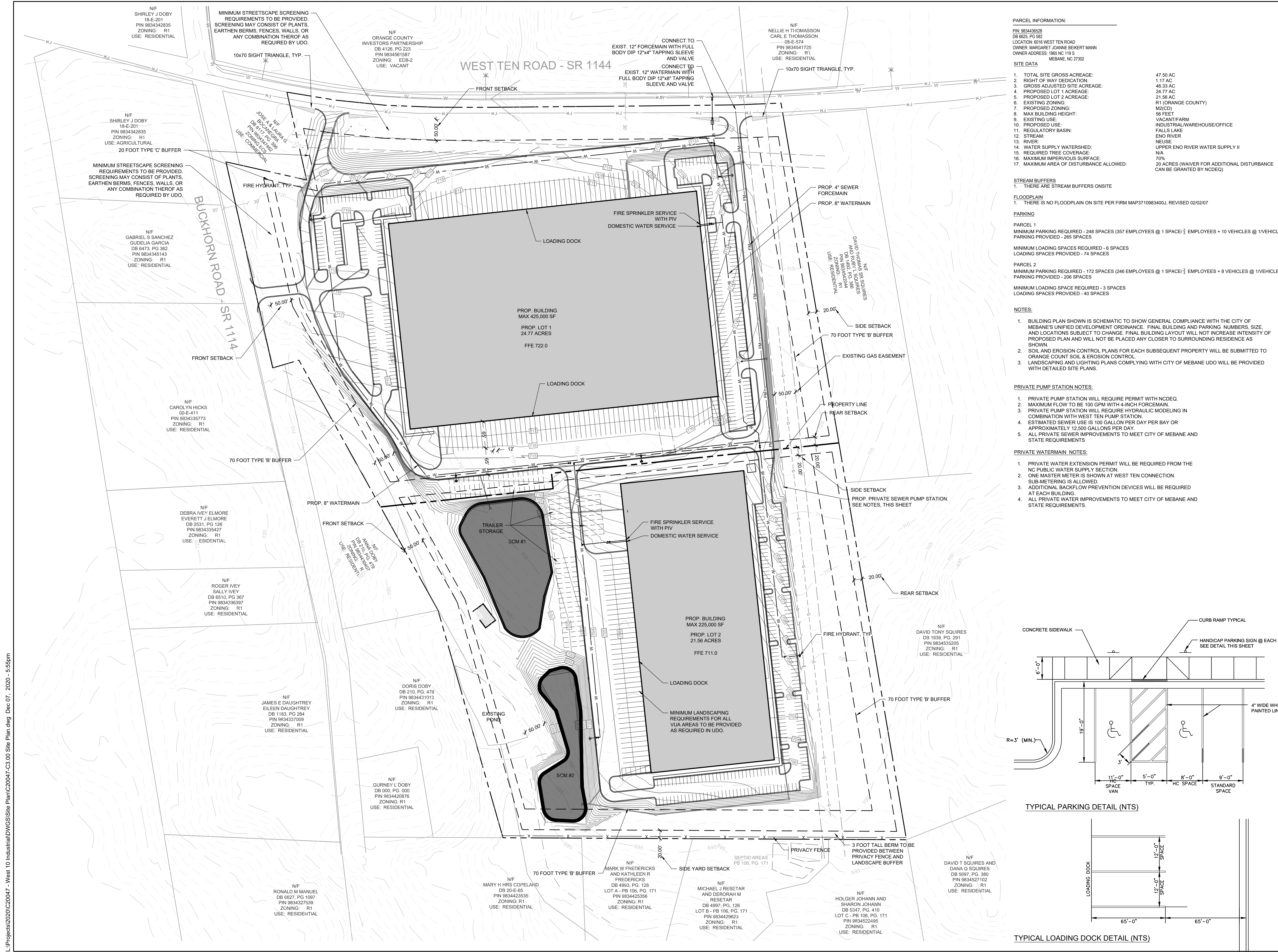
No.	Date	Description
1	12.07.2020	---

Title:

**SITE PLAN**

Project number: C20047 Sheet #: ---  
Issued Date: 11.02.2020  
Drawn by: TS  
Approved by: TS

**C3.00**



- PARCEL INFORMATION:
- PIN: 983443528  
DB 6625, PG 582  
LOCATION: 816 WEST TEN ROAD  
OWNER: MARGARET JOANNE BEKERT MANN  
OWNER ADDRESS: 1965 NC 119 S  
MEBANE, NC 27302
- SITE DATA
- TOTAL SITE GROSS ACREAGE: 47.50 AC
  - RIGHT OF WAY DEDICATION: 1.17 AC
  - GROSS ADJUSTED SITE ACREAGE: 46.33 AC
  - PROPOSED LOT 1 ACREAGE: 24.77 AC
  - PROPOSED LOT 2 ACREAGE: 21.56 AC
  - EXISTING ZONING: R1 (ORANGE COUNTY)
  - PROPOSED ZONING: M2(CD)
  - MAX BUILDING HEIGHT: 56 FEET
  - EXISTING USE: VACANT/FARM
  - PROPOSED USE: INDUSTRIAL/WAREHOUSE/OFFICE
  - REGULATORY BASIS: FALLS LAKE
  - STREAM: ENO RIVER
  - RIVER: NEUSE
  - WATER SUPPLY WATERSHED: UPPER ENO RIVER WATER SUPPLY II
  - REQUIRED TREE COVERAGE: N/A
  - MAXIMUM IMPERVIOUS SURFACE: 70%
  - MAXIMUM AREA OF DISTURBANCE ALLOWED: 20 ACRES (WAIVER FOR ADDITIONAL DISTURBANCE CAN BE GRANTED BY NCEQ)

- STREAM BUFFERS
- THERE ARE STREAM BUFFERS ONSITE

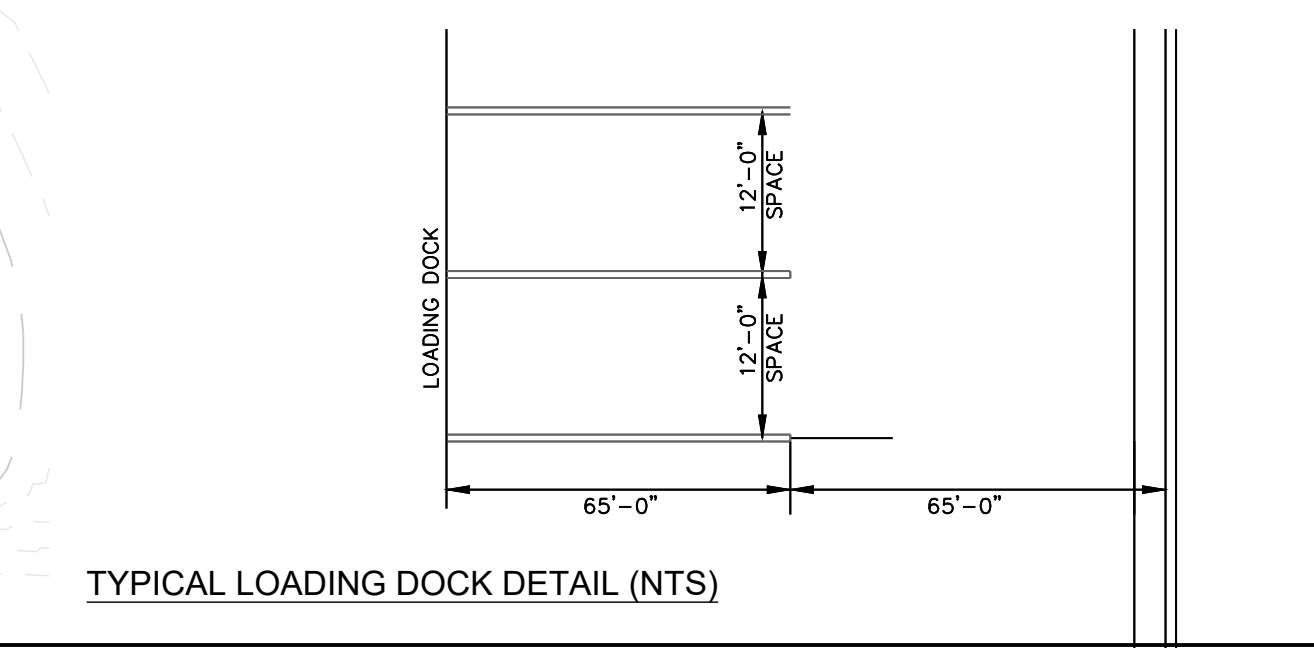
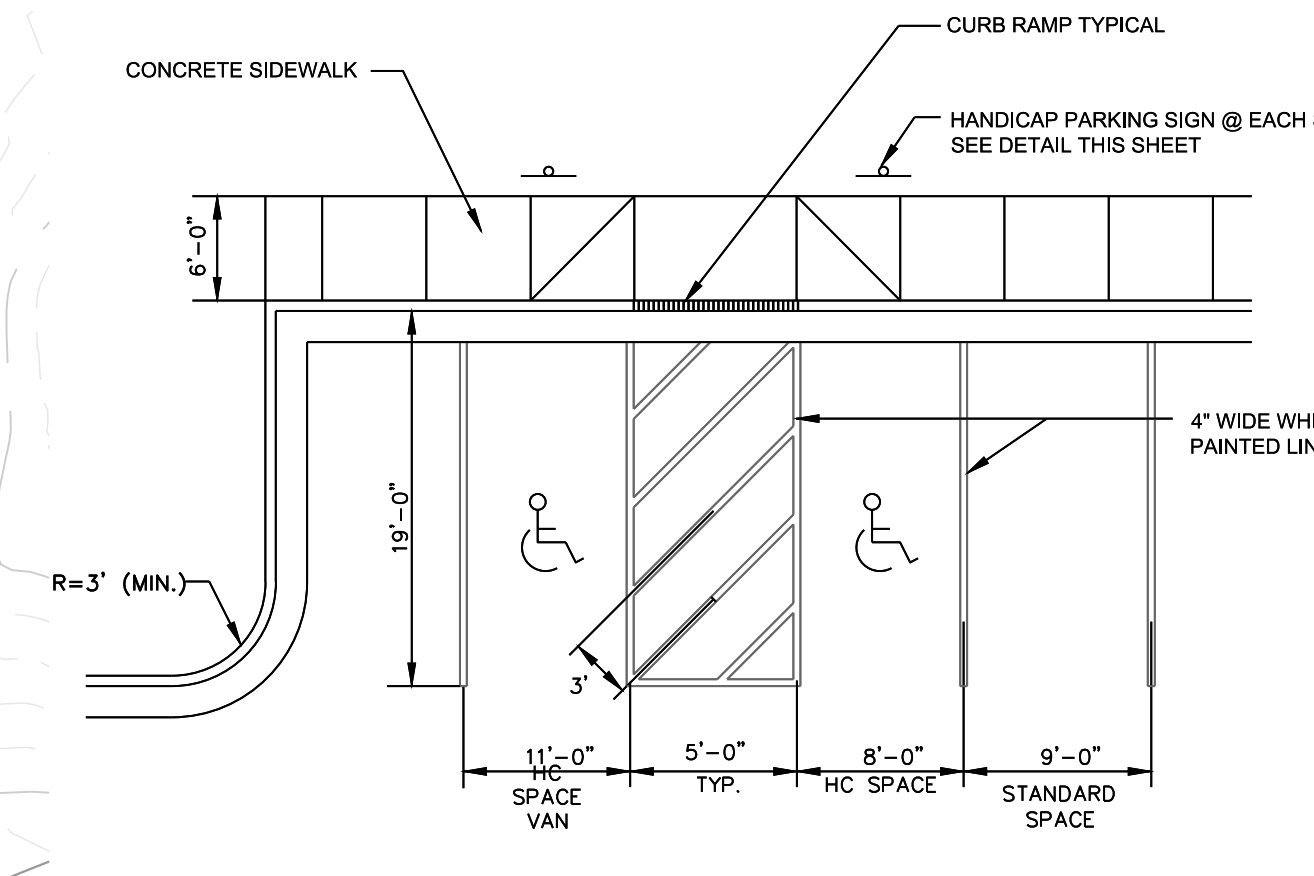
- FLOODPLAIN
- THERE IS NO FLOODPLAIN ON SITE PER FIRM MAP3710983400J, REVISED 02/02/07

- PARKING
- PARCEL 1  
MINIMUM PARKING REQUIRED - 248 SPACES (357 EMPLOYEES @ 1 SPACE/§ EMPLOYEES + 10 VEHICLES @ 1/VEHICLE)  
PARKING PROVIDED - 265 SPACES
- MINIMUM LOADING SPACES REQUIRED - 6 SPACES  
LOADING SPACES PROVIDED - 74 SPACES
- PARCEL 2  
MINIMUM PARKING REQUIRED - 172 SPACES (246 EMPLOYEES @ 1 SPACE/§ EMPLOYEES + 8 VEHICLES @ 1/VEHICLE)  
PARKING PROVIDED - 206 SPACES
- MINIMUM LOADING SPACE REQUIRED - 3 SPACES  
LOADING SPACES PROVIDED - 40 SPACES

- NOTES:
- BUILDING PLAN SHOWN IS SCHEMATIC TO SHOW GENERAL COMPLIANCE WITH THE CITY OF MEBANE'S UNIFIED DEVELOPMENT ORDINANCE. FINAL BUILDING AND PARKING NUMBERS, SIZE, AND LOCATIONS SUBJECT TO CHANGE. FINAL BUILDING LAYOUT WILL NOT INCREASE INTENSITY OF PROPOSED PLAN AND WILL NOT BE PLACED ANY CLOSER TO SURROUNDING RESIDENCE AS SHOWN.
  - SOIL AND EROSION CONTROL PLANS FOR EACH SUBSEQUENT PROPERTY WILL BE SUBMITTED TO ORANGE COUNTY SOIL & EROSION CONTROL.
  - LANDSCAPING AND LIGHTING PLANS COMPLYING WITH CITY OF MEBANE UDO WILL BE PROVIDED WITH DETAILED SITE PLANS.

- PRIVATE PUMP STATION NOTES:
- PRIVATE PUMP STATION WILL REQUIRE PERMIT WITH NCEQ.
  - MAXIMUM FLOW TO BE 100 GPM WITH 4-INCH FORCEMAIN.
  - PRIVATE PUMP STATION WILL REQUIRE HYDRAULIC MODELING IN COMBINATION WITH WEST TEN PUMP STATION.
  - ESTIMATED SEWER USE IS 100 GALLON PER DAY PER BAY OR APPROXIMATELY 12,500 GALLONS PER DAY.
  - ALL PRIVATE SEWER IMPROVEMENTS TO MEET CITY OF MEBANE AND STATE REQUIREMENTS

- PRIVATE WATERMAIN NOTES:
- PRIVATE WATER EXTENSION PERMIT WILL BE REQUIRED FROM THE NC PUBLIC WATER SUPPLY SECTION.
  - ONE MASTER METER IS SHOWN AT WEST TEN CONNECTION. SUB-METERING IS ALLOWED.
  - ADDITIONAL BACKFLOW PREVENTION DEVICES WILL BE REQUIRED AT EACH BUILDING.
  - ALL PRIVATE WATER IMPROVEMENTS TO MEET CITY OF MEBANE AND STATE REQUIREMENTS.



L:\Projects\2020\C20047 - West 10 Industrial\DWG\Sites\Site Plan\C20047-C3.00 Site Plan.dwg Dec 07, 2020 - 5:55pm



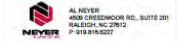
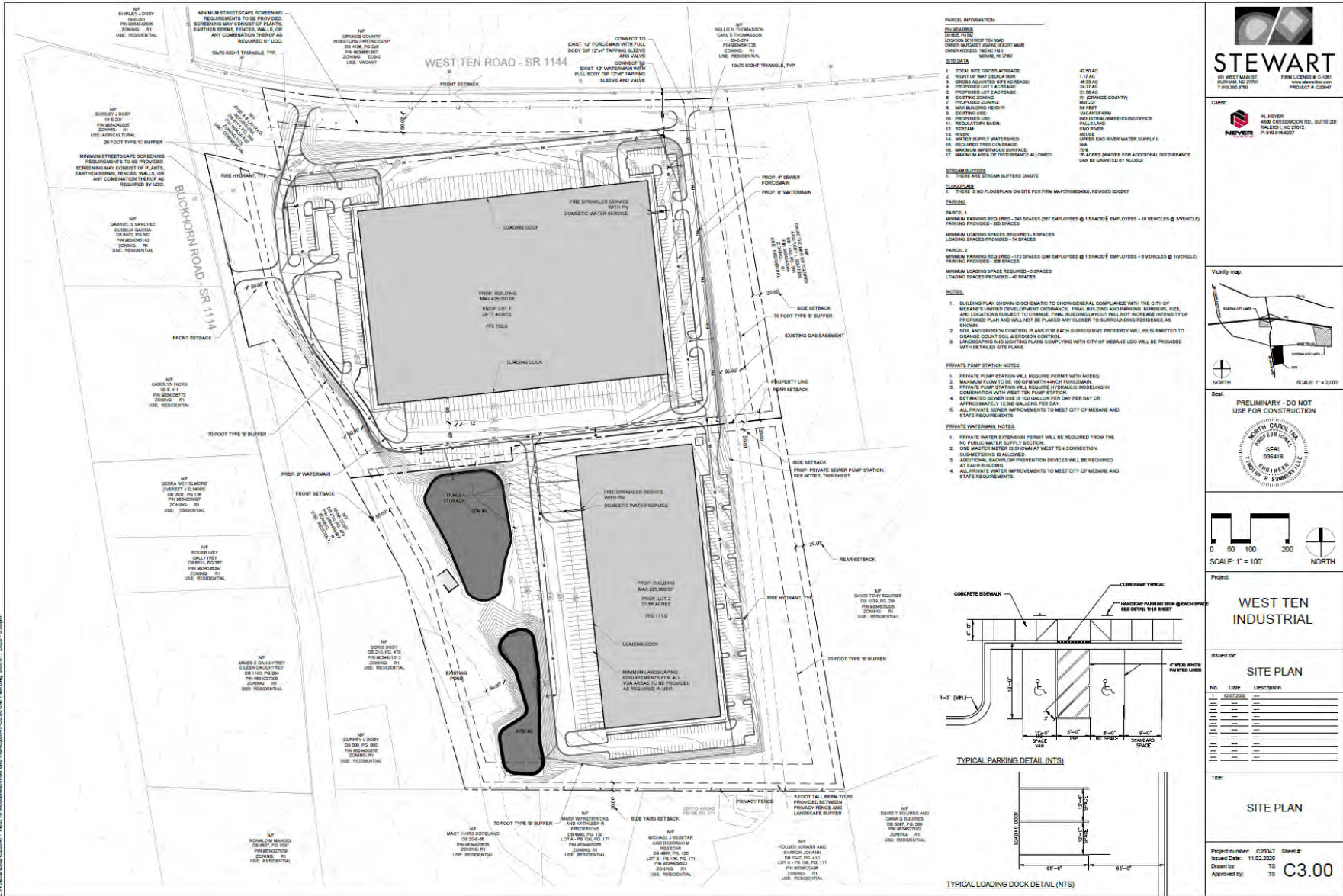
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# PLANNING PROJECT REPORT

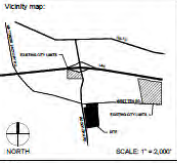
DATE	11/04/2020; rev. 12/08/20
PROJECT NAME	6016 West Ten Rezoning Request
PROJECT NUMBER	RZ 20-12
APPLICANT	AL. Neyer 4509 Creedmor Road Suite 201 Raleigh, NC 27612

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STAFF ZONING REQUEST RECOMMENDATION .....	PAGE 8

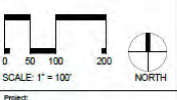


Client: AL NEVER, 4501 CONVENTOR RD, SUITE 201, RALEIGH, NC 27612, T 919.816.6227



Scale: 1" = 2,000'

PRELIMINARY - DO NOT USE FOR CONSTRUCTION



Project: WEST TEN INDUSTRIAL

ISSUED FOR:

**SITE PLAN**

No.	Date	Description
1	12/07/2020	

Title: **SITE PLAN**

Project Number: C3047 Sheet #: 79

Issue Date: 11.22.2020

Drawn By: TS

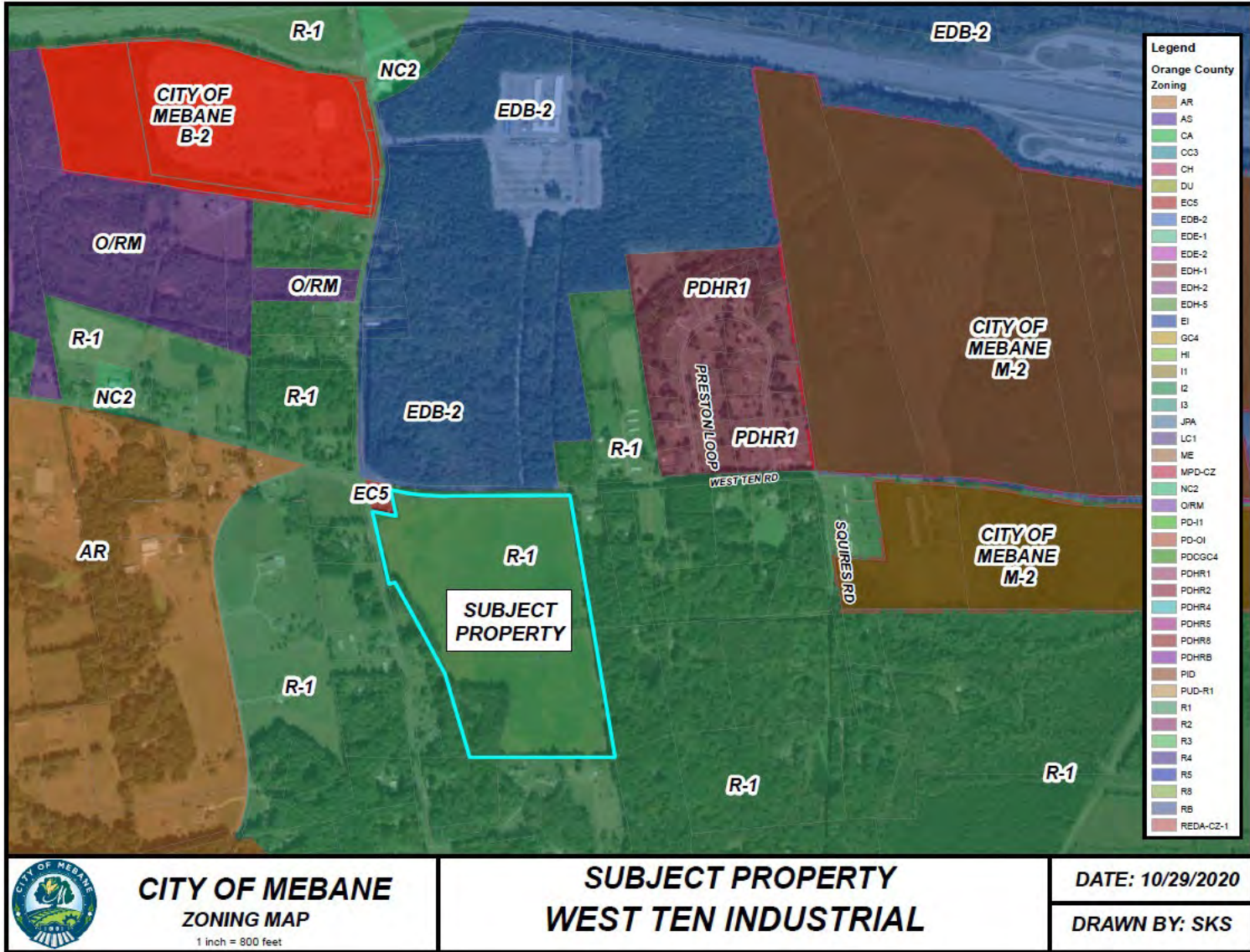
Approved By: TS

**C3.00**



## ZONING REPORT

EXISTING ZONE	R-1 (Rural Residential – Orange County zoning)
REQUESTED ACTION	Zoning to M-2(CD)
CONDITIONAL ZONE?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
CURRENT LAND USE	Vacant, Agriculture
PARCEL SIZE	+/-46.38 ac, being subdivided into +/-24.77-ac and +/-21.56-ac parcels
PROPERTY OWNERS	Margaret Mann 1965 NC 119 South Mebane, NC 27302 GPIN 9834436528
LEGAL DESCRIPTION	One +/-46.38-ac parcel at 6016 West Ten Road is petitioning the City of Mebane for annexation and rezoning from Orange County’s R-1 (Rural Residential) district to the City’s M-2(CD) (Light Manufacturing, Conditional) district, with a master plan that shows the highest potential intensity of use on the property, with a condition allowing for layout and design flexibility. The proposed uses will be restricted to those identified on the site plan submittal. The proposed property is actively being subdivided into a +/-24.77-ac and a +/-21.56-ac parcel through a process exempt from local standards, per NC General Statutes.
AREA ZONING & DISTRICTS	All surrounding zoning districts are within Orange County’s planning and zoning jurisdiction. The properties to the north are zoned EDB-2 (Economic Development Buckhorn Higher Intensity). The property at the southeastern corner of Buckhorn and West Ten Roads is zoned as EC-5 (Existing Commercial-5). All other surrounding properties are zoned R-1 (Rural Residential). All properties north of West Ten Road are within the Buckhorn Economic Development District (BEDD), intended to “...create a district allowing a wide range of non-residential uses with limited higher density residential uses” (Orange County Unified Development Ordinance, p. 3-43)
SITE HISTORY	Property historically vacant or used for agriculture.
<b>STAFF ANALYSIS</b>	
CITY LIMITS?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO – Requires annexation for City action
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	At the time of this report, the property is not addressed within the City’s Comprehensive Land Development Plan. If the <i>Buckhorn Area Plan</i> is adopted, this will be a Top Tier parcel and within the G-2 Industrial (V) Primary Growth Area. The potential developer is requesting a M-2(CD) rezoning, which will be consistent with both the City G-2 Industrial (V) primary growth area in <i>Mebane By Design</i> and Orange County’s BEDD. This will introduce a non-residential use to the surrounding residential properties but they will be buffered with 70’ semi-opaque buffers.



