



Planning Board

Regular Meeting Agenda
August 8, 2022, 6:30 p.m.

1. Call to Order
2. Approval of July 18, 2022, Meeting Minutes
3. City Council Actions Update
4. Request to establish LM (CD) zoning on the +/- 73.978-acre parcel (identified by Parcel Identification Number 9844452283) located on West Ten Road outside of the Mebane Extra-Territorial Jurisdiction (ETJ) in Orange County to allow for a light-industrial development including two warehouse buildings by Williams Development Group.
5. New Business
6. Adjournment



The Planning Board meeting was held at the Glendel Stephenson Municipal Building located at 106 E. Washington Street, Mebane, NC 27302 and livestreamed via YouTube. The video can be accessed through the following link: <https://www.youtube.com/watch?v=zsw0Q4LENR0>

Members Present:

Edward Tulauskas, Chair
Judy Taylor, Vice Chair
Jason VanBuren
Gale Pettiford

Kurt Pearson
Keith Hoover
Larry Teague

City Staff Present:

Ashley Ownbey, Interim Development Director
Audrey Vogel, Planner

Franz Holt, City Engineer
Kirk Montgomery, IT Director

1. Call to Order

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

2. Introduction of newly appointed Planning Board member Mr. Jason VanBuren

City Planner Audrey Vogel provided a brief introduction to Jason VanBuren, the newest Planning Board member

3. Planning Board Member Elections

Judy Taylor and Kurt Pearson made a motion to re-elect the current officers Judy Taylor as vice chair and Ed Tulauskas as chair. The motion passed unanimously.

4. Approval of June 13, 2022, Meeting Minutes

Larry Teague made a motion to approve the meeting minutes. Gale Pettiford seconded the motion which passed unanimously.

5. City Council Actions Update

Ashley Ownbey, Interim Development Director, provided an update on the City Council's recent action at the July City Council meeting

6. Rezoning Requests

- A. Request to rezone the +/- 10.01-acre property located at 4677 Mrs White Lane (PIN 9816955507), from R-20 to R-12 (CD) to allow for a residential development of 18 single family detached homes by Tanner Built Homes, LLC.**

Tanner Built Homes, LLC is requesting approval to conditionally rezone the +/-10.01-acre property located at 4677 Mrs White Lane (GPIN 9816955507) from R-20 to R-12(CD) to allow "Mill Run" a residential subdivision of 18 single family homes. The property is located outside of City Limits in the



Mebane Extraterritorial Jurisdiction (ETJ). Proposed onsite amenities are detailed in the meeting agenda packet available [here](#). The Planning staff has reviewed the request for harmony with the zoning of the surrounding area and consistency with the City's adopted plans and recommends approval. The Technical Review Committee (TRC) has reviewed the site plan and the applicant has revised the plan to reflect the comments

Audrey Vogel provided an overview and PowerPoint presentation of the request.

Phil Koch, P.E. of EarthCentric Engineering presented the rezoning request including a discussion of the site plan, stormwater, project history and examples of home elevations.

Kurt Pearson asked if the property would be annexed into the City. Mr. Koch responded that annexation is a requirement for utility connection.

Larry Teague asked why the City was not requiring curb and gutter for the proposed street. Audrey Vogel responded that in some situations the City will waive this requirement for a low-density development to enable lower impervious surface coverage. Larry Teague asked if curb and gutter would be better to guide water to the retention areas if drainage was already an issue in this area. Phil Koch responded that the site design would channel water to the stormwater retention area and the ditch line would better accommodate stormwater runoff in the water supply watershed.

Larry Teague asked why sidewalk was only being provide on one side of the street. Mr. Koch explained that sidewalk on one side meet's the City's typical street design requirement even for curb and gutter streets. He added that they tied the end of the sidewalk into the walking trail to loop around the subdivision.

At this time Chairman Tulauskas asked if anyone from the public wanted to speak.

Gene Burns, 1432 Rutledge Trail, commented that the property should stay one 10-acre single-family home site. He added that the was area originally made up of very spacious lots with nice forest coverage and the proposed Mill Run subdivision would be too many lots and Mebane is growing too much.

Evon Connally, 1549 Rutledge Trail, explained that she lives across from the proposed subdivision and elaborated on the current drainage issues along Rutledge Trail. She asked for more explanation about the proposed stormwater management for Mill Run to ensure that it doesn't exacerbate the drainage problem.

Phil Koch responded to Mrs. Connally, highlighting on the site plan how and where the current drainage issues occur at the entrance of Rutledge Trail. Mr. Koch explained that the area was not graded properly to begin with, and the current drainage ditch is sedimented. In order to address these concerns, they will be putting in a pipe to direct water under the entrance and reestablishing the ditch line to better accommodate stormwater.



Evon Connally's husband Mr. Connally asked about the property line that runs down the middle of Rutledge Trail and if the Mill Run HOA would be responsible for the maintenance of the street.

Mr. Koch responded that Rutledge Trail is a private road contained within an easement and the surrounding property lines on either side extend to the centerline of the road. Mr. Koch explained that there is an existing maintenance agreement among the surrounding property owners for the maintenance of the street. The property owner/applicant Mr. Tanner is not written into the current agreement but is willing to help with the street maintenance even though he does not have any maintenance responsibility. He added that it was a priority for the project to restore the drainage on the road. Mr. Connally responded that a new maintenance agreement would be necessary to include the Mill Run HOA. Kurt Pearson emphasized that this would be important to set up between the HOA.

Kurt Pearson asked if the Rutledge easement conflicted with the landscape buffer for the subdivision. Mr. Koch responded that the easement is just outside of the buffer, no conflict.

Mrs. Connally asked about the crosswalk and sewer extension for the project near their property, Mr. Koch explained that per DOT requirements they would not have a problem.

Kurt Pearson commented that the applicant's rezoning request is very reasonable with reasonable waiver requests. He added that it was important for the applicant to include the HOA in the maintenance agreement of Rutledge.

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

Motion to approve the R-12 (CD) zoning as presented; and

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

- *Is for a property within the City's G-4 Secondary Growth Area and is generally residential in nature (Mebane CLP, p.66);*
- *Provides a sidewalk along its street frontage, as required by the City's adopted Bicycle and Pedestrian Transportation Plan.*

Gale Pettiford seconded the motion which passed unanimously. Mr. Tulauskas confirmed that the request would be scheduled for a public hearing before the Mebane City Council on August 1st.

B. Request to rezone four properties totaling +/- 5.74 acres located at 120, 122, 126 W Holt Street (PINs 9825033678, 9825033700, 9825031924, 9825034785) from M-1, B-1, and R-12 to B-1 (CD) to allow for a Planned Unit Development of 268 apartment units and +/- 21,540 square feet of retail space by NC Mebane Holt, LLC.

NC Mebane Holt, LLC, is requesting approval to conditionally rezone four (4) properties totaling +/- 5.74 acres located at 120, 122, and 126 W Holt Street. The properties are currently split-zoned HM,



R-12, and B-1. The proposed request is to rezone the properties to B-1(CD) (Central Business Conditional District) to allow for a Planned Unit Development of 268 apartment units and +/- 21,540 square feet of commercial space. The properties are in Alamance County and in the City limits. The applicant has a contract to purchase the properties. Proposed onsite amenities, traffic considerations and waiver requests are detailed in the meeting agenda packet available [here](#). The Planning staff has reviewed the request for harmony with the zoning of the surrounding area and consistency with the City's adopted plans and recommends approval. The Technical Review Committee (TRC) has reviewed the site plan and the applicant has revised the plan to reflect the comments

Ashley Ownbey provided an overview and PowerPoint presentation of the request.

Tom Boney of Alamance News asked how many buildings are proposed and asked if the commercial space was proposed in specific buildings. Ms. Ownbey replied the two buildings fronting Washington St have commercial in the ground floor of 5 buildings total.

Robert Wright represented the client Mebane Holt LLC and introduced the additional representatives on the applicant team present at the meeting: David Allen and Charles Zevenhuizen of RealtyLink, LLC, John Plageman the project architect, Allan Hill the project civil engineer and Josh Reinke traffic engineer.

David Allen introduced the proposed development as "The Downs at Mebane," discussed partnership with Kingsdown, and goals to foster historical character and alignment with the Mebane *Downtown Vision Plan*. Mr. Allen went over the site plan and the various proposed buildings, including the community space within the "cotton building", a rooftop amenity for outdoor social gatherings, and areas with retail space. He explained the current conditions of the existing buildings and that they are preserving what can be preserved although most of it must be torn down. He added that they would buy 50 red oaks to be planted on site, distributed to the City to plant and to be gifted to the surrounding property owners to make up for some of the existing trees that cannot be saved on the property.

Robert Wright gave a presentation including discussion of the following:

- waiver requests for parking, lighting, and landscaping
- the agreement with the library and with the church for overflow parking that would primarily be for the retail and the restaurants in the evening
- proposed unit mix and amenities for the apartments
- design inspiration for the project
- community space, economic development, and community investments

Kurt Pearson commented that parking did not add up, noting that the available parking is 48 spaces short per the 422 spaces required by UDO. He questioned how the overflow parking could sufficiently accommodate the retail parking when there isn't enough residential parking.



Robert Wright responded that the UDO allows for some flexibility for the parking required in the downtown area. Kurt Pearson responded that he was correct, but the flexibility given by the UDO doesn't necessarily make up for such a large deficit.

Larry Teague questioned how they would be able to use the library parking when they already restrict the nearby apartment development from parking there. Mr. Wright responded that he was unaware of other restrictions, but in speaking with the library they were open to a parking agreement. Larry commented that the library doesn't close until 8 p.m. so it didn't seem like there would be a wide window to use it.

Larry Teague asked what the proposed building height was and how it compared to the average building height downtown. Mr. Wright explained the proposed building height is 50 ft and although he didn't know the average height downtown, their proposal aligns with the *Downtown Vision Plan*. Larry Teague also expressed concern about the cotton building being located in the sight triangle. Mr. Wright responded that the building already exists. Larry Teague asked how the adjacent home on Holt St would be impacted, nearest to the proposed dog park. Mr. Wright responded that there would be no impact on the home, and screening would be provided.

Tom Boney asked for clarity on the existing buildings and the "cotton building." Robert Wright explained that all of the existing buildings would be demolished except for the "cotton building" on the northeast corner by the pool shown on the site plan.

Dave Roth, 410 S 4th St, expressed support and excitement for the project to bring more activity and economic development to downtown Mebane. He noted that the site is currently derelict abandoned characterless buildings and the whole western block is surrounded by a six-foot-tall chain-link fence with barbed wire. He added that he trusted the engineers that designed site and performed the traffic study. He commented that the project would add much needed value to the property and hoped for the project to be approved.

Steve Krans, 100 W Crawford, St commented as a downtown business owner, downtown resident, and co-president of destination downtown and spoke on behalf of other downtown business owners. He expressed support and excitement for project and echoed the comments of Mr. Roth before him. He noted the importance of bringing traffic to downtown businesses and the overall positive impact the project would have downtown.

Dan Shannon, 4681 Mebane Rogers Road, commented that this is a phenomenal opportunity for the City of Mebane to have interest and intent in developing the property. He noted a slight concern about parking but was confident that it could be worked out.

Becky Beedy, 116 W Holt St, explained that she lives in the property Mr. Teague asked about immediately adjacent to the site and dog park. Ms. Beedy expressed excitement for the project and



interest in living in an apartment and asked questions about the provision of handicap accessible parking and accessible apartment units.

Josh Woodard, 500 S Third St, commented that he is excited about the potential to redevelop the Kingsdown site with mixed use but expressed significant concern with the development as presented. He noted that much of the property is covered by a parking lot and yet that there is not enough parking being provided. He noted concern about the use of the library for overflow parking, asking where he would be able to park when visiting the library with his kids. Mr. Woodard expressed disappointment in the lack of greenspace being provided on site, highlighting a missed opportunity to provide vibrant green space tied-in to downtown. Mr. Woodard also commented that there should be condos in addition to apartments in order to bring people in that are invested in the community long term.

Roger Halchin, 407 S Third St, noted that he is a long term resident of Mebane (32 years). Mr. Halchin echoed that it would be nice to see the property developed but expressed concern about stormwater and the increase in impervious surfaces. He added the S Third St area of Mebane gets a lot of run off and flooding from downtown when there is heavy rain. He pointed out an abandoned storm sewer pipe under his property that connects all the way to Kingsdown which creates additional drainage problems and sinkholes. He also expressed concern about traffic and the impact of the mixed use and apartments on the neighborhood character.

Gene Jester, 209 W Holt St, spoke about his home at the corner of 2nd and Holt St adjacent to the proposed development, and his surrounding neighbors. He commented that such high-density housing, nearly 500 new residents right across the street, would be disruptive and dramatically impact the density and character of the neighborhood. He noted that the people to live in the apartments will not be inclusive or diverse, but mostly a young transient generation without children. He added that the units would not be affordable. Mr. Jester expressed deep respect and appreciation for the downtown community and how hard they have worked to transform it into a vibrant place but expressed concern for how traffic and congestion could really disrupt the success of the downtown area. Mr. Jester echoed concern about the 4-story building height. He shared frustration about the on-street parking that would be right in front of his home. He expressed great concern about the legacy trees on site that would be cleared and he reiterated that the project was too dense and out of character with the community.

Mary McFarland, 307 N Wilba Rd, echoed the same concerns expressed by others about parking, density, building height, and lack of harmony with its surroundings. Ms. McFarland commented on the *Downtown Vision Plan* process from 2018 and how it depicted a concept for the Kingsdown property. She commented that the Vision Plan recommended a setback for a 4th story on the building to reduce the visual impact. Ms. McFarland elaborated on some other uses that would be suitable for the property such as greenspace/public space and YMCA. Ms. McFarland expressed concern about the waiver requests. She reiterated that proposed development is too dense and too tall.



Planning Board

Minutes to the Meeting
July 18, 2022, 6:30 p.m.

Tom Boney asked about the parking agreement with the library – who owns the property and who has the authority to make the decision about parking. Ashley Ownbey, Interim Development Director, responded that the City owns the library lot and the City Attorney has confirmed that the lessee (the leaseholder/tenant) has the option to determine who utilizes the parking.

Tom Boney asked then in that case, did the County Library give permission to use the parking. Robert Wright responded that an individual at the library sent him an email confirming that they would be fine with overflow parking in the library during the hours they discussed. He confirmed it was the director of the Mebane Library but did not know the name of the individual he spoke with. Judy Taylor asked if it was clear that this would be an agreement made in perpetuity. Mr. Wright responded that they spoke at length about the project.

In response to questions raised by the public, Mr. Wright highlighted the ADA parking spaces on the site plan including an accessible garage at building 3. Kurt Pearson asked who would be able to use the interior parking lot with the accessible spaces. Mr. Wright responded that the spaces would be available to the apartment residents.

Mr. Wright explained that the apartments are driven by demand and there are more people today that want to rent and a lot of people are opting not to purchase, so they are meeting that demand.

Allan Hill, the project engineer, elaborated on the stormwater design for the project noting that the development would only increase the impervious surface by roughly one acre. He noted that the City requires that additional impervious and stormwater be treated for quality and quantity so that peak flows do not exceed the existing level. The City of Mebane Engineer Franz Holt added that they were required to provide rendition for a 100-year storm event.

Mr. Wright elaborated on how the project aligns with the *Downtown Vision Plan* by providing a mix of uses and housing as a transition area towards the existing central business district across the railroad tracks. He responded to questions about low-income housing and explained that low-income housing would be less beneficial to property values. Mr. Wright also explained that the existing buildings are not designated as historic and are structurally unusable.

Gale Pettiford asked where delivery trucks would be able to access the commercial tenants for the site and if it would be a public safety hazard. David Allen highlighted on the plans areas where there would access for trucks, namely on street parking areas in the morning,

Ms. Beedy followed up about her question regarding accessible apartments. The architect for the applicant Mr. Plageman responded that in compliance with building code, 9 apartments would be fully accessible and all of them would be adaptable because of the elevators.



Ms. McFarland asked if there would be a safety hazard due to traffic and the close proximity to the Mebane Fire Station. Mr. Wright responded that the Mebane Fire Department and TRC reviewed and approved the plans as presented, meeting city requirements.

Kurt Pearson shared a series of concerns about the proposed development:

- Mr. Pearson expressed concern in general about the number of apartments in Mebane. He advised using caution whenever considering apartment developments to avoid saturating the housing market. He suggested a study be performed for the City to ensure there is a healthy mix of housing in the City and the number of apartments does not approach or exceed that healthy threshold. He added that he did see that apartments in this downtown area are more desirable but wanted to see condos and townhomes as well.
- Mr. Pearson shared his opinion that the proposed development was asking too much with waiver request he considered be too severe, particularly with respect to parking. He noted that the project fails to provide enough parking for the residential component with a deficit of 48 spaces let alone the commercial component. He added that it was in his opinion inappropriate to use the public property at the library as overflow parking for a private development.
- Mr. Pearson indicated that in his opinion the proposed 4-story building height is too tall, and not in character with the surrounding buildings downtown which do not exceed three stories. He shared Ms. McFarland's concern about being "too dense and too tall." Kurt also added that while it is great to have development that will increase activity downtown, he is concerns that the proposed development will exacerbate traffic and parking problems downtown.
- He explained the City has discretion to grant waivers when reasonable and appropriate, but in this case the waiver requests are irresponsible and do not meet the intent of the UDO. He added that he didn't want to be too critical because he understands it is a prime location and it should be developed, but as presented it is not a smart development. Mr. Pearson questioned why not be picky and demand more from the developer when in the current economy almost every developer would love to come develop in Mebane, in such a prime location.
- Mr. Pearson concluded by stating he has a lot of knowledge and education from his professional background in city planning and that even though the Planning Board is an advisory body, the City Council watches these meetings and reads the meeting minutes. Mr. Pearson noted that considering the density, waiver requests and the irresponsible parking deficit, his only option would be to vote in opposition to the rezoning request.

Larry Teague commented that he agreed with Kurt Pearson.

Judy Taylor commented that she was excited about the redevelopment potential for mixed use on the Kingsdown properties but shared some concerns that the proposed development did not quite align with the intent and character of the *Downtown Vision Plan*. She noted that a buffer was



necessary to provide a transition between the existing homes on Holt Street and the mixed-use development.

Kurt Pearson made it clear that he is not against development on the Kingsdown properties, but that any proposed development needed to be responsible and in character with the surrounding area.

Kurt Pearson made *a motion to deny the B-1(CD) rezoning as presented due to a lack of harmony with the surrounding zoning or land use*, noting his concerns about the numerous waiver requests that he discussed earlier. Gale Pettiford seconded the motion which passed unanimously.

Chairman Tulauskas indicated that the request would go before the Mebane City Council on Monday, August 1st.

C. Request to rezone two properties totaling +/- 10.67 acres located at Peartree Dr & Parker Ln (PINs 9824071555 & 9824073438) from R-8 (CD) and R-20 to R-8 (CD) to allow for a residential development of 70 townhomes by KB Home Carolina Division.

KB Home Carolinas Division is requesting approval to conditionally rezone two properties totaling +/- 10.67 acres located at Peartree Dr & Parker Ln (PINs 9824071555 & 9824073438) from R-8 (CD) and R-20 to R-8 (CD) to allow for a residential development “Peartree Townhomes” of 70 townhomes. The property is located outside of City Limits in the Mebane Extraterritorial Jurisdiction (ETJ). Proposed onsite amenities are detailed in the meeting agenda packet available [here](#). The Planning staff has reviewed the request for harmony with the zoning of the surrounding area and consistency with the City’s adopted plans and recommends approval. The Technical Review Committee (TRC) has reviewed the site plan and the applicant has revised the plan to reflect the comments

Ashley Ownbey provided an overview and PowerPoint presentation of the request.

Donald Sever, PE of Summit Design and Engineering presented the rezoning request including discussion of the site plan, stormwater, project history and examples of home elevations. Thurm Bowen of KB home was also in attendance to represent the applicant.

Tom Boney of the Alamance News asked about the typical number of bedrooms and price point for the proposed townhomes. Mr. Bowen answered that the homes would have 3 bedrooms and would be in the 290 to low 300 thousand price range.

Joe Wiggs, adjacent property owner at 408 Stratford Dr, expressed several concerns about the project, namely that the connection of the road and sidewalk to Stratford would be disruptive to his property and the quiet street. He added that in previous conversations, the project engineer told him that a cut through was not necessary but the City wanted it for emergency response purposes.



Mr. Wiggs added that there are plenty of dead-end roads in Mebane and it shouldn't have an impact on emergency response. Mr. Wiggs also expressed concerns about the lighting for the proposed subdivision entrance sign and loss of large existing evergreen trees. He added that the stormwater ponds would increase mosquitos.

Aaron Smeltz, property and business owner at 831 S 8th Street, expressed concern about how the project may impact his property, particularly traffic. He asked if the development would limit his ability to recombine his properties in the future and if he could access his property from the proposed road that would run behind him. Don Sever responded that he did not see an issue providing an entryway for Mr. Smeltz to tie into provided that the City did not have an issue.

Mr. Wiggs also asked if a fence or buffer would be installed around where the project abuts his property.

In response to Mr. Wiggs, Don Sever highlighted on the site plan where they are proposing to preserve the exiting tree canopy. He added that screening along Mr. Wiggs' property would be determined during the construction plan approval process.

Mr. Wiggs asked how close the proposed parking spaces shown on the plans would be to his property. Mr. Sever responded that the spaces would be 8 to 10 feet from the property line. Tom Boney asked if there were any buffer requirements with respect to the parking spaces. Ashley Ownbey responded that the parking is required to be screen from adjacent properties. Mr. Wiggs expressed concern about these spaces so close to his property line without a sufficient buffer and asked whether those spaces were necessary.

Ashley Ownbey responded that the parking spaces in question contribute to meeting the parking requirements for the subdivision, although they are exceeding the requirement by 2 spaces.

Kurt Pearson asked what the required setback is for parking. Ashley Ownbey responded that there are not setbacks for parking areas. Kurt Pearson responded that the proposed screening seemed sufficient and would not have a large impact on the surrounding properties. He also commented that the lighting from the subdivision entrance sign would not have a significant impact on surrounding properties because there are lighting requirements for signs. Mr. Pearson also added that the connectivity to Stratford in his opinion would be generally favorable. Mr. Wiggs restated his concern about the street being used for a cut through.

Kurt Pearson commented that the requested waivers for this proposed development are not significant, and the property is already zoned R-8 so it would not cause any significant changes from the current zoning.

Aaron Smeltz asked if the development would limit his ability to recombine his properties in the future. Staff responded that it would not change his ability to recombine his properties.



Mr. Wiggs asked how the site plan addresses stormwater management. Mr. Sever responded by highlighting the stormwater control measures as shown on the site plan.

Tom Boney asked about the proposed private amenities. Mr. Sever highlighted the proposed private amenities on the site plan including the dog park, walk path, sports field, bocce ball, and picnic area.

Kurt Pearson noted that the City Council will have the final decision on the rezoning request and that Mr. Wiggs will have an opportunity to share his concerns at the public hearing.

Kurt Pearson commented that the project does not have any major red flags that would negatively impact surrounding property owners.

Keith Hoover made a motion as follows:

Motion to approve the R-8 (CD) zoning as presented; and

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

- *Is for a property within the City's G-1 Mixed-Use (Cameron Lane) and is residential in nature; and*
- *Promotes a village concept that supports compact and walkable environments, consistent with Growth Management Goal 1.1 (pp. 17 & 82)*

Larry Teague seconded the motion which passed unanimously. Chairman Tulauskas indicated that the request would go before the Mebane City Council on Monday, August 1st.

7. New Business

The following new business items were shared with the Board:

- Staff is arranging a Planning Board basics training, please share availability with staff.
- There is a vacancy on the Bicycle and Pedestrian Advisory Committee

8. Adjournment

Chairman Tulauskas adjourned the meeting at 9:25 p.m.



AGENDA ITEM #4

RZ 22-10

Conditional Rezoning –
Project Skywalker

Presenter

Audrey Vogel, Planner

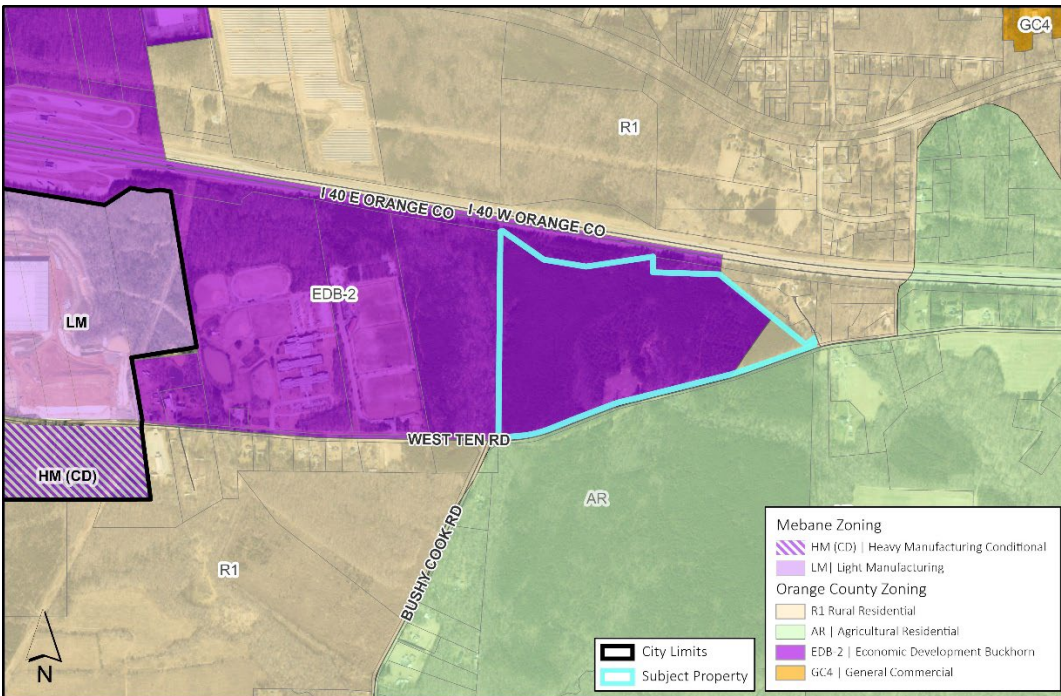
Applicant

Williams Development Group
331 High Street
Winston-Salem, NC 27101

Public Hearing

Yes ☒ No ☐

Zoning Map



Property

GPIN
9844452283

Proposed Zoning

LM (CD)

Current Zoning

Orange County
EDB-2 and R1

Size

+/-73.978 acres

Surrounding

Zoning

OC zoning: EDB-2,
R1, AR

Mebane: LM

Surrounding

Land Uses

School,
Recreation,
residential,
industrial, vacant

Utilities

To be extended at
developer's
expense

Floodplain

No

Watershed

Yes

City Limits

No



CITY OF MEBANE
ZONING MAP

Conditional Rezoning
Williams Development Group

1 inch = 1,000 feet

DATE: 07/28/22

DRAWN BY: AV

Summary

Williams Development Group is requesting to establish LM (CD) zoning on the +/- 73.978-acre parcel (identified by Parcel Identification Number 9844452283) located on West Ten Road outside of the Mebane Extra-Territorial Jurisdiction (ETJ) in Orange County to allow for a light-industrial development including two warehouse buildings. Annexation will be required before the City Council can hold a public hearing to take zoning action. The applicant has the property under contract to purchase, contingent upon approval of the conditional rezoning.

The site-specific plan features two warehouse buildings with a proposed subdivision of the property so that each building and associated parking is contained on its own lot. Proposed building A is +/- 600,000 s.f. and proposed building B is +/- 300,000 s.f. The applicant will provide a 5' sidewalk along West Ten Road and an internal sidewalk network to connect to the proposed structures from West Ten Road. The site plan features a 100' type B buffer along the perimeter. The UDO requires a 20' Type C buffer between the two proposed lots. The applicant is requesting to relocate the buffer with additional plantings elsewhere on the property. No waivers are otherwise being requested for this project.