**CITY OF MEBANE**  
ZONING MAP  
1 inch = 800 feet

**SUBJECT PROPERTY**  
**WEST TEN INDUSTRIAL**

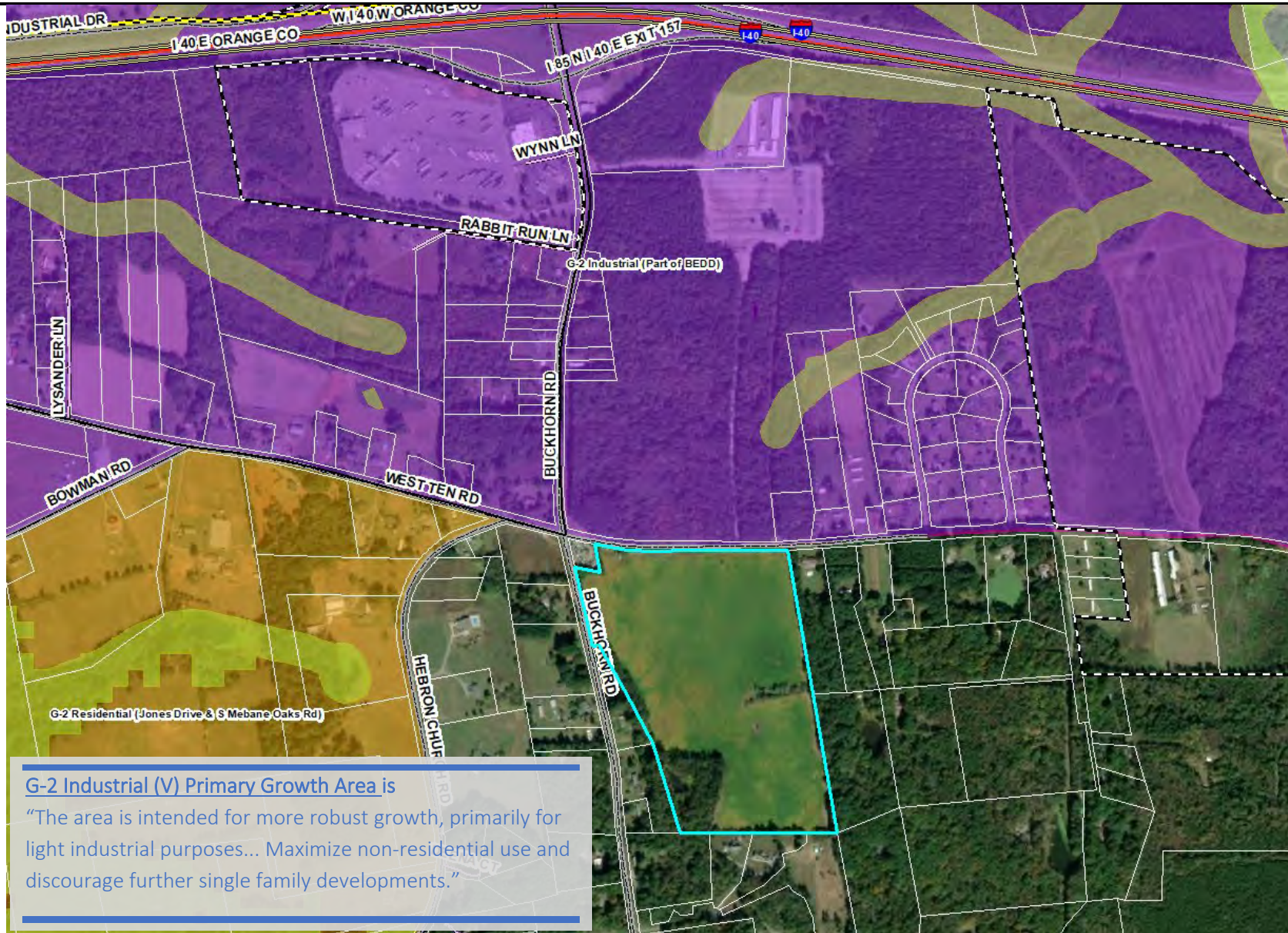
DATE: 10/29/2020  
DRAWN BY: SKS





## LAND USE REPORT

<b>EXISTING LAND USE</b>	Vacant, Agriculture
<b>PROPOSED LAND USE &amp; REQUESTED ACTION</b>	One +/-46.38-ac parcel at 1606 West Ten Road is petitioning the City of Mebane for annexation and rezoning from Orange County's R-1 (Rural Residential) district to the City's M-2(CD) (Light Manufacturing, Conditional) district, with a master plan that shows the highest potential intensity of use on the property, with a condition allowing for layout and design flexibility. The proposed uses will be restricted to those identified on the site plan submittal.
<b>PROPOSED ZONING</b>	M-2(CD)
<b>PARCEL SIZE</b>	+/-46.38, actively being subdivided into +/-24.77-ac and +/-21.56-ac parcels
<b>AREA LAND USE</b>	The property to the immediate north is a forested lot used by the Buckhorn Flea Market as a secondary entrance. The property at the corner of Buckhorn and West Ten Roads is a used car lot and business. All other surrounding properties are large-lot single-family residences on wells and septic systems.
<b>ONSITE AMENITIES &amp; DEDICATIONS</b>	The owner will dedicate open space for stormwater management.
<b>WAIVER REQUESTED</b>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>DESCRIPTION OF REQUESTED WAIVER(S)</b>	
<b>CONSISTENCY WITH <i>MEBANE BY DESIGN</i> STRATEGY</b>	
<b>LAND USE GROWTH STRATEGY DESIGNATION(S)</b>	G-2 Industrial Primary (V) Growth Area "Part of BEDD and North of US-70" Buckhorn Area Plan Top Tier parcel ( <i>Pending Approval</i> )
<b>OTHER LAND USE CONSIDERATIONS</b>	Upper Eno River Protected Watershed II – Applicant requesting application of 10/70 Built Upon Area allowance Falls Lake Water Supply Nutrient Strategy
<b><i>MEBANE BY DESIGN</i> GOALS &amp; OBJECTIVES SUPPORTED</b>	GROWTH MANAGEMENT 1.7 Continue to support industrial development at existing industrial parks near I-40/85.  COORDINATION 5.1 Document and share information related to land development that can be utilized across levels of government for better decision making.
<b><i>MEBANE BY DESIGN</i> GOALS &amp; OBJECTIVES <u>NOT</u> SUPPORTED</b>	



**G-2 Industrial (V) Primary Growth Area is**

“The area is intended for more robust growth, primarily for light industrial purposes... Maximize non-residential use and discourage further single family developments.”



## UTILITIES REPORT

AVAILABLE UTILITIES	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
PROPOSED UTILITY NEEDS	Per the memorandum from Franz Holt of AWCK, the project is estimated to require, 12,500 gallons per day of water and sewer services. The water and sewer utility lines are present at the properties. The applicant proposes to connect to a 12" watermain with a 8" looped line, and to a 12" forcemain with a 4" forcemain for water and sewer service, respectively. A 100 GPM private pump station will also be provided. Any improvements will be made and paid for by a developer.
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 checked="" type="checkbox"/> YES <input type="checkbox"/> NO Nutrient management controls complying with the Falls Lake Nutrient Strategy will be required

### TRANSPORTATION NETWORK STATUS

CURRENT CONDITIONS	West Ten Road is a NCDOT major thoroughfare that hosts 1,700 average daily trips. It has a Level Of Service (LOS) C and a Safety Score of 88.9. Buckhorn Road, which has an interchange with Interstate 40/85 approximately 0.5 miles to the north, has a LOS C and a Safety Score of 100 at this location. There have been 11 crashes at the intersection of these two roads since 2015, including one serious, non-fatal crash in 2016, and a another on the frontage of Buckhorn Road in 2017.
TRAFFIC IMPACT ANALYSIS REQUIRED?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO

DESCRIPTION OR RECOMMENDED IMPROVEMENTS	<p>A TIA was completed for the applicant by Ramey, Kemp, and Associates. It makes recommendations of full-access driveways to West Ten Road and to provide a potential future driveway off Buckhorn Road. No offsite improvements are recommended.</p> <p>The Mebane UDO requires right-turn lanes for residential subdivisions generating 50+ units, which translates to 500 trips per day. Staff recommends that a similar standard apply to this non-residential site, with a right-turn lane provided at the western driveway on West Ten Road. Furthermore, staff recommends that a future driveway from Buckhorn Road be restricted to non-freight traffic.</p>
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CONSISTENCY WITH THE MEBANE

BICYCLE AND PEDESTRIAN

YES  NO N/A

TRANSPORTATION PLAN?

MULTIMODAL IMPROVEMENTS

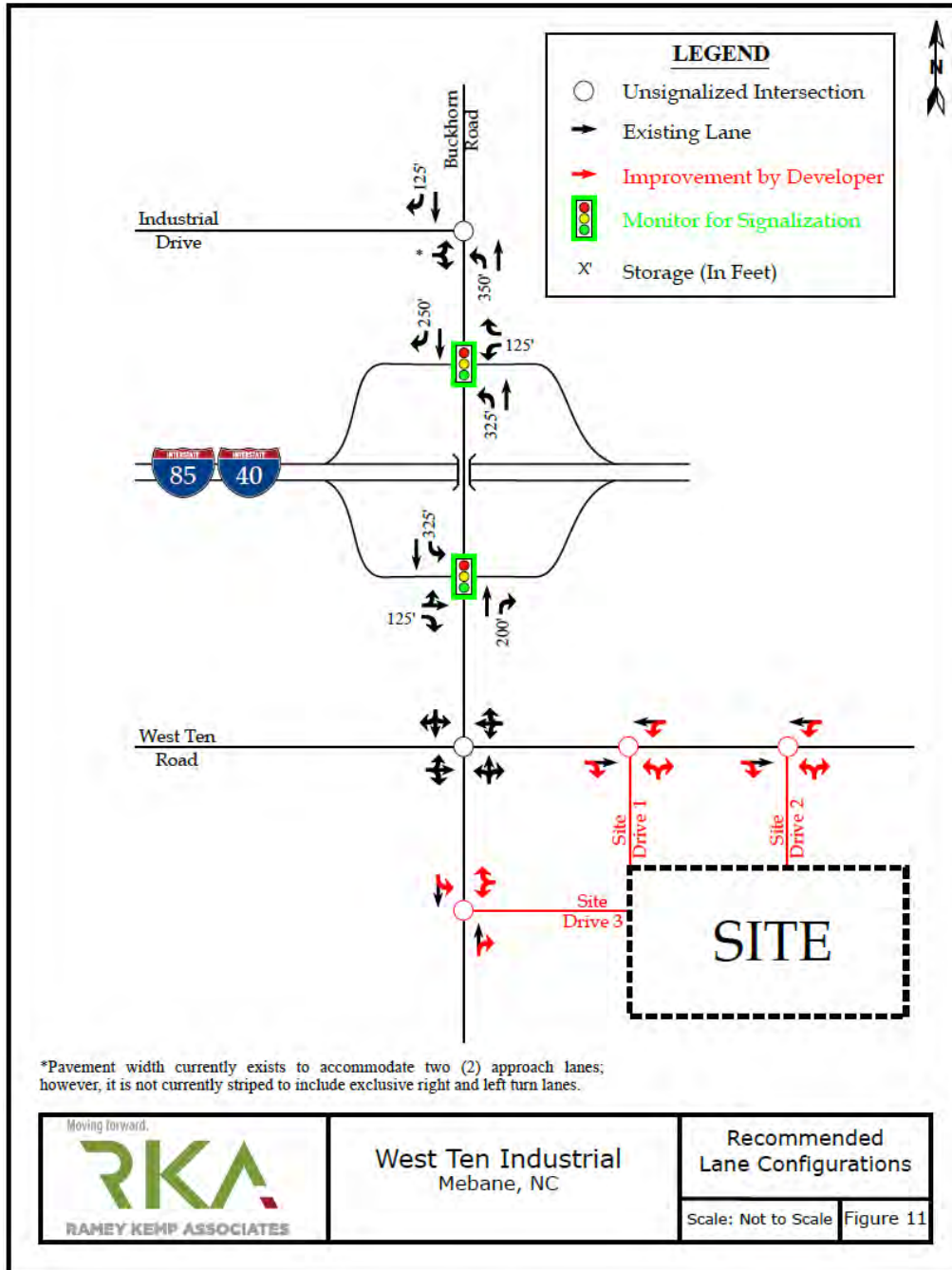
PROVIDED BY APPLICANT?

YES  NO

DESCRIPTION OF MULTIMODAL

IMPROVEMENTS

N/A





**STAFF RECOMMENDATION**

**STAFF ZONING RECOMMENDATION**     APPROVE     DISAPPROVE

**STAFF SPECIAL USE FINDING**         CONSISTENT     NOT CONSISTENT.....WITH *MEBANE BY DESIGN*

At present, staff has no recommendation for the rezoning request, as the property lies outside the boundary of the area assessed within the City's Comprehensive Land Development Plan, *Mebane By Design*.

**RATIONALE**

Pending adoption of the *Buckhorn Area Plan*, the proposed development RZ 20-12 **would be** consistent with the guidance provided within *Mebane By Design*, the Mebane Comprehensive Land Development Plan, as amended. In particular, it **would be** consistent with the description and goals for G-2 (V) Industrial Primary Growth Area for the BEDD and the shared goals for this area by the City and Orange County.

**PUBLIC INTEREST CONFORMANCE?**

**ENDANGER PUBLIC HEALTH OR SAFETY?**     YES     NO

**SUBSTANTIALLY INJURE THE VALUE OF ADJOINING OR ABUTTING PROPERTY?**     YES     NO

**HARMONIOUS WITH THE AREA IN WHICH IT IS LOCATED?**     YES     NO

**CONSISTENT WITH *MEBANE BY DESIGN*, THE MUNICIPAL COMPREHENSIVE LAND DEVELOPMENT PLAN?**

- The application is consistent with the objectives and policies for growth and development contained in the City of Mebane Comprehensive Land Development Plan, *Mebane By Design*, and, as such, has been recommended for approval.
- The application is not fully consistent with the objectives and policies for growth and development of the City of Mebane Comprehensive Land Development Plan, *Mebane By Design*, but is otherwise in the public interest and has been recommended for approval. The Comprehensive Land Development Plan must be amended to reflect this approval and ensure consistency for the City of Mebane's long-range planning objectives and policies.
- The application is not consistent with the objectives and policies for growth and development of the City of Mebane Comprehensive Land Development Plan, *Mebane By Design*, and, as such, has been recommended for denial.



## Technical Memorandum

Date: October 30, 2020  
To: Ashley Ownbey, City Planner  
From: Franz K. Holt, P.E.  
Subject: West Ten Industrial Development – City Engineering review

Preliminary Site Plans for the Mebane Oaks Residential Development dated October 20, 2020 and prepared by Tim Summerville, P.E. with Stewart Engineering Durham, NC, have been reviewed by the Engineering Department as a part of the TRC process. Our technical memo comments are as follows:

### A. General

The West Ten Industrial development is a 47.5 acre site on West Ten Road near Buckhorn Road and Interchange. It is proposed that the site be subdivided into two lots of similar size with two separate buildings totaling 675,000 square feet max. and being served by common entrances/driveways/private water and sewer systems.

Stormwater management controls will be required to treat and detain the stormwater runoff from the proposed impervious surfaces.

A Traffic Impact Analysis (TIA) will be required to determine the need of off-site roadway improvements.

NCDOT review and approval will be required for utility encroachments, the two proposed roadway connections, and any roadway improvements identified as a part of the TIA.

### B. Availability of City Water and Sewer

In regards to the Preliminary Site Plan for the West Ten Industrial development and in accordance with paragraph 7-4.3 A.3.a. in the UDO, this memo is provided to indicate that I have reviewed the preliminary water and sewer system layout and find it acceptable and meets City standards based on the following:

1. Water system – The project is proposed to be served with from an 8-inch connection to the City's existing 12-inch water main in West Ten Road. The new internal water lines are shown as 8-inch looped being served from a master meter connection with backflow prevention. Beyond the master meter the system will be permitted as private (operated and maintained by the owner). The private system will include necessary gate valves, fire hydrants, and service connections to each building (fire and domestic). The estimated water usage is 12,500 GPD



(100 GPD per bay). The City currently has adequate water capacity available to meet the domestic demand and fire flow requirements of this project.

2. Sanitary Sewer system – The project is proposed to be permitted and served with a private sewer collection system with 100 GPM pump station and 4 inch force main connecting to the City’s 12-inch force main in West Ten Road. Internal to the project site are proposed 8-inch private sewer lines with appropriate manhole spacing. All private sewer improvements will be operated and maintained by the owner. Each proposed building will have its own sewer service. The estimated sewer use for this project is 12,500 GPD (100 GPD per bay). The City currently has adequate sewer capacity available in downstream sewer facilities to meet this demand (South Regional Sewer Pump Station and Outfall and at the WRRF).

### C. Watershed Overlay District and Phase II Stormwater Requirements

1. Watershed Overlay District requirements are provided under Sec. 5.2 of the UDO.  
This project is within the Upper Eno Water Supply Watershed and the project will be part of this expanded water supply watershed area for the Upper Eno Water Supply Watershed.  
Falls Lake Nutrient Strategy  
This project is in the Falls Lake Watershed and will comply with the NC DEQ nutrient rules for new development. The City of Mebane will administer these rules under a verbal agreement with NC DEQ.

The project proposes to construct two privately maintained stormwater management control devices (fenced wet ponds) meeting the City’s requirements for treatment including nutrient removal.

2. Phase II Stormwater Post Construction Ordinance  
Sec. 5.4 in the UDO provides standards for Storm Water Management and 5.4.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 it will disturb more than one acre of land and it is estimated that the new built upon will be more than 24% of the site.

The project proposes to construct two privately maintained stormwater management control devices (fenced wet ponds) meeting the City’s requirements for stormwater treatment and detention.



#### **D. Storm Drainage System**

Sec. 5-4. D. in the UDO provides requirements for storm drainage systems. The preliminary site plans include a preliminary layout of storm drainage swales, piping, and inlets that collect stormwater runoff that is directed to stormwater management control devices where treatment and detention occurs before being discharged off-site.

#### **E. Street Access and TIA**

The industrial site proposes to access West Ten Road at two locations requiring NCDOT driveway permits. A TIA will be required for the site which will identify any off-site improvements required with the proposed development.

#### **F. Construction Plan Submittal**

Sec. 7-6.7. A. in the UDO indicates that construction plans for all street facilities, including water and sewer facilities, shall be submitted following preliminary plat or site plan approval; therefore, construction plans are not required as a part of the site plan review. A utility plan is provided which generally shows 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. Appendix E which is included in the UDO is a Construction Document checklist which is to be provided at such time as construction plans are submitted after Preliminary Site Plan approval. Based on city engineering review of the referenced preliminary site plans, it is my opinion that said plans are in substantial compliance with the UDO.





October 30, 2020

Timothy Summerville, PE  
Stewart Engineering  
101 West Main St.  
Durham, NC 27701

Subject: West Ten Industrial – Water and Sewer System

In regards to the subject Preliminary Site Plan and in accordance with paragraph 7-4.3 A.3.a. in the UDO, this letter is provided to indicate that I have reviewed the preliminary water and sewer system layout and find it acceptable and meets City standards based on the following:

1. Water system – The project is proposed to be served with from an 8-inch connection to the City's existing 12-inch water main in West Ten Road. The new internal water lines are shown as 8-inch looped being served from a master meter connection with backflow prevention. Beyond the master meter the system will be permitted as private (operated and maintained by the owner). The private system will include necessary gate valves, fire hydrants, and service connections to each building (fire and domestic). The estimated water usage is 12,500 GPD (100 GPD per bay). The City currently has adequate water capacity available to meet the domestic demand and fire flow requirements of this project.
2. Sanitary Sewer system – The project is proposed to be permitted and served with a private sewer collection system with 100 GPM pump station and 4 inch force main connecting to the City's 12-inch force main in West Ten Road. Internal to the project site are proposed 8-inch private sewer lines with appropriate manhole spacing. All private sewer improvements will be operated and maintained by the owner. Each proposed building will have its own sewer service. The estimated sewer use for this project is 12,500 GPD (100 GPD per bay). The City currently has adequate sewer capacity available at the downstream sewer facilities (Southeast Regional Pump Station and Outfall and at the WRRF to meet this demand).

If there are any questions, please let me know.

Sincerely,

Franz K. Holt, P.E. City Engineer

CC: Ashley Ownbey, Planner  
Cy Stober, Development Director  
Kyle Smith, Utilities Director

**PLANNING & INSPECTIONS DEPARTMENT**  
**Craig N. Benedict, AICP, Director**

**Comprehensive Planning**  
**(919) 245-2575**  
**(919) 644-3002 (FAX)**  
**www.orangecountync.gov**



**131 W. Margaret Lane**  
**Suite 201**  
**P. O. Box 8181**  
**Hillsborough, NC 27278**

**MEMORANDUM**

**TO:** Craig Benedict, Orange County Planning Director  
**FROM:** Tom Ten Eyck, Transportation/Land Use Planner  
Tom Altieri, Comprehensive Planning Supervisor  
**CC:** Travis Myren, Deputy County Manager  
**DATE:** October 9, 2020  
**SUBJECT:** West Ten Industrial Development Proposal, Including Annexation,  
in Mebane, NC

Below is a brief summary and comments on the proposed West Ten Industrial development that is on the October 13, 2020 Mebane TRC meeting agenda. Some of the pertinent information from the preliminary plans is described below:

- West Ten Industrial is a development proposal comprised of one parcel (totaling 46.38 acres) in Orange County at the southeast corner of Buckhorn Road and West Ten Road (See Attached Location Map).
- The proposal indicates that Mebane would annex the development and convert zoning to Mebane's M-2 (CD) Light Manufacturing Conditional Zoning District
- The front and side setbacks facing the roadways are 50 feet at each of the roadways, but the side setbacks (to the adjacent parcels to the east and southwest of the parcel) and rear setback are 20 feet from adjacent properties.
- The parcel is currently in Orange County's planning jurisdiction, it is zoned Rural Residential (R1), and the land use classification is Rural Residential on the County's Future Land Use Map.

The North Carolina General Statutes (160A-58.1) provide municipalities with considerable power to annex properties upon receipt of property owner petition. This process is commonly referred to as voluntary annexation. State law, as of 2012, also makes it very difficult for municipalities to pursue involuntary annexation, which requires a referendum and a majority vote. Only registered voters of the proposed annexation area are allowed to vote on the referendum. It's also noteworthy that there's nothing in the County's Utility Service Agreement with Mebane that limits its ability to annex. The Agreement states that nothing contained therein, "shall be construed to limit or to expand any such regulatory or planning jurisdiction or to limit the power of the City to annex into its corporate limits properties within the service area."