The property is located within the Buckhorn Economic Development Area in Orange County. As described in *Mebane by Design*, the Comprehensive Land Development Plan, the City of Mebane worked in collaboration with Orange County to invest in the water and sewer infrastructure in this area to support private sector growth.

A Traffic Impact Analysis (TIA) was prepared for the project. The findings of the study warranted exclusive eastbound left and westbound right turn lanes with 100 feet of full storage and appropriate taper at each of the proposed site entrances on West Ten Rd. These improvements area must be constructed as a condition of NCDOT driveway permit approval.

The Technical Review Committee (TRC) has reviewed the site plan three (3) times and the applicant has revised the plan to reflect the comments.

Financial Impact

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

Recommendation

The Planning Staff recommends approval of the request. The project lies just outside the G-2 Primary Growth Area ("Buckhorn Economic Development District") and the use is consistent with the existing Orange County zoning classification "EDB-2 (Economic Development Buckhorn Higher Intensity)" an area that is defined as being specifically targeted for economic development activity consisting of light industrial, distribution, flex space, office, and service/retail uses being located adjacent to interstate and major arterial highways.

Suggested Motion

1. Motion to **approve** the LM(CD) zoning as presented.
2. Motion to find that **the application is consistent** with the objectives and goals in the City's 2017 Comprehensive Land Development Plan *Mebane By Design*. Specifically, the request:
 - ☐ Is for a property within the City's G-4 Secondary Growth Area (Mebane CLP, p.66);
 - ☐ 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)

OR

3. Motion to **deny** the LM(CD) rezoning as presented due to a lack of
 - a. Harmony with the surrounding zoning or land use
- OR**
- b. Consistency with the objectives and goals in the City's 2017 Comprehensive Land Development Plan *Mebane By Design*.

Attachments

1. Zoning Amendment Application
2. Zoning Map
3. Site Plan
4. Planning Project Report
5. Preliminary Water and Sewer System Approval Letter
6. Technical Memorandum – City Engineering Review
7. Traffic Impact Analysis (TIA)
 - a. Traffic Impact Analysis (TIA) by Ramey Kemp Associates – [access and download here](#)
 - b. TIA Review Letter by VHB for City of Mebane
 - c. TIA Review Letter by NCDOT



APPLICATION FOR A ZONING AMENDMENT

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

Name of Applicant: Williams Development Group

Address of Applicant: 331 High Street Winston-Salem, NC 27101

Address and brief description of property to be rezoned: 0 West Ten Road (Tax parcel# 9844452283)
73.978 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 ☒

Type of re-zoning requested: Conditional M-2

Sketch attached: Yes ☒ No ☐

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

NOTE: This application was received prior to Council's action to change name of the light manufacturing district from M-2 to LM

DocuSigned by:
 Signed: Sandra Martin Clark
 28BF605339A64CA...

Date: 4/5/2022

Action by Planning Board: _____

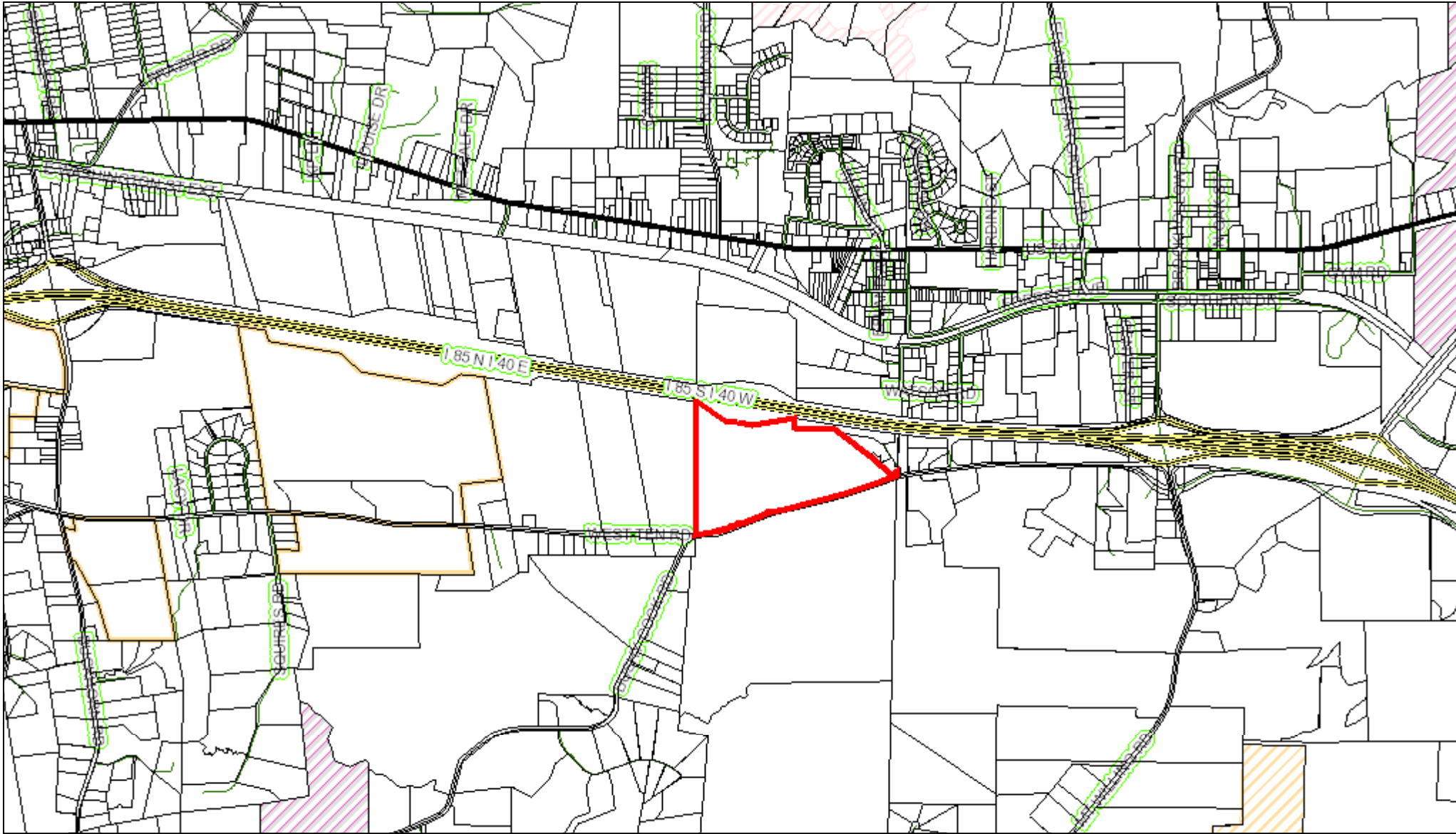
Public Hearing Date: _____ Action: _____

Zoning Map Corrected: _____

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

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

Orange County



July 8, 2022

This map contains parcels prepared for the inventory of real property within Orange County, and is compiled from recorded deed, plats, and other public records and data. Users of this map are hereby notified that the aforementioned public primary information sources should be consulted for verification of the information contained on this map.

The county and its mapping companies assume no legal responsibility for the information on this map.

PIN: 9844452283

OWNER 1: CLARK SANDRA M TRUSTEE

SIZE: 74.019 A

BUILDING COUNT:

OWNER 2:

DEED REF:

LAND VALUE: \$18,653

ADDRESS 1: 3605 GLENWOOD AVE

RATECODE: 03

BLDG_VALUE: \$0

ADDRESS 2: STE 500

TOWNSHIP: CHEEKS

USE VALUE: \$367,726

CITY: RALEIGH

BLDG SQFT:

TOTAL VALUE: \$18,653

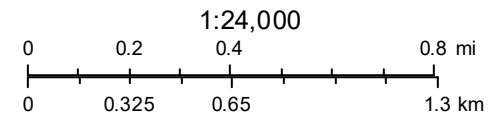
STATE, ZIP: NC 27512

YEAR BUILT:

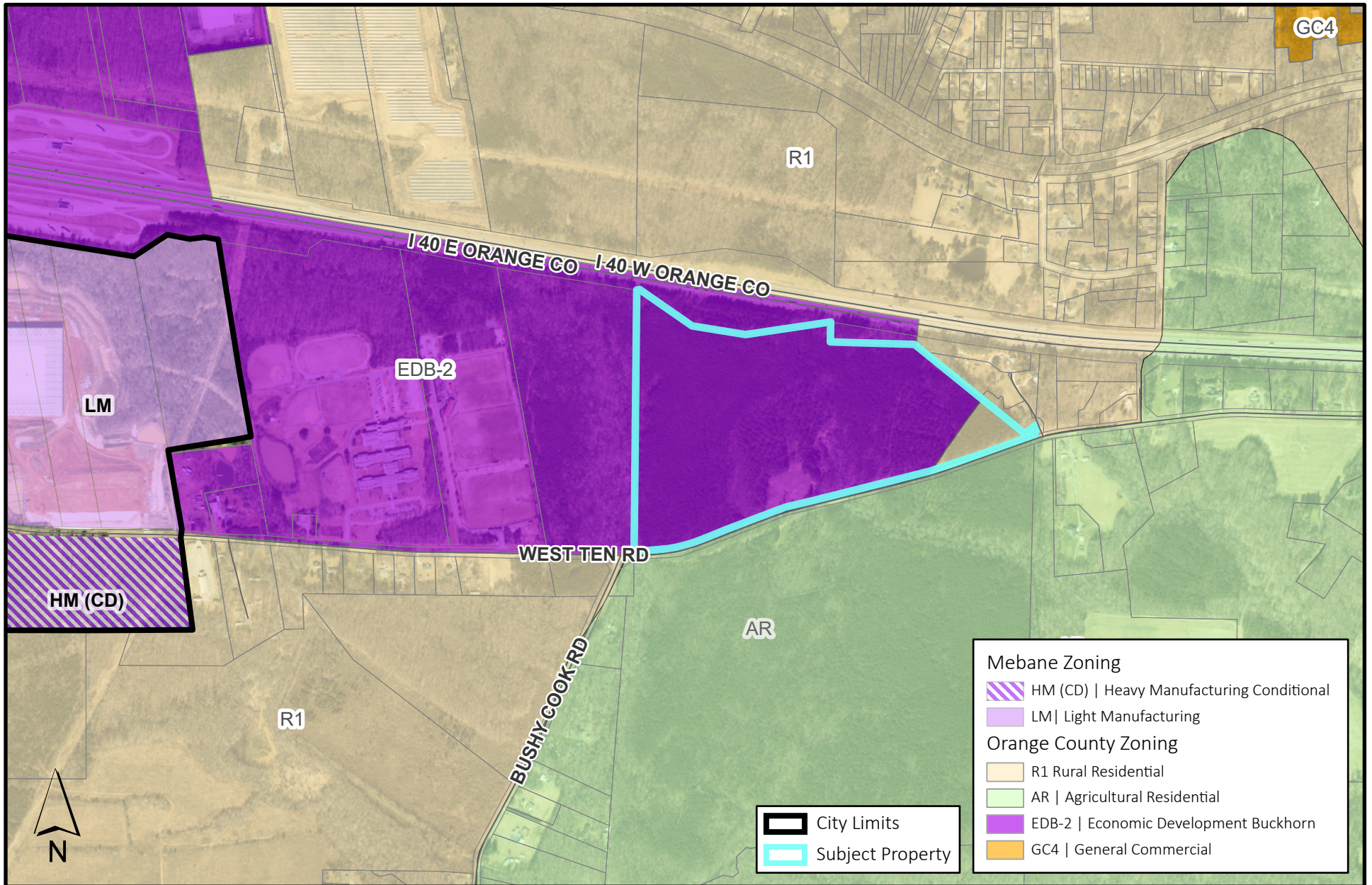
DATE SOLD: 11/10/2010

LEGAL DESC: 2 KATHERINE L KIRKPATRICK ESTATE P74/18

TAX STAMPS:




ORANGE COUNTY
NORTH CAROLINA



CITY OF MEBANE **ZONING MAP**

Conditional Rezoning **Williams Development Group**

1 inch = 1,000 feet

DATE: 07/28/22

DRAWN BY: AV

PROJECT SKYWALKER

CONSULTANT:



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

FIRM LICENSE # C-1051
www.stewartinc.com
PROJECT # C22012

APPLICANT:

WILLIAMS DEVELOPMENT GROUP
331 HIGH STREET
WINSTON-SALEM, NC 27101
PHONE # 336-784-2000

SITE PLAN

APRIL 8, 2022
West Ten Road
Elfland, North Carolina
Cheeks Township - Orange County

REVISED

JULY 8, 2022
JULY 25, 2022

VICINITY MAP



SCALE: 1" = 2000'

INDEX OF DRAWINGS	
Sheet #	SHEET NAME
C0.00	COVER SHEET
C1.00	EXISTING CONDITIONS PLAN
C3.00	SITE PLAN
C5.00	GRADING & STORM DRAINAGE PLAN
C6.00	UTILITY PLAN





STEWART

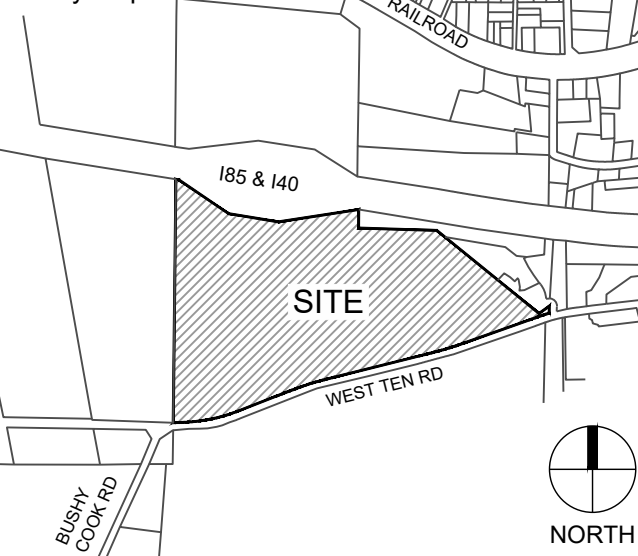
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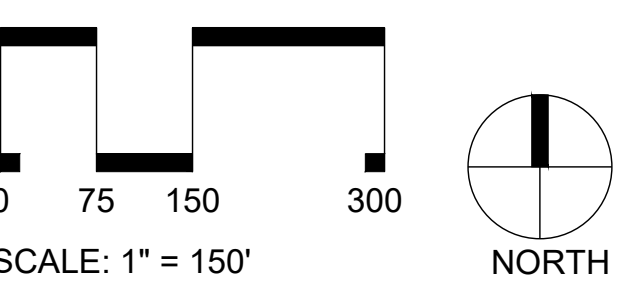
Vicinity map:



Seal:

PRELIMINARY - DO NOT
USE FOR CONSTRUCTION

Scale:



Project:

PROJECT SKYWALKER

Issued for:

SITE PLAN

No.	Date	Description
1	05.27.2022	PER CITY OF MEBAE
2	07.25.2022	PER CITY OF MEBAE
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Title:

EXISTING CONDITIONS PLAN

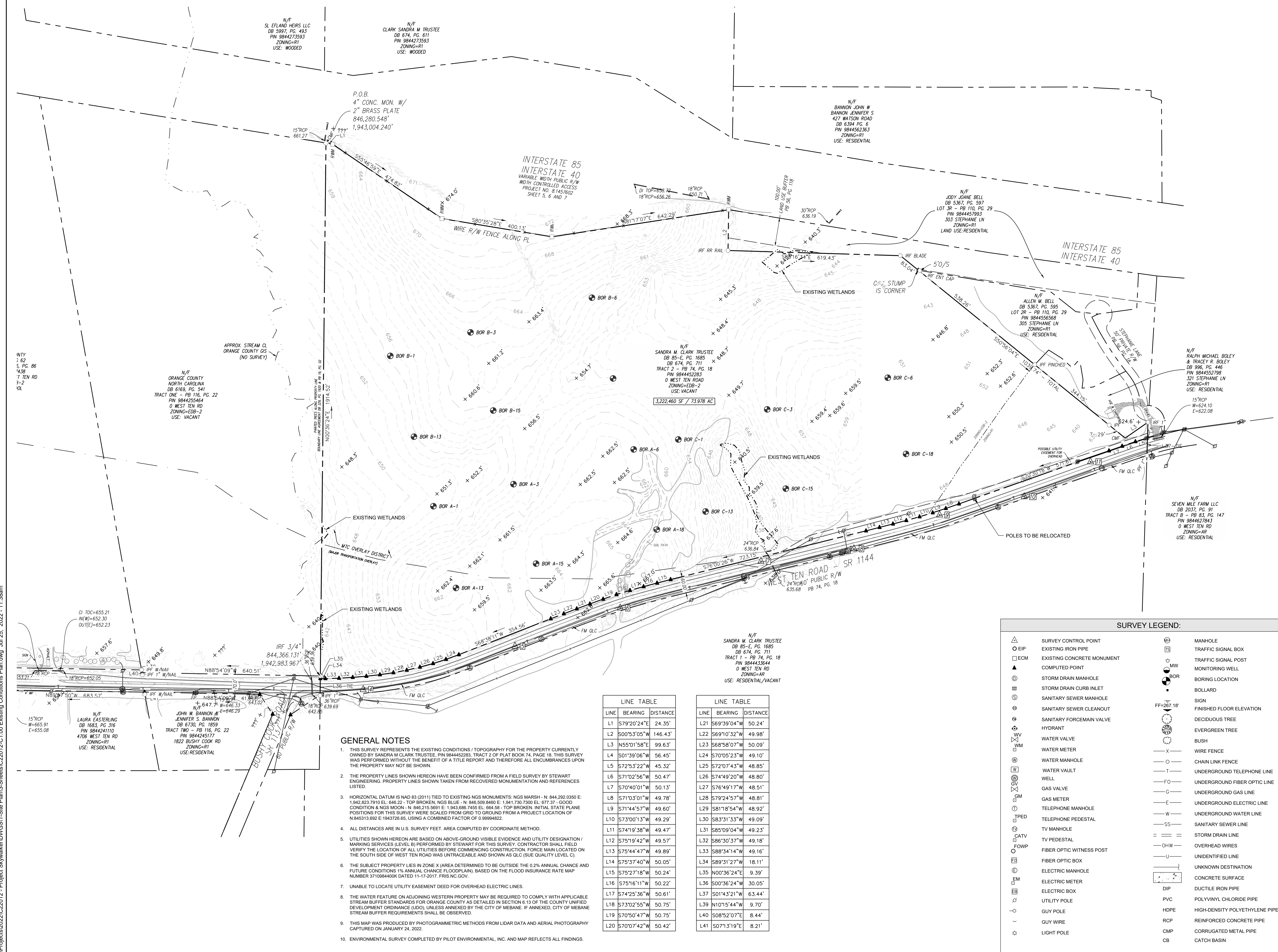
Project number: C22012 Sheet #:

Issued Date: 04.08.2022

Drawn by: --

Approved by: --

C1.00



L:\Projects\2022\C22012 - Project Skywalker\DWGS\1-Site Plan\3-Sheets\C22012-C1.00 Existing Conditions Plan.dwg Jul 25, 2022 - 11:38am

GENERAL NOTES

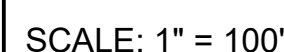
- THIS SURVEY REPRESENTS THE EXISTING CONDITIONS / TOPOGRAPHY FOR THE PROPERTY CURRENTLY OWNED BY SANDRA M. CLARK TRUSTEE. PIN 9844452283, TRACT 2 OF PLAT BOOK 74, PAGE 18. THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE REPORT AND THEREFORE ALL ENCUMBRANCES UPON THE PROPERTY MAY NOT BE SHOWN.
- THE PROPERTY LINES SHOWN HEREON HAVE BEEN CONFIRMED FROM A FIELD SURVEY BY STEWART ENGINEERING. PROPERTY LINES SHOWN TAKEN FROM RECOVERED MONUMENTATION AND REFERENCES LISTED.
- HORIZONTAL DATUM IS NAD 83 (2011) TIED TO EXISTING NGS MONUMENTS: NGS MARSH - N: 844,292.0350 E: 1,942,823.7910 EL: 846.22 - TOP BROKEN, NGS BLUE - N: 846,509.8480 E: 1,941,730.7300 EL: 677.37 - GOOD CONDITION & NGS MOON - N: 846,215.5691 E: 1,943,686.7455 EL: 664.58 - TOP BROKEN. INITIAL STATE PLANE POSITIONS FOR THIS SURVEY WERE SCALED FROM GRID TO GROUND FROM A PROJECT LOCATION OF N:845313.692 E:1943726.65, USING A COMBINED FACTOR OF 0.99994822.
- ALL DISTANCES ARE IN U.S. SURVEY FEET. AREA COMPUTED BY COORDINATE METHOD.
- UTILITIES SHOWN HEREON ARE BASED ON ABOVE-GROUND VISIBLE EVIDENCE AND UTILITY DESIGNATION / MARKING SERVICES (LEVEL B) PERFORMED BY STEWART FOR THIS SURVEY. CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL UTILITIES BEFORE COMMENCING CONSTRUCTION. FORCE MAIN LOCATED ON THE SOUTH SIDE OF WEST TEN ROAD WAS UNTRACEABLE AND SHOWN AS QLC (SUE QUALITY LEVEL C).
- THE SUBJECT PROPERTY LIES IN ZONE X (AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE AND FUTURE CONDITIONS 1% ANNUAL CHANCE FLOODPLAIN), BASED ON THE FLOOD INSURANCE RATE MAP NUMBER 3710984400K DATED 11-17-2017. FRIS.NC.GOV.
- UNABLE TO LOCATE UTILITY EASEMENT DEED FOR OVERHEAD ELECTRIC LINES.
- THE WATER FEATURE ON ADJOINING WESTERN PROPERTY MAY BE REQUIRED TO COMPLY WITH APPLICABLE STREAM BUFFER STANDARDS FOR ORANGE COUNTY AS DETAILED IN SECTION 6.13 OF THE COUNTY UNIFIED DEVELOPMENT ORDINANCE (UDOD), UNLESS ANNEXED BY THE CITY OF MEBAE. IF ANNEXED, CITY OF MEBAE STREAM BUFFER REQUIREMENTS SHALL BE OBSERVED.
- THIS MAP WAS PRODUCED BY PHOTOGRAMMETRIC METHODS FROM LIDAR DATA AND AERIAL PHOTOGRAPHY CAPTURED ON JANUARY 24, 2022.
- ENVIRONMENTAL SURVEY COMPLETED BY PILOT ENVIRONMENTAL, INC. AND MAP REFLECTS ALL FINDINGS.

LINE	BEARING	DISTANCE
L1	S79°20'24"E	24.35'
L2	S00°53'05"W	146.43'
L3	N55°01'58"E	99.63'
L4	S01°39'06"W	56.45'
L5	S72°53'22"W	45.32'
L6	S71°02'56"W	50.47'
L7	S70°40'01"W	50.13'
L8	S71°03'01"W	49.78'
L9	S71°44'57"W	49.60'
L10	S73°00'13"W	49.29'
L11	S74°19'38"W	49.47'
L12	S75°19'42"W	49.57'
L13	S75°44'47"W	49.89'
L14	S75°37'40"W	50.05'
L15	S75°27'18"W	50.24'
L16	S75°16'11"W	50.22'
L17	S74°25'36"W	50.61'
L18	S73°02'55"W	50.75'
L19	S70°50'47"W	50.75'
L20	S70°07'42"W	50.42'

LINE	BEARING	DISTANCE
L21	S69°39'04"W	50.24'
L22	S69°10'32"W	49.98'
L23	S68°58'07"W	50.09'
L24	S70°05'23"W	49.10'
L25	S72°07'43"W	48.85'
L26	S74°49'20"W	48.80'
L27	S76°49'17"W	48.51'
L28	S79°24'57"W	48.81'
L29	S81°18'54"W	48.92'
L30	S83°31'33"W	49.29'
L31	S85°09'04"W	49.23'
L32	S86°30'37"W	49.18'
L33	S88°34'14"W	49.16'
L34	S89°31'27"W	18.11'
L35	N00°36'24"E	9.39'
L36	S00°36'24"W	30.05'
L37	S01°43'21"W	63.44'
L38	N10°15'44"W	9.70'
L40	S08°52'07"E	8.44'
L41	S07°13'19"E	8.21'