Monies were made available in the FY 2019-2020 Orange County budget to coordinate with the City of Mebane and work together with a consultant to further analyze areas within Orange County, adjacent to and near Mebane, and develop recommendations for a growth strategy. In January, 2020, Orange County and Mebane began the search for a consultant to complete a land use study of the area. The Piedmont Triad Regional Council (PTRC) was selected as the consultant, and beginning on February 6, 2020, Orange County, Mebane and

PTRC have met monthly to discuss the geographic area of the study, the parcel suitability criteria and mechanisms for feedback on the analysis. Public input of the study area was tabled due to stay-at-home orders from COVID-19; as such, the public outreach is scheduled to take place in the late fall of 2020.

The intent of the Buckhorn Area Plan is to assess potential non-residential uses in the area of Orange County in which Mebane has grown and, ultimately, to inform the future land use for non-residential economic development in western Orange County. The parcel of the West Ten Industrial project is located within the study area; it is important to note, however, that the parcel is not currently reflected in the current (2012) City of Mebane Utility Service Agreement with Orange County or on the Orange County Future Land Use Map (FLUM) for light industrial development. As there is a discrepancy between what is already 'on the books' and what is intended to be updated in the not-too-distant future, it is advised that action should be taken on the study before this parcel can be recognized by Orange County as appropriate for light industrial development or economic development that is not rural in nature. As a function of this consideration, buffers of 100 feet should be considered to protect the rural surroundings from this industrial development, especially since there are residences adjacent to the subject parcel to the east, southwest and south of the project parcel.

An additional consideration should be the nature of the roadway in an area that transitions from rural to industrial very quickly. According to the Efland-Buckhorn-Mebane Access Management Plan, which was adopted by the Orange County BOCC on April 2, 2019, the future roadway cross section for West Ten Road (east of Ben Wilson Road) is a two-way road with a two-way left turn based on NCDOT cross section 3A (5-foot wide paved shoulder) or 3C (curb and gutter, bike lanes and sidewalks). Similarly, the future roadway cross section for Buckhorn Road in this area is a four-lane divided roadway and raised median based on NCDOT cross section 4F (curb and gutter, wide outside lanes and sidewalks) or 4G (curb and gutter, bike lane and sidewalks). Currently, both Buckhorn Road and West Ten Road are two-lane roads with a narrow shoulder, which is typical of rural roadways.

While you are in receipt of the materials provided by Mebane, if you have any questions regarding the information contained herein or require additional information, please let Tom Ten Eyck or Tom Altieri know.

*Attachment – Location map of proposed parcels in West Ten Industrial Development Proposal*



West Ten Industrial  
**Traffic Impact Analysis**  
**Mebane, North Carolina**

# TRAFFIC IMPACT ANALYSIS

FOR

## WEST TEN INDUSTRIAL

LOCATED

IN

### Mebane, North Carolina

Prepared For:  
Neyer

4509 Creedmoor Rd., Suite 201  
Raleigh, NC 27612

Prepared By:

Ramey Kemp & Associates, Inc.  
5808 Faringdon Place, Suite 100  
Raleigh, NC 27609  
License #C-0910



12/1/2020

December 2020

RKA Project No. 20427

Prepared By: MLS

Reviewed By: JTR

**TRAFFIC IMPACT ANALYSIS  
WEST TEN INDUSTRIAL  
MEBANE, NORTH CAROLINA**

**EXECUTIVE SUMMARY**

**1. Development Overview**

A Traffic Impact Analysis (TIA) was conducted for the proposed West Ten Industrial development in accordance with the Mebane (City) Unified Development Ordinance (UDO) and North Carolina Department of Transportation (NCDOT) capacity analysis guidelines. The proposed development is to be located in the southeast quadrant at the intersection of West Ten Road and Buckhorn Road in Mebane, North Carolina. The proposed development is expected to consist of a 675,000 sq. ft. warehouse and is expected to be built-out in 2023. Site access will be provided via two (2) full movement access points along West Ten Road and one (1) potential future full movement access point along Buckhorn Road.

**2. Existing Traffic Conditions**

The study area for the TIA was determined through coordination with the City and NCDOT and consists of the following existing intersections:

- Buckhorn Road and West Ten Road
- Buckhorn Road and I-40/I-85 Eastbound Ramps
- Buckhorn Road and I-40/I-85 Westbound Ramps
- Buckhorn Road and Industrial Drive

Typical weekday AM (7:00 - 9:00 AM) and PM (4:00 - 6:00 PM) peak hour turning movements counts were collected at the intersection of Buckhorn Road and West Ten Road in September of 2016, while local schools were in session, and were provided by the NCDOT. Counts at the remaining intersections were collected in September of 2019 by RKA during typical weekday AM and PM peak hours, while schools were in session. All count data was grown to 2020 utilizing a 2% annually compounded growth rate. Traffic volumes were balanced along Buckhorn Road between Industrial Drive and the I-40/I-85 ramps due to limited development between intersections. Imbalances between the I-40/I-85 ramps and West Ten Road along Buckhorn Road

were determined to be reasonable based on the existing Petro Shopping Center and gas stations. All count data was collected while schools were in session, and captured trips to/from Gravelly Hill Middle School. The school consists of 460 students in grades 6-8 with a current bell schedule of 8:30 AM to 3:35 PM. The weekday AM (7:00 – 9:00 AM) peak hour would capture the AM school trips. The weekday PM peak hour (occurring from 5:15 – 6:15pm based on count data) had significantly higher volumes at the intersection of West Ten Road and Buckhorn Road than the school PM peak period (2:00 – 4:00 PM based on the current bell schedule), so it is expected that the weekday PM (4:00 – 6:00 PM) peak hour would be more conservative for analysis purposes even though it is after the school lets out (3:35 PM).

**3. Site Trip Generation**

Average weekday daily, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the ITE Trip Generation Manual, 10<sup>th</sup> Edition. Table E-1 provides a summary of the trip generation potential for the site.

**Table E-1: Site Trip Generation**

LAND USE (ITE Code)	INTENSITY	DAILY TRIPS (VPD)	WEEKDAY AM PEAK HOUR (VPH)		WEEKDAY PM PEAK HOUR (VPH)	
			Enter	Exit	Enter	Exit
Warehousing (150)	675,000 sq. ft.	1,120	82	24	29	80

**4. Future Traffic Conditions**

Through coordination with the City and NCDOT, an annual growth rate of 2% was used to generate projected (2023) weekday AM and PM peak hour traffic volumes. Project Titanium and Medline were considered as adjacent developments under future conditions:

**5. Capacity Analysis Summary**

The analysis considered weekday AM and PM peak hour traffic for existing (2020), no-build (2023), and build (2023) conditions. Refer to Section 7 of the report for the capacity analysis summary performed at each study intersection.

## 6. Recommendations

Based on the findings of this study, specific geometric and traffic control improvements have been identified at study intersections. The improvements are summarized below and are illustrated in Figure E-1.

### Recommended Improvements

#### Buckhorn Road and I-40/I-85 Eastbound Ramps

- Monitor intersection for signalization, and install traffic signal once warranted and approved by NCDOT and the City. *Based on anticipated no-build (2023) operations, this improvement should be considered regardless of if the proposed development is built.*

#### Buckhorn Road and I-40/I-85 Westbound Ramps

- Monitor intersection for signalization, and install traffic signal once warranted and approved by NCDOT and the City.

#### West Ten Road and Site Drive 1

- Construct the northbound approach with one (1) ingress lane and one (1) egress lane.
- Provide stop control for the northbound approach.

#### West Ten Road and Site Drive 2

- Construct the northbound approach with one (1) ingress lane and one (1) egress lane.
- Provide stop control for the northbound approach.

#### Buckhorn Road and Site Drive 3

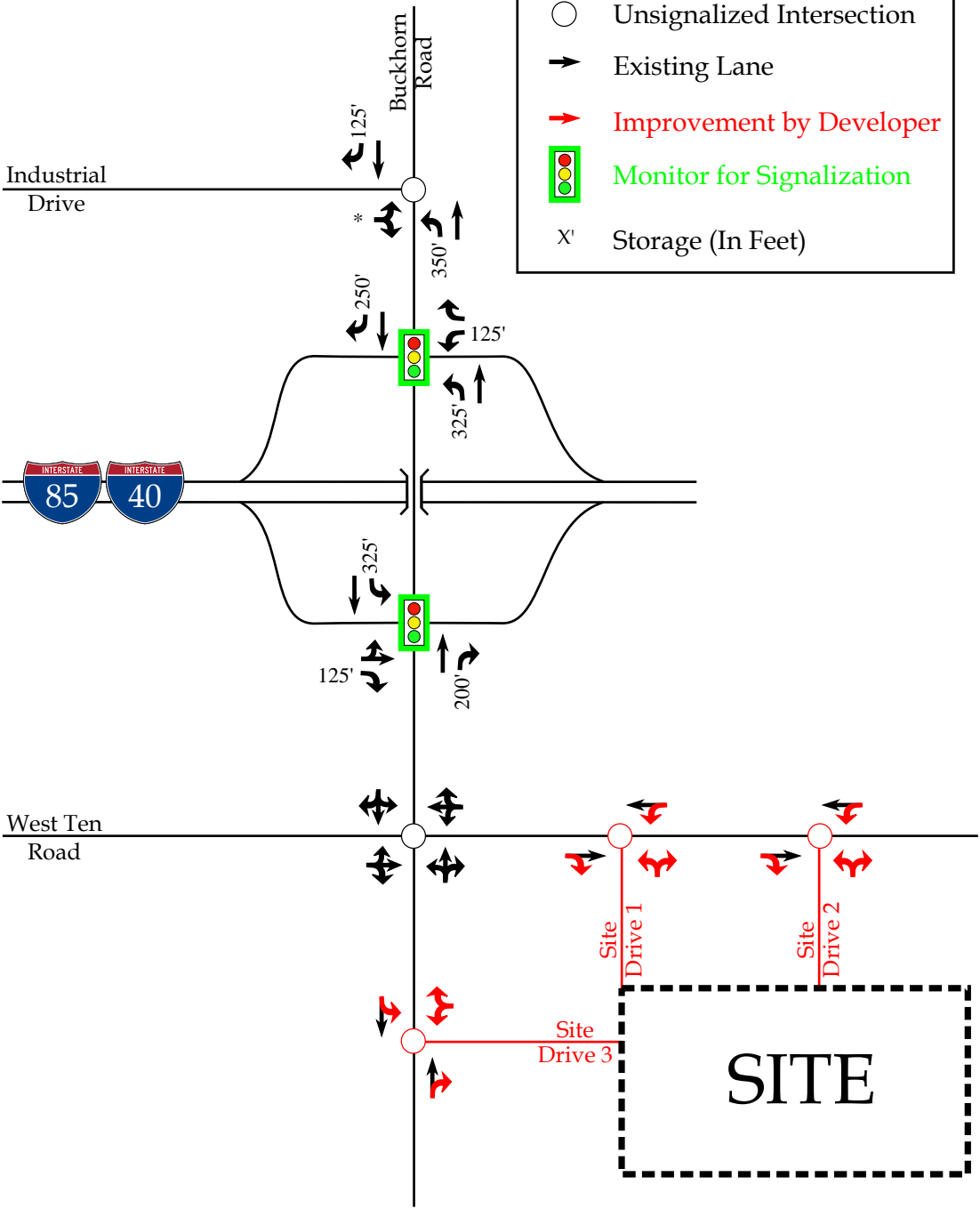
- Construct the westbound approach with one (1) ingress lane and one (1) egress lane.
- Provide stop control for the westbound approach.





**LEGEND**

- Unsignalized Intersection
- ➔ Existing Lane
- ➔ Improvement by Developer
- 🚦 Monitor for Signalization
- X' Storage (In Feet)



\*Pavement width currently exists to accommodate two (2) approach lanes; however, it is not currently striped to include exclusive right and left turn lanes.

<p>Moving forward.</p> <p><b>RAMEY KEMP ASSOCIATES</b></p>	<p>West Ten Industrial Mebane, NC</p>	<p>Recommended Lane Configurations</p>	
		<p>Scale: Not to Scale</p>	<p>Figure E-1</p>

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**TRAFFIC IMPACT ANALYSIS**  
**WEST TEN INDUSTRIAL**  
**MEBANE, NORTH CAROLINA**

**1. INTRODUCTION**

The contents of this report present the findings of the Traffic Impact Analysis (TIA) conducted for the proposed West Ten Industrial development to be located in the southeast quadrant at the intersection of West Ten Road and Buckhorn Road in Mebane, North Carolina. The purpose of this study is to determine the potential impacts to the surrounding transportation system created by traffic generated by the proposed development, as well as recommend improvements to mitigate the impacts.

The proposed development is expected to consist of a 675,000 sq. ft. warehouse and is expected to be built-out in 2023. It should be noted that the proposed development is anticipated to be below North Carolina Department of Transportation (NCDOT) threshold to require a TIA; however, a courtesy copy of the TIA will be provided to the NCDOT.

The study analyzes traffic conditions during the weekday AM and PM peak hours for the following scenarios:

- Existing (2020) Traffic Conditions
- No-Build (2023) Traffic Conditions
- Build (2023) Traffic Conditions

**1.1. Site Location and Study Area**

The development is proposed to be located in the southeast quadrant at the intersection of West Ten Road and Buckhorn Road in Mebane, North Carolina. Refer to Figure 1 for the site location map.

The study area for the TIA was determined through coordination with the NCDOT and the City of Mebane (City) and consists of the following existing intersections:

- Buckhorn Road and West Ten Road

- Buckhorn Road and I-40/I-85 Eastbound Ramps
- Buckhorn Road and I-40/I-85 Westbound Ramps
- Buckhorn Road and Industrial Drive

Refer to Appendix A for the approved scoping documentation.

### **1.2. Proposed Land Use and Site Access**

The site is expected to be located in the southeast quadrant at the intersection of West Ten Road and Buckhorn Road. The proposed development, anticipated to be completed in 2023, is assumed to consist of a 675,000 sq. ft. warehouse.

Site access will be provided via two (2) full movement access points along West Ten Road and one (1) potential future full movement access point along Buckhorn Road. Refer to Figure 2 for a copy of the preliminary site plan.

### **1.3. Adjacent Land Uses**

The proposed development is located in an area consisting primarily of farms, undeveloped land, and residential development. Along Buckhorn Road approximately 0.50 mile to the north of the proposed site are two (2) gas stations. Along West Ten Road approximately 1.25 miles to the east of the proposed site is Gravelly Hill Middle School. The school consists of 460 students in grades 6-8 with a current bell schedule of 8:30 AM to 3:35 PM. Refer to Section 2 of the report for more information on Gravelly Hill Middle School and how the school contributes to existing (2020) peak hour conditions.

### **1.4. Existing Roadways**

Existing lane configurations (number of traffic lanes on each intersection approach), lane widths, speed limits, and other intersection and roadway information within the study area are shown in Figure 3. Table 1, on the following page, provides a summary of this information, as well.

**Table 1: Existing Roadway Inventory**

Road Name	Route Number	Typical Cross Section	Speed Limit	Maintained By	2019 AADT (vpd)
I-40/I-85	I-40/I-85	8-lane divided	65 mph	NCDOT	111,000
Buckhorn Road	SR 1114	2-lane undivided	35 mph / 45 mph	NCDOT	2,100*
West Ten Road	SR 1146	2-lane undivided	55 mph	NCDOT	2,300
Industrial Drive	SR 1374	2-lane undivided	45 mph	NCDOT	1,600**

\*ADT from 2017

\*\*ADT based on the traffic counts from 2019 grown to 2020 and assuming the weekday PM peak hour volume is 10% of the average daily traffic.



**LEGEND**

- - - Proposed Site Location
- Study Intersection
- - - Study Area



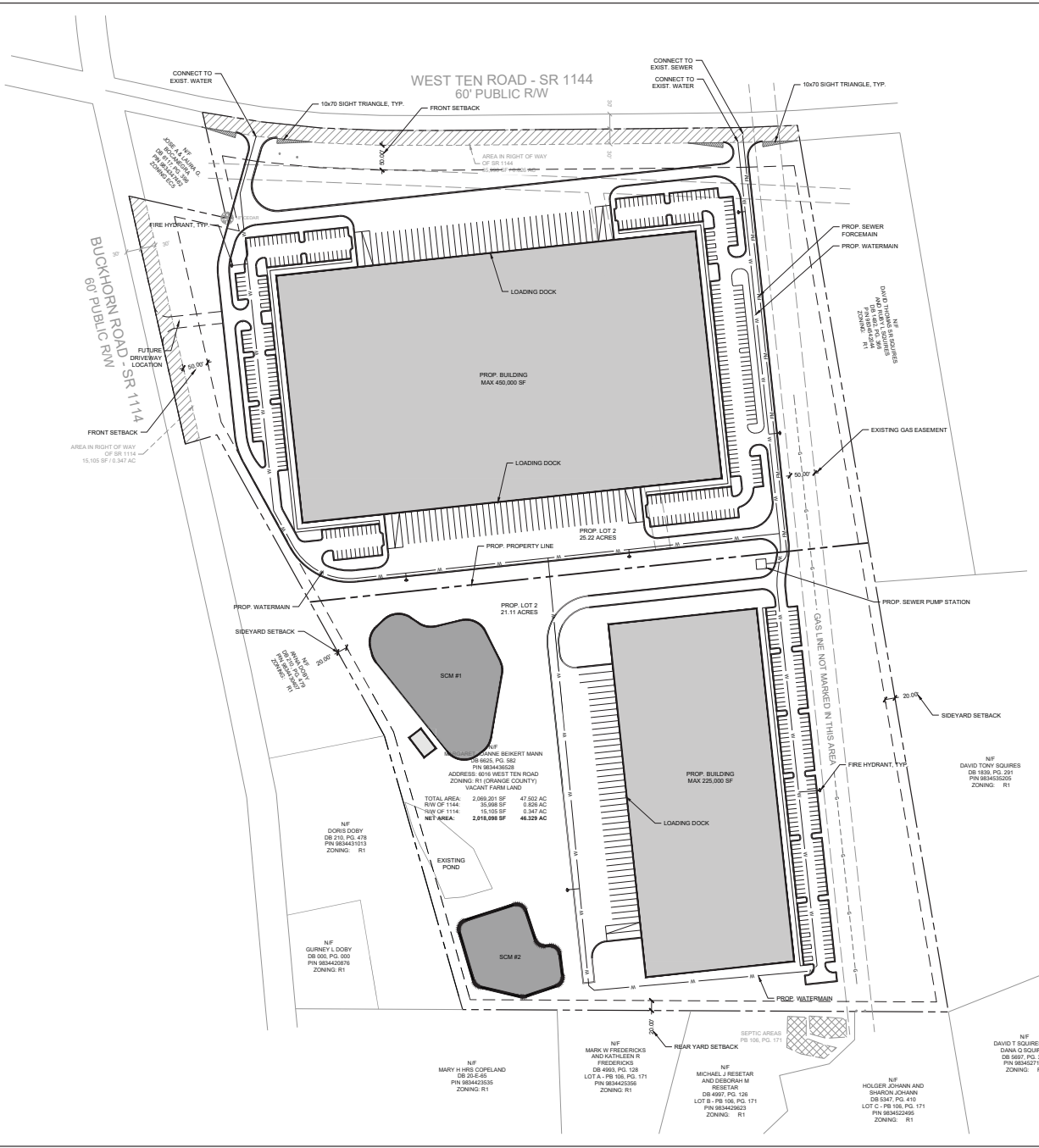
West Ten Industrial  
Mebane, NC

Site Location Map

Scale: Not to Scale

Figure 1





**PARCEL INFORMATION:**  
**PL 8848585**  
 DICK FORE  
 LOCATION: 6016 WEST TEN ROAD  
 OWNER: MARSHALL JOHNS BERT MANN  
 OWNER ADDRESS: 1865 NC 119 S  
 WEAKE, NC 27202

**SITE DATA**

- 1. TOTAL SITE GROSS ACREAGE: 47.59 AC
- 2. RIGHT OF WAY DEDICATION: 1.17 AC
- 3. GROSS ADJUSTED SITE ACREAGE: 46.33 AC
- 4. EXISTING ZONING: R1 (ORANGE COUNTY)
- 5. PROPOSED ZONING: MU(CD)
- 6. MAX BUILDING HEIGHT: 150 FEET
- 7. EXISTING USE: VACANT FARM
- 8. PROPOSED USE: INDUSTRIAL WAREHOUSE/OFFICE
- 9. REGULATORY BASIN: FALL LAKE
- 10. STREAM: END RIVER
- 11. RIVER: NEUSE
- 12. REQUIRED TREE COVERAGE: N/A

**STREAM BUFFERS**  
 1. THERE ARE NO STREAM BUFFERS ONSITE

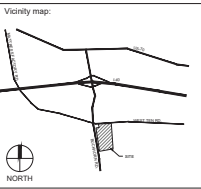
**FLOODPLAIN**  
 1. THERE IS NO FLOODPLAIN ON SITE PER FIRM MAP97100840J, REVISED 02/02/2017

**PARKING**  
 PARCEL 1 - 305 SPACES  
 PARCEL 2 - 447 SPACES

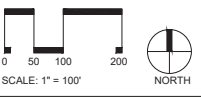
**NOTE:**  
 BUILDING PLAN SHOWN IS SCHEMATIC TO SHOW GENERAL COMPLIANCE WITH THE CITY OF MEDANES UNIFIED DEVELOPMENT ORDINANCE. FINAL BUILDING AND PARKING NUMBERS, SIZE, AND LOCATIONS SUBJECT TO CHANGE.



**Client:**  
 AL MEYER  
 4509 CREEDMOOR RD, SUITE 201  
 RALEIGH, NC 27612  
 P 919.616.6227



Seal: PRELIMINARY - DO NOT USE FOR CONSTRUCTION



**WEST TEN INDUSTRIAL**


Issued for:

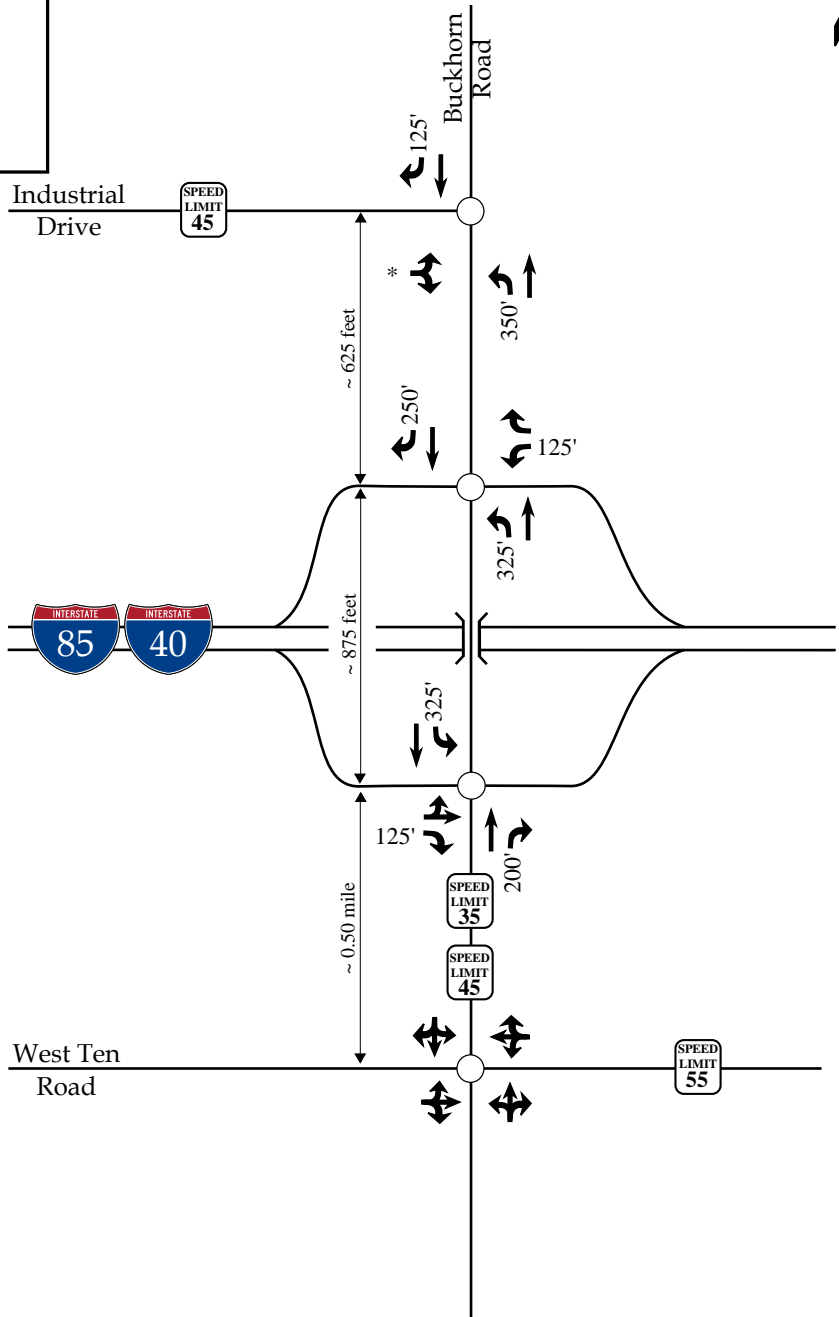
No.	Date	Description

**SITE PLAN**

Project number: C20047 Sheet #: **C3.00**  
 Issued Date: 09.28.2020  
 Drawn by: TS  
 Approved by: TS

**LEGEND**

- Unsignalized Intersection
- ➔ Existing Lane
- X' Storage (In Feet)
-  Posted Speed Limit



\*Pavement width currently exists to accommodate two (2) approach lanes; however, it is not currently striped to include exclusive right and left turn lanes.

Moving forward.



**RAMEY KEMP ASSOCIATES**

West Ten Industrial  
Mebane, NC

Existing  
Lane Configurations

Scale: Not to Scale

Figure 3

## 2. EXISTING (2020) PEAK HOUR CONDITIONS

### 2.1. Existing (2020) Peak Hour Traffic

Typical weekday AM (7:00 – 9:00 AM) and PM (4:00 – 6:00 PM) peak hour turning movements counts were collected at the intersection of Buckhorn Road and West Ten Road in September of 2016, while local schools were in session, and were provided by the NCDOT. Counts at the following intersections were collected in September of 2019 by RKA during typical weekday AM and PM peak hours, while schools were in session:

- Buckhorn Road and I-40/I-85 Eastbound Ramps
- Buckhorn Road and I-40/I-85 Westbound Ramps
- Buckhorn Road and Industrial Drive

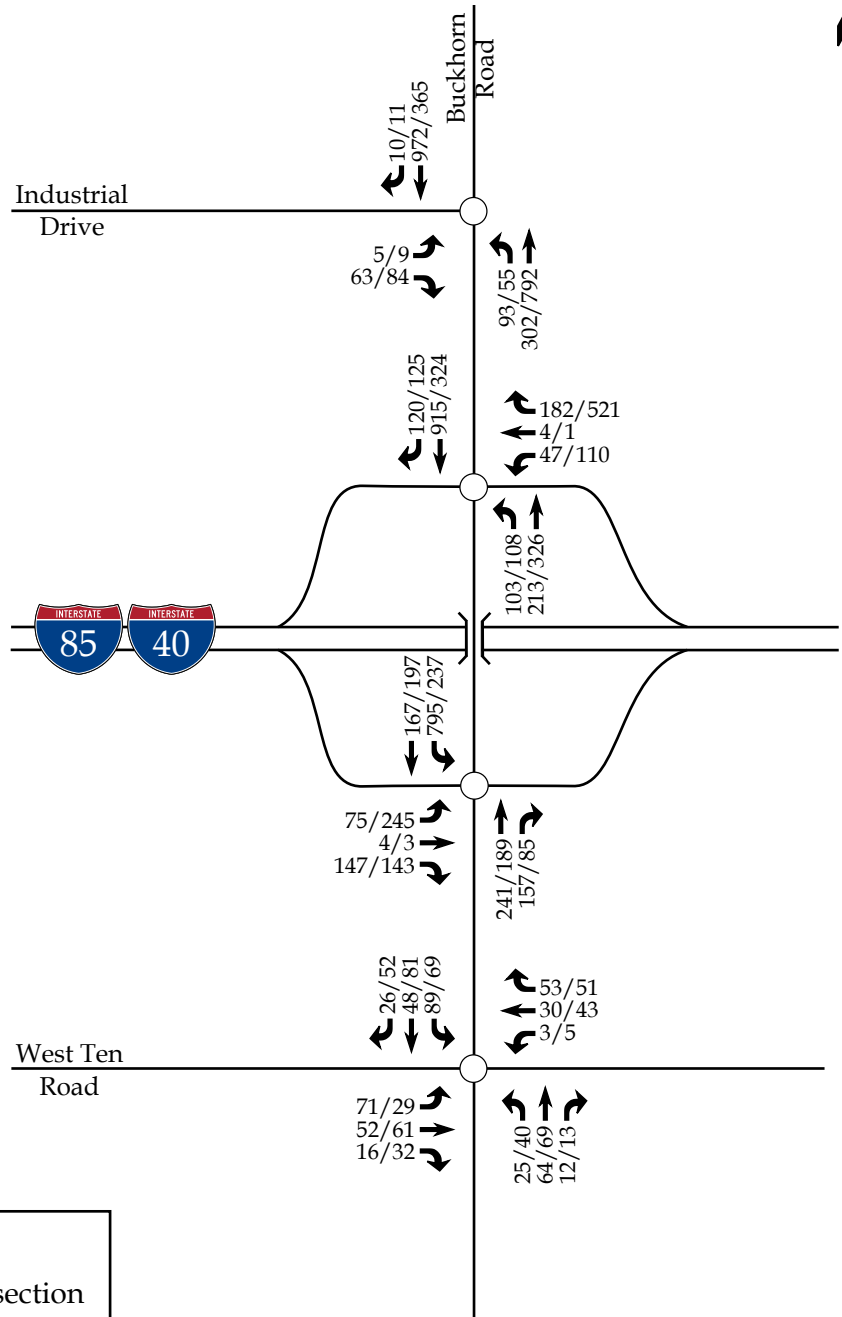
All count data was grown to 2020 utilizing a 2% annually compounded growth rate based on historical data within the vicinity of the site and based on recent TIAs for other developments in the area. Traffic volumes were balanced along Buckhorn Road between Industrial Drive and the I-40/I-85 ramps due to limited development between intersections. Imbalances between the I-40/I-85 ramps and West Ten Road along Buckhorn Road were determined to be reasonable based on the existing Petro Shopping Center and gas stations; therefore, volumes were not balanced along this segment of Buckhorn Road.

It should be noted that all count data was collected while schools were in session, and captured trips to/from Gravelly Hill Middle School. The school consists of 460 students in grades 6-8 with a current bell schedule of 8:30 AM to 3:35 PM. The weekday AM (7:00 – 9:00 AM) peak hour would capture the AM school trips. The weekday PM peak hour (occurring from 5:15 – 6:15pm based on count data) had significantly higher volumes at the intersection of West Ten Road and Buckhorn Road than the school PM peak period (2:00 – 4:00 PM based on the current bell schedule), so it is expected that the weekday PM (4:00 – 6:00 PM) peak hour would be more conservative for analysis purposes even though it is after the school lets out (3:35 PM). There may also be afterschool care or extracurriculars at the middle school that would contribute to the weekday PM peak hour and the proposed industrial site would be expected to generate more trips during the weekday PM peak hour than the school PM peak

hour. Refer to Figure 4 for existing (2020) weekday AM and PM peak hour traffic volumes. A copy of the count data is located in Appendix B of this report.

## **2.2. Analysis of Existing (2020) Peak Hour Traffic**

The existing (2020) weekday AM and PM peak hour traffic volumes were analyzed to determine the current levels of service at the study intersections under existing roadway conditions. Signal information was obtained from NCDOT and is included in Appendix C. The results of the analysis are presented in Section 7 of this report.



**LEGEND**

○ Unsignalized Intersection

X / Y → Weekday AM / PM Peak Hour Traffic

Moving forward.

**RAMEY KEMP ASSOCIATES**

West Ten Industrial  
Mebane, NC

Existing (2020)  
Peak Hour Traffic

---

Scale: Not to Scale      Figure 4

### 3. NO-BUILD (2023) PEAK HOUR CONDITIONS

In order to account for growth of traffic and subsequent traffic conditions at a future year, no-build traffic projections are needed. No-build traffic is the component of traffic due to the growth of the community and surrounding area that is anticipated to occur regardless of whether or not the proposed development is constructed. No-build traffic is comprised of existing traffic growth within the study area and additional traffic created as a result of adjacent approved developments.

#### 3.1. Ambient Traffic Growth

Through coordination with the City and NCDOT, it was determined that an annual growth rate of 2% would be used to generate projected (2023) weekday AM and PM peak hour traffic volumes. Refer to Figure 5 for projected (2023) peak hour traffic.

#### 3.2. Adjacent Development Traffic

Through coordination with the City and NCDOT, the following adjacent developments were identified to be included as an approved adjacent development in this study:

- Project Titanium
- Medline

Table 2 on the following page provides a summary of the adjacent developments. Additional adjacent development information can be found in Appendix D.

**Table 2: Adjacent Development Information**

Development Name	Location	Build-Out Year	Land Use / Intensity	TIA Performed
Project Titanium	West of Buckhorn Road along Industrial Drive	2021	203,400 sq. ft. manufacturing expansion onto the existing 345,225 sq. ft. industrial site	October 2019 by RKA
Medline	5511 West Ten Road	N/A <i>Expected prior to the build-out of the proposed development</i>	1,200,000 sq. ft. warehousing	N/A <i>Trips generated and applied to roadway network*</i>

\*Refer to Appendix C for the approved Medline trip generation, distribution, and assignment.

The adjacent developments were approved, during scoping, by the City and NCDOT. Adjacent development trips are shown in Figure 6. Adjacent development information can be found in Appendix C.

**3.3. Future Roadway Improvements**

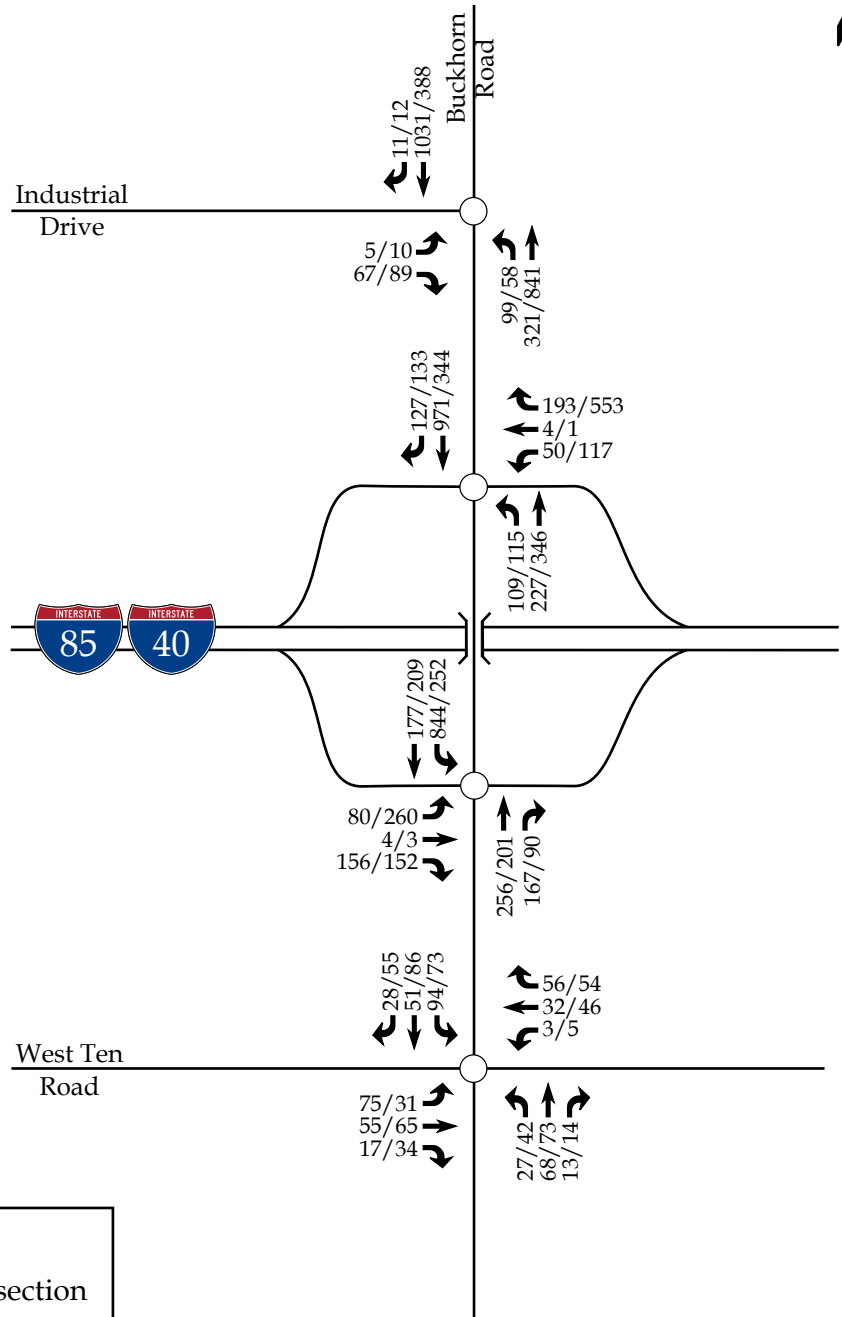
Based on coordination with the NCDOT and the City, it was determined there were no future roadway improvements to consider with this study.

**3.4. No-Build (2023) Peak Hour Traffic Volumes**

The no-build (2023) traffic volumes were determined by projecting the existing (2020) peak hour traffic to the year 2023, and adding the adjacent development trips. Refer to Figure 7 for an illustration of the no-build (2023) peak hour traffic volumes at the study intersections.

**3.5. Analysis of No-Build (2023) Peak Hour Traffic Conditions**

The no-build (2023) AM and PM peak hour traffic volumes at the study intersections were analyzed with future geometric roadway conditions and traffic control. The analysis results are presented in Section 7 of this report.



**LEGEND**

○ Unsignalized Intersection

x / y → Weekday AM / PM Peak Hour Traffic

Moving forward.

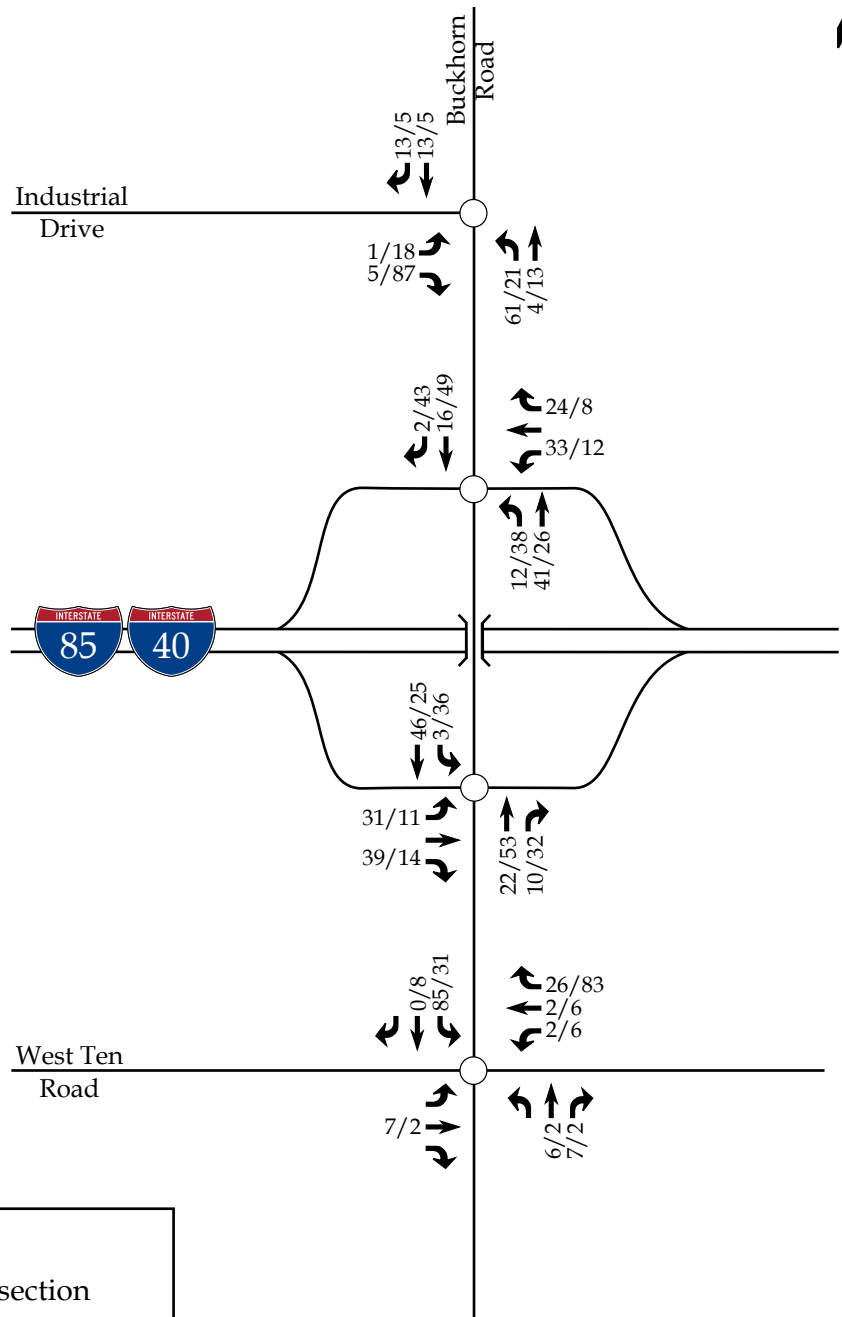
**RAMEY KEMP ASSOCIATES**

West Ten Industrial  
Mebane, NC

Projected (2023)  
Peak Hour Traffic

Scale: Not to Scale    Figure 5



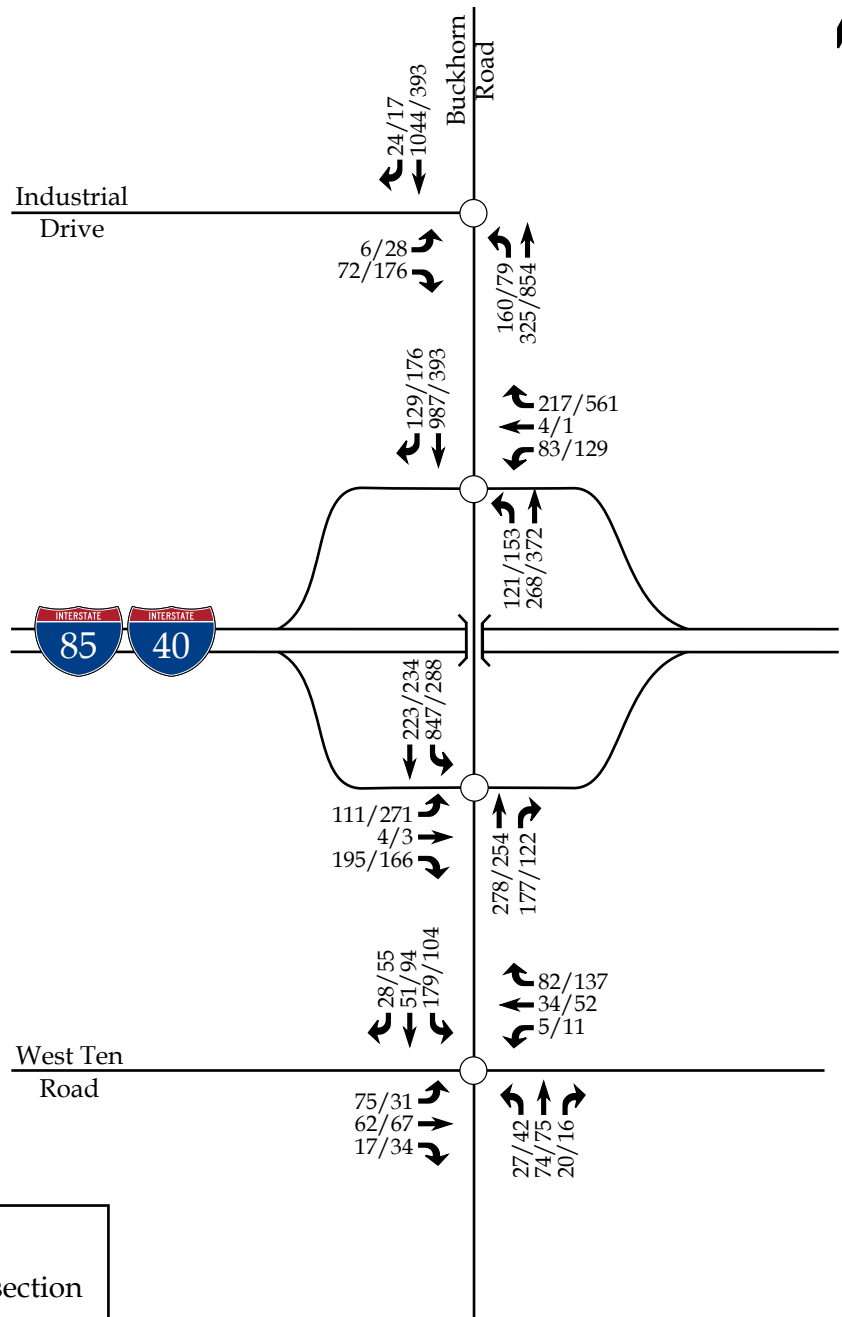


**LEGEND**

○ Unsignalized Intersection

X / Y → Weekday AM / PM Peak Hour Adjacent Development Trips

Moving forward.  <b>RAMEY KEMP ASSOCIATES</b>	West Ten Industrial Mebane, NC	Peak Hour Adjacent Development Trips	
		Scale: Not to Scale	Figure 6



**LEGEND**

○ Unsignalized Intersection

X / Y → Weekday AM / PM Peak Hour Traffic

Moving forward.

**RAMEY KEMP ASSOCIATES**

West Ten Industrial  
Mebane, NC

No-Build (2023)  
Peak Hour Traffic

---

Scale: Not to Scale      Figure 7

**4. SITE TRIP GENERATION AND DISTRIBUTION**

**4.1. Trip Generation**

The proposed development is expected to consist of a 675,000 sq. ft. warehouse. Average weekday daily, AM peak hour, and PM peak hour trips for the proposed development were estimated using methodology contained within the ITE *Trip Generation Manual*, 10th Edition. Table 3 provides a summary of the trip generation potential for the site.

**Table 3: Trip Generation Summary**

Land Use (ITE Code)	Intensity	Daily Traffic (vpd)	Weekday AM Peak Hour Trips (vph)		Weekday PM Peak Hour Trips (vph)	
			Enter	Exit	Enter	Exit
Warehousing (150)	675,000 sq. ft.	1,120	82	24	29	80

It is estimated that the proposed West Ten Industrial development will generate approximately 1,120 total site trips on the roadway network during a typical 24-hour weekday period. Of the daily traffic volume, it is anticipated that 106 trips (82 entering and 24 exiting) will occur during the weekday AM peak hour and 109 (29 entering and 80 exiting) will occur during the weekday PM peak hour.