WILLIAMS DEVELOPMENT GROUP
331 HIGH STREET
WINSTON-SALEM, NC 27101
PHONE # 336-784-2000

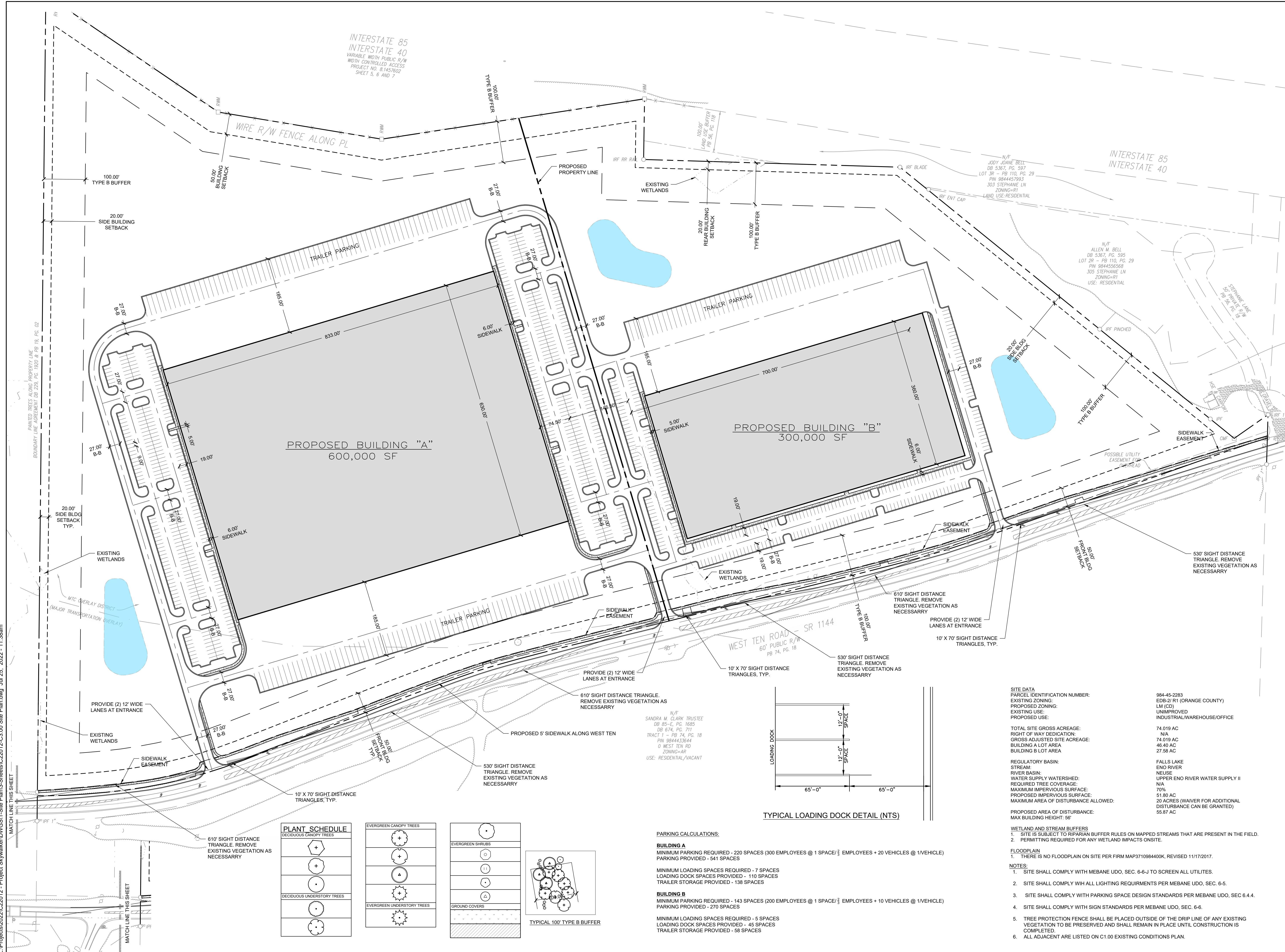


PROJECT
SKYWALKER

SITE PLAN

SITE PLAN

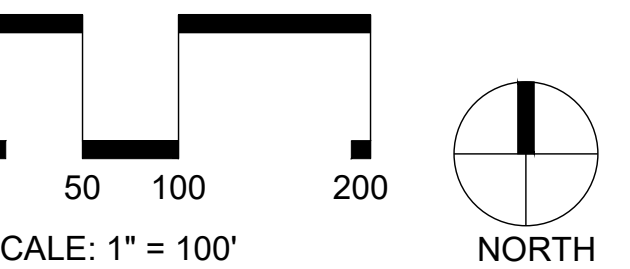
C3.00





Client: WILLIAMS DEVELOPMENT GROUP
331 HIGH STREET
WINSTON-SALEM, NC 27101
PHONE # 336-784-2000

PRELIMINARY - DO NOT
USE FOR CONSTRUCTION



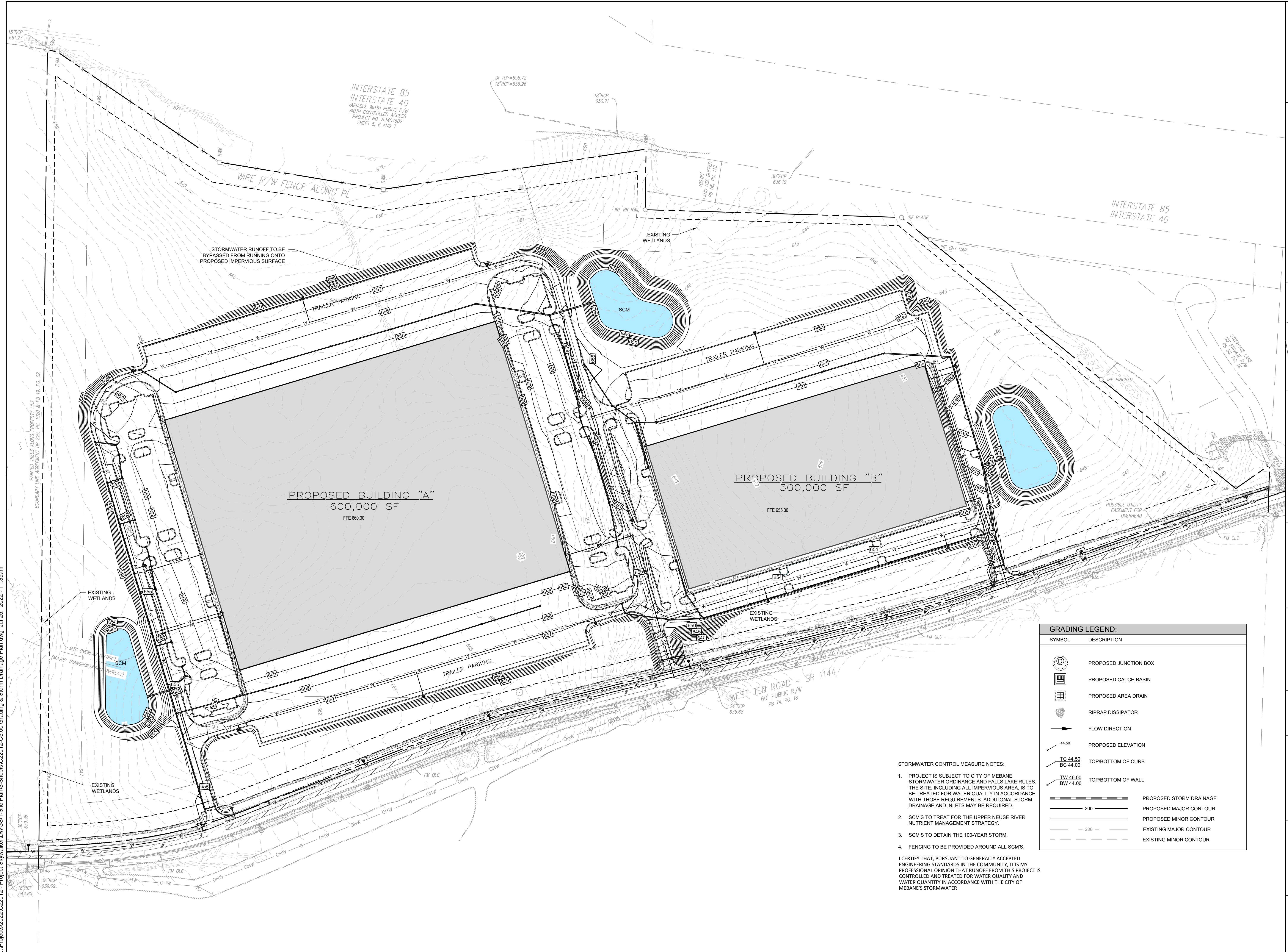
PROJECT SKYWALKER

PRELIMINARY

[illegible]

GRADING & STORM DRAINAGE PLAN

Project number: C22012 Sheet #:
Issued Date: 04.08.2022
Drawn by: SM
Approved by: TS





STEWART

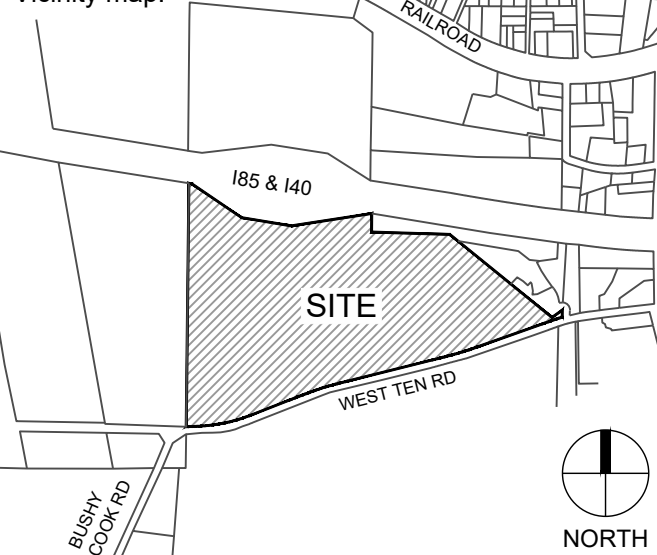
101 WEST MAIN ST.
DURHAM, NC 27701
T 919.380.8750

FIRM LICENSE # C-1051
www.stewartinc.com
PROJECT # C22012

Client:

WILLIAMS DEVELOPMENT GROUP
331 HIGH STREET
WINSTON-SALEM, NC 27701
PHONE # 336-784-2000

Vicinity map:

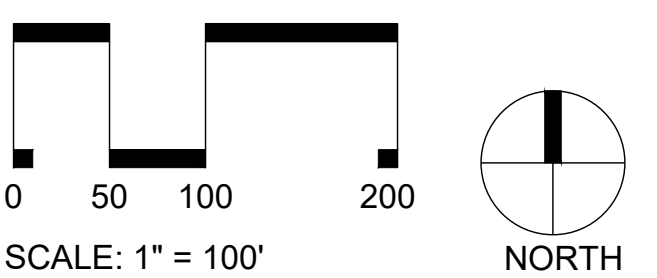


Seal:

PRELIMINARY - DO NOT
USE FOR CONSTRUCTION



Scale:



Project:

**PROJECT
SKYWALKER**

Issued for:

SITE PLAN

No.	Date	Description
1	05.27.2022	PER CITY OF MEHANE
2	07.25.2022	PER CITY OF MEHANE

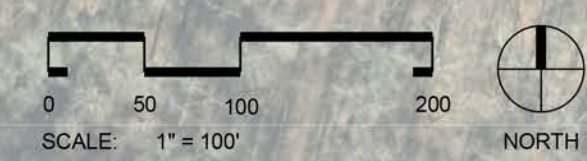
Title:

UTILITY PLAN

Project number: C22012 Sheet #:
Issued Date: 04.08.2022
Drawn by: SM
Approved by: TS

C6.00

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Project Skywalker

Mebane, North Carolina

Illustrative Site Plan

PLANNING PROJECT REPORT

DATE	08/08/2022
PROJECT NUMBER	RZ 22-10
PROJECT NAME	Project Skywalker
APPLICANT	Williams Development Group 331 High Street Winston-Salem, NC 27101

CONTENTS

PROJECT NAME & APPLICANT PAGE 1

ZONING REPORT PAGE 2

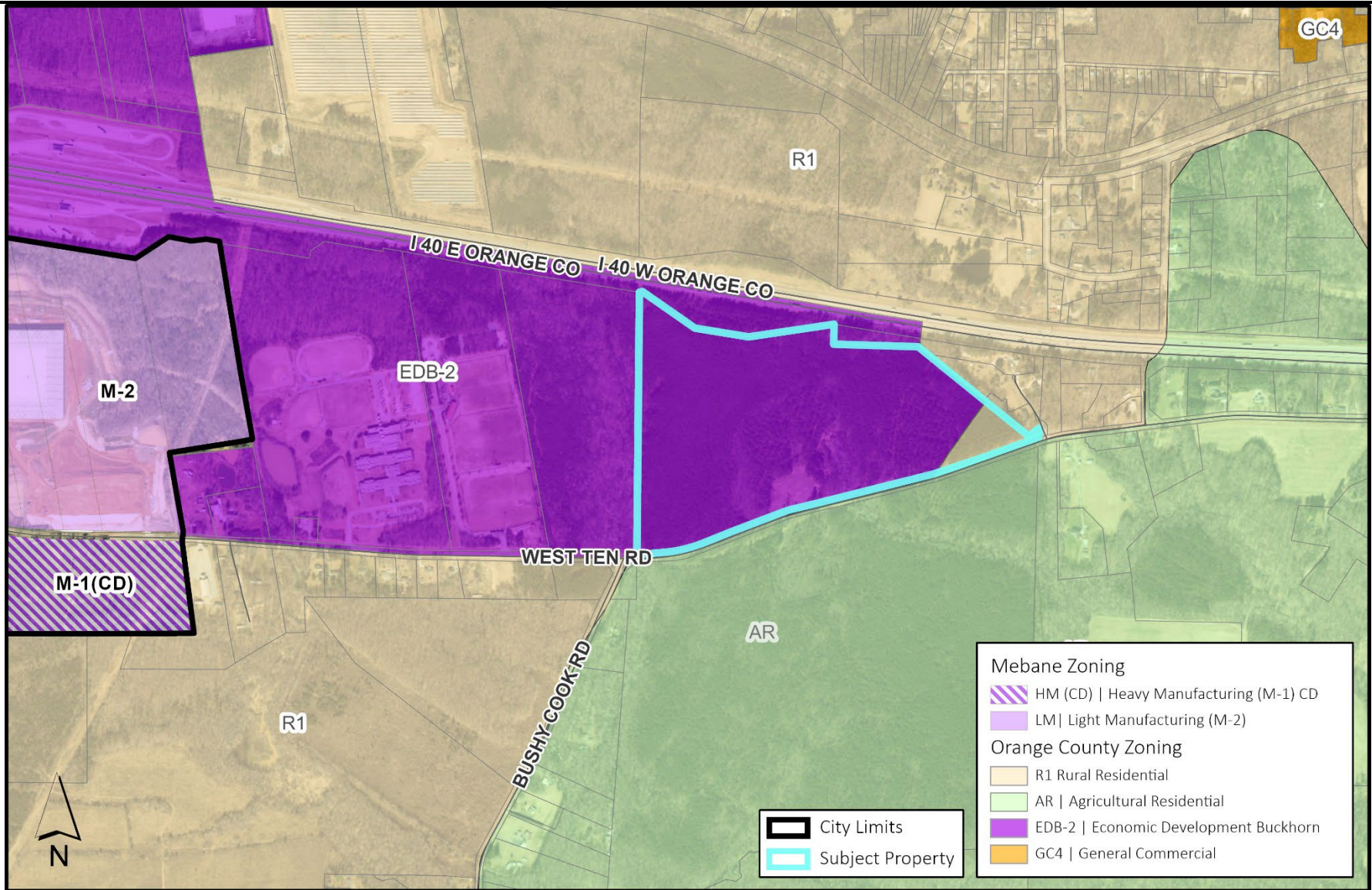
LAND USE REPORT PAGE 4

UTILITIES REPORT PAGE 6

STAFF ZONING REQUEST RECOMMENDATION PAGE 9

ZONING REPORT

EXISTING ZONE	EDB-2 (Economic Development Buckhorn Higher Intensity, Orange County) and R1 (Rural Residential, Orange County)
REQUESTED ACTION	LM (CD) (Light Manufacturing, Conditional Zoning District)
CONDITIONAL ZONE?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
CURRENT LAND USE	Vacant, Forested
PARCEL SIZE	+/-73.978 acres
PROPERTY OWNERS	Sandra M Clark Trustee 3605 Glenwood Ave, Ste 500 Raleigh, NC 27512 GPIN: 9844452283
LEGAL DESCRIPTION	Request to establish LM (CD) zoning on the +/- 73.978-acre parcel located on West Ten Road outside of the Mebane Extra-Territorial Jurisdiction (ETJ) in Orange County and identified by Parcel Identification Number 9844452283 by Williams Development Group.
AREA ZONING & DISTRICTS	Properties to the west are zoned EDB-2 (Economic Development Buckhorn Higher Intensity, Orange County), and properties to the north and east are zoned R1 (Residential, Orange County). Properties to the south are zoned AR (Agricultural Residential, Orange County). There are also properties in Mebane City Limits with LM zoning to the west on West Ten Rd
SITE HISTORY	The property has been under the same ownership since 2010. Prior to that, it has been owned by other trustees since 1995. The site has been vacant and mostly forested since at least 2006. A small portion of the southern part of the site along West Ten Road has been cleared since at least 2006.
STAFF ANALYSIS	
CITY LIMITS?	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO The property must be annexed into City Limits prior to zoning 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 type="checkbox"/> YES <input checked="" type="checkbox"/> NO
POTENTIAL IMPACT OF PROPOSED ZONE	The proposed rezoning is consistent with the EDB-2 Orange County Zoning District that encompasses most of the property as well as the properties to its west. It is also consistent with the LM Zoning in the City of Mebane approximately four parcels to the west. Interstate 40/85 separates the property from the undeveloped agricultural residential properties to the north. The proposed zoning will introduce more industrial development surrounding the nearby single-family detached residential parcels to the south and east, and the school to the west.