**4.2. Site Trip Distribution and Assignment**

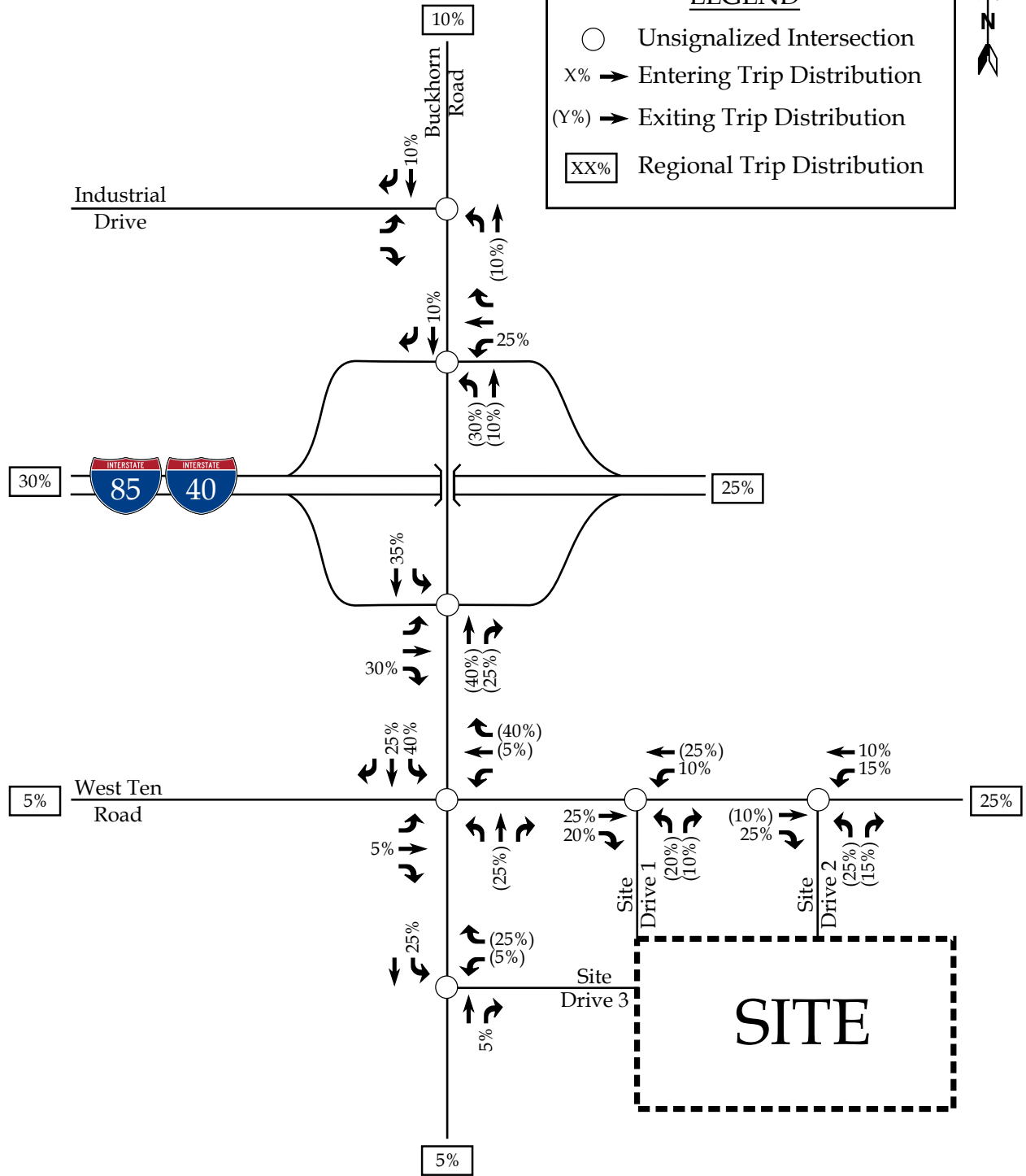
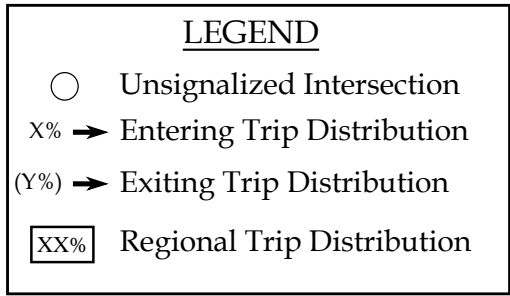
Trip distribution percentages used in assigning site traffic for this development were estimated based on a combination of existing traffic patterns, population centers adjacent to the study area, and engineering judgment.

It is estimated that the site trips will be regionally distributed as follows:

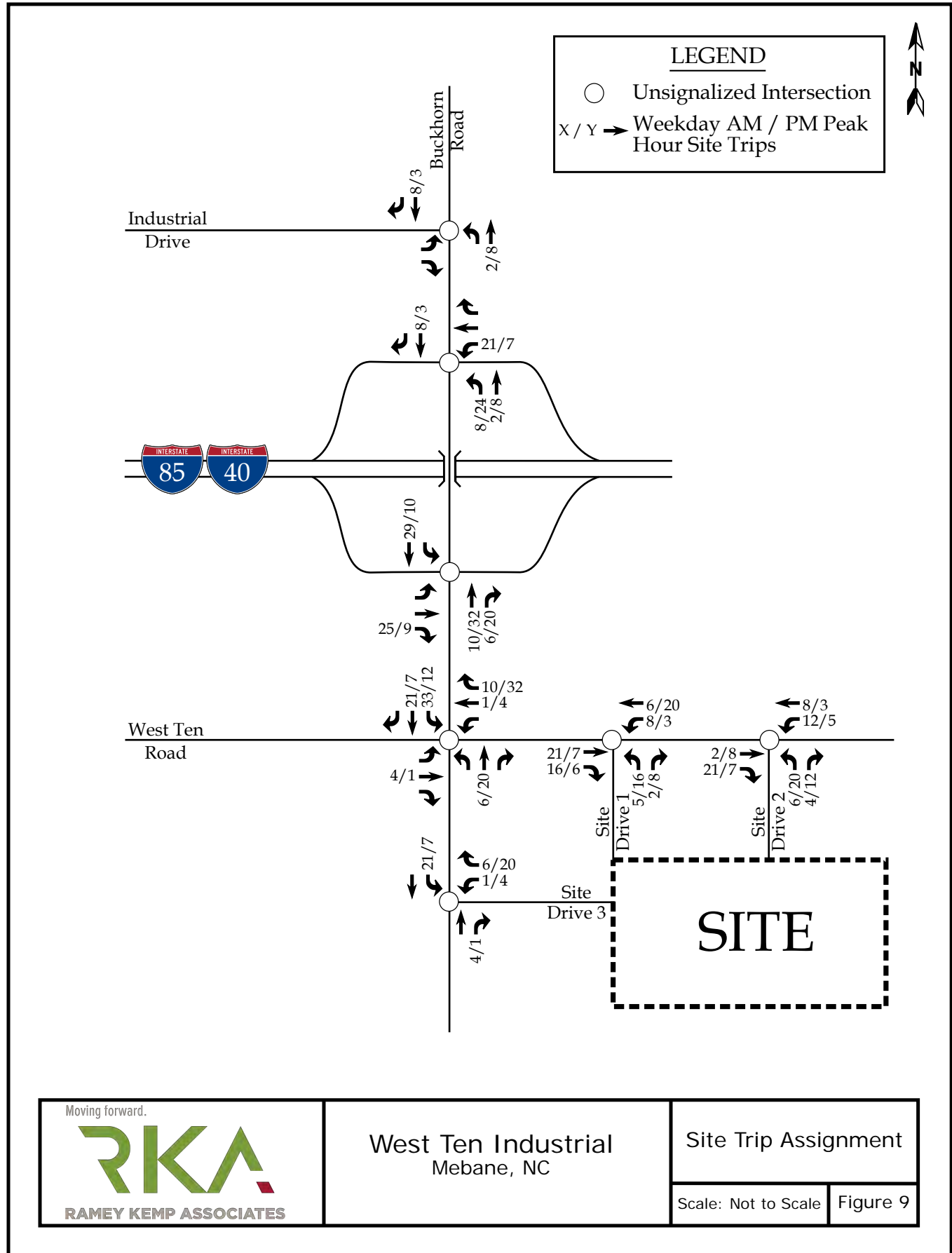
- 10% to/from the north via Buckhorn Road
- 5% to/from the south via Buckhorn Road
- 25% to/from the east via West Ten Road
- 5% to/from the west via West Ten Road
- 30% to/from the west via I-40/I-85

- 25% to/from the east via I-40/I-85

The site trip distribution is shown in Figure 8. Refer to Figure 9 for the site trip assignment,



<p>Moving forward.</p>  <p><b>RKA</b> RAMEY KEMP ASSOCIATES</p>	<p>West Ten Industrial Mebane, NC</p>	<p>Site Trip Distribution</p>	
		<p>Scale: Not to Scale</p>	<p>Figure 8</p>



Moving forward.



West Ten Industrial  
Mebane, NC

Site Trip Assignment

Scale: Not to Scale Figure 9

## **5. BUILD (2023) TRAFFIC CONDITIONS**

### **5.1. Build (2023) Peak Hour Traffic Volumes**

To estimate traffic conditions with the site fully built-out, the total site trips were added to the no-build (2023) traffic volumes to determine the build (2023) traffic volumes. Refer to Figure 10 for an illustration of the build (2023) peak hour traffic volumes with the proposed site fully developed.

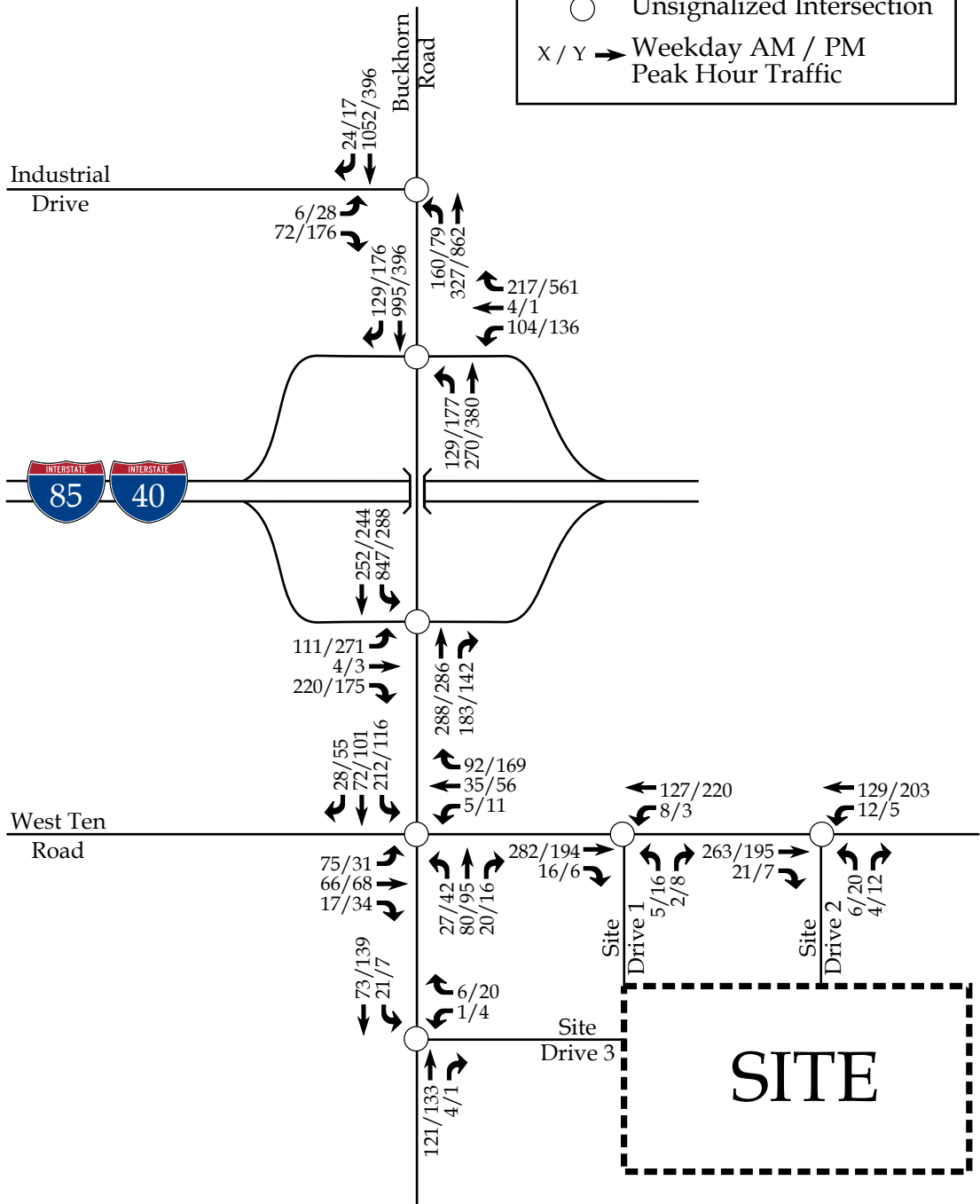
### **5.2. Analysis of Build (2023) Peak Hour Traffic**

Study intersections were analyzed with the build (2023) traffic volumes using the same methodology previously discussed for existing and no-build traffic conditions. Intersections were analyzed with improvements necessary to accommodate future traffic volumes. The results of the capacity analysis for each intersection are presented in Section 7 of this report.

**LEGEND**

○ Unsignalized Intersection

X / Y → Weekday AM / PM Peak Hour Traffic



Moving forward.

**RKA**

RAMEY KEMP ASSOCIATES

West Ten Industrial  
Mebane, NC

Build (2023)  
Peak Hour Traffic

Scale: Not to Scale    Figure 10



**6. TRAFFIC ANALYSIS PROCEDURE**

Study intersections were analyzed using the methodology outlined in the *Highway Capacity Manual* (HCM), 6<sup>th</sup> Edition published by the Transportation Research Board. Capacity and level of service are the design criteria for this traffic study. A computer software package, Synchro (Version 10.3), was used to complete the analyses for the study area intersections. Please note that the unsignalized capacity analysis does not provide an overall level of service for an intersection; only delay for an approach with a conflicting movement.

The HCM defines capacity as “the maximum hourly rate at which persons or vehicles can reasonably be expected to traverse a point or uniform section of a lane or roadway during a given time period under prevailing roadway, traffic, and control conditions.” Level of service (LOS) is a term used to represent different driving conditions, and is defined as a “qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers.” Level of service varies from Level “A” representing free flow, to Level “F” where breakdown conditions are evident. Refer to Table 4 for HCM levels of service and related average control delay per vehicle for both signalized and unsignalized intersections. Control delay as defined by the HCM includes “initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay”. An average control delay of 50 seconds at a signalized intersection results in LOS “D” operation at the intersection.

**Table 4: Highway Capacity Manual – Levels-of-Service and Delay**

UNSIGNALIZED INTERSECTION		SIGNALIZED INTERSECTION	
LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)	LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)
A	0-10	A	0-10
B	10-15	B	10-20
C	15-25	C	20-35
D	25-35	D	35-55
E	35-50	E	55-80
F	>50	F	>80

**6.1. Adjustments to Analysis Guidelines**

Capacity analysis at all study intersections was completed according to the NCDOT Congestions Management Guidelines.

**7. CAPACITY ANALYSIS**

**7.1. Buckhorn Road and West Ten Road**

The existing unsignalized, all-way stop-controlled intersection of Buckhorn Road and West Ten Road was analyzed under existing (2020), no-build (2023), and build (2023) traffic conditions with lane configurations and traffic control shown in Table 5. Refer to Table 5 for a summary of the analysis results. Refer to Appendix D for the Synchro capacity analysis reports.

**Table 5: Analysis Summary of Buckhorn Road and West Ten Road**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
Existing (2020) Conditions	EB	1 LT-TH-RT	A <sup>3</sup>	A (9)	A <sup>3</sup>	A (9)
	WB	1 LT-TH-RT	A <sup>3</sup>		A <sup>3</sup>	
	NB	1 LT-TH-RT	A <sup>3</sup>		A <sup>3</sup>	
	SB	1 LT-TH-RT	A <sup>3</sup>		A <sup>3</sup>	
No-Build (2023) Conditions	EB	1 LT-TH-RT	A <sup>3</sup>	B (10)	A <sup>3</sup>	B (10)
	WB	1 LT-TH-RT	A <sup>3</sup>		B <sup>3</sup>	
	NB	1 LT-TH-RT	A <sup>3</sup>		A <sup>3</sup>	
	SB	1 LT-TH-RT	B <sup>3</sup>		B <sup>3</sup>	
Build (2023) Conditions	EB	1 LT-TH-RT	B <sup>3</sup>	B (11)	B <sup>3</sup>	B (11)
	WB	1 LT-TH-RT	A <sup>3</sup>		B <sup>3</sup>	
	NB	1 LT-TH-RT	A <sup>3</sup>		B <sup>3</sup>	
	SB	1 LT-TH-RT	B <sup>3</sup>		B <sup>3</sup>	

3. Level of service for all-way stop-controlled approach.

Capacity analysis of existing (2020), no-build (2023), and build (2023) traffic conditions indicates the approaches at the intersection of Buckhorn Road and West Ten Road are expected to operate at LOS B or better during the weekday AM and PM peak hours. Based on SimTraffic results, there is anticipated to be minimal queuing on the approaches. The site plan indicates that the site access points will be beyond the maximum queuing on the westbound and northbound approaches at this study intersection.

**7.2. Buckhorn Road and I-40/I-85 Eastbound Ramps**

The existing unsignalized intersection of Buckhorn Road and I-40/I-85 Eastbound Ramps was analyzed under existing (2020), no-build (2023), and build (2023) traffic conditions with existing lane configurations and traffic control. Refer to Table 6 for a summary of the analysis results. Refer to Appendix E for the Synchro capacity analysis reports.

**Table 6: Analysis Summary of Buckhorn Road and I-40/I-85 Eastbound Ramps**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
Existing (2020) Conditions	EB	1 LT-TH, 1 RT	F <sup>2</sup>	N/A	F <sup>2</sup>	N/A
	NB	1 TH, 1 RT	--		--	
	SB	1 LT, 1 TH	B <sup>1</sup>		A <sup>1</sup>	
No-Build (2023) Conditions	EB	1 LT-TH, 1 RT	F <sup>2</sup>	N/A	F <sup>2</sup>	N/A
	NB	1 TH, 1 RT	--		--	
	SB	1 LT, 1 TH	C <sup>1</sup>		A <sup>1</sup>	
Build (2023) Conditions	EB	1 LT-TH, 1 RT	F <sup>2</sup>	N/A	F <sup>2</sup>	N/A
	NB	1 TH, 1 RT	--		--	
	SB	1 LT, 1 TH	C <sup>1</sup>		A <sup>1</sup>	
Build (2023) Conditions - Signalized	EB	1 LT-TH, 1 RT	F	D (45)	D	C (24)
	NB	1 TH, 1 RT	D		C	
	SB	1 LT, 1 TH	C		B	

Improvements to lane configurations are shown in bold.

1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis of existing (2020), no-build (2023), and build (2023) traffic conditions indicates the minor-street approach at the intersection of Buckhorn Road and I-40/I-85 Eastbound Ramps is expected to operate at LOS F during the weekday AM and PM peak hours. The major-street left-turn movement is expected to operate at LOS C or better under all analysis scenarios during the weekday AM and PM peak hours. Based on SimTraffic simulations, the eastbound approach queuing is anticipated to spillback onto I-40/I-85 under all analysis scenarios. It should be noted that the Project Titanium TIA identified a traffic signal at the study intersection, but ultimately did not recommend this improvement.

Geometric changes to the intersection were considered; however, due to the intersection's built-out nature, with turn lanes on all approaches, and due to the limited roadway width to the north because of the bridge, there were no reasonable geometric improvements that were expected to provide a significant improvement at the study intersection. Alternatively, a traffic signal was considered, and the existing (2020), no-build (2023), and build (2023) traffic volumes were analyzed utilizing the criteria contained in the *Manual on Uniform Traffic Control Devices* (MUTCD). A traffic signal was warranted during both the weekday AM and PM peak hours under all analysis scenarios. With a traffic signal, the intersection is anticipated to operate at an overall LOS D during the weekday AM peak hour and LOS C during the weekday PM peak hour. Based on SimTraffic simulations, queuing is anticipated to be improved and contained on the eastbound off-ramp with the provision of a traffic signal.

It should be noted that the proposed development is only expected to account for approximately 4% of the total traffic at this intersection and the adjacent development traffic growth is anticipated to account for more than double the proposed site traffic growth to this study intersection. Additionally, along the eastbound approach, the proposed development is only anticipated to contribute to the eastbound right-turn movement, which is expected to operate with less delay than the eastbound left-turn movement during the weekday AM and PM peak hours. It should be noted that queuing is anticipated to spillback onto I-40/I-85 under all analysis scenarios with or without the proposed development. It is recommended that the intersection be monitored for signalization and a traffic signal be installed once warranted and approved by NCDOT and the City regardless of if the proposed site is constructed or not. Based on the anticipated no-build traffic growth at this study intersection, a traffic signal should not be a requirement solely of the proposed development.

**7.3. Buckhorn Road and I-40/I-85 Westbound Ramps**

The existing unsignalized intersection of Buckhorn Road and I-40/I-85 Westbound Ramps was analyzed under existing (2020), no-build (2023), and build (2023) traffic conditions with the lane configurations and traffic control shown in Table 7. Refer to Table 7 for a summary of the analysis results. Refer to Appendix F for the Synchro capacity analysis reports.

**Table 7: Analysis Summary of Buckhorn Road and I-40/I-85 Westbound Ramps**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
Existing (2020) Conditions	WB NB SB	1 LT-TH, 1 RT 1 LT, 1 TH 1 TH, 1 RT	C <sup>2</sup> B <sup>1</sup> --	N/A	D <sup>2</sup> A <sup>1</sup> --	N/A
No-Build (2023) Conditions	WB NB SB	1 LT-TH, 1 RT 1 LT, 1 TH 1 TH, 1 RT	F <sup>2</sup> B <sup>1</sup> --	N/A	F <sup>2</sup> A <sup>1</sup> --	N/A
Build (2023) Conditions	WB NB SB	1 LT-TH, 1 RT 1 LT, 1 TH 1 TH, 1 RT	F <sup>2</sup> B <sup>1</sup> --	N/A	F <sup>2</sup> A <sup>1</sup> --	N/A
Build (2023) Conditions - Signalized	WB NB SB	1 LT-TH, 1 RT 1 LT, 1 TH 1 TH, 1 RT	F D C	D (42)	D C C	C (34)

Improvements to lane configurations are shown in bold.

1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis of existing (2020) traffic conditions indicates that the minor-street approach at the intersection of Buckhorn Road and I-40/I-85 Westbound Ramps is expected to operate at LOS C during the weekday AM peak hour and LOS D during the weekday PM peak hour. Under no-build (2023) and build (2023) traffic conditions the minor-street approach is expected to operate at LOS F during the weekday AM and PM peak hours. The major-street left-turn movement is expected to operate at LOS B or better under all analysis scenarios during the weekday AM and PM peak hours. Based on SimTraffic simulations, the westbound approach queuing is anticipated to spillback onto I-40/I-85 under build (2023) conditions.

Geometric changes to the intersection were considered; however, due to the intersection's built-out nature, with turn lanes on all approaches, and due to the limited roadway width to the south because of the bridge, there were no reasonable geometric improvements that were expected to provide a significant improvement at the study intersection. Alternatively, a traffic signal was considered, and the existing (2020), no-build (2023), and build (2023) traffic volumes were analyzed utilizing the criteria contained in the *Manual on Uniform Traffic Control Devices* (MUTCD). A traffic signal was warranted during both the weekday AM and PM peak hours under all analysis scenarios. With a traffic signal, the intersection is anticipated to operate at an overall LOS D during the weekday AM peak hour and LOS C during the weekday PM peak hour. Based on SimTraffic simulations, queuing is anticipated to be improved and contained on the westbound off-ramp with the provision of a traffic signal.

It should be noted that the proposed development is only expected to account for approximately 2% of the total traffic at this intersection; however, due to the heavy queuing, it is recommended that this intersection be monitored for signalization. Based on the anticipated no-build traffic growth at this study intersection, a traffic signal should not be a requirement solely of the proposed development.

**7.4. Buckhorn Road and Industrial Drive**

The existing unsignalized intersection of Buckhorn Road and Industrial Drive was analyzed under existing (2020), no-build (2023), and build (2023) traffic conditions with the lane configurations and traffic control shown in Table 8. Refer to Table 8 for a summary of the analysis results. Refer to Appendix G for the Synchro capacity analysis reports.

**Table 8: Analysis Summary of Buckhorn Road and Industrial Drive**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
Existing (2020) Conditions	EB NB SB	1 LT-RT 1 LT, 1 TH 1 TH, 1 RT	D <sup>2</sup> B <sup>1</sup> --	N/A	B <sup>2</sup> A <sup>1</sup> --	N/A
No-Build (2023) Conditions	EB NB SB	1 LT-RT 1 LT, 1 TH 1 TH, 1 RT	E <sup>2</sup> B <sup>1</sup> --	N/A	D <sup>2</sup> A <sup>1</sup> --	N/A
Build (2023) Conditions	EB NB SB	1 LT-RT 1 LT, 1 TH 1 TH, 1 RT	E <sup>2</sup> B <sup>1</sup> --	N/A	D <sup>2</sup> A <sup>1</sup> --	N/A
Build (2023) Conditions - <i>Field Operations*</i>	EB NB SB	1 LT, 1 RT* 1 LT, 1 TH 1 TH, 1 RT	D <sup>2</sup> B <sup>1</sup> --	N/A	C <sup>2</sup> A <sup>1</sup> --	N/A

1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

\*Based on existing pavement width, the eastbound approach is wide enough for a two-lane approach. This approach is currently unstriped; however, a 25-foot eastbound right-turn lane was analyzed to demonstrate anticipated field conditions.

Capacity analysis of existing (2020) conditions indicates that the minor-street approach and major-street left-turn movement at the intersection of Buckhorn Road and Industrial Drive are expected to operate at LOS D or better during the weekday AM and PM peak hours. Under no-build (2023) and build (2023) traffic conditions, the major-street left-turn movement is expected to operate at LOS B or better during the weekday AM and PM peak hours, while the minor-street approach is expected to operate at at LOS E during the weekday AM peak hour and LOS D during the weekday PM peak hour. Poor levels-of-service are not uncommon at stop-controlled minor-street approaches opposing heavy mainline volumes.

Under existing (2020) conditions, the eastbound minor-street approach is unstriped; however, the eastbound approach pavement lane is wide enough for a two-lane approach. The intersection was analyzed under build (2023) traffic conditions with a 25-foot eastbound right-turn lane to demonstrate field conditions. With the addition of a 25-foot eastbound right-turn lane, the minor-street approach at this intersection is expected to operate at LOS D or better during the weekday AM and PM peak hours.

It should be noted that the proposed West Ten Industrial development is only anticipated to add trips to the mainline through movements at this intersection and is not anticipated to contribute to the minor-street approach. Overall, the proposed development is anticipated to add less than 1% of the total traffic at this study intersection under future conditions. Due to the low impact of the proposed development on the study intersection, no improvements are recommended by the developer.



**7.5. West Ten Road and Site Drive 1**

The proposed intersection of West Ten Road and Site Drive 1 was analyzed under build (2023) traffic conditions with the lane configurations and traffic control shown in Table 9. Refer to Table 9 for a summary of the analysis results. Refer to Appendix H for the Synchro capacity analysis reports.

**Table 9: Analysis Summary of West Ten Road and Site Drive 1**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
Build (2023) Conditions	EB WB NB	<b>1 TH-RT</b> <b>1 LT-TH</b> <b>1 LT-RT</b>	-- A <sup>1</sup> B <sup>2</sup>	N/A	-- A <sup>1</sup> B <sup>2</sup>	N/A

Improvements to lane configurations by the developer are shown in bold.

1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis of build (2023) traffic conditions indicates the minor-street approach and major-street left-turn movement at the proposed intersection of West Ten Road and Site Drive 1 are expected to operate at LOS B or better during the weekday AM and PM peak hours. Based on SimTraffic simulations, no off-site queuing is anticipated to impact the proposed driveway.

Left- and right-turn lanes were considered based on the NCDOT *Policy on Street and Driveway Access to North Carolina Highways*; however, due to the low AADT volumes along the site frontage (1,700 vehicles per day in 2016 and estimated to be approximately 2,900 vehicles per day in 2023, assuming a 2% annually compounded growth rate and conservatively including all site traffic) and relatively low weekday AM and PM peak hour through volumes along West Ten Road, no turn lanes are recommended into the proposed site.

**7.6. West Ten Road and Site Drive 2**

The proposed intersection of West Ten Road and Site Drive 2 was analyzed under build (2023) traffic conditions with the lane configurations and traffic control shown in Table 10. Refer to Table 10 for a summary of the analysis results. Refer to Appendix I for the Synchro capacity analysis reports.

**Table 10: Analysis Summary of West Ten Road and Site Drive 2**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
Build (2023) Conditions	EB WB NB	<b>1 TH-RT</b> <b>1 LT-TH</b> <b>1 LT-RT</b>	-- A <sup>1</sup> B <sup>2</sup>	N/A	-- A <sup>1</sup> B <sup>2</sup>	N/A

Improvements to lane configurations are shown in bold.

1. Level of service for major-street left-turn movement.
2. Level of service for minor-street approach.

Capacity analysis of build (2023) traffic conditions indicates the minor-street approach and major-street left-turn movement at the proposed intersection of West Ten Road and Site Drive 2 are expected to operate at LOS B or better during the weekday AM and PM peak hours. Based on SimTraffic simulations, no off-site queuing is anticipated to impact the proposed driveway.

Left- and right-turn lanes were considered; however, due to the low AADT volumes along the site frontage (1,700 vehicles per day in 2016 based on NCDOT AADT Maps and estimated to be approximately 2,900 vehicles per day in 2023 assuming a 2% annually compounded growth rate and conservatively including all site traffic) and relatively low weekday AM and PM peak hour through volumes along West Ten Road, no turn lanes are recommended into the proposed site.

**7.7. Buckhorn Road and Site Drive 3**

The proposed unsignalized intersection of Buckhorn Road and Site Drive 3 was analyzed under build (2023) traffic conditions with the lane configurations and traffic control shown in Table 11. Refer to Table 11 for a summary of the analysis results. Refer to Appendix J for the Synchro capacity analysis reports.

**Table 11: Analysis Summary of Buckhorn Road and Site Drive 3**

ANALYSIS SCENARIO	APPROACH	LANE CONFIGURATIONS	WEEKDAY AM PEAK HOUR LEVEL OF SERVICE		WEEKDAY PM PEAK HOUR LEVEL OF SERVICE	
			Approach	Overall (seconds)	Approach	Overall (seconds)
Build (2023) Conditions	WB NB SB	<b>1 LT-RT</b> <b>1 TH-RT</b> <b>1 LT-TH</b>	A <sup>2</sup> -- A <sup>1</sup>	N/A	A <sup>2</sup> -- A <sup>1</sup>	N/A

Improvements to lane configurations are shown in bold.

1. Level of service for minor-street approach.
2. Level of service for minor-street approach.

Capacity analysis of build (2023) traffic conditions indicates the minor-street approach and major-street left-turn movement at the proposed intersection of Buckhorn Road and Site Drive 3 are expected to operate at LOS A during the weekday AM and PM peak hours. Based on SimTraffic simulations, no off-site queuing is anticipated to impact the proposed driveway.

Left- and right-turn lanes were considered; however, due to the low AADT volumes along the site frontage (1,800 vehicles per day in 2019 and estimated to be approximately 3,000 vehicles per day in 2023 assuming a 2% annually compounded growth rate and conservatively including all site traffic) and relatively low weekday AM and PM peak hour through volumes along Buckhorn Road to the south of West Ten Road, no turn lanes are recommended into the proposed site.

## 8. CONCLUSIONS

This Traffic Impact Analysis was conducted to determine the potential traffic impacts of the proposed development, located in the southeast quadrant at the intersection of West Ten Road and Buckhorn Road in Mebane, North Carolina. The proposed development is expected to be built out in 2023. Site access will be provided via two (2) full movement access points along West Ten Road and one (1) potential future full movement access point along Buckhorn Road. The study analyzes traffic conditions during the weekday AM and PM peak hours for the following scenarios:

- Existing (2020) Traffic Conditions
- No-Build (2023) Traffic Conditions
- Build (2023) Traffic Conditions

### Trip Generation

It is estimated that the proposed development will generate approximately 1,120 total site trips on the roadway network during a typical 24-hour weekday period. Of the daily traffic volume, it is anticipated that 106 trips (82 entering and 24 exiting) will occur during the weekday AM peak hour and 109 (29 entering and 80 exiting) will occur during the weekday PM peak hour.

### Adjustments to Analysis Guidelines

Capacity analysis at all study intersections was completed according to NCDOT Congestion Management Guidelines. Refer to section 6.1 of this report for a detailed description of any adjustments to these guidelines made throughout the analysis.

### Intersection Capacity Analysis Summary

All the study area intersections (including the proposed site driveways) are expected to operate at acceptable levels-of-service under existing and future year conditions with the exception of the intersections listed below. A summary of the study area intersections that are expected to need improvements are as follows:

### Buckhorn Road and I-40/I-85 Eastbound Ramps

The minor-street approach is expected to operate at LOS F during the weekday AM and PM peak hours under all analysis scenarios. Based on SimTraffic simulations, the eastbound approach queuing is anticipated to spillback onto I-40/I-85 under all analysis scenarios. A traffic signal was considered, and traffic volumes were analyzed utilizing the criteria contained in the *Manual on Uniform Traffic Control Devices* (MUTCD). A traffic signal was warranted during both the weekday AM and PM peak hours under all analysis scenarios. With a traffic signal, the intersection is anticipated to operate at an overall acceptable level-of-service during the weekday AM and PM peak hours. Based on SimTraffic simulations, queuing is anticipated to be improved and contained on the eastbound off-ramp with the provision of a traffic signal.

It should be noted that the proposed development is only expected to account for approximately 4% of the total traffic at this intersection. Additionally, along the eastbound approach, the proposed development is only anticipated to contribute to the eastbound right-turn movement, which is expected to operate with less delay than the eastbound left-turn movement during the weekday AM and PM peak hours. It is recommended that the intersection be monitored for signalization and a traffic signal be installed once warranted and approved by NCDOT and the City.

### Buckhorn Road and I-40/I-85 Westbound Ramps

Under no-build (2023) and build (2023) traffic conditions the minor-street approach is expected to operate at LOS F during the weekday AM and PM peak hours. Based on SimTraffic simulations, the westbound approach queuing is anticipated to spillback onto I-40/I-85 under build (2023) conditions. A traffic signal was considered, and traffic volumes were analyzed utilizing the criteria contained in the *Manual on Uniform Traffic Control Devices* (MUTCD). A traffic signal was warranted during both the weekday AM and PM peak hours under all analysis scenarios. With a traffic signal, the intersection is anticipated to operate at an overall LOS D during the weekday AM peak hour and LOS C during the weekday PM peak hour. Based on SimTraffic simulations, queuing is anticipated to be improved and contained on the westbound off-ramp with the provision of a traffic signal. It should be

noted that the proposed development is only expected to account for approximately 2% of the total traffic at this intersection.

#### Buckhorn Road and Industrial Drive

Under no-build (2023) and build (2023) traffic conditions, the minor-street approach is expected to operate at LOS E during the weekday AM peak hour. Poor levels-of-service are not uncommon at stop-controlled minor-street approaches opposing heavy mainline volumes. Under existing (2020) conditions, the eastbound minor-street approach is unstriped; however, the eastbound approach pavement lane is wide enough for a two-lane approach. The intersection was analyzed under build (2023) traffic conditions with a 25-foot eastbound right-turn lane to demonstrate field conditions. With the addition of a 25-foot eastbound right-turn lane, the minor-street approach at this intersection is expected to operate at LOS D or better during the weekday AM and PM peak hours.

## 9. RECOMMENDATIONS

Based on the findings of this study, specific geometric improvements have been identified and are recommended to accommodate future traffic conditions. See a more detailed description of the recommended improvements below. Refer to Figure 11 for an illustration of the recommended lane configuration for the proposed development.

### Recommended Improvements

#### Buckhorn Road and I-40/I-85 Eastbound Ramps

- Monitor intersection for signalization, and install traffic signal once warranted and approved by NCDOT and the City. *Based on anticipated no-build (2023) operations, this improvement should be considered regardless of if the proposed development is built.*

#### Buckhorn Road and I-40/I-85 Westbound Ramps

- Monitor intersection for signalization, and install traffic signal once warranted and approved by NCDOT and the City.

#### West Ten Road and Site Drive 1

- Construct the northbound approach with one (1) ingress lane and one (1) egress lane.
- Provide stop control for the northbound approach.

#### West Ten Road and Site Drive 2

- Construct the northbound approach with one (1) ingress lane and one (1) egress lane.
- Provide stop control for the northbound approach.

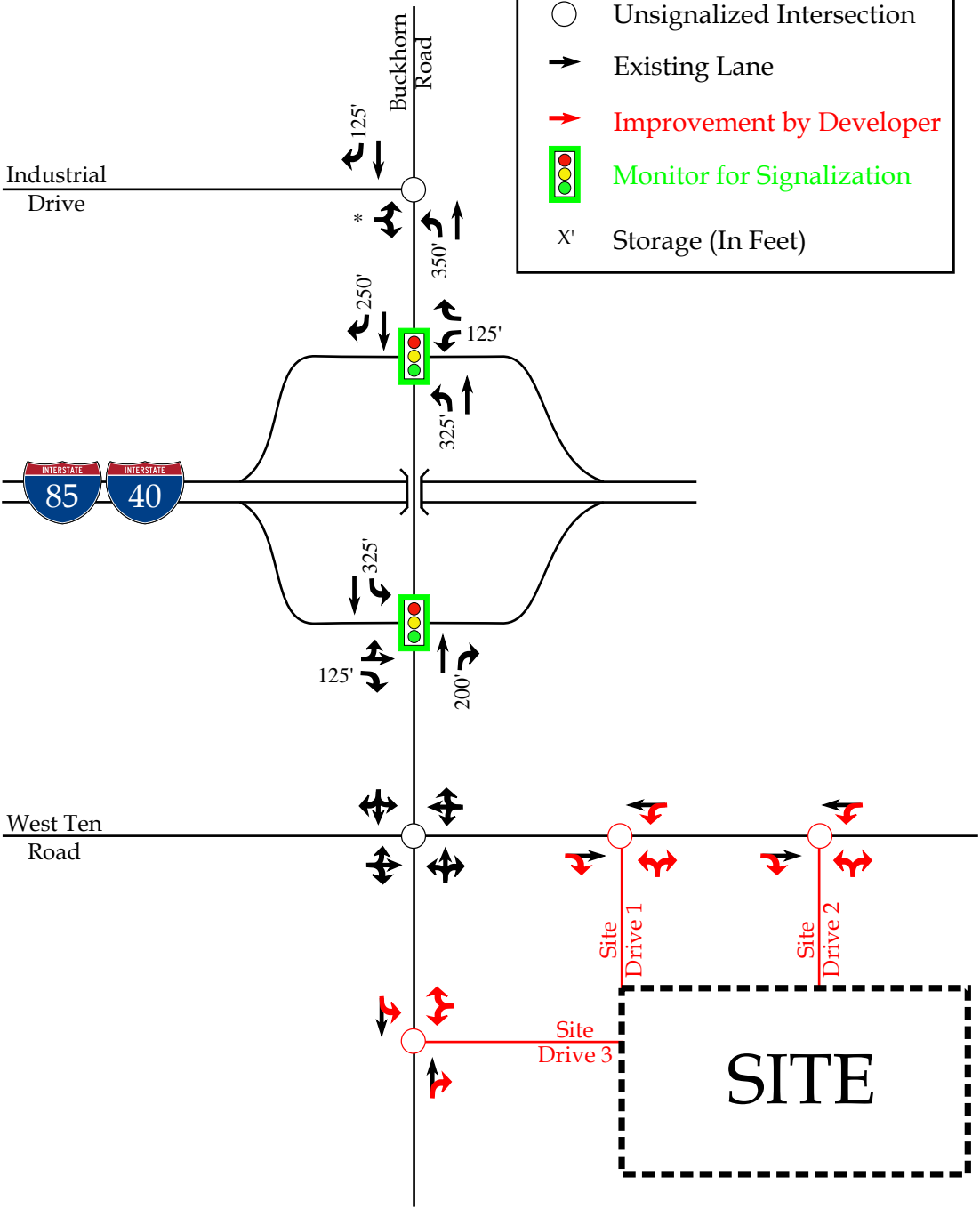
#### Buckhorn Road and Site Drive 3

- Construct the westbound approach with one (1) ingress lane and one (1) egress lane.
- Provide stop control for the westbound approach.



**LEGEND**

- Unsignalized Intersection
- Existing Lane
- Improvement by Developer
- 🚦 Monitor for Signalization
- X' Storage (In Feet)



\*Pavement width currently exists to accommodate two (2) approach lanes; however, it is not currently striped to include exclusive right and left turn lanes.

Moving forward.

**RKA**  
RAMEY KEMP ASSOCIATES

West Ten Industrial  
Mebane, NC

Recommended  
Lane Configurations

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Scale: Not to Scale    Figure 11





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## AGENDA ITEM #5

### Mebane Housing Supply Report

*Continued*

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#### Presenter

Ashley Ownbey, Planner  
Audrey Vogel, Planner

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#### Public Hearing

Yes  No

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#### Summary

The City of Mebane is one of the fastest growing municipalities in North Carolina in 2020. The City's population and area growth are both outpacing the projections in the City's Comprehensive Land Development Plan (CLP) *Mebane By Design*. During the August 10th, 2020, Planning Board meeting, members of the board raised questions about the amount of townhome and apartment development occurring in Mebane, asking staff to provide data on rental units and homeownership for a discussion on desired rental-to-own ratios in Mebane. Planning staff prepared a Housing Supply Report in response to this request. The data within the report can be a foundation for discussion and direction by the Planning Board, City Council, public, and staff on how to best serve the City's Goals and Objectives, as well as address concerns of maintaining the City's "Positively Charming" character as it grows.

Planning staff presented the findings of the report to the Planning Board at the November 9, 2020, meeting. The Planning Board requested more time to review the information and provide recommendations to City Council. At the direction of the City Manager, Staff has since added data from the year 2000 to the report.

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#### Background

Since 2015, nearly 1,000 new homes have been constructed in Mebane. The City currently has over 2,000 single-family homes, including townhomes, and 350 apartments that were approved for construction but have not yet been built. At the current rate of construction, Mebane will be home to over 24,000 people by 2028. Inclusion of likely but unapproved residential units puts this projection at 32,000 people.

The Mebane Housing Supply Report examines the composition of the City's housing stock using **data from the 2000 Census and** American Community Survey and compares Mebane to eight peer communities in North Carolina: Belmont, Fuquay-Varina, Graham, Hillsborough, Holly Springs, Kernersville, Knightdale, Waxhaw.

In addition, the report explores measures of housing affordability in Mebane per CLP Growth Management Goal 1.5: *Establish municipal affordable housing goals that enable both residents and developers to provide more housing options*. This section of the report examines housing cost burden and median household income in Mebane using ACS Data. The steady rise in home values in Mebane appears to be having an impact on the affordability of the housing stock, though Mebane is largely more affordable than many of its peers.

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**Financial Impact**

N/A

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**Recommendation**

No recommendation required. The report may be recommended to the City Council and the distraction of the Planning Board.

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**Suggested Motion**

Motion to recommend the Housing Supply Report be presented to the City Council. This report is consistent with the objectives and policies for growth and development in the City's 2017 Comprehensive Land Development Plan *Mebane By Design*. Specifically, the report aligns with CLP Growth Management Goal 1.5, *Establish municipal affordable housing goals that enable both residents and developers to provide more housing options.*

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**Attachments**

1. Mebane Housing Supply Report with updates highlighted in yellow

# Mebane Housing Supply Report

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Department of Planning and Zoning | November 2020

## Introduction

The City of Mebane is one of the fastest growing municipalities in North Carolina in 2020. The City's population and area growth are both outpacing the projections in the City's Comprehensive Land Development Plan (CLP) *Mebane By Design*. Nearly 1,000 new homes have been constructed in Mebane since 2015. The City currently has over 2,000 single-family homes, including townhomes, and 350 apartments that were approved for construction but have not yet been built. At this rate of construction, Mebane will be home to over 24,000 people by 2028 (Fig. 1)

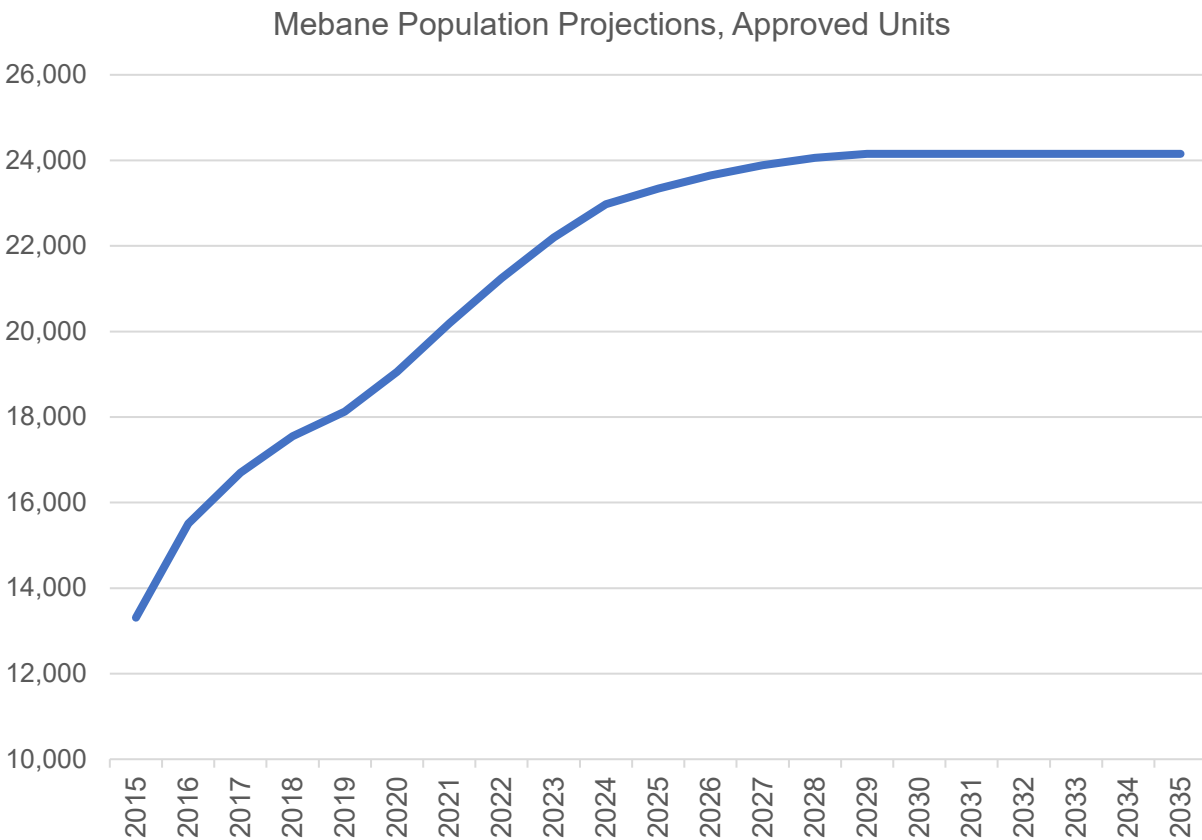


Figure 1: Projected Residential Units 2020-2035 (Source: City of Mebane, Official Apartment & Single Family Home Projections to 2035)

The actions of the Mebane Planning Board and City Council will determine if this growth will be even greater and, if so, what type of residential growth the City will actively court and support. Population projections show an even faster trajectory based upon the City's growth rate and anticipated developments that will realize a population of more than 32,000 people by 2035. The CLP identifies several Goals that are related to Housing concerns and one that is explicit:

Growth Management Goal 1.5: *Establish municipal affordable housing goals that enable both residents and developers to provide more housing options.*

The City's CLP also gives City staff and officials guidance on how to balance the needs of Growth, Public Facilities and Infrastructure, Community Appearance, and Open Space and Natural Resource Protection; five other goals speak to a need for a diversity of housing options to serve a community of varying lifestyles, densities, and incomes. The CLP also recommends mixed use primary growth areas, particularly Downtown and the Cameron Lane areas, featuring increased densities of residential development and housing options, including rentership and ownership.

At this time, staff does not have direction beyond this broad guidance in the CLP in providing developers with feedback on how to best serve the City's needs when it comes to Housing. The City's Unified Development Ordinance does not address Goal 1.5, nor does it have Multifamily or a Mixed Use Zoning Districts that could be used by developers in considering projects that would mix housing types and allow for greater density, if appropriate. The data within this report can be a foundation for discussion and direction by the Planning Board, City Council, public, and staff on how to best serve the City's Goals and Objectives, as well as address concerns of maintaining the City's "Positively Charming" character as it grows.

## Mebane's Housing Stock

Understanding trends in Mebane's existing housing stock is important for determining future housing needs in the community. The American Community Survey (ACS) five-year estimates are based upon the population and growth trends collected with the 2010 US Census. The ACS data provide uniform data to compare the trends in Mebane to eight peer communities in North Carolina: Belmont, Fuquay-Varina, Graham, Hillsborough, Holly Springs, Kernersville, Knightdale, Waxhaw. **In addition, the 2000 US Census data provides more context to examine housing trends over time.** The ACS 2018 five-year population estimate for each municipality is shown in Figure 2<sup>1</sup>. The variation in population among the peer communities should be considered when comparing housing data.

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<sup>1</sup> U.S. Census Bureau. American Community Survey, 2018 American Community Survey 5-Year Estimates, Table B01003.