CITY OF MEBANE **ZONING MAP**

Conditional Rezoning **Williams Development Group**

1 inch = 1,000 feet

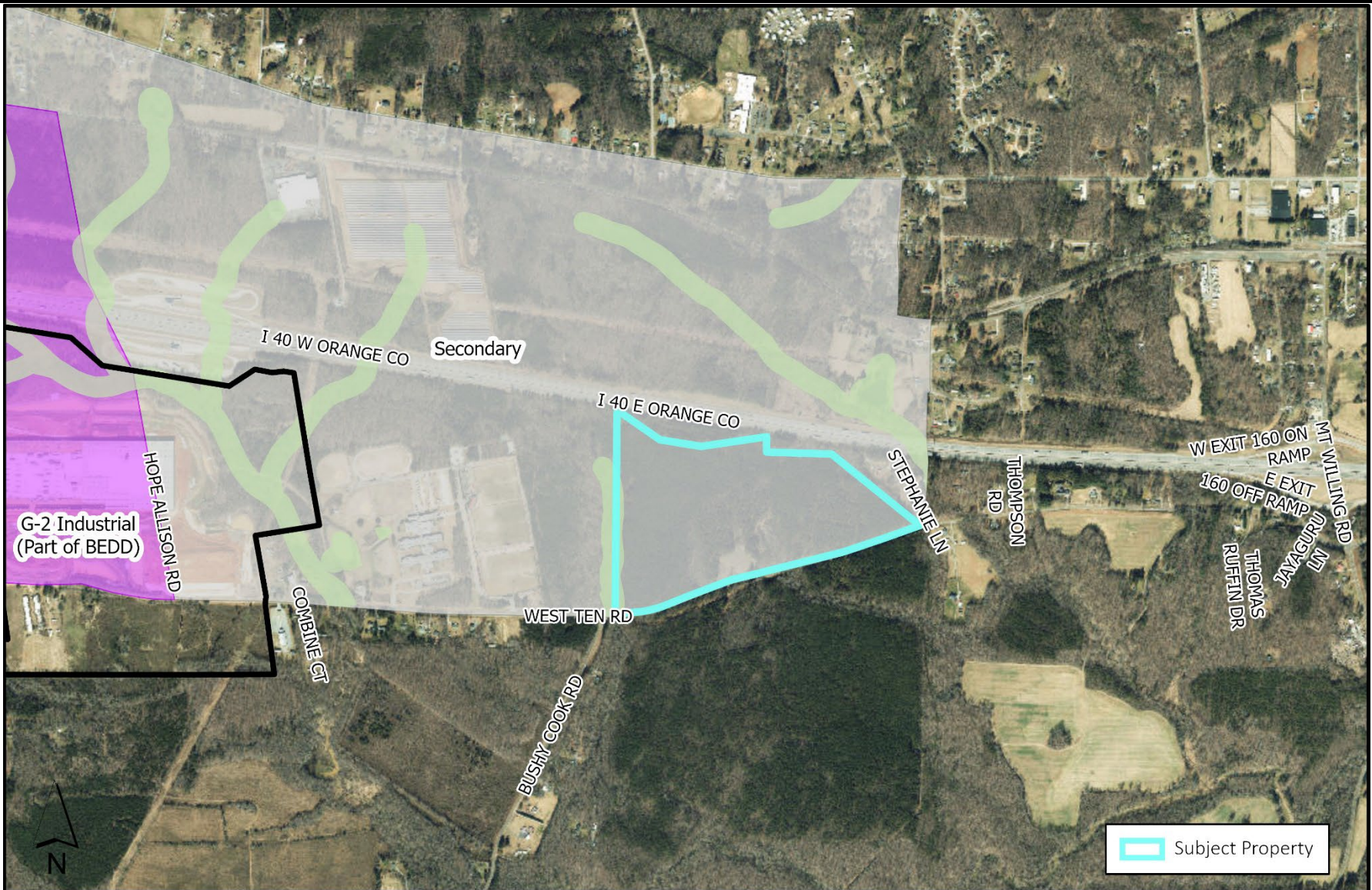
DATE: 07/28/22

DRAWN BY: AV

LAND USE REPORT

EXISTING LAND USE	Vacant & Forested
PROPOSED LAND USE & REQUESTED ACTION	The applicant is requesting a conditional rezoning to develop one property totaling +/- 73.978 acres located on West Ten Road (PIN 9844452283) for a light industrial development of one +/- 300,000 square foot structure and one +/- 600,000 square foot structure.
PROPOSED ZONING	LM (CD) (Light Industrial, Conditional Zoning District)
PARCEL SIZE	+/- 73.978 acres
AREA LAND USE	The light industrial-zoned property to the site's immediate west in Orange County is also vacant and forested. Properties further to the west include the soccer athletic complex and Gravelly Hill Middle School. The Medline distribution center is the closest industrial property in the Mebane zoning jurisdiction at under a mile away. Properties south of the subject property are also undeveloped and forested. Interstate 40/85 borders the property to the north, and the lots to the north of that are undeveloped and forested as well. The adjoining lots to the east and northeast on Stephanie Lane and southwest on Bushy Cook Rd primarily consist of single-family dwellings on larger lots.
ONSITE AMENITIES & DEDICATIONS	The applicant proposes a 5' sidewalk along West Ten Road and to construct an internal sidewalk network to connect to the proposed structures from West Ten Road.
WAIVER REQUESTED	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
DESCRIPTION OF REQUESTED WAIVER(S)	A 20' Type C buffer is required between the two proposed lots. This buffer is being made up elsewhere on the property.

CONSISTENCY WITH <i>MEBANE BY DESIGN</i> STRATEGY	
LAND USE GROWTH STRATEGY DESIGNATION(S)	G-4 Secondary Growth Area
OTHER LAND USE CONSIDERATIONS	Upper Eno River Protected Watershed II
<i>MEBANE BY DESIGN</i> GOALS & OBJECTIVES SUPPORTED	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.
<i>MEBANE BY DESIGN</i> GOALS & OBJECTIVES <u>NOT</u> SUPPORTED	



CITY OF MEBANE
Future Growth Area Map

Conditional Rezoning
Williams Development Group

1 inch = 1,300 feet

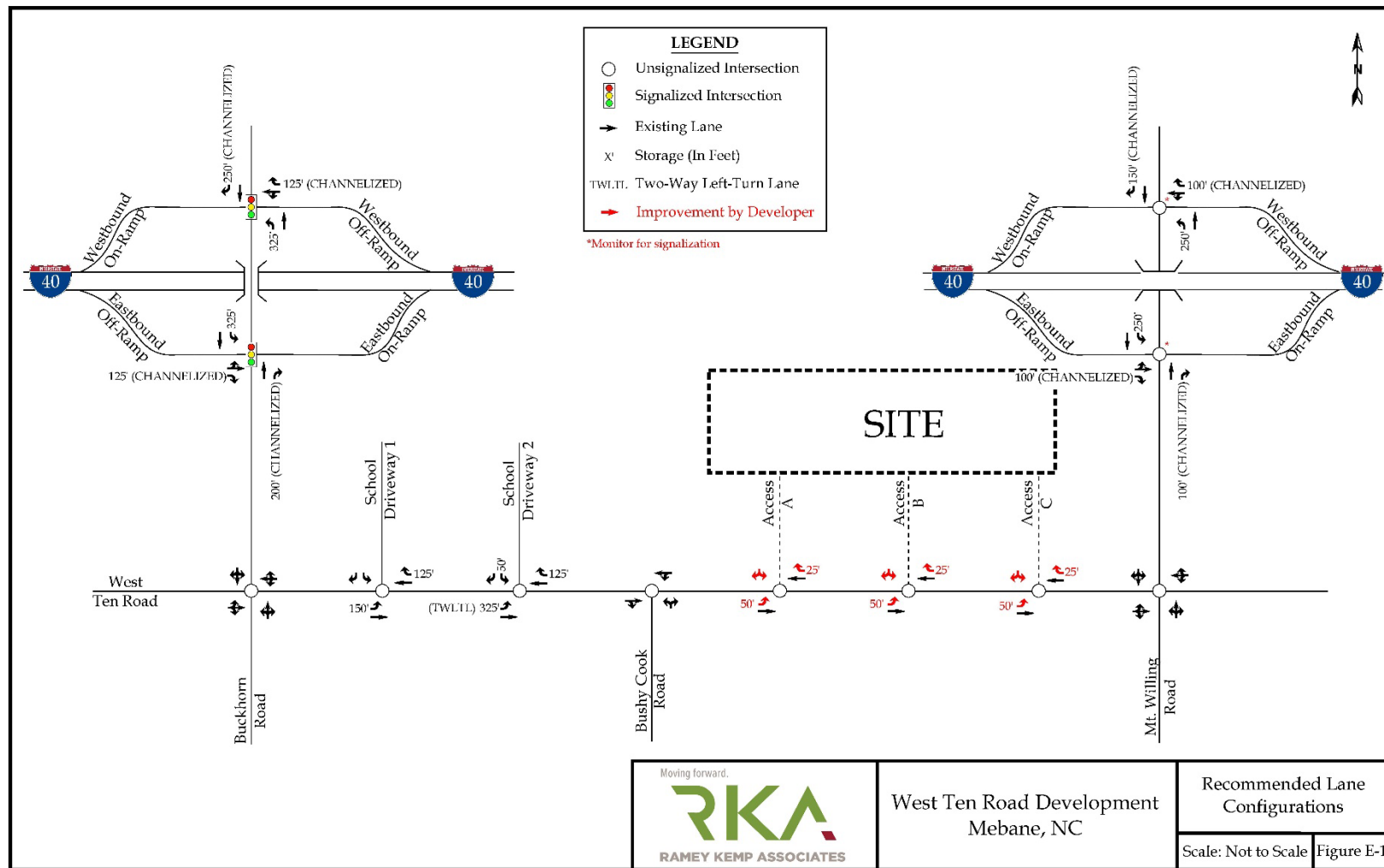
DATE: 07/28/22

DRAWN BY: AV

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 15,500 gallons per day of water and 12,500 gpd of sewer services. The project is proposed to be served with from an extension of the City's existing 12-inch water line in West Ten Rd picking it up at Gravelly Hill Middle School and carry it through the property frontage to its eastern property line. Two domestic service connections and fire service connections are to be made to the proposed new line serving Buildings A and B. The project is proposed to be served by a 12-inch gravity sewer extension from West Ten Pump Station to the property frontage high point along West Ten Road. This public sewer line is sized to accommodate a possible future force main connection.
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
TRANSPORTATION NETWORK STATUS	
CURRENT CONDITIONS	<p>The subject property is situated north of West Ten Road less than one mile to the west of the intersection with Mt. Willing Road and less than two miles to the east of the intersection with Buckhorn Road. The site plan features three proposed driveway entrances on West Ten Road. The site plan shows left and right turn lanes from West Ten Road to each entrance.</p> <p>NCDOT provides traffic count data for sections of West Ten Road, which is currently a two-lane undivided road. In 2020, the section east of the site toward Mt. Willing Road had an average daily traffic volume of 1,000 trips, while the section of West Ten Road west of the site toward Buckhorn Road had an average daily traffic volume of 1,600 trips. Between Bushy Creek Road and Stephanie Lane, West Ten Road registers a moderate Safety Score of 34. There was one serious single-vehicle crash to the</p>

	west of the subject property in January 2016 and one serious two-vehicle crash at the intersection of West Ten Road and Buckhorn Road in August 2016.
TRAFFIC IMPACT ANALYSIS REQUIRED?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
DESCRIPTION OF RECOMMENDED IMPROVEMENTS	The findings of the study warrant exclusive eastbound left and westbound right lanes with at least 100 feet of full storage and appropriate taper at each of the proposed site entrances on West Ten Road. These improvements must be constructed as a condition of NCDOT driveway permit approval.
CONSISTENCY WITH THE MEBANE BICYCLE AND PEDESTRIAN TRANSPORTATION PLAN?	<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> N/A
MULTIMODAL IMPROVEMENTS PROVIDED BY APPLICANT?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO
DESCRIPTION OF MULTIMODAL IMPROVEMENTS	The applicant proposes to construct a sidewalk for the length of the property along West Ten Road.



STAFF RECOMMENDATION

STAFF ZONING RECOMMENDATION	<input checked="" type="checkbox"/> APPROVE <input type="checkbox"/> DISAPPROVE
STAFF SPECIAL USE FINDING	<input type="checkbox"/> CONSISTENT <input type="checkbox"/> NOT CONSISTENT.....WITH <i>MEBANE BY DESIGN</i>
RATIONALE	The proposed development “Project Skywalker” is consistent with the guidance provided within <i>Mebane By Design</i> , the Mebane Comprehensive Land Development Plan. Specifically, it serves Goals 1.7 and 5.1. The proposed project is in harmony with nearby light industrial uses and uses currently permitted under the current Orange County Zoning.