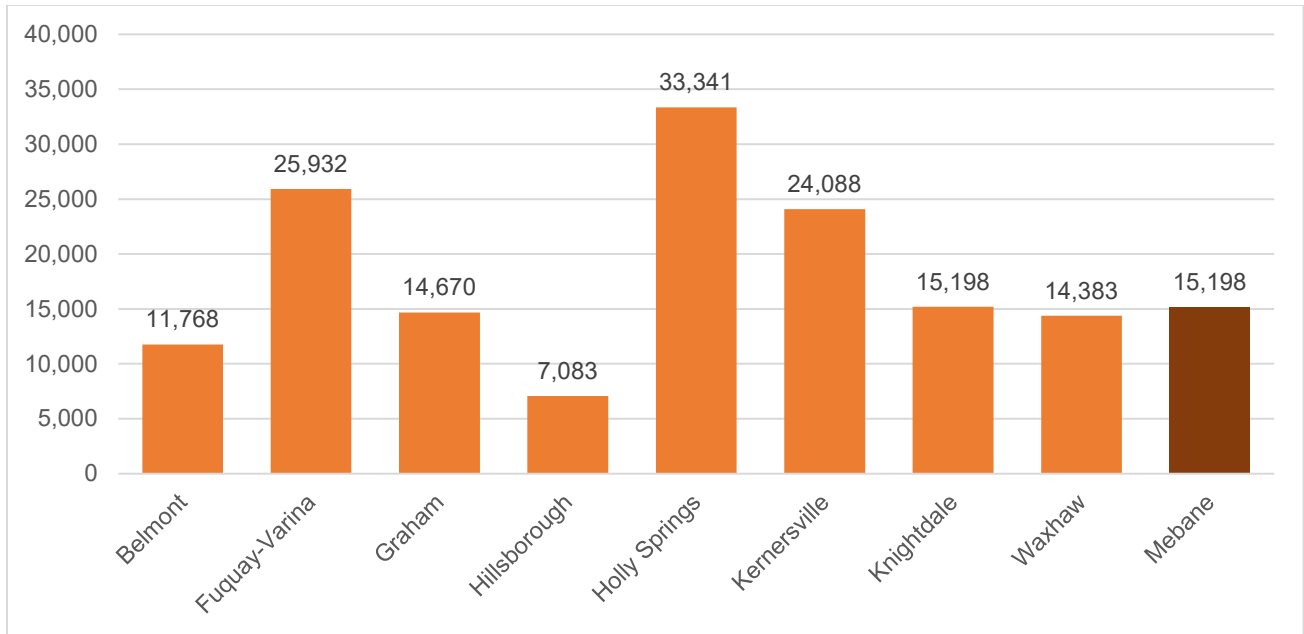


Figure 2: Total Population in 2018 (Source: U.S. Census Bureau, American Community Survey Five-Year Estimates)

### Types of Housing Units in Mebane

According to the 2018 ACS five-year estimates, there are 6,322 housing units located within the Mebane city limits. The majority (69%) of these units are single family homes, including townhouses. Multifamily housing units make up 30% of the units in Mebane, while mobile homes and other types of units account for the remaining 1%. These proportions have changed slightly over time. **The share of multifamily units increased slightly between 2000 and 2014, often due to a decrease in the relative proportion of townhomes, not detached single-family homes. Since 2014, there has been a decrease in the share of multifamily units and an increase in the share of single family units, as shown in Figure 3.** Table 1 provides a more detailed breakdown of the housing types in Mebane, according to ACS Data<sup>2</sup>.

<sup>2</sup> U.S. Census Bureau. American Community Survey, 2010, 2014, and 2018 American Community Survey 5-Year Estimates, Table B25024.; U.S. Census Bureau U.S. Census Bureau, Census 2000 Summary File 3

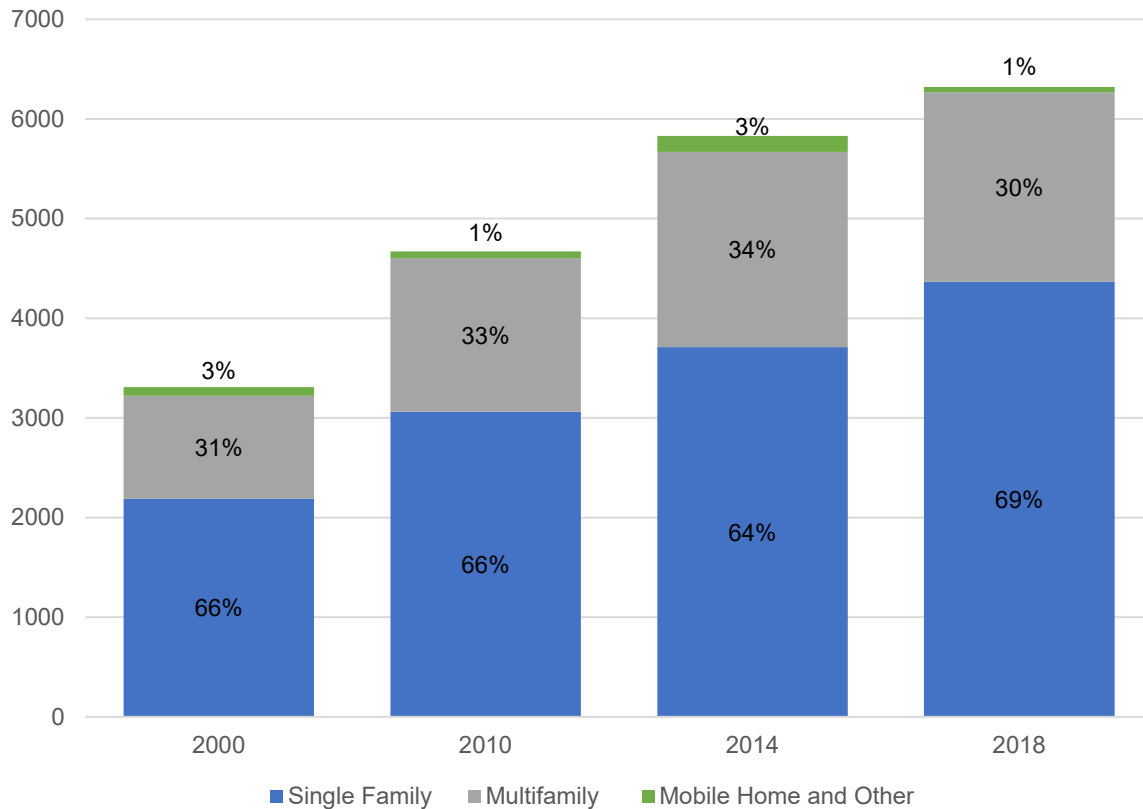


Figure 3: Total Housing Units by Type in Mebane (Source: U.S. Census Bureau, American Community Survey Five-Year Estimates)

Table 1: Housing Units by Type in Mebane (Detailed) (Source: U.S. Census Bureau, American Community Survey Five-Year Estimates)

Unit Type	2000	2010	2014	2018
Single Family Detached	2132	2937	3544	4156
Single Family Attached	57	124	166	211
Duplex	51	100	88	33
3 or 4 Unit Building	181	147	212	149
5 to 9 Unit Building	609	784	622	487
10 to 19 Unit Building	62	210	500	621
20 or more	130	302	538	609
Mobile home	87	58	151	56
Boat, RV, van, etc.	0	10	8	0
<b>Total Units</b>	<b>3309</b>	<b>4672</b>	<b>5829</b>	<b>6322</b>

ACS data is useful for comparing across multiple communities, but there are limitations to this data. The City has maintained records of building permits since 2015, as well as projections for both single family homes and apartment units based on data of developments under

construction and pending/expected. These official projections for housing in Mebane indicate that the share of multifamily housing is 37%, which is higher than the ACS data findings described above. However, the City’s local data projections also indicate that the share of single-family homes in Mebane is expected to increase, with a greater proportion of single-family homes being added to the city each year, as shown in Figures 4 and 5<sup>3</sup>.

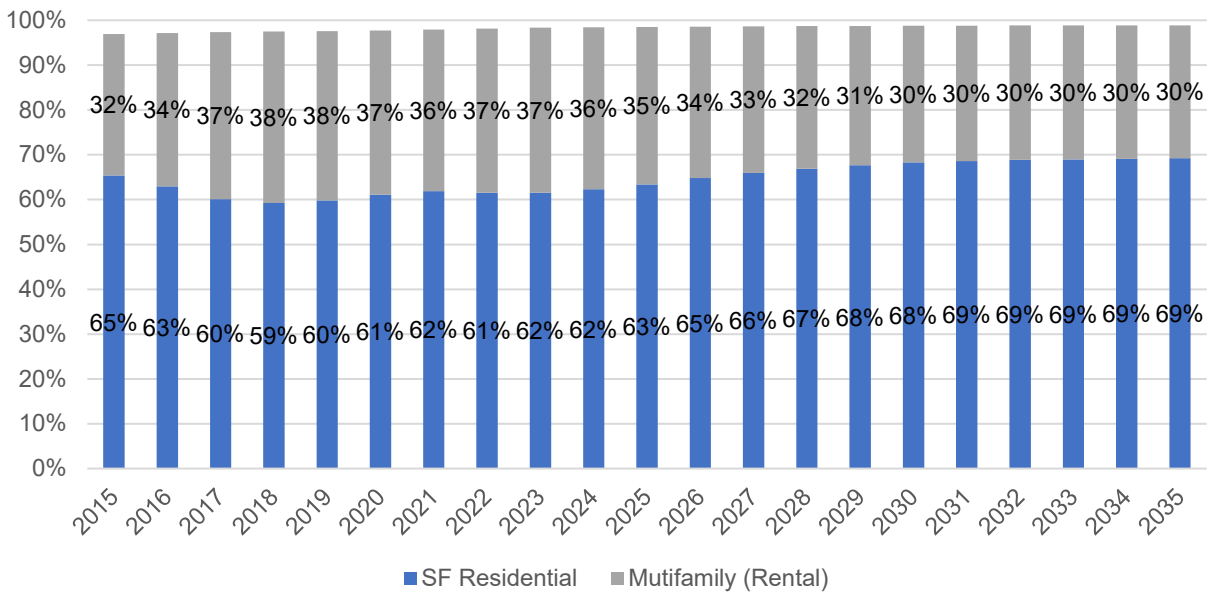


Figure 4: Projected Residential Units 2020-2035 (Source: City of Mebane, Official Apartment & Single Family Home Projections to 2035)

<sup>3</sup> City of Mebane, Official Apartment & Single Family Home Projections to 2035



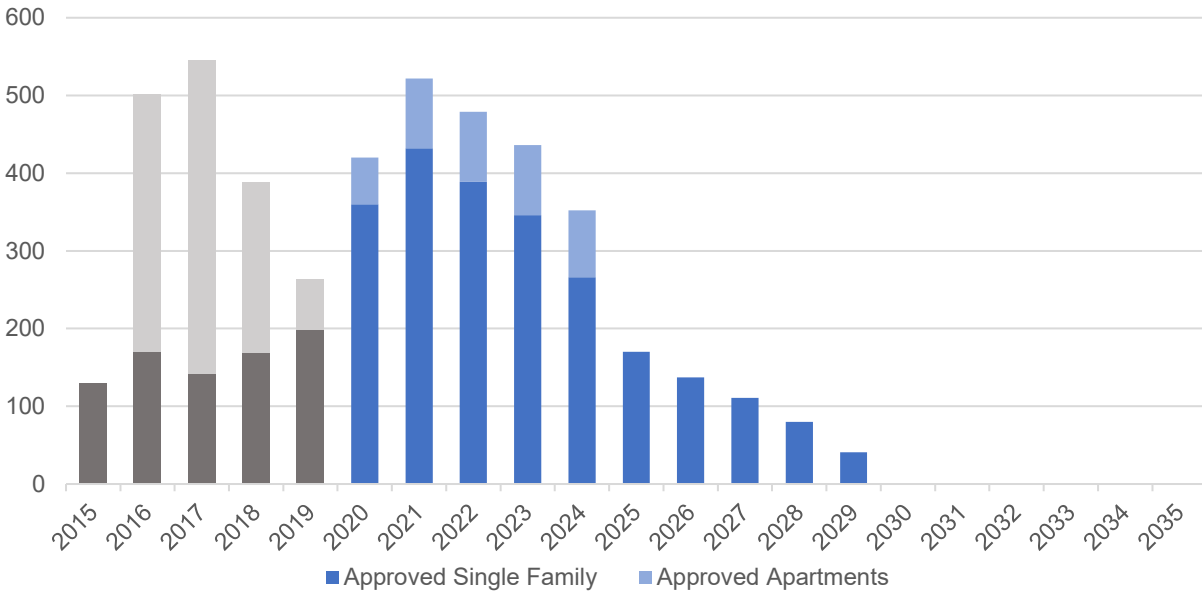


Figure 5: Projected Buildout of Approved Residential Units (Source: City of Mebane, Official Apartment & Single Family Home Projections to 2035)

According to the ACS data, the number of larger apartment buildings has increased over time in Mebane. As of 2018, the largest share of multifamily units is in 10 to 19-unit (three-story) apartment buildings (Table 1). The 350 apartments at the Mebane Towne Center are the remainder of approved multifamily units not yet constructed.

According to 2018 ACS data, of the 4,367 single-family homes in Mebane, 211 are townhomes (5%) and 4,156 (95%) are single family detached units. The number and share of townhomes in Mebane is increasing slightly over time, reflecting a market demand that developers and builders inform staff is largely driven by two demographics: newly-retired Baby Boomers and young/new families. **This is especially true since 2000, when there were only 57 townhomes in the City.** Townhomes are included in the City’s single-family home unit projections described above.

However, according to local data, townhomes make up 30.5% of all approved single family homes to be constructed in Mebane. Table 2 below highlights the existing townhome developments in Mebane as well as those that are approved/under construction and those that are not yet approved but being proposed. This information demonstrates that the number of approved and/or proposed townhome units is greater than the number townhomes that currently exist in Mebane.

Table 2: Townhome Development Inventory (Source: City of Mebane)

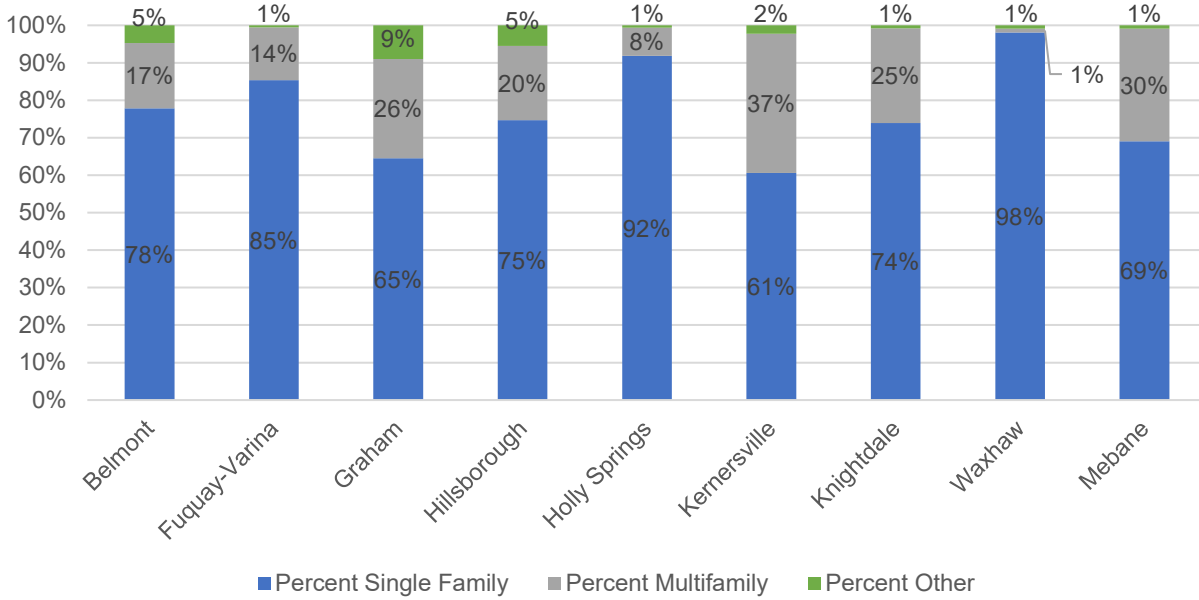
	Number of Townhome Units
<b>Constructed</b>	488
<b>Approved or under construction</b>	552
<b>Not yet approved (site plans under TRC review)</b>	332

### Comparison to Peer Communities

The housing mixes for Mebane and each of its peer communities are shown in Figure 6. Among the peer communities, the average composition of housing units is 77% single family units, 20% multifamily units, and 3% other, according to the 2018 ACS 5-year estimates<sup>4</sup>. Mebane falls below the average the proportion of single-family homes, with an above average share of multifamily units. As shown in Figure 7, **the average share of multifamily units decreased by 1% between 2000 and 2010, although** this average composition among the peer communities has remained relatively unchanged since 2010.

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<sup>4</sup> U.S. Census Bureau. American Community Survey, 2010, 2014, and 2018 American Community Survey 5-Year Estimates, Table B25024.



	Belmont	Fuquay-Varina	Graham	Hillsborough	Holly Springs	Kernersville	Knightdale	Waxhaw	Mebane
<b>Population</b>	11,768	25,932	14,670	7,083	33,341	24,088	15,198	14,383	15,198

Figure 6: Percentage of Housing Units by Type Across Peer Communities (Source: U.S. Census Bureau, American Community Survey Five-Year Estimates)

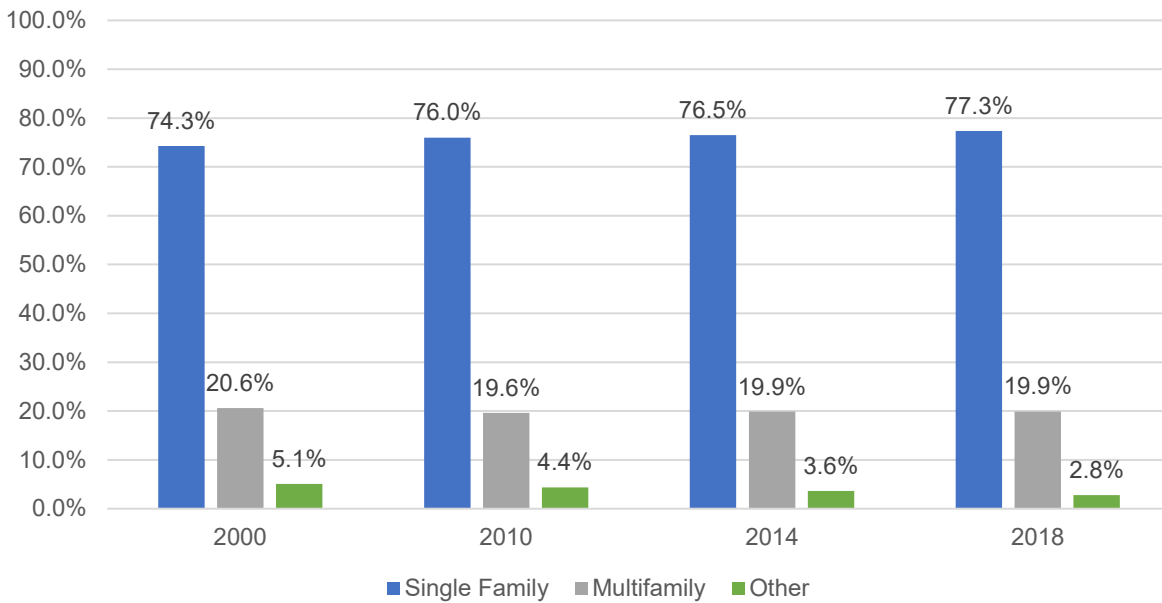
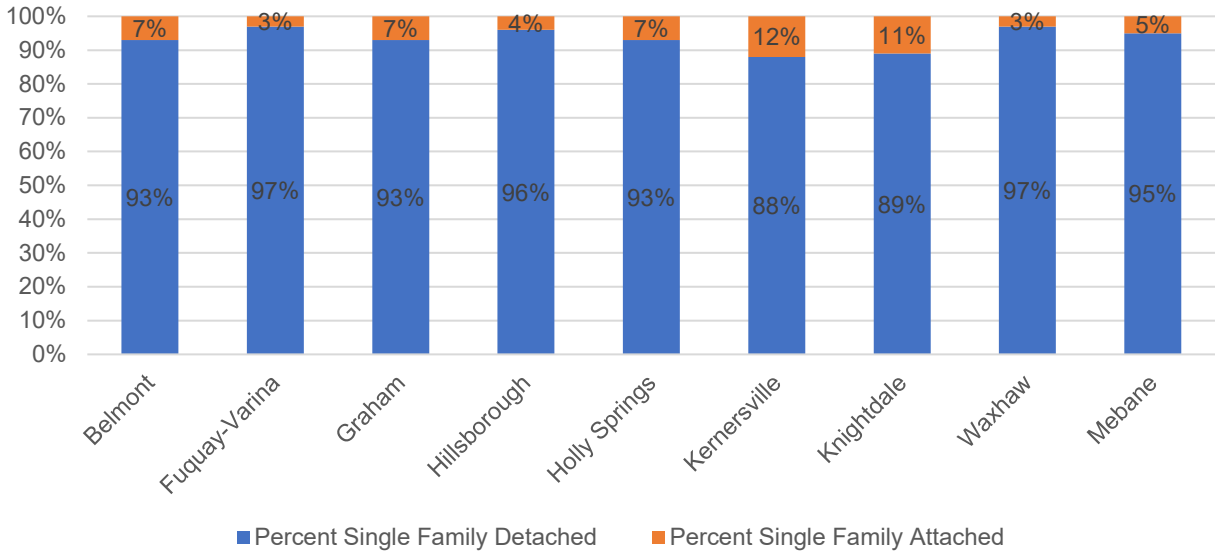


Figure 7: Average Share of Housing Types Among Peer Communities Over Time (Source: U.S. Census Bureau, American Community Survey Five-Year Estimates)

Figure 8 breaks down the number of single family homes by the share of single family detached and attached (townhome) units for each peer community. The average share of single family detached homes to townhomes is 93% to 7% among the peer communities. Mebane has a slightly below average share of townhouse units compared to their peer communities. As shown in Figure 9, the percentage of townhome units has increased across nearly all peer communities since 2000, often more quickly than what has occurred in Mebane.



	Belmont	Fuquay-Varina	Graham	Hillsborough	Holly Springs	Kernersville	Knightdale	Waxhaw	Mebane
<b>Population</b>	11,768	25,932	14,670	7,083	33,341	24,088	15,198	14,383	15,198

Figure 8: Percent of Single Family Detached Versus Single Family Attached Housing Units in Peer Communities (Source: U.S. Census Bureau, American Community Survey Five-Year Estimates)

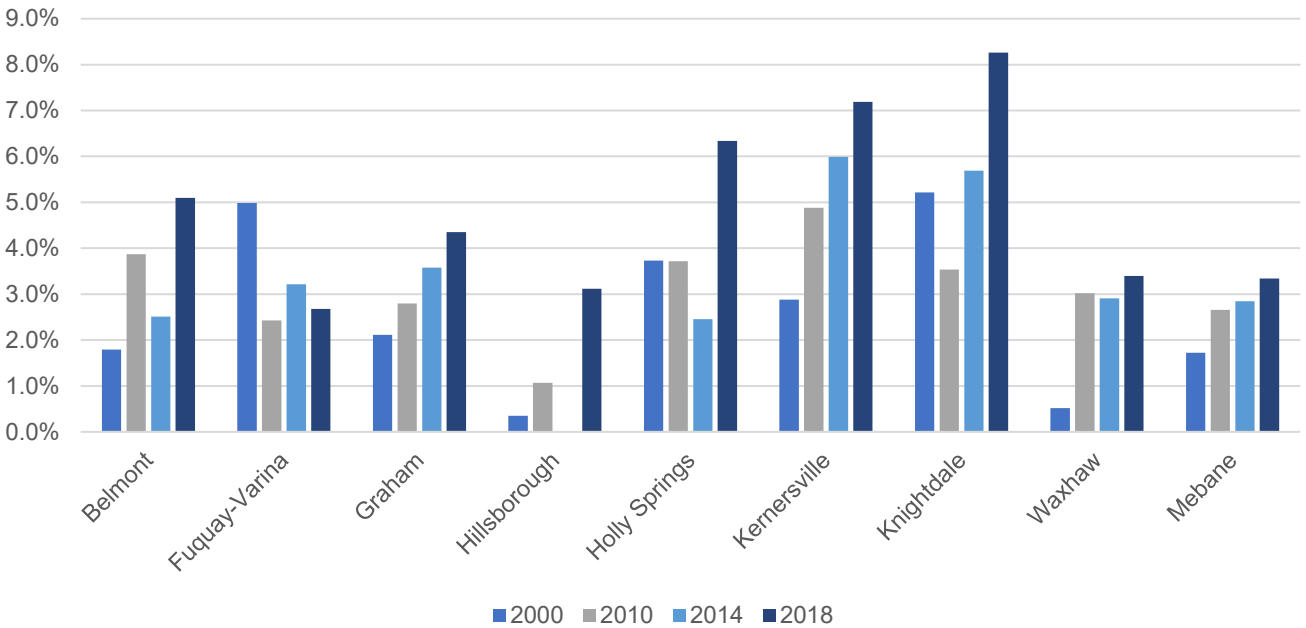


Figure 9: Share of Townhouses Over Time (Source: U.S. Census Bureau, American Community Survey Five-Year Estimates)

## Occupancy and Tenure

According to the ACS five-year 2018 estimates, there are 5,858 occupied housing units in Mebane, approximately 93% of the total housing stock. This estimate includes homes that are under construction and platted but do not yet have certificates of occupancy and are therefore counted as “unoccupied”. This housing occupancy trend aligns with the average among peer communities which has been increasing slightly since 2010<sup>5</sup>.

In terms of tenure, 61% of the occupied housing units in Mebane are owner-occupied, while 39% are renter-occupied. As shown in Figure 10, **the share of renter-occupied housing units has increased between 2000 and 2010, but has been decreasing since 2010 in Mebane**. Compared to the peer communities, Mebane has a below average share of owner-occupied units and an above average share of renter occupied units (Figure 11).

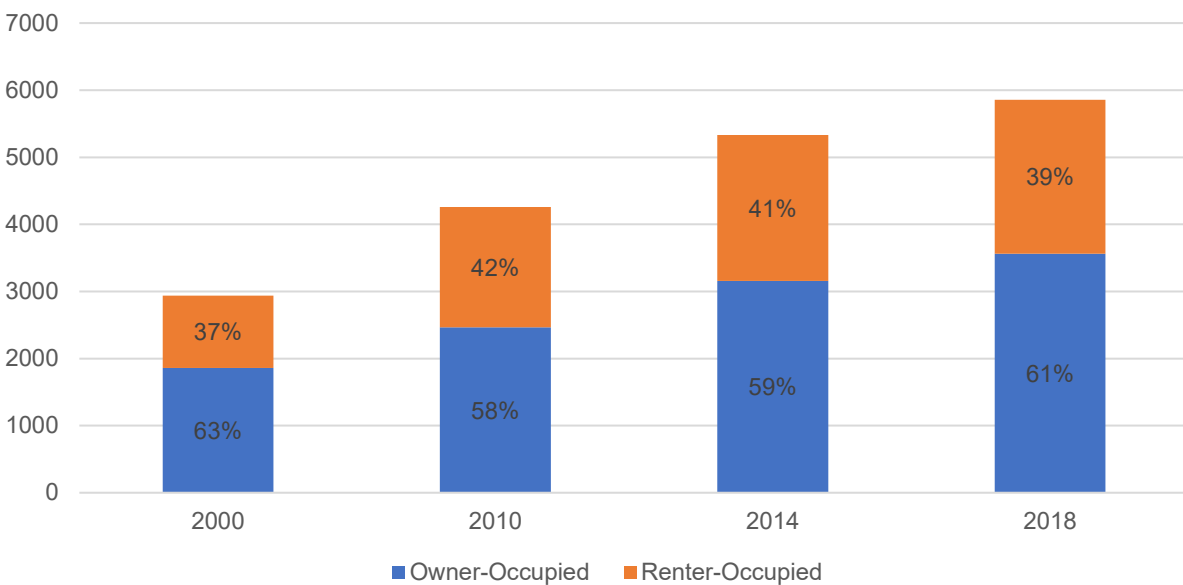
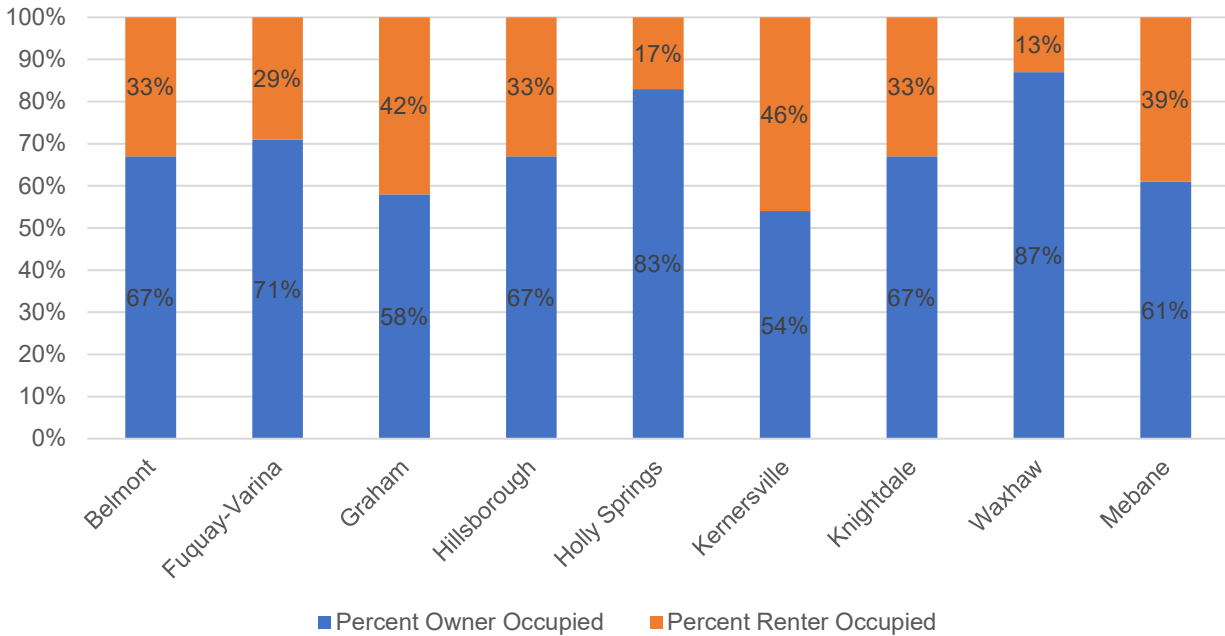


Figure 10: Tenure for All Occupied Units in Mebane (Source: U.S. Census Bureau, American Community Survey Five-Year Estimates)

<sup>5</sup> U.S. Census Bureau. American Community Survey, 2010, 2014, and 2018 American Community Survey 5-Year Estimates, Table B25003.



	Belmont	Fuquay-Varina	Graham	Hillsborough	Holly Springs	Kernersville	Knightdale	Waxhaw	Mebane
<b>Population</b>	11,768	25,932	14,670	7,083	33,341	24,088	15,198	14,383	15,198

Figure 11: Tenure for All Occupied Units in the Peer Communities (Source: U.S. Census Bureau, American Community Survey Five-Year Estimates)

## Housing Affordability in Mebane

The City of Mebane Comprehensive Land Development Plan, *Mebane By Design*, identifies goals and strategies related to affordable housing opportunities. The most relevant goal is Growth Management Goal 1.5, which reads:

*“Establish municipal affordable housing goals that enable both residents and developers to provide more housing options.”*

Five strategies are linked to this goal, including relationship-building with existing housing programs and supporting the location of affordable housing near jobs and public transportation. Goal 1.5 and its supporting strategies have yet to be realized and no explicit steps to serving them have yet been taken. This section of the Housing Report is designed to review data and

survey recent trends in the Mebane housing market to better understand housing affordability in Mebane.

## Housing Cost Burden

Housing affordability is often understood through the lens of cost burden. “Cost-burdened” households pay more than 30% of their income on housing costs. Households paying more than 50% of their income on housing costs are classified as “severely cost-burdened”.<sup>6</sup> These cost burden household data are available through the ACS five-year estimates. It is important to note that ACS data estimates for cities and towns, which is the geography for this analysis, is limited in some cases by significant margins of error.

In 2018, an estimated 28% of Mebane households paid more than 30% of their income on monthly housing costs. This has a much greater impact on renters, with approximately 41% of Mebane renters and 20% of Mebane homeowners considered “housing cost-burdened” in 2018.<sup>7</sup> Between 2010 and 2018, Mebane’s share of cost-burdened homeowners decreased, while the share of cost-burdened renters remained steady.<sup>8</sup>

Compared to peer communities, Mebane’s share of cost-burdened households was close to the average in 2018, for both renters and homeowners (See Figure 12). Mebane’s share of cost-burdened households is also fairly consistent with estimates for Alamance (29%) and Orange (30%) counties.

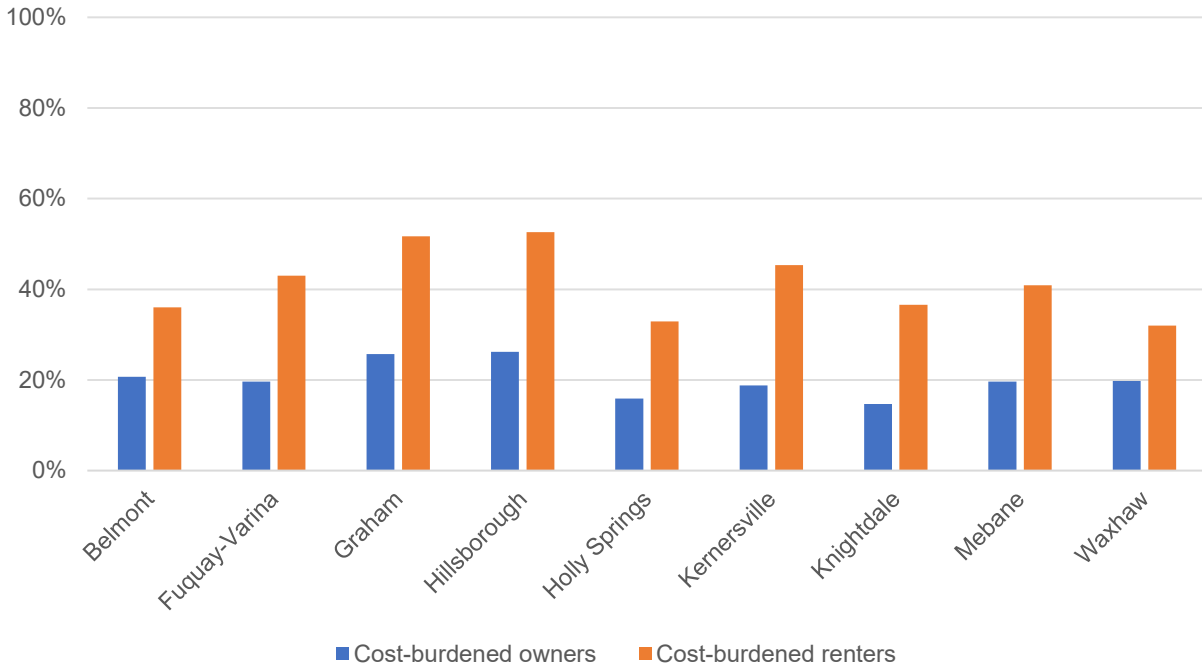
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<sup>6</sup> Mel Jones. “Data-Driven Housing Assessments and Action Plans, Part 1: The Data.” *American Planning Association PAS Memo*. May/June 2017, 3.

<sup>7</sup> U.S. Census Bureau. American Community Survey, 2018 American Community Survey 5-Year Estimates, Table S2503.

<sup>8</sup> U.S. Census Bureau. American Community Survey, 2010 and 2018 American Community Survey 5-Year Estimates, Table S2503.





	Belmont	Fuquay-Varina	Graham	Hillsborough	Holly Springs	Kernersville	Knightdale	Waxhaw	Mebane
<b>Population</b>	11,768	25,932	14,670	7,083	33,341	24,088	15,198	14,383	15,198

Figure 12: Percentage of cost-burdened owner- and renter-occupied housing units in peer communities. (Source: U.S. Census Bureau, American Community Survey Five-Year Estimates)

### Median Income Data

Although the share of cost-burdened households is similar for Alamance, Orange, and Mebane, differences emerge when median household and area family incomes are evaluated. The 2018 five-year ACS estimates provided in Table 4 speak to Mebane’s location in two counties with differing regional and economic identities. In 2018, median household income was estimated to be more than \$20,000 higher for Orange County than Alamance County, with the Mebane estimate near the middle of the two-county range.<sup>9</sup>

Table 3: Median household income, 2018 ACS Five-Year Estimates

Community	Median Household Income
Mebane, city	\$54,157
Alamance County	\$45,735
Orange County	\$68,211

<sup>9</sup> U.S. Census Bureau. American Community Survey, 2018 American Community Survey 5-Year Estimates, Table S1901.

The U.S. Department of Housing and Urban Development (HUD) uses ACS data to calculate Area Median Income (AMI) for specified areas. These HUD calculations are often connected to funding for projects that support affordable housing. Alamance County is the only county represented in the Burlington Metropolitan Statistical Area (MSA). Orange County is in a metropolitan geographic area defined by HUD that includes three counties – Orange, Durham, and Chatham.<sup>10</sup> Table 5 displays FY2020 HUD calculations, which use 2017 ACS data.<sup>11</sup>

Table 4: HUD FY2020 Income Limits

Metro Area	Median Family Income	Low Income Limit (80%) 4-person family
Burlington	\$64,200	\$51,350
Durham-Chapel Hill	\$90,900	\$72,700

The comparison of data for the two metropolitan areas further reveals income differences that interplay in Mebane’s jurisdiction: a family of four with an annual income of \$72,700 is considered low-income if living in Orange County, but not if living in Alamance County. This dynamic is important to consider if further work is desired to develop municipal affordable housing goals in accordance with Goal 1.5 of *Mebane By Design*.

### Recent Housing Data

A better understanding of the income data emerges when viewed in concert with recent data on rental rates and home sales in Mebane. In the last ten years, eight new multifamily developments have become active in Mebane’s rental market, including three renovated downtown buildings. Table 6 lists multifamily development constructed in the last ten years. Rental rates for these eight developments were collected and analyzed using advertised rates from *Apartments.com* in early October 2020. For the analysis that follows, two of the downtown buildings are excluded. Mebane Mills Loft is excluded given income restrictions for its rental units that reserve them for low-income households. The apartments in the Five Star Building are excluded given the lack of rental rate data available online.

<sup>10</sup> U.S. Department of Housing and Urban Development. *Metropolitan Area Look-Up Tool*. [https://www.huduser.gov/portal/datasets/geotool/select\\_Geography.odn](https://www.huduser.gov/portal/datasets/geotool/select_Geography.odn).

<sup>11</sup> U.S. Department of Housing and Urban Development. *FY2020 Income Limits Documentation System*. [https://www.huduser.gov/portal/datasets/geotool/select\\_Geography.odn](https://www.huduser.gov/portal/datasets/geotool/select_Geography.odn).

Table 5: Recent Multifamily Developments, 2010-2020

Development	Year of Construction <sup>12</sup>
119 South Apartments	2016
Alexander Pointe Apartments	2015
Arrowhead Apartments (formerly the Flats at Arrowhead)	2018
Carden Place	2010
Five Star Apartments	2016
Keystone at Mebane Oaks	2016
Mebane Mill Lofts	2012
The Lofts at White Furniture	2016

Rental rates advertised for one-bedroom apartments in these newer multifamily developments range from \$850 to \$1,000 per month. On average, the advertised monthly rent for a one-bedroom apartment is \$953. Rental rates for two-bedroom apartments currently range from \$999 to \$1,610 monthly, with an average rent of \$1,175. Monthly rents for three-bedroom apartments range from \$1,372 to \$1,499, with an average rent of \$1,424.<sup>13</sup> Table 7 lists the minimum gross annual income needed for a household to maintain housing costs at 28% of annual income. A greater income decreases the burden imposed by housing costs; a lesser income increases the housing cost burden.

Table 6: Average rents and estimated annual incomes

Number of Bedrooms	Average Monthly Rent	Estimated Annual Income
One-bedroom	\$953	\$40,843 (\$19.64/hour)
Two-bedroom	\$1,175	\$50,357 (\$24.21/hour)
Three-bedroom	\$1,424	\$61,029 (\$29.34/hour)

This rental data analysis only considers the newer, multifamily development in Mebane. From the data gathered through *Apartments.com*, older apartments do not necessarily have more affordable rental rates. Many of the apartment buildings constructed between 2000 and 2010 maintain rental rates aligned with the newer developments. However, those constructed in the 1980s appear to advertise lower, more affordable monthly rents.

<sup>12</sup> Retrieved from <https://apps.alamance-nc.com/CountyGISMap/default.aspx>, October 16, 2020.

<sup>13</sup> Ranges and averages reflect apartments advertised for rent in early October 2020. For multifamily developments with different bedroom models, an average rent was taken and used in the calculation of the overall average.

The ability to discern average monthly housing costs for Mebane homeowners is more difficult than for rental properties. Datasets reporting typical sales price for homes in the Mebane area indicate rising home values. Data produced by *Zillow* show the typical home value of a middle-tier home in Mebane, which is a home valued within the 35<sup>th</sup> and 65<sup>th</sup> percentile range, at approximately \$170,000 in August 2015. Two years later, the typical home value increased to more than \$182,000. By 2019, this value was over \$200,000 and is currently approximated at more than \$215,000.<sup>14</sup> This trend in values shows an annual appreciation rate of 7% or higher. Given the growth of single-family residential development in Mebane, it remains important to consider how the introduction of new residential construction contributes to the steady rise in home values in Mebane, the affordability of the housing stock, and ensure that the goals identified in the City's CLP are served by this growth.

## Historical Housing Data

The following graphs provide a trend analysis of median sales price and rental rates for residences in Mebane from 2000 to 2020. Neither graph is adjusted for inflation or other market forces. According to the Consumer Price Index Inflation Calculator, which is sponsored by the United States Bureau of Labor Statistics, \$1.00 in 2000 has the same buying power as \$1.50 today.

The first graph displays the changes in sales price for a typical home in Mebane. Data produced by *Zillow* were analyzed. For consistency, the sales price for the month of August is used for each year. The second graph uses data collected by HUD and is organized by federal fiscal year, which operates from October 1 to September 30. The graph shows the median rental rate for a two-bedroom apartment. Importantly, the first three data points represent a larger geography as Mebane was included in the Greensboro-Winston-Salem-High Point Metropolitan Statistical Area until FY07. Both graphs show a general upward trend, though market fluctuations are apparent.

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<sup>14</sup> Zillow. *Zillow Home Value Index (SFR, Condo/Co-op) Time Series, Smoothed, Seasonally Adjusted, City Geography*. Retrieved from <https://www.zillow.com/research/data/>, October 7, 2020.

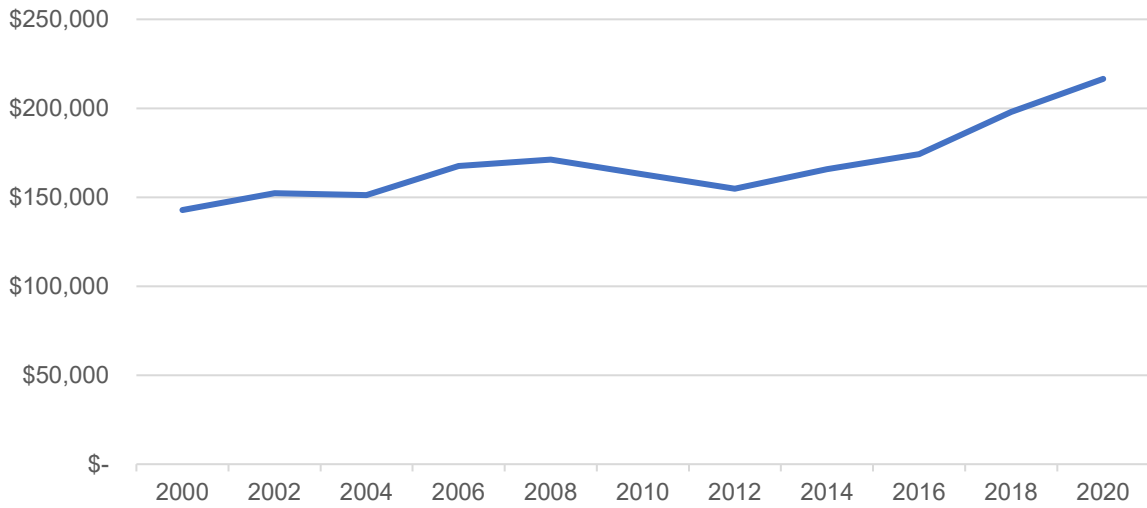


Figure 13: Typical Home Value in Mebane, August 2000 – August 2020 (Source: Zillow Home Value Index (SFR, Condo/Co-op) Time Series, Smoothed, Seasonally Adjusted, City Geography)

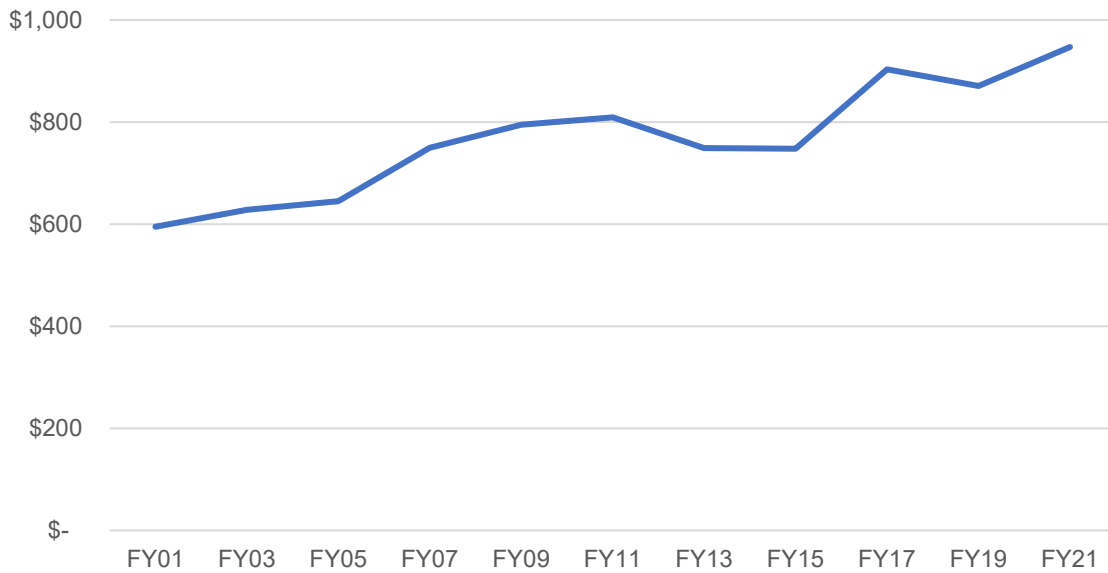


Figure 14: Median Rental Rate for Two-Bedroom Apartment in Metro Area (Source: HUD User 50<sup>th</sup> Percentile Rent Estimates)

## Summary

This report is a snapshot of the City of Mebane's housing stock in 2020, on the eve of new data being published that was collected by the US Census Bureau (USCB) as part of the 2020 US Census. This study should be revisited when that new data is available but action upon it should not be delayed due to its reliance on projected rather than actual data. This report gives staff, the Planning Board, City Council, and the public an idea of how Mebane compares to several of its peers and its abilities to serve owners and renters. It also provides data on how accessible of a place Mebane is to call home for those whom housing costs can be a struggle.

This report does not examine geographic distribution of housing types or emerging trends in redevelopment of existing housing stock by new Mebanites. It also does not incorporate commuting patterns or in-migration data, which will be informative of who is moving to the City and where they work. Analysis of such data would likely be best served by waiting for USCB data due to, among other considerations, differing growth patterns and trends of Mebane in 2010, the realization of multiple new employers within the City in the past ten years, and, especially, the use of traffic models maintained by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization that is now including Mebane within its scope.

This report includes data that shows Mebane's housing stock at the first years of stark trajectory. It will be useful to the City today and as a snapshot for future analysis, review, and reflection. It offers opportunities to determine how the City grows while balancing these needs with the CLP's goals and objectives to protect the environment, invest in Downtown, promote new jobs, and flourish as a Positively Charming place to live, work, and play. Through deliberation and direction from the public, Planning Board, and City Council, staff will take steps to ensure Mebane is a home for all Mebanites, past, present, and future