August 2, 2022

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


Subject: Project Skywalker – Water and Sewer System

Regarding the subject Preliminary Site Plan and in accordance with 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 extension of the City's existing 12-inch water line in West Ten Road picking it up at Gravelly Hill Middle School and carry it through the property frontage to its eastern property line. Two domestic service connections and fire service connections are to be made to the proposed new line serving Building A – 600,000 square feet and Building B – 300,000 square feet. The proposed private 8-inch fire line is to be looped around each building and interconnected. The public water extension and internal private water system will include necessary gate valves, fire hydrants, and service connections to each building (fire and metered domestic with RPZ backflow prevention for each). The estimated water usage is 15,500 GPD (100 GPD per truck 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 served by a 12-inch gravity sewer extension from West Ten Pump Station to the property frontage high point along West Ten Road. This public sewer line is sized to accommodate a possible future force main connection. Internal to the project site are two proposed 8-inch private sewer lines with appropriate manhole spacing to serve Buildings A & B. All private sewer improvements will be operated and maintained by the owner. The estimated sewer use for this project is 12,500 GPD (100 GPD per truck bay). The City currently has adequate sewer capacity available at the downstream sewer facilities (West Ten Pump Station, Southeast Regional Pump Station and Outfall, and at the WRRF to meet this demand).

The proposed public water and sewer improvements will be designed outside of the proposed turn lane improvements with easements being provided as needed.

If there are any questions, please let me know.

Sincerely,

Franz K. Holt, P.E.
City Engineer

CC: Ashley Ownbey
Interim Development Director
Kyle Smith, P.E.
Public Utilities Director

CITY OF MEBANE

106 East Washington Street | Mebane, NC 27302

 919 563 5901

 fholt@cityofmebane.com

WWW.CITYOFMEBANE.COM



Technical Memorandum

Date: August 2, 2022

To: Ashley Ownbey,
Interim Development Director

From: Franz K. Holt, P.E.
City Engineer

Subject: Project Skywalker Industrial Development – City Engineering review

Preliminary Site Plans for Project Skywalker dated July 25th, 2022 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

Project Skywalker is a proposed industrial development on a 74 acre site located on the north side of West Ten Road just east of Bushy Cook Road and between the Interstate I-40/I-85 and the Buckhorn Road Interchange and Mt. Willing Road Interchange. It is proposed that the site will be subdivided into two lots. Proposed Building A – 600,000 square feet being located on the western lot (46.4 acres) and Building B – 300,000 square feet on the eastern lot (27.6 acres). The project is served by one common entrance on West Ten Road with cross access and each lot/building having its own separate entrance on West Ten Road.

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

A Traffic Impact Analysis (TIA) has been completed for the site and reviewed by NCDOT and City with certain roadway improvements being identified to West Ten Road. NCDOT review and approval will be required for utility encroachments, sidewalk improvements, the three proposed roadway connections, and roadway improvements associated with required turn lanes identified as a part of the TIA.

B. Availability of City Water and Sewer

Regarding the Preliminary Site Plan for Project Skywalker and in accordance with 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 extension of the City's



existing 12-inch water line in West Ten Road picking it up at Gravelly Hill Middle School and carry it through the property frontage to its eastern property line. Two domestic service connections and fire service connections are to be made to the proposed new line serving Building A – 600,000 square feet and Building B – 300,000 square feet. The proposed private 8-inch fire line is to be looped around each building and interconnected. The public water extension and internal private water system will include necessary gate valves, fire hydrants, and service connections to each building (fire and metered domestic with RPZ backflow prevention for each). The estimated water usage is 15,500 GPD (100 GPD per truck bay). The City currently has adequate water capacity available to meet the domestic demand and fire flow requirements for this project.

2. Sanitary Sewer system – The project is proposed to be served by a 12-inch gravity sewer extension from West Ten Pump Station to the property frontage high point along West Ten Road. This public sewer line is sized to accommodate a possible future force main connection. Internal to the project site are two proposed 8-inch private sewer lines with appropriate manhole spacing to serve Buildings A & B. All private sewer improvements will be operated and maintained by the owner. The estimated sewer use for this project is 12,500 GPD (100 GPD per truck bay). The City currently has adequate sewer capacity available at the downstream sewer facilities (West Ten Pump Station, Southeast Regional Pump Station and Outfall, and at the WRRF to meet this demand).

C. Phase II Stormwater Post Construction Ordinance, Watershed Overlay District, and Falls Lake Watershed Stormwater Regulations

1. Watershed Overlay District requirements are provided under Sec. 5.4 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 City's Falls Lake Watershed Stormwater Regulation for New Development as provided under 5.5 of the UDO.

The project proposes to construct three privately maintained stormwater control measures (SCMs) meeting the City's requirements for treatment including nutrient removal. Additionally, the plans show providing proposed detention for the 100 year design storm post vs. pre-development discharge rate. Any device that has 2 feet or more of standing water requires fencing.

A special intensity allocation is required to allow 70% built upon area as proposed.

2. Phase II Stormwater Post Construction Ordinance
Sec. 5.3 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 three privately maintained stormwater management control devices meeting the City's requirements for stormwater treatment and detention.

D. Storm Drainage System

Sec. 5-2. 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 three locations requiring NCDOT driveway permits. A TIA was completed by the developer and has been reviewed by NCDOT and the City. Additionally, NCDOT has recently completed improvements to West Ten Road from Buckhorn Road to Mt. Willing Road and has committed to construction of signals at both ramp intersections at the interchange of I-40/I-85 and Buckhorn Road. The TIA indicates that the two site accesses for Gravelly Hill Middle School operated acceptably at the time of study. At the request of the Orange County School System, Municipal & School Transportation Assistance (MSTA) will conduct a traffic study during the next academic year to evaluate safety and operation and make recommendations for any needed improvements.

Findings and Requirements of the developer are as follows:

West Ten Road and Site Drive A:

- Construct the northern leg (Site Drive A) with one ingress lane and one egress lane striped as a shared left/right lane under stop-control.
- Provide a minimum of 100 feet of internal protected stem length on the northern leg.
- Construct an exclusive eastbound left-turn lane with at least 100 feet of storage and appropriate transitions per NCOT requirements.
- Construct an exclusive westbound right-turn lane with at least 100' of storage and appropriate transitions per NCDOT requirements.

West Ten Road and Site Drive B:

- Construct the northern leg (Site Drive B) with one ingress lane and one egress lane striped as a shared left/right lane under stop-control.
- Provide a minimum of 125 feet of internal protected stem length on the northern leg.
- Construct an exclusive eastbound left-turn lane with at least 100 feet of storage and appropriate



- transitions per NCOT requirements.
- Construct an exclusive westbound right-turn lane with at least 100' of storage and appropriate transitions per NCDOT requirements.

West Ten Road and Site Drive C:

- Construct the northern leg (Site Drive C) with one ingress lane and one egress lane striped as a shared left/right lane under stop-control.
- Provide a minimum of 100 feet of internal protected stem length on the northern leg.
- Construct an exclusive eastbound left-turn lane with at least 100 feet of storage and appropriate transitions per NCOT requirements.
- Construct an exclusive westbound right-turn lane with at least 100' of storage and appropriate transitions per NCDOT requirements.

F. Construction Plan Submittal

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.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

July 18, 2022

ORANGE COUNTY

Chase Smith, PE
Ramey Kemp and Associates
5808 Faringdon Place, Suite 100
Raleigh, NC 27609

Subject: Proposed West Ten Road Development (Project Skywalker) Located on
SR 1146 (West Ten Road)
Review of Traffic Impact Analysis (TIA)

Dear Mr. Smith,

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

General:

The proposed site is located north of West Ten Road and east of Bushy Cook Road in Mebane. The area is currently experiencing robust development and the study has considered increases in background traffic volumes associated with general growth and specific approved developments. The proposed site consists of 900,000 SF of industrial/warehouse development and is expected to generate approximately 3,434 new daily trips upon full build out in 2023. The TIA indicates that specific land use(s) have not been identified and land use code (LUC) 110 was utilized as a conservative approach for estimation of site trips for the purposes of the analysis. The applicant should be aware that additional analysis may be necessary if ultimate uses are determined to result in trip generation substantially greater than that used for this study. The TIA analysis included three proposed full-movement accesses located on West Ten Road.

Background Committed Improvements:

NCDOT has recently completed Project U-6245 on West Ten Road consisting of construction of paved shoulders and resurfacing from Buckhorn Road to Mt. Willing Road. These improvements do not increase capacity at any of the study intersections.

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

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

Website: www.ncdot.gov

Location:
115 EAST CRESCENT SQUARE DRIVE
GRAHAM, NC 27253

NCDOT has committed to the construction of signals at both ramp intersections at the interchange of I-40/I-85 and Buckhorn Road subject to the City of Mebane securing funding from developer contributions for the project. These improvements were considered in the analysis.

Future Analysis by Others:

The TIA indicates that the two site accesses for Gravelly Hill Middle School operated acceptably at the time of this study. At the request of Orange County School System, Municipal & School Transportation Assistance (MSTA) will conduct a traffic study during the next academic year to evaluate safety and operation and make recommendations for any needed improvements.

Findings and Requirements:

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

West Ten Road and Site Drive A:

- Construct the northern leg (Site Drive A) with one ingress lane and one egress lane striped as a shared left/right lane under stop-control.
- Provide a minimum of 100 feet of internal protected stem length on the northern leg.
- Construct an exclusive eastbound left-turn lane with at least 100 feet of storage and appropriate transitions per NCDOT requirements.
- Construct an exclusive westbound right-turn lane with at least 100 feet of storage and appropriate transitions per NCDOT requirements.

West Ten Road and Site Drive B:

- Construct the northern leg (Site Drive B) with one ingress lane and one egress lane striped as a shared left/right lane under stop-control.
- Provide a minimum of 125 feet of internal protected stem length on the northern leg.
- Construct an exclusive eastbound left-turn lane with at least 100 feet of storage and appropriate transitions per NCDOT requirements.
- Construct an exclusive westbound right-turn lane with at least 100 feet of storage and appropriate transitions per NCDOT requirements.

West Ten Road and Site Drive C:

- Construct the northern leg (Site Drive C) with one ingress lane and one egress lane striped as a shared left/right lane under stop-control.
- Provide a minimum of 100 feet of internal protected stem length on the northern leg.
- Construct an exclusive eastbound left-turn lane with at least 100 feet of storage and appropriate transitions per NCDOT requirements.
- Construct an exclusive westbound right-turn lane with at least 100 feet of storage and appropriate transitions per NCDOT requirements.

Multi-modal and Streetscape Enhancements:

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

General Requirements:

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

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

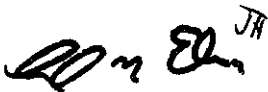
Intersection radii and geometry shall be designed to accommodate turning movements of the largest anticipated vehicle.

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

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

Feel free to contact me if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "C. N. Edwards Jr." with a stylized "Jr." at the end.

C. N. Edwards Jr., PE
District Engineer

Cc: W.R. Archer, III, PE, Division Engineer
D.M. McPherson, Division Traffic Engineer
Brian Thomas, Regional Traffic Safety Engineer
City of Mebane



Memorandum

To: Ashley Ownbey
Interim Development Director
City of Mebane

Date: July 25, 2022

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

Project #: 39160.00, Task 10

From: Baohong Wan, PhD, PE

Re: West Ten Road Industrial Traffic Impact Analysis **Revision**
Mebane, NC

A Traffic Impact Analysis (TIA) was prepared by Ramey Kemp & Associates (RKA) for the proposed West Ten Road Industrial development located between Mt. Willing Road and Buckhorn Road in Mebane, North Carolina. VHB is contracted by the City of Mebane to conduct an independent review of the TIA. This memo provides a list of critical findings, following by an in-depth summary of study assumptions and analysis results.

List of Mitigation Recommendations

The following items in **red** should be considered in addition to mitigation measures that have been identified within the West Ten Road Industrial TIA:

- › Mt. Willing Road at I-40 EB/ I-85 NB Ramps
 - Monitor for signalization
- › Mt. Willing Road at I-40 WB/ I-85 SB Ramps
 - Monitor for signalization
- › West Ten Road and Mt. Willing Road
 - **Monitor for signalization**
- › West Ten Road and Buckhorn Road
 - **Monitor for signalization**
- › West Ten Road at Access A
 - Construct the southbound approach with one ingress lane and one egress lane.
 - Provide an exclusive eastbound left-turn lane with at least **100** feet of full storage and appropriate taper.
 - Provide an exclusive westbound right-turn lane with at least **100** feet of full storage and appropriate taper.
- › West Ten Road at Access B
 - Construct the southbound approach with one ingress lane and one egress lane.
 - Provide an exclusive eastbound left-turn lane with at least **100** feet of full storage and appropriate taper.
 - Provide an exclusive westbound right-turn lane with at least **100** feet of full storage and appropriate taper.
- › West Ten Road at Access C
 - Construct the southbound approach with one ingress lane and one egress lane.
 - Provide an exclusive eastbound left-turn lane with at least **100** feet of full storage and appropriate taper.
 - Provide an exclusive westbound right-turn lane with at least **100** feet of full storage and appropriate taper.
- › Multimodal Considerations: compliance of multimodal transportation requirements should be examined to ensure adequacy of pedestrian, bike, and transit facilities across the project site and along roadways comprising the property frontage.

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

Engineers | Scientists | Planners | Designers

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

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Summary of TIA Assumptions and Results

Development Plan

The proposed West Ten Road Industrial development will consist of up to 900,000 square feet (sf) of a industrial land use and will be accessed via three (3) new full movement driveways along West Ten Road. A current plan is provided with the TIA resubmittal that depicts the planned driveway locations and spacings, intended traffic circulation and driveway utilization, and internal protected stem lengths.

Multimodal Analysis

Multimodal analysis was performed for the study area in accordance with the City's requirements. The analysis indicated that paved shoulders along Buckhorn Road are recommended in the City of Mebane 2015 Bicycle and Pedestrian Transportation Plan, while STIP U-6245 plans to add paved shoulders along West Ten Road. No improvements are recommended by the developer.

To be consistent with the Bicycle and Pedestrian Transportation Plans, paved shoulders and sidewalks on West Ten Road along the project site frontage should be constructed to improve bicycle and pedestrian quality of service in the area.

Study Area and Analysis Scenarios

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

- › Buckhorn Road at I-40 Westbound Ramps (unsignalized, TWSC)
- › Buckhorn Road at I-40 Eastbound Ramps (unsignalized, TWSC)
- › West Ten Road at Buckhorn Road (unsignalized, AWSC)
- › West Ten Road at Gravelly Hill Middle School Driveway #1 (unsignalized, TWSC)
- › West Ten Road at Gravelly Hill Middle School Driveway #2 (unsignalized, TWSC)
- › West Ten Road at Bushy Cook Road (unsignalized, TWSC)
- › West Ten Road at Mt. Willing Road (unsignalized, AWSC)
- › Mt. Willing Road at I-40 Eastbound Ramps (unsignalized, TWSC)
- › Mt. Willing Road at I-40 Westbound Ramps (unsignalized, TWSC)
- › West Ten Road at Access A (future unsignalized, TWSC)
- › West Ten Road at Access B (future unsignalized, TWSC)
- › West Ten Road at Access C (future unsignalized, TWSC)

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

- › 2021 Existing Traffic Conditions
- › 2023 No-Build Traffic Conditions
- › 2023 Build Traffic Conditions

Existing and No-Build Analysis Assumptions

Existing (2021) analysis was conducted based on traffic counts conducted in December 2021 during typical weekday AM (7 to 9 AM) and PM (4 to 6 PM) peak hours. The December 2021 counts at intersections along West Ten Road appear adequate in comparison to the calibrated 2021 traffic volumes included in the Buckhorn Business Center TIA, which used different traffic data and methodology. However, traffic counts at the I-40/I-85 interchange intersections appear lower than Buckhorn Business Center TIA.

The No-Build scenario included an annual growth rate of two percent (2%) between the existing year (2021) and the future analysis year (2023). Based on coordination with the NCDOT and the City, the following adjacent developments were identified and included in the future year analyses:

- › Project Titanium
- › Medline
- › West Ten Industrial
- › Buckhorn Business Centre
- › Efland Industrial
- › Bowman Subdivision (only 25% trips applied)

One (1) background roadway improvement project was identified within the study area which includes to construct traffic signals at both ramp intersections at the interchange of I-40/ I-85 and Buckhorn Road.

Trip Generation & Distribution

Trip generation potential was determined based on methodology outlined in the ITE Trip Generation Manual, 11th Edition. Based on the TIA, the proposed development is expected to generate 3,434 total daily trips with 616 trips (542 entering, 74 exiting) occurring during the AM peak hour and 196 trips (27 entering, 169 exiting) occurring during the PM peak hour. Truck trips are expected to account for about 9 trips (5 entering and 4 exiting) during the weekday AM peak hour, and 9 trips (4 entering and 5 exiting) during the weekday PM peak hour.

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

- › 30% to/from the east via I-40/ I-85
- › 30% to/from the west via I-40/ I-85
- › 5% to/from the north via Buckhorn Road
- › 5% to/from the north via Mt. Willing Road
- › 15% to/from the west via West Ten Road
- › 5% to/from the east via West Ten Road
- › 5% to/from the south via Bushy Cook Road
- › 5% to/from the south via Mt. Willing Road

Truck traffic were distributed 50/50 to/from the east and west along I-40/I-85 via the Mr. Willing Road interchange.

Capacity Analysis Results

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

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

ID	Intersection and Approach	Traffic Control	Existing (2021)		No-Build (2023)		Build (2023)	
			AM	PM	AM	PM	AM	PM
1	Buckhorn Road at I-40 WB/ I-85 SB Ramps	Unsignalized/ Signalized	N/A	N/A	C (21.8)	B (13.2)	C (22.9)	B (13.3)
	Westbound		C-17.5	C-20.5	C-25.5	A-9.8	C-25.5	A-9.8
	Northbound		---	---	C-21.3	B-16.2	C-22.1	B-16.3
	Southbound		---	---	C-20.4	B-14.3	C-22.2	B-14.4

The TIA indicated that this future signalized intersection is expected to operate at LOS C during the AM peak hour and LOS B during the PM peak hour under the build-out conditions. Since traffic operations at the intersection are expected to meet the UDO standards, no mitigation was recommended in the TIA by the proposed development.

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

ID	Intersection and Approach	Traffic Control	Existing (2021)		No-Build (2023)		Build (2023)	
			AM	PM	AM	PM	AM	PM
2	Buckhorn Road at I-40 EB/ I-85 NB Ramps	Unsignalized/ Signalized	N/A	N/A	B (15.2)	B (16.3)	B (14.8)	B (16.5)
	Eastbound		F-242.6	D-34.7	B-16.3	C-22.0	B-15.4	C-21.9
	Northbound		---	---	C-24.3	B-17.0	C-25.1	B-17.7
	Southbound		---	---	A-10.0	B-12.7	A-9.3	B-12.6

The TIA indicated that this future signalized intersection is expected to operate at LOS B during both peak hours under build-out conditions. Since traffic operations at the intersection are expected to meet the UDO standards, no mitigation was recommended in the TIA by the proposed development.

West Ten Road at Buckhorn Road (unsignalized, AWSC)

ID	Intersection and Approach	Traffic Control	Existing (2021)		No-Build (2023)		Build (2023)	
			AM	PM	AM	PM	AM	PM
3	West Ten Road at Buckhorn Road	Unsignalized (AWSC)	B (10.1)	A (9.1)	C (18.2)	B (12.0)	E (37.2)	B (12.9)
	Eastbound		B-10.2	A-8.9	B-14.2	B-10.9	C-24.7	B-11.2
	Westbound		A-9.2	A-8.9	B-13.7	B-12.4	C-18.6	B-13.9
	Northbound		A-9.0	A-8.8	B-11.3	B-10.5	B-13.4	B-10.8
	Southbound		B-10.9	A-9.4	C-24.7	B-12.9	F-60.9	B-13.6

The TIA indicated that this all-way stop-control intersection is expected to operate at LOS E during the AM peak hour and LOS B during the PM peak hour under build-out conditions. The southbound stop-controlled approach is projected to operate at LOS F during the AM peak hour. No mitigation was recommended in the TIA by the proposed development. A dedicated left-turn lane on the southbound approach was considered during the first submittal review, but it was not supported by NCDOT due to right-of-way concerns and potential complications at an AWSC intersection. To meet the UDO standards for intersection LOS, the following mitigations should be considered at this intersection:

- › Monitor for signalization.

West Ten Road at Gravelly Hill Middle School Driveway #1 (unsignalized, TWSC)

ID	Intersection and Approach	Traffic Control	Existing (2021)		No-Build (2023)		Build (2023)	
			AM	PM	AM	PM	AM	PM
4	West Ten Road at Gravelly Hill Middle School Driveway #1	Unsignalized (TWSC)	N/A	N/A	N/A	N/A	N/A	N/A
	Southbound		B-12.4	A-9.4	B-14.0	A-9.8	C-16.6	B-10.1

The TIA indicated that the stop-controlled approach is expected to operate at LOS C during the AM peak hour and LOS B during the PM peak hour under build-out conditions. Since traffic operations at the intersection are expected to meet the UDO standards, no mitigation was recommended in the TIA by the proposed development.

West Ten Road at Gravelly Hill Middle School Driveway #2 (unsignalized, TWSC)

ID	Intersection and Approach	Traffic Control	Existing (2021)		No-Build (2023)		Build (2023)	
			AM	PM	AM	PM	AM	PM
5	West Ten Road at Gravelly Hill Middle School Driveway #2	Unsignalized (TWSC)	N/A	N/A	N/A	N/A	N/A	N/A
	Southbound		B-10.0	A-9.5	B-10.7	A-9.8	B-11.4	B-10.1

The TIA indicated that the stop-controlled approach is expected to operate at LOS B during both peak hours under build-out conditions. Since traffic operations at the intersection are expected to meet the UDO standards, no mitigation was recommended in the TIA by the proposed development.

West Ten Road at Bushy Cook Road (unsignalized, TWSC)

ID	Intersection and Approach	Traffic Control	Existing (2021)		No-Build (2023)		Build (2023)	
			AM	PM	AM	PM	AM	PM
6	West Ten Road at Bushy Cook Road	Unsignalized (TWSC)	N/A	N/A	N/A	N/A	N/A	N/A
	Northbound		B-10.0	A-9.3	B-10.4	A-9.7	B-11.7	A-9.9

The TIA indicated that the stop-controlled approach is expected to operate at LOS B during both peak hours under build-out conditions. Since traffic operations at the intersection are expected to meet the UDO standards, no mitigation was recommended in the TIA by the proposed development.

West Ten Road at Mt. Willing Road (unsignalized, AWSC)

ID	Intersection and Approach	Traffic Control	Existing (2021)		No-Build (2023)		Build (2023)	
			AM	PM	AM	PM	AM	PM
7	West Ten Road at Mt. Willing Road	Unsignalized (AWSC)	A (9.5)	A (9.1)	B (10.7)	B (10.1)	F (53.2)	B (12.4)
	Eastbound		B-10.2	A-9.2	B-11.8	B-10.7	C-22.6	B-14.5
	Westbound		A-8.9	A-9.0	A-9.7	A-9.6	B-14.2	B-10.2
	Northbound		A-9.3	A-8.8	B-10.3	A-9.4	C-15.7	B-10.2
	Southbound		A-8.9	A-9.3	B-10.4	B-10.2	F-88.7	B-11.6

The TIA indicated that this all-way stop-control intersection is expected to operate at LOS F during the AM peak hour and LOS C during the PM peak hour under build-out conditions, while the southbound stop-controlled approach is projected to operate at LOS F during the AM peak hour. No mitigation was recommended in the TIA by the proposed development. A dedicated right-turn lane on the southbound approach and a left-turn lane on the eastbound approach were considered during the first submittal review, but

they were not supported by NCDOT due to right-of-way concerns and potential complications at an AWSC intersection. To meet the UDO standards for intersection LOS, the following mitigations should be considered at this intersection:

- › Monitor for signalization.

Mt. Willing Road at I-40 EB/ I-40 NB Ramps (unsignalized, TWSC)

ID	Intersection and Approach	Traffic Control	Existing (2021)		No-Build (2023)		Build (2023)	
			AM	PM	AM	PM	AM	PM
8	Mt. Willing Road at I-40 EB/ I-85 NB Ramps	Unsignalized (TWSC)	N/A	N/A	N/A	N/A	N/A	N/A
	Eastbound		F-54.9	C-19.5	F-417.5	D-32.1	F-424.3	E-36.1

The TIA indicated that the stop-controlled approach is expected to operate at LOS F during the AM peak hour and LOS E during the PM peak hour under the build-out conditions. The TIA indicated that heavy queuing is anticipated on the northbound approach that is expected to spill back into the intersection of Mt. Willing Road and West Ten Road, while peak hour signal warrants would likely be met under both the No-Build and Build conditions. The following mitigation was recommended in the TIA by the proposed development:

- › Monitor for signalization.

Mt. Willing Road at I-40 WB/ I-40 SB Ramps (unsignalized, TWSC)

ID	Intersection and Approach	Traffic Control	Existing (2021)		No-Build (2023)		Build (2023)	
			AM	PM	AM	PM	AM	PM
9	Mt. Willing Road at I-40 WB/ I-85 SB Ramps	Unsignalized (TWSC)	N/A	N/A	N/A	N/A	N/A	N/A
	Westbound		B-11.2	B-13.5	B-14.4	C-15.6	F-68.7	C-17.4

The TIA indicated that the stop-controlled approach is expected to operate at LOS F during the AM peak hour and LOS D during the PM peak hour under build-out conditions. The TIA indicated that peak hour signal warrants would likely be met under both the No-Build and Build conditions. The following mitigation was recommended in the TIA by the proposed development:

- › Monitor for signalization.

West Ten Road at Access A (future unsignalized, TWSC)

ID	Intersection and Approach	Traffic Control	Existing (2021)		No-Build (2023)		Build (2023)	
			AM	PM	AM	PM	AM	PM
10	West Ten Road at Access A	Unsignalized (TWSC)	-	-	-	-	N/A	N/A
	Southbound		---	---	---	---	B-13.2	B-10.1

The TIA indicated that the proposed stop-controlled driveway is expected to operate at LOS B during both peak hours under build-out conditions. The projected number of left-turning traffic into the site meets warrants for the construction of an exclusive left-turn lane along West Ten Road. Turn lanes along West Ten Road were recommended in the TIA to accommodate the new driveway. The following mitigation should be provided by the proposed development to meet the minimum design requirements:

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

West Ten Road at Access B (future unsignalized, TWSC)

ID	Intersection and Approach	Traffic Control	Existing (2021)		No-Build (2023)		Build (2023)	
			AM	PM	AM	PM	AM	PM
11	West Ten Road at Access B	Unsignalized (TWSC)	-	-	-	-	N/A	N/A
	Southbound		---	---	---	---	C-15.4	B-12.0

The TIA indicated that the proposed stop-controlled driveway is expected to operate at LOS C during both peak hours under build-out conditions. The projected number of right-turning traffic into the site meets warrants for the construction of an exclusive right-turn lane along West Ten Road. Additionally, a left-turn lane should be considered to provide a consistent roadway cross-section along West Ten Road between the site driveways. No mitigation along West Ten Road was recommended in the TIA to accommodate the new driveway. The following mitigation should be provided by the proposed development to meet the minimum design requirements:

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

West Ten Road at Access C (future unsignalized, TWSC)

ID	Intersection and Approach	Traffic Control	Existing (2021)		No-Build (2023)		Build (2023)	
			AM	PM	AM	PM	AM	PM
12	West Ten Road at Access C	Unsignalized (TWSC)	-	-	-	-	N/A	N/A
	Southbound		---	---	---	---	C-19.6	B-11.6

The TIA indicated that the proposed stop-controlled driveway is expected to operate at LOS C during both peak hours under build-out conditions. The projected number of right-turning traffic into the site meets warrants for the construction of an exclusive right-turn lane along West Ten Road. Additionally, a left-turn lane should be considered to provide a consistent roadway cross-section along West Ten Road between the site driveways. No mitigation along West Ten Road was recommended in the TIA to accommodate the new driveway. The following mitigation should be provided by the proposed development to meet the minimum design requirements:

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